



**SPECIAL AND REGULAR MEETING MINUTES**

**Date:** 8/20/2019  
**Time:** 4:00 p.m.  
**City Council Chambers**  
**701 Laurel St., Menlo Park, CA 94025**

**4:00 p.m. Closed Session (City Hall - “Downtown” Conference Room, 1st Floor)**

**A. Call To Order**

Mayor Mueller called the meeting to order at 4:07 p.m.

**B. Roll Call**

**Present:** Carlton, Combs, Nash, Taylor, Mueller  
**Absent:** None  
**Staff:** City Attorney Bill McClure, Heather Gould, City Manager Starla Jerome-Robinson, Deputy City Manager/Public Work Director Justin Murphy, City Clerk Judi A. Herren (excused at 4:08 p.m.)

- CL1. Closed session conference with real property negotiators pursuant to Government Code Section 54956.8.  
Property: 700-800 El Camino Real, Menlo Park (APN: 071-333-200)  
Agency Negotiating Parties: Heather Gould, City Manager Starla Jerome-Robinson, Deputy City Manager/Public Work Director Justin Murphy  
Negotiating Parties: Menlo Station Development  
Under negotiation: Price and terms of payment
  
- CL2. Closed session conference with real property negotiators pursuant to Government Code Section 54956.8.  
Property: 1283 Willow Road, Menlo Park [APN: 062103640]  
Agency Negotiating Parties: City Attorney Bill McClure, City Manager Starla Jerome-Robinson, Deputy City Manager/Public Work Director Justin Murphy  
Negotiating Parties: Representatives of MidPen Housing Corporation  
Under negotiation: Price and terms of payment

**6:30 p.m. Study Session**

**A. Call To Order**

Mayor Mueller called the meeting to order at 6:52 p.m.

**B. Roll Call**

**Present:** Carlton, Combs, Nash, Taylor, Mueller  
**Absent:** None  
**Staff:** City Attorney Bill McClure, City Manager Starla Jerome-Robinson, City Clerk Judi A. Herren



### **C. Pledge of Allegiance**

Mayor Mueller led the Pledge of Allegiance.

#### **SS1. Federal securities laws for elected officials/staff**

Dan Jacobson introduced Chris Lynch, bond counsel from Jones Hall.

Chris Lynch provided the required training on federal securities laws. (Attachment). The following elected officials and staff were present:

Elected officials: Ray Mueller, Cecilia Taylor, Catherine Carlton, Drew Combs, Betsy Nash

Staff: Starla Jerome-Robinson, William McClure, Cara Silver, Nick Pegueros, Justin Murphy, Lenka Diaz, Dan Jacobson, Kristen Middleton

### **Regular Meeting**

#### **D. Report from Closed Session**

No reportable action.

#### **E. Commission Report**

##### **E1. Introduction of Mayor and Friendship City Delegation from Bizen, Japan**

Mayor Mueller introduced the Friendship City, Bizen City Japan, officials; Mayor of Bizen City Takao Tahara, Chairman of Bizen City Assembly Shigeru Tatsukawa, President of Bizen International Friendship Association Masayuki Matsui, and City Official Yusuke Yoshida. Mayor Mueller read the proclamation and presented welcome gifts to the Bizen City, Japan officials (Attachment). Bizen City Mayor Tahara made a presentation.

#### **F. Public Comment**

- Jim Lewis spoke on the new book "Menlo Memories and Folklore." (Attachment).
- TIDE Academy Principal Allison Silvestre spoke on upcoming events at the new high school campus.

#### **G. Consent Calendar**

Mayor Pro Tem Taylor pulled items G1 and G4.

##### **G1. Accept the City Council meeting minutes for May 14, May 21, June 18, July 15, and July 16, 2019 (Attachment)**

The City Council received clarification that the "Attachments" noted on the minutes will be made available in the final, approved versions.

- Peter Edmonds read an email he sent to the City Council CCIN email (Attachment).
- Lynne Bramlett expressed concerns regarding her comments recorded in the May 21 minutes.

**ACTION:** Motion and second (Combs/ Carlton) to accept the City Council meeting minutes for May 14, May 21, June 18, July 15, and July 16, 2019, passed unanimously.

- G2. Approve the 2019-20 investment policy for the City and the former Community Development Agency of Menlo Park ([Staff Report #19-160-CC](#))
- G3. Direct staff to prepare an update to the master fee schedule with proposed fees for the use of city owned electric vehicle charging stations ([Staff Report #19-165-CC](#))
- G4. Authorize the city manager to execute three-year master agreements with multiple consulting firms for on-call architectural design, cost estimating and mechanical, electrical and plumbing design services ([Staff Report #19-161-CC](#))

The City Council received clarification on how Disadvantaged Business Enterprise Program is used for construction agreements, by state law, however there is no provision for professional services.

**ACTION:** Motion and second (Combs/ Carlton) to authorize the city manager to execute three-year master agreements with multiple consulting firms for on-call architectural design, cost estimating and mechanical, electrical and plumbing design services, passed unanimously.

**ACTION:** Motion and second (Carlton/ Nash) to approve the consent calendar excluding items G1 and G4, passed unanimously.

## H. Public Hearing

- H1. Architectural control and major subdivision/Ranjeet Pancholy/115 El Camino Real ([Staff Report #19-166-CC](#))

Senior Planner Corinna D. Sandmeier made the presentation (Attachment).

Applicant Ranjeet Pancholy made a presentation.

The City Council discussed the below market rate housing requirement, which is not applicable to this project. The City Council requested the applicant to commit to a 100 percent electric plan, which Pancholy agreed to. The City Council discussed the electric vehicle parking spaces and received clarification that the residential spaces provided are at no cost to the residents.

**ACTION:** Motion and second (Combs/ Nash) to accept the architectural control and major subdivision/Ranjeet Pancholy/115 El Camino Real with the condition that the project be designed as an all-electric-building, passed unanimously.

## I. Regular Business

- I1. Approve the introduction of an ordinance to prohibit commercial cannabis land uses and personal outdoor cultivation within Menlo Park ([Staff Report #19-163-CC](#))

Management Analyst II John Passmann made the presentation (Attachment).

The City Council received clarification on the current State and neighboring jurisdiction laws for cultivation. City Attorney McClure stated the ordinance could be introduced and amended to include language regarding cars and other vehicles. The City Council requested that public outreach be performed and for the ordinance to return to City Council in two years for review.

**ACTION:** Motion and second (Carlton/ Combs) to amend and approve the introduction of an ordinance to prohibit commercial cannabis land uses and personal outdoor cultivation within Menlo Park and the inclusion of “cars and other vehicles”, passed 4-1 (Nash dissenting).

City Council took a recess at 8:49 p.m.

City Council reconvened at 9:00 p.m.

City Councilmember Combs exited the chambers at 9:00 p.m.

12. Authorize the city manager to amend the contract with ICF Jones & Stokes, Inc. to prepare an environmental impact report for the proposed Willow Village master plan project in the amount of \$1,113,859 and any future increases as may be necessary to complete the environmental review for the proposed project ([Staff Report #19-167-CC](#))

Principal Planner Kyle Perata made the presentation.

- Lynne Bramlett spoke in opposition of the recommended action.

The City Council received clarification of the steps for projects and the legal requirements to the environmental impact report phase. City Attorney McClure explained that the recommended action is a procedural check on the City Manager’s authority to commit the city to expenditures above a certain threshold. The recommended action has no relation to the City Council’s consideration of the land use entitlements for the subject project. In this instance, the contract services required to conduct the legally mandated environmental impact report exceeds the city manager’s contracting authority, \$75,000 for 2019-20, which is why it has been brought before the City Council. The City Council requested that the environmental impact report scope be provided to the Council following the notice of preparation period to allow the Council to review and provide input on the scope of the environmental impact report.

**ACTION:** Motion and second (Carlton/ Nash) to authorize the city manager to amend the contract with ICF Jones & Stokes, Inc. to prepare an environmental impact report for the proposed Willow Village master plan project in the amount of \$1,113,859 and any future increases as may be necessary to complete the environmental review for the proposed project, passed 4-0-1 (Combs recused).

