



## SPECIAL MEETING AGENDA

**Date:** 11/22/2021

**Time:** 7:00 p.m.

**Meeting Location:** [Zoom.us/join](https://zoom.us/join) – ID# 831 6644 9012

### NOVEL CORONAVIRUS, COVID-19, EMERGENCY ADVISORY NOTICE

On March 19, 2020, the Governor ordered a statewide stay-at-home order calling on all individuals living in the State of California to stay at home or at their place of residence to slow the spread of the COVID-19 virus. Additionally, the Governor has temporarily suspended certain requirements of the Brown Act. For the duration of the shelter in place order, the following public meeting protocols will apply.

Teleconference meeting: In accordance with Government Code section 54953(e), and in light of the declared state of emergency, all members of the Planning Commission, city staff, applicants, and members of the public will be participating by teleconference.

#### How to participate in the meeting

- Submit a written comment online up to 1-hour before the meeting start time:  
[planningDept@menlopark.org](mailto:planningDept@menlopark.org)\*  
Please include the agenda item number you are commenting on.
- Access the meeting real-time online at:  
[zoom.us/join](https://zoom.us/join) – Meeting ID# 831 6644 9012
- Access the meeting real-time via telephone (listen only mode) at:  
(669) 900-6833  
Regular Meeting ID # 831 6644 9012  
Press \*9 to raise hand to speak

\*Written and recorded public comments and call-back requests are accepted up to 1 hour before the meeting start time. Written and recorded messages are provided to the Planning Commission at the appropriate time in their meeting. Recorded messages may be transcribed using a voice-to-text tool.

- Watch the meeting
  - Online:  
[menlopark.org/streaming](https://menlopark.org/streaming)

Subject to Change: Given the current public health emergency and the rapidly evolving federal, state, county and local orders, the format of this meeting may be altered or the meeting may be canceled. You may check on the status of the meeting by visiting the City's website [www.menlopark.org](https://www.menlopark.org). The instructions for logging on to the webinar and/or the access code is subject to change. If you have difficulty accessing the webinar, please check the latest online edition of the posted agenda for updated information ([menlopark.org/agenda](https://menlopark.org/agenda)).



## Regular Meeting

### A. Call To Order

### B. Roll Call

### C. Reports and Announcements

### D. Public Hearing

#### D1. Specific Plan Amendments, Architectural Control Revision, Use Permit Revision, Development Agreement Amendment, and Environmental Review under the California Environmental Quality Act (CEQA)/Cyrus Sanandaji/1300 El Camino Real (Springline). ([Staff Report #21-061-PC](#))

1. A recommendation to the City Council on Specific Plan Amendments to increase the maximum Public Benefit Bonus-level floor area ratio (FAR) from 1.50 to 1.55 in the ECR NE-R District under certain circumstances;
2. Architectural control revision for compliance with Specific Plan standards and guidelines, including determination of a Public Benefit Bonus to exceed the Base level FAR (Floor Area Ratio) standards, for a previously approved mixed-use development consisting of office, residential, and community-serving uses on a 6.4-acre site. The proposed revision includes modifications to the basement and second levels of each office building, which would increase the project's gross floor area (GFA) by up to approximately 9,000 square feet, reconfiguration of the primary residential entry at the intersection of Oak Grove Avenue and Garwood Way for improved accessibility, and modification of a portion of the previously-designated community-serving use space facing Oak Grove Avenue to a multi-function space. The increase in gross floor area would require payment of an in-lieu fee in compliance with the City's Below Market Rate Housing Program, as recommended by the Housing Commission and included in the conditions of approval;
3. Use permit revision for hazardous materials for a fuel tank supplying a diesel emergency back-up generator, expanded outdoor seating associated with full/limited service restaurants, and the on-site and off-site consumption of alcohol (beer, wine and spirits) and beverage sales establishments (inclusive of a mobile beer truck). In accordance with the requirements of the California State Department of Alcoholic Beverage Control (ABC), to approve the off-site sale of alcohol, the Planning Commission must make a finding that the off-sale of alcohol at this location serves a public convenience or necessity; and
4. A recommendation to the City Council on a Development Agreement (DA) Amendment for the project sponsor to secure vested rights, and for the City to secure a public benefit.

The City prepared an addendum to the certified Final Infill EIR, which considered the above requested entitlements.

### E. Informational Items

- #### E1. 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: December 13, 2021
- Regular Meeting: December 20, 2021

## **F. Adjournment**

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

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

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

Any writing that is distributed to a majority of the Planning 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 by request by emailing the city clerk at [jaherren@menlopark.org](mailto:jaherren@menlopark.org). Persons with disabilities, who require auxiliary aids or services in attending or participating in Planning Commission meetings, may call the City Clerk's Office at 650-330-6620.

Agendas are posted in accordance with Government Code Section 54954.2(a) or Section 54956. Members of the public can view electronic agendas and staff reports by accessing the City website at [menlopark.org/agenda](http://menlopark.org/agenda) and can receive email notification of agenda and staff report postings by subscribing to the "Notify Me" service at [menlopark.org/notifyme](http://menlopark.org/notifyme). Agendas and staff reports may also be obtained by contacting City Clerk at 650-330-6620. (Posted: 11/19/2021)





## STAFF REPORT

### Planning Commission

Meeting Date:

11/22/2021

Staff Report Number:

21-061-PC

Public Hearing:

**Specific Plan Amendments, Architectural Control Revision, Use Permit Revision, Development Agreement Amendment, and Environmental Review under the California Environmental Quality Act (CEQA)/Cyrus Sanandaji/1300 El Camino Real (Springline)**

## Recommendation

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

1. **Recommend that the City Council adopt an ordinance amending the Specific Plan** to increase the maximum Public Benefit Bonus-level floor area ratio (FAR) from 1.50 to 1.55 in the ECR NE-R District under certain circumstances;
2. **Approve the architectural control revision** for compliance with Specific Plan standards and guidelines, including determination of a Public Benefit Bonus to exceed the Base level FAR (Floor Area Ratio) standards, for a previously approved mixed-use development consisting of office, residential, and community-serving uses on a 6.4-acre site. The proposed revision includes modifications to the basement and second levels of each office building, which would increase the project's gross floor area (GFA) by up to approximately 9,000 square feet, reconfiguration of the primary residential entry at the intersection of Oak Grove Avenue and Garwood Way for improved accessibility, and modification of a portion of the previously-designated community-serving use space facing Oak Grove Avenue to a multi-function space. The increase in gross floor area would require payment of an in-lieu fee in compliance with the City's Below Market Rate Housing Program, as recommended by the Housing Commission and included in the conditions of approval;
3. **Approve the use permit revision** for hazardous materials for a fuel tank supplying a diesel emergency back-up generator, expanded outdoor seating associated with full/limited service restaurants, and the on-site and off-site consumption of alcohol (beer, wine and spirits) and beverage sales establishments (inclusive of a mobile beer truck). In accordance with the requirements of the California State Department of Alcoholic Beverage Control (ABC), to approve the off-site sale of alcohol, the Planning Commission must make a finding that the off-sale of alcohol at this location serves a public convenience or necessity; and
4. **Recommend that the City Council adopt an ordinance approving a Development Agreement (DA) Amendment** for the project sponsor to secure vested rights, and for the City to secure a public benefit.

If the Planning Commission decides to proceed, it should consider the three Resolutions attached to this staff report in the following order:

1. Resolution Recommending City Council Adopt an Ordinance Amending the Specific Plan;
2. Resolution Approving Architectural Control Revision and Use Permit Revision; and
3. Resolution Recommending City Council Adopt an Ordinance Approving a Development Agreement



Amendment.

## **Policy Issues**

The proposed project requires the Planning Commission and City Council to consider the merits of the project, including the project's consistency with the City's General Plan, the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district (inclusive of the proposed amendments to the ECR NE-R sub-district of the El Camino Real/Downtown Specific Plan), BMR housing program, and other adopted policies and programs, and determine whether the proposed public benefit justifies a Public Benefit Bonus. As part of the project review, the Planning Commission will need to consider the architectural control revision and use permit revision. The Planning Commission will also need to consider and provide a recommendation to the City Council on the Specific Plan amendments that are required to enable the applicant's proposed modifications to the approved project and the DA amendment for specific additional public benefits in exchange for the revisions to the project. All other entitlements would be reviewed and acted upon by the Planning Commission and are final, unless appealed.

The City prepared an Addendum to the certified Final Infill EIR for the Station 1300 (1300 El Camino Real) project, which considered the requested entitlements for the project, and the broader amendment to the Specific Plan ECR-NE-R sub-district. As discussed in the Addendum (Attachment G), it is the City's conclusion that the proposed changes and associated environmental effects do not meet the conditions calling for preparation of a subsequent EIR. Further, the proposed amendments to the Specific Plan would not increase the maximum allowable development capacity under the Specific Plan, which included a development cap.

## **Background**

### ***Site location and uses***

The approximately 6.4-acre site is located at 1300 El Camino Real, in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. Using El Camino Real in a north to south orientation, the subject parcel is located on the east side of El Camino Real, between Oak Grove Avenue and Glenwood Avenue.

The entire project site is within the Specific Plan's El Camino Real Northeast – Residential (ECR NE-R) District. The ECR NE-R District is located in the "El Camino Real Mixed Use – Residential" Specific Plan land use designation, which supports a variety of retail uses, personal services, business and professional offices, and residential uses. The ECR NE-R District allows higher residential densities, in recognition of its location near the train station area and downtown.

Neighboring land uses include a hotel to the north; single- and multi-family residential units east of the Caltrain right-of-way; the Menlo Park Caltrain Station and a mixed-use development (including residential units) south of Oak Grove Avenue; and the El Camino Real commercial corridor to the west. The northeast corner of El Camino Real and Oak Grove Avenue, immediately adjacent to the project site, includes a gas station and a restaurant/cafe. Downtown Menlo Park is approximately 0.1 mile southwest of the project site. A location map is included as Attachment D.

### ***Previous project review***

The City Council approved the 1300 El Camino Real project (formerly known as "Station 1300" and currently called "Springline") on January 24 and February 7, 2017. The project is a mixed-use development consisting of non-medical office, residential, and community-serving uses with a total of approximately



220,000 square feet of non-residential uses and 183 dwelling units. The project includes a two-level underground parking garage and construction of an extension of Garwood Way to connect to Oak Grove Avenue. The two office buildings are oriented toward El Camino Real, while the residential building is oriented toward Oak Grove Avenue and the extended Garwood Way. Along El Camino Real and Oak Grove Avenue, the ground floors will be mostly occupied by community-serving uses (retail, personal service, etc.). The project also includes pathways and plazas, a dog park, and landscaping. Applicable entitlements and agreements for this project included Architectural Control, Development Agreement, Tentative Map, Use Permit, Heritage Tree Removal Permits, and Below Market Rate (BMR) Housing Agreement.

## **Analysis**

### ***Project description***

The applicant is requesting an architectural control revision to allow modifications to the approved project in anticipation of occupancy and leasing as the construction of the major elements of the project is substantially complete. The modifications would not increase the footprint of the approved buildings but would increase the gross floor area (GFA) by approximately 9,000 square feet by converting basement areas that are currently designed for parking, and are therefore exempt from the calculation of GFA, and by adding passageways at the second levels of the office buildings, which are currently open to the first levels below. The proposed modifications to basement areas include the addition of tenant amenities for the residential and office uses, such as a dog washing area for residential tenants, and functional areas, such as mail rooms and trash rooms, which were not identified in the approved plans. The applicant is also requesting to modify the primary residential entry at the intersection of Oak Grove Avenue and Garwood Avenue to improve aesthetics, functionality, and accessibility. The applicant has submitted an updated shared parking study to address the reduction in parking as further discussed later in this report.

The applicant is also requesting a use permit revision to allow a diesel fuel tank for an emergency back-up generator, the sale of alcohol for on-site and off-site consumption, and an expansion of the approved outdoor restaurant seating.

### **Specific Plan amendment**

The proposed increase in GFA would require Specific Plan amendments. The proposed amendments would increase the maximum bonus-level development allowed in the ECR NE-R district for projects approved at the bonus-level that include residential and community servicing uses when the Planning Commission finds additions during construction are necessary or desirable to address deficiencies identified after construction of the structure(s) is substantially complete, as follows:

Development Intensity, Maximum FAR for all uses inclusive of Offices

Base: 1.10

Public Benefit Bonus: 1.50; except that the Planning Commission may approve additions of square footage to a mixed use project in the ECR NE-R District during construction, where said mixed use project was previously approved by the Planning Commission or City Council for a public benefit bonus, that includes residential and community serving uses (all permitted non-residential/non-office uses in the "El Camino Real Mixed Use/Residential" land use designation), and provided that (1) additions are limited to those determined by the Planning Commission to be necessary or desirable to address deficiencies identified after construction of the structure(s) was substantially complete and to result in a total FAR not to exceed 1.55, (2) any additions provided above-grade do not increase the exterior dimensions of the project and have the sole function of correcting internal circulation deficiencies in the approved and built project (3) any additional gross floor area below-grade is located within the footprint



of existing subsurface levels, (4) additions are limited to a maximum FAR of 0.05 and restricted to uses intended to serve occupants of the project site, And (5) any such changes require architectural control review and action by the Planning Commission.

The full amendments, including other areas in the Specific Plan where the maximum bonus-level FAR for the ECR NE-R district is listed, are included as Attachment A (Exhibit A).

Staff believes that the proposed Specific Plan amendments to increase the maximum bonus-level development allowed in the ECR NE-R district for certain projects would help such projects correct deficiencies identified after construction is substantially complete and provide desirable amenities without needing to reduce potential commercial, including retail and restaurant, or residential spaces that might have the effect of reducing the activating uses of a mixed-use project. The correction of deficiencies and the addition of desirable amenities would also allow such projects to provide necessary and desirable common space areas for residents and commercial occupants of mixed-use developments, and design functional commercial spaces that would attract commercial tenants that would help activate the streetscape within the ECR NE-R district.

### **Land uses**

The project as approved in 2017 and as currently proposed includes the following breakdown of land uses:

Table 1: Project Breakdown		
Component	Square Feet Approved in 2017	Square Feet Proposed
Apartments (Residential)	199,031	202,528
Non-Medical Office	190,089-202,989	199,054
Community Serving Uses	18,600-29,000	25,049
Other	0	527
Total	418,119	427,158

The community-serving uses (CSU) category includes permitted non-residential/non-office uses in the “El Camino Real Mixed Use/Residential” land use designation, for example:

- General Retail Sales
- Full/Limited Service Restaurants
- Food and Beverage Sales
- General Personal Services
- Banks and Financial Institutions
- Business Services
- Personal Improvement Services (subject to a per-business size limit)



The community-serving uses were proposed to wrap around both the El Camino Real and Oak Grove Avenue frontages, helping ensure greater activity and vibrancy on the public-facing sides of the project, and representing an amenity for the general public.

The applicant is now requesting to reduce the total amount of designated CSU space on the Oak Grove frontage by about 1,155 square feet as the applicant indicates that the eastern-most portion of this area would be difficult to lease to a CSU tenant. The applicant is proposing to use this space for mixture of activities, including additional seating space for café customers, members of the general public, and residents of the apartment building. Because it would not be leased to a CSU tenant, the space would count towards the residential square footage.

The 2017 approval included a use permit to allow for outdoor seating associated with the potential restaurant uses. This approval allows tables to be located along the Oak Grove Avenue and El Camino Real frontages, outside of the required sidewalk clear walking zones. The approval also allows outdoor restaurant seating in the small plaza at the corner of Oak Grove Avenue and Garwood Way, and along the office buildings' entry path and plaza. The applicant is now requesting to expand the permitted outdoor seating, as discussed later in this report.

Staff believes the proposed modifications to the approved project would help attract tenants and activate the street frontage along the approved mixed-use project, which represents a well-balanced project with similar proportions of residential and office uses, along with more active community-serving uses along both of the two main project frontages.

### ***Design and materials***

The approved multi-use project consists of office and retail uses fronting El Camino Real with relatively continuous building façades, residential above retail uses with relatively continuous building facades fronting Oak Grove Avenue, and residential uses fronting the new section of Garwood Way. The uses are separated from each other with landscaped open space at the ground level and are set on top of a two-level underground parking structure. The project is organized to treat the office and residential structures as separate, but adjacent, elements that share a landscape interface and similar architecture.

The office component has two three-story office buildings that face El Camino Real with retail storefronts and face each other across a large plaza. Sections of the upper floors of both office buildings are stepped back on the upper floor facing El Camino Real and the promenade between the buildings.

The central plaza is accessible to pedestrians from El Camino Real through a decorative arched gateway and tree-lined promenade. The central pathway is defined by the C-shaped office building walls, and create a nearly rectangular, courtyard-like space about 170 feet across and 120 feet deep. The office buildings' main entrances are on axis across the plaza and set perpendicular to the primary east-west pedestrian access through the property from El Camino Real to Garwood Way. The center of the open space features a circular paved area 60 feet in diameter bound by re-circulating water features, stepped amphitheater seating with overhead trellises and planting areas, and a date palm perimeter. Beyond the central plaza there are additional recreational facilities linking to Garwood Way.

The residential component has a four-story building with double-loaded corridors around a central courtyard at the southeast corner of the property. The primary open space for residential uses is a courtyard approximately 100 feet wide by 180 feet long. This space features a lap pool and spa, pool deck areas, built-in fire feature and barbeque grill, eating and seating areas, and landscape areas.



The design of both the commercial and residential structures draws heavily on Spanish Revival architectural precedents. Along El Camino Real, there is a prominent street wall that is both visually stable through use of symmetry and figurative treatments (e.g. through the shaping of wall planes at the gabled parapets and the use of additive rooflines at lower levels). The large zones of fenestration with varied window grid patterns add to the visual composition of the elevations. Additionally, there are substantial differentiation in materials, color, fenestration, and roof forms between the north and south office buildings.

The residential building incorporates many traditional Spanish Revival elements such as covered balconies supported by timber posts and beams, arch shaped parapets, and tower/turret forms. The facades are broken down into smaller vertically proportioned façade segments. Variation is created at the wall face by projecting elements outward or with recesses, while the roof edge has some variation in roof form and height.

The public entry to residential uses is located off a plaza at the intersection of Oak Grove Avenue and Garwood Way. As approved, the main entry to the residential building featured a design that includes steps that would not allow for wheelchair access. Instead, such access is provided by a separate entry on the left side of the main entry. In order to enhance accessibility, the applicant is proposing a modification that maintains the overall look and feel of the approved entry while integrating accessibility into the main entry by the use of a ramp element. No other exterior changes are proposed.

Staff believes the proposed revisions to the main residential entry would improve accessibility and be consistent with the approved architectural style. The proposed modifications would comply with relevant Specific Plan standards and guidelines.

### ***Use Permit***

#### **Expanded outdoor seating**

The original approvals include a use permit for outdoor seating for restaurant uses. At that time, the approved outdoor seating areas were located along the Oak Grove Avenue and El Camino Real frontages, outside of the required sidewalk clear walking zones. The original approval also allowed outdoor restaurant seating in the small plaza at the corner of Oak Grove Avenue and Garwood Way, and along the office buildings' entry path and plaza. The applicant is now requesting approval to amend the allowed outdoor seating area to include additional seating in the plaza area, to further activate the plaza and create a better atmosphere for retail tenants, residents and visitors. The additional seating would be located along each side of the required fire access/emergency vehicle access and would not impede the movement of emergency vehicles. The additional seating within the central plaza would be open to the general public and not restricted to a specific restaurant or beverage service operator; however, the potential taproom would locate a mobile beer truck in the plaza that would allow for on-site consumption of alcohol within the seating area as well. The seating would comply with all ABC requirements for barriers delineating alcohol service and would remain open to the public. Staff has included project-specific conditions to ensure the expanded seating would be open to the general public and require review and approval of the Planning Division to ensure quality materials that complement the buildings and overall site design.

The applicant indicates the retail market has shifted over the past several years, and with COVID-19, there is a greater desire for outdoor seating. Staff believes this additional outdoor seating would help activate the project, is important for success during Covid-19 and would help ensure successful community serving retail and restaurant uses.



As required by the California Department of Alcoholic Beverage Control (ABC), barriers would be required and installed around the outdoor areas where alcohol is intended to be consumed. These areas include portions of the plaza area and along the boundaries of the previously approved outdoor seating areas, including those along El Camino Real and Oak Grove Avenue. The applicant indicates they have not identified specific barriers at this time; however, condition of approval 2(b)(iii) would require any proposed barriers to be reviewed and approved by the Planning Division to ensure they consist of quality materials that complement the buildings and overall site design.

#### Alcohol sales

The applicant states in their project description letter that the project is envisioned to include restaurants which could serve beer, wine, and spirits (collectively referred to as alcohol in this report), a taproom serving craft beers and other alcoholic beverages, and a market/grocery use which would sell alcoholic beverages for on-site and off-site consumption.

The majority of the project's CSU area would be occupied by food and beverage uses. These areas include spaces facing Oak Grove, at the ground levels of the office buildings, facing El Camino Real, and some frontage on the plaza, and including in some cases adjacent outdoor seating areas.

The applicant indicates they are currently negotiating with several restaurants whose businesses would include alcohol service. Although leasing has not been completed, the applicant believes that restaurants with alcohol service would occupy approximately two thirds of the approximately 25,049 square feet of CSU areas. These operations would likely be subject to a type 47 alcoholic beverage license. The applicant is seeking a project-wide approval for restaurant alcohol service in designated spaces, which would facilitate prompt leasing and operation of restaurant uses.

The applicant indicates in their project description letter that they are also currently in lease negotiations with a company that operates taprooms in the Bay Area. The proposed taproom is anticipated to sell craft beer and wine, but could also sell spirits (per the allowances of the Type 47 license) for on- and off-site consumption. The primary physical location of the taproom would be in a space fronting on Oak Grove Avenue and would occupy approximately 11 percent of the project's CSU space. The operation would also serve a seating area in the central plaza with a mobile beer truck. No brewing would be conducted on-site and a Type 47 ABC license would be required.

The mobile beer truck would be located in the area of the proposed expansion of outdoor seating, located in the "circle" part of the plaza. The beer truck would be the size of van and would be owned by the operator of the taproom. While the beer truck is operating, the general public would still be able to use seating in this area (as discussed previously and ensured through the recommended project-specific conditions of approval). The shared parking study (Attachment J) showed that the project needs less than the proposed 942 shared parking spaces to accommodate the mix of uses on-site, and the proposal to park the beer truck in the basement was reviewed by the Transportation Division.

The applicant further indicates in their project description letter that they are in negotiations with a specialty grocery store which intends to sell beer, wine and liquor, in addition to other products, for off-site consumption. This use is proposed to be located on the project's El Camino Real frontage and would occupy approximately 14 percent of the CSU area. This market would require both a Type 21 and a Type 47 ABC license.

The applicant is proposing the use of a single type 47 license that would serve all the restaurants, and cover the on-site consumption of alcohol at the market and the taproom. The Type 47 would allow for



operators to sell beer, wine, and spirits for on-site consumption and allow for each operator to sell beer and wine for off-site consumption. The Type 21 license would allow the potential market to sell beer, wine, and spirits for off-site consumption. Each individual operator selling alcohol would be subject to ABC review and the owner/operator of the entire project would help ensure that all individual businesses comply with the applicable ABC requirements. Condition of approval 2(a)(ii) would limit the number of businesses that may utilize the type 74 license to a maximum of ten businesses and limit the number of business that may utilize the type 21 license to a maximum of one business (in conjunction with the Type 47 license) for a total of 10 operators at the project site. Any additional sale of alcohol for on-site or off-site consumption would require additional review and approval by the Community Development Director or the Planning Commission through the appropriate administrative permit or use permit process, as enumerated by the Specific Plan.

#### Determination of Public Convenience or Necessity

ABC looks at the number of businesses with permits for the sale of alcohol for off-site consumption in a particular census track to determine if a census track is considered over concentrated. If a census track is considered over concentrated, ABC may issue a new Type 20 or Type 21 license if the Planning Commission finds that the proposal serves a public necessity or convenience. Businesses such as restaurants with Type 47 licenses that may sell beer and wine for off-site consumption do not require a finding of public convenience or necessity, so the finding in this case is limited to the proposed market.

The subject property is located in census track 6125.00, which includes the following three businesses with licenses for “off-sale alcohol”:

- 7 Eleven – 525 Oak Grove Avenue (Type 20 – beer and wine)
- Menlo Park Fine Wine and Spirits (formerly Tri E-Z Food & Liquors) – 1820 El Camino Real (Type 21 – beer, wine, and distilled spirits)
- 1200 El Camino Real – Chevron convenience store (Type 20 – beer and wine)

ABC has indicated that more than two off-sale alcohol licenses mean this census track is considered over concentrated. The permit for the third off-sale alcohol license in this census track was permitted after the Planning Commission approved a use permit to allow the sale of beer and wine for off-premises consumption at an existing convenience store associated with the Chevron service station at 1200 El Camino Real, located in the northeast corner of El Camino Real and Oak Grove Avenue, immediately adjacent to the Springline site, on November 21, 2019. Along with the use permit approval, the Planning Commission made a finding that the proposal serves a public necessity or convenience.

The criteria for the determination of public necessity or convenience are not explicitly defined by State or City codes, and each determination is reviewed on a case-by-case basis to consider the specific factors involved. Although the area surrounding the subject site contains multiple retail establishments for the off-site sale of alcohol, the size and focus of these businesses varies. In staff’s view, convenience encompasses a broader set of factors beyond an absolute number of stores, including considerations of location, an availability of product types, pricing, and a store’s overall product mix (including non-alcoholic products). Staff believes the proposed sale for off-site consumption of beer, wine and spirits at a market would provide a convenience and service to the new residents, visitors and employees generated by the following recently approved projects, including the Springline project itself, in the vicinity of the propose off-site sale of alcohol:

- Springline (183 residential units and 220,000 square feet of commercial space or approximately 224,103 square feet if the currently requested architectural control and Specific Plan amendments



are approved)

- 1162 El Camino Real (nine residential units)
- 1275 El Camino Real (three residential units and 9,334 square feet of commercial space)
- 1285 El Camino Real (15 residential units and 1,997 square feet of commercial space)
- 506-556 Santa Cruz Avenue (seven residential units and 22,477 square feet of commercial space)
- 1125 Merrill Street (two residential units and 4,366 square feet of commercial space)
- Park James hotel (61 hotel rooms)

### Hazardous materials

The applicant is requesting the use and storage of hazardous materials (diesel fuel) to power an emergency generator. The emergency generator would allow for continued operation of critical systems in the event of an electrical power failure. The generator would be located in a small accessory building adjacent to Garwood Way, near the project's small surface parking lot. The applicant indicates the generator would be typically tested on the second Wednesday of the month from 3:30 to 4:30 pm. The proposal was reviewed and found acceptable by the City's Building Division, the Menlo Park Fire Protection District (MPFPD), the San Mateo County Environmental Health Services Division, and West Bay Sanitary District. Project-specific conditions of approval would require the applicant to provide documentation from an acoustical engineer demonstrating that the generator testing will not exceed sixty (60) dBA as measured from the nearest residential property line, and to provide documentation of having met the relevant requirements of the San Mateo County Environmental Health Department. The conditions would also limit testing to the daytime hours and Monday through Friday to limit potential noise impacts to residents at the site and within the vicinity. The applicant states in the project description letter that they looked at the alternative of meeting emergency power needs through battery storage but found it to be impractical given current technology constraints. Staff believes the use of the diesel emergency generator would be appropriate to provide the necessary emergency back-up power since it would be used infrequently and has been reviewed by all applicable agencies to ensure the proposed generator and diesel storage tank would comply with all applicable rules and regulations.

### ***Parking and circulation***

The majority of the parking for the project is provided in a two-level underground garage. The garage has one access ramp from El Camino Real, and two from Garwood Way. The original approval included certain areas in the garage restricted to residential parking. A small surface parking lot is also provided for the office uses, along Garwood Way at the northeast corner of the site. Pedestrian access to the garage levels is provided by elevators and stairs integrated into all of the buildings, as well as by independent and open stairways at the Garwood/Oak Grove Plaza and the Central Plaza.

For projects in the Specific Plan area, off-street parking should be provided at the rates specified in Table F2, although 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 submitted a shared parking study, approved by the Transportation Division, which justified the proposed 991-space parking requirement for the 2017 approval. The study accounted for the fact that a certain number of residential spaces would be gated and not accessible by other users.

Fehr & Peers, who prepared the original shared parking study, prepared a new shared parking analysis



(Attachment J), which indicates the peak period parking demand for the project would be 902 spaces, which is lower than the 942 proposed spaces. This reduction in the necessary number of parking spaces from the 991 spaces proposed in 2017, was achieved by eliminating reserved parking for residential units. This shared parking analysis was reviewed and approved by the Transportation Division. The Transportation Division has also reviewed the proposal to park the van-sized beer truck in the basement parking area and voiced no concerns.

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

As part of the 2017 approval, the applicant was required to comply with Chapter 16.96 of City's Municipal Code, ("BMR Ordinance"), and with the BMR Housing Program Guidelines adopted by the City Council to implement the BMR Ordinance ("BMR Guidelines"), as the commercial portion of the project exceeded 10,000 square feet in gross floor area. The residential portion of the project itself did not create any BMR requirement, due to the fact that it would be rental housing, and the City did not have any enforceable BMR requirements for rental residential projects at the time, based on a court case.

The BMR requirement from the commercial portion of the project was equivalent to 9.9 BMR units and the applicant proposed providing 10 BMR units to meet this requirement. On March 2, 2016, the Housing Commission reviewed this initial BMR Housing proposal and recommended approval.

Following the Housing Commission's review, the Development Agreement negotiations for the project resulted in a revised BMR proposal of 20 units, with 14 units available to low-income households and six units available to moderate-income households, as part of the public benefits the project proponent provided in exchange for Bonus-level development.

The original approval of the project in 2017 allowed for square footage ranges for the office and community serving uses. The applicant has estimated that of the approximately 4,000 square feet of commercial space proposed beyond the 220,000 square feet approved in 2017, approximately 2,000 square feet of that would count as office and another 2,000 square feet would count as CSU. There is no BMR obligation for the additional residential square footage, since this area would be support/amenity space and would not include the addition of any units. Based on the applicant's estimated split between the different use types, the BMR housing in-lieu fee would be \$63,120 and the residential unit equivalent would 0.15 unit.

On November 3, 2021, the Housing Commission recommended that the Planning Commission approve the draft below market rate (BMR) compliance proposal by the applicant, and a staff recommended condition of approval (Condition 2(e)), for the payment of the BMR in-lieu fee for the proposed addition of GFA.

### ***Public Benefit Bonus and Development Agreement amendment***

The permitted Floor Area Ratio (FAR) in the ECR NE-R District is 1.10, but with a Public Benefit Bonus the FAR can increase to 1.50. Similarly, the maximum height in the ECR NE-R District is 38 feet, although 48 feet is permitted with a Public Benefit Bonus. The City Council approved the 1300 El Camino Real project in 2017 at the maximum FAR and height as permitted with a Public Benefit Bonus. The project included a Development Agreement. The Development Agreement is a contract between the City of Menlo Park and a project sponsor that delineates the terms and conditions of a proposed development project. The Development Agreement allowed the project sponsor to secure vested rights, and the City to secure public benefits, including a \$2.1 million cash contribution to the Specific Plan Amenity Fund, additional affordable housing units, a publicly-accessible dog park, and a sales tax guarantee.

The applicant is now proposing an additional payment of \$300,000 in exchange for the newly proposed GFA, which would be developed at a FAR of approximately 1.53, as permitted by the proposed Specific



Plan amendments. The additional payment of \$300,000 would be used by the City to complete a quite zone feasibility study if the cost of the study exceeds the amount previously budgeted by the City and implement measures from the quite zone feasibility study if the funds are not exhausted by the feasibility study. Any remaining funds would be deposited in the City's Downtown Public Amenity Fund for the City to use at its sole discretion.

### **Correspondence**

As of the writing of this report, staff has not received any items of correspondence on this project.

### **Conclusion**

Staff believes that the proposed Specific Plan amendments to increase the maximum public benefit bonus-level development allowed in the ECR NE-R District for certain projects would help activate the ECR NE-R District streetscape and allow for necessary and desirable common space areas for residents and commercial occupants of mixed-use developments. The proposed project modifications would help activate the streetscape and provide desirable common spaces for future tenants of a previously approved mixed-use project, which represents a well-balanced project with similar proportions of residential and office uses, along with more active community-serving uses along both of the two main project frontages. The proposed revisions to the main residential entry would improve accessibility, be consistent with the approved architectural style, and would continue to adhere to relevant Specific Plan standards and guidelines. Staff believes the proposed off-sale of beer, wine and spirits would provide a convenience and service to the new residents, visitors and employees generated by the project and surrounding projects. The proposed BMR proposal to pay an in-lieu fee would address the BMR requirement for the additional commercial square footage. The amendment to the Development Agreement would document the proposed additional cash contribution in exchange for bonus-level development. An Addendum to the Infill EIR was prepared and it was determined the Program EIR for the Specific Plan and the previous Infill EIR and the associated Mitigation Monitoring and Reporting Programs are adequate for the project as revised, inclusive of the proposed Specific Plan amendments. Staff recommends that the Planning Commission approve the architectural control revision and the use permit revision. Staff also recommends that the Planning Commission recommend that the City Council adopt an ordinance amending the Specific Plan and adopt an ordinance approving the amendment to the Development 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 the El Camino Real/Downtown Specific Plan Preparation Fee and the Transportation Impact Fee (TIF). 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.



As specified in the Specific Plan EIR and the CEQA Guidelines, program EIRs provide the initial framework for review of discrete projects. Most project proposals under the Specific Plan are anticipated to be fully addressed as part of the Specific Plan EIR. However, for the approved project at 1300 El Camino Real, staff and an independent CEQA consulting firm determined that a project-level EIR was required to examine specific impacts not addressed in the Specific Plan EIR. The specific type of project-level EIR required for the project is defined by Senate Bill (SB) 226 as an “Infill EIR,” as the project met relevant criteria defined by that legislation. In compliance with CEQA requirements, the Draft Infill EIR was released in March 18, 2016, with a public comment period that closed in April 4, 2016. The Final Infill Environmental Impact Report (EIR) was certified along with the final project approvals on January 24, 2017.

Pursuant to CEQA Guidelines Section 15164, an Addendum to the Infill EIR was prepared, which summarizes the currently proposed revisions to the 1300 El Camino Real Project approved in 2017, as well as the proposed Specific Plan amendments. As discussed in the Addendum (Attachment G), it is the City’s conclusion that the proposed changes and associated environmental effects do not meet the conditions described in Section 15162 calling for preparation of a subsequent EIR. The proposed amendments to the Specific Plan would not increase the maximum allowable development capacity under the Specific Plan, which included a development cap. As a result, the amendments to the Specific Plan would have no new impacts or more severe impacts than previously discussed and analyzed in the Specific Plan EIR and the Infill EIR. Further, any redevelopment on the other parcels within the ECR NE-R District would be reviewed for consistency with the Specific Plan EIR to determine the appropriate project-specific environmental analysis. There is no substantial evidence to support requiring additional environmental review, and the Infill EIR and the associated Mitigation Monitoring and Reporting Program are adequate for the Project as revised.

#### 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 shown in Table 2.



Table 2: Specific Plan Maximum Allowable Development		
	Dwelling Units	Commercial Square Footage
Existing	183	220,000 sf
Proposed	183	224,103 sf
Net Change	0	+5,014 sf
% of Maximum Allowable Development	1.30%	1.1%
Available Units & Commercial SF in SP if Project is Approved	150	61,782 sf
Available Units & Commercial SF in SP if all Pending Projects in SP are Approved	142	45,265 sf

## Public Notice

Public Notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Public notification also consisted of publishing a notice in the local newspaper and notification by mail of owners and occupants within a 1,320-foot radius of the subject property.

## Attachments

- A. Draft Planning Commission Resolution Recommending that the City Council Approve Proposed Specific Plan Amendments
  - Exhibits to Attachment A:
    - A. Amendments to the Specific Plan
- B. Draft Planning Commission Resolution Adopting Findings for project Use Permit revision and Architectural Control revision, including project Conditions of Approval
  - Exhibits to Attachment B:
    - A. Project Plans (See Attachment E to this (November 22, 2021) Planning Commission Staff Report)
    - B. Addendum to the Final Infill EIR
    - C. Conditions of Approval
- C. Draft Planning Commission Resolution Recommending that the City Council Approve a Proposed Amendment to the Development Agreement for the Proposed Springline Project Modifications
  - Exhibits to Attachment C:
    - A. Development Agreement Amendment
- D. Location Map
- E. Project Plans
- F. Project Description
- G. Addendum to the Infill EIR
- H. Applicant's Public Benefit Proposal
- I. Hyperlink: Approved DA  
<https://www.menlopark.org/DocumentCenter/View/24149/Station-1300---Recorded-Development-Agreement-DA>
- J. Shared Parking Analysis



**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. Planning Commissioners were provided full plan sets under separate cover.

**Exhibits to Be Provided at Meeting**

- None

Report prepared by:  
Corinna Sandmeier, Acting Principal Planner

Report reviewed by:  
Kyle Perata, Acting Planning Manager



November 22, 2021

**PLANNING COMMISSION RESOLUTION NO. 2021-xx**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF  
MENLO PARK RECOMMENDING THAT THE CITY COUNCIL  
APPROVE PROPOSED SPECIFIC PLAN AMENDMENTS**

**WHEREAS**, the City of Menlo Park (“City”) received an application requesting amendments to the El Camino Real/Downtown Specific Plan (“Specific Plan”), a use permit revision for the addition of a fuel tank supplying a diesel emergency back-up generator, expanded outdoor seating associated with full/limited service restaurants and beverage sale establishments, and the sale of alcohol for on-site and off-site consumption, and an architectural control revision for up to 9,000 square feet of additional gross floor area, exterior modifications to the residential entry that would be enabled by an amendment to the Specific Plan, and modification of a portion of the previously-designated community-serving use space facing Oak Grove to a multi-function space for use by the residential component of the project, an amendment to the development agreement for the Project and a request for environmental review (collectively, the “Project Revisions”) from Cyrus Sanandaji, Presidio Bay Ventures (“Applicant”), on behalf of the property owner Real Social Good Investments, LLC (“Owner”), to make modifications to an approved mixed-use development (“Project”) located at 1300 El Camino Real (APN 061-430-490) (“Property”), previously approved as a bonus-level development project, and with the proposed modifications would continue to include 183 dwelling units and would add approximately 9,000 square feet of gross floor area for a total of approximately 224,103 square feet of commercial space, including both office and community-serving uses; and

**WHEREAS**, the Property is located in the El Camino Real North-East Residential (ECR NE-R) district within the El Camino Real/Downtown Specific Plan (ECR/D SP) zoning district. The ECR NE-R district supports a variety of retail uses, personal services, business and professional offices, and residential uses; and

**WHEREAS**, the bonus level provisions identified in the Specific Plan allow a development to seek an increase in floor area ratio (FAR), density (dwelling units per acre) and height subject to the provision of a public benefit and the applicant has submitted a public benefit proposal; and

**WHEREAS**, the proposed amendments to the Specific Plan would allow a bonus-level FAR of 1.55 if the Planning Commission approves additions to a previously-approved, bonus-level, mixed use project in the ECR NE-R District during construction, which includes residential and community serving uses (all permitted non-residential/non-office uses in the “El Camino Real Mixed Use/Residential” land use designation), and provided that (1) additions are limited to those determined by the Planning Commission to be necessary or desirable to address deficiencies identified after construction of the structure(s) was substantially complete and could result in a total FAR not to exceed 1.55, (2) any additions provided above-grade do not increase the exterior dimensions of the Project and have the



sole function of correcting internal circulation deficiencies in the approved and built Project, (3) any additional gross floor area below-grade is located within the footprint of existing subsurface levels, (4) additions are limited to a maximum FAR of 0.05 and restricted to uses intended to serve occupants of the project site, and (5) any such changes require architectural control review and action by the Planning Commission; and

**WHEREAS**, the amendments to the Specific Plan would increase the maximum allowable gross floor area for certain properties within the ECR-NE-R district by up to 0.05 FAR but the development cap for the Specific Plan would remain unchanged, resulting in no increase in total overall allowable gross floor area within the Specific Plan; and

**WHEREAS**, the proposed amendments to the Specific Plan are consistent with the rest of the Specific Plan, including the guiding principals, and the General Plan, which allows a FAR up to 2.25 at the public benefit bonus level within the El Camino Real/Downtown Specific Plan designation; and

**WHEREAS**, the City, as lead agency, pursuant to the California Environmental Quality Act and the CEQA Guidelines ("CEQA") had previously prepared and certified the Program Environmental Impact Report for adoption of the Specific Plan ("Specific Plan EIR"), prepared and certified the Infill Environmental Impact Report ("Infill EIR") for the Project, and relied on the Specific Plan EIR and the Infill EIR to approve the Project; and

**WHEREAS**, the City prepared an Addendum to the Infill EIR in compliance with CEQA that examined the environmental impacts of the Project Revisions and proposed amendments to the Specific Plan, and found no substantial evidence to support requiring additional environmental review, in part given that alterations to the Project will not increase actual residential, office or community serving space (only support space) or lead to any activity that might cause new or increased environmental effects, and uses being permitted were adequately considered in the Infill EIR, as discussed in more detail in the Addendum; and

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

**WHEREAS**, at a duly and properly noticed public hearing held on November 22, 2021, the Planning Commission considered the Specific Plan EIR, the Infill EIR and the Addendum to the Infill EIR in considering the proposed Project Revisions, including the proposed amendments to the Specific Plan, and in making its recommendations to the City Council ; and

**WHEREAS**, the Planning Commission of the City of Menlo Park having fully reviewed, considered, and evaluated all the testimony and evidence submitted in this matter voted affirmatively to recommend that the City Council of the City of Menlo Park make findings that the proposed amendments to the El Camino Real/Downtown Specific Plan ("Specific Plan Amendments") are in compliance with all applicable State regulations and the City General Plan, and adopt an ordinance approving the proposed Specific Plan Amendments.



**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Menlo Park hereby recommends the following to the City Council:

**Section 1: Recitals.** That the City Council find that all of the facts in the Recitals are true and correct and incorporated and adopted as findings of the City Council as if fully set forth in this Resolution.

**Section 2: Specific Plan Amendments.** That the City Council make the following findings that the Specific Plan Amendments are in the public interest and will advance the health, safety, and general welfare of the City of Menlo Park and that the Specific Plan Amendments are consistent with the Menlo Park General Plan.

**Section 3: Approval of the Specific Plan Amendments.** That the City Council consider the Addendum together with the Specific Plan EIR and Infill EIR, and adopt an ordinance approving the amendments to the Specific Plan (Exhibit A).

## **ENVIRONMENTAL REVIEW**

The Planning Commission makes the following findings, based on its independent judgment after considering the Specific Plan EIR, the Infill EIR, and the Addendum, and having reviewed and taken into consideration all written and oral information submitted in this matter:

A. In June 2012, the City Council of the City of Menlo Park certified the Specific Plan EIR for adoption of the Specific Plan, including adoption of associated CEQA Findings and a Mitigation Monitoring and Reporting Program. In January 2017, the City Council certified the Infill EIR for the Project, relying on the Specific Plan EIR and adopting additional CEQA Findings and a Mitigation Monitoring and Reporting Program supplementing those adopted for the Specific Plan. Upon submission of a complete development project for the Project Revisions, including the proposed Specific Plan amendments, the City prepared an Addendum to the Infill EIR. The Planning Commission has considered the modifications to the Project and the new discretionary approvals requested for the Project Revisions, which have been analyzed in the Addendum, and the Commission determines that, pursuant to CEQA Guidelines sections 15164 and 15183, no further environmental review is required.

B. The Planning Commission further determines that the Project Revisions, including the Specific Plan amendments, are consistent with the analyses in the Specific Plan EIR, the Infill EIR and the Addendum and therefore, their approval complies with CEQA based on each of the applicable CEQA streamlining and/or tiering sections described below, each of which, separately and independently, provides a basis for CEQA compliance:

(1) The Addendum provides analysis and cites substantial evidence that supports the conclusion that the Project Revisions would not result in any significant impacts that: (1) are peculiar to the Project or Property; (2) were not identified as significant project-level, cumulative, or off- site effects in the Specific Plan EIR or Infill EIR; or (3) were previously identified significant effects, which as a result of substantial new information that was not



known at the time that the Specific Plan EIR or Infill EIR was certified, are determined to have a more severe adverse impact than discussed in the Specific Plan EIR or Infill EIR. As a result, pursuant to Section 15183, the Project Revisions are exempt from further environmental review under CEQA.

(2) The Addendum provides analysis and cites substantial evidence that supports the conclusion that the Project Revisions would not cause new significant impacts not previously identified in the previously certified Specific Plan EIR or Infill EIR, nor result in a substantial increase in the severity of previously identified significant impacts. No new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the Project or the Property that would cause significant environmental impacts to which the Project Revisions would contribute considerably, and no new information has been put forward that shows that the Project Revisions would cause significant environmental impacts. Therefore, no supplemental environmental review is required for the Project Revisions in accordance with Public Resources Code Section 21166, and CEQA Guidelines Sections 15162 and 15164.

### **SEVERABILITY**

If any term, provision, or portion of these findings or the application of these findings to a particular situation is held by a court to be invalid, void or unenforceable, the remaining provisions of these findings, or their application to other actions related to the Project Revisions, shall continue in full force and effect unless amended or modified by the City.



I, Justin Murphy, Deputy City Manager of the City of Menlo Park, do hereby certify that the above and foregoing Commission Resolution was duly and regularly passed and adopted at a meeting by said Commission on November \_\_, 2021, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS THEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this \_\_\_\_ day of November, 2021

---

Justin Murphy  
Deputy City Manager  
City of Menlo Park

Exhibits

A. Amendments to the Specific Plan



## Exhibit A

1. **Section 1.** Section E.3.1 (Development Intensity), Figure E2 on page E14 is hereby amended to read as follows (Additions in underline, deletions in ~~strikethrough~~):

### ECR NE-R

El Camino Real North-East Residential Emphasis

1.10 (1.50/1.55\*) FAR

32.0 (50.0) DU/Acre

\* Refer to Table E8

2. **Section 2.** Section E.3.1 (Development Intensity), Table E2 on page E15 is hereby amended to read as follows (Additions in underline, deletions in ~~strikethrough~~):

- a. 1.10(1.50/1.55\*\*)

\*\* Refer to Table 8

3. **Section 3.** Section E.4 (Zoning Districts) Table E8 on page E59 is hereby amended to read as follows (Additions in underline, deletions in ~~strikethrough~~):

Public Benefit Bonus: 1.50; except that the Planning Commission may approve additions of square footage to a mixed use project in the ECR NE-R District during construction, where said mixed use project was previously approved by the Planning Commission or City Council for a public benefit bonus, that includes residential and community serving uses (all permitted non-residential/non-office uses in the "El Camino Real Mixed Use/Residential" land use designation), and provided that (1) additions are limited to those determined by the Planning Commission to be necessary or desirable to address deficiencies identified after construction of the structure(s) was substantially complete and to result in a total FAR not to exceed 1.55, (2) any additions provided above-grade do not increase the exterior dimensions of the project and have the sole function of correcting internal circulation deficiencies in the approved and built project, (3) any additional gross floor area below-grade is located within the footprint of existing subsurface levels, (4) additions are limited to a maximum FAR of 0.05 and restricted to uses intended to serve occupants of the project site, and (5) any such changes require architectural control review and action by the Planning Commission.



November 22, 2021

**PLANNING COMMISSION RESOLUTION NO. 2021-xx**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MENLO PARK APPROVING A USE PERMIT REVISION AND ARCHITECTURAL CONTROL REVISION, FOR THE PROPOSED SPRINGLINE PROJECT (1300 EI CAMINO REAL) MODIFICATIONS INCLUDING THE ADDITION OF A FUEL TANK SUPPLYING A DIESEL EMERGENCY BACK-UP GENERATOR, EXPANDED OUTDOOR SEATING ASSOCIATED WITH FULL/LIMITED SERVICE RESTAURANTS AND BEVERAGE SALES ESTABLISHMENTS, THE SALE OF ALCOHOL FOR ON-SITE AND OFF-SITE CONSUMPTION, UP TO 9,000 SQUARE FEET OF ADDITIONAL GROSS FLOOR AREA, EXTERIOR MODIFICATIONS TO THE RESIDENTIAL ENTRY, AND CONVERSION OF A PORTION OF PREVIOUSLY-DESIGNATED RETAIL SPACE FACING OAK GROVE**

**WHEREAS**, the City of Menlo Park ("City") received an application requesting amendments to the El Camino Real/Downtown Specific Plan, a use permit revision for the addition of a fuel tank supplying a diesel emergency back-up generator, expanded outdoor seating associated with full/limited service restaurants and beverage sale establishments, and the sale of alcohol (beer, wine and spirits) for on-site and off-site consumption, and an architectural control revision for up to 9,000 square feet of additional gross floor area, exterior modifications to the residential entry that would be enabled by an amendment to the Specific Plan, and modification of a portion of the previously-designated community-serving use space facing Oak Grove to a multi-function space for use by the residential component of the project, an amendment to the development agreement for the project, and a request for environmental review (collectively, the "Project Revisions") from Cyrus Sanandaji, Presidio Bay Ventures ("Applicant"), on behalf of the property owner Real Social Good Investments, LLC ("Owner"), to make modifications to an approved mixed-use development ("Project") located at 1300 El Camino Real (APN 061-430-490) ("Property"), previously approved as a bonus-level development project, and with the proposed modifications the Project would continue to include 183 dwelling units and would add approximately 9,000 square feet of gross floor area for a total of approximately 224,103 square feet of commercial space, including both office and community-serving uses ("CSU"). The Project use permit revision and architectural control revision are depicted in and subject to the development plans which are attached hereto as Exhibit A and incorporated herein by this reference; and

**WHEREAS**, the Property is located in the El Camino Real North-East Residential (ECR NE-R) district within the El Camino Real/Downtown Specific Plan (ECR/D SP) zoning district. The ECR NE-R district supports a variety of retail uses, personal services, business and professional offices, and residential uses; and

**WHEREAS**, the bonus level provisions identified in the Specific Plan allow a development to seek an increase in floor area ratio (FAR), density (dwelling units per acre)



and height subject to the provision of a public benefit and the applicant has submitted an updated public benefit proposal for the proposed revisions to the approved project; and

**WHEREAS**, pursuant to the City's Below Market Rate Housing Program, the applicant has proposed an in-lieu fee payment for the additional commercial square footage; and

**WHEREAS**, the proposed Project modifications would be developed with an increase in FAR (from an FAR of 1.50 to approximately 1.53) pursuant to the Specific Plan's bonus level development allowances and the applicant's proposed amendments to the Specific Plan (which would allow an FAR up to 1.55 within the ECR NE-R district); and

**WHEREAS**, the proposed Project modifications comply with all objective standards of the Specific Plan, if the proposed amendments to the Specific Plan are adopted by the City Council, including parking standards and design standards, and are consistent with the City's General Plan goals, policies, and programs; and

**WHEREAS**, the use permit request for the use and storage of diesel fuel to operate an emergency generator was reviewed by the Menlo Park Fire Protection District, the Menlo Park Building Division, the San Mateo County Environmental Health Services Division and the West Bay Sanitary District and found to comply or conditionally comply with all applicable rules and regulations to ensure the safety of the on-site occupants and surrounding community and would be consistent with the Program EIR and Infill EIR; and

**WHEREAS**, the use permit request for the expansion of the outdoor seating would comply with all City objective standards and would ensure activation of the site uses; and

**WHEREAS**, the sale of alcohol for on-site and off-site consumption would be associated with restaurant/dining and beverage facilities and a market, and would be subject to the rules and regulations of the California ABC and would be complementary to the onsite dining and beverage uses; and

**WHEREAS**, at a duly noticed public meeting on November 3, 2021, the Housing Commission considered the applicant's BMR housing proposal to pay an in-lieu fee for the additional commercial square footage and forwarded a recommendation of approval to the Planning Commission; and

**WHEREAS**, the Project Revisions, including the amendment to the Specific Plan, require discretionary actions by the City as summarized above, and therefore the California Environmental Quality Act ("CEQA," Public Resources Code Section §21000 et seq.) and CEQA Guidelines (Cal. Code of Regulations, Title 14, §15000 et seq.) require analysis and a determination regarding the Project Revision's environmental impacts; and

**WHEREAS**, the City is the lead agency, as defined by CEQA and the CEQA Guidelines, and is therefore responsible for the preparation, consideration, certification, and approval of environmental documents for the Project Revisions; and



**WHEREAS**, the City had previously prepared and certified the Program Environmental Impact Report for adoption of the Specific Plan ("Specific Plan EIR"), prepared and certified the Infill Environmental Impact Report ("Infill EIR") for the Project, and relied on the Specific Plan EIR and the Infill EIR to approve the Project; and

**WHEREAS**, the City prepared an Addendum to the Infill EIR in compliance with CEQA that examined the environmental impacts of the Project Revisions including the proposed amendment to the Specific Plan, and found no substantial evidence to support requiring additional environmental analysis, in part given that alterations to the Project and any future projects enabled through the Specific Plan amendment, will not increase actual residential, office or community serving space or lead to any activity that might cause new or increased environmental effects since the increased square footage would be permitted for uses to serve occupants of the Project, and use permits for outdoor seating, on-site and off-site alcohol sales, and diesel fuel for an emergency generator were adequately considered in the Infill EIR, as discussed in more detail in the Addendum; and

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

**WHEREAS**, at a duly and properly noticed public hearing held on November 22, 2021, the Planning Commission fully reviewed, considered, and evaluated the whole of the record including all public and written comments, pertinent information, documents and plans, and considered the Specific Plan EIR, the Infill EIR and the Addendum to the Infill EIR, prior to taking action regarding the Project Revisions.

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

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Menlo Park hereby approves the use permit revision subject to conditions, attached hereto and incorporated herein by this reference as Exhibit C, for the Project Revisions.

**Project Description (Use Permit Revision).** The project is a use permit revision for (1) the addition of a fuel tank supplying a diesel emergency back-up generator, (2) expanded outdoor seating associated with full/limited service restaurants and beverage sale establishments, and (3) the sale of alcohol for on-site and off-site consumption (with the sale of spirits for off-site consumption limited to one market). The Project Revisions to the use permit are depicted in and subject to the development plans attached hereto as Exhibit A and the conditions of approval attached hereto as Exhibit C and incorporated herein by this reference. The use permit revision is effective upon close of the appeal period of the Planning Commission's decision to approve the use permit revision.

**Findings.** The approval of the use permit revision for the addition of a fuel tank supplying a diesel emergency back-up generator, expanded outdoor seating associated with



full/limited service restaurants and beverage sale establishments, and the sale of alcohol for on-site and off-site consumption is granted based on the following findings which are made pursuant to Menlo Park Municipal Code Section 16.82.030:

1. That the consideration and due regard to the nature and condition of all adjacent uses and structures, and to general and specific plans for the area in question and surrounding areas, and impact of the application hereon; in that, the Addendum to the Infill EIR determined that the Project Revisions and their associated environmental effects do not meet the conditions required for preparation of a subsequent EIR. The proposed use permit revision is consistent with the current Specific Plan, as well as the proposed amendment to the Specific Plan, and the General Plan and would allow (1) the addition of a fuel tank supplying a diesel emergency back-up generator, (2) expanded outdoor seating associated with full/limited service restaurants and beverage sale establishments, and (3) the sale of alcohol for on-site and off-site consumption (with the sale of spirits for off-site consumption limited to one market) to an approved infill project that would be compatible with the surrounding uses. The diesel fuel tank is necessary to supply the emergency generator, which is required to adequately ensure uninterrupted electricity for the Project and its residents.
2. The proposed off-site sale of alcohol would serve a public convenience, because the proposed use would allow new and existing residents, visitors and employees of the Project and in the immediate vicinity a convenient location (a market) to purchase alcohol for home consumption, as described in more detailed in the staff report provided to the Commission which is incorporated into this Resolution.
3. Moreover, the Project Revisions are designed with appropriate ingress and egress and sufficient on-site bicycle and vehicular parking; and therefore, will not have a detrimental impact on the surrounding areas.

That the establishment, maintenance, or operation of the use applied for will, under the circumstance of the particular case, not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, or injurious or detrimental to property and improvements in the neighborhood or the general welfare of the city; in that, the proposed modifications are to a Project that was designed as a mixed-use multifamily dwelling project with office and community-serving uses. The Project Revisions are designed to meet all the applicable codes and ordinances of the City of Menlo Park Municipal Code and the Commission concludes that the Project Revisions would not be detrimental to the health, safety, and welfare of the surrounding community as the sale of alcohol would require permitting from the State ABC to ensure compliance with all applicable ABC requirements and would require staff review to determine compliance with the use permit revision for the type and location of businesses within the project as outlined in the conditions of approval incorporated as Exhibit C. The off-sale license would provide future residents and employees one location to purchase spirits for off-site consumption and the increased on-site population would benefit from the off-sale establishment, which constitutes a finding of public convenience and necessity. Further, the locations for the on-site sale locations associated with



restaurants, a market and taproom would help ensure a vibrant project site and be compatible with the other office and commercial services and support the residents at the site with vibrant dining opportunities. Further the Addendum to the Infill EIR prepared for the Project Revisions found they would not lead to any new or increased significant impact on the environment. Therefore, the Project Revisions would not be detrimental to the health, safety, morals, comfort and general welfare of persons residing or working in the neighborhood.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Menlo Park hereby approves an architectural control permit revision, subject to conditions, attached hereto and incorporated herein by this reference as Exhibit C, for the Project Revisions.

**Project Description (Architectural Control Revision).** The project is an architectural control revision for the site improvements associated with up to 9,000 square feet of additional gross floor area, modifications to the residential entry and modification of approximately 1,150 square feet of space previously designated for CSU use to a residential multi-function use. The architectural control revisions are contingent on the approval by the City Council of (1) amendments to the El Camino Real/Downtown Specific Plan to increase the permitted public benefit bonus level FAR in the ECR NE-R district to 1.55 under specific circumstances and (2) a first amendment to the Development Agreement for the project sponsor to secure vested rights and for the City to secure a public benefit.

The approval is granted based on the following findings which are made pursuant to Menlo Park Municipal Code Section 16.68.020:

1. That the general appearance of the structures is in keeping with character of the neighborhood; in that, the Project is designed in a Spanish Revival architectural style. The materials and forms of the buildings and proposed modifications to the residential entry would comply with the Specific Plan design standards, be compatible with the architectural style of the previously approved project, and would provide visual interest.
2. That the development will not be detrimental to the harmonious and orderly growth of the city; in that, the project is a mixed-use residential and commercial project. The Project Revisions are consistent with all applicable requirements of the City of Menlo Park Municipal Code and the Specific Plan, if the Specific Plan amendments and the first amendment to the Development Agreement are adopted by the City Council. The Project Revisions do not include any modifications to the design standards of the Specific Plan. Moreover, the Project Revisions are designed in a manner that is consistent with existing and anticipated future development in the area. The Project Revisions are designed with appropriate ingress and egress and appropriate number of vehicular and bicycle parking on site to serve the residents and commercial space. Therefore, the Project Revisions will not be detrimental to the harmonious and orderly growth of the city.
3. That the development will not impair the desirability of investment or occupation in the neighborhood; in that, the Project consists of a mixed-use development consistent with the adopted Specific plan, if the Specific Plan amendments and the



first amendment to the Development Agreement are adopted by the City Council. The Project Revisions are designed in a manner consistent with all applicable codes and ordinances, if the Specific Plan amendments and the first amendment to the Development Agreement are adopted by the City Council, as well as the Specific Plans goals and policies. The Project contributes to the available affordable housing in the area and provides community amenities to serve the adjoining neighborhood and businesses. The additional square footage is limited to that determined by the Planning Commission to be necessary or desirable to address deficiencies identified after construction of the structure(s) was substantially complete and to result in a total FAR not to exceed 1.55, (2) any additions provided above-grade do not increase the exterior dimensions of the project and have the sole function of correcting internal circulation deficiencies in the approved and built project, (3) any additional gross floor area below-grade is located within the footprint of existing subsurface levels and (4) additions are limited to a maximum FAR of 0.05 and restricted to uses intended to serve occupants of the project site. Therefore, the Project Revisions would not impair the desirability of investment or occupation in the neighborhood.

4. That the development provides adequate parking as required in all applicable city ordinances and has made adequate provisions for access to such parking; in that, the Project Revisions provide a total of 942 shared on-site parking spaces, where a shared parking study was conducted and peer-reviewed by the City which concluded that adequate parking is proposed. Lastly, the Project Revisions provide 268 long-term and 78 short-term bicycle parking spaces. Therefore, the Project will provide sufficient on-site parking for both vehicles and bicycles.
5. That the development is consistent with any applicable specific plan in that, the Project is located in the El Camino Real/Downtown Specific Plan and is consistent with all the applicable goals, policies, and programs of Specific Plan, provided that the proposed amendments to the Specific Plan and the first amendment to the Development Agreement are adopted by the City Council. The architectural control permit is not valid unless the City Council approves the Specific Plan amendments and the first amendment to the Development Agreement.

**BE IT FURTHER RESOLVED** that the Planning Commission of the City of Menlo Park hereby finds that payment of a Below Market Rate Housing fee in an amount of approximately \$63,000 satisfies the requirements of Chapter 16.96 of the Menlo Park Municipal Code and City of Menlo Park Below Market Rate Housing Program Guidelines associated with the increase in gross floor area as part of the architectural control permit revision and is described in the Development Agreement Amendment which the Commission by separate resolution is considering whether to recommend for approval by the City Council.

**ENVIRONMENTAL REVIEW.** The Planning Commission makes the following findings, based on its independent judgment after considering the Specific Plan EIR, the Infill EIR, and the Addendum, and having reviewed and taken into consideration all written and oral information submitted in this matter:



A. In June 2012, the City Council of the City of Menlo Park certified the Specific Plan EIR for adoption of the Specific Plan, including adoption of associated CEQA Findings and a Mitigation Monitoring and Reporting Program. In January 2017, the City Council certified the Infill EIR for the Project, relying on the Specific Plan EIR and adopting additional CEQA Findings and a Mitigation Monitoring and Reporting Program supplementing those adopted for the Specific Plan. Upon submission of a complete development project for the Project Revisions, including the proposed Specific Plan amendments, the City prepared an Addendum to the Infill EIR. The Planning Commission has considered the modifications to the Project and the new discretionary approvals requested for the Project Revisions, which have been analyzed in the Addendum, and the Commission determines that, pursuant to CEQA Guidelines sections 15164 and 15183, no further environmental review is required.

B. The Planning Commission further determines that the Project Revisions, including the Specific Plan amendments, are consistent with the analyses in the Specific Plan EIR, the Infill EIR and the Addendum and therefore, their approval complies with CEQA based on each of the applicable CEQA streamlining and/or tiering sections described below, each of which, separately and independently, provides a basis for CEQA compliance:

(1) The Addendum provides analysis and cites substantial evidence that supports the conclusion that the Project Revisions would not result in any significant impacts that: (1) are peculiar to the Project or Property; (2) were not identified as significant project-level, cumulative, or off-site effects in the Specific Plan EIR or Infill EIR; or (3) were previously identified significant effects, which as a result of substantial new information that was not known at the time that the Specific Plan EIR or Infill EIR was certified, are determined to have a more severe adverse impact than discussed in the Specific Plan EIR or Infill EIR. As a result, pursuant to Section 15183, the Project Revisions are exempt from further environmental review under CEQA.

(2) The Addendum provides analysis and cites substantial evidence that supports the conclusion that the Project Revisions would not cause new significant impacts not previously identified in the previously certified Specific Plan EIR or Infill EIR, nor result in a substantial increase in the severity of previously identified significant impacts. No new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the Project or the Property that would cause significant environmental impacts to which the Project Revisions would contribute considerably, and no new information has been put forward that shows that the Project Revisions would cause significant environmental impacts. Therefore, no supplemental environmental review is required for the Project Revisions in accordance with Public Resources Code Section 21166, and CEQA Guidelines Sections 15162 and 15164.



**SEVERABILITY**

If any term, provision, or portion of these findings or the application of these findings to a particular situation is held by a court to be invalid, void or unenforceable, the remaining provisions of these findings, or their application to other actions related to the Project Revisions, shall continue in full force and effect unless amended or modified by the City.

I, Justin Murphy, Deputy City Manager of the City of Menlo Park, do hereby certify that the above and foregoing Planning Commission Resolution was duly and regularly passed and adopted at a meeting by said Planning Commission on November 22, 2021, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS THEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this \_\_\_\_ day of November, 2021

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Justin Murphy  
Deputy City Manager  
City of Menlo Park

Exhibits

- A. Project Plans
- B. Addendum to the Infill EIR
- C. Conditions of Approval



**CITY OF MENLO PARK**

**ADDENDUM TO INFILL ENVIRONMENTAL IMPACT REPORT  
SPRINGLINE PROJECT (1300 EL CAMINO REAL)**

**State Clearinghouse #2014072028**

**Prepared by the City of Menlo Park Community Development Department**

**NOVEMBER, 2021**



## I. INTRODUCTION

The Springline Project (formerly known as the Station 1300 Project), is subject to the El Camino Real and Downtown Specific Plan (“**Specific Plan**”). In compliance with the California Environmental Quality Act (“**CEQA**”) and the regulations and policies of the City of Menlo Park, the City conducted a detailed review of the Specific Plan’s projected environmental impacts through a program environmental impact report (“**EIR**”). The Draft Specific Plan Program EIR on the Specific Plan was released in April 2011, with a public comment period that closed in June 2011. The Final Specific Plan Program EIR, incorporating responses to comments on the Draft EIR, as well as text changes to parts of the Draft EIR itself, was released in April 2012, and certified along with approval of the Specific Plan in June 2012.

A project-level “**Infill EIR**” was prepared to examine specific impacts of the Springline Project that were not addressed in the Specific Plan Program EIR. The Draft Infill EIR was circulated for public review in March 2016. The Final Infill EIR, incorporating responses to comments on the Draft Infill EIR, as well as text changes to parts of the Draft Infill EIR itself was released in December 2016. The City certified the Infill EIR and approved the Project in January 2017.

The Project has been constructed and is substantially complete but to date only a small portion of the office space, and none of the residential or community serving uses space, has yet been occupied. The Owner has requested certain physical modifications and additions to the Project’s improvements and its permitted uses, which require additional discretionary approvals by the City, as described in Section IV below. The purpose of this Addendum is to evaluate whether the proposed modifications and additions to the Project require additional study under CEQA.

## II. Subsequent Environmental Review

When revisions are proposed to a project after an EIR has been certified, an agency must determine whether an addendum or a subsequent EIR is the appropriate document to analyze the potential impacts of the revised project. Per CEQA Guidelines Section 15162(a), no subsequent EIR is required unless one of the following tests applies:

- 1) Substantial changes are proposed in the project, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was



certified as complete, or the negative declaration was adopted, shows any of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If none of the above conditions have occurred and no changes are needed to the prior EIR, no further documentation may be required to approve the project revisions. If some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred, then pursuant to CEQA Guidelines Section 15164, an addendum is the appropriate environmental document to analyze the revised project, which should provide a brief explanation regarding the decision to not prepare a subsequent EIR.

Pursuant to CEQA Guidelines Section 15164, this Addendum summarizes the proposed revisions to the 2017 Springline Project and the discretionary approvals being requested (including amendment of the Specific Plan). As discussed below, it is the City's conclusion that the proposed changes and associated environmental effects do not meet the conditions described in Section 15162 calling for preparation of a subsequent EIR. There is no substantial evidence to support requiring additional environmental review, and the Infill EIR is adequate for the Project as revised.

### **III. ORIGINAL PROJECT DESCRIPTION**

#### **A. Location**

The Project site is generally bounded by residential and commercial development along Glenwood Avenue to the north, the Caltrain and Garwood Way right-of-ways to the east, Oak Grove Avenue to the south and El Camino Real to the west. Regional access includes US 101, approximately 1.6 miles to the east, and State Route (SR) 82 (El Camino Real), which is adjacent to the Project site to the west. The Menlo Park Caltrain Station is less than 300 feet south of the Project site, between Alma Street and El Camino Real, providing daily service between San Francisco and Gilroy. Garwood Way connects to Glenwood Avenue and Oak Grove Avenue along the eastern edge of the Project site.



The Specific Plan amendment would cover the ECR NE-R (El Camino Real North-East Residential Emphasis) district within the Specific Plan, which is located on the east side of the El Camino Real between Oak Grove and Glenwood Avenues. The area is bordered by the Caltrain right-of-way to the east. The ECR NE-R district contains nine parcels, including the Springline project site, which encompasses the majority of the area within the district.

## **B. Approved Project**

The Springline Project, as approved, included approximately 190,800 to 203,000 square feet of office space, 183 dwelling units, and approximately 18,600 to 29,000 square feet of “community serving” space (e.g., retail, food, business and personal services services) with a two-level underground garage. The Project also included construction of an extension of Garwood Way to connect to Oak Grove. The following table summarizes each component.

<b>Component</b>	<b>Square feet</b>
<b>Total</b>	<b>418,120</b>
<b>Apartments (183 units)</b>	<b>199,031</b>
<b>Non-Medical Office</b>	<b>190,800 – 203,000</b>
<b>Community-Serving Uses</b>	<b>18,600 – 29,000</b>
<b>Parking</b>	<b>991</b>

The Project’s 2017 approved entitlements and agreements consist of the following:

- Infill EIR to analyze the potential environmental impacts of the proposed project, along with an associated Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program;
- Architectural Control Review for compliance with El Camino Real and Downtown Specific Plan standards and guidelines, including determination of a Public Benefit Bonus to exceed the Base level FAR and height standards, for a mixed-use development;
- Use Permit for outdoor seating associated with full/limited service restaurants;
- Tentative Map to merge existing parcels and create one private parcel (with a four-unit commercial condominium) and two public right-of-way parcels; dedicate a new public street extension of Garwood Way; abandon Derry Lane; and abandon/dedicate public access and public utility easements;
- Below Market Rate (BMR) Housing Agreement for compliance with the City’s Below Market Rate Housing Program;



- Heritage Tree Removal Permits to remove 59 heritage trees; and
- Development Agreement for the project sponsor to secure vested rights, and for the City to secure public benefits, including a \$2.1 million cash contribution, additional affordable housing units, a publicly accessible dog park, and a sales tax guarantee.

## **IV. Project Revisions**

### **A. New Requests**

The Owner has applied for Project modifications and approvals to provide for operational needs that were not anticipated at the time the Project was approved (e.g., expanded elevator lobby areas, mail rooms required by the U.S. Postal Service, tenant amenities) and types of uses that require new discretionary approvals (e.g., emergency generator fuel, taproom), as described in detail below. Many of the modifications involve converting parking spaces in the garage to usable space.

The Owner has applied for the following modifications to the Project:

- Conversion of space in the two garage levels as follows:
  - New enclosed spaces for engineering, security and maintenance staff.
  - New storage space.
  - Expanded fitness center and amenity space serving office tenants (not open to the public or residents).
  - Enlarged locker room for fitness center users and bicycle commuters.
  - New mail rooms for offices and residents (required by USPS to be in the basement).
  - Dog washing facility and virtual entertainment amenity space for residents.
  - New restroom and janitor closet.
  - Reduction in parking from 991 to 942 spaces.
  - Minor modification to convert approximately 1,155 square feet of CSU space along Oak Grove to residential/multi-function, provided that such space be made accessible to the public during business hours.
- Elimination of reserving separate parking areas for residential use with gate-controlled access, and designating parking areas for restaurant, retail and other public-service uses, instead making the entire garage open to all users.
- Addition of two internal glass decks at the second floor of each office building (resulting in the addition of about 440 square feet, which is allocated to the office use category) to create a passageway at the second level of the double-height entry lobbies to address circulation deficiencies.
- Modification of the primary residential entry at the intersection of Oak Grove and Garwood to improve aesthetics and functionality, and add ramps to improve accessibility.

The proposed changes involve approximately 8,939 square feet of gross floor area (mostly in the underground garage areas), of which 2,635 square feet is allocated to residential uses, 5,996 square feet is allocated to office uses, 122 square feet is allocated to community-serving uses, and 236



square feet for restroom/janitor space, as well as an approximate 1,155 square feet reduction in CSU space facing Oak Grove and a like increase categorized as residential area. (These figures and reallocations may change as the project revisions are refined, but such adjustments should not affect this CEQA analysis.)

The Owner has applied for the following approvals for alteration and operation of the Project:

- Specific Plan amendment which will allow for an increase in the maximum allowed gross square footage for the Project.
- Revisions to the Architectural Control Permit to account for the increase in gross floor area and aesthetic modifications to the Oak Grove residential entry.
- Use Permit for hazardous materials related to a diesel fuel storage tank to supply the emergency generator; the tank already was installed based on approvals by the City Building Division, the Menlo Park Fire Protection District and the Bay Area Air Quality Management District (“**BAAQMD**”). Final occupancy for the Building permit is contingent upon approval of a hazardous materials use permit.
- Use Permit amendment to allow expansion of the allowed outdoor seating area for food and beverage to include more seating in the central plaza between the office buildings.
- Administrative Permit for restaurants selling alcoholic beverages (which also will require licenses from the California Department of Alcoholic Beverage Control (“**ABC**”). (Being treated as a use permit for review by the Planning Commission together with the other approvals.)
- Use Permit for a taproom that will sell craft beer and wine (within the tenant space and the outdoor seating area), as well as food (which also will require a license from the California ABC).
- Use Permit for liquor sales for a specialty market/grocery that will also sell alcoholic beverages for on and offsite consumption (which also will require a license from the California ABC).
- Amendment to the Development Agreement to increase the public benefit payment in return for the added bonus density square footage.

## **B. Comparison of the Approved and Revised Project**

The revised Project would result in a total of approximately 427,158 gross square feet of improvements, including 199,054 square feet of non-medical office space in two buildings, 183 dwelling units as part of approximately 202,528 square feet of residential space, and 25,049 square feet of community-serving uses. The total areas of office and community-serving uses exceed the approximate total of 220,000 square feet referenced in the approvals by about 4,000 square feet; however, they remain within the approved ranges. The number of residential units (183) is the



same as was approved by the City in 2017 as well, but the residential area has increased slightly due to the addition of residential support and amenity areas, and conversion of some CSU space facing Oak Grove to a use which does not strictly meet the City’s definition of CSU space but will not otherwise increase the number of units. The primary differences between the approved Project and the revised Project are summarized in the table below. *(Final square footages may vary depending on whether and how the City grants its approvals.)*

<b>Component</b>	<b>Approved Project</b>	<b>Proposed Revised Project</b>
<b>Maximum GFA</b>	418,218	432,158 (allowed by Specific Plan amendment)
<b>Total (GFA)</b>	418,119	427,158 (allowed by architectural control revision)
<b>Apartments (183 units)</b>	199,030	202,528
<b>Non-Medical Office</b>	200,489	199,054
<b>Community-Serving Uses</b>	18,600	25,049
<b>Other</b>	0	527
<b>Parking</b>	991	942
<b>Site (acres)</b>	6.4	6.4

The additional floor area (converting garage parking to usable space, plus additional area for circulation on the second level of offices) will increase the Project’s gross floor area by approximately 8,940 square feet beyond the GFA permitted under the current Specific Plan maximum of 1.50 Floor Area Ratio (“FAR”). The proposed Specific Plan amendment will authorize up to 1.55 FAR under specified circumstances for projects within the ECR-NE-R subdistrict of the Specific Plan, with which the Project revisions are intended to comply. (The proposed additions to the Project would not include all the additional GFA which theoretically could be permitted on the basis of the increase of up to .05 FAR.)

With respect to parking, the approved Project provided 991 spaces based on a shared parking study. The revised Project reduces the amount of parking by 49 spaces to 942 spaces. The Owner submitted an updated shared parking analysis showing 942 spaces to be sufficient to meet maximum demand based on shared parking. The reduction in parking demand is achieved primarily by eliminating reserved parking for residential units. The total of 942 spaces does not include a small surface public parking lot with six spaces at the southern end of the site, on the east side of Garwood Way, which already has been built. It is relevant to note that the Specific Plan allows mixed-use projects to reduce the amount of parking that City regulations otherwise would require based on a shared parking study showing likely actual parking need.



At full build-out, the uses would remain the same, and the gross square footage would increase slightly from 418,119 square feet to 427,158 square feet. Approximately 8,300 square feet of the new total gross floor area results from the addition of support and amenity spaces located on the basement levels. The number of parking spaces would decrease from 991 to 942, which is sufficient according to a shared parking analysis dated August 23, 2021 prepared by the applicant's consultant Fehr & Peers and peer-reviewed by City staff.

## **V. CEQA ANALYSIS**

The new construction work will not entail activities or use of materials and equipment substantial enough to suggest a new or more severe adverse environmental effect beyond those analyzed in the Specific Plan EIR and the Infill EIR. Use and operation of the new facilities will not result in added traffic or other activities beyond those studied that might cause new or more severe effects than already identified. Nothing about the new Project changes or approvals alters the conclusions in the two prior EIRs.

The amendments to the Specific Plan would increase the maximum development potential for each parcel within the ECR NE-R district from 1.50 to 1.55 if certain criteria are met. Per the proposed amendment to the Specific Plan, the potential increase in FAR would be limited to additions to address deficiencies after construction, above grade additions that would not modify the exterior of the structure and would be limited to correct internal circulation deficiencies in the built project, and below grade additions that would be within the footprint of the structure; all additions would be limited to modifications intended only to serve the occupants of the Project. This would limit the proposed additions to modifications that would not intensify the uses within the Project.

The ECR-NE-R district includes nine parcels, including the Springline (1300 ECR) project site. The project site encompasses the majority of the district area. The ECR-NE-R district also includes the project at 555 Glenwood Avenue (Residence Inn) that received approval to convert the existing building to a hotel in 2013. The 555 Glenwood Avenue project site and the Springline project site occupy 84 percent of the ECR NE-R district. Given the date of redevelopment of the 555 Glenwood Avenue project site, it is reasonable to anticipate that this project site would not redevelop within the next decade. If the remaining seven parcels were to redevelop and utilize the maximum 0.05 FAR allowance for specific modifications, the total increase in square footage would be approximately 3,520 square feet.

Additionally, the proposed amendments to the Specific Plan will not increase the maximum allowable development capacity under the Specific Plan, which included a development cap. As a result, the amendments to the Specific Plan would have no new impacts or more severe impacts than previously discussed and analyzed in the Specific Plan EIR and the Infill EIR. Further any redevelopment on the other parcels within the ECR NE-R district would be reviewed for consistency with the Specific Plan EIR to determine the appropriate project-specific environmental analysis. However, the amendment to increase the FAR for specific modifications from 1.50 to 1.55 would not result in any greater impacts than those studied in the Specific Plan EIR regardless, because the development cap would remain unchanged through the amendment to the Specific Plan.



There are no potential new significant environmental effects or any substantial increase in the severity of a previously identified significant impact that will require major revisions to the Specific Plan Program EIR or the Infill EIR. None of the Project changes, including the proposed increase in GFA permitted through the Specific Plan amendment that would be applicable to potential future projects in the ECR-NE-R district of the Specific Plan, are substantial or would result in new or more severe impacts. There have been no substantial changes to environmental conditions around the Project site or other circumstances that would result in new or more severe impacts from the Project revisions. There is no substantial new information that could not have been known when the Specific Plan EIR or the Infill EIR were adopted that would lead to new or more severe impacts. None of the tests for requiring a subsequent EIR or additional CEQA study have been met. Therefore, there are no grounds for the City to undertake a subsequent or supplemental EIR. An addendum is the appropriate documentation for these changes because the changes are not substantial changes and do not require major revisions to the Specific Plan EIR or Infill EIR (CEQA Guidelines Section 15164).

CEQA does not require circulating an addendum for public review prior to City action on the proposed new Project approvals. The City will consider this Addendum in conjunction with the Specific Plan EIR and Infill EIR prior to making decisions regarding the pending Project-specific applications and the proposed amendment to the Specific Plan ECR-NE-R district. If approved, all environmental mitigation measures adopted by the City as part of the original approvals will apply to the new approvals to the extent applicable.

Following is a brief discussion of the potential for proposed Project changes and new approvals to have an environmental effect relevant to particular CEQA topics. No other CEQA topics of concern are considered to be involved.

#### **A. Traffic.**

The proposed conversion of portions of the garage from parking to the described uses will not generate additional traffic or vehicle use, as they either support operation of the Project or will be used by Project occupants, per the proposed amendment to the Specific Plan. In fact, the new fitness center and expanded locker room may reduce vehicle use by encouraging bicycle and pedestrian activity. The original Project description studied by the Infill EIR anticipated food and beverage operations, and the potential increase in activity resulting from the use permit requested (expanded outdoor seating, on-sale and off-sale ABC licenses) fits within that description.

The prior EIRs studied traffic based on potential increases in congestion on local roads and levels of service (“**LOS**”) at key intersections. CEQA subsequently was amended to change the focus to studying the amount of vehicle miles travelled (“**VMT**”) that a new project would cause, including subsequent air quality and greenhouse gas issues. This change in regulations does not by itself trigger the need for a subsequent EIR or other study or the Project revisions. In any case, the Infill EIR did recognize the upcoming change in CEQA methodology and included a qualitative analysis of Project-related VMT, which concluded that the mixed-use nature of the Project and its infill location near transit would result in the Project’s VMT to be lower than the regional average (Draft Infill EIR page 3.1-71). The Project modifications would not change that analysis.



## **B. Parking.**

The Project revisions will reduce parking from 991 to 942 spaces. An updated shared parking analysis dated August 23, 2021 by the applicant's consultants Fehr & Peers concluded that the mixed office, residential and community serving uses can share available parking and thus require fewer total spaces. The study indicated that with reconfiguration of the garage as proposed (with no parking reserved for residential-only use), only 902 spaces would be required to meet anticipated parking needs.

In any case, CEQA does not recognize parking adequacy as an environmental topic requiring study. Parking-related issues are only considered relevant if the design of a parking facility or the lack of parking would result in secondary effects (e.g., traffic safety on nearby streets). Given the parking analysis shows there will be adequate parking, there is no evidence of adverse effects on the surrounding neighborhood warranting CEQA consideration.

## **C. Hazardous Materials.**

The new Project applications include a use permit for hazardous materials, related to a diesel fuel tank required to supply an emergency backup generator. The original Project did anticipate the inclusion of a generator which would require diesel fuel. At the time of Project approval it was not timely to process a use permit for the storage of hazardous materials because the plans were not yet detailed enough. Project construction included an accessory structure enclosing the already-installed generator and diesel fuel tank. The work received all necessary approvals from BAAQMD (related to air quality), the Fire Protection District (for safety), and the City Building Division (for construction details). Final occupancy for the Building permit is contingent upon approval of a hazardous materials use permit.

The Infill EIR's "Hazards and Hazardous Materials" section recognized that the Project will require diesel fuel for an emergency generator, and requires that the Project operator provide a Hazardous Materials Business Plan documenting employee training for handling hazardous materials, for approval by the County Environmental Health Department. It noted that the County will coordinate with the City and Fire District regarding handling of hazardous materials. The Infill EIR concluded that the Project "would have less-than-significant impacts related to the transport, use and disposal of hazardous materials" (Draft Infill EIR p.3.4-15). The new use permit by itself does not give rise to any new potential environmental effects not already recognized.

## **D. Food and Beverage Uses.**

The Infill EIR adequately took into consideration potential adverse environmental effects from potential food and beverage operations in the Project. The Project description referred to the plaza between the two office buildings as "designed for outdoor restaurant dining" (Draft Infill EIR p.2-5) and listed "eating/drinking establishments" as potential occupants permitted in the zoning district (p.2-7). It also pointed out that for each CEQA topic studied, the EIR used the combination of mixed uses expected to cause the greatest impacts (e.g., maximum retail for traffic because retail generates more trips) (p.2-9).

The Infill EIR study was based on 29,000 square feet of community-serving space. The Project as proposed for revision would contain only 25,049 square feet – or 12 percent less than the area



analyzed. (The final number may change slightly as plans are refined or through City approval terms, but such changes would not alter the CEQA conclusion.) This supports concluding that approval of the use permits and other modifications will not lead to greater or different effects than analyzed in the two prior EIRs.



Springline Project – Attachment B, Exhibit C – Conditions of Approval

<b>LOCATION:</b> 1300 El Camino Real	<b>PROJECT NUMBER:</b> PLN2021-00026	<b>APPLICANT:</b> Cyrus Sanandaji, Presidio Bay	<b>OWNER:</b> Real Social Good Investments, LLC
<p><b>PROJECT CONDITIONS:</b></p> <p>1. The architectural control permit and use permit revisions shall be subject to the following <b>standard</b> conditions, provided that the Building Division Conditions and Engineering Division Conditions shall only apply to the extent applicable given that construction of the Project is substantially complete as of the effective date of the architectural control permit revisions and use permit revisions approved by the Planning Commission on November 22, 2021:</p> <p><b>General Conditions</b></p> <ul style="list-style-type: none"> <li>a. The architectural control permit modifications shall not go into effect unless the amendments to the Specific Plan and the first amendment to the Development Agreement are approved by the City Council.</li> <li>b. Development of the project shall be substantially in conformance with the plans prepared by BAR Architects attached to the November 22, 2021 Planning Commission staff report as Attachment E, and consisting of 40 plan sheets, dated received on November 16, 2021 (hereinafter the "Plans"). The Plans are incorporated by reference herein. The Plans may only be modified by the conditions contained herein (conditions 1e. and 1f.), subject to review and approval of the Community Development Director or their designee.</li> <li>c. All conditions of approval that were part of the City Council's January 24, 2017 approval of the 1300 El Camino Real (Station 1300) project shall continue to be in effect unless specifically modified by the Planning Commission's November 22, 2021 approval or the City Council's approval of the amendments to the Specific Plan or the first amendment to the Development Agreement.</li> <li>d. All outstanding and applicable fees associated with the processing of this Project shall be paid prior to the issuance of any building permit for the Project.</li> <li>e. Substantially consistent and minor modifications to building exteriors and locations, fence styles and locations, signage, and significant landscape features may be approved in writing by the Community Development Director or designee, based on the determination that the proposed modification is consistent with other building and design elements of the approved architectural control permit and will not have an adverse impact on the character and aesthetics of the site. Substantially consistent modifications are modifications to the development that do not increase the intensity or density of the project or the allowed uses. The Director may refer any request for revisions to the plans to the Planning Commission. If the Director refers the plans to the Planning Commission, the Director shall provide written documentation of the Director's determination that the modification is substantially consistent and a member of the Planning Commission may request to discuss these modifications on the next agenda within 72 hours of notification of the modifications by the Community Development Director. Further environmental review and analysis may be required if such changes necessitate further review and analysis pursuant to the California Environmental Quality Act.</li> <li>f. Major modifications to the development plan which involve material expansion or intensification of development, modifications to the permitted uses, or modifications to the architectural design, including materials and colors may be allowed subject to obtaining architectural control and use permit revisions from the Planning Commission.</li> <li>g. Applicant shall keep the property in a clean and sanitary condition at all times, maintain its site in a fashion that does not constitute a public nuisance and that does not violate any provision of the City of Menlo Park Municipal Code.</li> </ul>			



Springline Project – Attachment B, Exhibit C – Conditions of Approval

<b>LOCATION:</b> 1300 EI Camino Real	<b>PROJECT NUMBER:</b> PLN2021-00026	<b>APPLICANT:</b> Cyrus Sanandaji, Presidio Bay	<b>OWNER:</b> Real Social Good Investments, LLC
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**PROJECT CONDITIONS:**

- h. The Project shall adhere to all ordinances, plans, regulations and specifications of the City of Menlo Park and all applicable local, State, and Federal laws and regulations.
- i. Prior to issuance of the first building permit, the applicant shall comply with all requirements of and conditions imposed by the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.
- j. Prior to issuance of any building permit for the Project, Applicant shall clearly indicate compliance with all conditions of approval on the plans and/or provide written explanations to the Director of Community Development regarding any inability to satisfy all conditions of approval.
- k. The applicant or permittee shall defend, indemnify, and hold harmless the City of Menlo Park or its agents, officers, and employees from any claim, action, or proceeding against the City of Menlo Park or its agents, officers, or employees to attack, set aside, void, or annul an approval of the Planning Commission, City Council, Community Development Director, or any other department, committee, or agency of the City concerning a development, variance, permit or land use approval which action is brought within the time period provided for in any applicable statute; provided, however, that the applicant's or permittee's duty to so defend, indemnify, and hold harmless shall be subject to the City's promptly notifying the applicant or permittee of any said claim, action, or proceeding and the City's full cooperation in the applicant's or permittee's defense of said claims, actions, or proceedings.

**Building Division Conditions**

- l. The use permit granted in accordance with Section 16.82.170 of the Menlo Park Municipal Code shall be null and void if not used within one year from the date of approval. The applicant shall be required to submit a complete building permit application within one year from the date of approval (November 22, 2022) for the use permit to remain in effect. The Community Development Director or their designee may extend the effective date of approval upon written request of the applicant for up to one year, if the Director or their designee finds that there is a good cause for the extension based upon unusual circumstances and/or conditions not of the making of the applicant.
- m. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans to the Building Division verifying that the project complies with all applicable Municipal Code Title 12 (Buildings and Construction) for review and approval.
- n. The project is subject to the California Building Code, the California Building Standards Code and any adopted Reach Codes and/or local building code ordinances in effect at the time of complete building permit application submittal.
- o. The project is subject to the California Green Building Standards Code (CalGreen) and any local amendments to the Code in effect at the time of submittal of the complete building permit application. Other forms of green building checklist will not be acceptable in-lieu of the CalGreen requirements.
- p. The complete building permit application shall include all unit plans to be fully drawn and detailed including mirrored plans. Further, all residential building plans are required to include drawings for mirrored units including structural, mechanical, electrical, and plumbing plan sheets.



Springline Project – Attachment B, Exhibit C – Conditions of Approval

<b>LOCATION:</b> 1300 EI Camino Real	<b>PROJECT NUMBER:</b> PLN2021-00026	<b>APPLICANT:</b> Cyrus Sanandaji, Presidio Bay	<b>OWNER:</b> Real Social Good Investments, LLC
<p><b>PROJECT CONDITIONS:</b></p> <ul style="list-style-type: none"> <li>q. All deferred submittals other than trusses are to be approved by the Building Official or their designee prior to submittal of the complete building permit application.</li> <li>r. The complete building permit application shall include information on all imported fill. The imported fill must meet the City of Menlo Park's requirements. Documentation demonstrating that the fill meets the City's requirements must be submitted to and approved by the Building Official or their designee prior to fill being brought on site. Fill requirements are outlined in CBC appendix J section J107 as adopted in MPMC Section 12.06.020.</li> <li>s. As part of the complete building permit application submittal, approved soil management plans and work plans by the agency with jurisdiction over any remediation work is required to be submitted to the City for reference purposes. Any excavation related to soils remediation shall require issuance of a building permit from the City.</li> <li>t. Each occupancy and unit set forth in the Plans shall have the required fire protection systems, allowable building height and separations per Table 508.4 of the 2019 California Building Code (CBC) or whichever CBC is in effect at the time of building permit submittal. Simultaneous with the submittal of a complete building permit application, the applicant shall include documentation the Plans have been reviewed and approved by the Menlo Park Fire District.</li> <li>u. The complete building permit application shall include construction documents needed to identify the location of electric vehicle (EV) spaces as per 2016 Cal Green Code 4.106.4.3 and the City's local amendments or the CalGreen code and any local amendments in effect at the time of submittal of a complete building permit application.</li> <li>v. The complete building permit application shall include pedestrian protection along the public right-of-way with sidewalks, as required per Section 3306 of the 2019 CBC or the CBC in effect at the time of submittal of a complete building permit application.</li> <li>w. The complete building permit application shall include details regarding protection of adjoining property, as required per Section 3307 of the 2019 CBC or the CBC in effect at the time of submittal of a complete building permit application.</li> <li>x. The complete building permit application shall include details demonstrating that the building meets the sound transmission requirements of Section 1207 of the 2019 CBC or the CBC in effect at the time of submittal of a complete building permit application.</li> <li>y. Simultaneous with the submittal of a complete building permit application, the applicant shall submit and get approval of a construction waste management plan per City's ordinance 12.18.010. The construction waste management plan is subject to approval by the Building Official or their designee.</li> <li>z. The complete building permit application shall include details demonstrating that all sanitary sewer lines will gravity feed to the sewer mains in the public right-of-way unless otherwise approved by the Building Official or their designee.</li> <li>aa. The complete building permit application shall include details demonstrating that all slopes away from the building shall comply with the Section 1804.4 of the 2019 CBC or the current CBC in effect at the time of submittal of a complete building permit application.</li> <li>bb. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans for: 1) construction safety fences around the periphery of the construction area, 2)</li> </ul>			



Springline Project – Attachment B, Exhibit C – Conditions of Approval

<b>LOCATION:</b> 1300 EI Camino Real	<b>PROJECT NUMBER:</b> PLN2021-00026	<b>APPLICANT:</b> Cyrus Sanandaji, Presidio Bay	<b>OWNER:</b> Real Social Good Investments, LLC
<p><b>PROJECT CONDITIONS:</b></p> <p>dust control, 3) air pollution control, 4) erosion and sedimentation control, 5) tree protection fencing, and 6) construction vehicle parking. The plans shall be subject to review by the Engineering, Planning, and Building Divisions and the City's Building Official or their designee shall approve the Plans subject to input by City staff. The safety fences, dust and air pollution control measures, erosion and sedimentation control measures, and tree protection measures shall be installed according to the approved plan prior to commencing construction and implemented throughout the duration of construction at the project site.</p> <p><b><u>Engineering Division Conditions</u></b></p> <p>cc. Simultaneous with the submittal of a complete building permit application, the applicant shall provide documentation indicating the amount of irrigated landscaping. If the project includes more than 500 square feet of irrigated landscaping, it is subject to the City's Water Efficient Landscaping Ordinance (Municipal Code Chapter 12.44) and a detailed landscape plan shall be submitted simultaneously with the submittal of a complete building permit application, subject to review and approval by the Engineering Division.</p> <p>dd. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a draft "Stormwater Treatment Measures Operations and Maintenance (O&amp;M) Agreement" to the City subject to review and approval by the Engineering Division. With the executed agreement, the property owner is responsible for the operation and maintenance of stormwater treatment measures for the project. The agreement shall run with the land and shall be recorded with the San Mateo County Recorder's Office prior to building permit final inspection.</p> <p>ee. Simultaneous with the submittal of a complete building permit application, the applicant shall submit all applicable engineering plans for Engineering review and approval. The plans shall include, but are not limited to:</p> <ul style="list-style-type: none"> <li>i. Existing Topography (NAVD 88')</li> <li>ii. Demolition Plan</li> <li>iii. Site Plan (including easement dedications)</li> <li>iv. Construction Parking Plan</li> <li>v. Grading and Drainage Plan</li> <li>vi. Utility Plan</li> <li>vii. Erosion Control Plan / Tree Protection Plan</li> <li>viii. Planting and Irrigation Plan</li> <li>ix. Off-site Improvement Plan</li> <li>x. Construction Details (including references to City Standards)</li> </ul> <p>ff. During the design phase of the construction drawings, all potential utility conflicts shall be potholed and actual depths shall be recorded and submitted to the City simultaneous with the submittal of a complete building permit.</p> <p>gg. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a plan for any new utility installations or upgrades for review and approval of the Planning, Engineering and Building Divisions. Utility equipment shall meet the requirements of Chapter 16.45.120(6)(B) of the Menlo Park Zoning Ordinance. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping, subject to review and approval of the Planning, Engineering, and Building Divisions. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.</p>			



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<b>LOCATION:</b> 1300 EI Camino Real	<b>PROJECT NUMBER:</b> PLN2021-00026	<b>APPLICANT:</b> Cyrus Sanandaji, Presidio Bay	<b>OWNER:</b> Real Social Good Investments, LLC
<p><b>PROJECT CONDITIONS:</b></p> <ul style="list-style-type: none"> <li>hh. Simultaneous with submittal of a complete building permit application, the applicant shall submit plans that include proposed measures to prevent erosion and polluted runoff from all site conditions, subject to review and approval of the Engineering Division. During construction, if construction is not complete by the start of the wet season (October 1 through April 30), the applicant shall implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, winterization requirements shall include inspecting/maintaining/cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing disturbed soils through temporary or permanent seeding, mulching, matting, tarping or other physical means; rocking unpaved vehicle access to limit dispersion of much onto public right-of-way; and covering/tarping stored construction materials, fuels, and other chemicals. A site specific winterization plan implemented during construction would be subject to review by the Engineering, Building, and Planning Divisions and subject to approval by the Building Official or their designee with input from City staff. The winterization plan would be in addition to the erosion control plan required in condition 1.ff.</li> <li>ii. Prior to issuance of the first building permit, the applicant shall comply with all Sanitary District, California Water Company, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project.</li> <li>jj. Prior to building permit issuance (grading and utilities phase), applicant shall coordinate with Menlo Park Municipal Water (MPMW) to confirm the existing water mains and service laterals meet the domestic and fire flow requirements of the project. If the existing water main and service laterals are not sufficient as determined by MPMW, applicant may, as part of the project, be required to construct and install new water mains and service laterals sufficient to meet such requirements. Any required off-site improvements would be required to be completed prior to the granting of occupancy.</li> <li>kk. Prior to building permit issuance (grading and utilities phase), applicant shall coordinate with West Bay Sanitary District to confirm the existing sanitary sewer mains and service laterals have sufficient capacity for the project. If the existing sanitary sewer mains and service laterals are not sufficient as determined by West Bay Sanitary District, applicant may, as part of the project, be required to construct and install new sanitary sewer mains and service laterals sufficient to meet such requirements. Any required off-site improvements would be required to be completed prior to the granting of temporary occupancy.</li> <li>ll. Simultaneous with the submittal of a complete building permit application, the applicant's design professional shall evaluate the Project's impact to the City's storm drainage system and prepare a hydrology report to the satisfaction of the City Engineer. Post-construction runoff into the storm drain shall not exceed pre-construction runoff levels.</li> <li>mm. Simultaneous with the submittal of a complete building permit application, the applicant shall submit a Storm Water Management Report that meets the requirements of the San Mateo County's C.3 Stormwater Technical Guidance Manual.</li> <li>nn. The Project Stormwater Management Plan shall incorporate trash capture measures such as screens, filters or CDS/Vortex units to address the requirements of Provision C.10 of the Regional Water Quality Control Board (RWQCB) Municipal Regional Permit (MRP). The Stormwater Management Plan shall be reviewed and approved by the Engineering Division prior to building permit issuance (grading and utilities phase).</li> </ul>			