City Councilmember Combs returned to the dais at 9:26 p.m.

13. Amend the approved Belle Haven neighborhood traffic management plan and provide direction on potential neighborhood turn restrictions ([Staff Report #19-169-CC](#))

Associate Transportation Engineer Kevin Chen made the presentation (Attachment).

- David Erhart spoke against turn restrictions.



- Greg Riessen spoke in support of the plan and made suggestions on turn restrictions.
- Jacquie Cebrian spoke in opposition of the turn restrictions.
- Melody Davenport-McLaughlin spoke on the congestion in the Belle Haven neighborhood.

The City Council discussed modifications to the previously approved plan including new turn restrictions and speed feedback signs with car counting capability on Chilco.

**ACTION:** By acclamation, the City Council approved the amendment of the approved Belle Haven neighborhood traffic management plan and provided direction on potential neighborhood turn restrictions by removing restrictions on Terminal and Chilco, passed unanimously.

14. Adopt Resolution No. 6518 to install a “no stopping” zone and bicycle lanes on Chrysler Drive between Constitution Drive and Commonwealth Drive and on Jefferson Drive between Chrysler Drive and Constitution Drive ([Staff Report #19-168-CC](#))

Assistant Engineer Rich Angulo made the presentation (Attachment).

- Sequoia Union High School District Superintendent Dr. Mary Streshly spoke in support of installing a “no stopping” zone and bicycle lanes on Chrysler Drive between Constitution Drive and Commonwealth Drive and on Jefferson Drive between Chrysler Drive and Constitution Drive.
- Sequoia Union High School District Board member Alan Sarver spoke as an individual in support of installing a “no stopping” zone and bicycle lanes on Chrysler Drive between Constitution Drive and Commonwealth Drive and on Jefferson Drive between Chrysler Drive and Constitution Drive.
- Greg Riessen on behalf of Facebook spoke in support of installing a “no stopping” zone and bicycle lanes on Chrysler Drive between Constitution Drive and Commonwealth Drive and on Jefferson Drive between Chrysler Drive and Constitution Drive.
- Judy Housen spoke in support of installing a “no stopping” zone and bicycle lanes on Chrysler Drive between Constitution Drive and Commonwealth Drive and on Jefferson Drive between Chrysler Drive and Constitution Drive.

The City Council discussed the options for removal of parking for the installation of bike lines. Staff offered a recommendation of parking removal on Chrysler up to Independence and maintaining on-street parking south of Independence.

**ACTION:** Motion and second (Nash/ Carlton) to adopt Resolution No. 6518 authorizing the installation of “no stopping” zones along Chrysler drive from Bayfront Expressway to Commonwealth Drive and on Jefferson Drive from Chrysler Drive to Constitution Drive and removing the no parking zone and red curb in front of 135 Commonwealth, passed unanimously.

15. Reconsideration of Resolution No. 6512 establishing a process for notifying the City Council and public of final Planning Commission actions to facilitate City Council review of large or impactful development projects ([Staff Report #19-162-CC](#))

Item 15 was continued to September 10.

## J. Informational Items

- J1. City Council agenda topics: August to October 2019 ([Staff Report #19-159-CC](#))

No action or discussion.

**K. City Manager's Report**

**L. City Councilmember Reports**

- L1. Confirm voting delegate for the League of California Cities Annual Conference ([Attachment](#))

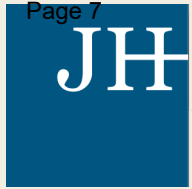
The City Council appointed City Councilmember Carlton as the voting delegate.

**M. Adjournment**

Mayor Mueller adjourned the meeting at 11:10 p.m.

Judi A. Herren, City Clerk

These minutes were approved at the City Council meeting of September 24, 2019.



JONES HALL

# Federal Securities Laws for Elected Officials/Staff

August 20, 2019

Katie Dobson

Chris Lynch

Jones Hall

# Outline of Discussion

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Key Federal Securities Laws

SEC Enforcement Actions

SEC Guidance

Potential Liability of City Officials

City Disclosure Policies and Procedures

# Key Federal Securities Laws

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**Securities Act of 1933  
( ' 33 Act)**

**Securities Exchange Act of 1934  
( ' 34 Act)**

SEC Rule 10b-5  
SEC Rule 15c2-12

# Securities Act of 1933

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## Registration

Exemption for munis

## Anti-Fraud – Section 17(a)

Only requires negligence: issuer or official knowingly misstated or omitted facts, or failed to discover facts that were available or could have been reasonably discovered

# Securities Exchange Act of 1934

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## Anti-Fraud

Section 10(b) & Rule 10b-5

Requires “scienter” (intent to deceive, manipulate or defraud), including recklessness

Rule 15c2-12



# Rule 15c2-12

**NEW ISSUE – BOOK ENTRY ONLY**

**RATINGS**  
 Fitch: “AAA”  
 Moody’s: “Aa1”  
 See “RATINGS” herein.

*In the opinion of Orrick, Herrington & Sutcliffe LLP, Bond Counsel to the City, based upon an analysis of existing laws, regulations, rulings, and court decisions, and assuming, among other matters, the accuracy of certain representations and compliance with certain covenants, interest on the Series 2009A Bonds is excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986. In the further opinion of Bond Counsel, interest on the Series 2009A Bonds is not a specific preference item for purposes of the federal individual or corporate alternative minimum taxes, nor is it included in adjusted current earnings when calculating corporate alternative minimum taxable income. Bond Counsel is also of the opinion that interest on the Bonds is exempt from State of California personal income taxes. Interest on the Series 2009B Bonds is not excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986. Bond Counsel expresses no opinion regarding any other tax consequences related to the ownership or disposition of, or the accrual or receipt of interest on, the Bonds. See “TAX MATTERS.”*



**\$1,080,000**  
**CITY OF MENLO PARK, CALIFORNIA**  
**GENERAL OBLIGATION BONDS**  
**SERIES 2009A**

**\$9,360,000**  
**CITY OF MENLO PARK, CALIFORNIA**  
**GENERAL OBLIGATION BONDS**  
**SERIES 2009B (FEDERALLY TAXABLE**  
**BUILD AMERICA BONDS)**

**Dated: Date of delivery**

**Due: August 1, as shown on the inside cover**

*This cover page is not a summary of this issue; it is only a reference to the information contained in this Official Statement. Investors must read the entire Official Statement to obtain information essential to the making of an informed investment decision.*

The City of Menlo Park General Obligation Bonds, Series 2009A (the “Series 2009A Bonds”) and the City of Menlo Park General Obligation Bonds, Series 2009B (Federally Taxable Build America Bonds) (the “Series 2009B Bonds”) and, together with the Series 2009A Bonds, the “Bonds”) are issued by the City of Menlo Park (the “City”) for the purpose of financing certain parks and recreation improvements. The Bonds were authorized at an election of the registered voters of the City held on November 6, 2001, at which more than two-thirds of the electors voting on the proposition voted to authorize the issuance and sale of \$38,000,000 principal amount of general obligation bonds of the City.

The City is empowered and is obligated to levy *ad valorem* taxes upon all property subject to taxation by the City, without limitation as to rate or amount (except as to certain personal property which may be taxable at limited rates), for the payment of principal of and interest on the Bonds, all as more fully described herein. See “SECURITY AND SOURCE OF PAYMENT FOR THE BONDS.” Interest on the Bonds shall be payable on February 1 and August 1 of each year, commencing February 1, 2010. See “THE BONDS” herein. Principal shall be paid on August 1 of each year, as shown on the inside cover.

The Series 2009B Bonds will be issued as bonds designated as “Build America Bonds” under the provisions of the American Recovery and Reinvestment Act of 2009, the interest on which is not excluded from gross income for purposes of federal income taxation. See “TAX MATTERS – Tax Matters Relating to the Series 2009B Bonds.” The City expects to receive a cash subsidy payment from the United States Treasury equal to 35% of the interest payable on the Series 2009B Bonds. See “THE BONDS – Designation of Series 2009B Bonds as Build America Bonds.”