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<p><b>PROJECT CONDITIONS:</b></p> <ul style="list-style-type: none"> <li>oo. Prior to issuance of the first building permit, the applicant shall submit plans for construction related parking management, construction staging, material storage and Traffic Control Handling Plan (TCHP) to be reviewed and approved by the Transportation, Engineering, Planning, and Building Divisions. The applicant shall secure adequate parking for any and all construction trades, until the parking podium is available on the project site. The plan shall include construction phasing and anticipated method of traffic handling for each phase. The plan shall include construction phasing and anticipated method of traffic handling for each phase. The existing sidewalk and bike lanes or an acceptable pedestrian and bicycle pathways along project's frontage shall be provided during all construction phases except when the new sidewalk is being constructed.</li> <li>pp. Prior to issuance of the first building permit, all applicable Public Works fees shall be paid. Refer to the most current City of Menlo Park Master Fee Schedule.</li> <li>qq. Prior to Final Map approval or Building Permit issuance, whichever comes first, the Applicant shall enter into an Agreement for Completion of Development Improvements and provide a performance bond for the completion of the off-site improvements as shown on the approved Off-site Improvement Plans. The Applicant shall obtain an encroachment permit, from the appropriate reviewing jurisdiction, prior to commencing any work within the right-of-way or public easements.</li> <li>rr. As part of the complete building permit application, the plan shall include details on all Stormwater Pollution Prevention Program Best Management Practices (BMPs). Prior to commencing any work on the project site, BMPs for construction shall be implemented to protect water quality, in accordance with the approved Stormwater Pollution Prevention Plans.</li> <li>ss. Heritage trees to remain in the vicinity of the construction project shall be protected during the entire construction phase, pursuant to the Heritage Tree Ordinance.</li> <li>tt. Prior to final inspection, all public right-of-way improvements, including frontage improvements, shall be completed to the satisfaction of the Engineering Division.</li> <li>uu. The applicant shall retain a civil engineer to prepare "as-built" or "record" drawings of public improvements, and the drawings shall be submitted in AutoCAD and Adobe PDF formats to the Engineering Division. "As-built" or "record" drawings shall be submitted to the Engineering Division prior to granting of occupancy.</li> </ul> <p>2. The architectural control permit and use permit proposal shall be subject to the following <b>project-specific</b> conditions:</p> <p><b><u>Planning Division Conditions</u></b></p> <ul style="list-style-type: none"> <li>a. The sale of alcohol for on-site and off-site consumption, shall be subject to the following conditions: <ul style="list-style-type: none"> <li>i. The property owner and/or property manager shall obtain and hold the Type 47 and Type 21 licenses from the California Department of Alcoholic Beverage Control (ABC) for the project site. No additional license types are permitted unless reviewed and approved through the appropriate administrative or use permit process as outlined in the Specific Plan.</li> <li>ii. A maximum of ten businesses may be party to the type 47 license from ABC for the property and a maximum of one business may utilize the type 21 license (in conjunction with the Type 47 license) from ABC for the property for a total of ten</li> </ul> </li> </ul>			



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<p><b>PROJECT CONDITIONS:</b></p> <p>businesses. Any additional sale of alcohol for on-site or off-site consumption shall require additional review and approval by the Community Development Director or the Planning Commission through the appropriate administrative permit or use permit process, as enumerated by the Specific Plan.</p> <ul style="list-style-type: none"> <li>iii. All businesses serving alcohol at the project site must adhere to all regulations of the license type from ABC that they fall under, subject to review and approval of the Planning Division.</li> <li>iv. The mobile beer truck associated with the taproom use may operate within the central plaza and patrons consuming beer and wine purchased from the truck shall be confined to the central plaza between the two office buildings, subject to review and approval of the Planning Division.</li> <li>v. The mobile beer truck shall be stored within the parking garage when the tap room or associated use is closed. The truck may operate off-site at other locations, subject to the appropriate ABC license.</li> </ul> <p>b. The expanded outdoor seating shall be subject to the following conditions:</p> <ul style="list-style-type: none"> <li>i. The expanded outdoor seating shall be limited to that shown on Sheet L6 (Sheet 31 of 40) of the plan set.</li> <li>ii. All outdoor seating is subject to review and approval of the Planning Division to ensure quality materials that complement the buildings and overall site design.</li> <li>iii. All areas of the outdoor seating where alcohol is consumed shall be cordoned off pursuant to ABC regulations, and all barriers cordoning off outside seating areas where alcohol is consumed shall be subject to review and approval of the Planning Division to ensure quality materials that complement the buildings and overall site design.</li> <li>iv. All of the expanded outdoor seating, located within the central plaza, shall be open to the general public, including areas where alcohol is consumed.</li> </ul> <p>c. The diesel fuel tank supplying the back-up generator shall be subject to the following conditions:</p> <ul style="list-style-type: none"> <li>i. The diesel tank shall be limited to 235 gallons, subject to review and approval of the Planning and Building Divisions.</li> <li>ii. Prior to approval of final certificate of occupancy for any issued building permit, the applicant shall provide documentation from an acoustical engineer demonstrating that the generator testing will not exceed sixty (60) dBA as measured from the nearest residential property line, subject to review and approval of the Planning and Building Divisions.</li> <li>iii. Prior to issuance of a building permit or approval of final certificate of occupancy for any issued building permit, the applicant shall provide documentation of having met the relevant requirements of the San Mateo County Environmental Health Department, subject to review and approval of the Planning and Building Divisions.</li> <li>iv. If there is an increase in the quantity of hazardous materials on the project site, a change in the location of the storage of the hazardous materials, or the use of additional hazardous materials after entitlements are granted, the applicant shall notify the Planning Division in writing and may be required to apply for a use permit revision.</li> <li>v. Any citation or notification of violation by the Menlo Park Fire Protection District, San Mateo County Environmental Health Department, West Bay Sanitary District, Menlo Park Building Division or other agency having responsibility to assure public health and safety for the use of hazardous materials will be grounds for considering revocation of the use permit.</li> <li>vi. If operations discontinue at the premises, the use permit for hazardous materials shall expire unless a new user submits a new hazardous materials information form to the Planning Division for review by the applicable agencies to determine whether the new hazardous materials business plan is in substantial compliance with the use permit.</li> </ul>			



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<b>LOCATION:</b> 1300 El Camino Real	<b>PROJECT NUMBER:</b> PLN2021-00026	<b>APPLICANT:</b> Cyrus Sanandaji, Presidio Bay	<b>OWNER:</b> Real Social Good Investments, LLC
<b>PROJECT CONDITIONS:</b> <ul style="list-style-type: none"><li>vii. Testing of the generator shall be limited to the hours between 8:00 a.m. and 6:00 p.m., Monday through Friday.</li><li>d. The architectural control revision shall be subject to the following condition:<ul style="list-style-type: none"><li>i. The applicant shall be permitted to reduce the space shown as CSU (community serving uses) space on the project plans approved in 2017 by the City Council, which is nearest the main residential entry at the corner of Oak Grove and Garwood Avenues, by approximately 1,155 square feet and reclassify the space as a multi-function space which, during business hours of the café, shall be used to provide overflow seating for café customers and be open to the general public, including building residents, subject to review and approval of the Planning Division.</li></ul></li><li>e. Prior to issuance of a building permit, the applicant shall pay the commercial linkage fee of approximately \$63,120 in accordance with the BMR Guidelines assuming 2,000 square feet of Group A uses and 2,000 square feet of Group B uses. The BMR fee rate is subject to change annually on July 1 and the final fee will be calculated based on the square footage/use type totals and the fee rate at the time of fee payment.</li><li>f. Prior to issuance of building permit, the applicant shall pay 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 \$10,170 (\$1.13 x 9,000 net new square feet) and will be calculated based on the final square footage associated with the building permit submittal.</li></ul> <b><u>Transportation Division Conditions</u></b> <ul style="list-style-type: none"><li>g. Prior to issuance of the first building permit, the Applicant shall pay the applicable transportation impact fee (TIF) in effect at the time of payment, subject to review and approval of the Transportation Division.</li></ul>			



**November 22, 2021**

**PLANNING COMMISSION RESOLUTION NO. 2021-xx**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MENLO PARK RECOMMENDING THAT THE CITY COUNCIL APPROVE A PROPOSED AMENDMENT TO THE DEVELOPMENT AGREEMENT FOR THE PROPOSED SPRINGLINE PROJECT MODIFICATIONS (1300 EI CAMINO REAL)**

**WHEREAS**, the City of Menlo Park (“City”) received an application requesting amendments to the El Camino Real/Downtown Specific Plan (“Specific Plan”), a use permit revision for the addition of a fuel tank supplying a diesel emergency back-up generator, expanded outdoor seating associated with full/limited service restaurants and beverage sale establishments, and the sale of alcohol for on-site and off-site consumption, and an architectural control revision for up to 9,000 square feet of additional gross floor area, exterior modifications to the residential entry that would be enabled by an amendment to the Specific Plan, and modification of a portion of the previously-designated community-serving use space facing Oak Grove to a multi-function space for use by the residential component of the project, an amendment to the development agreement for the project, and a request for environmental review (collectively, the “Project Revisions”) from Cyrus Sanandaji, Presidion Bay Ventures (“Applicant”), on behalf of the property owner Real Social Good Investments, LLC (“Owner”), to make modifications to an approved mixed-use development (“Project”) located at 1300 El Camino Real (APN 061-430-490) (“Property”), previously approved as a bonus-level development project, and with the proposed modifications would continue to include 183 dwelling units and would add approximately 9,000 square feet of gross floor area for a total of approximately 224,103 square feet of commercial space, including both office and community-serving uses; and

**WHEREAS**, the Property is located in the El Camino Real North-East Residential (ECR NE-R) district within the El Camino Real/Downtown Specific Plan (ECR/D SP) zoning district. The ECR NE-R district supports a variety of retail uses, personal services, business and professional offices, and residential uses; and

**WHEREAS**, the bonus level provisions identified in the Specific Plan allow a development to seek an increase in floor area ratio (FAR), density (dwelling units per acre) and height subject to the provision of a public benefit, and the applicant has submitted a public benefit proposal; and

**WHEREAS**, proposed amendments to the Specific Plan would allow a bonus-level FAR of 1.55 in the ECR NE-R district of the Specific Plan under certain circumstances and the proposed development agreement amendment would allow the Owner to secure vested rights and bonus-level development at an FAR of approximately 1.53 for the Project in exchange for the City securing a public benefit; and



**WHEREAS**, in exchange for the granting of the architectural control revision and provided through this amendment to the development agreement for the Project, the City would receive a payment of \$300,000 to complete the quiet zone feasibility study if the cost exceeds the amount previously budgeted by the City, implement measures from the quiet zone feasibility study if funds are not exhausted in completion of the feasibility study, and if any funds remain after the first two items the remainder would be deposited in the City's Downtown Public Amenity Fund for use by the City at its sole discretion; and

**WHEREAS**, an Ordinance for a Development Agreement for the 1300 El Camino Real project (the "Development Agreement") by and between the City and Real Social Good Investments, LLC was adopted by the City Council in 2017 under the authority of Government Code Section 65864 *et seq.* and pursuant to the provisions of City Resolution No. 4159, which establishes procedures and requirements for the consideration of development agreements within the City of Menlo Park; and

**WHEREAS**, the City, as lead agency, pursuant to the California Environmental Quality Act and the CEQA Guidelines ("CEQA") had previously prepared and certified the Program Environmental Impact Report for adoption of the Specific Plan ("Specific Plan EIR"), prepared and certified the Infill Environmental Impact Report ("Infill EIR") for the Project, and relied on the Specific Plan EIR and the Infill EIR to approve the Project; and

**WHEREAS**, the City prepared an Addendum to the Infill EIR in compliance with CEQA that examined the environmental impacts of the Project Revisions including the proposed amendment to the Specific Plan, and found no substantial evidence to support requiring additional environmental analysis, in part given that alterations to the Project and any future projects enabled through the Specific Plan amendment will not increase actual residential, office or community serving space or lead to any activity that might cause new or increased environmental effects since the increased square footage would be permitted for uses to serve occupants of the Project, and use permits for outdoor seating, on-site and off-sale alcohol sales, and diesel fuel for an emergency generator were adequately considered in the Infill EIR, as discussed in more detail in the Addendum; and

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

**WHEREAS**, the Planning Commission considered the Specific Plan EIR, the Infill EIR and the Addendum to the Infill EIR in considering the proposed Project Revisions, including the proposed amendment to the Development Agreement ("Development Agreement Amendment") and in making its recommendations to the City Council; and

**WHEREAS**, the Planning Commission adopted its Resolution recommending that the City Council approve the Specific Plan amendments; and

**WHEREAS**, the Planning Commission made affirmative actions on the use permit revision and architectural control revision; and



**WHEREAS**, as required by Resolution No. 4159, the Planning Commission reviewed the Development Agreement Amendment attached hereto as Exhibit A at a duly and properly noticed public hearing held on November 22, 2021 and determined that the amendment to the Development Agreement will provide public benefits to the City; is consistent with the objectives, policies, general land uses and programs specified in the General Plan and the El Camino Real/Downtown Specific Plan; is compatible with the uses authorized in and the regulations prescribed for the SP-ECR/D land use district in which the Property is located, if proposed amendments to increase the bonus-level FAR to 1.55 under certain circumstances in the ECR NE-R district of the Specific Plan are adopted by the City Council; is in conformity with public convenience, general welfare and good land use practice; will not be detrimental to the health, safety and general welfare of the City or the region surrounding the City; and will not adversely affect the orderly development of property or the preservation of property values within the City.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Menlo Park hereby recommends the following to the City Council:

**Section 1: Recitals.** That the City Council find that all of the facts in the Recitals are true and correct and incorporated and adopted as findings of the City Council as fully set forth in this Resolution.

**Section 2: Development Agreement Amendment Findings.** That the City Council make the following findings as required by Section 302 of Resolution No. 4159 and based on an analysis of the facts set forth above, the staff report to the City Council, the presentation to the Council, supporting documents, and public testimony:

1. The Development Agreement Amendment is consistent with the objectives, policies, general land uses and programs specified in the General Plan and the El Camino Real/Downtown Specific Plan, as modified through the proposed amendments to the Specific Plan in that the General Plan allows bonus-level development in the Specific Plan up to 2.25 FAR and the Specific Plan amendments would allow a bonus level FAR of up to 1.55 in the ECR NE-R district under specific circumstances.
2. The Development Agreement Amendment is compatible with the uses authorized in and the regulations prescribed for the SP-ECR/D land use district, as modified through the proposed amendments to the Specific Plan, in which the Property is located, in that office, residential and retail/restaurant uses are permitted uses in the ECR NE-R district of the SP-ECR/D (Specific Plan) zoning district and the proposed architectural control revision for the increase of approximately 9,000 square feet, enabled through the proposed Specific Plan amendment would be limited to additions for uses that would serve the occupants of the Project.
3. The Development Agreement Amendment is in conformity with public convenience, general welfare and good land use practices in that the City will receive a cash contribution in exchange for bonus-level development to fund completion of a quiet zone feasibility study in the event the cost to complete the study exceeds the amount previously budgeted by the City. As a second priority, the additional public benefit payment would be used by the City to fund improvements (e.g. improved railroad



crossings) or matching grant funds that the City may undertake based on the recommendations of the quiet zone feasibility study. Finally, any remaining funds from the additional public benefit payment would be placed into the City's Downtown Public Amenity Fund.

4. The Development Agreement Amendment will not be detrimental to the health, safety and general welfare of the City or the region surrounding the City in that office, residential and retail/restaurant uses are permitted uses in the ECR NE-R district of the SP-ECR/D (Specific Plan) zoning district, the proposed additional square footage would provide support space for the permitted uses and would be limited to the intended occupants of the project site and would be consistent with the Specific Plan as amended.
5. The Development Agreement Amendment will not adversely affect the orderly development of property or the preservation of property values within the City in that the additional floor area would be limited to those areas determined by the Planning Commission to be necessary or desirable to address deficiencies identified after construction of the structure was substantially complete, the above grade additions of gross floor area would not increase the exterior dimensions of the project and the below grade additions of gross floor area would be located in the footprint of existing subsurface levels and the additions would be limited to uses intended to serve the occupants of the Project.
6. The Development Agreement Amendment will promote and encourage the development of the Project by providing a greater degree of certainty with respect thereto. The proposed additional square footage would allow for necessary common spaces and preferred amenities and would correct internal circulation deficiencies.
7. The Development Agreement Amendment will result in the provision of a public benefit by the Applicant.

**Section 3: Development Agreement Amendment Approval.** That the City Council consider the Addendum together with the Specific Plan EIR and Infill EIR, and the Specific Plan amendments that enable the proposed project, subject to an amendment of the Development Agreement, and adopt an ordinance approving the First Amendment to that certain Development Agreement entered into between Real Social Good Investments, LLC and the City of Menlo Park on March 21, 2017 regarding 1300 El Camino Real (Exhibit A).

## **ENVIRONMENTAL REVIEW**

The Planning Commission makes the following findings, based on its independent judgment after considering the Specific Plan EIR, the Infill EIR, and the Addendum, and having reviewed and taken into consideration all written and oral information submitted in this matter:

- A. In June 2012, the City Council of the City of Menlo Park certified the Specific Plan EIR for adoption of the Specific Plan, including adoption of associated CEQA Findings and



a Mitigation Monitoring and Reporting Program. In January 2017, the City Council certified the Infill EIR for the Project, relying on the Specific Plan EIR and adopting additional CEQA Findings and a Mitigation Monitoring and Reporting Program supplementing those adopted for the Specific Plan. Upon submission of a complete development project for the Project Revisions, including the proposed Specific Plan amendments, the City prepared an Addendum to the Infill EIR. The Planning Commission has considered the modifications to the Project and the new discretionary approvals requested for the Project Revisions, which have been analyzed in the Addendum, and the Commission determines that, pursuant to CEQA Guidelines sections 15164 and 15183, no further environmental review is required.

B. The Planning Commission further determines that the Project Revisions, including the Specific Plan amendments, are consistent with the analyses in the Specific Plan EIR, the Infill EIR and the Addendum and therefore, their approval complies with CEQA based on each of the applicable CEQA streamlining and/or tiering sections described below, each of which, separately and independently, provides a basis for CEQA compliance:

(1) The Addendum provides analysis and cites substantial evidence that supports the conclusion that the Project Revisions would not result in any significant impacts that: (1) are peculiar to the Project or Property; (2) were not identified as significant project-level, cumulative, or off- site effects in the Specific Plan EIR or Infill EIR; or (3) were previously identified significant effects, which as a result of substantial new information that was not known at the time that the Specific Plan EIR or Infill EIR was certified, are determined to have a more severe adverse impact than discussed in the Specific Plan EIR or Infill EIR. As a result, pursuant to Section 15183, the Project Revisions are exempt from further environmental review under CEQA.

(2) The Addendum provides analysis and cites substantial evidence that supports the conclusion that the Project Revisions would not cause new significant impacts not previously identified in the previously certified Specific Plan EIR or Infill EIR, nor result in a substantial increase in the severity of previously identified significant impacts. No new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the Project or the Property that would cause significant environmental impacts to which the Project Revisions would contribute considerably, and no new information has been put forward that shows that the Project Revisions would cause significant environmental impacts. Therefore, no supplemental environmental review is required for the Project Revisions in accordance with Public Resources Code Section 21166, and CEQA Guidelines Sections 15162 and 15164.

### **SEVERABILITY**

If any term, provision, or portion of these findings or the application of these findings to a particular situation is held by a court to be invalid, void or unenforceable, the remaining provisions of these findings, or their application to other actions related to the Project Revisions, shall continue in full force and effect unless amended or modified by the City.



I, Justin Murphy, Deputy City Manager of the City of Menlo Park, do hereby certify that the above and foregoing Planning Commission Resolution was duly and regularly passed and adopted at a meeting by said Commission on November 22, 2021, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS THEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this \_\_\_\_ day of November, 2021

---

Justin Murphy  
Deputy City Manager  
City of Menlo Park

Exhibits

A. Development Agreement Amendment



This document is recorded for the benefit of the City of Menlo Park and is entitled to be recorded free of charge in accordance with Sections 6103 and 27383 of the Government Code.

RECORDING REQUESTED BY  
AND WHEN RECORDED MAIL TO:

City of Menlo Park  
Attn: City Clerk  
701 Laurel Street  
Menlo Park, CA 94025

---

**AMENDMENT TO DEVELOPMENT AGREEMENT  
SPRINGLINE PROJECT**

**(Formerly the "Station 1300 Project")**

(1258 – 1300 EL CAMINO REAL, 550 – 580 OAK GROVE AVENUE AND  
540 – 570 DERRY LANE, MENLO PARK, CA)

BY AND BETWEEN

**CITY OF MENLO PARK,**  
A CALIFORNIA MUNICIPAL CORPORATION

AND

**REAL SOCIAL GOOD INVESTMENTS, LLC,**  
A CALIFORNIA LIMITED LIABILITY COMPANY



THIS AMENDMENT TO DEVELOPMENT AGREEMENT ("Amendment") is made and entered into as of this \_\_\_\_ day of \_\_\_\_\_, 2021, by and between the City of Menlo Park, a municipal corporation of the State of California ("City") and Real Social Good Investments, LLC, a California limited liability company ("Owner"). This Amendment modifies the Development Agreement finally executed on March 21, 2017, and recorded in the Official Records of the County of San Mateo on March 22, 2017, as Document Number 2017-024823 ("Development Agreement").

### RECITALS

The City and Owner are entering into this Amendment based on the following facts, understandings and intentions:

A. Owner owns those certain parcels of real property previously collectively known as Station 1300, now known as Springline, in the City of Menlo Park, California ("Property"), as shown on Exhibit A attached to this Amendment and more particularly described in Exhibit B attached to this Amendment.

B. The City examined the environmental effects of the Project (as defined in the Development Agreement), in an Infill Environmental Impact Report ("EIR") prepared pursuant to the California Environmental Quality Act ("CEQA"). The Project included the demolition of all existing structures on the Property and development of the Property with a two-level subsurface parking garage, two office buildings located around a large plaza, a 183-unit residential building oriented to Oak Grove Avenue, and approximately 18,000 to 29,000 square feet of community serving space, split between the office buildings and the residential building. The Project also included construction of an extension of Garwood Way to connect to Oak Grove. As part of the Project Approvals, Owner obtained a public benefit bonus consisting of: (1) a height increase from 38 feet to 48 feet; and (2) an increase in floor area ratio from 1.1 to 1.5, thus allowing the construction of an additional 112,108 square feet gross floor area (GFA) of office and residential space (the "Public Benefit Bonus") in consideration for the substantial public benefits contained in the Development Agreement. On January 24, 2017, the City Council reviewed and certified the EIR.

C. On January 24, 2017, the City Council approved the Project and the Development Agreement by introducing Ordinance No. 1032 ("Enacting Ordinance"). The City Council conducted a second reading on the Enacting Ordinance on February 17, 2017, and adopted the Enacting Ordinance, making it effective on March 9, 2017. The Development Agreement was recorded on March 22, 2017, in the Official Records of the County of San Mateo.

D. The Project is nearing completion of construction. However, Owner determined that the approved plans for the Project do not account for certain operational needs, including expanded elevator lobby areas in the basement levels, mail rooms required by US Postal Service, tenant amenities, and other features needed for efficient operation of the buildings. In anticipation of occupancy, on June 14, 2021, Owner submitted an application, and then on September 2, 2021, Owner resubmitted an application to make minor modifications to the Project to account for these operational needs, which resubmittal was updated on October 20, 2021, and included the following modifications, which require approval of an architectural control revision, in addition to amendments to the Specific Plan, ("Project Modifications"):

- i. Conversion of space in the two basement garage levels as follows: new enclosed spaces for engineering, security and maintenance staff; new storage space; an



expanded fitness center and amenity space serving office tenants (not open to the public or residents); an enlarged locker room for fitness center users and bicycle commuters; new mail rooms for offices and residents (required by USPS to be in the basement); a dog washing facility and amenity space for residents; new restroom and janitor closet; and a reduction in parking from 991 to 942 spaces to accommodate the above spaces;

- ii. Elimination of reserved separate parking areas for residential use and designated parking areas for restaurant, retail and other public-service uses, to instead make the entire garage open to all users;
- iii. Addition of two glass decks at the second floor of each office building to create a passageway at the second level of the double-height entry lobbies and to address circulation deficiencies;
- iv. Modification of the primary residential entry at the intersection of Oak Grove and Garwood to improve aesthetics and functionality, and add ramps to improve accessibility; and
- v. Modification of the Project plans to allow an approximately 1,155 square foot area at the corner of the Oak Grove entry to be classified as residential rather than community-serving retail space, provided that the area is made available to the public during business hours.

E. The Project as modified (the "Revised Project") involves an approximately 9,000 square foot increase in GFA, which increase largely results from the displacement of areas, such as parking, that are not counted toward the Project's GFA calculation; thus, the Project Modifications would neither add intensity to the office floor plates nor increase residential densities. Overall, the Revised Project will have a total of approximately 224,000 square feet of GFA of office and community serving retail space ("CSU") uses, an increase of approximately 4,000 square feet of GFA of office and CSU space as compared to the Project Approvals, though the total square footage of these uses each remains within the ranges approved as part of the Project.

In addition to the Project Modifications, the Revised Project includes the following additional approvals ("Additional Approvals"):

- i. Minor amendment to the El Camino Real and Downtown Specific Plan for approval of additional bonus floor area;
- ii. Use Permit revision to allow the following items:
  - i. hazardous materials with respect to a diesel fuel storage tank for the emergency generator as required by the City;
  - ii. a minor expansion of the allowed outdoor seating area for food and beverage;
  - iii. restaurants selling alcoholic beverages;
  - iv. liquor sales for a market/grocery that will also sell alcoholic beverages for on and offsite consumption; and
  - v. a taproom that will sell craft beer and wine, along with food and snacks.

F. In compliance with CEQA, pursuant to 14 California Code of Regulations Section 15164, the City prepared an Addendum to the previously certified EIR, finding that the Revised Project, including the Additional Approvals, did not involve any new significant environmental impacts or any substantial increase in the severity of any previously identified significant impact.



G. On November 3, 2021, the Housing Commission recommended approval of Owner's Below Market Rate (BMR) Compliance Proposal for the Revised Project, which would require payment of the BMR in-lieu fee for the Revised Project's net increase of approximately 4,000 square feet of non-residential GFA.

H. On November 22, 2021, the Planning Commission held a duly noticed public hearing to review the Revised Project, including the Addendum to the certified EIR and the Additional Approvals, and approved the use permit revision and architectural control revision and recommended that the City Council approve the Specific Plan amendments and this Amendment to preserve the rights and privileges as originally negotiated in the Development Agreement.

H. On December \_\_, 2021, the City Council held a duly noticed public hearing at which it reviewed the Revised Project, including the Addendum to the certified EIR and the Specific Plan Amendments, and voted to approve the Specific Plan Amendments and enter into this Amendment to preserve the rights and privileges as originally negotiated in the Development Agreement.

NOW, THEREFORE, in consideration of the mutual covenants and promises of the City and Owner herein contained, the City and Owner agree as follows:

1. The Revised Project includes revised plans and the Additional Approvals. All references in the Development Agreement to defined terms that are affected by these modifications are updated to include the Revised Project, as approved by the City Council.

2. In addition to the total Two Million One Hundred Thousand Dollars (\$2,100,000) to the Downtown Public Amenity Fund that Owner has already paid to the City pursuant to Section 6 of the Development Agreement for the Public Benefit Bonus, for the additional approximately 9,000 feet of bonus GFA Owner shall contribute Three Hundred Thousand Dollars (\$300,000) to the City, or approximately Thirty-Three and 33/100 Dollars (\$33.33) per square foot ("Additional Public Benefit Payment"). Prior to issuance of a building permit for the buildout of the new basement areas, Owner shall pay the Additional Public Benefit Payment to the City. As a first priority, the Additional Public Benefit Payment shall be used by the City to fund completion of a quiet zone feasibility study in the event the cost to complete the study exceeds the amount previously budgeted by the City. As a second priority, the Additional Public Benefit Payment shall be used by the City to fund improvements (e.g. improved railroad crossings) or matching grant funds that the City may undertake based on the recommendations of the quiet zone feasibility study. Finally, any remaining funds from the Additional Public Benefits Payment shall be placed into the City's Downtown Public Amenity Fund.

3. In addition to Owner's obligations set forth in Section 7.4 of the Development Agreement and in the Owner's Below Market Rate (BMR) Compliance Proposal for the Revised Project attached thereto as Exhibit E, prior to issuance of a building permit, Owner shall pay to the City the commercial in-lieu fee in accordance with the City's BMR Guidelines for the net increase of approximately 4,000 square feet of non-residential GFA, assuming 2,000 square feet of Group A uses and 2,000 square feet of Group B uses. The BMR in-lieu fee rate is subject to change annually on July 1 and the final fee will be calculated based on the square footage and use type at the time of fee payment consistent with the formula set forth above.

4. As required by the Development Agreement, this Amendment shall be recorded by the City Clerk not later than Ten (10) days after the City Council approval of the Amendment.



5. If litigation or a referendum is commenced seeking to set aside the proposed modifications to the Project, the Additional Approvals or this Amendment, Owner may elect to terminate this Amendment and the Additional Approvals and proceed with the original Project. In the event of a termination pursuant to this Section 5, the Development Agreement shall survive and control the rights and obligations of the parties and the permitted uses on the Property.

6. Except to the extent expressly modified by this Amendment, the terms of the Development Agreement shall remain effective without impairment or modification.

7. This Amendment may be executed in any number of counterparts, each of which so executed shall be deemed an original, but all of which when taken together shall constitute but one Amendment.

[SIGNATURES ON FOLLOWING PAGE]



IN WITNESS WHEREOF, the Parties have executed this Amendment as of the day and year first above written.

"City"

CITY OF MENLO PARK, a municipal  
corporation of the State of California

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

Attest:

\_\_\_\_\_  
City Clerk

Approved as to Form:

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

"Owner"

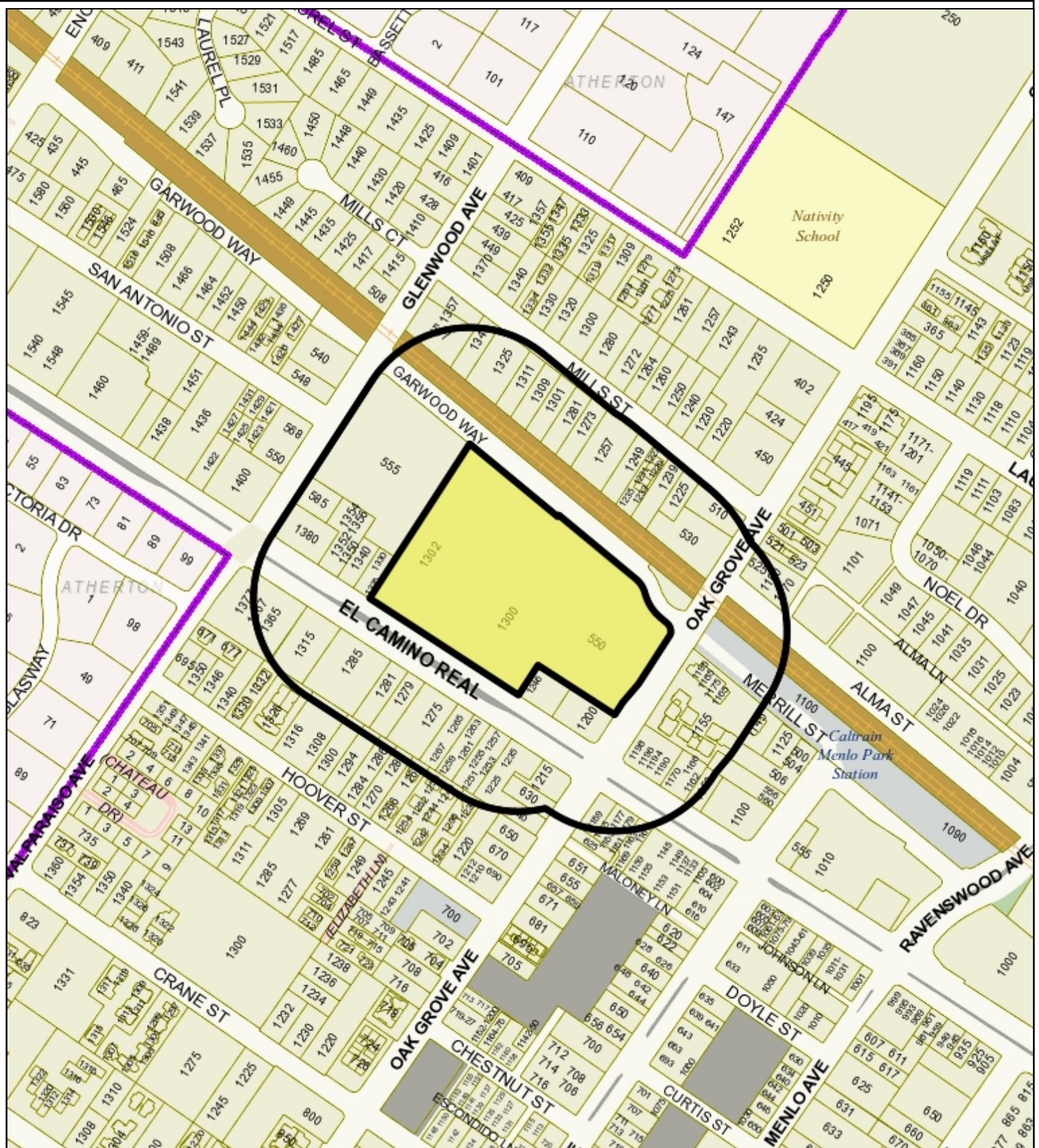
REAL SOCIAL GOOD INVESTMENTS,  
LLC, a California limited liability company:

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

Name: \_\_\_\_\_

Title: \_\_\_\_\_





City of Menlo Park  
Location Map  
1300 El Camino Real



Scale: 1:4,000

Drawn By: CDS

Checked By: KTP

Date: 11/22/2021

Sheet: 1

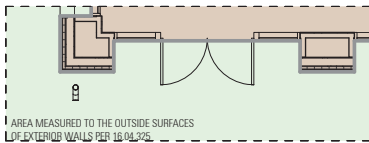


## Area Calculations

Level 1			
A	North Office	Community Serving Uses	5,766
B	North Office	Commercial / Office	26,638
B.1	North Office	Flexible Space	4,051
C	South Office	Community Serving Uses	5,577
D	South Office	Commercial / Office	22,115
D.1	South Office	Flexible Space	6,349
E	Residential	Community Serving Uses	7,237
F	Residential	Private Open Space	5,653
F	Residential	Residential Units	47,141
F	Residential	Shafts (in unit)	350
F	Residential	IDF, MPOE, Electrical Room	686
F	Residential	Shafts	530
F	Residential	Trash / Recycle	1,034
F	Residential	Parking Related Circulation	4,990
G	Site	Public Bathroom	163
H	Site	Electrical Room / Generators	366
			59,133
			47,141
			18,600
			527
			125,421
			13,192
			Total Lvl 1 Office
			Total Lvl 1 Residential
			Total Lvl 1 CSU
			Total Lvl 1 Site
			Total GSF Level 1

## Areas

- Community Serving Uses
- Covered Porch/Balcony
- IDF, Electrical Room
- Office
- Parking Related Circulation
- Residential
- Shaft
- Site Buildings
- Trash/Recycle
- Residential - Private Open Space
- Residential - Common Open Space
- Open Space



- NOTES:
1. ALL MECHANICAL AREA EXEMPT PER (ie. shafts) SEC. 16.04.325 (C) (1) AND (2). SEE A.D. FOR MORE INFORMATION. \*IDF, MPOE, ELECTRICAL ROOMS ARE PART OF THIS EXCEPTION AND SPECIFICALLY HAVE NO WINDOWS OR SKYLIGHTS AND UNCONDITIONED AIR.
  2. CIRCULATION TO GARAGE EXEMPT PER SEC. 16.04.325 (C)(3)
  3. TRASH AND RECYCLING, EXEMPT PER SEC. 16.04.325 (C)(6)
  4. EXEMPT AREAS INCLUDE UNCOVERED PORCHES AND JULIET BALCONIES PER SEC. 16.04.325 (C)(1). OPEN, COVERED PORCHES WITH COLUMNS LESS THAN 12" WIDE AND OPEN CIRCULATION WITH COLUMNS LESS THAN 12" WIDE PER SEC. 16.04.325 (C)(4)
  5. REMAINING 3% EXCLUSION RESERVED FOR FUTURE TENANT STORAGE
- 12,583SF - 8,521SF = 4,062SF



GENERAL LEVEL 1 NOTE:  
EXACT LAYOUT OF COMMUNITY SERVING USES, FLEX SPACE, AND REAL ESTATE OFFICE SUBJECT TO CHANGE

STATION 1300

1300 EL CAMINO REAL

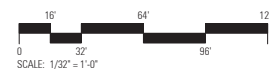
Level 1 Area Diagram

BAR architects

901 Battery Street, Suite 300 | San Francisco, CA 94111 415 293 5700 | www.bararch.com

12060

1/10/2017



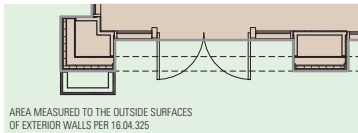
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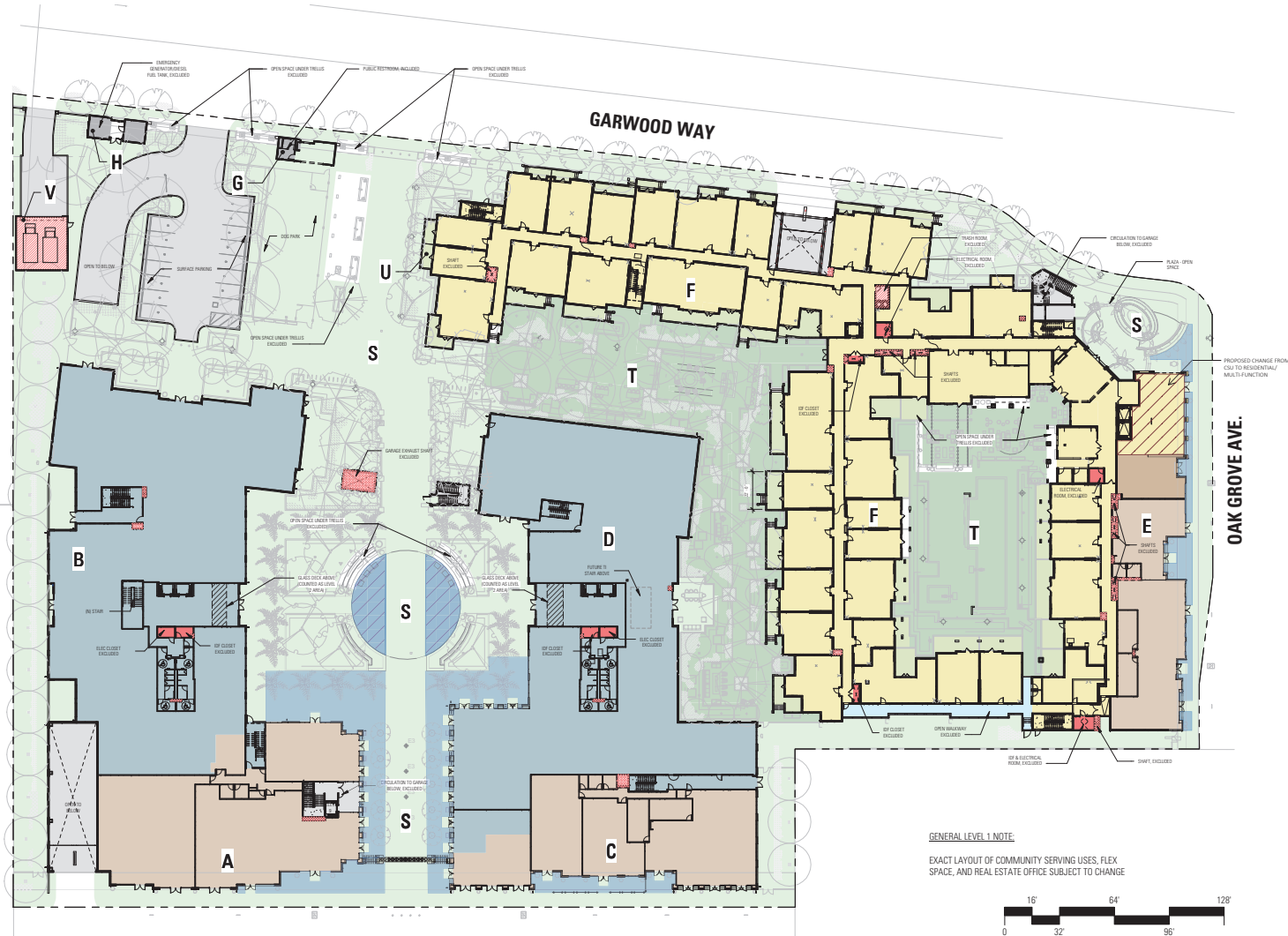
BUILDING	PROGRAM	AREA INCLUDED	AREA EXCLUDED	NOTES
<b>Level 1</b>				
A	North Office	N/Community Serving Uses	10,303	
B	North Office	N/Commercial / Office	26,130	
B.1	North Office	N/Flexible Space	0	
C	South Office	S/Community Serving Uses	8,522	
D	South Office	S/Commercial / Office	25,480	
D.1	South Office	S/Flexible Space	0	
E	Residential	R/Community Serving Uses	5,098	
E.1	Residential	Private Open Space	1,006	
F	Residential	Residential Units	48,191	5,453 16.04.325 (C) (4)
F	Residential	Private Open Space		
F	Residential	Residential Units		
F	Residential	Shuffle (in unit)	350 16.04.325 (C) (3)	
F	Residential	IDF, MPOE, Electrical Room	288 16.04.325 (C) (1) (3)	
F	Residential	Shuffle	813 16.04.325 (C) (3)	
F	Residential	Trash / Recycle	895 16.04.325 (C) (6)	
F	Residential	Parking Related Circulation	4,857 16.04.325 (C) (3)	
G	Site	Public Bathroom	163	
H	Site	Electrical Room / Generators	366	
		Total Lvl 1 Office	51,610	
		Total Lvl 1 Residential	48,191	
		Total Lvl 1 CSU	24,927	
		Total Lvl 1 Drive	527	
		<b>125,255</b>	<b>13,416</b>	<b>Total Area Level 1</b>

## Area Shading Legend

- Community Serving Uses
- Covered Porch/Balcony
- IDF, ELEC, PLUM, Elevator Control
- Office
- Parking Related Circulation
- Residential
- Shaft
- Site Buildings
- Trash/Recycle
- Residential - Private Open Space
- Residential - Common Open Space
- Open Space
- Subsidized Community Serving Uses
- Changed from - CSU to Residential/Multi-Function
- Restaurant outdoor seating area
- Proposed Expansion of Outdoor Seating

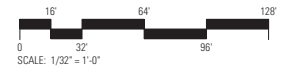


NOTES:  
 1. ALL MECHANICAL AREA EXEMPT PER (ie. shafts) SEC. 16.04.325 (C) (1) and (2).  
 SEE A.D.0 FOR MORE INFORMATION. \*IDF, MPOE, ELECTRICAL ROOMS ARE PART OF THIS EXCEPTION AND SPECIFICALLY HAVE NO WINDOWS OR SKYLIGHTS AND CONDITION AIR.  
 2. CIRCULATION TO GARAGE EXEMPT PER SEC. 16.04.325 (C)(3)  
 3. TRASH AND RECYCLING, EXEMPT PER SEC. 16.04.325 (C)(6)  
 4. EXEMPT AREAS INCLUDE UNCOVERED PORCHES AND JULIET BALCONIES PER SEC. 16.04.325 (C)(1); OPEN, COVERED PORCHES WITH COLUMNS LESS THAN 12" WIDE AND OPEN CIRCULATION WITH COLUMNS LESS THAN 12" WIDE PER SEC. 16.04.325 (C)(4)  
 5. REMAINING 3% EXCLUSION RESERVED FOR FUTURE TENANT STORAGE  
 12,546SF - 7,186SF = 5,360SF



## GENERAL LEVEL 1 NOTE:

EXACT LAYOUT OF COMMUNITY SERVING USES, FLEX SPACE, AND REAL ESTATE OFFICE SUBJECT TO CHANGE



RSGL c/o PBV, Inc.



BAR architects



H HUNTSMAN

WATRY DESIGN, INC.