Payments of principal of and interest on the Bonds will be made by The Bank of New York Mellon Trust Company, N.A., as Paying Agent, to The Depository Trust Company (“DTC”) for subsequent disbursement to DTC Participants who will remit such payments to the beneficial owners of the Bonds. See “THE BONDS – Payment of Principal and Interest” herein. The Bonds shall be issued in denominations of \$5,000 principal amount each or integral multiples thereof.

The Bonds will be issued in book entry form only, and will be initially issued and registered in the name of Cede & Co., New York, New York, as nominee of DTC. Purchasers will not receive certificates representing their interests in the Bonds. See “THE BONDS – Form and Registration” herein.

The Bonds are being issued for sale to the City of Menlo Park Joint Powers Public Financing Authority (the “Authority”) and will be resold by the Authority to Piper Jaffray & Co. (the “Underwriter”).

The Bonds are subject to optional redemption prior to maturity, and the Series 2009B Bonds are subject to mandatory sinking fund redemption prior to maturity. The Series 2009B Bonds are also subject to extraordinary redemption prior to their stated maturities at the Extraordinary Redemption Price. See “THE BONDS – Redemption” herein.

*The Bonds were purchased and resold at negotiated sale on June 16, 2009 by the Authority to the Underwriter. The Bonds will be offered when, as and if issued by the City and received by the Underwriter, subject to the approval of legality by Orrick, Herrington & Sutcliffe LLP, Bond Counsel to the City. Certain legal matters will be passed upon for the City by its City Attorney and by Orrick, Herrington & Sutcliffe LLP, as Disclosure Counsel to the City. It is anticipated that the Bonds, in book entry form, will be available for delivery through DTC in New York, New York, on or about July 1, 2009.*

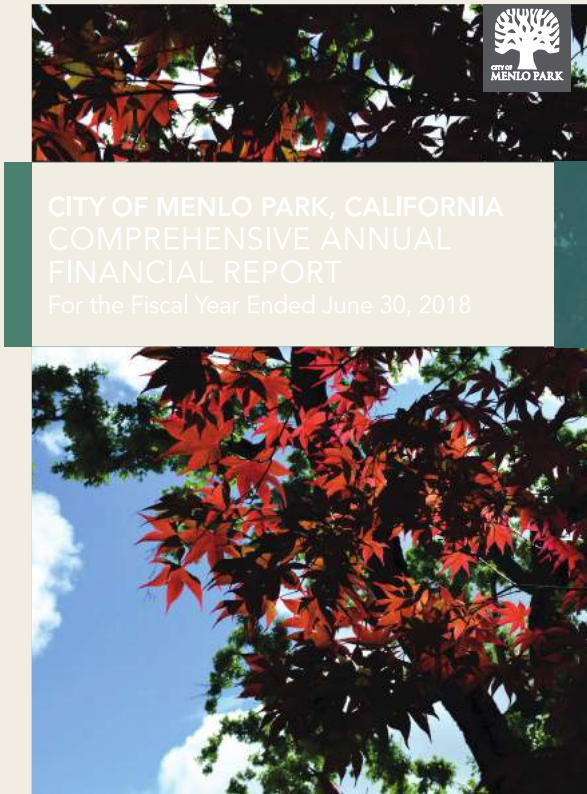


Dated: June 16, 2009

## Initial Disclosure

# Rule 15c2-12

## Continuing Disclosure Annual reporting Event reporting



CITY OF MENLO PARK, CALIFORNIA  
COMPREHENSIVE ANNUAL  
FINANCIAL REPORT  
For the Fiscal Year Ended June 30, 2018

### APPENDIX D

#### FORM OF CONTINUING DISCLOSURE CERTIFICATE

This Continuing Disclosure Certificate (the "Disclosure Certificate") is executed and delivered by the City of Menlo Park (the "City") in connection with the issuance of \$1,080,000 City of Menlo Park General Obligation Bonds, Series 2009A (the "Series 2009A Bonds") and its \$9,360,000 City of Menlo Park General Obligation Bonds, Series 2009B (Federally Taxable Build America Bonds) (the "Series 2009B Bonds" and, together with the Series 2009A Bonds, the "Bonds"). The Bonds are being issued pursuant to Resolution No. 5862 adopted by the City Council of the City on June 2, 2009 (the "Resolution") and a Paying Agent Agreement, dated as of July 1, 2009 (the "Paying Agent Agreement"), between the City and The Bank of New York Mellon Trust Company, N.A., as Paying Agent. The City covenants and agrees as follows:

**Section 1. Purpose of the Disclosure Certificate.** This Disclosure Certificate is being executed and delivered by the City for the benefit of the holders and beneficial owners of the Bonds and in order to assist the Participating Underwriters in complying with Securities and Exchange Commission Rule 15c2-12(b)(5).

**Section 2. Definitions.** In addition to the definitions set forth in the Paying Agent Agreement, which apply to any capitalized term used in this Disclosure Certificate unless otherwise defined in this Section, the following capitalized terms shall have the following meanings:

*"Annual Report"* shall mean any Annual Report provided by the City pursuant to, and as described in, Sections 3 and 4 of this Disclosure Certificate.

*"Dissemination Agent"* shall mean the City or any successor Dissemination Agent designated in writing by the City and which has filed with the City a written acceptance of such designation.

*"Listed Events"* shall mean any of the events listed in Section 5(a) of this Disclosure Certificate.

*"MSRB"* shall mean the Municipal Securities Rulemaking Board or any other entity designated or authorized by the Securities and Exchange Commission to receive reports pursuant to the Rule. Effective July 1, 2009 and until otherwise designated by the MSRB or the Securities and Exchange Commission, filings with the MSRB are to be made through the Electronic Municipal Market Access (EMMA) website of the MSRB, currently located at <http://emma.msrb.org>.

*"Participating Underwriters"* shall mean any of the original underwriters of the Bonds required to comply with the Rule in connection with offering of the Bonds.

*"Rule"* shall mean Rule 15c2-12(b)(5) adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as the same may be amended from time to time.

#### **Section 3. Provision of Annual Reports.**

(a) The City shall, or shall cause the Dissemination Agent to, not later than nine months after the end of the City's Fiscal Year (presently June 30), commencing with the report for the 2008-09 Fiscal Year (which is due not later than April 1, 2010), provide to the MSRB an Annual Report which is consistent with the requirements of Section 4 of this Disclosure Certificate. The Annual Report must be submitted in electronic format, accompanied by such identifying information as is prescribed by the MSRB, and may cross reference other information as provided in Section 4 of this Disclosure Certificate; provided, that the Comprehensive Annual Financial Report (the "CAFR") of the City may be submitted separately from the balance of the Annual Report and later than the date required above for the filing of the Annual Report if they are not available by that date. If the City's fiscal year changes, it shall give notice of such change in the same manner as for a Listed Event under Section 5(c).

# SEC Enforcement Actions – Orange County

- County was relying on risky investment strategies to balance its budget, and failed to disclose the risky nature of its investments
- County filed for bankruptcy protection in 1994; SEC brought enforcement action in 1996 (there were no bond defaults)
- Board of Supervisors failed to take *“steps appropriate under the circumstances”* to assure that the County's financial situation was being adequately disclosed to potential investors

*“Public official may not authorize disclosure while recklessly disregarding facts that indicate that there is a risk that the disclosure may be misleading”*

- Takeaway: Public officials have disclosure obligations

# SEC Enforcement Actions

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- San Diego issued \$260 million through 5 issues in 2002 and 2003
- SEC alleged City officials had engaged in securities fraud for failing to disclose material information

City had large unfunded liabilities for pensions and retiree health care, but did not adequately disclose in OS, rating agency documents, audits

Officials falsely certified there were no material misstatements

Did not hire auditors with the skills and resources necessary to adequately audit City's financials in connection with its securities offerings

# SEC Guidance

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“Lessons Learned from San Diego,” Linda Chatman Thomsen, Director, SEC Division of Enforcement (2007)

“What should the municipal securities markets take away from these actions? I can tell you that the Enforcement Division believes there are five critical lessons that municipalities should learn from our recent actions”

- adopt written disclosure policies and procedures
- provide appropriate training to city officials and employees
- focus on the big picture issues facing the city
- disclose the bad with the good
- hire competent professionals

# Potential Liability of City Officials

## Orange County

- **Treasurer**  
SEC cease and desist order  
Sentenced to 6 years in jail  
\$100,000 fine
- **Assistant Treasurer**  
SEC cease and desist order  
Sentenced to 3 years in jail  
\$10,000 fine

## San Diego

- **City Manager, Deputy City Manager, Auditor, Comptroller, City Treasurer**  
Injunction against future violations  
Civil penalties (\$5,000-25,000)

# City Disclosure Policies (2019)

- Appoints Disclosure Coordinator
- Reviews POS/OS and continuing disclosure filings
- Requires training
- Requires bond staff reports to remind City Council of disclosure responsibilities

## DEBT DISCLOSURE

City Council Procedure #CC-19-009

Effective 5/7/2019

Resolution No. 6499

### Purpose

This disclosure policy and procedure (the "Disclosure Procedure") of the City of Menlo Park (the "City") are intended to ensure that the City is in compliance with all applicable federal and state securities laws.

Authority for this City Council policy is provided by City Council Resolution No. 6499, adopted on May 7, 2019.

### Section I. Disclosure Coordinator

The chief financial officer of the City shall be the disclosure coordinator of the City (the "Disclosure Coordinator").

### Section II. Review and approval of official statements

The Disclosure Coordinator of the City shall review any official statement prepared in connection with any debt issuance by the City in order to ensure there are no misstatements or omissions of material information in any sections that contain descriptions of information prepared by the City.

In connection with its review of the official statement, the Disclosure Coordinator shall consult with third parties, including outside professionals assisting the City, and all members of City staff, to the extent that the Disclosure Coordinator concludes they should be consulted so that the official statement will include all "material" information (as defined for purposes of federal securities law).

As part of the review process, the Disclosure Coordinator shall submit all official statements to the City Council for approval. The cover letter used by the Disclosure Coordinator to submit the official statements shall be in substantially the form of Exhibit A.

The approval of an official statement by the City Council shall be docketed as a new business matter and shall not be approved as a consent item. The City Council shall undertake such review as deemed necessary by the City Council, following consultation with the Disclosure Coordinator, to fulfill the City Council's responsibilities under applicable federal and state securities laws. In this regard, the Disclosure Coordinator shall consult with the City's disclosure counsel to the extent the Disclosure Coordinator considers appropriate.

### Section III. Continuing disclosure filings

Under the continuing disclosure undertakings that the City has entered into in connection with its debt offerings, the City is required each year to file annual reports with the Municipal Securities Rulemaking Board's Electronic Municipal Market Access ("EMMA") system in accordance with such undertakings. Such annual reports are required to include certain updated financial and operating information, and the City's audited financial statements.

The City is also required under its continuing disclosure undertakings to file notices of certain events with EMMA.

The Disclosure Coordinator is responsible for establishing a system (which may involve the retention of one or more consultants) by which:

- the City will make the annual filings required by its continuing disclosure undertakings on a complete and timely basis, and
- the City will file notices of enumerated events on a timely basis.



# Questions

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**Katie Dobson**

**Chris Lynch**

[clynch@joneshall.com](mailto:clynch@joneshall.com)

415.391.5780

[www.joneshall.com](http://www.joneshall.com)

# Proclamation

## CELEBRATING FRIENDSHIP CITY BIZEN, JAPAN

**WHEREAS**, Sister Cities International is a nonprofit, citizen diplomacy network that creates and strengthens partnerships between cities around the world, promoting peace through mutual respect, understanding and cooperation – one individual, one community at a time; and

**WHEREAS**, on July 21, 2015, then-Menlo Park Mayor Catherine Carlton signed a cultural exchange agreement with the City of Bizen, located in Okayama Prefecture, Japan; and

**WHEREAS**, 2019 marks the fourth anniversary of our Friendship City relationship and lasting friendship with the people of Bizen City; and

**WHEREAS**, the partnership between our two cities enhances mutually beneficial social, cultural and educational relationships by expanding interests, communications and understanding; and

**WHEREAS**, our continued relationship adds richness, diversity and mutual education opportunities for our residents; and

**WHEREAS**, the Menlo Park City Council wishes to commemorate the 4th anniversary of our friendship relationship with Bizen City and continues to encourage collaboration between our local officials, institutions and residents.

**NOW, THEREFORE, BE IT PROCLAIMED**, that I, Ray Mueller, Mayor of the City of Menlo Park, on behalf of the City Council, hereby recognize and acknowledge Bizen City Mayor Takao Tahara, Bizen City Assembly President Shigeru Tatsukawa, Bizen International Friendship Association President Masayuki Matsui and Bizen City official Yusuke Yoshida for their leadership as we further the important bond between our two cities.



Ray Mueller, Mayor  
August 2019





**MENLO PARK HISTORICAL ASSOCIATION  
800 ALMA STREET, LOWER LEVEL  
MENLO PARK, CA 94025**

**August 20, 2019**

**Honorable Mayor and Council Members  
City of Menlo Park  
701 Laurel Street  
Menlo Park, CA 94025**

**Re: New Book About Menlo**

**Honorable Mayor and Council Members:**

The Menlo Park Historical Association would like to bring to your attention a new book published last month entitled *Menlo: Memories and Folklore*. Consisting of 224 pages it covers the origin of Menlo, a village in Galway, Ireland and how it evolved over time to what is now known as Menlo Park, California.

We're all familiar with the term genealogy, which generally applies to one's family. In this case, you might think of this book as a genealogy of a city. Inside are many photographs, including those of former Mayor Richard Cline, former Mayor Kirsten Keith, former Mayor Catherine Carlton, former Mayor Peg Gunn and former Mayor Peter Ohtaki.

Also shown are old photographs of the Menlo Park train station, maps, commercial properties and even St. Patrick's Seminary located on Middlefield Road, near Willow Road.

Chapter 22 is devoted to Galway, Ireland's longstanding relationship with Menlo Park, California, a relationship which goes back over 150 years, with an accelerated relationship in the 1960's, in the 1980's and beyond. Contributions to this book were made by Fran Dehn, Bo Crane, Jym Clendenin, Peter Ohtaki and others familiar with our past.

We are pleased to provide you with a copy of the book. Additional copies can be found in the Menlo Park Library, at Kepler's bookstore and from the offices of the Menlo Park Historical Association.

Respectfully,

**Jim Lewis  
President**

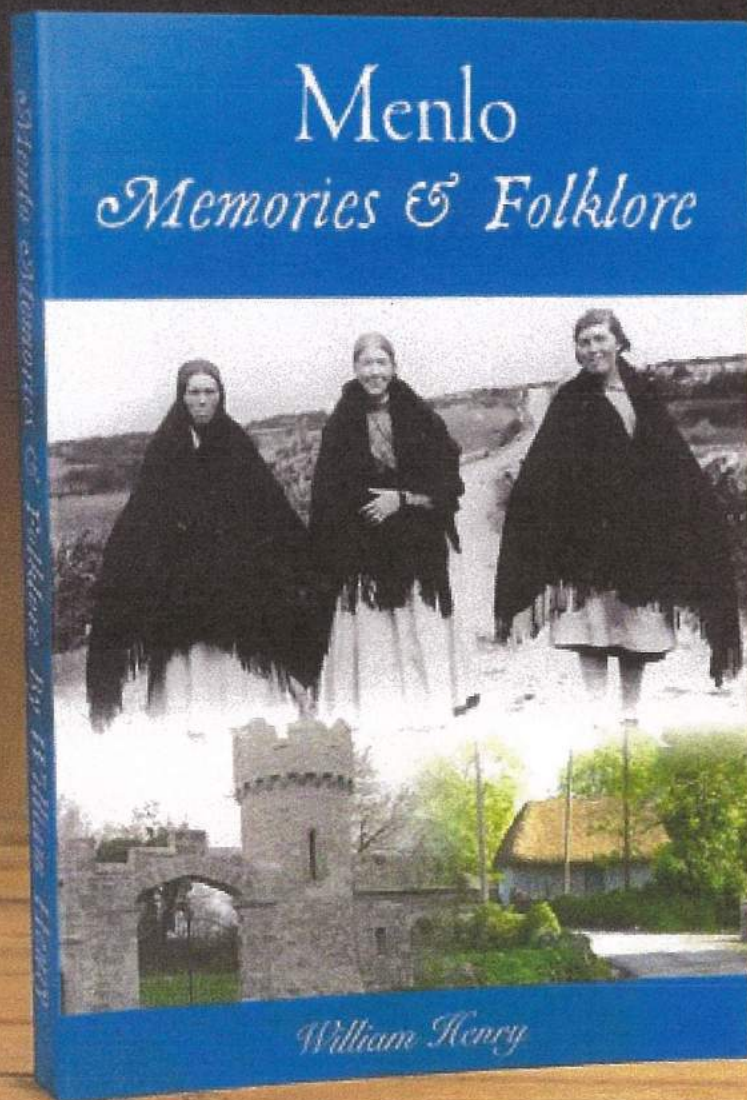
Encl.