LEVEL 01 AREA DIAGRAM - R4

11.12.2021



A8

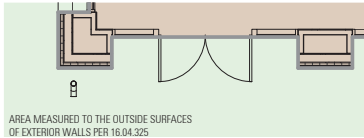


## Area Calculations

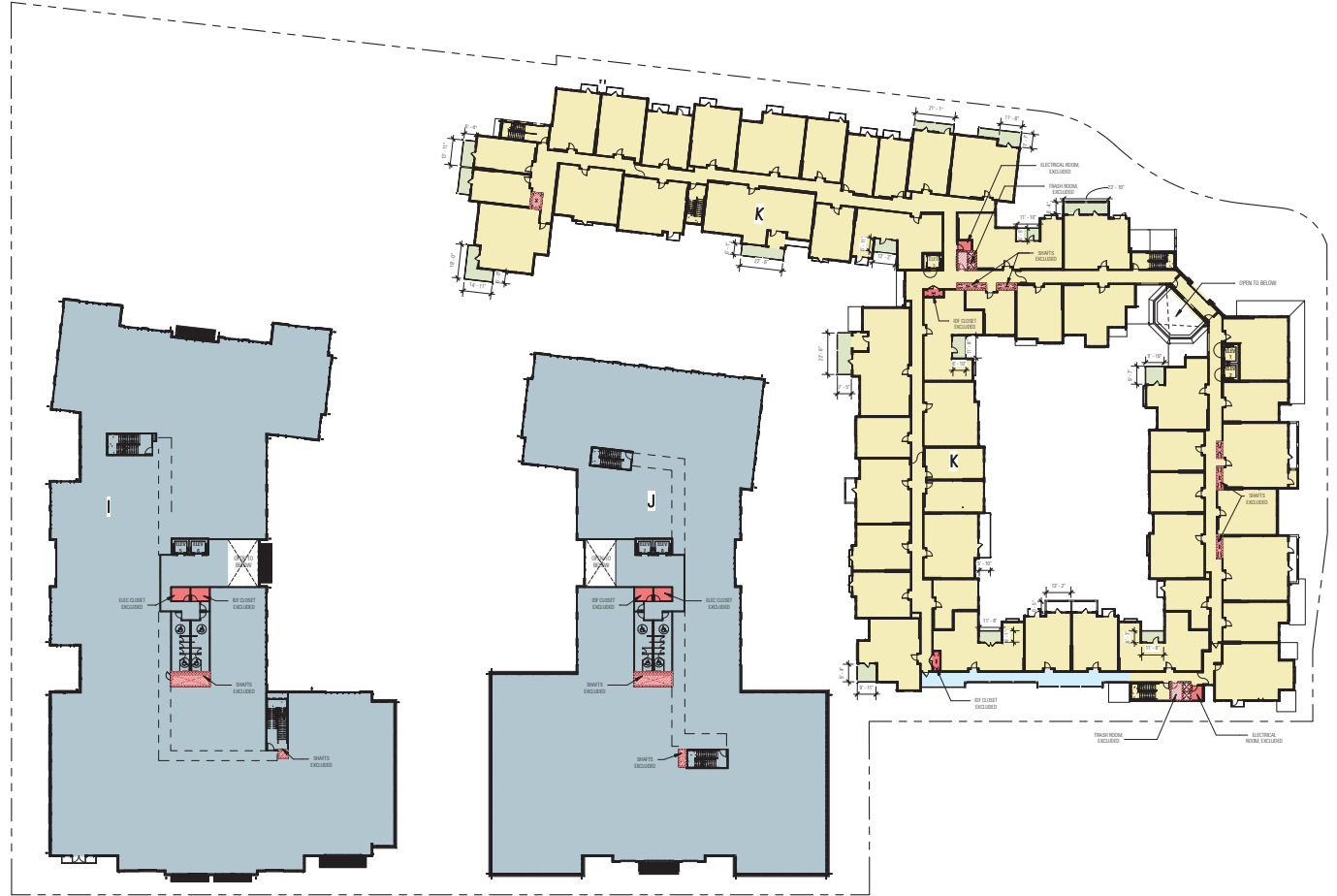
Level 2			
I	North Office	Commercial / Office	39,436
J	South Office	Commercial / Office	33,784
	Residential	Private Open Space	1,696
K	Residential Units		54,048
	Residential	shafts (in unit)	-500
	Project	IDF, MPOE, Electrical Room	549
	Project	Shafts	671
	Project	Trash / Recycle	226
			73,220
			54,048
			127,268
			2,642
			Total Lvl 2 Office
			Total Lvl 2 Residential
			Total GSF Level 2

## Areas

- Covered Porch/Balcony
- IDF, Electrical Room
- Office
- Residential
- Shaft
- Trash/Recycle
- Residential - Private Open Space



- NOTES:
- ALL MECHANICAL AREA EXEMPT PER (ie. shafts) SEC. 16.04.325 (C) (1) and (2). SEE A0.0 FOR MORE INFORMATION. \*IDF, MPOE, ELECTRICAL ROOMS ARE PART OF THIS EXCEPTION AND SPECIFICALLY HAVE NO WINDOWS OR SKYLIGHTS AND UNCONDITIONED AIR.
  - CIRCULATION TO GARAGE EXEMPT PER SEC. 16.04.325 (C)(3)
  - TRASH AND RECYCLING, EXEMPT PER SEC. 16.04.325 (C)(6)
  - EXEMPT AREAS INCLUDE UNCOVERED PORCHES AND JULIET BALCONIES PER SEC. 16.04.325 (C)(1); OPEN, COVERED PORCHES WITH COLUMNS LESS THAN 12" WIDE AND OPEN CIRCULATION WITH COLUMNS LESS THAN 12" WIDE PER SEC. 16.04.325 (C)(4)
  - REMAINING 3% EXCLUSION RESERVED FOR FUTURE TENANT STORAGE
- 12,583SF - 8,521SF = 4,062SF



## STATION 1300

## 1300 EL CAMINO REAL

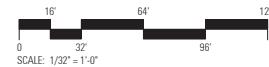
## Level 2 Area Diagram

### BAR architects

901 Battery Street, Suite 300 | San Francisco, CA 94111 415 293 5700 | www.bararch.com

12060

1/10/2017



A3.02

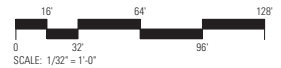
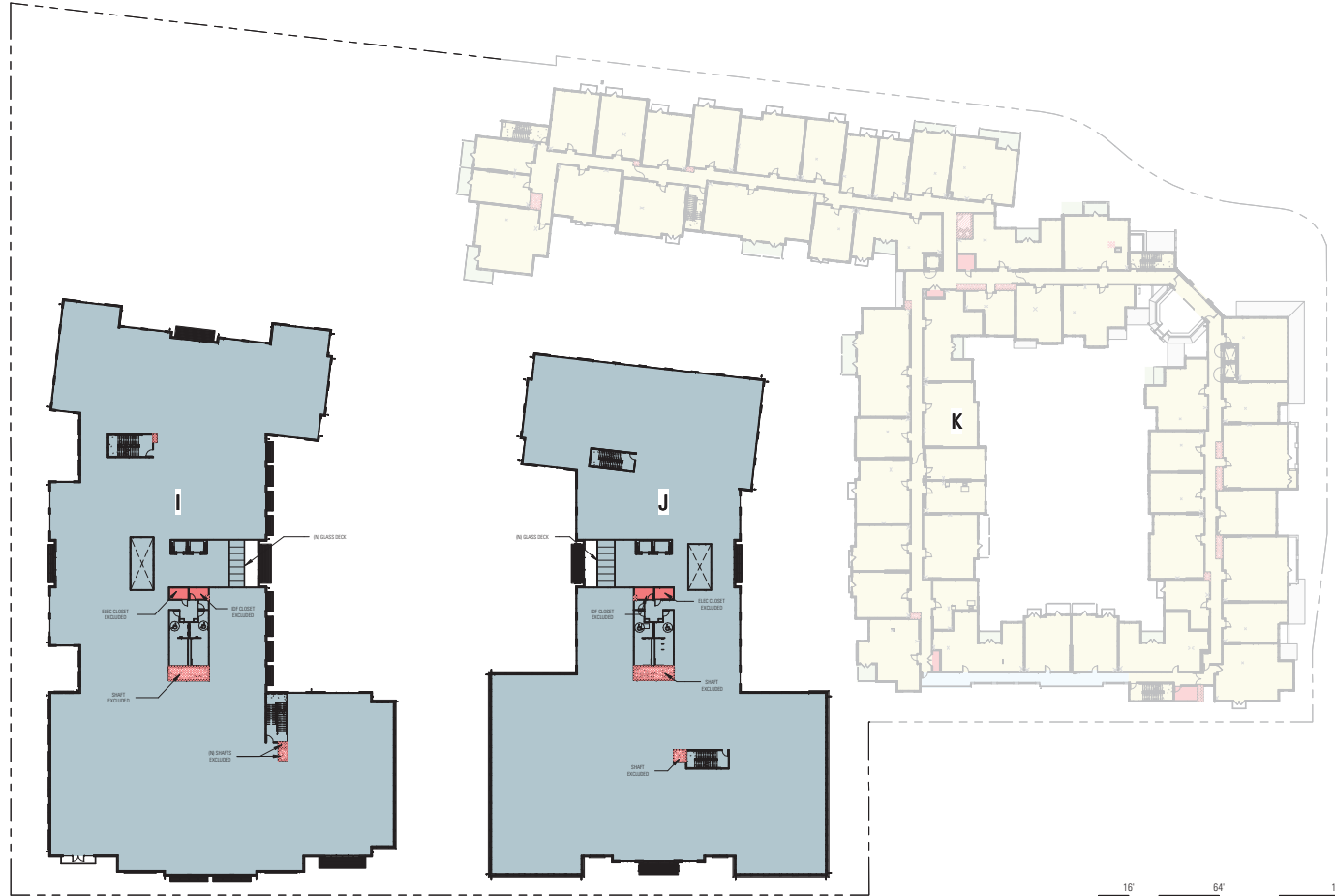


BUILDING	PROGRAM	AREA INCLUDED	AREA EXCLUDED	NOTES
<b>Level 2</b>				
I	North Office	39,385		
	North Office Glass Deck (Commercial/Office)	205		
J	South Office	33,772		
	South Office Glass Deck (Commercial/Office)	236		
K	Residential		1,696	
	Residential Private Open Space	53,982		
	Residential Units			
	Residential shafts (in unit)	500	16.04.325 (C) (5)	
	Project IDF, MPOE, Electrical Room	628	16.04.325 (C) (1) 3%	
	Project shafts	819	16.04.325 (C) (5)	
	Project Trash/Recycle	107	16.04.325 (C) (6)	
		73,602	Total Lvl 2 Office	
		53,982	Total Lvl 2 Residential	
		127,584	3,770 Total Area Level 2	

### Area Shading Legend

- Covered Porch/Balcony
- IDF, ELEC, PLUM, Elevator Control
- Office
- Residential
- Shaft
- Trash/Recycle
- Residential - Private Open Space

**NOTES:**  
 1. ALL MECHANICAL AREA EXEMPT PER (ie. shafts) SEC. 16.04.325 (C) (1) and (2).  
 SEE A.D. FOR MORE INFORMATION. \*IDF, MPOE, ELECTRICAL ROOMS ARE PART OF THIS EXEMPTION AND SPECIFICALLY HAVE NO WINDOWS OR SKYLIGHTS AND CONDITION AIR.  
 2. CIRCULATION TO GARAGE EXEMPT PER SEC. 16.04.325 (C)(3)  
 3. TRASH AND RECYCLING, EXEMPT PER SEC. 16.04.325 (C)(6)  
 4. EXEMPT AREAS INCLUDE UNCOVERED PORCHES AND JULIET BALCONIES PER SEC. 16.04.325 (C)(1); OPEN, COVERED PORCHES WITH COLUMNS LESS THAN 12" WIDE AND OPEN CIRCULATION WITH COLUMNS LESS THAN 12" WIDE PER SEC. 16.04.325 (C)(4)  
 5. REMAINING 3% EXCLUSION RESERVED FOR FUTURE TENANT STORAGE  
 12,546SF - 7,196SF = 5,350SF



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WATRY DESIGN, INC.

LEVEL 02 AREA DIAGRAM - R4

11.12.2021



A9

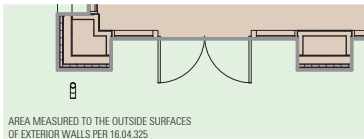


## Area Calculations

		Level 3			
L	North Office	Commercial / Office	37,932		
M	South Office	Commercial / Office	30,060		
	Residential	Private Open Space		163	
N	Residential	Residential Units	53,888		
	Residential	shafts (in unit)		-500	16.04.325 (C) (5)
	Project	IDF, MPOE, Electrical Room		549	16.04.325 (C) (1) 3%
	Project	Shafts		671	16.04.325 (C) (5)
	Project	Trash / Recycle		224	16.04.325 (C) (6)
			67,992		Total Lvl 3 Office
			53,888		Total Lvl 3 Residential
			121,880	1,107	Total GSF Level 3

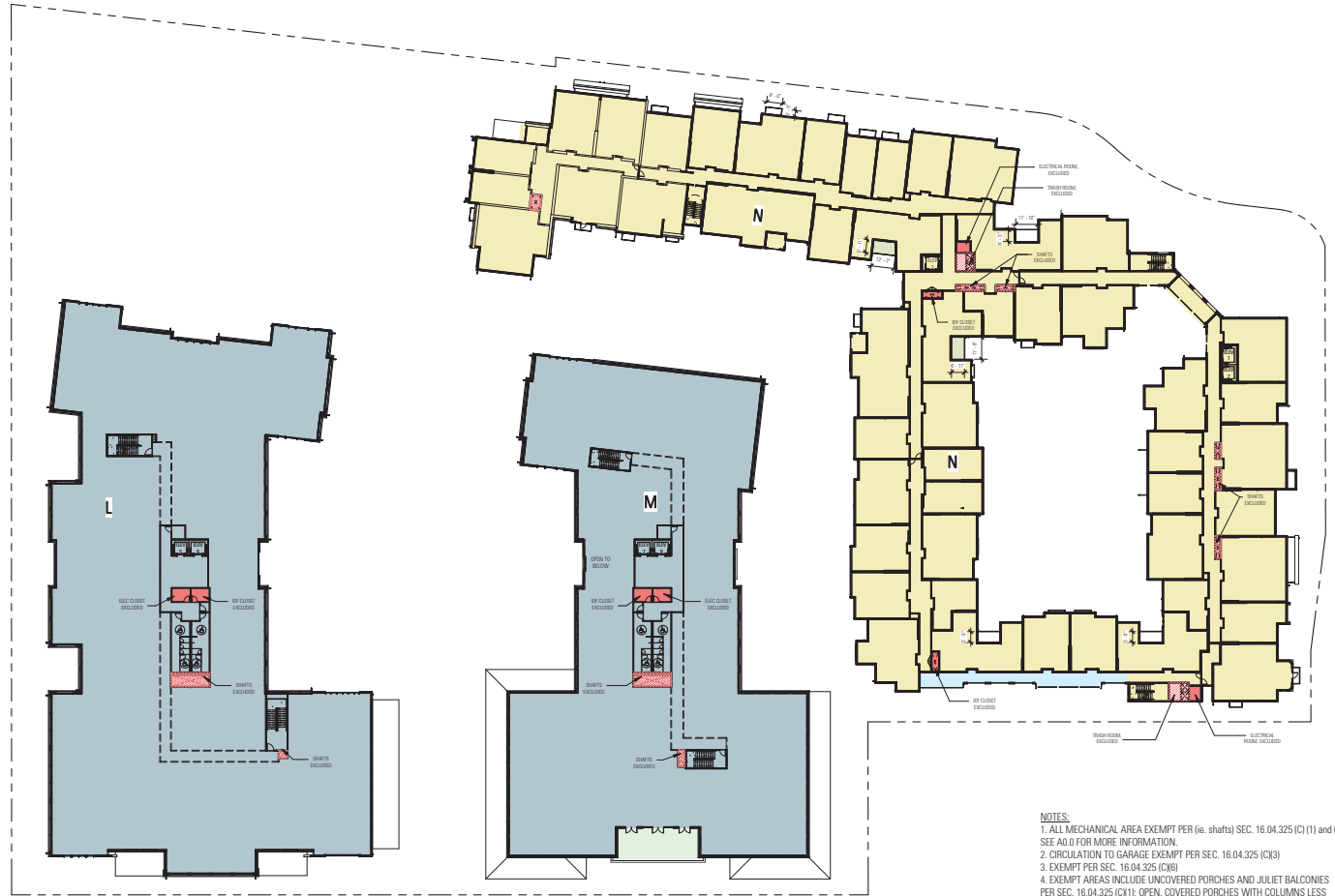
## Areas

- Covered Porch/Balcony
- IDF, Electrical Room
- Office
- Residential
- Shaft
- Trash/Recycle
- Residential - Private Open Space
- Open Space



### NOTES:

1. ALL MECHANICAL AREA EXEMPT PER (ie. shafts) SEC. 16.04.325 (C) (1) and (2). SEE A0.0 FOR MORE INFORMATION. \*IDF, MPOE, ELECTRICAL ROOMS ARE PART OF THIS EXCEPTION AND SPECIFICALLY HAVE NO WINDOWS OR SKYLIGHTS AND UNCONDITIONED AIR.
  2. CIRCULATION TO GARAGE EXEMPT PER SEC. 16.04.325 (C)(3)
  3. TRASH AND RECYCLING, EXEMPT PER SEC. 16.04.325 (C)(6)
  4. EXEMPT AREAS INCLUDE UNCOVERED PORCHES AND JULIET BALCONIES PER SEC. 16.04.325 (C)(1); OPEN, COVERED PORCHES WITH COLUMNS LESS THAN 12" WIDE AND OPEN CIRCULATION WITH COLUMNS LESS THAN 12" WIDE PER SEC. 16.04.325 (C)(4)
  5. REMAINING 3% EXCLUSION RESERVED FOR FUTURE TENANT STORAGE
- 12,583SF - 8,521SF = 4,062SF



### NOTES:

1. ALL MECHANICAL AREA EXEMPT PER (ie. shafts) SEC. 16.04.325 (C) (1) and (2). SEE A0.0 FOR MORE INFORMATION.
2. CIRCULATION TO GARAGE EXEMPT PER SEC. 16.04.325 (C)(3)
3. EXEMPT PER SEC. 16.04.325 (C)(6)
4. EXEMPT AREAS INCLUDE UNCOVERED PORCHES AND JULIET BALCONIES PER SEC. 16.04.325 (C)(1); OPEN, COVERED PORCHES WITH COLUMNS LESS THAN 12" WIDE AND OPEN CIRCULATION WITH COLUMNS LESS THAN 12" WIDE PER SEC. 16.04.325 (C)(4)

STATION 1300

1300 EL CAMINO REAL

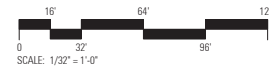
Level 3 Area Diagram

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A3.03

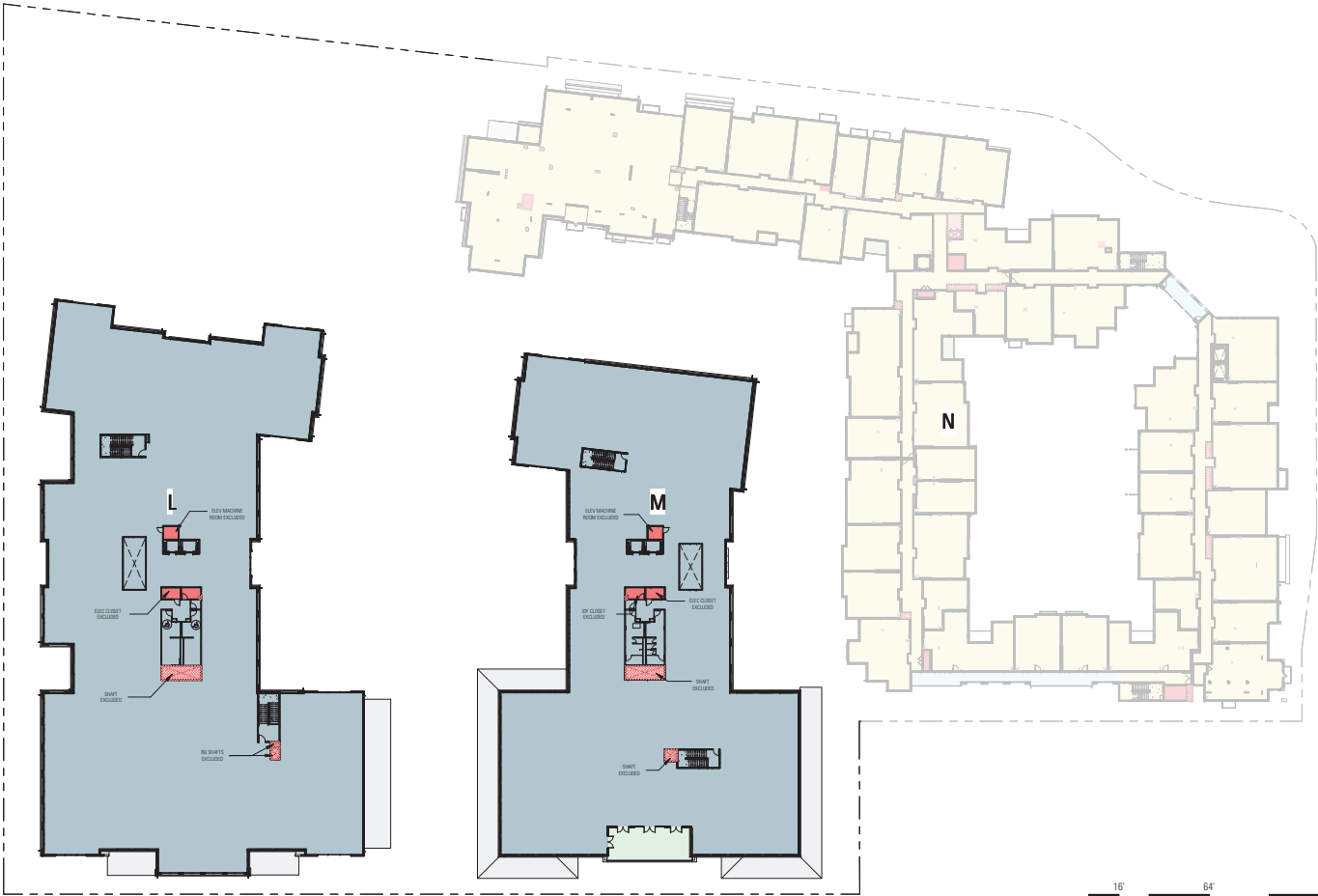


BUILDING	PROGRAM	AREA INCLUDED	AREA EXCLUDED	NOTES
Level 3				
L	North Office	37,882		
M	South Office	30,048		
N	Residential	53,822	163	
Residential	Residential Units			
Project	shafts (in unit)		500	16.04.325 (C) (5)
Project	IDF, MPOE, Electrical Room		626	16.04.325 (C) (1) 3%
Project	Shafts		816	16.04.325 (C) (5)
Project	Trash / Recycle		102	16.04.325 (C) (6)
		67,930		Total Lvl 3 Office
		53,822		Total Lvl 3 Residential
		121,752	2,237	Total Area Level 3

Area Shading Legend

- Covered Porch/Balcony
- IDF, ELEC, PLUM, Elevator Control
- Office
- Residential
- Shaft
- Trash/Recycle
- Residential - Private Open Space
- Open Space

NOTES:  
1. ALL MECHANICAL AREA EXEMPT PER (ie. shafts) SEC. 16.04.325 (C) (1) and (2).  
SEE A10 FOR MORE INFORMATION. \* IDF, MPOE, ELECTRICAL ROOMS ARE PART OF THIS EXEMPTION AND SPECIFICALLY HAVE NO WINDOWS OR SKYLIGHTS AND CONDITION AIR.  
2. CIRCULATION TO GARAGE EXEMPT PER SEC. 16.04.325 (C)(3)  
3. TRASH AND RECYCLING, EXEMPT PER SEC. 16.04.325 (C)(6)  
4. EXEMPT AREAS INCLUDE UNCOVERED PORCHES AND JULIET BALCONIES PER SEC. 16.04.325 (C)(1); OPEN, COVERED PORCHES WITH COLUMNS LESS THAN 12" WIDE AND OPEN CIRCULATION WITH COLUMNS LESS THAN 12" WIDE PER SEC. 16.04.325 (C)(4)  
5. REMAINING 3% EXCLUSION RESERVED FOR FUTURE TENANT STORAGE  
12,546SF - 7,196SF = 5,350SF



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H HUNTSMAN

WATRY DESIGN, INC.

LEVEL 03 AREA DIAGRAM - R4

11.12.2021



A10

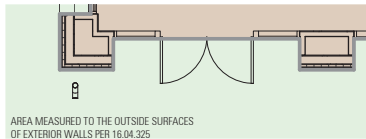


# Area Calculations

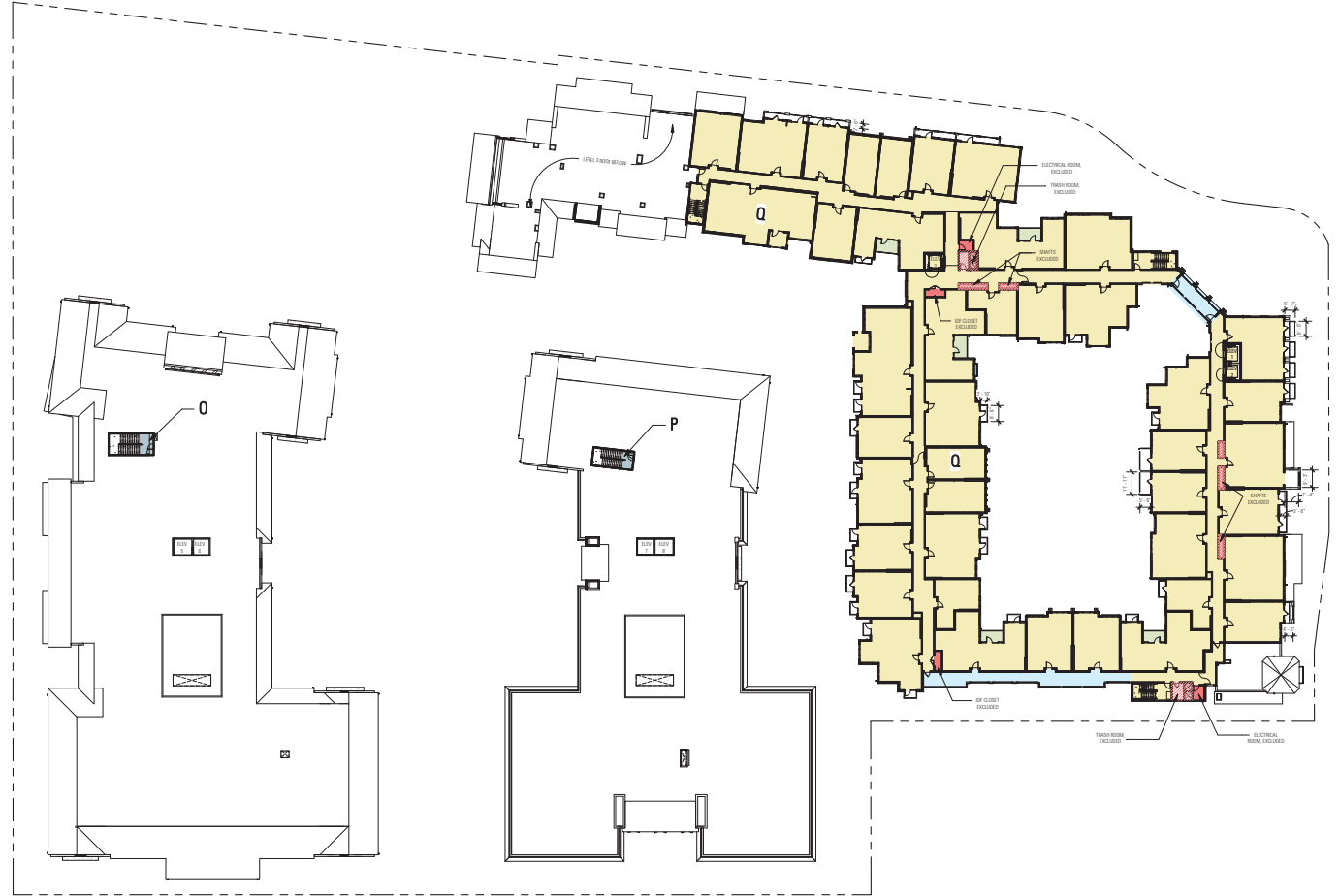
Level 4			
O	North Office	Commercial / Office	62
P	South Office	Commercial / Office	62
Q	Residential	Private Open Space	373
Q	Residential	Residential Units	43,770
Q	Residential	shafts (in unit)	-400
Q	Residential	IDF, MPOE, Electrical Room	220
Q	Project	Shafts	220
Q	Project	Trash / Recycle	224
			124
			43,770
			43,894
			637
			Total Lvl 4 Office
			Total Lvl 4 Residential
			Total GSF Level 4

## Areas

- Covered Porch/Balcony
- IDF, Electrical Room
- Office
- Residential
- Shaft
- Trash/Recycle
- Residential - Private Open Space



- NOTES:
- ALL MECHANICAL AREA EXEMPT PER (ie. shafts) SEC. 16.04.325 (C) (1) and (2).
  - SEE A0.0 FOR MORE INFORMATION. \*IDF, MPOE, ELECTRICAL ROOMS ARE PART OF THIS EXCEPTION AND SPECIFICALLY HAVE NO WINDOWS OR SKYLIGHTS AND UNCONDITIONED AIR.
  - CIRCULATION TO GARAGE EXEMPT PER SEC. 16.04.325 (C)(3)
  - TRASH AND RECYCLING, EXEMPT PER SEC. 16.04.325 (C)(6)
  - EXEMPT AREAS INCLUDE UNCOVERED PORCHES AND JULIET BALCONIES PER SEC. 16.04.325 (C)(1); OPEN, COVERED PORCHES WITH COLUMNS LESS THAN 12" WIDE AND OPEN CIRCULATION WITH COLUMNS LESS THAN 12" WIDE PER SEC. 16.04.325 (C)(4)
  - REMAINING 3% EXCLUSION RESERVED FOR FUTURE TENANT STORAGE
  - 12,583SF - 8,521SF = 4,062SF



STATION 1300

1300 EL CAMINO REAL

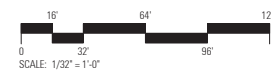
Level 4 Area Diagram

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A3.04

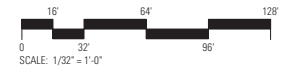


NOTE: MINOR CHANGES IN SIZE OF MECHANICAL AREAS DUE TO DESIGN BUILD REDUCES  
OVERALL RESIDENTIAL GFA BY 56SF - SEE AREA CHART ON SHEET A17

**NOTES:**

1. ALL MECHANICAL AREA EXEMPT PER (ie. shafts) SEC. 16.04.325 (C) (1) AND (2). SEE A.O. FOR MORE INFORMATION. "IDF, MPO, ELECTRICAL ROOMS ARE PART OF THIS EXEMPTION AND SPECIFICALLY HAVE NO WINDOWS OR SKYLIGHTS AND CONDITION AIR.
2. CIRCULATION TO GARAGE EXEMPT PER SEC. 16.04.325 (C) (3)
3. TRASH AND RECYCLING EXEMPT PER SEC. 16.04.325 (C) (4)
4. EXEMPT AREAS INCLUDE UNCOVERED PORCHES AND JULIET BALCONIES PER SEC. 16.04.325 (C) (1). OPEN, COVERED PORCHES WITH COLUMNS LESS THAN 12" WIDE AND OPEN CIRCULATION WITH COLUMNS LESS THAN 12" WIDE PER SEC. 16.04.325 (C) (4)
5. REMAINING 3% EXCLUSION RESERVED FOR FUTURE TENANT STORAGE

12.546SF - 7.196SF = 5.350SF



## A10.5

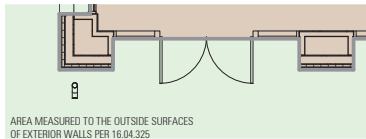


# Area Calculations

Level 5			
R	Residential	Residential Units	184
			184
			184
Total Lvl 5 Residential			
Total GSF Level 5			

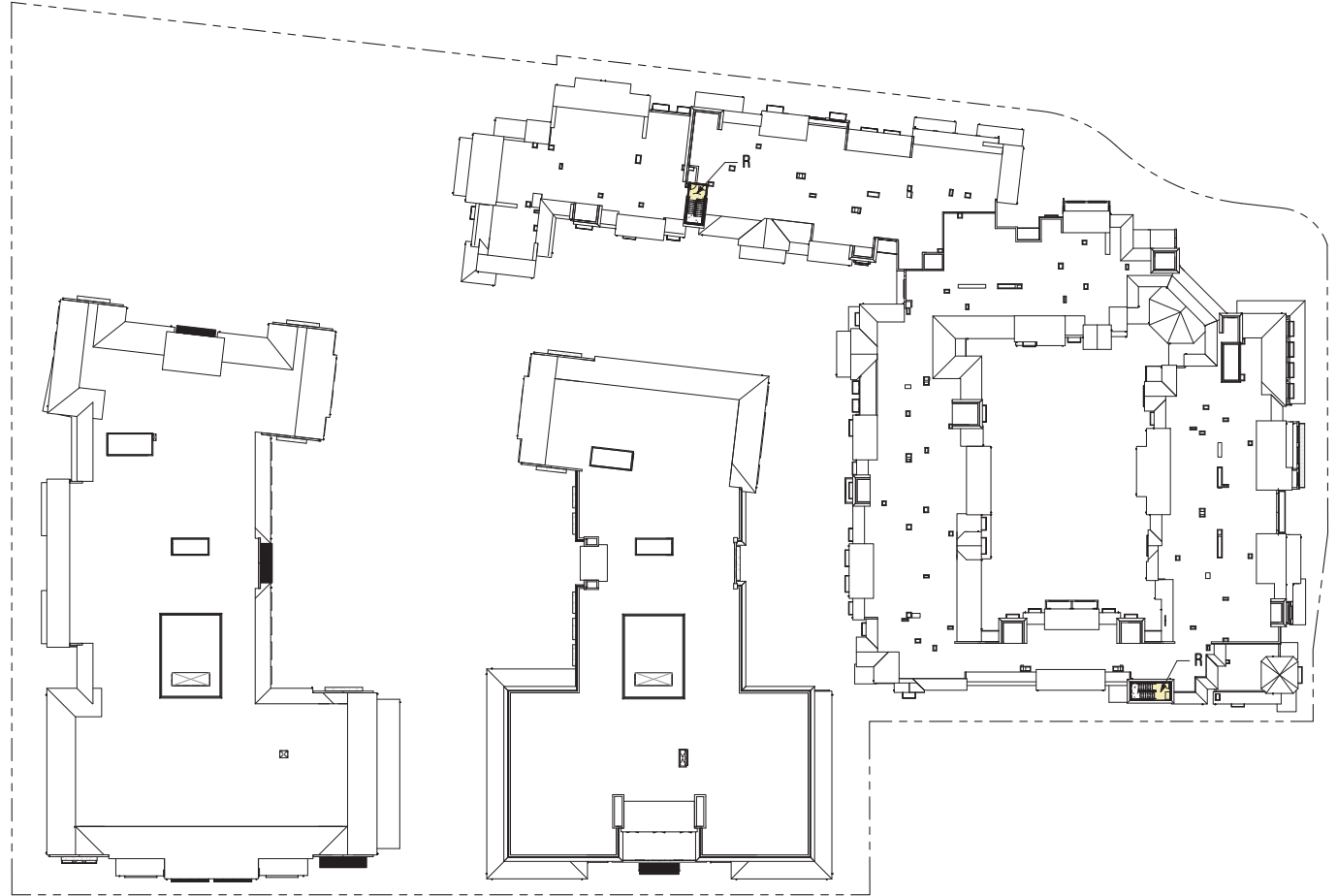
## Areas

Residential



### NOTES:

1. ALL MECHANICAL AREA EXEMPT PER (i.e. shafts) SEC. 16.04.325 (C) (1) AND (2). SEE A.D FOR MORE INFORMATION. \*IDF, MPOE, ELECTRICAL ROOMS ARE PART OF THIS EXCEPTION AND SPECIFICALLY HAVE NO WINDOWS OR SKYLIGHTS AND UNCONDITIONED AIR.
  2. CIRCULATION TO GARAGE EXEMPT PER SEC. 16.04.325 (C)(3)
  3. TRASH AND RECYCLING, EXEMPT PER SEC. 16.04.325 (C)(6)
  4. EXEMPT AREAS INCLUDE UNCOVERED PORCHES AND JULIET BALCONIES PER SEC. 16.04.325 (C)(1); OPEN, COVERED PORCHES WITH COLUMNS LESS THAN 12" WIDE AND OPEN CIRCULATION WITH COLUMNS LESS THAN 12" WIDE PER SEC. 16.04.325 (C)(4)
  5. REMAINING 3% EXCLUSION RESERVED FOR FUTURE TENANT STORAGE
- 12,583SF - 8,521SF = 4,062SF



STATION 1300

1300 EL CAMINO REAL

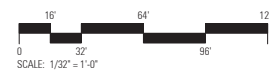
Level 5 Area Diagram

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A3.05



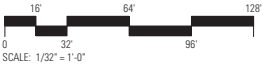
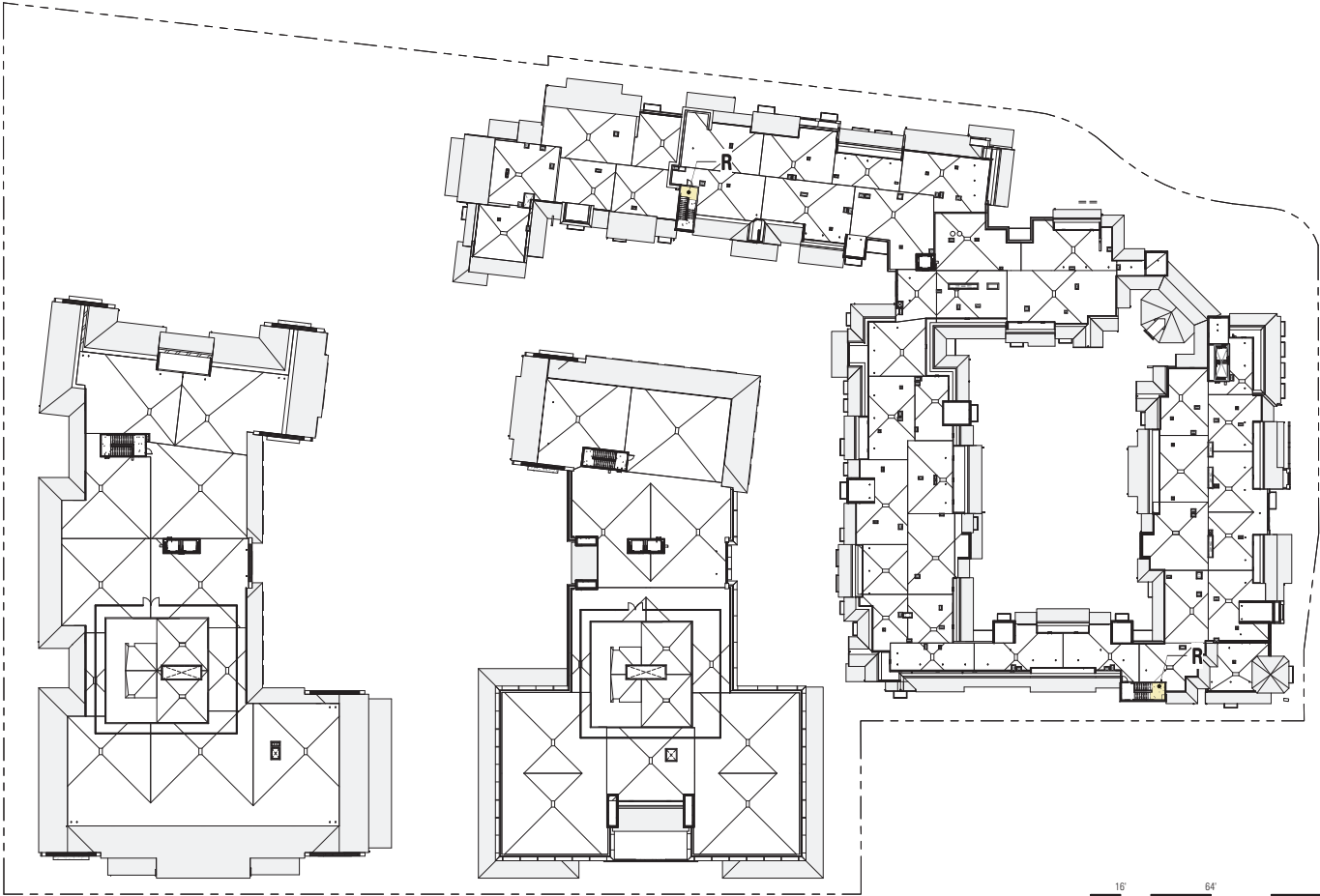
Area Calculations

Level 5			
R	Residential	Residential Units	184
			184
			184
Total Lvl 5 Residential			184
Total GSF Level 5			184

NOTE: MINOR CHANGES IN SIZE OF MECHANICAL AREAS DUE TO DESIGN BUILD REDUCES OVERALL RESIDENTIAL GFA BY 56SF - SEE AREA CHART ON SHEET A17

Area Shading Legend

Residential



- NOTES:
1. ALL MECHANICAL AREA EXEMPT PER (ie. shafts) SEC. 16.04.325 (C) (1) and (2). SEE A10 FOR MORE INFORMATION. \*IDF, MPDE, ELECTRICAL ROOMS ARE PART OF THIS EXCEPTION AND SPECIFICALLY HAVE NO WINDOWS OR SKYLIGHTS AND CONDITION AIR.
  2. CIRCULATION TO GARAGE EXEMPT PER SEC. 16.04.325 (C)(3)
  3. TRASH AND RECYCLING, EXEMPT PER SEC. 16.04.325 (C)(6)
  4. EXEMPT AREAS INCLUDE UNCOVERED PORCHES AND JULIET BALCONIES PER SEC. 16.04.325 (C)(1); OPEN, COVERED PORCHES WITH COLUMNS LESS THAN 12" WIDE AND OPEN CIRCULATION WITH COLUMNS LESS THAN 12" WIDE PER SEC. 16.04.325 (C)(4)
  5. REMAINING 3% EXCLUSION RESERVED FOR FUTURE TENANT STORAGE

12,546SF - 7,196SF = 5,350SF

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LEVEL 05 AREA DIAGRAM - R4

11.12.2021

A10.6



SPRINGLINE  
HUNLO PARK



LEVEL B1 total area = 229,961 SF

	Level 1	Lvl B1	Lvl B2	TOTAL	ADA Standard Spaces	ADA Van Spaces
Residential Spaces	0	92	137	229	2% (229) = 5	1 for every 8 ADA = 1
Retail (CSU) Spaces At Oak Grove	0	43	0	43	25 to 50 = 2	1 for every 6 ADA = 1
Retail (CSU) Spaces At El Camino Real	0	57	0	57	51 to 75 = 3	1 for every 6 ADA = 1
Office Spaces	0	359	286	645	2% (645) = 13	1 for every 6 ADA = 3
Office Visitor Spaces & Loading	17	0	0	17	1 to 25 = 1	1 for every 6 ADA = 1
<b>TOTAL</b>	<b>17</b>	<b>551</b>	<b>423</b>	<b>991</b>		

Per Merito Park El Camino Real and Downtown Specific Plan Chapter F Table F2 and CBC Chapter 11A and 11B.

Per Shared Parking Study, 21 retail (CSU) spaces are reserved for retail employees and 79 retail (CSU) spaces are reserved for retail patrons.

		# of Units or SF	Long Term Required	Long Term Provided	Short Term Required	Short Term Provided
RESIDENTIAL	Multi-Family Dwelling Units w/o Private Garage for EA Unit	183	1 Space per Unit	210 (at level B1)	1 Space for every 10 Units	22 *
OFFICE	Office	195,277 sf	1 Space for every 5,000 sf	32 (at level B1)	1 Space for every 20,000 sf	16 *
PUBLIC	Community Serving Uses, Retail & Restaurant	28,008 sf	1 Space for every 12,000 sf	4 *	1 Space for every 2,000 sf	14 * required 28 * provided
<b>TOTAL</b>				<b>266</b>		<b>78</b>

(\*) Bike Parking Spaces on Grade/Podium at various locations



STATION 1300

1300 EL CAMINO REAL

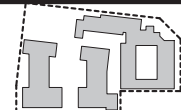
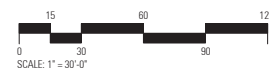
Parking Floor Plan - Level B1

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A2.B1



Vehicle Parking						
	Level 1	Lvl B1	Lvl B2	TOTAL	ADA Standard Spaces	ADA Van Spaces
General Parking	15	522	405	942	2% = 15	1 for every 6 ADA = 5

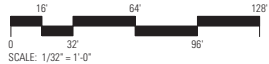
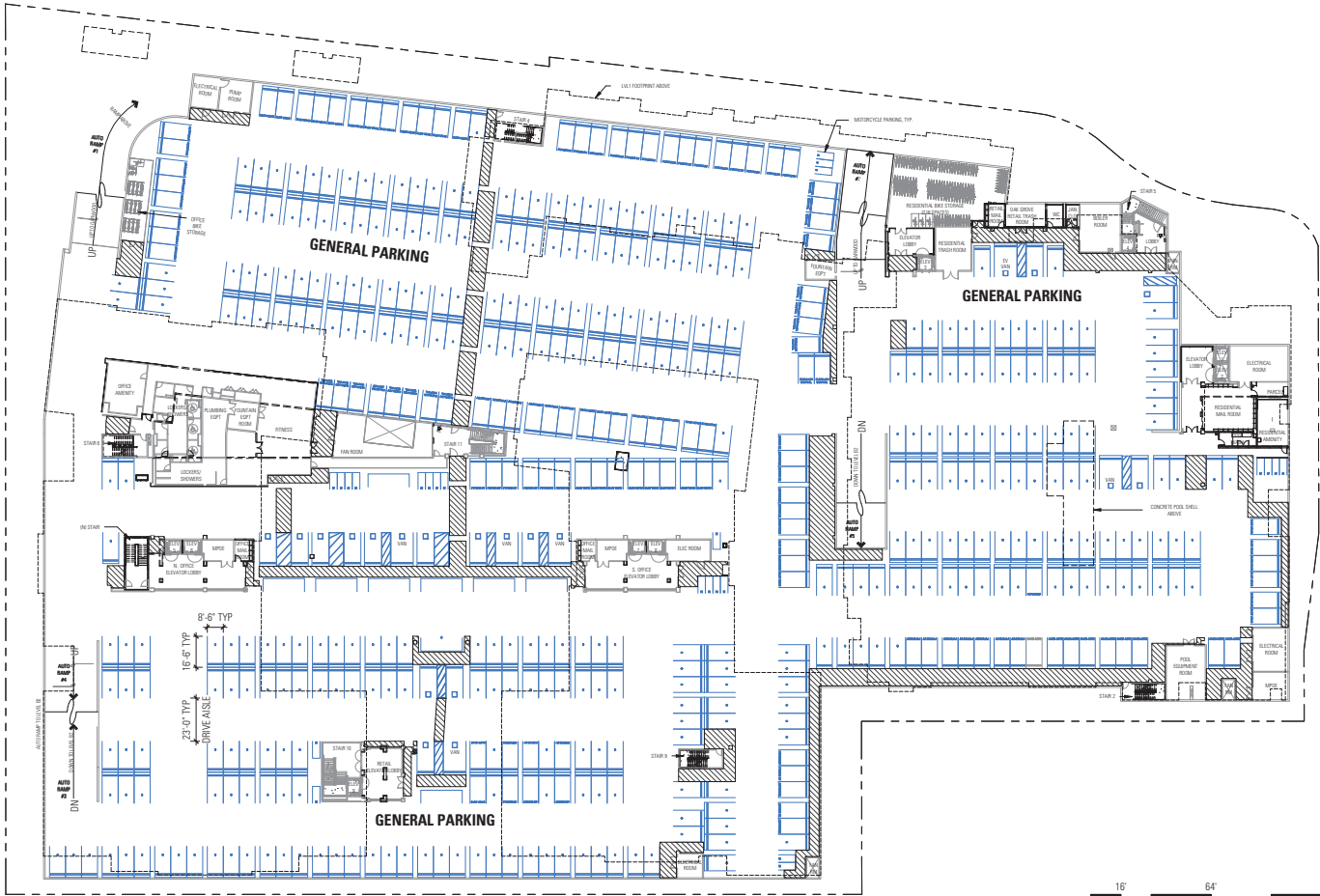
Per Merito Park E1 Camino Real and Downtown Specific Plan Chapter F Table F2 and CBC Chapter 11A and 11B.

10 tandem spaces not included in total parking count and are reserved parking.

Bike Parking Spaces						
	# of Units or SQFT Area	Long Term Required	Long Term Provided	Short Term Required	Short Term Provided	
RESIDENTIAL	Multi-Family Dwelling Limit w/o Private Garage for EA Limit	183	1 Space per Unit	210 (at level B1)	1 Space for every 10 Units	22 *
OFFICE	Office	189,054 sf	1 Space for every 5,000 sf	52 (at level B1)	1 Space for every 20,000 sf	16 *
PUBLIC	Community Serving Uses, Retail & Restaurant	25,049 sf	1 Space for every 12,000 sf	4 *	1 Space for every 2,000 sf	13 * required 26 * provided
TOTAL			266			78

(\*) Bike Parking Spaces on Grade/Podium at various locations

Parking Legend  
■ General Parking





LEVEL B1 total area = 156,754 SF

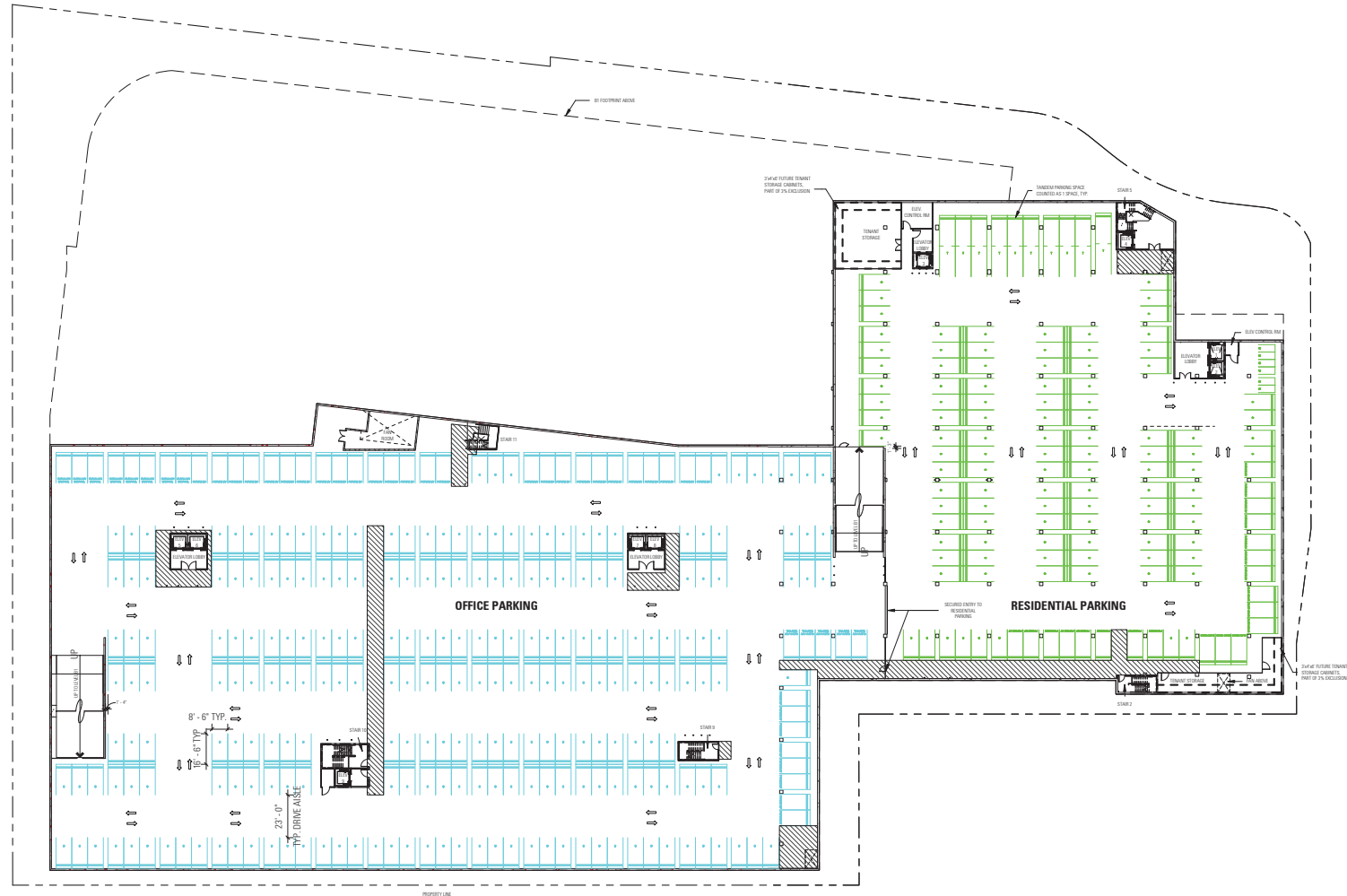
	Level 1	Lvl B1	Lvl B2	Vehicle Parking		
				TOTAL	ADA Standard Spaces	ADA Van Spaces
Residential Spaces	0	92	137	229 229/183+1.25/DU	2% (229) = 5	1 for every 8 ADA = 1
Retail (CSU) Spaces At Oak Grove	0	43	0	43	25 to 50 = 2	1 for every 6 ADA = 1
Retail (CSU) Spaces At El Camino Real	0	57	0	57	51 to 75 = 3	1 for every 6 ADA = 1
Office Spaces	0	359	286	645	2% (645) = 13	1 for every 6 ADA = 3
Office Visitor Spaces & Loading	17	0	0	17	1 to 25 = 1	1 for every 6 ADA = 1
	17	551	423	991		

Per Menlo Park El Camino Real and Downtown Specific Plan Chapter F Table F2 and CBC Chapter 11A and 11B.

Per Shared Parking Study, 21 retail (CSU) spaces are reserved for retail employees and 79 retail (CSU) spaces are reserved for retail patrons.