You are Cordially Invited to the Launch of

# Menlo *Memories & Folklore*

By *William Henry*



The Book will be  
launched by  
**Councillor Frank Fahy**

Saturday:  
**6 July 2019 at 8.00 p.m.**

Venue:  
**Menlo Park Hotel,  
Galway**

**Finger-food – Music –  
Entertainment**

**(Celebrating Galway 2020)**



**From:** William Henry <williamhistory25@gmail.com>

**To:** Jim Lewis <jimlewis@aol.com>

**Subject:** Menlo Memories & Folklore Invitation

**Date:** Wed, Jun 12, 2019 1:58 am

**Attachments:** Cover design full Blue Colour 10mm proof.pdf (654K), Menlo Memories & Folklore invitation.pdf (583K)

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Hi Jim,

Please find attached the invitation to *Menlo Memories & Folklore*.

I have also attached the cover.

Please feel free to circulate this invitation to anyone who might be interested in attending the launch.

Kind regards, William 086 870 7405

**Blurb:** The book tells the story of the rich history and folklore of Menlo stretching back through centuries of tradition. It begins with the Stone Age and continues unbroken through the medieval period and completes the full circle into modern times. The story of the people is ever-present in the book and invites readers to journey back to ancient times and become entranced with the history, folktales and customs of this place of antiquity. There are many stories captured in this book that will captivate any audience including many aspects of the Blake family. It follows life as it evolved over centuries in a traditional village and explores times of hardship and famine, along with the early education and religious aspects of the people. The reader is introduced to a wealth of characters throughout the book. The great sporting life of Menlo forms part of the story and, indeed, its connection with Menlo Park City in California. The richness of its wonderful traditions are explored in detail with *Seanchai* tales from legendary storytellers including the role the fairies played in everyday life. One will certainly be enlightened and refreshed after taking this enchanting voyage of discovery back through time in this magical place they call Menlo.



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Pictured below are Members of the Council at the meeting. The first Ordinary Meeting of Galway City Council will take place on Monday 24th June 2019.



Your Elected Members for each Local Electoral Area are:



PASZ (Palo Altans for Sensible Zoning)  
August 15, 2019

## **PLAN BAY AREA NEEDS A FRESH START**

The current Plan Bay Area 2040 has led us towards critical community problems. The methodology for the updated Plan Bay Area 2050 must clearly acknowledge the problems it has contributed to and a clear pathway that lead us to an outcome that will benefit all.

Plan Bay Area is important—it provides jobs and housing projections for the region as a whole and for every city within the region. The numbers guide state and regional spending on transportation and housing. These projections are used by city planning staffs, virtually all the consultants who work for the cities, by academics doing their own analysis and forecasting, by the media and by state politicians. There is only one chance in every eight years to correct the jobs and housing projections in this Plan and now is that time.

What problems are embedded in the current Plan? The current Plan is based on an aggressive jobs-driven model that emphasizes jobs-rich areas as the centers of priority development areas. This has led to critical problems. Over the first seven years covered by the current Plan (2010-2017) we have had high concentrations of job growth in the West Bay, astoundingly high housing prices, a huge jump in long distance commuting, higher levels of congestion, transit overload, a jump in income inequality, a growing tax burden on residents, sustainability challenges and a deep threat to local democracy.

We need to define a more open and inclusive planning process that clearly identifies our current problems and offers opportunity for a full public discussion of a new more effective Plan Bay Area 2050.

## **WHAT ARE THE MANIFESTATIONS OF OUR METHODOLOGY PROBLEMS TODAY?**

The current Plan Bay Area 2040 is based on a jobs-driven model. It starts with a regional job growth projection that seeks to concentrate growth in jobs-rich priority development areas.<sup>1</sup> It has asserted that a rapid growth of new jobs would be spread in urban centers around the Bay Area while an effective transit system could make these job centers flourish effectively. Through the first seven years of the Plan (2010-2017), the result has been quite the opposite: very rapid job growth has been concentrated in a dramatically narrow band of West Bay cities. (The West Bay includes the city of San Francisco, all the San Mateo County cities east of Highway 280 and the five cities in Northern Santa Clara County that have been associated with Silicon Valley--Palo Alto, Mountain View, Sunnyvale, Santa Clara and Cupertino).

The original intention of Plan Bay Area was to concentrate job growth in the three big cities of the Bay Area—San Francisco, San Jose and Oakland. While San Francisco and the neighboring Silicon Valley cities would be the fastest growing job center, together San Jose and Oakland

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<sup>1</sup> ABAG resolution 02-19.



tax for all local government (cities, counties, schools, community colleges) is the Property Tax. Prop 13 has shifted a major share of that tax from business to residents. In the mid-1980s, commercial properties and residences in Santa Clara County paid roughly the same share of the property tax. In 2018 despite the rapid growth in new jobs in the county residents paid 62% and commercial properties 38%.<sup>8</sup> Furthermore, at least three quarters of all new transportation funds for the Bay Area come from local and regional sources that fall on individual residents such as gas taxes, sales taxes, parcel taxes and property taxes.<sup>9</sup> Most of these are regressive taxes with middle and lower income people paying a larger share of their income for such taxes.

***\* DON'T KILL SILICON VALLEY***

Silicon Valley emerged as a dynamic center of tech innovation partially because of its unique features of mobility both of talented workers and ideas flowing easily from place to place. Historical observers have pointed to two unique features of the Valley that were critical to its success: a very high rate of people moving jobs and the lack of large dominant firms that could capture new ideas as they emerged.<sup>10</sup> The emergence of very large companies and the densification jobs within the Valley is challenging the traditional mobility of workers and ideas that lie at the basis of Silicon Valley's unique success. In 2015 an anti-trust case was resolved that stopped an agreement among several large Silicon Valley firms agree that they would not hire workers from each other.

***\* SUSTAINABLE GROWTH GOALS.***

With the dramatic increase in commuters coming into the job-rich West Bay, the number of cars on the road, the distance traveled and the longer time spent in congested traffic all mean a rise in harmful emissions. It is essential that we develop an effective public transportation system that will minimize the pollution but it is hard to deal with our current problems when we keep adding longer-distance commuters. An increasing share of workers with families will continue to live in suburban communities. Further, increased water needs from the growing number of office buildings and new worker housing (especially those with families) means that the Bay Area's chronic water shortages will be exacerbated as changes in climate impact the limited sources of water that the Bay Area depends upon.

***\* THE FUTURE OF LOCAL DEMOCRACY.***

The greatest threat of all is the increasing pressure to usurp local government control over zoning. A number of bills are being debated in the state legislature that would override local zoning authority on housing density. While regional cooperation on creating healthy balances between new jobs and housing is essential, this should be done through working together, not from having regional solutions imposed by state legislators. This destroys the very essence of local government—the ability of individuals to participate directly in decisions that affect the daily family life of their communities.