		# of Units or SF/ft Area	Bike Parking Spaces			
			Long Term Provided	Long Term Required	Short Term Provided	Short Term Required
RESIDENTIAL	Multi-Family Dwelling Units w/o Private Garage for EA Unit	183	1 Space per Unit	210 (at level B1)	1 Space for every 10 Units	22 *
OFFICE	Office	195,277 sf	1 Space for every 5,000 sf	52 (at level B1)	1 Space for every 25,000 sf	16 *
PUBLIC	Community Serving Uses, Retail & Restaurant	28,008 sf	1 Space for every 12,000 sf	4 *	1 Space for every 2,500 sf	14 * required 28 * provided
TOTAL				266		78

(\*) Bike Parking Spaces on Grade/Podium at various locations



STATION 1300

1300 EL CAMINO REAL

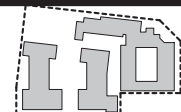
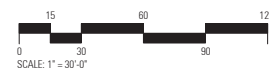
Parking Floor Plan - Level B2

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A2.B2



Vehicle Parking						
	Level 1	Lvl B1	Lvl B2	TOTAL	ADA Standard Spaces	ADA Van Spaces
General Parking	15	522	405	<b>942</b>	2% = 15	1 for every 6 ADA = 5

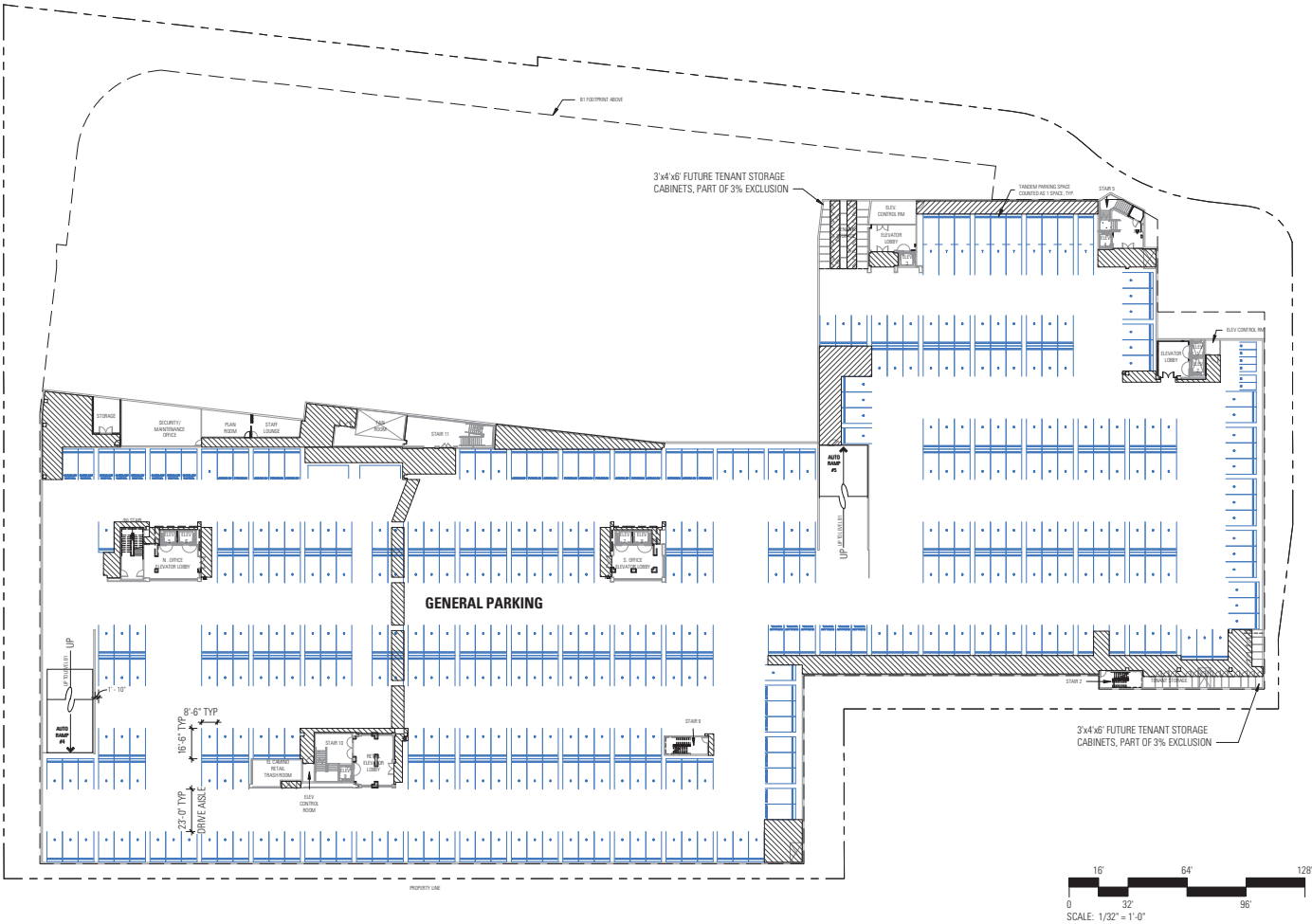
Per Merito Park E1 Camino Real and Downtown Specific Plan Chapter F Table F2 and CBC Chapter 11A and 11B.

10 tandem spaces not included in total parking count and are reserved parking.

Bike Parking Spaces						
	# of Units or SQFT Area	Long Term Required	Long Term Provided	Short Term Required	Short Term Provided	
RESIDENTIAL						
Multi-Family Dwelling Unit w/o Private Garage for EA Limit	183	1 Space per Unit	210 (at level B1)	1 Space for every 10 Units	22 *	
OFFICE						
Office	189,054 sq ft	1 Space for every 5,000 sq ft	52 (at level B1)	1 Space for every 20,000 sq ft	16 *	
PUBLIC						
Community Serving Uses, Retail & Restaurant	25,049 sq ft	1 Space for every 12,000 sq ft	4 *	1 Space for every 2,000 sq ft	13 * required 26 * provided	
TOTAL			<b>266</b>		<b>78</b>	

(\*) Bike Parking Spaces on Grade/Podium at various locations





**Parking Legend**  
■ General Parking





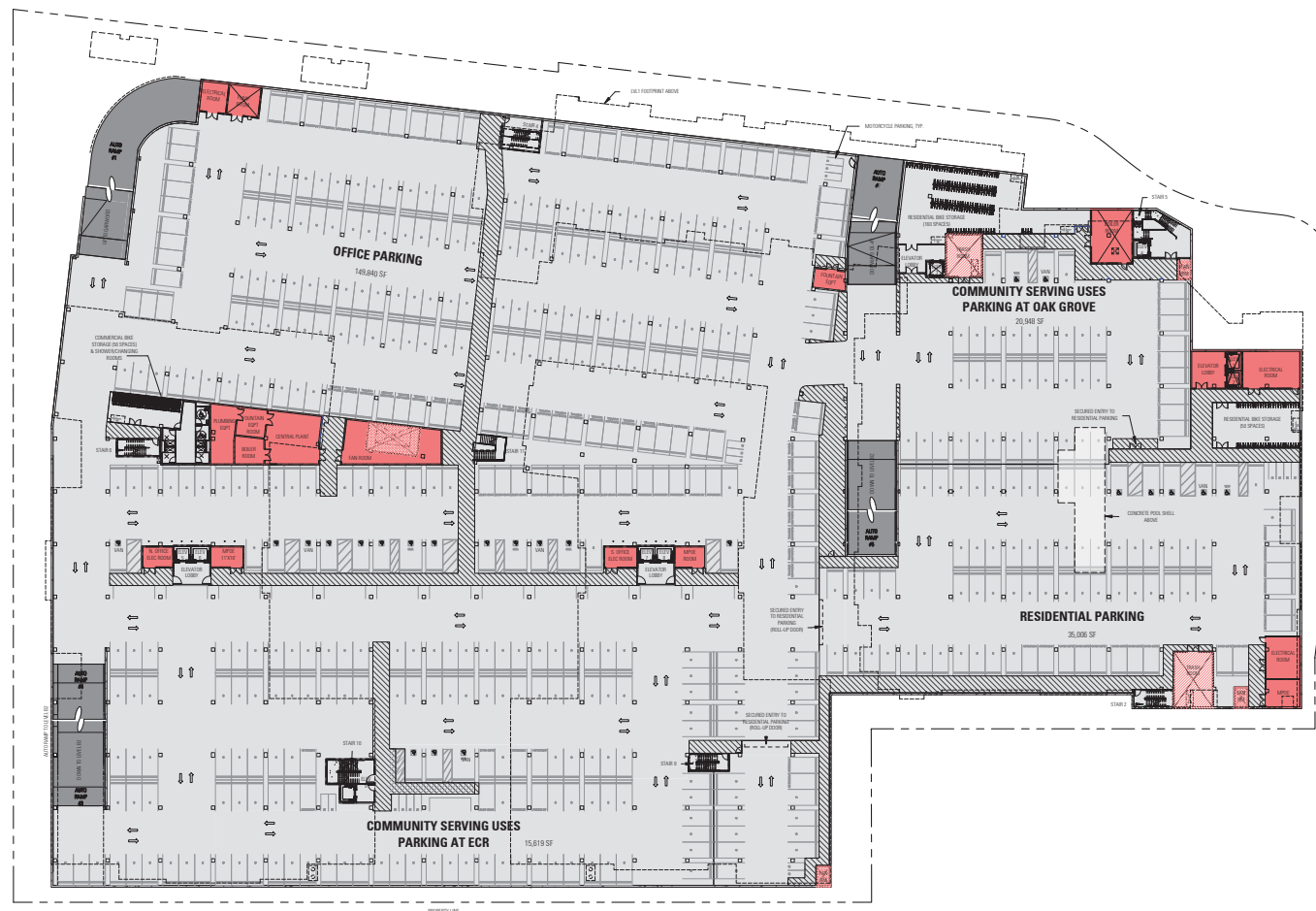
Basement 1			
North Office	IDF, MPOE, Electrical Room	4,238	16.04.325 (C) (1) 3%
North Office	Central Plant, Fan Room	2,488	16.04.325 (C) (2) 1%
South Office	Parking Related Circulation	221,413	16.04.325 (C) (3)
Residential	Shafts	702	16.04.325 (C) (5)
Residential	Trash/Recycle	1,120	16.04.325 (C) (6)
		<b>229,961</b>	<b>Total GSF Level #1</b>

## Areas

-  Parking Related Circulation
-  Shaft
-  Trash/Recycle
-  Mechanical

NOTES:

- NOTES:**
1. ALL MECHANICAL AREA EXEMPT PER (ie. shafts) SEC. 16.04.325 (C)(1) and (2). SEE A.O. FOR MORE INFORMATION. "IDE, MPO, ELECTRICAL ROOMS ARE PART OF THIS EXCEPTION AND SPECIFICALLY HAVE NO WINDOWS OR SKYLIGHTS AND CONDITION AIR.
  2. CIRCULATION TO GARAGE EXEMPT PER SEC. 16.04.325 (C)(3)
  3. TRASH AND RECYCLING, EXEMPT PER SEC. 16.04.325 (C)(6)
  4. EXEMPT AREAS INCLUDE UNCOVERED PORCHES AND JULIET BALCONIES PER SEC. 16.04.325 (C)(4). EXEMPT PORCHES WITH COLUMNS LESS THAN 12" WIDE AND OPEN CIRCULATION WITH COLUMNS LESS THAN 12" WIDE PER SEC. 16.04.325 (C)(4)
  5. REMAINING 3% EXCLUSION RESERVED FOR FUTURE TENANT STORAGE
- 12.5835SF - 8.5215SF = 4.062SF



## STATION 1300

1300 EL CAMINO REAL

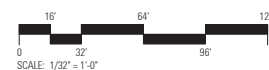
## Parking Level B1 Area Diagram

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TRUE NORTH

PLAN  
NORTH



### A3.B1

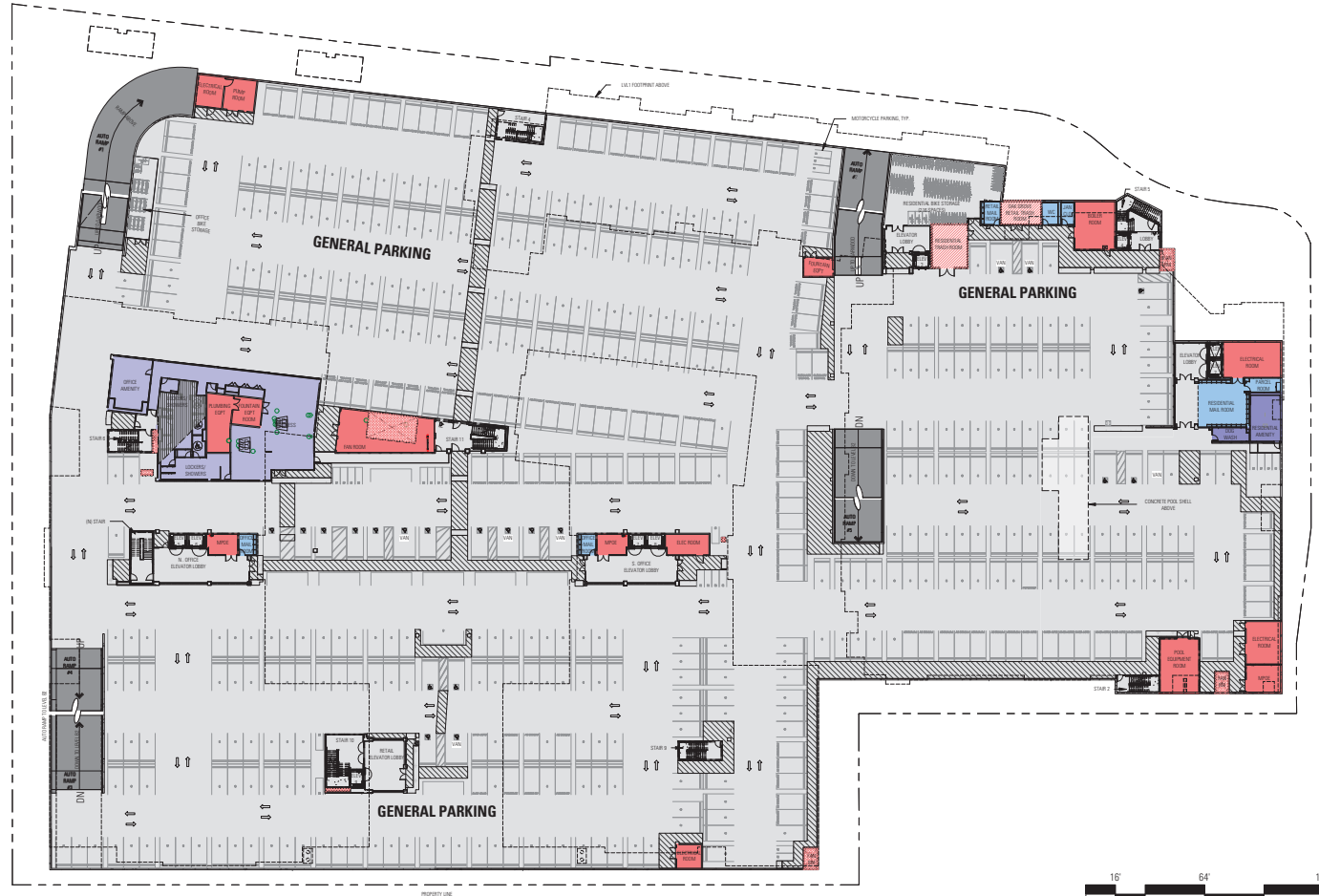


BUILDING	PROGRAM	AREA INCLUDED	AREA EXCLUDED	NOTES
<b>Basement 1</b>				
Garage	IDF, MPEL, Electrical Room	3,752	16.04.325 (C) (1) 3%	
Garage	Central Plant, Fan Room	2,182	16.04.325 (C) (2) 1%	
Garage	Parking Related Circulation	235,296	16.04.325 (C) (3)	
Offices	Fitness Center (and Office Amenity)	3,995		
Offices	Locker Rooms	771		
Offices	Locker Rooms (Previous)	716		
Offices	Mail Room (North Office)	124		
Offices	Mail Room (South Office)	125		
Garage	Shafts	247	16.04.325 (C) (5)	
Garage	WC & Janitor's Closet	236		
Residential	Trash/Recycle (Residential)	781	16.04.325 (C) (6)	
Residential	Mail Rooms (Residential)	1,106		
Residential	Dog Wash Area (Residential)	171		
Residential	Amenities (Residential)	395		
		4,851	Total Lvl B1 Office	
		1,658	Total Lvl B1 Residential	
		6,509	223,452 Total Area Level B1	

### Area Shading Legend

- Parking Related Circulation
- Shaft
- Trash/Recycle
- Mechanical
- Mail Room
- Office Amenity
- Residential Amenity
- Area of Previous Shower/Changing Rooms to be Exempted from GFA

**NOTES:**  
 1. ALL MECHANICAL AREA EXEMPT PER (ie. shafts) SEC. 16.04.325 (C) (1) and (2).  
 SEE A.D.0 FOR MORE INFORMATION. \*IDF, MPEL, ELECTRICAL ROOMS ARE PART OF THIS EXEMPTION AND SPECIFICALLY HAVE NO WINDOWS OR SKYLIGHTS AND CONDITION AIR.  
 2. CIRCULATION TO GARAGE EXEMPT PER SEC. 16.04.325 (C)(3)  
 3. TRASH AND RECYCLING, EXEMPT PER SEC. 16.04.325 (C)(6)  
 4. EXEMPT AREAS INCLUDE UNCOVERED PORCHES AND JULIET BALCONIES PER SEC. 16.04.325 (C)(1); OPEN, COVERED PORCHES WITH COLUMNS LESS THAN 12" WIDE AND OPEN CIRCULATION WITH COLUMNS LESS THAN 12" WIDE PER SEC. 16.04.325 (C)(4)  
 5. REMAINING 3% EXCLUSION RESERVED FOR FUTURE TENANT STORAGE  
 12,546SF - 7,196SF = 5,350SF



16' 32' 64' 96' 128'  
 SCALE: 1/32" = 1'-0"

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PARKING LEVEL B1 AREA DIAGRAM - R4

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H HUNTSMAN

WATRY DESIGN, INC.



11.12.2021

A15



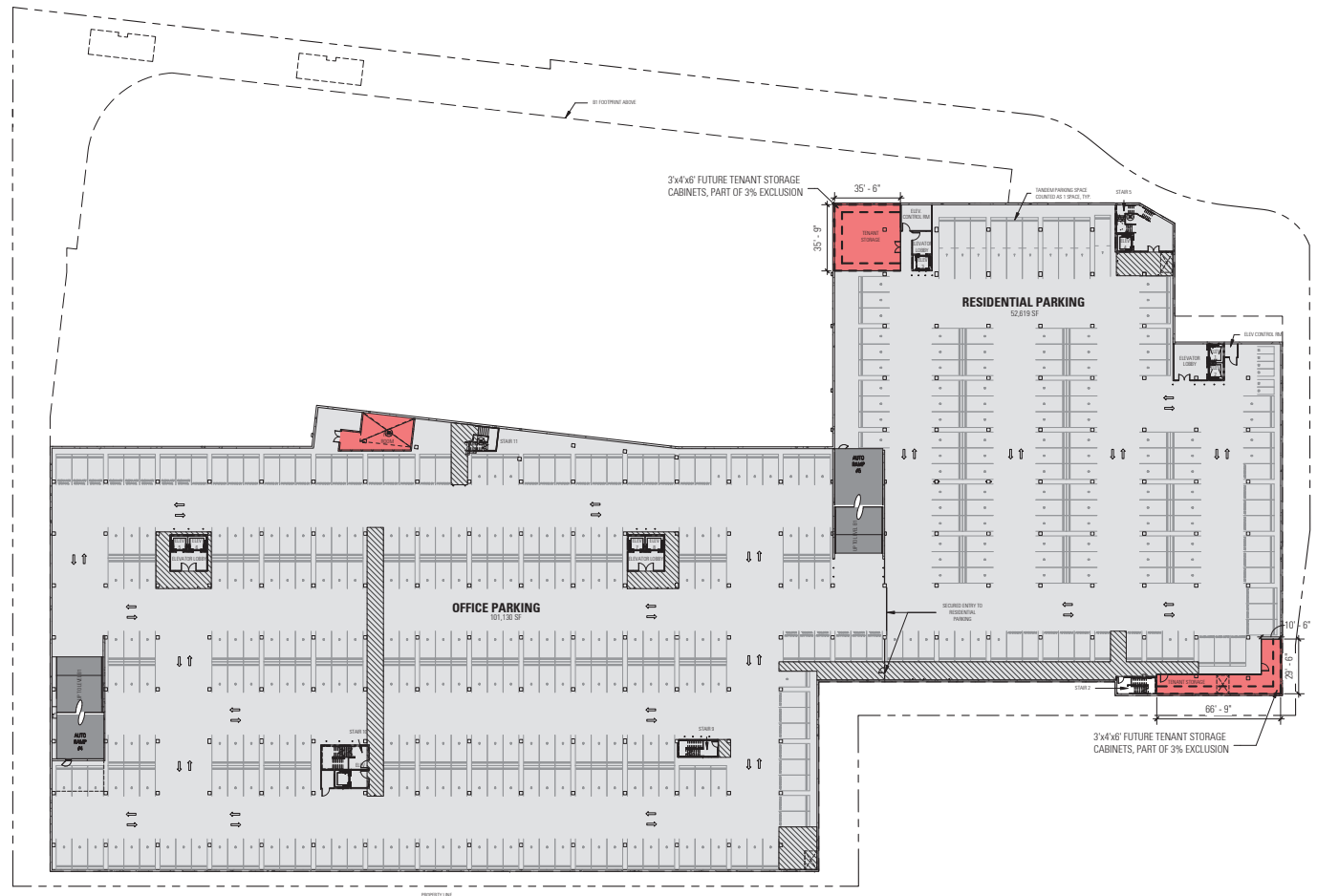
# Area Calculations

Basement 2			
Garage	Tenant Storage	2,330	16.04.325 (C) (1) 3%
Garage	Central Plant, Fan Room	675	16.04.325 (C) (2) 1%
Garage	Parking Related Circulation	153,749	16.04.325 (C) (3)
		156,754	Total GSF Level B2

## Areas

- Parking Related Circulation
- Mechanical
- Tenant Storage

NOTES:  
 1. ALL MECHANICAL AREA EXEMPT PER (ie. shafts) SEC. 16.04.325 (C) (1) and (2).  
 SEE A0.0 FOR MORE INFORMATION. \*IDF, MPOE, ELECTRICAL ROOMS ARE PART OF THIS  
 EXCEPTION AND SPECIFICALLY HAVE NO WINDOWS OR SKYLIGHTS AND UNCONDITION AIR.  
 2. CIRCULATION TO GARAGE EXEMPT PER SEC. 16.04.325 (C)(3)  
 3. TRASH AND RECYCLING, EXEMPT PER SEC. 16.04.325 (C)(6)  
 4. EXEMPT AREAS INCLUDE UNCOVERED PORCHES AND JULIET BALCONIES PER SEC.  
 16.04.325 (C)(1); OPEN, COVERED PORCHES WITH COLUMNS LESS THAN 12" WIDE AND OPEN  
 CIRCULATION WITH COLUMNS LESS THAN 12" WIDE PER SEC. 16.04.325 (C)(4)  
 5. REMAINING 3% EXCLUSION RESERVED FOR FUTURE TENANT STORAGE  
 12,583SF - 8,521SF = 4,062SF



STATION 1300

1300 EL CAMINO REAL

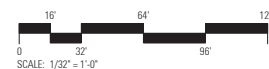
Parking Level B2 Area Diagram

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A3.B2



E18



BUILDING	PROGRAM	AREA INCLUDED	AREA EXCLUDED	NOTES
Basement 2				
Garage	Tenant Storage	2,330		16.04.325 (C) (1) 3%
Garage	Central Plant, Fan Room	675		16.04.325 (C) (2) 1%
Garage	Parking Related Circulation	153,749		16.04.325 (C) (3)
		<b>156,754</b>		<b>Total GSF Level B2</b>
Basement 1				
North Office	IDF, MPOE, Electrical Room	4,238		16.04.325 (C) (1) 3%
North Office	Central Plant, Fan Room	2,488		16.04.325 (C) (2) 1%
South Office	Parking Related Circulation	221,413		16.04.325 (C) (3)
Residential	Shafts	702		16.04.325 (C) (5)
Residential	Trash/Recycle	1,120		16.04.325 (C) (6)
		<b>229,961</b>		<b>Total GSF Level B1</b>
Level 1				
A North Office	Community Serving Uses	5,766		
B North Office	Commercial / Office	26,638		
B.1 North Office	Flexible Space	4,051		
C South Office	Community Serving Uses	5,577		
D South Office	Commercial / Office	22,115		
D.1 South Office	Flexible Space	6,349		
E Residential	Community Serving Uses	7,257		
Residential	Private Open Space		5,653	16.04.325 (C) (4)
F Residential	Residential Units	47,141		
Residential	Shafts (in unit)		350	16.04.325 (C) (5)
Project	IDF, MPOE, Electrical Room		635	16.04.325 (C) (1) 3%
Project	Shafts		530	16.04.325 (C) (5)
Project	Trash / Recycle		1,034	16.04.325 (C) (6)
Site	Parking Related Circulation		4,990	16.04.325 (C) (3)
G Site	Public Bathroom	163		
H Site	Electrical Room / Generators	364		
		<b>59,153</b>		Total Lvl 1 Office
		<b>47,141</b>		Total Lvl 1 Residential
		<b>18,600</b>		Total Lvl 1 CSU
		<b>527</b>		Total Lvl 1 Site
		<b>125,421</b>	<b>13,192</b>	<b>Total GSF Level 1</b>
Level 2				
I North Office	Commercial / Office	39,436		
J South Office	Commercial / Office	33,784		
Residential	Private Open Space		1,696	
K Residential	Residential Units	54,048		
Residential	shafts (in unit)		500	16.04.325 (C) (5)
Project	IDF, MPOE, Electrical Room		549	16.04.325 (C) (1) 3%
Project	Shafts		671	16.04.325 (C) (5)
Project	Trash / Recycle		226	16.04.325 (C) (6)
		<b>73,220</b>		Total Lvl 2 Office
		<b>54,048</b>		Total Lvl 2 Residential
		<b>127,268</b>	<b>3,642</b>	<b>Total GSF Level 2</b>

\*IDF, MPOE, Electrical Rooms are part of the 3% exception per 16.04.325 (C) and specifically have no windows or skylights and unconditioned air.

\*Remaining 3% exclusion reserved for future tenant storage 12,583SF - 8,521SF = 4,062SF

BUILDING	PROGRAM	AREA INCLUDED	AREA EXCLUDED	NOTES
Level 3				
L North Office	Commercial / Office	37,932		
M South Office	Commercial / Office	30,060		
Residential	Private Open Space		163	
N Residential	Residential Units	53,888		
Residential	shafts (in unit)		500	16.04.325 (C) (5)
Project	IDF, MPOE, Electrical Room		549	16.04.325 (C) (1) 3%
Project	Shafts		671	16.04.325 (C) (5)
Project	Trash / Recycle		224	16.04.325 (C) (6)
		<b>67,992</b>		Total Lvl 3 Office
		<b>53,888</b>		Total Lvl 3 Residential
		<b>121,880</b>	<b>2,107</b>	<b>Total GSF Level 3</b>
Level 4				
O North Office	Commercial / Office	62		
P South Office	Commercial / Office	62		
Residential	Private Open Space		373	
Q Residential	Residential Units	43,770		
Residential	shafts (in unit)		400	16.04.325 (C) (5)
Project	IDF, MPOE, Electrical Room		220	16.04.325 (C) (1) 3%
Project	Shafts		220	16.04.325 (C) (5)
Project	Trash / Recycle		224	16.04.325 (C) (6)
		<b>124</b>		Total Lvl 4 Office
		<b>43,770</b>		Total Lvl 4 Residential
		<b>43,894</b>	<b>1,437</b>	<b>Total GSF Level 4</b>
Level 5				
R Residential	Residential Units	184		
		<b>184</b>		Total Lvl 5 Residential
		<b>184</b>		<b>Total GSF Level 5</b>
GFA				
		<b>Max. Allowed 418,218</b>	<b>418,120</b>	<b>Gross SF Total</b>
		<b>Max. Allowed 209,109</b>	<b>200,489</b>	Office GFA
			<b>48%</b>	% Office GFA
			<b>199,031</b>	Residential GFA
			<b>18,600</b>	CSU GFA
		<b>Max. Allowed 4,204</b>	<b>3,163</b>	16.04.325 (C) (2) 1%
		<b>Max. Allowed 12,612</b>	<b>6,191</b>	16.04.325 (C) (1) 3%
		<b>Remaining 3% Exclusion</b>	<b>6,353</b>	Reserved for future Tenant Storage
Open Space				
S Office Plaza, Oak	Public Open Space	91,724		
T Grove Plaza	Common Open Space	31,150		
U Residential	Private Open Space	7,885		
V Project	Trash / Recycle	1,034		16.04.325 (C) (6)
		<b>131,793</b>		<b>Total Open Space</b>

\*If the 2,500SF of Retail Office is used as Office, then proposed Office 2,500SF + 200,489 SF = 202,989 SF still < the Max Allowed, 209,109

## STATION 1300

## 1300 EL CAMINO REAL

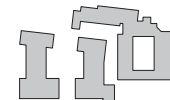
## Area Chart

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A3.00



		ENTITLED 1/10/2017		REVISED		
BUILDING	PROGRAM	AREA INCLUDED	AREA EXCLUDED	AREA INCLUDED	AREA EXCLUDED	NOTES
Basement 2						
Garage	Tenant Storage		2,330		2,055	16.04.325 (C) (1) 3%
Garage	Garage Exhaust, Control Rooms		675		1,161	16.04.325 (C) (2) 1%
Garage	Parking Related Circulation		153,749		153,854	16.04.325 (C) (3)
Garage	Tenant & Retail Trash				391	16.04.325 (C) (6)
Project	Engineer/Security/Staff (Offices)			799		
Project	Engineer/Security/Staff (Residential)			833		
Project	Engineer/Security/Staff (CSU)			104		Spaces serving entire bldg, allocated based on % per area (residential 48%, Office 46% and CSU 6%)
Project	Storage Room (Offices)			138		
Project	Storage Room (Residential)			144		
Project	Storage Room (CSU)			18		
		0		937		Total Lvl B2 Office
		0		977		Total Lvl B2 Residential
		0		122		Total Lvl B2 CSU
		0	156,754	2,036	157,461	Total Area Level B2
Basement 1						
Garage	IDF, MPOE, Electrical Room		4,238		3,752	16.04.325 (C) (1) 3%
Garage	Central Plant, Fan Room		2,488		2,162	16.04.325 (C) (2) 1%
Garage	Parking Related Circulation		221,413		215,294	16.04.325 (C) (3)
Offices	Fitness Center (Incl Office Amenity)			3,595		
Offices	Locker Rooms			771		
Offices	Locker Rooms (Previous)				716	
Offices	Mail Room (North Office)			124		
Offices	Mail Room (South Office)			125		
Garage	Shafts		702		747	16.04.325 (C) (5)
Garage	WC & Janitor's Closet			236		
Residential	Trash/Recycle (Residential)		1,120		781	16.04.325 (C) (6)
Residential	Mail Rooms (Residential)			1,108		
Residential	Dog Wash Area (Residential)			171		
Residential	Amenities (Residential)			379		
		0		4,851		Total Lvl B1 Office
		0		1,658		Total Lvl B1 Residential
		0	229,961	6,509	223,452	Total Area Level B1
Level 1						
A	North Office	N/Community Serving Uses	5,766	10,303		
B	North Office	N/Commercial / Office	26,638	26,130		
B.1	North Office	N/Flexible Space	4,051	0		
C	South Office	S/Community Serving Uses	5,577	8,522		
D	South Office	S/Commercial / Office	22,115	25,480		
D.1	South Office	S/Flexible Space	6,349	0		
E	Residential	R/Community Serving Uses	7,257	5,098		
E.1	Residential	Residential/CSU		1,004		
F	Residential	Private Open Space		5,653	5,653	16.04.325 (C) (4)
F	Residential	Residential Units	47,141	48,191		
Residential	Shafts (in unit)			350	350	16.04.325 (C) (5)
Project	IDF, MPOE, Electrical Room			635	728	16.04.325 (C) (1) 3%
Project	Shafts			530	813	16.04.325 (C) (5)
Project	Trash / Recycle			1,034	915	16.04.325 (C) (6)
Site	Parking Related Circulation			4,990	4,957	16.04.325 (C) (3)
G	Site	Public Bathroom	163		163	
H	Site	Electrical Room / Generators	364		364	
		59,153		51,610		Total Lvl 1 Office
		47,141		48,191		Total Lvl 1 Residential
		18,600		24,927		Total Lvl 1 CSU
		527		527		Total Lvl 1 Onsite
		125,421	13,192	125,255	13,416	Total Area Level 1

			ENTITLED 1/10/2017		REVISED		
BUILDING	PROGRAM		AREA INCLUDED	AREA EXCLUDED	AREA INCLUDED	AREA EXCLUDED	NOTES
Level 2							
I	North Office	Commercial / Office	39,436		39,386		
	North Office	Glass Deck (Commercial/Office)			209		
J	South Office	Commercial / Office	33,784		33,772		
	South Office	Glass Deck (Commercial/Office)			235		
K	Residential	Private Open Space		1,696		1,696	
K	Residential	Residential Units	54,048		53,982		
	Residential	shafts (in unit)		500		500	16.04.325 (C) (5)
	Project	IDF, MPOE, Electrical Room		549		628	16.04.325 (C) (1) 3%
	Project	Shafts		671		839	16.04.325 (C) (5)
	Project	Trash / Recycle		226		107	16.04.325 (C) (6)
			73,220		73,602		Total Lvl 2 Office
			54,048		53,982		Total Lvl 2 Residential
			127,268	3,642	127,584	3,770	Total Area Level 2
Level 3							
L	North Office	Commercial / Office	37,932		37,882		
M	South Office	Commercial / Office	30,060		30,048		
	Residential	Private Open Space		163		163	
N	Residential	Residential Units	53,888		53,822		
	Residential	shafts (in unit)		500		500	16.04.325 (C) (5)
	Project	IDF, MPOE, Electrical Room		549		628	16.04.325 (C) (1) 3%
	Project	Shafts		671		839	16.04.325 (C) (5)
	Project	Trash / Recycle		224		107	16.04.325 (C) (6)
			67,992		67,930		Total Lvl 3 Office
			53,888		53,822		Total Lvl 3 Residential
			121,880	2,107	121,752	2,237	Total Area Level 3
Level 4							
O	North Office	Commercial / Office	62		62		
P	South Office	Commercial / Office	62		62		
	Residential	Private Open Space		373		373	
Q	Residential	Residential Units	43,770		43,714		
	Residential	shafts (in unit)		400		400	16.04.325 (C) (5)
	Project	IDF, MPOE, Electrical Room		220		299	16.04.325 (C) (1) 3%
	Project	Shafts		220		316	16.04.325 (C) (5)
	Project	Trash / Recycle		224		105	16.04.325 (C) (6)
			124		124		Total Lvl 4 Office
			43,770		43,714		Total Lvl 4 Residential
			43,894	1,437	43,838	1,493	Total Area Level 4
Level 5							
R	Residential	Residential Units	184		184		
			184		184		Total Lvl 5 Residential
			184		184		Total GSF Level 5
TOTAL GFA							
Allowable increase in GFA, based on proposed Specific Plan Amendment, allowing up to .05 additional FAR subject to criteria set forth in Amendment.							
Max Allowed GFA							
			418,218		432,158		
Actual GFA							
			418,120		427,158		Proposed GFA is 5,000 SF under maximum FAR permitted by proposed Amendment
Max Allowed Office			209,109		216,079		
Total			200,489		199,054		Office GFA
			47.9%		46.5%		% Office GFA
			199,031		202,528		Residential GFA
			18,600		25,049		CSU GFA
					527		Onsite GFA
Max 1% Exclusion			4,183		4,322		
Total				3,163		3,323	16.04.325 (C) (2) 1%
Max 3% Exclusion			12,547		12,965		
Total				6,191		8,090	16.04.325 (C) (1) 3%
Remaining 3% Exclusion				6,356		4,875	
Open Space							
S	Office Plaza, Oak Grove Plaza	Public Open Space	91,724		91,724		
T	Residential	Common Open Space	31,150		31,150		
U	Residential	Private Open Space	7,885		7,885		
V	Project	Trash / Recycle	1,034		915		16.04.325 (C) (6)
			131,793		131,674		Total Open Space
			122,874		122,874		

Trellis Exclusion 16.04.325 (C) (4)

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WATRY DESIGN, INC.

SPRING LE  
HUNLO PARK

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A17





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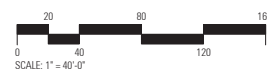
## Area Plan - 1300 El Camino Real

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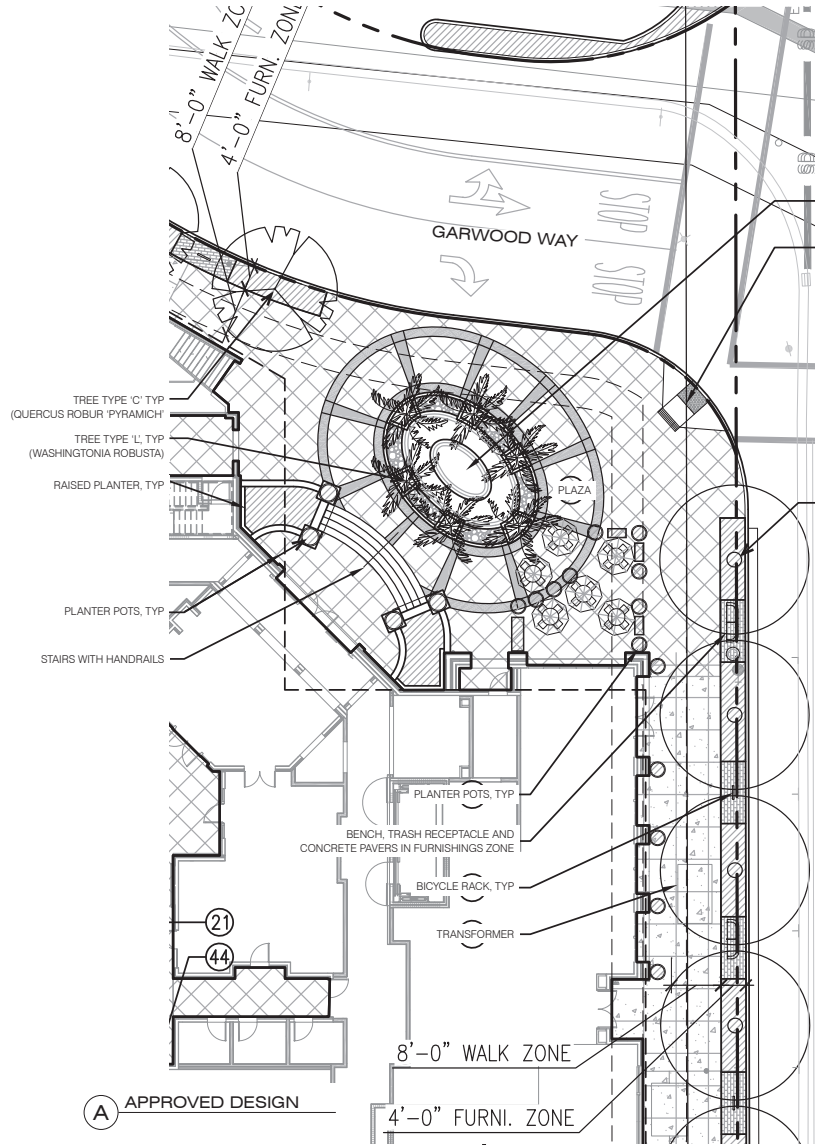


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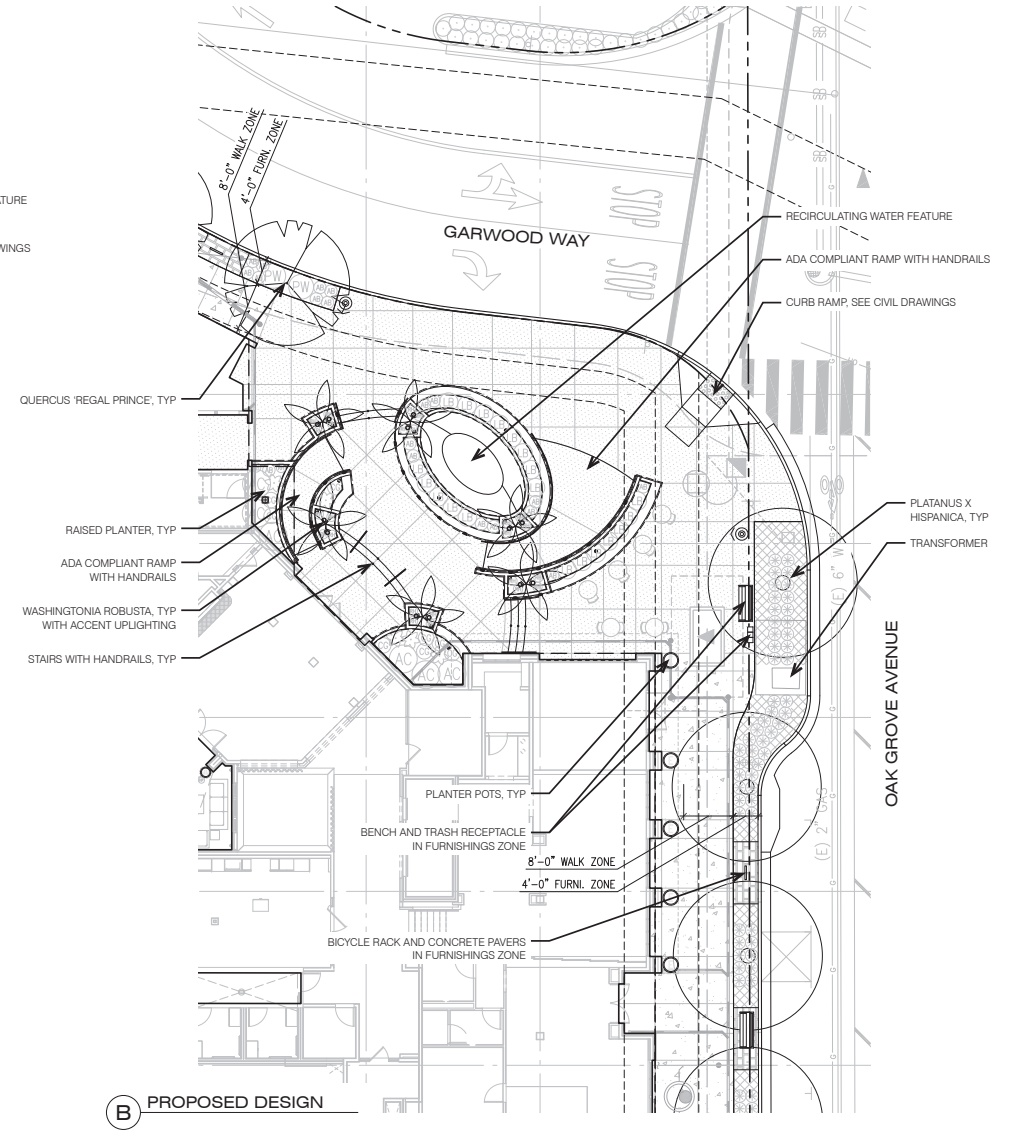








OAK GROVE AVENUE



OAK GROVE AVENUE

STATION 1300

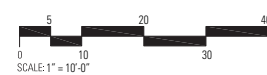
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Oak Grove Plaza Revisions

**JETT**  
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08/12/2021



L-8.0





Artist rendering not exact representation of architecture,  
provided to show look and feel of the project.

STATION 1300

1300 EL CAMINO REAL

**2017 ENTITLEMENT SET**  
**Perspective Rendering - Residential Entry Oak Grove**

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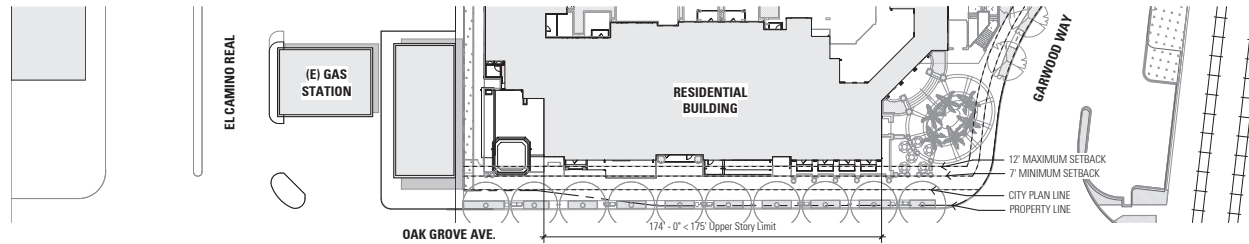
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2  
A5.02  
1/32" = 1'-0"

**STREETSCAPE PLAN - OAK GROVE - LEVEL 4**



1  
A5.02  
1/32" = 1'-0"

**STREETSCAPE ELEVATION - OAK GROVE**

STATION 1300

1300 EL CAMINO REAL

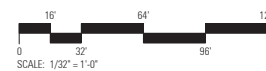
Streetscape at Oak Grove

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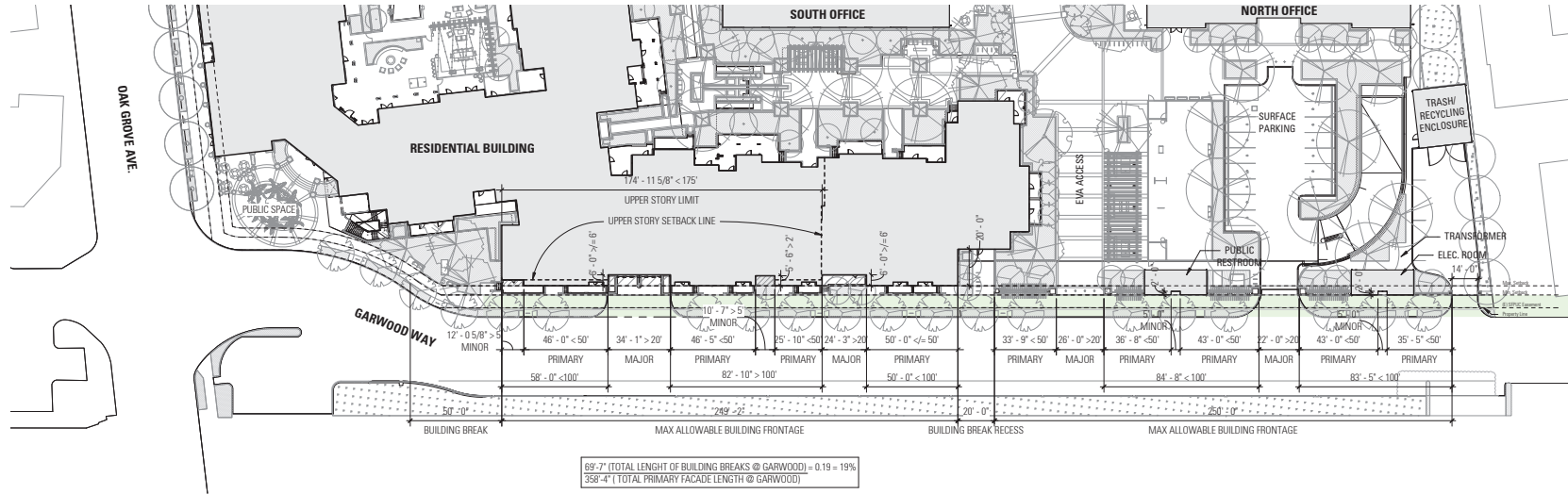
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A5.02





**PARTIAL FLOOR PLAN - RESIDENTIAL LEVEL 1 @ GARWOOD**  
2  
A5.03  
1/32" = 1'-0"



**STREETSCAPE ELEVATION - GARWOOD**  
1  
A5.03  
1/32" = 1'-0"

STATION 1300

1300 EL CAMINO REAL

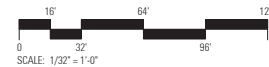
Streetscape at Garwood

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**A5.03**





**2 SOUTH ELEVATION (FACING OAK GROVE)**  
A18 1/16" = 1'-0"

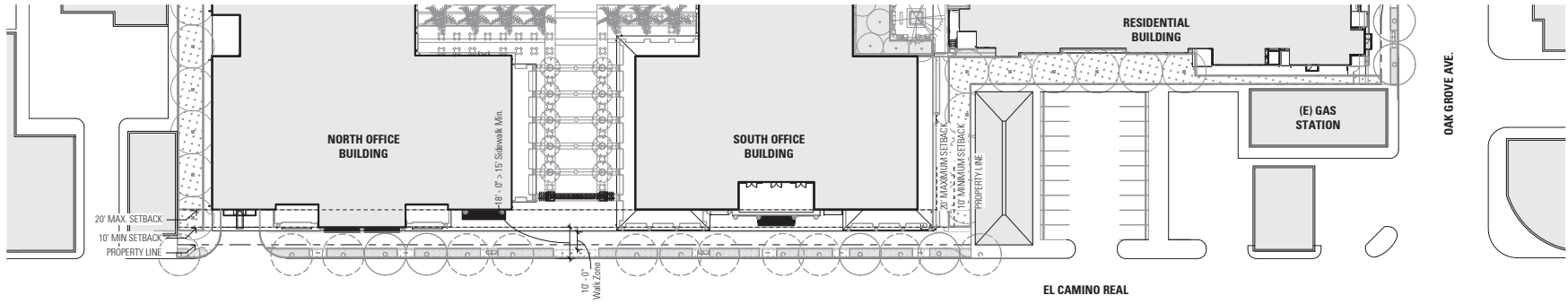


**1B EAST ELEVATION B (FACING GARWOOD)**  
A18 1/16" = 1'-0"



**1A EAST ELEVATION A (FACING GARWOOD)**  
A18 1/16" = 1'-0"





2  
A5.01  
STREETSCAPE PLAN - EL CAMINO REAL - UPPER STORY  
1/32" = 1'-0"



1  
A5.01  
STREETSCAPE ELEVATION - EL CAMINO REAL  
1/32" = 1'-0"

STATION 1300

1300 EL CAMINO REAL

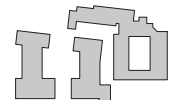
Streetscape at El Camino Real

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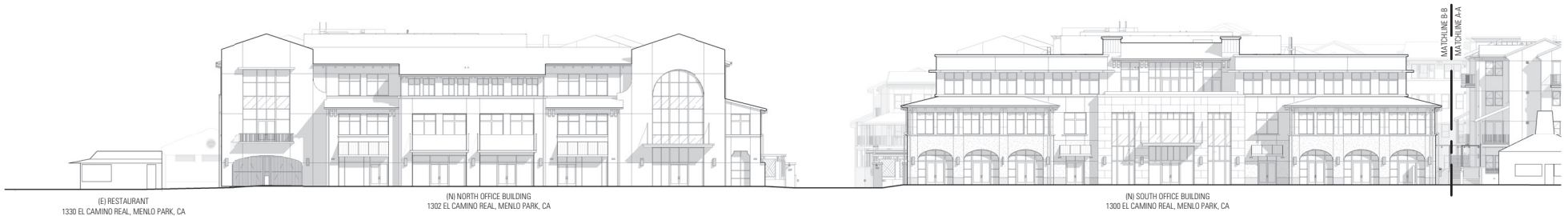
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A5.01

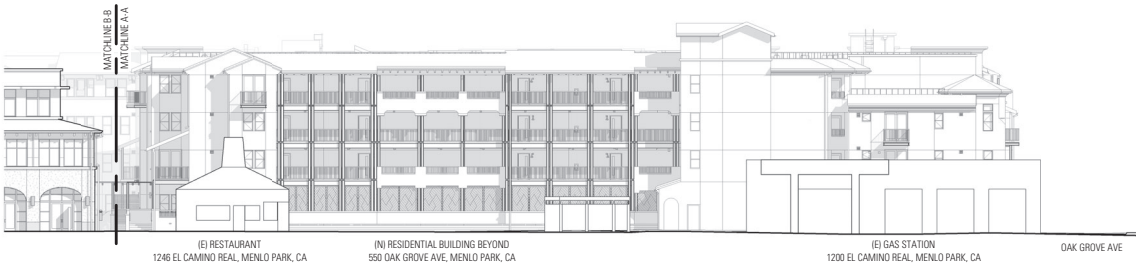




**WEST ELEVATION B**  
**(FACING EL CAMINO REAL)**

1B  
A19

1/16" = 1'-0"



**WEST ELEVATION A**  
**(FACING EL CAMINO REAL)**

1A  
A19

1/16" = 1'-0"

**RSOI c/o PBV, Inc.**

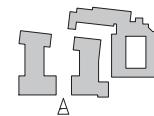


**BAR architects**



**H HUNTSMAN**

**WATRY DESIGN, INC.**



**STREETSCAPE - R4**

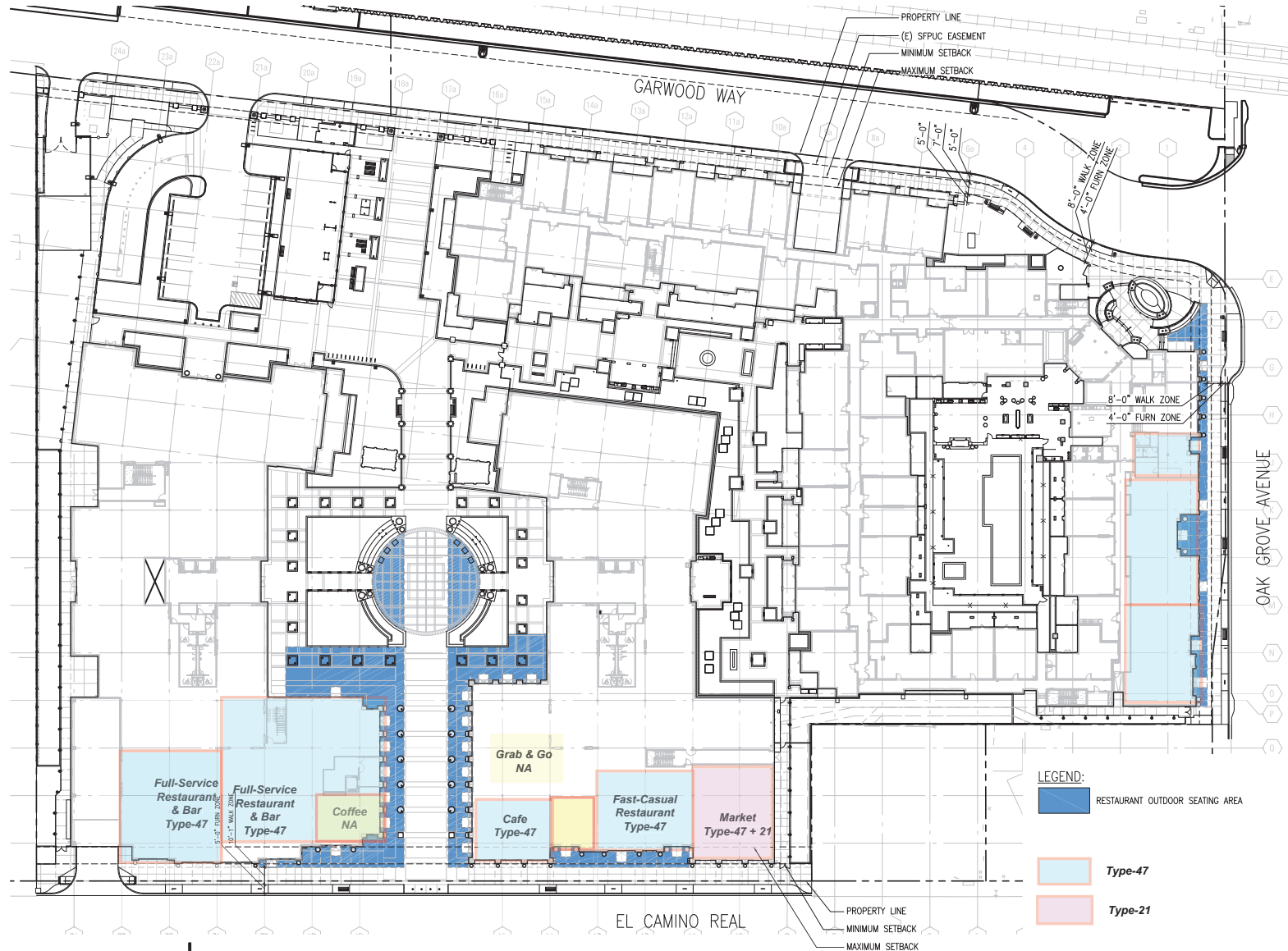
11.12.2021



**A19**



Springline  
Anticipated Retail Mix as  
of August 2021



- Cafe Type-47
- Taproom Type-47
- Fast-Casual Restaurant Type-47

SPRINGLINE

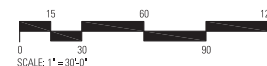
1300 EL CAMINO REAL

Outdoor Seating Plan

JETT  
LANDSCAPE ARCHITECTURE + DESIGN  
CRA #3335 2 Theatre Square #218 Oakland CA 94612  
925.294.3422 www.jettdesign.com

12060

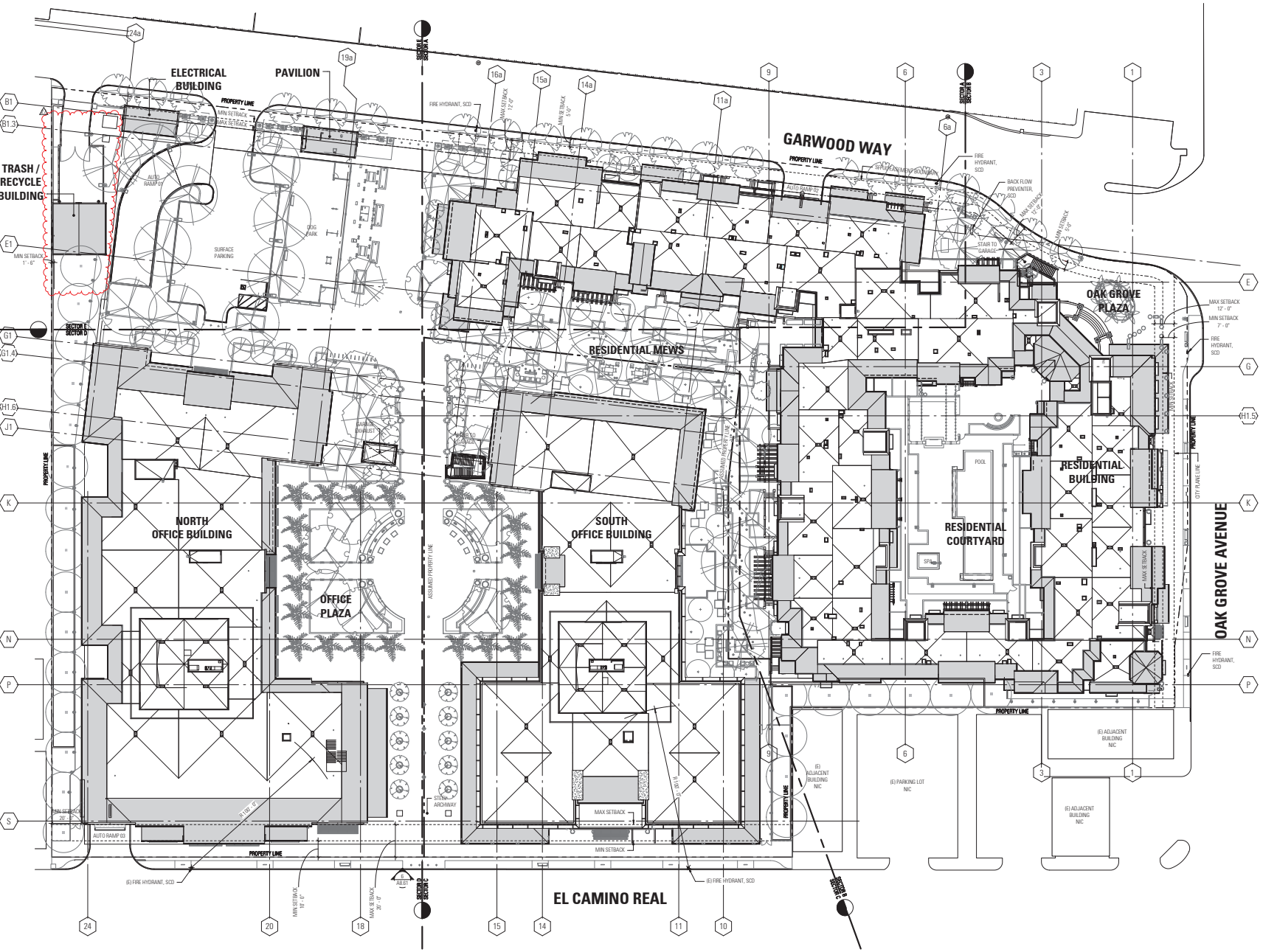
07/28/2021



L-6.0



© 2018 BAR architects. All rights reserved. Station 1300, El Camino Real, Menlo Park, CA. Prepared for: [redacted]. Project No.: [redacted]. Date: [redacted].



**SHEET NOTES**

- CONSTRUCTION REQUIREMENTS FOR LANDSCAPING, UTILITIES, VEHICULAR & PEDESTRIAN PAVING & LANDSCAPING ARE PROVIDED IN DRAWINGS & SPECIFICATIONS PREPARED BY THE CIVIL ENGINEER. LANDSCAPE ARCHITECT. SUCH ELEMENTS INDICATED ON THE ARCHITECTURAL DRAWINGS ARE FOR REFERENCE ONLY.
- SEE CIVIL DRAWINGS FOR NEW & EXISTING GRADES.
- FOR LOCATIONS OF BUILDING SEPARATION DISTANCES AND EMERGENCY VEHICLE ACCESS, SEE SHEET GAO.13.

**LEGEND**

**BAR architects**

901 Battery Street, Suite 300  
San Francisco, CA 94111  
415.293.5700  
www.bar-architects.com

**STATION 1300**

1300 EL CAMINO REAL  
MENLO PARK, CA

DESIGNED BY:	ARCHITECT
PREPARED BY:	LANDSCAPE ARCHITECT
PROJECT NO.:	
DATE:	ISSUE
01.01.2018	01.01.2018
02.01.2018	02.01.2018
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**10**

**SITE PLAN**

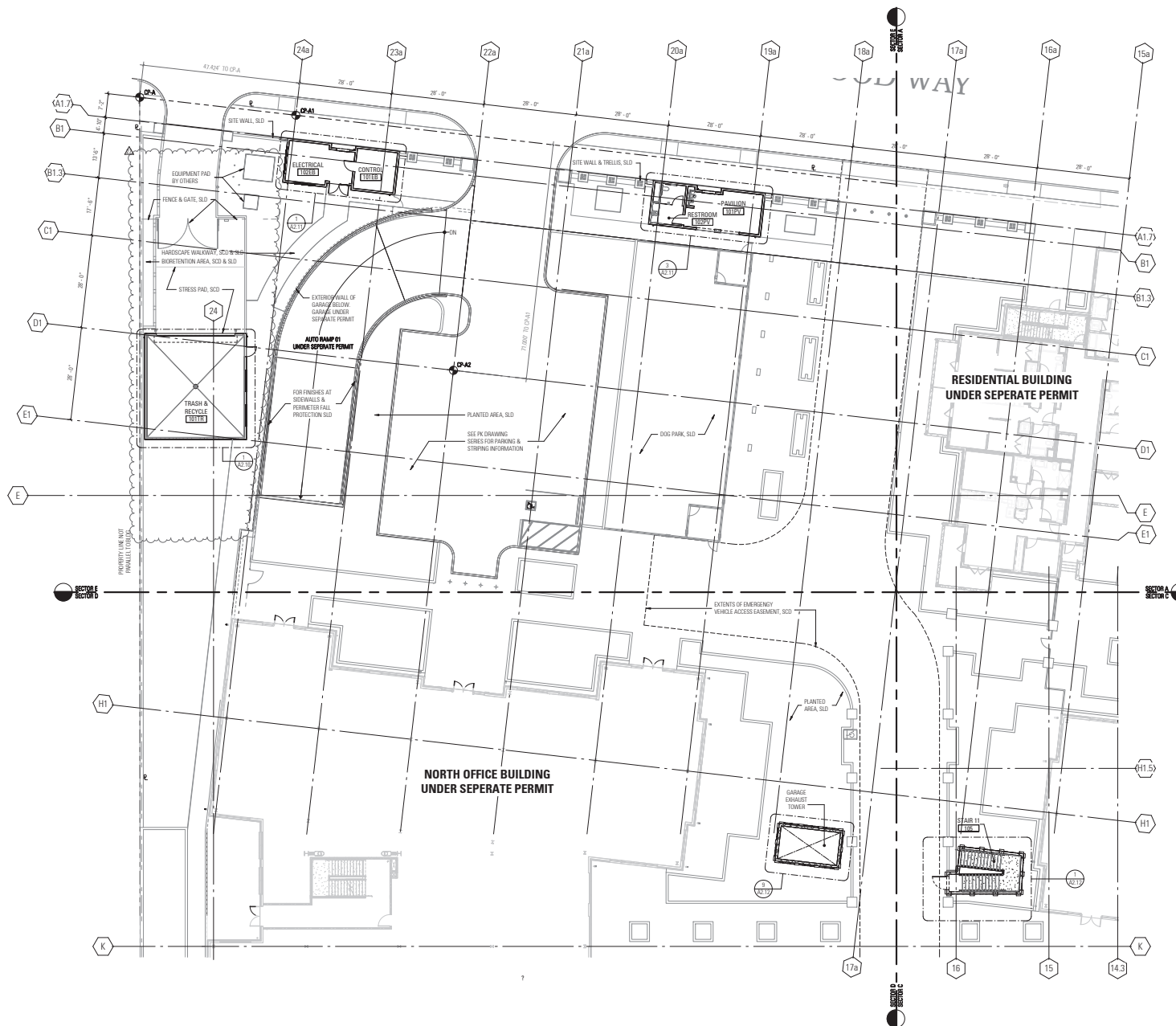
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**A1.00**

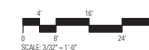
**SITE PLAN - OVERALL**  
**E32**



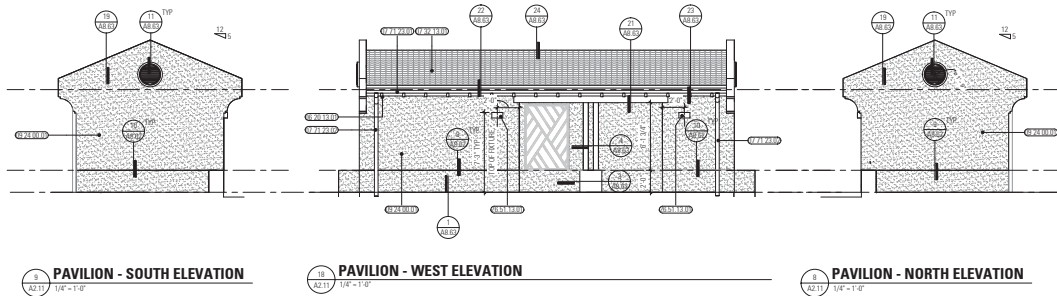




**GROUND LEVEL PLAN - SECTOR E**



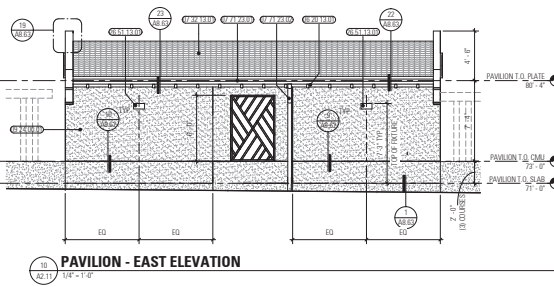




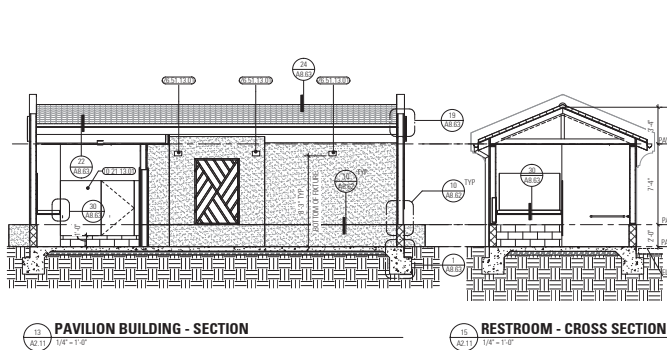
8 PAVILION - SOUTH ELEVATION  
1/8" = 1'-0"

18 PAVILION - WEST ELEVATION  
1/8" = 1'-0"

8 PAVILION - NORTH ELEVATION  
1/8" = 1'-0"

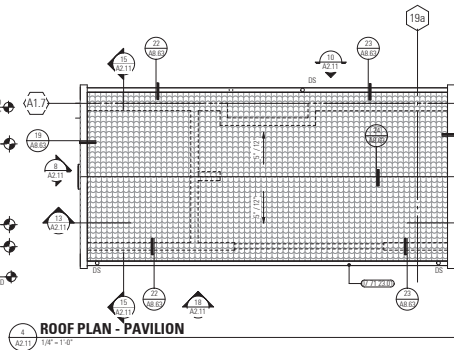


10 PAVILION - EAST ELEVATION  
1/8" = 1'-0"

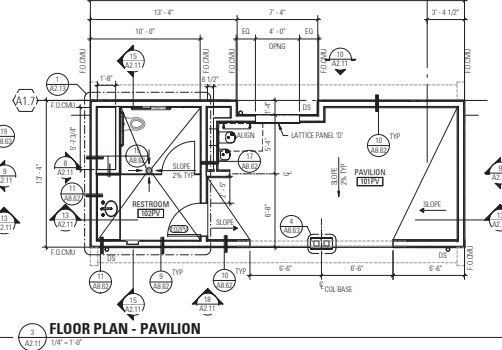


10 PAVILION BUILDING - SECTION  
1/8" = 1'-0"

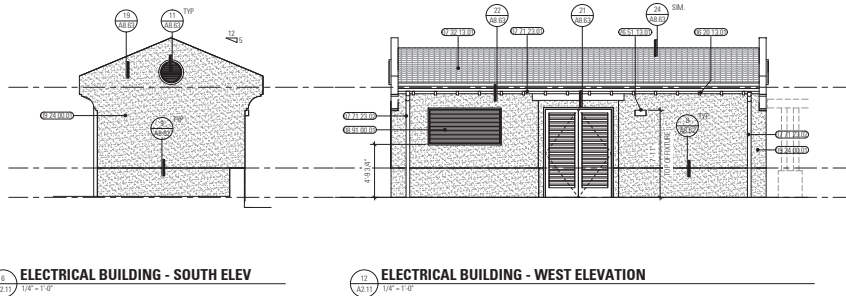
18 RESTROOM - CROSS SECTION  
1/8" = 1'-0"



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



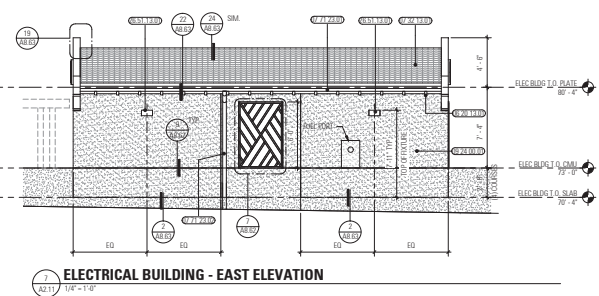
6 FLOOR PLAN - PAVILION  
1/8" = 1'-0"



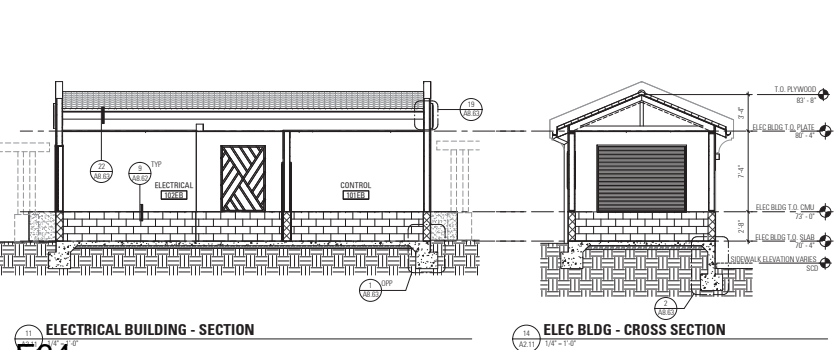
8 ELECTRICAL BUILDING - SOUTH ELEV  
1/8" = 1'-0"

12 ELECTRICAL BUILDING - WEST ELEVATION  
1/8" = 1'-0"

8 ELECTRICAL BUILDING - NORTH ELEV  
1/8" = 1'-0"

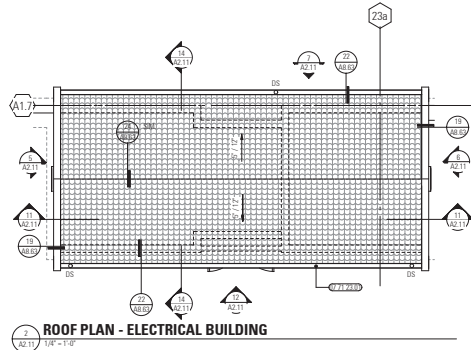


10 ELECTRICAL BUILDING - EAST ELEVATION  
1/8" = 1'-0"

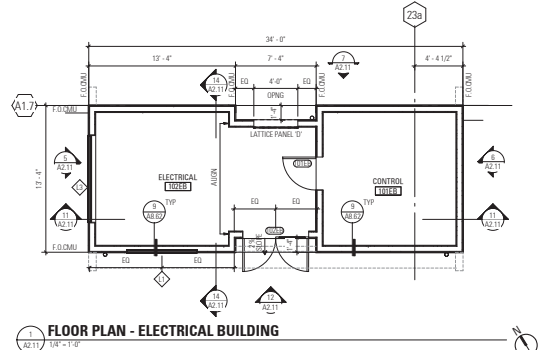


11 ELECTRICAL BUILDING - SECTION  
1/8" = 1'-0"

11 ELEC BLDG - CROSS SECTION  
1/8" = 1'-0"



4 ROOF PLAN - ELECTRICAL BUILDING  
1/8" = 1'-0"



6 FLOOR PLAN - ELECTRICAL BUILDING  
1/8" = 1'-0"

# SHEET NOTES

1. SEE CIVIL & LANDSCAPE DRAWINGS FOR SURFACE GRADING & HARDSCAPE FINISH INFORMATION.
2. RECESS MOUNT FIRE EXTINGUISHER CABINETS LION SURFACE MOUNT AT CONCRETE OR CMU WALLS.
3. SEE PLUMBING DRAWINGS FOR ADDITIONAL FLOOR DRAIN NOT SHOWN HERE.
4. ROOM NUMBERS SHOWN ARE FOR SCHEDULING PURPOSES ONLY. FINAL NUMBERS WILL BE PROVIDED PENDING CLIENT REVIEW.
5. GRIDS ARE ALIGNED TO FACE OF CONCRETE, CENTER OF COLUMN, FACE OF SHEATHING AT EXTERIOR WALLS, FACE OF STUD AT INTERIOR WALLS AND CENTER OF CORNERING WALLS. DIMENSIONS ARE TO THOSE LOCATIONS UNLESS OTHERWISE NOTED.
6. SEE PK DRAWINGS SERIES FOR PARKING AND STRIPING INFORMATION.
- 7.

## LEGEND

- 1 P FIRE PARTITION
- 1 HR RATED FIRE BARRIER
- 2 HR RATED FIRE BARRIER / FIRE WALL
- 3 HR RATED FIRE BARRIER / FIRE WALL
- CONCRETE WALL
- CMU WALL
- 1 HR RATED FIRE PARTITION
- FIRE EXTINGUISHER CABINET
- FLOOR DRAIN, S.P.D.
- DIRECTION OF SLOPE
- PROPERTY LINE
- ACCESSIBLE PARKING SPACE  
8' 0" x 12' 0" - SEE SHEET 02.04
- VAN ACCESSIBLE PARKING SPACE  
12' 0" x 18' 0" - SEE SHEET 02.04

## KEYNOTES

- | KEY         | DESCRIPTION   |
|-------------|---|
| 06.20.13.01 | EXTERIOR HEAVY TAPER DECORATIVE RASTER TAIL, PAINT FINISH       |
| 07.32.13.01 | CLAY ROOF TILES, COLOR 1 (EL CAMINO BEIGE)                      |
| 07.71.23.01 | 6" HALF-ROUND COPPER GUTTER & SUPPORT BRACKETS                  |
| 07.71.23.02 | 2" DIAMETER COPPER PIPE LEADER & SUPPORT BRACKETS INTO WALL     |
| 09.91.08.01 | PORCELAIN CERAMIC PLASTER & LATH, COLOR 1 (TO MATCH HANDSTONES) |
| 10.21.13.01 | PLASTIC CARBONATE TOILET COMPARTMENTS                           |
| 26.51.13.01 | LIGHT FIXTURE, SEE LIGHTING & ELECTRICAL DRAWINGS               |







DRAWINGS PREPARED FOR:  
PETERSON POWER  
(STATION 1300)  
UL#142 SEALED SECONDARY FUEL TANK  
WO# 45914 - 6/26/2019



1900 NE 25TH AVE, OCALA, FL 34470  
PHONE (352) 414-4700 FAX (352) 414-4642

**SPECIAL INSTRUCTIONS**

1	MOUNT GENSET AND CONNECT FUEL LINES
2	INSTALLATION OF PLUGS REQUIRED AND ONE VACUUM GAUGE TO PULL INTERSTITIAL AREA TO MAX VACUUM. DOCUMENTATION OF VACUUM READINGS PRIOR TO SHIPMENT. PACKAGE SECONDARY VENT AND SECONDARY TANK ACCESSORIES TO SHIP LOOSE WITH TANK. TANK TO REMAIN UNDER VACUUM UNTIL REACHING JOBSITE. END USER RESPONSIBLE FOR INSTALLATION OF ACCESSORIES
3	FDEP PACKAGE - 7-1/2 GALLON FILL SPILL BUCKET WITH HIGH FUEL SWITCH SET AT 90%
4	PROVIDE AND INSTALL 4" NPT OVERFILL PREVENTION VALVE WITH 2" CAM LOCK CONNECTOR
5	THREE YEAR WARRANTY
6	REMOTE ANNUNCIATOR - 3 RED LIGHT (24 VDC) UL LISTED NEMA4 ENCLOSURE STANDARD WITH AUDIBLE ALARM HORN AND SILENCE/RESET BUTTON. TYPICAL ARRANGEMENT FOR HIGH FUEL LEVEL, LOW FUEL LEVEL, AND RUPTURE BASIN ALARM POINTS
7	NORMAL VENT EXTENSION 2" NPT X 12' ABOVE GRADE EXTERIOR TO HOUSING.
8	FUEL FILL EXTENSION FOR STATIC DISCHARGE (FUEL FILL EXTENDED TO 6" FROM BOTTOM OF TANK - DROP TUBE)

**TANK NOTES:**

1. ALL FITTINGS TO BE CARBON STEEL WELD FLANGES (UNLESS OTHERWISE NOTED)
2. EXTERIOR FINISH: "BLACK" SPECTRACRON®
3. 390 SERIES 2K POLYURETHANE ENAMEL
3. INNER TANK DIMENSIONS: 131.5"L X 36.375"W X 12.063"H
4. ACTUAL GALLON CAPACITY: 235 GALLONS
5. USABLE GALLON CAPACITY: 200 GALLONS
6. TANK WEIGHT: 1,250 LBS.
7. FUEL WEIGHT: 1644 LBS.
8. EMERGENCY VENTING CAPACITY: 61 SQ. FT.

**NOTES:**

1. GENERATOR: CAT C9 300KW OPEN UNIT  
DIMENSIONS: 121.68"L X 64.45"W X 81.24"H  
WET WEIGHT: 7,188 LBS.  
DRAWING #: 455-7108
2. TOTAL PACKAGE WET WEIGHT: 8,438 LBS.

**DRAWING PACKAGE**

SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	ASSEMBLY VIEW
3	UL#142 SEALED SECONDARY FUEL TANK

**REVISIONS:**

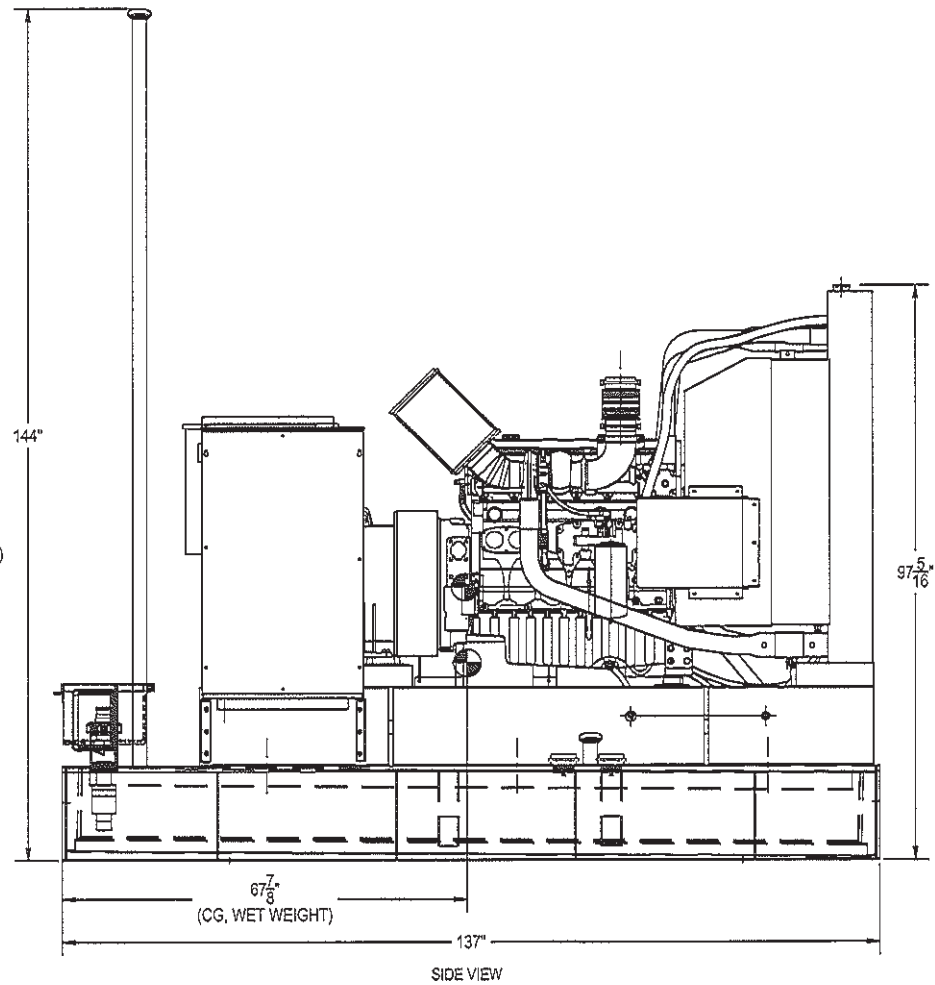
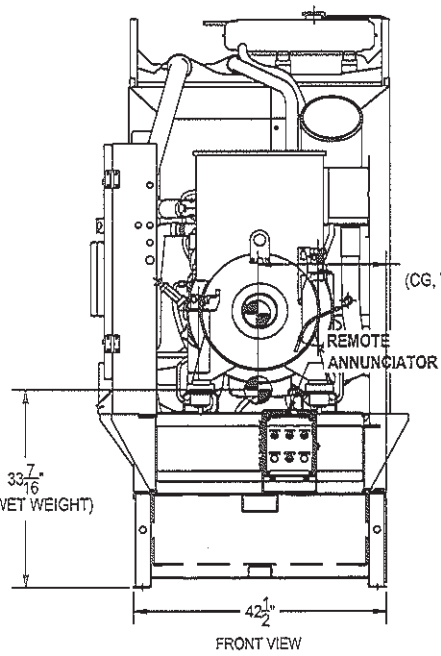
REVISION LEVEL	REVISION DESCRIPTION	SHEET OF CHANGE(S)	ENGINEER	DATE
00	INITIAL RELEASE BASED ON QUOTE 73724		JAL	6/26/2019
01				
02				
03				
04				

**DRAWING ACCEPTED FOR PRODUCTION**

SIGNATURE

PRINT NAME-TITLE      DATE      /      /



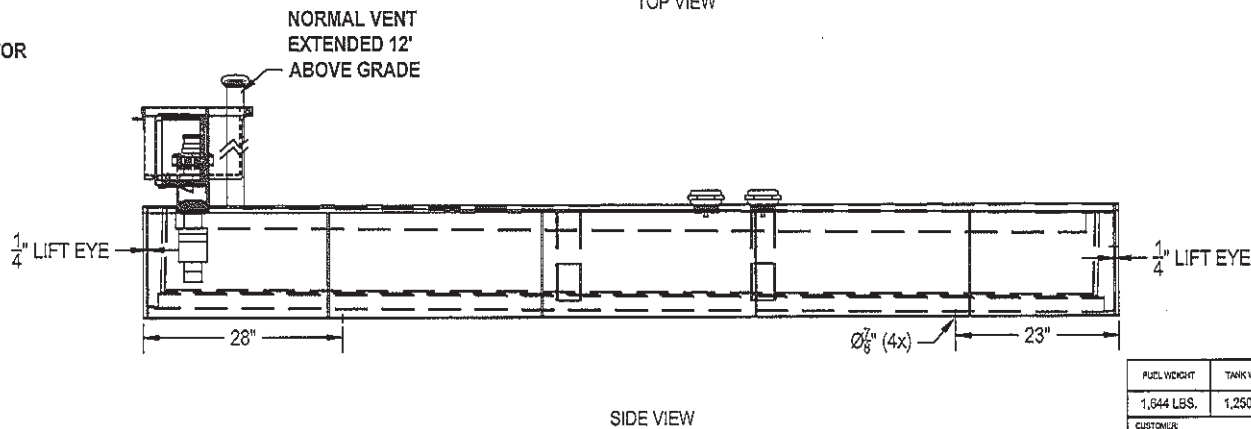
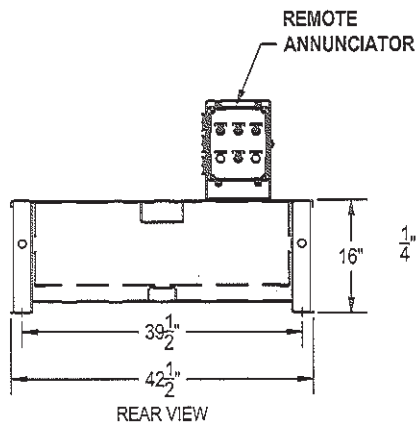
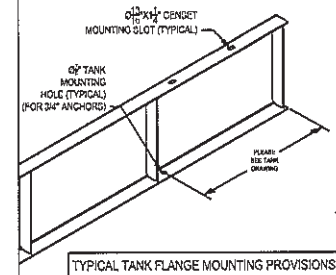
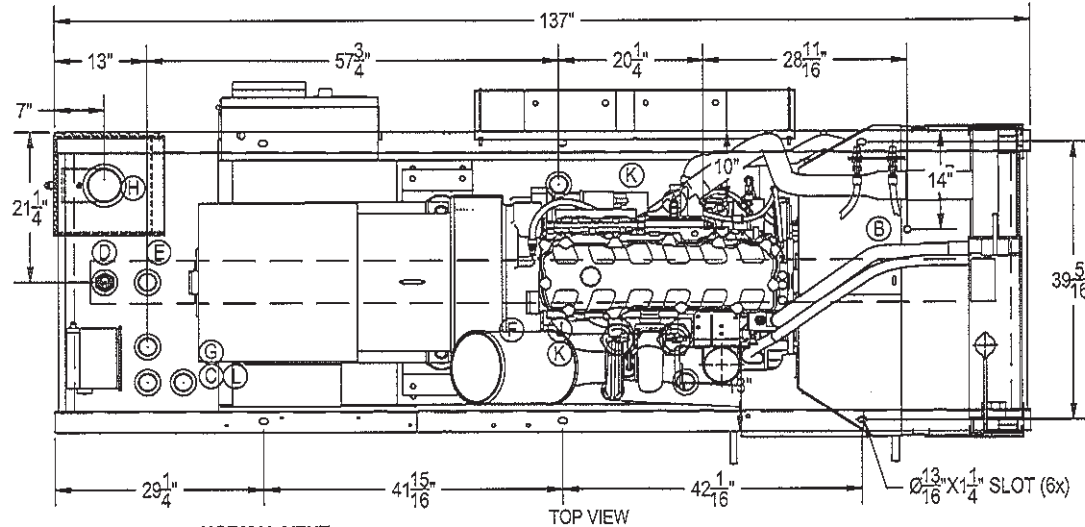


1000 NE 28TH AVE, OCALA, FL 34470  
PHONE (352) 414-4700 FAX (352) 414-4642

FUEL WEIGHT	TANK WEIGHT	CGN WET WEIGHT	TOTAL WEIGHT	UL #148 TYPE 50 RETESTED
1,644 LBS.	1,250 LBS.	5,544 LBS.	8,438 LBS.	
CUSTOMER: <b>PETERSON POWER</b>				
CAT C8.000W OPEN UNIT				
DESCRIPTION: ASSEMBLY VIEW				
FIDELITY MANUFACTURING, LLC CLAIMS PROPRIETARY RIGHT IN THE MATERIAL DISCLOSED HEREON. THIS DRAWING IS ISSUED FOR SALES INFORMATION ONLY AND MAY NOT BE REPRODUCED OR USED TO MANUFACTURE ANYTHING SHOWN HEREON WITHOUT PERMISSION FROM FIDELITY MANUFACTURING, LLC. TO THE BEST OF FIDELITY MANUFACTURING, LLC, IS NOT RESPONSIBLE FOR ERRORS DUE TO INSUFFICIENT TECHNICAL SPEC, OBJECT DRAWINGS, OR OTHER PERTINENT INFORMATION.				
STATION 1300				
WO# 45914				
DRW: JAL	CHK:	APP:	DATE: 6/20/2011	SCALE:
SHEET 2 OF 3				www.fidelitymfg.com



FITTING	DESCRIPTION	LENGTH
A	1/2" NPT FUEL SUPPLY DROP TUBE	13-5/16"
B	1/2" NPT FUEL RETURN DROP TUBE	13-5/16"
C	2" NPT LOW FUEL SWITCH	9-1/8"
D	1-1/2" NPT FUEL GAUGE	11-1/2"
E	2" NPT NORMAL VENT	
F	3" NPT EMERGENCY VENT (PRIMARY)	
G	2" NPT TOP MOUNT BASIN DRAIN AND SWITCH	
H	2" NPT LOCKABLE FUEL FILL	
J	3" NPT EMERGENCY VENT (SECONDARY)	
K	2" NPT SPARE PORT (QTY. 2)	
L	2" NPT HIGH FUEL SWITCH	2'-1/8"



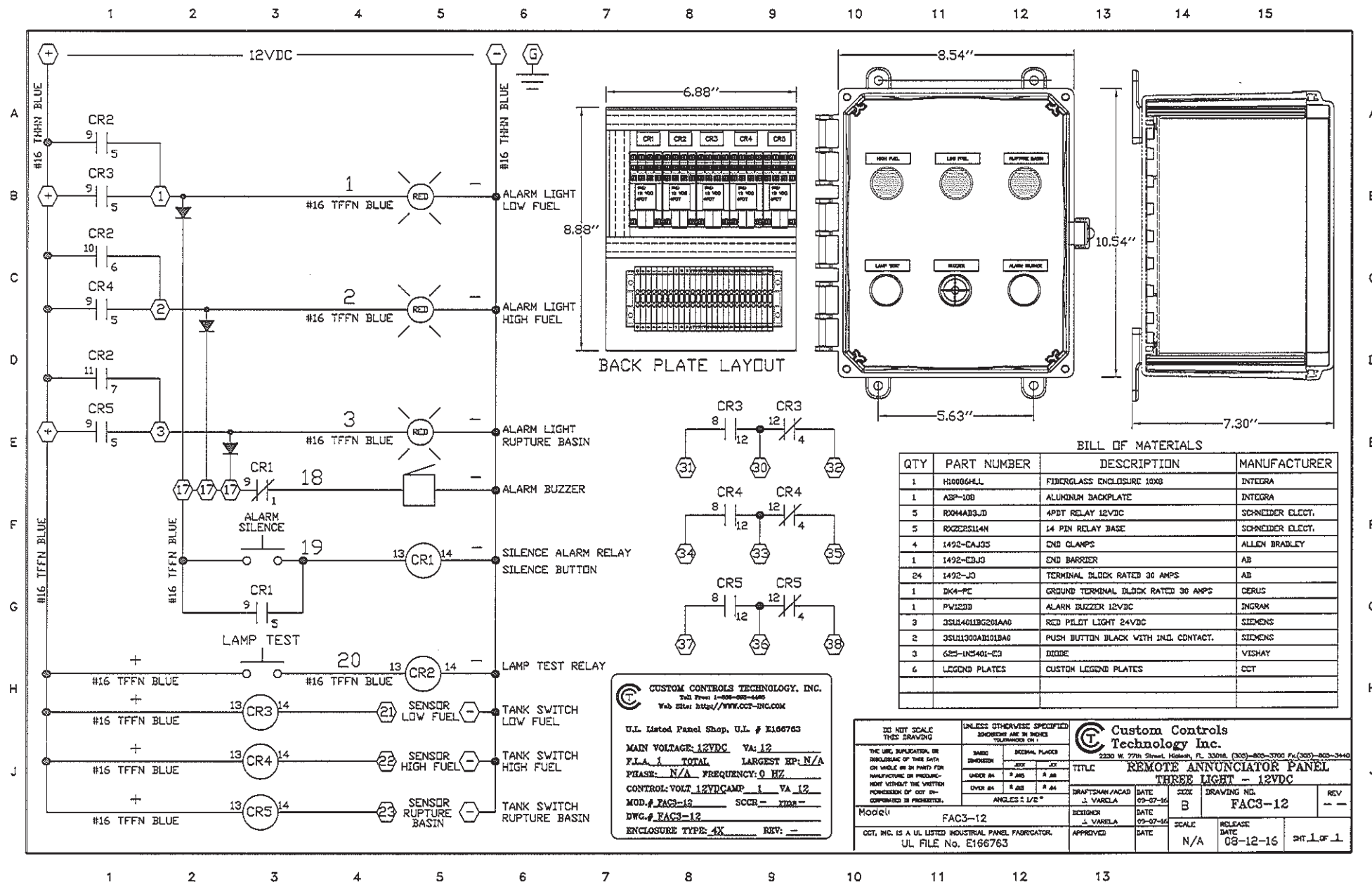
FUEL WEIGHT	TANK WEIGHT	GROSS WEIGHT	TOTAL WEIGHT	UL 914E F150 1000000
1,644 LBS.	1,250 LBS.	5,544 LBS.	8,438 LBS.	
CUSTOMER: <b>PETERSON POWER</b>				
CAT OF DRINK ORN UNIT				
DESCRIPTION: ULTRA2 SCALED SECONDARY FUEL TANK				
FIDELITY MANUFACTURING, LLC. CLAIMS PROPRIETARY RIGHT IN THE MATERIAL DISCLOSED HEREON. THIS DRAWING IS ISSUED FOR SALES INFORMATION ONLY AND MAY NOT BE REPRODUCED OR USED TO MANUFACTURE ANYTHING SHOWN HEREON WITHOUT PERMISSION FROM FIDELITY MANUFACTURING, LLC. TO THE USER, FIDELITY MANUFACTURING, LLC. IS NOT RESPONSIBLE FOR ERRORS DUE TO INCOMPATIBLE TOLERANCES, SPEC. OMISSIONS, OR OTHER RELEVANT INFORMATION.				
USABLE GALLON				
200				
STATION 1300				
WO# 45914				
DRW: JAL	CHK:	APP:	DATE: 09/20/18	SCALE:



1000 NE 26TH AVE, OCALA, FL 34470  
PHONE (352) 414-4700 FAX (352) 414-4042

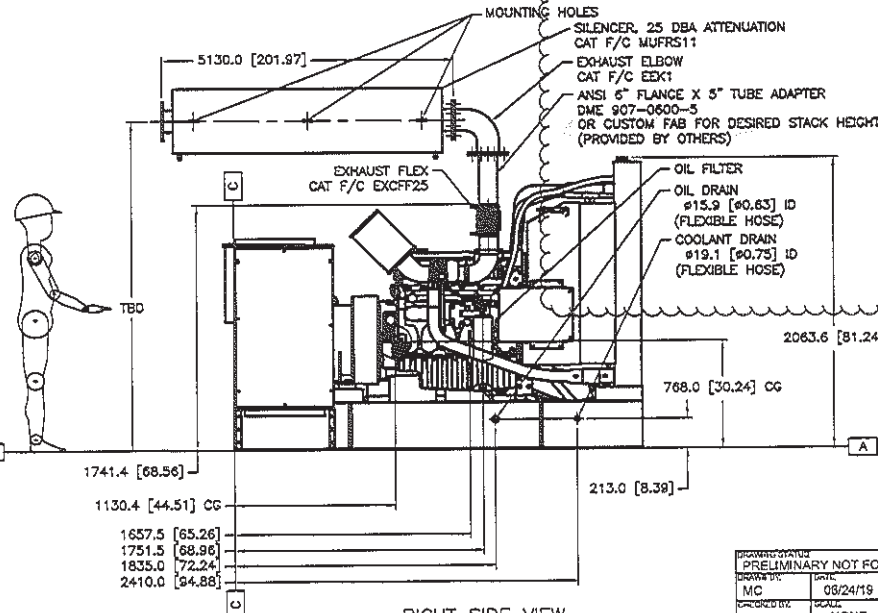
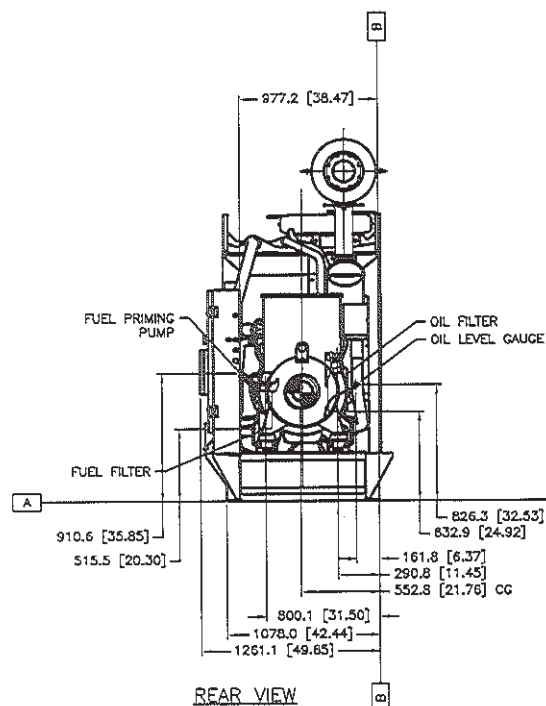
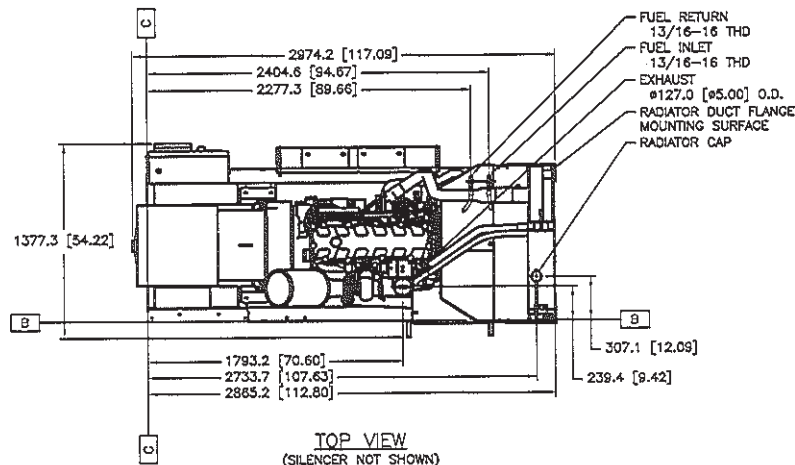
1 www.fidelitymfg.com







- NOTES:
1. GENSET WET WEIGHT IS 5,544 LBS.
  2. GENSET WEIGHT AND CG DO NOT INCLUDE SILENCER, EXHAUST ELBOW, OR EXHAUST TUBE ADAPTER.