**LET'S MAKE SURE THAT PLAN BAY AREA 2050 WORKS**

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<sup>8</sup> Santa Clara County, County Assessors 2018-2019 Annual Report, page 14.

<sup>9</sup> MTC, Plan Bay Area 2040, Draft EIR, April 17, 2017, p 1.2-13.

<sup>10</sup> Annalee Saxenian, "Regional Advantage: Culture and Competition in Silicon Valley and Route 128", Harvard University Press, 1994 and Martin Kenney, ed. "Understanding Silicon Valley: The Anatomy of an Entrepreneurial Region", Stanford University Press, 2000).

The planning process used in the formulation of Plan Bay Area 2040 has not been effective in preparing us to deal with today's overriding issue of job concentration in a geographically bounded area. In fact, it has completely missed the impacts of the exaggerated jobs/employed resident imbalances in the West Bay. Jobs are expanding there at almost twice the annual average projected in the Plan (and 35% less than projected in the major cities of San Jose and Oakland). This has had serious consequences for the whole region. The methodology for Plan Bay Area 2050 must confront these imbalances and assure effective public discussion on planning for our future. That process must start now if it is to confront the existing problems and offer pathways to resolving the most important issues. We suggest three key methodological steps as critical for the upcoming planning process:

### ***1. END THE JOBS-BASED MODEL***

MTC/ABAG base their population and housing projections for each community in the Bay Area on a model that starts with an aggressive regional job projection. The original job projections were based on maintaining the local share of a national BLS job projection by industry. The projections of jobs, population and housing for each community were then produced internally (based on their own consultants work, their own Technical Advisory Committee and their own self-appointed advisory groups). Once approved, the job growth starting point could not be lowered or even examined by subsequent CEQA processes. (Plan Bay Area 2040 is currently operating under a jobs growth number that was generated in 2011 and will continue in effect until 2022. During that time period, no lower regional job projection number could be considered (although a higher one can be).<sup>11</sup>

The model seriously underestimated the high job growth numbers in one specific jobs-rich area—the West Bay. That has been a key cause of the problems discussed above. The process would be much improved by having a range of job growth options explored upfront both in the region as a whole and in key sub-regions, like the West Bay. This would allow the modeling process to compare impacts of a range of jobs and population projections for the region as a whole, as well as key sub-regions. This would foster the exploration of alternative job growth projections on land costs, housing costs, congestion, income inequality, infrastructure needs and sustainability goals.

The initial methodology must allow communities to explore job growth and housing growth together upfront, including potential regional imbalances. This would allow public discussion of the consequences of a more moderate and balanced jobs and housing growth throughout the Bay Area and in special regions and the range of impacts on their communities.

### ***2. PROVIDE REALISTIC ALTERNATIVES FOR BALANCED GROWTH***

MTC/ABAG has suggested a process that should be at the core of planning for Bay Area 2050. Horizon's Perspective Paper: The Future of Jobs (May 2019) identified a few Priority Strategies that would help. One was particularly suited to the problems of the West Bay. It was Priority Strategy L3: "Office Development Limits in Jobs-Rich Communities". This strategy stated that

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<sup>11</sup> MTC, Plan Bay Area 2040, Final EIR, July 10, 2017, Master Response #6, p 2-16.



cities that have a job/housing ratio of over 2:1 merited special attention. 12 But Table 2 pointed out that the entire West Bay was adding jobs at well over a 2:1 ratio over the period 2010-2017.

Thus the entire West Bay qualifies as an area that is job rich, with a transit system that is at full capacity and difficult commutes over restricted bridges or crowded north-south roadways. Between 2010 and 2017 this area added 250K jobs with half of them coming from outside the area using crowded commute corridors.

This has created the list of critical issues that affect the whole Bay Area. There is no easy transit solution available. Denser housing is limited because the land cost in the fastest growing job centers is so high that developers will not build housing in mixed zone areas unless they are granted mandates to build even more offices than housing units. (Note a thousand square feet of office space can house between four to six workers while a similar space for housing would fit a single apartment with access and common spaces that would on average house fewer than 1.5 workers. The job space offers a higher return.)

This means that this huge regional imbalance must be addressed in the updated Plan. A critical component of the Plan's methodology has to be to explore alternative growth paths in this major jobs-rich area. This should include exploring the consequences of moderate and balanced growth of both jobs and housing with a dynamic and adapting transit system that grapples with today's existing problems of imbalance and congestion. Clearly job limit discussions have to engage the whole of the jobs-rich area—in this case the West Bay.

There are really two critical tasks that should be included in the new methodology: work carefully to craft incentives for a moderate growth balance of jobs and housing in the West Bay while at the same time creating credible incentives for jobs to grow in San Jose, Oakland and the urban areas in other parts of Santa Clara County, Alameda County and Contra Costa County. The incentives that MTC/ABAG uses to allocate job growth around the Bay Area (Priority Development Areas in jobs-rich areas with promised transit solutions) have not worked. We need to explore limits on job growth in the West Bay and clear incentives to add jobs in cities like Oakland and San Jose and other mid-level cities on the East and South Side of the Bay.

### ***3. OPEN THE PROCESS TO ENGAGE A DIVERSE SET OF THOSE AFFECTED***

Job growth has an impact on each of the problem areas we discussed above. The only road to an effective planning process is to grapple with this complex set of interrelationships in the modeling process and that each of the key parties affected has a chance to observe and comment on those relationships. Elsewhere MTC/ABAG have introduced the notion of an iterative model.<sup>13</sup> An effective iterative model would look not just at the impacts of transit on housing but the impact of jobs on community life. By far, the biggest imbalance is on the jobs and employed resident side and any effective policy has to grapple with the consequences of shifting that jobs to housing ratio. But, of course, the way the model is currently set up, there can be no examination of alternative lower job growth numbers during the course of the RHNA period.<sup>14</sup>

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12 MTC, Regional Advisory Working Group, June 4, 2019, Agenda Item 3, Attachment B, page 2 of 17.

13 MTC, Regional Advisory Working Group, June 2, 2019, Agenda Item 2, Draft Methodology, page 2-4 of 13.

14 MTC, Plan Bay Area 2040, Final EIR, July 10, 2017, Master Response #6, p 2-16.

Obviously the most effective way of lowering housing prices in the jobs-rich West Bay would be to lower the job growth number which is pushing up land and housing costs and forcing longer distance commuting. A good effective reiterative model could explore how much housing prices and congestion might be affected if the jobs growth number was lowered in jobs-rich areas. Thus, a jobs cap or limit through the West Bay would be one effective way of dealing with the whole slew of problems that have cropped up over the last seven years.

The Regional Body involved (MTC/ABAG) has no direct authority over land use matters in the individual cities. But they do have substantial incentives that they could use to shift the site of new growth. They could provide affordable housing funds for those communities that fostered balanced jobs and housing growth. They could build transit systems that would provide effective service linking homes and jobs outside the West Bay. By limiting the growing number of long distance commuters, they would be providing the most effective way of cutting harmful emissions and wasted time in congestion.

The approved methodology needs to explicitly examine the consequences of critical decisions on job growth for each of the ten challenges mentioned above. Participation in the process should include all parties affected. Make this happen—get a Bay Area Plan that allows an effective reiterative planning process with diverse public inputs.

\*\*\*\*\*

HELP THE BAY AREA PREPARE FOR THEIR FUTURE NOW.

APPROVE A METHODOLOGY THAT:

- \* IS NOT DRIVEN BY AN AGGRESSIVE JOBS-BASED MODEL;
- \* ALLOWS CLOSE EXAMINATION OF MORE MODERATE REGIONAL JOBS AND HOUSING BALANCES;
- \* AND WELCOMES DIVERSE POINTS OF VIEW.

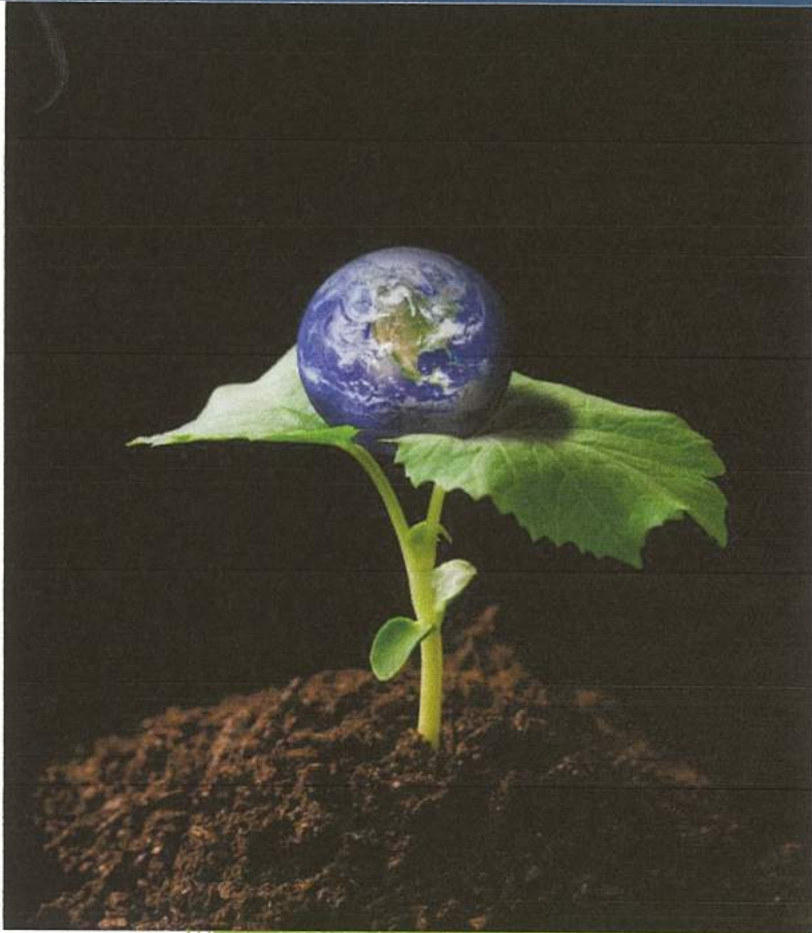




Lynne Bramlett I2.

**October 2015**  
(Minor amendments May 2018)

# Climate Action Plan Update and Status Report



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Note:

May 2018 amendments included Introduction, Figure 1, Greenhouse gas reduction strategies FY 2015-17 statuses, Greenhouse gas reduction strategies FY 2018-20 and Greenhouse gas reduction strategies Beyond 2020.



## Introduction

For approximately 1,000 years before the Industrial Revolution, the amount of greenhouse gases (GHGs) in the atmosphere remained relatively constant. However, during the 20<sup>th</sup> century, scientists observed a rapid change in climate due to increased GHGs in the atmosphere that were found to be directly linked to an increase in anthropogenic, or human-caused, activities. Actions such as the use of fossil fuels to power vehicles and buildings and disposing of waste in landfills release GHGs that change - and will continue to change Earth's temperature.

The Intergovernmental Panel on Climate Change (IPCC) has identified four (4) major GHGs water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and ozone (O<sub>3</sub>)—that have been scientifically proven to cause an increase in the average global temperatures observed within the 20<sup>th</sup> and 21<sup>st</sup> centuries. CO<sub>2</sub>, in particular, is one of the most commonly emitted GHGs resulting from human activities. According to the IPCC, specific concentrations of CO<sub>2</sub> have increased by 40 percent since preindustrial times, primarily from fossil fuel emissions and land use changes.

Climate change impacts are accompanied by varying degrees of uncertainty. However, the IPCC's Fifth Assessment Report has determined that the warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades of millennia. The atmosphere and oceans have warmed, the amount of snow and ice have diminished, sea level has risen globally, and the concentrations of GHGs have increased, all due to human activity. Additionally, the IPCC's Fifth Assessment Report projects, under different climate change scenarios, that global surface temperature change at the end of the 21<sup>st</sup> century is likely to exceed 1.5 degrees Celsius (°C) or 2.7 degrees Fahrenheit (°F).

In California, potential impacts resulting from climate change include, but are not limited to the following:

- Decreasing Sierra Nevada snow pack, affecting adequate water supplies
- More prevalent infectious diseases and illnesses directly affecting human health
- Declined productivity in agriculture due to irregular blooms and harvest and increased pests and pathogens
- Accelerated sea level rise, impacting beaches, marine ecosystems and infrastructure
- Increased and more severe wildfire and flood seasons
- Detrimental effects on California's largest industries, including agriculture, wine, tourism, skiing, tourism, fishing and forestry
- Altered timing for wildlife migrations and loss of species, impacting the food chain and other vital ecosystems
- Poor air quality made worse due to more severe heat waves and higher concentrations of air pollution
- Reduction in available renewable hydropower
- Increasing threats from pests and pathogens from warmer weather
- Increase in extreme weather causing flooding, mudslides and destruction to infrastructure



Many local, state and federal governments around the world have and continue to take action to reduce global GHG emissions. The purpose of the City of Menlo Park’s Climate Action Plan is to provide strategies that reduce local emissions and assist Menlo Park in meeting or exceeding the emissions reduction targets of 27 percent by 2020 from 2005 levels.

The City of Menlo Park’s first Climate Action Plan was approved by the City Council in 2009 and the City Council stated that it was intended to be a ‘living document’ to be updated periodically as current strategies are implemented and as new emissions reduction strategies and technologies emerge. On an annual basis, the City Council reviews and approves a report on the City of Menlo Park’s current implementation strategies and future plans. In addition, the City’s Environmental Quality Commission meets monthly to discuss a variety of climate action planning-related topics, and the City’s sustainability staff continually provides leadership in completing climate action planning projects, along with other compliance and regulatory duties. Since its approval, the Climate Action Plan has garnered support from a number of Menlo Park’s nonprofit and for-profit organizations.

## Menlo Park City Council Actions

The City of Menlo Park has taken a number of actions in recent years to address climate change. To provide context and facilitate retrieval of that history, Figure 1 below provides an overview of the City of Menlo Park’s climate action planning to-date. For a more detailed description of the milestones, see “Strategies Approved by City Council” section below. Appendix A provides a history of the Climate Action Planning reports that have been presented to the City Council.

**Figure 1 – Previous Menlo Park Climate Action Plan Milestones**

Year	Milestone
2005	Green Ribbon Panel – 100+ participants
2005	First Community Greenhouse Gas (GHG) Inventory Completed
2008	Approval to develop a Climate Action Plan
2009	1st Climate Action Plan drafted and approved
2009	Included height and density limit adjustments to promote active and public transportation in the El Camino Real/Downtown Specific Plan
2011	Climate Action Plan update
2012	Adoption of Polystyrene Food Ware Ordinance, which applies to all food vendors in the city and prohibits food vendors, including restaurants, delis, cafes, markets, fast-food establishments, vendors at fairs, and food trucks from dispensing prepared food in polystyrene containers labeled at No. 6.
2013	Climate Action Plan update
2013	City Council adopts a 27 percent GHG reduction goal from 2005 levels by 2020
2013	Adoption of reusable bag ordinance, which prohibits distribution of plastic bags and mandates a minimum charge of 25 cents per recycled paper bag or reusable bag provided at retail and grocery checkout. The ordinance applies to all retail stores in the City, and retailers may keep all revenue earned from bag sales.
2014	Climate Action Plan update
2014	Adoption of Environmental Preferable Purchasing Policy
2015	Variable-frequency drive systems installed in Burgess Pool and Belle Haven Pool. An annual GHG reduction of 38 tons is estimated.
2015	New chillers and variable frequency drive system installed at City Hall/Administration Building and Library. Estimated GHG reduction is 121 tons, based on data collected on energy use and