BAR  
AIR SYSTEMS TO COORDINATE A  
CUSTOM STACK HEIGHT DESIGN TO  
WORK WITH THE CONSTRAINTS OF THE  
ARCHITECTURE OF THE BUILDING.

**BAR Architects**

Review is only for general conformance with the design concept of this project and general compliance with the information given in the Contract Documents. Any action shown is subject to the requirements of the plans and specifications. Contractor is responsible for dimensions, which shall be confirmed and coordinated at the job site; fabrication processes and techniques of construction, coordination of his work with that of all other trades; and the satisfactory performance of his work.

☐ NO EXCEPTION TAKEN ☒ MAKE CORRECTIONS AS NOTED ☐ REVISOR AND ASSIGNED

DATE: 7/26/2019 203213 12000

PROCESSED BY: DATE: SPECIFICATION NUMBER: PROJECT NUMBER:

DRAWING CONTROL			
DATE	DATE	DATE	DATE
MC	08/24/19	118 IN	5,544
CHANGED BY:	SCALE	DRY WEIGHT:	
APPROVED BY:	REVISION	DRY WEIGHT:	
	82 IN	17-0973	

**PETERSON CAT**  
POWER SYSTEM

3526 TEAGARDEN STREET SAN LEANDRO, CALIFORNIA 94772  
PHONE: 510-885-6400 WEB: WWW.PETERSONPOWER.COM

PROJECT NAME: STATION 1300

DESCRIPTION: MODEL C9 - 300KW, 480V, 60HZ OPEN W/NARROW BASE

DRAWING NUMBER: 170973-3

DATE: 7/26/2019

1 OF 1

REV	BY	DESCRIPTION	DATE
1	MC	ALL OVERALL DIMENSIONS ARE NOMINAL WITH ±.1" TOLERANCE SEE DRAWING FOR ALL DETAILED COMPONENT DIMENSIONS CONSULT FACTORY FOR QUESTIONS AND/OR DISCREPANCIES FOUND	
2	MC	ALL MEASUREMENTS ARE DISPLAYED IN INCHES	
3	MC	CENTER OF GRAVITY IS FOR WET WEIGHT	



**Springline Project (1300 El Camino Real/550 Oak Grove):  
Project Refinements and Operational Permits  
(Updated November 14, 2021)**

The Springline Project (formerly known as the Station 1300 Project) was approved by the City Council in January 2017 and is nearing completion of construction. As approved, the Project includes a 2-level subsurface parking garage, two office buildings (with a range of about 190,000 to 203,000 sf of office space) located around a large plaza, a 183 unit residential building oriented to Oak Grove Avenue, and approximately 18,000-29,000 square feet of community serving space, split between the office buildings and the residential building. The Project also included construction of an extension of Garwood Way to connect to Oak Grove.

The Project under construction, together with the proposed additional basement and other space that is the primary subject of this application, would provide approximately 25,049 square feet of community serving retail space (“CSU” space) and approximately 199,054 square feet of office space; even with the proposed additions, both the CSU and office space are each approximately 4,000 square feet less than the maximums permitted by the 2017 entitlements. Construction of major elements of the Project has been substantially completed as of Spring 2021.

In anticipation of occupancy and as leasing efforts have commenced in earnest, the applicant is now seeking the following minor modifications of the Project, as well as certain approvals for activities that were not included in the January 2017 entitlements:

- Minor changes to the basement levels, including the addition of tenant amenities (for both the residential and office uses, such as a dog washing area for residential tenants) and functional areas (such as mail rooms and trash rooms) which were not shown on the original approved plans; in order to accommodate these changes, which will incrementally increase the Project’s gross floor area, a minor reduction in parking spaces would also occur. However, the applicant believes that on a shared parking basis, as previously contemplated, the Project will still provide sufficient parking spaces to meet peak demand.
- Minor changes to the second levels of each office building in order to create a passageway at the second level of the double-height entry lobbies.
- Minor change to the ground-level area of the residential building, facing Oak Grove, changing approximately 1,150 square feet of area shown as CSU in the 2017 approvals to a multi-purpose use serving a mixture of residential, general public, and CSU purposes.
- Modification of the primary residential entry at the intersection of Oak Grove and Garwood to improve aesthetics, functionality and accessibility.
- Use Permit for hazardous materials with respect to a diesel fuel storage tank for the emergency generator as required by the City.
- Use Permit amendment to allow a minor expansion of the allowed outdoor seating area for food and beverage.



- Permit for restaurants selling alcoholic beverages
- Use Permit for liquor sales for a market/grocery that will also sell alcoholic beverages for on and offsite consumption.
- Use Permit for a taproom that will sell craft beer, wine and spirits (in both the premises and the outdoor seating area), along with snacks.

The first two modifications described above also involve an approximately 9,000 square foot increase in gross floor area, notwithstanding that the additional spaces will neither add intensity to the office floor plates nor increase residential densities. Overall, this proposed addition of up to 9,000 square feet of gross floor area represents an increase of approximately 2% relative to the Project's approved gross floor area. These potential additions in the basement area have been allocated among office, residential and CSU uses as shown in the Revised Plan Set. The third modification described above would change approximately 1,150 square feet of space fronting Oak Grove from a CSU use to a residential designation, although this space would continue to help support viable CSU uses on this frontage and be publicly accessible. A more detailed explanation of this modification is provided below. Overall, the gross floor area of office and CSU uses combined would increase by about 4,000 square feet as compared to the approximately 220,000 square feet of office and CSU space described in the 2017 Project approvals.

Procedurally, the original (2017) conditions of approval provide several mechanisms to modify the plans as approved:

- “Minor” modifications to building exteriors and locations, significant landscape features, and so forth may be approved by the Community Development Director based on the determination that the proposed modification is consistent with the overall design and would not have any adverse impacts on the character and aesthetics of the site.
- “Major” modifications meeting the same criteria (e.g., changes to building exteriors) require Planning Commission approval.
- “Major revisions” to the development plan which involve material changes, or expansion or intensification of development, require public meetings by the Planning Commission and the City Council.

We assume that because the set of requests technically involves the intensification of development (i.e., by adding up to approximately 9,000 square feet of additional gross floor area, almost all in the basement area), processing the requested changes could constitute a “major” revision and therefore require City Council approval; in addition, the applicant's proposed amendment to the Specific Plan to allow additional gross floor area, as discussed below, would also require City Council action. While some of these approvals might not require Planning Commission or City Council approval, we understand that staff believe that processing all of these approvals as a single package may be more efficient and expeditious.



In conjunction with the 2017 approvals, the City and the Applicant entered a Development Agreement, which generally described the approved entitlements and stated that the Applicant would provide certain public benefits in return for bonuses approved under the provisions of the Specific Plan. In consultation with the City Attorney's Office, the Applicant has agreed to process an amendment of the Development Agreement in order to accomplish the following purposes:

- Revise the Development Agreement's project description to incorporate the increase in allowable floor area,
- Require the applicant to make an additional cash payment of approximately \$300,000 (for specified purposes) to the City as a public benefit, based on the approval of additional bonus FAR, and
- Require the applicant to pay a BMR in-lieu fee (approximately \$63,000).

Below is a more detailed explanation of the various requests.

### **1. Basement Modifications**

In mid-2020, the Project owner engaged Presidio Bay Ventures as the new project and construction manager. At that time, Presidio Bay Ventures determined that the approved plans did not account for certain operational needs that were not anticipated in the approved plans. These included, for example, the need for expanded elevator lobby areas in the basement levels, mail rooms required by US Postal service, tenant amenities (e. g., a fitness center for office tenants), and other features needed for efficient operation of the buildings. None of these proposed changes are visible from the exterior of the buildings, nor do they add additional area for office use although we understand that some of these areas may add "gross floor area" as defined by City Code.

The additional gross floor area proposed to be added on the basement levels specifically includes the following:

#### Level B2:

1. "Back of house" space for engineering, security, and maintenance staff, with 799 square feet allocated to office, 833 square feet allocated to residential, and 104 square feet allocated to CSU.  
*Comment:* this space just serves building upkeep/operation; it does not add to office, CSU or increase the number of residential units, and would not increase the anticipated occupancy or intensity of uses on the site.
2. Storage space, with 138 square feet allocated to office, 144 square feet allocated to residential, and 18 square feet allocated to CSU.  
*Comment:* nothing about this storage space should generate any vehicle trips



## Level B1:

1. Expanded Fitness Center to serve office tenants (not open to the public), including 3,595 square feet of uses, inclusive of an adjacent “office amenity” area.  
*Comment:* intended to serve office tenants only, so this addition should not generate additional trips and is likely to reduce office tenant trips to off-site fitness facilities.
2. Locker room. As approved, the project included an approximately 716 square foot unisex locker room to serve bike commuters which was not included as gross floor area as part of the approved Project. The modified Project proposes to provide an approximately 1,487 square foot locker room, of which we believe only the additional increment of 771 square feet should count as gross floor area.  
*Comment:* the locker room would only be available to bike commuters, and users of the gym; expansion of the locker room, for on-site users only should not generate additional trips, and arguably reduces trips by incentivizing bike commuting.
3. Mail rooms for offices, totaling 249 square feet.  
*Comment:* This is also not an intensification of any uses; adding mail rooms was specifically required by the USPS to be located in the basement; this space also should not add trips.
4. Mail room for residential, totaling 1,108 square feet.  
*Comment:* this similarly would not increase unit count/size, and therefore will not generate any additional trips.
5. Residential amenities, including a 171 square foot dog washing facility and 379 square feet for a virtual entertainment amenity (precise program to be determined).  
*Comment:* again, these amenities will just serve the residential units; no trips will be added.
6. Water Closet and Janitor closet, totaling 236 square feet.  
*Comment:* this use only serves the existing complex; it also does not add to trips.

Overall, the above-described new floor area is allocated as follows: Residential = 2,635 sf; Office = 5,996 sf; CSU = 122 sf, plus WC/Janitor 236 sf, which totals approx. 8,939 additional square feet of gross floor area. (Note, City staff has indicated that the 122 square feet of basement modifications proportionately allocated to CSU may not be relevant to the allowed range of CSU area specified in the 2017 approvals; whether or not this 122 square of basement CSU space is included, the proposed 25,049 square feet of CSU area is well within the specified range.)

The addition of these support activities and office and residential amenities on the basement levels has the effect of reducing the amount of parking available in the basement, such that the revised parking count for the Project would be a minimum of 942 spaces. (This count does not include the six new public spaces created by the new parking area as part of the Garwood extension.)



In order to accommodate the incremental increase of approximately 9,000 square feet of new gross floor area, the applicant is requesting, in consultation with the City and as further discussed below, an amendment to the Specific Plan that would authorize additional gross floor under the very specific and narrowly defined circumstances presented by this application's proposed area additions.

## **2. Minor Above-Grade Interior Additions**

The applicant is also proposing minor interior additions to address circulation deficiencies on the second levels of the office building, where the double height entry lobbies interrupt second level circulation, by installing one passageway on the second level of each building. The total additional areas of these two glass deck passageways is approximately 440 square feet; while these areas may be considered as gross floor area, they do not add to usable office space. They would also not be visible from the exterior of the buildings.

## **3. Modification of previously-designated CSU Space on Oak Grove Frontage**

The 2017 approvals describe the Project as including approximately 7,257 square feet of CSU space on the ground floor facing Oak Grove, and the approved plans show the entire Oak Grove frontage of the residential building (up to the main residential entry) as being occupied by CSU uses. The revised plans show approximately 6,100 square feet of CSU uses on this frontage, including an approximately 1,004 square foot "café" use which is being subsidized by the Project and approximately 5,098 square feet of currently unspecified CSU uses. With respect to this 6,100 sf of CSU space, the applicant believes that the Project is substantially consistent with the 2017 approvals.

The proposed change relates to the portion of the original CSU space which is nearest the main residential entry at the Oak Grove / Garwood corner. For this area, which is generally located between the entry and the café described above, the Applicant is proposing to reduce the amount of designated CSU space by approximately 1,155 square feet and reclassify the space as a multi-function space which, during business hours of the café, would provide overflow seating for café customers and be open to the general public, including building residents; after business hours the space would be used by residents only. In effect, during business hours the space would serve as a privately owned, public "hangout" space. The proposed corner multi-function residential space and the rationale for the proposed modification are also addressed in more detail in the separate letter submitted to the City on November 8, 2021.

As proposed, the re-imagined corner area will include a concierge desk for residents, located in a portion of the space which was previously designated as residential, because it was the location of a corridor providing ADA access as shown on the 2017 plans. (This ADA access corridor became superfluous with the proposed entry redesign, which provides for ADA access through the main entry doors.) This concierge desk would overlook the entry from the corner plaza area, and by providing a constant presence would help provide a greater sense of security for both the multi function indoor space as well as the outdoor plaza and seating. Also, the wall of the multi-function space is being reconfigured with a bi-fold door which will provide an expansive entry from the plaza into the multi-function corner space. In order to further assure the City that this area will



forever retain its public accessibility, the applicant is proposing a new condition of approval which, unless the corner space is converted in the future to a space meeting the City's definition of CSU space, will require the space to retain its character as open to the public and supportive of CSU uses. The Applicant looks forward to working with City staff on the precise wording of this condition of approval.

Even with this reduction of CSU space along Oak Grove by approximately 1,150 square feet, the Project's total CSU area would still exceed the 2017 approval's minimum CSU by approximately 6,000 square feet, and would be only 4,000 square feet less than the 29,000 square foot "cap" on CSU space.

Primarily as a result of the additions of residential space on the basement level, and the transfer of approximately 1,100 sf of space along Oak Grove from CSU to a residential category, the overall amount of residential space will increase from the approximately 199,030 square feet as stated in the original approvals to approximately 202,528 square feet. (The final total also reflects minor reductions in residential gross floor area elsewhere in the residential building.)

#### **4. FAR Compliance and Proposed Specific Plan Amendment**

As approved in January 2017, the Project had an approved gross floor area of approximately 418,000 square feet, just below the maximum allowable gross floor area of 418,218 square feet based on the Project's approximately 6.4 acre site area, and the approved bonus level of 1.5 FAR. The proposed additions, primarily in the basement levels, but also including about 440 square feet above grade for the circulation improvements described previously, would not change the exterior dimensions of the Project but would arguably increase the total gross floor area by about 8,940 square feet over the maximum gross floor area for the original project, or approximately 2% of the originally approved gross floor area. (Again, the change of certain space from CSU to residential described above does not result in an increase of gross floor area, or affect how the Project complies with applicable FAR limits.) In order to allow the City to approve the proposed space which would exceed the currently allowed FAR, the applicant is proposing an amendment to the Specific Plan which would authorize the City Council to approve a very limited amount of space meeting the definition of gross floor area, provided that such space is primarily underground, or if above-grade would only be for the purposes of correcting internal circulation deficiencies, and would in any event not result in any expansion of the exterior dimensions of a project.

The text of this proposed Specific Plan amendment, which may be modified in consultation with City staff provided that the overall intent to accommodate the sought increase in FAR is preserved, is as follows:

"Table E8, Development Standards for El Camino Real Northeast – Residential (ECR NE-R) District, on page E59, is revised as follows:

**Public Benefit Bonus:** 1.50, except that the City Council may approve additions to a mixed use project in the ECR NE-R District, previously approved by the City Council for a public benefit bonus, with an approved gross floor area of at least 300,000 sf, that includes office, residential and CSU uses, including at least 20,000 square feet of CSU use and at least 150



residential units, and provided that (1) additions are limited to those determined by the City Council to be necessary or desirable to address deficiencies identified after construction of the structure was substantially complete and to result in a total FAR not to exceed 1.55, (2) any additions provided above-grade do not increase the exterior dimensions of the project and have the sole function of correcting internal circulation deficiencies in the approved and built project and amount to no more than .005 FAR, and (3) any additional gross floor area below-grade is located within the footprint of existing subsurface levels and does not increase the total gross floor area by more than 15,000 square feet beyond the previously approved project.”

## **5. Shared Parking**

The Project’s parking was originally approved on the basis of a “shared parking” analysis, as provided for in the Specific Plan. Fehr & Peers, which prepared the original shared parking study, has advised the applicant that the Project as currently proposed would have a peak parking demand that could be accommodated by the proposed approximately 942 parking spaces on site, with some buffer. An update of the shared parking analysis documenting this conclusion has been included in the response to City comments. The reduction in the peak period shared parking demand/increase in shared spaces available is achieved primarily by eliminating reserved parking for residential units (i.e., by increasing the amount of shared parking and “unbundling” parking from individual unit rentals). To be clear, the applicant is proposing that in order to meet the parking requirements on a shared parking basis, the Project would not include any reserved parking for residents.

## **6. Below Market Rate Housing Impact Fees**

On November 3, the City’s Housing Commission endorsed, by a 5-0 vote, the applicant’s proposal to satisfy the requirements of the City’s BMR requirements for the proposed addition of commercial gross floor area through payment of an in lieu fee. This matter is further described below.

The City requires that projects resulting in a significant addition of commercial space pay an in lieu fee or provide actual BMR housing units to address a project’s impact on the demand for affordable housing. As noted above, with the proposed addition of gross floor area in the basement area, and the very small increase on level 2 of the office buildings, the Project will have a total of approximately 224,000 square feet of office and CSU uses, as opposed to approximately 220,000 sf of office and CSU space as referenced in the 2017 project approvals (although both the office and CSU totals are well within the ranges approved in 2017).

The applicant is proposing to satisfy the City’s BMR obligation for this addition of office and CSU space through payment of the in lieu fee. We believe that the fee should be calculated as follows:

The City calculates the BMR fee using a “Group A” fee for office/R&D space and a (significantly lower) Group B fee for CSU-type uses. However, because the Project approvals provided for ranges of allowable office and CSU space for the Project, the determination of exactly what Group fee applies to the approximately 4,000 sf of additional non-residential gross floor area is not



completely straightforward in this case. As proposed, since both the office and CSU areas are in the upper end of their allowed ranges, it is reasonable to allocate the additional 4,000 sf of commercial area evenly between office and CSU for the purposes of the in lieu fee calculation (This is especially reasonable given that most of the additional area allocated to office gross floor area in the revised basement plans represents office support and amenity spaces which, as a practical matter, would add little or nothing to the Project's housing demand.)

Therefore, we propose the in lieu fee for the approximately 4,000 of additional office and CSU gross floor area be calculated as follows:

Office area increase (2000 sf) x Group A fee of 20.46= \$40,920

CSU area increase (2000 sf) x Group B fee of 11.10 = \$22,200

Estimated Total BMR in lieu fee = \$63,120

We recognize that the City's BMR provisions express a preference for a project's BMR requirements to be met through the provision of actual physical housing units versus the payment of an in lieu fee. However, in this case the addition of non-residential area is so small (4,000 sf) and the applicable in lieu fee is so small that providing even one additional affordable unit would have a financial impact on the Project far in excess of the applicable in lieu fee. (This would be true even if the calculation of the BMR fee erroneously allocated more of the additional 4,000 square feet to the Group A office category.) Thus a requirement that the Project provide an additional physical BMR unit would be an unreasonable imposition; this is particularly true because, to reiterate, the proposed addition of gross floor area to the Project's non-residential area represents additional area in the basement that as a practical matter would generate little or no additional housing demand.

The applicant believes that under applicable state law, the applicant in this case has a right to elect to comply with the City's BMR requirements through payment of an in lieu fee; in addition, based on the facts of this case, any requirement to provide an additional BMR unit would be unreasonable and disproportionate to the amount and character of the additional space.

## **7. Oak Grove Residential Entry**

As approved, the main entry to the residential building featured a design that included steps that would not allow for wheelchair/disabled access. Instead, such access was provided by a separate entry on the left side of the main entry. In order to enhance accessibility for the disabled, applicant is proposing a modification that maintains the attractive overall look and feel of the approved entry while integrating accessible access into the main entry by the use of a ramp element. In addition, the changes to the entry area include modifying a wall facing the entry by adding a bi-fold door to make the interior area (described in section 3 above) more open to the public. The changes would be visible from the exterior of the buildings, but we believe they are entirely consistent with the overall design aesthetic appearance of the approved entry. To be clear, no other change to the building exteriors or landscaping is being proposed.



## **8. Use Permit for Hazardous Materials - Diesel Tank**

The original Project entitlements contemplated that the Project would include an emergency generator which would require a diesel fuel storage tank. At the time, the Project entitlements did not include a use permit for hazardous materials (i.e., the diesel fuel storage tank) because there was insufficient information available at the time concerning the specifications for the generator and the size and specifications of the diesel fuel storage tank. Although the applicant has since obtained third-party permits necessary for the operation of the emergency generator (e.g., a permit from the Bay Area Air Quality Management District), a use permit from the City is required at this time in order to accommodate a diesel fuel storage tank. This action requires Planning Commission approval.

The Emergency Generator is contained in a small accessory building adjacent to Garwood Way, near the Project's small surface parking area. The generator and associated fuel tank have already been installed after full approval by the Building Department. Noise levels when the generator is an operation (for example, from routine monthly testing) would not exceed 40dB since the generator includes a sound attenuator that reduces noise level by 25dB while the generator is in use. The diesel tank serving the generator is located within the generator enclosure itself.

Meeting the project's emergency power needs through an emergency generator is the only practical way at this time to meet these needs. The alternative of meeting emergency power needs through battery storage is impractical given current technology constraints as documented in the letter provided by The Engineering Enterprise dated October 18, 2021.

Monthly testing of the generator will be scheduled on the 2nd Wednesday of the month with a start time of 3:30 PM and an end time of 4:30 PM.

## **9. Use Permit Amendment-Expanded Outdoor Seating**

The original approvals include a use permit for outdoor seating for restaurant uses, as specified in a diagram attached to the approved Project plans. At that time, the approved outdoor seating areas were along Oak Grove, along El Camino, and in a portion of the large plaza area between the two office buildings. The applicant is now requesting approval to amend the allowed outdoor seating area to include additional seating in the plaza area, as illustrated by the submitted diagram.

The rationale for the request is based on the desire to further activate the plaza and create a better atmosphere for retail tenants, residents and visitors. The retail market has shifted over the past several years, and particularly due to COVID-19, such that maximizing outdoor dining opportunities is an important component for successful lease negotiations with food and beverage operators. No impediments to fire lane access would be created as a result of the expanded seating in the plaza area ( no seating would be located in the 25 foot wide fire access lane that cuts through this area; the previous idea to utilize light, temporary seating in this area which would be removed from this corridor outside of business hours has been dropped, and the plan showing proposed seating in the courtyard area has been revised accordingly. The expanded area would be serviced by no more than two vendors in the future (i.e., the intent is not to create a "food court").



## 10. Permits Related to Alcohol Sales

The Project is envisioned to include restaurants which will serve alcohol, a taproom serving craft beers and other alcoholic beverages, and a market /grocery use which will sell alcoholic beverages for on-site and off-site consumption. The California ABC has already reviewed and approved the proposed licensing plan for these various activities, subject to receiving appropriate permits from the City of Menlo Park.

### a. Permit for Restaurants serving alcohol

Except for a specialty grocery, discussed below, most of the Project's approximately 25,049 square feet of CSU area will be occupied by food and beverage uses. These include spaces facing Oak Grove, at the ground levels of the office buildings, facing El Camino, and some frontage on the plaza, and including in some cases adjacent outdoor seating areas.

Under the Specific Plan, restaurants with alcohol service require an administrative permit, while bars and lounges with a primary beverage use require a use permit. The applicant is currently negotiating with several restaurants whose businesses would include alcohol service. Although leasing has not been completed, the applicant believes that restaurants with alcohol service will occupy approximately two thirds of the approximately 25,049 square feet of CSU area. These operations would be subject to a type 47 alcoholic beverage license. In the interest of efficiency, the applicant is now seeking a "project-wide" administrative approval for restaurant alcohol service in designated spaces (as opposed to multiple approvals being needed in the future on a space-by-space basis when specific restaurant tenants are identified). Obtaining a project-wide permit would facilitate prompt leasing and operation of restaurant uses which is a critical part of activating the Project site and providing new amenities for Menlo Park residents and visitors.

As noted, in addition to City approval, all restaurant operations including alcohol sales, as well as the proposed taproom and market, would be subject to State alcohol license requirements and the applicant intends to purchase and retain alcohol licenses in order to facilitate a more expeditious leasing process. Given the impacts of COVID-19, these are highly uncertain times for food and beverage operators and it is critical to ensure that the Project has flexibility and approved permits to accommodate the sale of alcohol in order to drive leasing and operational momentum during this highly unpredictable time for retail operators.

### b. Use Permit for Taproom

The Project is currently in lease negotiations with a company that operates taprooms elsewhere in the Bay Area. The proposed taproom at Springline would be a first-class taproom for sale and consumption of craft beer, wine and spirits, for on and off-site consumption. The primary physical location of the taproom would be in a space fronting on Oak Grove, occupying approximately 11% of the Project's community serving use area, but the operation would also serve a seating area in the central plaza with a mobile beer



truck. (The contemplated plaza seating location is also addressed in the amendment request regarding outdoor seating area, as stated above.) No brewing would be conducted on-site. This operation would require a Type 47 State license.

c. Use Permit for Alcohol Sales

Finally, the Project is currently in negotiations with a specialty grocery which intends to sell wine and liquor (among other products) for offsite consumption. This proposed use is anticipated to be located on the Project's El Camino Real frontage and occupy approximately 14% of the community serving area. This market would require both a Type 21 and Type 47 State license. Thus, the applicant will be seeking a use permit for on and offsite alcoholic beverage sales.



**CITY OF MENLO PARK**

**ADDENDUM TO INFILL ENVIRONMENTAL IMPACT REPORT  
SPRINGLINE PROJECT (1300 EL CAMINO REAL)**

**State Clearinghouse #2014072028**

**Prepared by the City of Menlo Park Community Development Department**

**NOVEMBER, 2021**



## I. INTRODUCTION

The Springline Project (formerly known as the Station 1300 Project), is subject to the El Camino Real and Downtown Specific Plan (“**Specific Plan**”). In compliance with the California Environmental Quality Act (“**CEQA**”) and the regulations and policies of the City of Menlo Park, the City conducted a detailed review of the Specific Plan’s projected environmental impacts through a program environmental impact report (“**EIR**”). The Draft Specific Plan Program EIR on the Specific Plan was released in April 2011, with a public comment period that closed in June 2011. The Final Specific Plan Program EIR, incorporating responses to comments on the Draft EIR, as well as text changes to parts of the Draft EIR itself, was released in April 2012, and certified along with approval of the Specific Plan in June 2012.

A project-level “**Infill EIR**” was prepared to examine specific impacts of the Springline Project that were not addressed in the Specific Plan Program EIR. The Draft Infill EIR was circulated for public review in March 2016. The Final Infill EIR, incorporating responses to comments on the Draft Infill EIR, as well as text changes to parts of the Draft Infill EIR itself was released in December 2016. The City certified the Infill EIR and approved the Project in January 2017.

The Project has been constructed and is substantially complete but to date only a small portion of the office space, and none of the residential or community serving uses space, has yet been occupied. The Owner has requested certain physical modifications and additions to the Project’s improvements and its permitted uses, which require additional discretionary approvals by the City, as described in Section IV below. The purpose of this Addendum is to evaluate whether the proposed modifications and additions to the Project require additional study under CEQA.

## II. Subsequent Environmental Review

When revisions are proposed to a project after an EIR has been certified, an agency must determine whether an addendum or a subsequent EIR is the appropriate document to analyze the potential impacts of the revised project. Per CEQA Guidelines Section 15162(a), no subsequent EIR is required unless one of the following tests applies:

- 1) Substantial changes are proposed in the project, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was



certified as complete, or the negative declaration was adopted, shows any of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If none of the above conditions have occurred and no changes are needed to the prior EIR, no further documentation may be required to approve the project revisions. If some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred, then pursuant to CEQA Guidelines Section 15164, an addendum is the appropriate environmental document to analyze the revised project, which should provide a brief explanation regarding the decision to not prepare a subsequent EIR.

Pursuant to CEQA Guidelines Section 15164, this Addendum summarizes the proposed revisions to the 2017 Springline Project and the discretionary approvals being requested (including amendment of the Specific Plan). As discussed below, it is the City's conclusion that the proposed changes and associated environmental effects do not meet the conditions described in Section 15162 calling for preparation of a subsequent EIR. There is no substantial evidence to support requiring additional environmental review, and the Infill EIR is adequate for the Project as revised.

### **III. ORIGINAL PROJECT DESCRIPTION**

#### **A. Location**

The Project site is generally bounded by residential and commercial development along Glenwood Avenue to the north, the Caltrain and Garwood Way right-of-ways to the east, Oak Grove Avenue to the south and El Camino Real to the west. Regional access includes US 101, approximately 1.6 miles to the east, and State Route (SR) 82 (El Camino Real), which is adjacent to the Project site to the west. The Menlo Park Caltrain Station is less than 300 feet south of the Project site, between Alma Street and El Camino Real, providing daily service between San Francisco and Gilroy. Garwood Way connects to Glenwood Avenue and Oak Grove Avenue along the eastern edge of the Project site.



The Specific Plan amendment would cover the ECR NE-R (El Camino Real North-East Residential Emphasis) district within the Specific Plan, which is located on the east side of the El Camino Real between Oak Grove and Glenwood Avenues. The area is bordered by the Caltrain right-of-way to the east. The ECR NE-R district contains nine parcels, including the Springline project site, which encompasses the majority of the area within the district.

## **B. Approved Project**

The Springline Project, as approved, included approximately 190,800 to 203,000 square feet of office space, 183 dwelling units, and approximately 18,600 to 29,000 square feet of “community serving” space (e.g., retail, food, business and personal services services) with a two-level underground garage. The Project also included construction of an extension of Garwood Way to connect to Oak Grove. The following table summarizes each component.

<b>Component</b>	<b>Square feet</b>
<b>Total</b>	<b>418,120</b>
<b>Apartments (183 units)</b>	<b>199,031</b>
<b>Non-Medical Office</b>	<b>190,800 – 203,000</b>
<b>Community-Serving Uses</b>	<b>18,600 – 29,000</b>
<b>Parking</b>	<b>991</b>

The Project’s 2017 approved entitlements and agreements consist of the following:

- Infill EIR to analyze the potential environmental impacts of the proposed project, along with an associated Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program;
- Architectural Control Review for compliance with El Camino Real and Downtown Specific Plan standards and guidelines, including determination of a Public Benefit Bonus to exceed the Base level FAR and height standards, for a mixed-use development;
- Use Permit for outdoor seating associated with full/limited service restaurants;
- Tentative Map to merge existing parcels and create one private parcel (with a four-unit commercial condominium) and two public right-of-way parcels; dedicate a new public street extension of Garwood Way; abandon Derry Lane; and abandon/dedicate public access and public utility easements;
- Below Market Rate (BMR) Housing Agreement for compliance with the City’s Below Market Rate Housing Program;



- Heritage Tree Removal Permits to remove 59 heritage trees; and
- Development Agreement for the project sponsor to secure vested rights, and for the City to secure public benefits, including a \$2.1 million cash contribution, additional affordable housing units, a publicly accessible dog park, and a sales tax guarantee.

## **IV. Project Revisions**

### **A. New Requests**

The Owner has applied for Project modifications and approvals to provide for operational needs that were not anticipated at the time the Project was approved (e.g., expanded elevator lobby areas, mail rooms required by the U.S. Postal Service, tenant amenities) and types of uses that require new discretionary approvals (e.g., emergency generator fuel, taproom), as described in detail below. Many of the modifications involve converting parking spaces in the garage to usable space.

The Owner has applied for the following modifications to the Project:

- Conversion of space in the two garage levels as follows:
  - New enclosed spaces for engineering, security and maintenance staff.
  - New storage space.
  - Expanded fitness center and amenity space serving office tenants (not open to the public or residents).
  - Enlarged locker room for fitness center users and bicycle commuters.
  - New mail rooms for offices and residents (required by USPS to be in the basement).
  - Dog washing facility and virtual entertainment amenity space for residents.
  - New restroom and janitor closet.
  - Reduction in parking from 991 to 942 spaces.
  - Minor modification to convert approximately 1,155 square feet of CSU space along Oak Grove to residential/multi-function, provided that such space be made accessible to the public during business hours.
- Elimination of reserving separate parking areas for residential use with gate-controlled access, and designating parking areas for restaurant, retail and other public-service uses, instead making the entire garage open to all users.
- Addition of two internal glass decks at the second floor of each office building (resulting in the addition of about 440 square feet, which is allocated to the office use category) to create a passageway at the second level of the double-height entry lobbies to address circulation deficiencies.
- Modification of the primary residential entry at the intersection of Oak Grove and Garwood to improve aesthetics and functionality, and add ramps to improve accessibility.

The proposed changes involve approximately 8,939 square feet of gross floor area (mostly in the underground garage areas), of which 2,635 square feet is allocated to residential uses, 5,996 square feet is allocated to office uses, 122 square feet is allocated to community-serving uses, and 236



square feet for restroom/janitor space, as well as an approximate 1,155 square feet reduction in CSU space facing Oak Grove and a like increase categorized as residential area. (These figures and reallocations may change as the project revisions are refined, but such adjustments should not affect this CEQA analysis.)

The Owner has applied for the following approvals for alteration and operation of the Project:

- Specific Plan amendment which will allow for an increase in the maximum allowed gross square footage for the Project.
- Revisions to the Architectural Control Permit to account for the increase in gross floor area and aesthetic modifications to the Oak Grove residential entry.
- Use Permit for hazardous materials related to a diesel fuel storage tank to supply the emergency generator; the tank already was installed based on approvals by the City Building Division, the Menlo Park Fire Protection District and the Bay Area Air Quality Management District (“**BAAQMD**”). Final occupancy for the Building permit is contingent upon approval of a hazardous materials use permit.
- Use Permit amendment to allow expansion of the allowed outdoor seating area for food and beverage to include more seating in the central plaza between the office buildings.
- Administrative Permit for restaurants selling alcoholic beverages (which also will require licenses from the California Department of Alcoholic Beverage Control (“**ABC**”). (Being treated as a use permit for review by the Planning Commission together with the other approvals.)
- Use Permit for a taproom that will sell craft beer and wine (within the tenant space and the outdoor seating area), as well as food (which also will require a license from the California ABC).
- Use Permit for liquor sales for a specialty market/grocery that will also sell alcoholic beverages for on and offsite consumption (which also will require a license from the California ABC).
- Amendment to the Development Agreement to increase the public benefit payment in return for the added bonus density square footage.

## **B. Comparison of the Approved and Revised Project**

The revised Project would result in a total of approximately 427,158 gross square feet of improvements, including 199,054 square feet of non-medical office space in two buildings, 183 dwelling units as part of approximately 202,528 square feet of residential space, and 25,049 square feet of community-serving uses. The total areas of office and community-serving uses exceed the approximate total of 220,000 square feet referenced in the approvals by about 4,000 square feet; however, they remain within the approved ranges. The number of residential units (183) is the



same as was approved by the City in 2017 as well, but the residential area has increased slightly due to the addition of residential support and amenity areas, and conversion of some CSU space facing Oak Grove to a use which does not strictly meet the City’s definition of CSU space but will not otherwise increase the number of units. The primary differences between the approved Project and the revised Project are summarized in the table below. *(Final square footages may vary depending on whether and how the City grants its approvals.)*

<b>Component</b>	<b>Approved Project</b>	<b>Proposed Revised Project</b>
<b>Maximum GFA</b>	418,218	432,158 (allowed by Specific Plan amendment)
<b>Total (GFA)</b>	418,119	427,158 (allowed by architectural control revision)
<b>Apartments (183 units)</b>	199,030	202,528
<b>Non-Medical Office</b>	200,489	199,054
<b>Community-Serving Uses</b>	18,600	25,049
<b>Other</b>	0	527
<b>Parking</b>	991	942
<b>Site (acres)</b>	6.4	6.4

The additional floor area (converting garage parking to usable space, plus additional area for circulation on the second level of offices) will increase the Project’s gross floor area by approximately 8,940 square feet beyond the GFA permitted under the current Specific Plan maximum of 1.50 Floor Area Ratio (“FAR”). The proposed Specific Plan amendment will authorize up to 1.55 FAR under specified circumstances for projects within the ECR-NE-R subdistrict of the Specific Plan, with which the Project revisions are intended to comply. (The proposed additions to the Project would not include all the additional GFA which theoretically could be permitted on the basis of the increase of up to .05 FAR.)

With respect to parking, the approved Project provided 991 spaces based on a shared parking study. The revised Project reduces the amount of parking by 49 spaces to 942 spaces. The Owner submitted an updated shared parking analysis showing 942 spaces to be sufficient to meet maximum demand based on shared parking. The reduction in parking demand is achieved primarily by eliminating reserved parking for residential units. The total of 942 spaces does not include a small surface public parking lot with six spaces at the southern end of the site, on the east side of Garwood Way, which already has been built. It is relevant to note that the Specific Plan allows mixed-use projects to reduce the amount of parking that City regulations otherwise would require based on a shared parking study showing likely actual parking need.



At full build-out, the uses would remain the same, and the gross square footage would increase slightly from 418,119 square feet to 427,158 square feet. Approximately 8,300 square feet of the new total gross floor area results from the addition of support and amenity spaces located on the basement levels. The number of parking spaces would decrease from 991 to 942, which is sufficient according to a shared parking analysis dated August 23, 2021 prepared by the applicant's consultant Fehr & Peers and peer-reviewed by City staff.

## **V. CEQA ANALYSIS**

The new construction work will not entail activities or use of materials and equipment substantial enough to suggest a new or more severe adverse environmental effect beyond those analyzed in the Specific Plan EIR and the Infill EIR. Use and operation of the new facilities will not result in added traffic or other activities beyond those studied that might cause new or more severe effects than already identified. Nothing about the new Project changes or approvals alters the conclusions in the two prior EIRs.

The amendments to the Specific Plan would increase the maximum development potential for each parcel within the ECR NE-R district from 1.50 to 1.55 if certain criteria are met. Per the proposed amendment to the Specific Plan, the potential increase in FAR would be limited to additions to address deficiencies after construction, above grade additions that would not modify the exterior of the structure and would be limited to correct internal circulation deficiencies in the built project, and below grade additions that would be within the footprint of the structure; all additions would be limited to modifications intended only to serve the occupants of the Project. This would limit the proposed additions to modifications that would not intensify the uses within the Project.

The ECR-NE-R district includes nine parcels, including the Springline (1300 ECR) project site. The project site encompasses the majority of the district area. The ECR-NE-R district also includes the project at 555 Glenwood Avenue (Residence Inn) that received approval to convert the existing building to a hotel in 2013. The 555 Glenwood Avenue project site and the Springline project site occupy 84 percent of the ECR NE-R district. Given the date of redevelopment of the 555 Glenwood Avenue project site, it is reasonable to anticipate that this project site would not redevelop within the next decade. If the remaining seven parcels were to redevelop and utilize the maximum 0.05 FAR allowance for specific modifications, the total increase in square footage would be approximately 3,520 square feet.

Additionally, the proposed amendments to the Specific Plan will not increase the maximum allowable development capacity under the Specific Plan, which included a development cap. As a result, the amendments to the Specific Plan would have no new impacts or more severe impacts than previously discussed and analyzed in the Specific Plan EIR and the Infill EIR. Further any redevelopment on the other parcels within the ECR NE-R district would be reviewed for consistency with the Specific Plan EIR to determine the appropriate project-specific environmental analysis. However, the amendment to increase the FAR for specific modifications from 1.50 to 1.55 would not result in any greater impacts than those studied in the Specific Plan EIR regardless, because the development cap would remain unchanged through the amendment to the Specific Plan.



There are no potential new significant environmental effects or any substantial increase in the severity of a previously identified significant impact that will require major revisions to the Specific Plan Program EIR or the Infill EIR. None of the Project changes, including the proposed increase in GFA permitted through the Specific Plan amendment that would be applicable to potential future projects in the ECR-NE-R district of the Specific Plan, are substantial or would result in new or more severe impacts. There have been no substantial changes to environmental conditions around the Project site or other circumstances that would result in new or more severe impacts from the Project revisions. There is no substantial new information that could not have been known when the Specific Plan EIR or the Infill EIR were adopted that would lead to new or more severe impacts. None of the tests for requiring a subsequent EIR or additional CEQA study have been met. Therefore, there are no grounds for the City to undertake a subsequent or supplemental EIR. An addendum is the appropriate documentation for these changes because the changes are not substantial changes and do not require major revisions to the Specific Plan EIR or Infill EIR (CEQA Guidelines Section 15164).

CEQA does not require circulating an addendum for public review prior to City action on the proposed new Project approvals. The City will consider this Addendum in conjunction with the Specific Plan EIR and Infill EIR prior to making decisions regarding the pending Project-specific applications and the proposed amendment to the Specific Plan ECR-NE-R district. If approved, all environmental mitigation measures adopted by the City as part of the original approvals will apply to the new approvals to the extent applicable.

Following is a brief discussion of the potential for proposed Project changes and new approvals to have an environmental effect relevant to particular CEQA topics. No other CEQA topics of concern are considered to be involved.

#### **A. Traffic.**

The proposed conversion of portions of the garage from parking to the described uses will not generate additional traffic or vehicle use, as they either support operation of the Project or will be used by Project occupants, per the proposed amendment to the Specific Plan. In fact, the new fitness center and expanded locker room may reduce vehicle use by encouraging bicycle and pedestrian activity. The original Project description studied by the Infill EIR anticipated food and beverage operations, and the potential increase in activity resulting from the use permit requested (expanded outdoor seating, on-sale and off-sale ABC licenses) fits within that description.

The prior EIRs studied traffic based on potential increases in congestion on local roads and levels of service (“**LOS**”) at key intersections. CEQA subsequently was amended to change the focus to studying the amount of vehicle miles travelled (“**VMT**”) that a new project would cause, including subsequent air quality and greenhouse gas issues. This change in regulations does not by itself trigger the need for a subsequent EIR or other study or the Project revisions. In any case, the Infill EIR did recognize the upcoming change in CEQA methodology and included a qualitative analysis of Project-related VMT, which concluded that the mixed-use nature of the Project and its infill location near transit would result in the Project’s VMT to be lower than the regional average (Draft Infill EIR page 3.1-71). The Project modifications would not change that analysis.



## **B. Parking.**

The Project revisions will reduce parking from 991 to 942 spaces. An updated shared parking analysis dated August 23, 2021 by the applicant's consultants Fehr & Peers concluded that the mixed office, residential and community serving uses can share available parking and thus require fewer total spaces. The study indicated that with reconfiguration of the garage as proposed (with no parking reserved for residential-only use), only 902 spaces would be required to meet anticipated parking needs.

In any case, CEQA does not recognize parking adequacy as an environmental topic requiring study. Parking-related issues are only considered relevant if the design of a parking facility or the lack of parking would result in secondary effects (e.g., traffic safety on nearby streets). Given the parking analysis shows there will be adequate parking, there is no evidence of adverse effects on the surrounding neighborhood warranting CEQA consideration.

## **C. Hazardous Materials.**

The new Project applications include a use permit for hazardous materials, related to a diesel fuel tank required to supply an emergency backup generator. The original Project did anticipate the inclusion of a generator which would require diesel fuel. At the time of Project approval it was not timely to process a use permit for the storage of hazardous materials because the plans were not yet detailed enough. Project construction included an accessory structure enclosing the already-installed generator and diesel fuel tank. The work received all necessary approvals from BAAQMD (related to air quality), the Fire Protection District (for safety), and the City Building Division (for construction details). Final occupancy for the Building permit is contingent upon approval of a hazardous materials use permit.

The Infill EIR's "Hazards and Hazardous Materials" section recognized that the Project will require diesel fuel for an emergency generator, and requires that the Project operator provide a Hazardous Materials Business Plan documenting employee training for handling hazardous materials, for approval by the County Environmental Health Department. It noted that the County will coordinate with the City and Fire District regarding handling of hazardous materials. The Infill EIR concluded that the Project "would have less-than-significant impacts related to the transport, use and disposal of hazardous materials" (Draft Infill EIR p.3.4-15). The new use permit by itself does not give rise to any new potential environmental effects not already recognized.

## **D. Food and Beverage Uses.**

The Infill EIR adequately took into consideration potential adverse environmental effects from potential food and beverage operations in the Project. The Project description referred to the plaza between the two office buildings as "designed for outdoor restaurant dining" (Draft Infill EIR p.2-5) and listed "eating/drinking establishments" as potential occupants permitted in the zoning district (p.2-7). It also pointed out that for each CEQA topic studied, the EIR used the combination of mixed uses expected to cause the greatest impacts (e.g., maximum retail for traffic because retail generates more trips) (p.2-9).

The Infill EIR study was based on 29,000 square feet of community-serving space. The Project as proposed for revision would contain only 25,049 square feet – or 12 percent less than the area



analyzed. (The final number may change slightly as plans are refined or through City approval terms, but such changes would not alter the CEQA conclusion.) This supports concluding that approval of the use permits and other modifications will not lead to greater or different effects than analyzed in the two prior EIRs.



October 20, 2021

Deanna Chow  
Community Development  
City Hall, 1st Fl  
701 Laurel St  
Menlo Park, CA 9402

Re: Springline Project - Public Benefit Proposal

Dear Deanna,

As you know, the Springline Project team has submitted an application for certain project modifications that involve the addition of space within the existing structure, primarily located on the basement levels but also including small areas (totaling approximately 440 square feet) on the second level of the office buildings to address circulation deficiencies. Overall, the proposed additions would increase the Project's gross floor area ("GFA") to approximately 426,574 square feet, or about 8,356 square feet of GFA above the currently allowed GFA of 418,218, based on the bonus level FAR of 1.5.

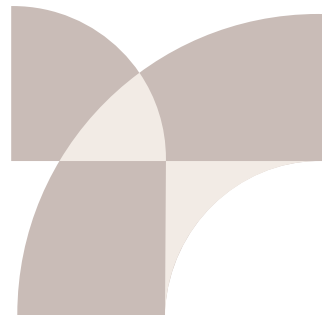
The Applicant has proposed an amendment to the Downtown Specific Plan that would permit the City Council to approve, as additional "bonus" FAR, up to a total of 1.55 FAR (i.e., .05 above what is currently permitted) if certain conditions are met. As envisioned in the proposed Specific Plan amendment, any additional GFA approved subject to the proposed amendment would require that an additional public benefit be provided for this additional area.

Our original proposal was to fund and oversee a quiet zone study but given our understanding that the City has already allocated \$75,000 in funds for a quiet zone feasibility study in its most recent budget, we are writing to offer a different proposal for consideration.

In brief, the Applicant is now proposing as an additional public benefit a cash payment of \$300,000 for the proposed addition of 8,356 square feet of "bonus" gross floor area. We would propose paying the fee at the time of issuance of a building permit, and earmarking the funds for use as part of the preparation and implementation of a quiet zone study or for the Downtown Public Amenity Fund as outlined below. The balance of this letter provides further background on the original public benefit contributions and the rationale for the current proposal.

#### **Public Benefit for the Original Project Approval and Rationale for Current Proposal**

The original Project was approved in 2017 with a "bonus" FAR of 1.5 above a base FAR of 1.1. As a result of this approval, the Project was authorized with approximately 112,000 square feet above what would have been allowed at the Base FAR. The public benefits offered for that bonus FAR as well as vested rights were documented in the Development Agreement, and included a cash payment of \$2.1





Million (which has been fully paid) to the Downtown Public Amenity Fund and 10 additional BMR units above the 10 BMR units otherwise provided.<sup>1</sup>

For purposes of the present proposal, we are rounding up the proposed 8,356 square feet of bonus GFA currently being requested to 9,000 square feet to provide a cushion for any adjustments during the building permit process. That figure amounts to approximately 8% of the bonus GFA approved for the 2017 project approval. We are proposing that the new public benefit be calculated on a pro rata basis, based on the previously approved cash payment portion, with an upward adjustment to reflect the fact that the original public benefit also included a BMR component which is not easy to quantify economically.

We are therefore proposing that the public benefit payment for the requested new bonus FAR be increased to \$300,000 which is nearly twice the amount that would be calculated based on the 8% factor. (8% of \$2.1M would be \$168,000.)

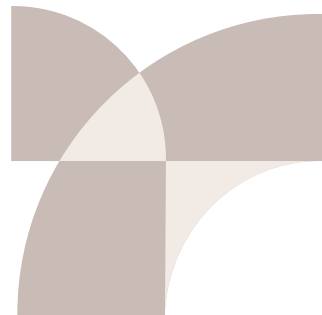
Of course, this proposed public benefit payment is not the only benefit to the City that would result from the addition of the proposed GFA. In connection with the proposed modifications, the Project would also be paying an additional TIF fee (even though the additions arguably would not result in any significant increase in vehicle trips), as well as a BMR in-lieu fee based on the increase of approximately 4,000 square feet of non-residential (office and community serving use) space. While the exact calculation of these fees is still being discussed with staff, we anticipate that the additional TIF could amount to about \$60,000, while the BMR fee could amount to about \$60,000 or more. We have also been working with City staff on a voluntary basis to help develop recommendations for implementation of the City's BMR guidelines given our experience in other jurisdictions, which represents an intangible contribution that arises out of desire to contribute to the broader community and efforts to help facilitate affordable housing in Menlo Park.

### **Proposed Use of Public Benefit payment**

As explained above, we understand that the City is contemplating undertaking a quiet zone feasibility study and has budgeted \$75,000 for that purpose. We are proposing that the first priority for use of the \$300,000 payment would be to fund completion of the quiet zone study, should the costs exceed what the City has now budgeted. The second priority for the \$300,000 would be to help pay for any improvements (e.g., improved railroad crossings) or matching grant funds that the City may decide to undertake or need based on the recommendations of the quiet zone study. Finally, in the event that any of the \$300,000 bonus payment is not fully spent on the first two priorities, any remaining funds would go into the City's Downtown Public Amenity Fund, similar to the payment provided as part of the initial public benefit proposal.

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<sup>1</sup> Although the Development Agreement included 20 BMR units versus the 10 BMR units otherwise required by City rules, providing cost comparison of the approved versus otherwise required BMR units is rather complicated because the approved BMR contribution included some units that were smaller than what would typically have been required, and 6 of the 20 units were to be rented at a workforce/100% of area median income level.



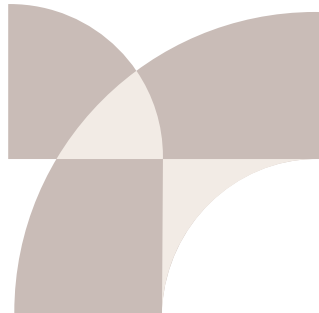


We welcome your feedback on the proposal outlined above, and look forward to working with the City to process the proposed modifications in the coming months.

Sincerely,

A handwritten signature in blue ink, reading "K. Sanandaji". The signature is fluid and cursive, with a large, stylized "K" and "S".

K. Cyrus Sanandaji





# Memorandum

Date: August 23, 2021  
 To: Presidio Bay Ventures  
 From: Robert Eckols and Ryan Caldera  
 Subject: **Springline (formerly Station 1300) Project Shared Parking Analysis**

*SJ20-2043*

This memorandum summarizes the results of a shared parking analysis for the Springline project (previously called Station 1300) in Menlo Park, California.

## Project Description

Springline is a mixed-use development located at 1300 El Camino Real in Menlo Park, California. Fehr & Peers estimated the project's peak parking demand during the entitlement process using the Urban Land Institute's (ULI) *Shared Parking*, Second Edition methods. The project description has been updated since the original analysis to include a total of 183 multifamily residential units (98 1-bedroom units, 77 2-bedroom units, and eight 3-bedroom units), 199,054 square feet of office use, 21,551 square feet of restaurant/taproom use (including a 1,004 square feet residential-serving café), and 3,498 square feet of specialty market use. The project will have a total parking supply of 942 spaces. As currently proposed, the project will not provide any reserved residential parking spaces. However, this study includes scenarios that do consider reserved residential parking spaces to evaluate the feasibility of reserving parking for residential uses.

## Parking Rates

Parking rates presented in *Shared Parking*, Third Edition were used for this analysis:

- Office: 3.26 spaces per 1,000 sf GFA
- Restaurant/Taproom: 15.50 spaces per 1,000 sf GFA
- Supermarket<sup>1</sup>: 4.75 spaces per 1,000 sf GFA
- Residential Uses
  - 1-bedroom: 1.00 spaces per unit

<sup>1</sup> *Shared Parking* does not provide parking demand data for specialty market uses. For this analysis, parking demand rates for supermarket uses were used to estimate the parking demand of specialty market uses.





- 2-bedroom: 1.75 spaces per unit
- 3-bedroom: 2.60 spaces per unit

Per the City of Menlo Park's *El Camino Real and Downtown Specific Plan*, office uses within the plan area are required to provide a parking supply of 3.80 spaces per 1,000 sf GFA. This parking supply rate was based on the parking demand rate for office uses presented in *Shared Parking*, Second Edition, which provided the most current parking demand data when the specific plan was published. ULI has since released the third edition of *Shared Parking*, including updated parking demand rates based on newly collected parking occupancy data. Following best practices, this analysis uses the most current parking demand data available for all uses. Therefore, the office parking demand rate used for this analysis is 3.26 spaces per 1,000 sf GFA.

Some of the project's 1-bedroom residential units will be smaller than typical 1-bedroom units functioning like studio units. Studio units have lower parking demand than 1-bedroom units. For this analysis, all 1-bedroom units are assumed to function as typical 1-bedroom units.

A portion of the restaurant/taproom use will be a café subsidized by the project's residential uses. Most café patrons will be residents and office employees who will opt to walk using the site's internal pedestrian network. Therefore, the café will generate less vehicle parking demand than a typical stand-alone café although some patrons may still require on-site parking facilities. For this analysis, the café is assumed to have the same base parking demand rate of other similar uses without internalization.

## Analysis Methods

Fehr & Peers evaluated the project's peak parking demand using the revised project description above. Since the original analysis, ULI released the third edition of *Shared Parking*, which includes updated parking demand rates and analysis methods. So, the revised project description's peak parking demand was calculated using *Shared Parking*, Third Edition, with the same mode adjustments and internal capture adjustments as the initial study.

Fehr & Peers evaluated the project's peak parking demand for the following reserved residential parking supply conditions:

- 1.00 reserved spaces per residential unit
- An amount of reserved spaces per residential unit such that the total project peak parking demand is met by the planned parking supply of 942 spaces
- No reserved spaces for residential units





## ULI Shared Parking Demand

The ULI sponsored a national study in 1984 that established a basic methodology for analyzing parking demand in mixed-use developments and developed averages for parking rates by land use. Fehr & Peers staff was involved in the 2004 update of this national study sponsored by ULI. The third edition of *Shared Parking*, released in 2020, includes updated parking data and default mode adjustment and captive ratio adjustments. The analysis presented in this memo utilizes the data from the *Shared Parking*, Third Edition report.

In the shared parking methodology, the base parking rate and daily/hourly/seasonal patterns for each land use are established, and then the overall parking demand is calculated by taking into account the unique travel characteristics of the project being analyzed. In this study, three scenarios were modeled as described above to evaluate the differences in project parking demand.

## Mode Adjustment and Captive Ratio

While the most important characteristics used to calculate the number of parking spaces needed under shared parking conditions is the mix of land and the size of each individual land use, other parking-related factors can have a significant effect on peak parking demand. Mode Adjustment and Captive Ratio are two of these factors.

Mode adjustment accounts for the number of visitors and employees that arrive at a particular development by means other than automobile. Alternatives to access the site could include pedestrian, bicycle, transit, and transportation network company (TNC, e.g. Uber, Lyft) use. The goals of the Springline project include utilizing proximity to the nearby Caltrain station and creating a center of activity for multiple users. These goals indicate that it will be an attractive location for non-auto uses. Adjustments were made to the analysis to represent realistic transit and active transportation use.

Based on data from empirical studies through sources such as ULI, it is known that a certain percentage of trips in mixed-use developments are trips moving between the land uses on site, i.e., they were internally captured on the site. An example of this is office employees and residents eating lunch at a restaurant located within the project. The amount of captive ratio trips is dependent on the mix of land uses in the project. Adjustments were made to the analysis representative of the land uses for the Springline project.

## Shared Parking Assumptions

The proposed project includes a robust Transportation Demand Management (TDM) program, which includes subsidized transit passes for residents and office employees, on-site bike storage,





changing rooms/showers, preferential carpool/vanpool parking, transit/commute information kiosks and other features intended to reduce single-occupant auto trips. As described in the project's Environmental Impact Report (EIR), the ultimate effectiveness of the TDM program could feasibly range from 2 to 30 percent reduction in single-occupant vehicle trips. Because it is difficult to ensure the specific effectiveness of TDM programs for individual projects, the EIR included no reduction for TDM in the project trip generation estimates. A reasonable, if not modest, result of the project location and TDM strategies proposed would result in a 5 to 10 percent trip reduction. These reductions were used in determining the parking demand mode adjustment percentages.

The shared parking model was used to estimate the peak parking demand for the proposed project uses. In order to evaluate the number of spaces needed under shared parking conditions, a number of characteristics regarding a particular development must be identified. The following assumptions were used for this analysis:

- Three reserved parking ratio scenarios for the residential use as described above.
- Mode adjustment was calculated at 90% for supermarket (specialty market) and restaurant land use employees, and 100% for all customers.
- Mode adjustment was calculated at 90% for office land use.
- Residential mode adjustment was held at 100% auto.
- Captive Ratio was calculated using the data provided in *Shared Parking*, Third Edition for all land uses, yielding net Weekday Capture Ratios of:
  - o Dining Customers: 92% in the Daytime, 98% in the Evening
  - o Retail Customers<sup>2</sup>: 58% in the Daytime, 62% in the Evening
  - o Service Employees<sup>3</sup>: 99% in the Daytime, 98% in the Evening
  - o Office Employees: 99% in the Daytime and Evening
  - o All other uses: 100% in the Daytime and Evening

## Parking Demand Results

Peak parking demand for the project occurs between 2:00 PM and 3:00 PM on a typical weekday in December. **Attachment A** presents a summary of the weekday and weekend peak parking demands for the project. Additionally, **Attachment B** presents monthly peak parking demand estimates for the project, and **Attachment C** presents a summary of hourly parking demand by land use for the peak day. The results of the shared parking analysis for all reserved residential parking scenarios are summarized below.

- With a residential parking rate of **1.00 reserved spaces per unit** (183 reserved spaces), the peak period parking demand is **993 spaces**. This represents a shortfall of 51 parking

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<sup>2</sup> Retail customers includes customers for the specialty market uses.

<sup>3</sup> Service employees includes employees for the restaurant/taproom uses and specialty market uses.





spaces during the peak hour (Weekday, 2:00-3:00PM). During all other hours, the shared parking demand is lower than the parking supply of 942 spaces.

- With a residential parking rate of **0.44 reserved spaces per unit** (80 reserved spaces), the peak period parking demand is **942 spaces**. The shared parking demand is equal to or lower than the parking supply of 942 spaces during all hours.
- With a residential parking rate of **0.00 reserved spaces per unit** (no reserved spaces), the peak period parking demand is **902 spaces**. The shared parking demand is lower than the parking supply of 942 spaces during all hours.

**Table 1: Parking Demand Results**

Reserved Residential Rate	Reserved Spaces	Parking Demand (A)	Parking Supply (B)	Difference <sup>1</sup> (C=B-A)
<b>Scenario 1</b>				
1.00	183	993	942	-51
<b>Scenario 2</b>				
0.44	81	942	942	0
<b>Scenario 3</b>				
0.00	0	902	942	+40

Notes:

1. Negative values indicate a parking supply shortfall (i.e., demand exceeds supply). Positive values indicate a parking supply surplus (i.e., supply exceeds demand).

Source: Fehr & Peers, July 2021.

## Parking Demand and Supply

The results presented above are in terms of parking demand. Typically, a circulation factor is applied to parking demand to estimate necessary parking supply. The circulation factor accounts for the extra spaces needed so drivers can easily find available parking without excessive searching. Office and residential developments generally have circulation factors of 5%, given employees and residents are familiar with the parking facilities available. Retail developments generally have circulation factors of 10%, given customers are more sensitive to increased searching time.

Springline is a primarily office/residential project with supporting/local-serving retail. Therefore, a 5% circulation factor would be typical for this type of project. It is noted that the parking supply only needs to be as large as the peak parking demand (i.e., no circulation factor) to ensure all parking is contained on site. However, user experience may improve with additional parking supply.





Attachments:

*Attachment A: Peak Parking Demand Summary*

*Attachment B: Monthly (Seasonal) Peak Parking Demand Estimates*

*Attachment C: Hourly Parking Demand by Land Use*



# **Attachment A: Peak Parking Demand Summary**



Project: Springline  
Description: 1.00 reserved spaces/residential unit

Shared Parking Demand Summary																		
Peak Month: DECEMBER -- Peak Period: 2 PM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit											2 PM	December		8 PM	December	
Retail																		
Supermarket/Grocery	3,498	sf GLA	4.00	100%	58%	2.31	ksf GLA	4.00	100%	10%	0.42	ksf GLA	95%	100%	8	25%	100%	-
Employee			0.75	90%	99%	0.67		0.75	90%	99%	0.67		100%	100%	3	30%	100%	1
Food and Beverage																		
Fine/Casual Dining	21,551	sf GLA	13.25	100%	92%	12.21	ksf GLA	15.25	100%	99%	15.08	ksf GLA	65%	100%	171	100%	100%	325
Employee			2.25	90%	99%	2.00		2.50	90%	99%	2.22		90%	100%	39	100%	100%	48
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Urban																0%		
Studio Efficiency		units	0.19	100%	100%	0.19	unit	0.19	100%	100%	0.19	unit	50%	100%	-	65%	100%	-
1 Bedroom	98	units	0.20	100%	100%	0.20	unit	0.20	100%	100%	0.20	unit	50%	100%	10	65%	100%	13
2 Bedrooms	77	units	0.37	100%	100%	0.37	unit	0.37	100%	100%	0.37	unit	50%	100%	15	65%	100%	19
3+ Bedrooms	8	units	0.56	100%	100%	0.56	unit	0.56	100%	100%	0.56	unit	50%	100%	3	65%	100%	3
Reserved	78%	res spaces	1.00	100%	100%	1.00	unit	1.00	100%	100%	1.00	unit	100%	100%	183	100%	100%	183
Visitor	183	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	20%	100%	4	100%	100%	28
Office																		
Office 100 to 500 ksf	199,054	sf GFA	0.24	100%	100%	0.24	ksf GFA	0.03	100%	100%	0.03	ksf GFA	95%	100%	46	0%	100%	-
Reserved		emp	0.00	90%	100%	0.00		0.00	90%	100%	0.00		100%	100%	-	100%	100%	-
Employee			3.01	90%	100%	2.71		0.30	90%	100%	0.27		95%	100%	513	0%	100%	-
Additional Land Uses																		
													Customer/Visitor	228	Customer	354		
													Employee/Resident	582	Employee/Resident	84		
													Reserved	183	Reserved	183		
													Total	993	Total	621		



Project: Springline  
Description: 0.44 reserved spaces/residential unit

Shared Parking Demand Summary																		
Peak Month: DECEMBER -- Peak Period: 2 PM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit											2 PM	December		8 PM	December	
Retail																		
Supermarket/Grocery	3,498	sf GLA	4.00	100%	58%	2.31	ksf GLA	4.00	100%	10%	0.42	ksf GLA	95%	100%	8	25%	100%	-
Employee			0.75	90%	99%	0.67		0.75	90%	99%	0.67		100%	100%	3	30%	100%	1
Food and Beverage																		
Fine/Casual Dining	21,551	sf GLA	13.25	100%	92%	12.21	ksf GLA	15.25	100%	99%	15.08	ksf GLA	65%	100%	171	100%	100%	325
Employee			2.25	90%	99%	2.00		2.50	90%	99%	2.22		90%	100%	39	100%	100%	48
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Urban																0%		
Studio Efficiency		units	0.56	100%	100%	0.56	unit	0.56	100%	100%	0.56	unit	50%	100%	-	65%	100%	-
1 Bedroom	98	units	0.59	100%	100%	0.59	unit	0.59	100%	100%	0.59	unit	50%	100%	29	65%	100%	38
2 Bedrooms	77	units	1.08	100%	100%	1.08	unit	1.08	100%	100%	1.08	unit	50%	100%	42	65%	100%	55
3+ Bedrooms	8	units	1.64	100%	100%	1.64	unit	1.64	100%	100%	1.64	unit	50%	100%	7	65%	100%	9
Reserved	34%	res spaces	0.44	100%	100%	0.44	unit	0.44	100%	100%	0.44	unit	100%	100%	81	100%	100%	81
Visitor	183	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	20%	100%	4	100%	100%	28
Office																		
Office 100 to 500 ksf	199,054	sf GFA	0.24	100%	100%	0.24	ksf GFA	0.03	100%	100%	0.03	ksf GFA	95%	100%	46	0%	100%	-
Reserved		emp	0.00	90%	100%	0.00		0.00	90%	100%	0.00		100%	100%	-	100%	100%	-
Employee			3.01	90%	100%	2.71		0.30	90%	100%	0.27		95%	100%	513	0%	100%	-
Additional Land Uses																		
													Customer/Visitor	228	Customer	354		
													Employee/Resident	633	Employee/Resident	150		
													Reserved	81	Reserved	81		
													Total	942	Total	585		



Project: Springline  
 Description: 0.00 reserved spaces/residential unit

Shared Parking Demand Summary																			
Peak Month: DECEMBER -- Peak Period: 2 PM, WEEKDAY																			
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend			
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	
	Quantity	Unit											2 PM	December		10 PM	December		
Retail																			
Supermarket/Grocery Employee	3,498	sf GLA	4.00	100%	58%	2.31	ksf GLA	4.00	100%	80%	3.21	ksf GLA	95%	100%	8	5%	100%	-	
			0.75	90%	99%	0.67		0.75	90%	98%	0.66		100%	100%	3	10%	100%	-	
Food and Beverage																			
Fine/Casual Dining Employee	21,551	sf GLA	13.25	100%	92%	12.21	ksf GLA	15.25	100%	97%	14.77	ksf GLA	65%	100%	171	90%	100%	293	
			2.25	90%	99%	2.00		2.50	90%	98%	2.20		90%	100%	39	100%	100%	48	
Entertainment and Institutions																			
Hotel and Residential																			
Residential, Urban Studio Efficiency		units	0.85	100%	100%	0.85	unit	0.85	100%	100%	0.85	unit	50%	100%	-	0%	85%	100%	-
1 Bedroom	98	units	0.90	100%	100%	0.90	unit	0.90	100%	100%	0.90	unit	50%	100%	45	85%	100%	76	
2 Bedrooms	77	units	1.65	100%	100%	1.65	unit	1.65	100%	100%	1.65	unit	50%	100%	64	85%	100%	109	
3+ Bedrooms	8	units	2.50	100%	100%	2.50	unit	2.50	100%	100%	2.50	unit	50%	100%	10	85%	100%	17	
Reserved		res spaces	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-	
Visitor	183	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	20%	100%	4	100%	100%	28	
Office																			
Office 100 to 500 ksf	199,054	sf GFA	0.24	100%	100%	0.24	ksf GFA	0.03	100%	100%	0.03	ksf GFA	95%	100%	46	0%	100%	-	
Reserved		emp	0.00	90%	100%	0.00		0.00	90%	100%	0.00		100%	100%	-	100%	100%	-	
Employee			3.01	90%	100%	2.71		0.30	90%	100%	0.27		95%	100%	513	0%	100%	-	
Additional Land Uses																			
													Customer/Visitor		228	Customer		321	
													Employee/Resident		673	Employee/Resident		250	
													Reserved		-	Reserved		-	
													Total		902	Total		571	



# **Attachment B: Monthly (Seasonal) Peak Parking Demand Estimates**



**Project:** Springline  
**Description:** 1.00 reserved spaces/residential unit

Monthly Comparison Summary								
Month	Weekday							
	Overall Pk		AM Peak Hr		PM Peak Hr		Eve Peak Hr	
	Time	Demand	Time	Demand	Time	Demand	Time	Demand
January	2 PM	972	11 AM	917	2 PM	972	6 PM	656
February	2 PM	970	11 AM	916	2 PM	970	6 PM	654
March	2 PM	990	11 AM	928	2 PM	990	6 PM	684
April	2 PM	982	11 AM	924	2 PM	982	6 PM	673
May	2 PM	990	11 AM	929	2 PM	990	6 PM	685
June	2 PM	983	11 AM	924	2 PM	983	6 PM	674
July	2 PM	956	11 AM	896	2 PM	956	6 PM	669
August	2 PM	956	11 AM	896	2 PM	896	6 PM	668
September	2 PM	973	11 AM	918	2 PM	973	6 PM	659
October	2 PM	980	11 AM	923	2 PM	980	6 PM	670
November	2 PM	975	11 AM	919	2 PM	975	6 PM	660
December	2 PM	993	11 AM	931	2 PM	993	6 PM	689
Late December	2 PM	873	11 AM	813	2 PM	873	6 PM	648

Monthly Comparison Summary								
Month	Weekend							
	Overall Pk		AM Peak Hr		PM Peak Hr		Eve Peak Hr	
	Time	Demand	Time	Demand	Time	Demand	Time	Demand
January	8 PM	581	11 AM	376	1 PM	475	8 PM	581
February	8 PM	579	11 AM	375	1 PM	473	8 PM	579
March	8 PM	615	11 AM	382	1 PM	494	8 PM	615
April	8 PM	601	11 AM	379	1 PM	486	8 PM	601
May	8 PM	616	11 AM	382	1 PM	495	8 PM	616
June	8 PM	602	11 AM	380	1 PM	487	8 PM	602
July	8 PM	604	11 AM	376	1 PM	485	8 PM	604
August	8 PM	603	11 AM	376	1 PM	485	8 PM	603
September	8 PM	584	11 AM	377	1 PM	477	8 PM	584
October	8 PM	597	11 AM	379	1 PM	484	8 PM	597
November	8 PM	586	11 AM	378	1 PM	478	8 PM	586
December	8 PM	621	11 AM	383	1 PM	498	8 PM	621
Late December	8 PM	604	11 AM	368	1 PM	479	8 PM	604



**Project:** Springline  
**Description:** 0.44 reserved spaces/residential unit

Monthly Comparison Summary								
Month	Weekday							
	Overall Pk		AM Peak Hr		PM Peak Hr		Eve Peak Hr	
	Time	Demand	Time	Demand	Time	Demand	Time	Demand
January	2 PM	921	11 AM	871	2 PM	921	6 PM	626
February	2 PM	919	11 AM	870	2 PM	919	6 PM	623
March	2 PM	939	11 AM	883	2 PM	939	6 PM	653
April	2 PM	931	11 AM	878	2 PM	931	6 PM	642
May	2 PM	939	11 AM	883	2 PM	939	6 PM	654
June	2 PM	932	11 AM	879	2 PM	932	6 PM	643
July	2 PM	903	11 AM	848	2 PM	903	6 PM	634
August	2 PM	902	11 AM	848	2 PM	848	6 PM	634
September	2 PM	922	11 AM	872	2 PM	922	6 PM	628
October	2 PM	929	11 AM	877	2 PM	929	6 PM	639
November	2 PM	924	11 AM	873	2 PM	924	6 PM	630
December	2 PM	942	11 AM	885	2 PM	942	6 PM	659
Late December	2 PM	822	11 AM	767	2 PM	822	6 PM	617

Monthly Comparison Summary								
Month	Weekend							
	Overall Pk		AM Peak Hr		PM Peak Hr		Eve Peak Hr	
	Time	Demand	Time	Demand	Time	Demand	Time	Demand
January	10 PM	547	11 AM	345	1 PM	442	10 PM	547
February	10 PM	545	11 AM	343	1 PM	440	10 PM	545
March	8 PM	579	11 AM	350	1 PM	460	8 PM	579
April	8 PM	566	11 AM	348	1 PM	453	8 PM	566
May	8 PM	580	11 AM	351	1 PM	461	8 PM	580
June	8 PM	566	11 AM	348	1 PM	453	8 PM	566
July	8 PM	565	11 AM	341	1 PM	448	8 PM	565
August	8 PM	564	11 AM	340	1 PM	448	8 PM	564
September	10 PM	550	11 AM	345	1 PM	443	10 PM	550
October	10 PM	562	11 AM	348	1 PM	451	10 PM	562
November	10 PM	551	11 AM	346	1 PM	445	10 PM	551
December	8 PM	585	11 AM	352	1 PM	464	8 PM	585
Late December	8 PM	569	11 AM	337	1 PM	445	8 PM	569



**Project:** Springline  
**Description:** 0.00 reserved spaces/residential unit

Monthly Comparison Summary								
Month	Weekday							
	Overall Pk		AM Peak Hr		PM Peak Hr		Eve Peak Hr	
	Time	Demand	Time	Demand	Time	Demand	Time	Demand
January	2 PM	880	11 AM	835	2 PM	880	6 PM	602
February	2 PM	878	11 AM	834	2 PM	878	6 PM	599
March	2 PM	898	11 AM	846	2 PM	898	6 PM	629
April	2 PM	891	11 AM	842	2 PM	891	6 PM	618
May	2 PM	899	11 AM	847	2 PM	899	6 PM	630
June	2 PM	892	11 AM	842	2 PM	892	6 PM	619
July	2 PM	860	11 AM	809	2 PM	860	6 PM	607
August	2 PM	860	11 AM	809	2 PM	809	6 PM	607
September	2 PM	882	11 AM	836	2 PM	882	6 PM	604
October	2 PM	889	11 AM	840	2 PM	889	6 PM	615
November	2 PM	883	11 AM	837	2 PM	883	6 PM	606
December	2 PM	902	11 AM	848	2 PM	902	6 PM	634
Late December	2 PM	781	11 AM	731	2 PM	781	6 PM	593

Monthly Comparison Summary								
Month	Weekend							
	Overall Pk		AM Peak Hr		PM Peak Hr		Eve Peak Hr	
	Time	Demand	Time	Demand	Time	Demand	Time	Demand
January	10 PM	535	11 AM	320	1 PM	415	10 PM	535
February	10 PM	533	11 AM	318	1 PM	413	10 PM	533
March	10 PM	565	11 AM	325	1 PM	433	10 PM	565
April	10 PM	553	11 AM	323	1 PM	426	10 PM	553
May	10 PM	566	11 AM	325	1 PM	434	10 PM	566
June	10 PM	554	11 AM	323	1 PM	427	10 PM	554
July	10 PM	547	11 AM	313	1 PM	419	10 PM	547
August	10 PM	546	11 AM	312	1 PM	419	10 PM	546
September	10 PM	538	11 AM	320	1 PM	417	10 PM	538
October	10 PM	549	11 AM	322	1 PM	424	10 PM	549
November	10 PM	539	11 AM	321	1 PM	418	10 PM	539
December	10 PM	571	11 AM	327	1 PM	437	10 PM	571
Late December	10 PM	556	11 AM	312	1 PM	418	10 PM	556



# **Attachment C: Hourly Parking Demand by Land Use**

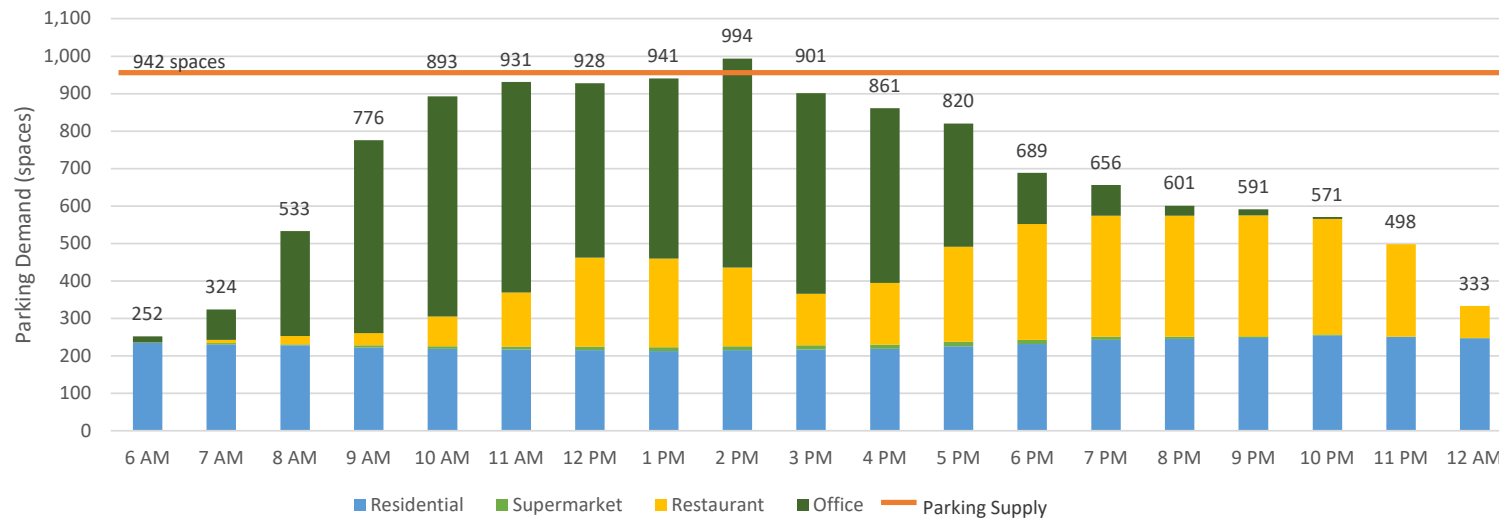


Land Use		Weekday (December) Parking Demand, 1.00 Reserved Spaces per Residential Unit																		
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Supermarket	Visitor	0	2	2	4	5	5	7	7	8	8	8	9	9	7	5	3	2	0	0
	Emp	1	1	1	2	2	3	3	3	3	3	3	3	2	1	1	1	1	1	1
	Total	1	3	3	6	7	8	10	10	11	11	11	12	11	8	6	4	3	1	1
Residential	1-br	19	17	15	13	12	11	10	10	10	11	12	13	14	15	16	17	19	19	20
	2-br	28	25	22	19	17	16	15	14	15	16	17	19	20	22	23	25	28	28	29
	3-br	5	4	4	3	3	3	3	2	3	3	3	3	4	4	4	5	5	5	
	Visitor	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183
	Reserved	0	2	4	4	4	4	4	4	4	4	4	8	11	19	19	19	19	15	10
	Total	235	231	228	222	219	217	215	213	215	217	219	226	232	243	245	248	254	250	247
Restaurant	Visitor	0	0	0	0	40	105	198	198	171	105	132	210	266	280	280	280	266	210	70
	Emp	0	9	22	33	39	39	39	39	39	33	33	43	43	43	43	43	43	37	15
	Total	0	9	22	33	79	144	237	237	210	138	165	253	309	323	323	323	309	247	85
Office	Visitor	0	0	10	29	48	22	7	22	46	22	7	5	2	1	0	0	0	0	0
	Emp	16	81	270	486	540	540	459	459	512	513	459	324	135	81	27	16	5	0	0
	Total	16	81	280	515	588	562	466	481	558	535	466	329	137	82	27	16	5	0	0
TOTAL		252	324	533	776	893	931	928	941	994	901	861	820	689	656	601	591	571	498	333

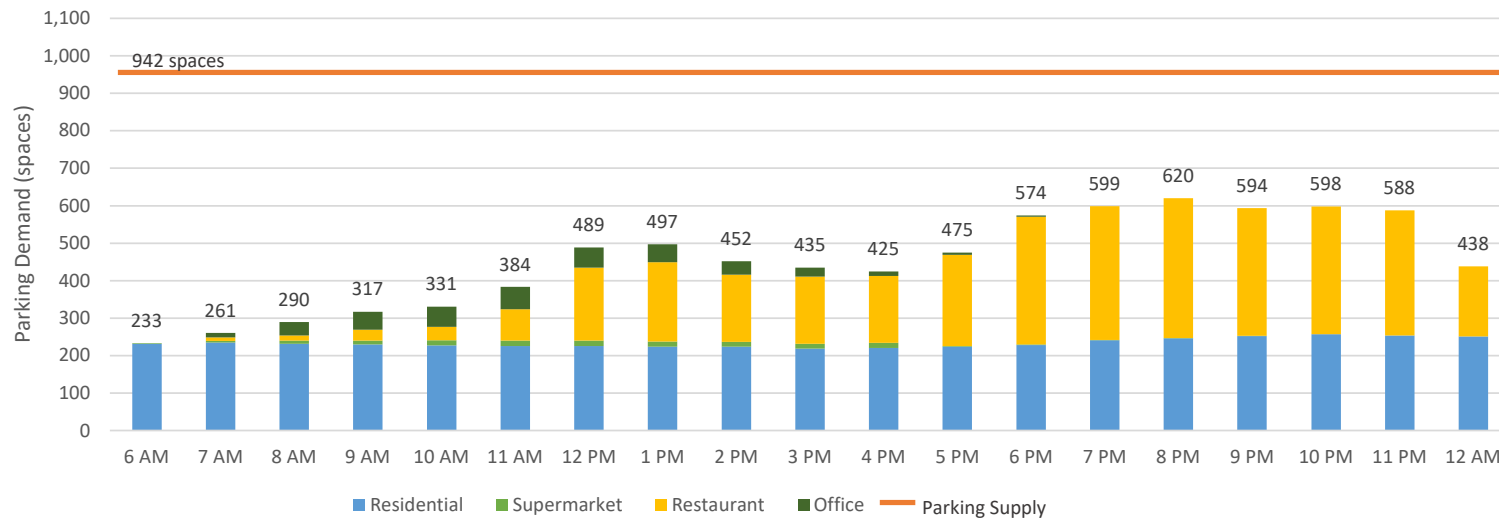
Land Use		Weekend (December) Parking Demand, 1.00 Reserved Spaces per Residential Unit																		
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Supermarket	Visitor	1	3	6	8	11	11	11	11	11	11	11	1	1	0	0	0	0	0	0
	Emp	0	1	2	2	3	3	3	3	2	2	2	1	1	1	1	1	0	0	0
	Total	1	4	8	10	14	14	14	14	13	13	13	2	2	1	1	1	0	0	0
Residential	1-br	18	17	16	15	14	14	14	13	13	11	12	11	10	11	13	15	17	18	20
	2-br	26	25	23	22	20	20	20	19	19	16	17	16	15	16	19	22	25	26	29
	3-br	5	4	4	4	4	3	3	3	3	3	3	3	3	3	3	4	4	5	5
	Visitor	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183	183
	Reserved	0	6	6	6	6	6	6	6	6	6	6	11	17	28	28	28	28	22	14
	Total	232	235	232	230	227	226	226	224	224	219	221	224	228	241	246	252	257	254	251
Restaurant	Visitor	0	0	0	0	0	48	159	175	143	143	143	195	293	309	325	293	293	293	163
	Emp	0	10	14	29	36	36	36	36	36	36	36	48	48	48	48	48	48	41	24
	Total	0	10	14	29	36	84	195	211	179	179	179	243	341	357	373	341	341	334	187
Office	Visitor	0	1	4	5	5	6	5	5	4	2	1	1	0	0	0	0	0	0	0
	Emp	0	11	32	43	49	54	49	43	32	22	11	5	3	0	0	0	0	0	0
	Total	0	12	36	48	54	60	54	48	36	24	12	6	3	0	0	0	0	0	0
TOTAL		233	261	290	317	331	384	489	497	452	435	425	475	574	599	620	594	598	588	438



Weekday (December) Parking Demand, 1.00 Reserved Spaces/Resi.Unit



Weekend (December) Parking Demand, 1.00 Reserved Spaces/Resi.Unit



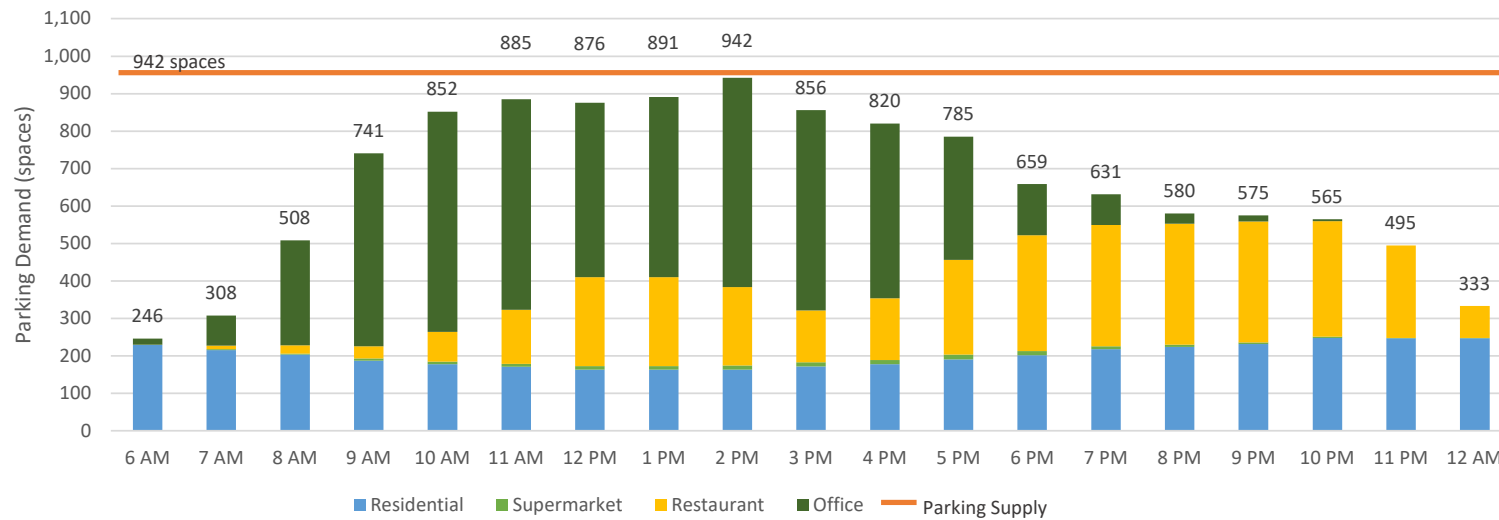


Land Use		Weekday (December) Parking Demand, 0.44 Reserved Spaces per Residential Unit																		
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Supermarket	Visitor	0	2	2	4	5	5	7	7	8	8	8	9	9	7	5	3	2	0	0
	Emp	1	1	1	2	2	3	3	3	3	3	3	3	2	1	1	1	1	1	1
	Total	1	3	3	6	7	8	10	10	11	11	11	12	11	8	6	4	3	1	1
Residential	1-br	55	49	44	38	35	32	29	29	29	32	35	38	41	44	46	49	55	56	58
	2-br	80	71	63	55	50	46	42	42	42	47	50	55	59	63	67	71	80	81	84
	3-br	13	12	11	9	8	8	7	7	7	8	8	9	10	11	11	12	13	14	14
	Visitor	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81
	Reserved	0	2	4	4	4	4	4	4	4	4	4	8	11	19	19	19	19	15	10
	Total	229	215	203	187	178	171	163	163	163	172	178	191	202	218	224	232	248	247	247
Restaurant	Visitor	0	0	0	0	40	105	198	198	171	105	132	210	266	280	280	280	266	210	70
	Emp	0	9	22	33	39	39	39	39	39	33	33	43	43	43	43	43	43	37	15
	Total	0	9	22	33	79	144	237	237	210	138	165	253	309	323	323	323	309	247	85
Office	Visitor	0	0	10	29	48	22	7	22	46	22	7	5	2	1	0	0	0	0	0
	Emp	16	81	270	486	540	540	459	459	512	513	459	324	135	81	27	16	5	0	0
	Total	16	81	280	515	588	562	466	481	558	535	466	329	137	82	27	16	5	0	0
TOTAL		246	308	508	741	852	885	876	891	942	856	820	785	659	631	580	575	565	495	333

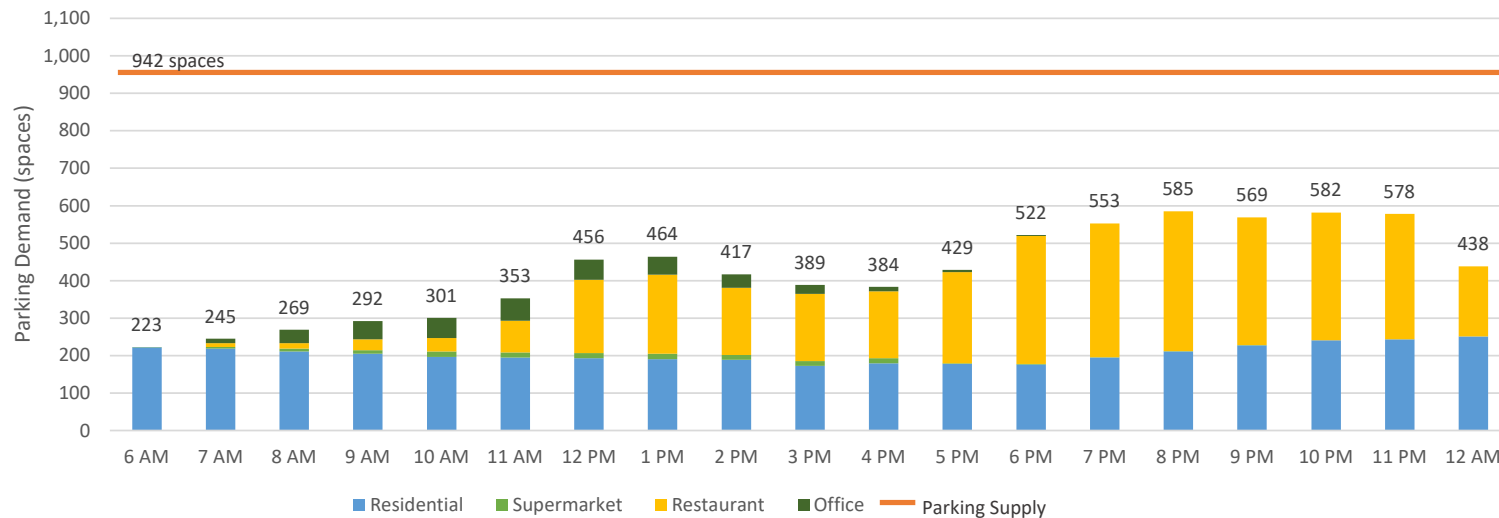
Land Use		Weekend (December) Parking Demand, 0.44 Reserved Spaces per Residential Unit																		
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Supermarket	Visitor	1	3	6	8	11	11	11	11	11	11	11	1	1	0	0	0	0	0	0
	Emp	0	1	2	2	3	3	3	3	2	2	2	1	1	1	1	1	0	0	0
	Total	1	4	8	10	14	14	14	14	13	13	13	2	2	1	1	1	0	0	0
Residential	1-br	52	49	46	44	41	40	39	39	38	32	35	32	29	32	38	44	49	52	58
	2-br	76	71	67	63	59	58	57	56	55	46	50	46	42	46	55	63	71	76	84
	3-br	13	12	11	11	10	10	10	9	9	8	8	8	7	8	9	11	12	13	14
	Visitor	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81
	Reserved	0	6	6	6	6	6	6	6	6	6	6	11	17	28	28	28	28	22	14
	Total	222	219	211	205	197	195	193	191	189	173	180	178	176	195	211	227	241	244	251
Restaurant	Visitor	0	0	0	0	0	48	159	175	143	143	143	195	293	309	325	293	293	293	163
	Emp	0	10	14	29	36	36	36	36	36	36	36	48	48	48	48	48	48	41	24
	Total	0	10	14	29	36	84	195	211	179	179	179	243	341	357	373	341	341	334	187
Office	Visitor	0	1	4	5	5	6	5	5	4	2	1	1	0	0	0	0	0	0	0
	Emp	0	11	32	43	49	54	49	43	32	22	11	5	3	0	0	0	0	0	0
	Total	0	12	36	48	54	60	54	48	36	24	12	6	3	0	0	0	0	0	0
TOTAL		223	245	269	292	301	353	456	464	417	389	384	429	522	553	585	569	582	578	438



Weekday (December) Parking Demand, 0.44 Reserved Spaces/Resi.Unit



Weekend (December) Parking Demand, 0.44 Reserved Spaces/Resi.Unit



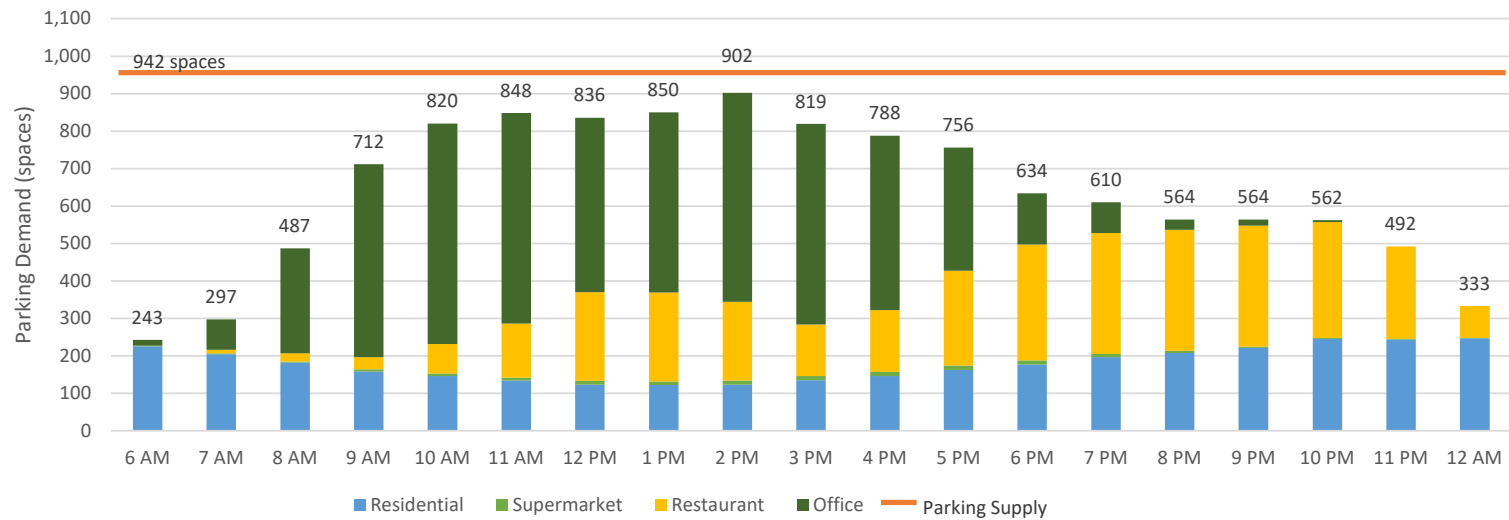


Land Use		Weekday (December) Parking Demand, 0.00 Reserved Spaces per Residential Unit																		
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Supermarket	Visitor	0	2	2	4	5	5	7	7	8	8	8	9	9	7	5	3	2	0	0
	Emp	1	1	1	2	2	3	3	3	3	3	3	3	2	1	1	1	1	1	1
	Total	1	3	3	6	7	8	10	10	11	11	11	12	11	8	6	4	3	1	1
Residential	1-br	85	76	67	58	53	49	45	44	45	49	53	58	62	67	71	76	85	86	89
	2-br	122	109	96	83	77	70	64	64	64	71	77	83	90	96	102	109	122	124	128
	3-br	19	17	15	13	12	11	10	10	10	11	12	13	14	15	16	17	19	19	20
	Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Reserved	0	2	4	4	4	4	4	4	4	4	4	8	11	19	19	19	19	15	10
	Total	226	204	182	158	146	134	123	122	123	135	146	162	177	197	208	221	245	244	247
Restaurant	Visitor	0	0	0	0	40	105	198	198	171	105	132	210	266	280	280	266	210	70	
	Emp	0	9	22	33	39	39	39	39	39	33	33	43	43	43	43	43	43	37	15
	Total	0	9	22	33	79	144	237	237	210	138	165	253	309	323	323	323	309	247	85
Office	Visitor	0	0	10	29	48	22	7	22	46	22	7	5	2	1	0	0	0	0	0
	Emp	16	81	270	486	540	540	459	459	512	513	459	324	135	81	27	16	5	0	0
	Total	16	81	280	515	588	562	466	481	558	535	466	329	137	82	27	16	5	0	0
TOTAL		243	297	487	712	820	848	836	850	902	819	788	756	634	610	564	564	562	492	333

Land Use		Weekend (December) Parking Demand, 0.00 Reserved Spaces per Residential Unit																		
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Supermarket	Visitor	1	3	6	8	11	11	11	11	11	11	11	1	1	0	0	0	0	0	0
	Emp	0	1	2	2	3	3	3	3	2	2	2	1	1	1	1	0	0	0	0
	Total	1	4	8	10	14	14	14	14	13	13	13	2	2	1	1	1	0	0	0
Residential	1-br	80	76	71	67	62	61	61	60	59	49	53	49	45	49	58	67	76	80	89
	2-br	115	109	102	96	90	88	87	86	84	70	77	70	64	70	83	96	109	115	128
	3-br	18	17	16	15	14	14	14	13	13	11	12	11	10	11	13	15	17	18	20
	Visitor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Reserved	0	6	6	6	6	6	6	6	6	6	6	11	17	28	28	28	28	22	14
	Total	213	208	195	184	172	169	168	165	162	136	148	141	136	158	182	206	230	235	251
Restaurant	Visitor	0	0	0	0	0	48	159	175	143	143	143	195	293	309	325	293	293	293	163
	Emp	0	10	14	29	36	36	36	36	36	36	36	48	48	48	48	48	48	41	24
	Total	0	10	14	29	36	84	195	211	179	179	179	243	341	357	373	341	341	334	187
Office	Visitor	0	1	4	5	5	6	5	5	4	2	1	1	0	0	0	0	0	0	0
	Emp	0	11	32	43	49	54	49	43	32	22	11	5	3	0	0	0	0	0	0
	Total	0	12	36	48	54	60	54	48	36	24	12	6	3	0	0	0	0	0	0
TOTAL		214	234	253	271	276	327	431	438	390	352	352	392	482	516	556	548	571	569	438



Weekday (December) Parking Demand, 0.00 Reserved Spaces/Resi.Unit



Weekend (December) Parking Demand, 0.00 Reserved Spaces/Resi.Unit