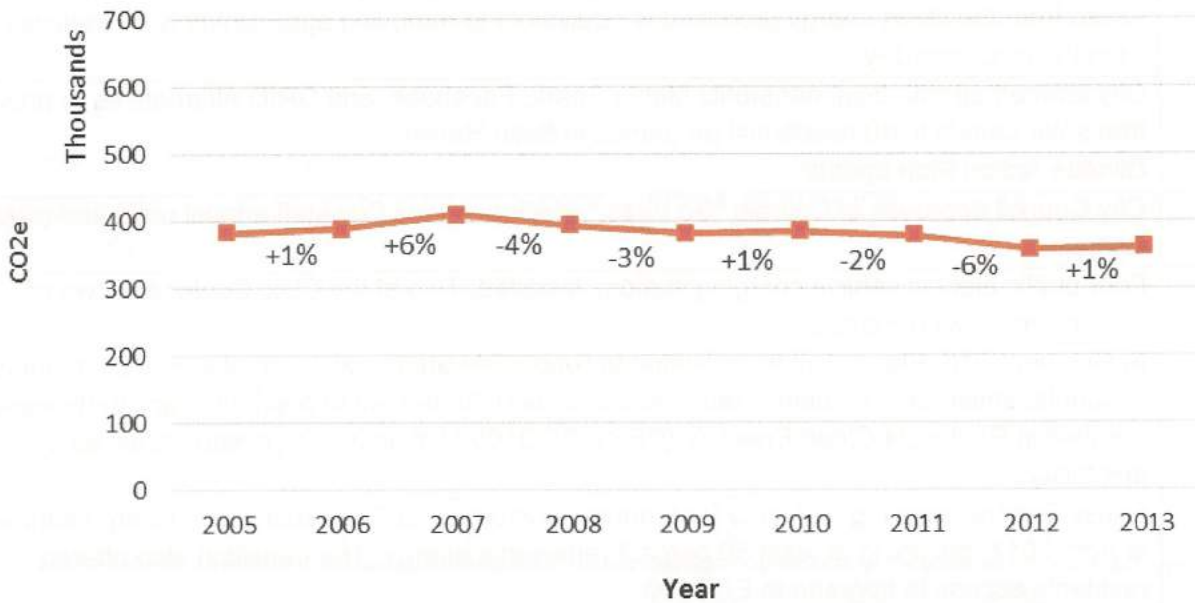


	the efficiency rates generated by the system that was installed.
2015	New energy monitoring system installed at City Hall/Administration Building and Library with an estimated annual GHG reduction of 120 lbs. based on data collected on energy use in each building and the efficiency rates generated system that was installed.
2015	Solar photovoltaic installations completed at the Arrillaga Family Gymnastics Center, Civic Center parking lot (solar carport), Arrillaga Family Gymnasium, Onetta Harris Community Center and City Corporation Yard. The solar installations offset approximately 80 percent of current PG&E energy use at these facilities, they will save over \$461,000 in energy costs over the course of the 20-year power purchase agreements, and they reduce 419 tons of GHG emissions from municipal operations. In addition, the City received over \$71,000 worth of energy rebates from PG&E's California Solar Incentive rebate program. The GHG emissions saved from the clean energy produced is equivalent to removing approximately 80 vehicles from the road annually.
2015	City teamed up with local nonprofits Menlo Spark, Facebook, and GRID Alternatives to provide free solar panels to 10 residential properties in Belle Haven
2015	Climate Action Plan update
2016	City Council approves of Caltrain "Go Pass," which provides City staff annual unlimited-rides on Caltrain.
2016	Four public electric vehicle charging stations installed: Two at the Civic Center and two at Downtown Parking Plaza 2.
2016	In October 2016, Phase 1 of transitioning to renewable energy was completed and all municipal accounts, small- and medium-sized businesses and 20 percent of residential accounts were enrolled in Peninsula Clean Energy's (PEC) "ECO100," which is 100 percent renewable electricity.
2017	Phase 2 of transitioning all Menlo Park energy customers to Peninsula Clean Energy completed in April 2017, providing at least 50 percent renewable energy. The transition also offered residents access to upgrade to ECO100.
2017	Adopted three new zoning districts for the Bayfront (M-2 Area)/ConnectMenlo that include transportation demand management and green and sustainable building requirements.
2017	Adoption of a resolution reaffirming the City of Menlo Park's commitment in combating climate change and supporting the Paris Agreement.
2017	Adoption of resolution for a vision of 100 percent renewable energy powering Menlo Park community by 2030 to meet GHG emissions reduction target of 27 percent by 2020 from 2005 levels.
2017	Adoption of a Community Zero Waste Plan, which established a goal to reduce landfilled materials to 3.1 pounds per person per day and achieve at least 73 percent diversion of franchised waste from landfill disposal by 2035.

## Communitywide Greenhouse Gas Inventory Results Between 2005 and 2013

Using ICLEI's (Local Governments for Sustainability) updated Clean Air and Climate Protection (CACP) Software, the City of Menlo Park was able to complete greenhouse gas (GHG) inventories between 2005 and 2013 using inventory data from 2013. GHG emissions were measured from building energy usage, solid waste sent to the landfill, estimated fuel consumption, and methane produced from a closed landfill (Bedwell Bayfront Park) in Menlo Park.<sup>1</sup> Figure 2 shows the annual trend in communitywide GHG emissions from all sources combined, while Figure 3 shows Menlo Park's inventory for 2013 broken down by source.

**Figure 2 – Communitywide Greenhouse Gas Emission Inventory 2005-2013**



For reference, GHG emissions can also be expressed as carbon dioxide equivalents (CO<sub>2</sub>e). The trends show GHG emissions going up or down slightly each year, based on factors such as the PG&E energy emissions factors, economic growth/decline. The general trend has been a flat line or no growth in GHG emissions, which is generally positive as it shows that local, state, and federal initiatives appear to be working even though there has been some development growth.

<sup>1</sup> Energy data obtained from PG&E. Transportation calculated using total gasoline sales data provided by the City of Menlo Park's Finance Department with an assumption that 95% of sales are fuel sales, and applying the average cost per gallon of gasoline in California from the California Energy Almanac produced by the California Energy Commission. Solid waste data obtained from CalRecycle, and Bayfront Park data was provided by Fortistar, the contracted operator of the landfill.  
*\*Final CO<sub>2</sub>e count being verified by staff, direct access figures are under review as of 7/15/15.*



Figure 3 shows that in 2013, the City of Menlo Park’s communitywide emissions totaled 360,427 tons of CO<sub>2</sub>e. Appendix B shows the GHG emissions attributed directly to City of Menlo Park operations, which were a small portion of the City’s overall GHG emissions.

Emissions from electricity and natural gas use in the residential sector totaled 16 percent, followed by commercial customers at 30 percent, and Direct Access energy users at 9 percent. Emissions from transportation (fuel purchases) totaled 40 percent, followed by the closed Bayfront Park landfill at 4 percent and solid waste at 1 percent.

When compared to the City of Menlo Park’s 2012 communitywide inventory (356,521 tons) there was a 1 percent increase in emissions. This 1 percent increase was attributed to the following community trends:

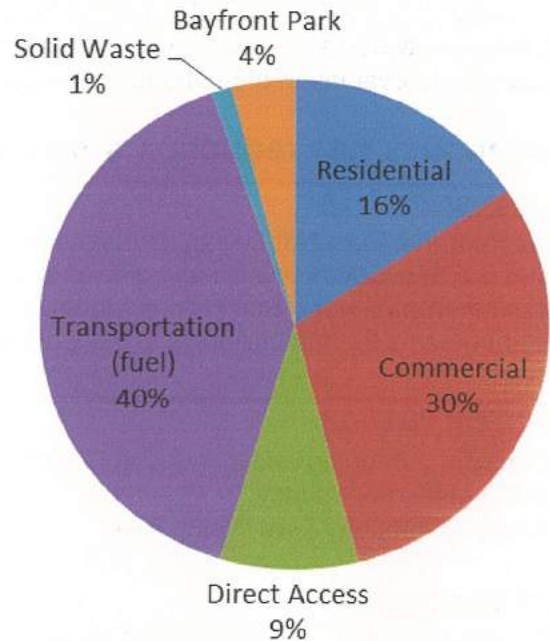
- Increase in energy consumption in both the residential and commercial sectors. For example, there was a 3.4 percent increase in residential energy use and 5.5 percent increase in commercial energy use from 2012-2013.
- Increase in development projects occurring in the City of Menlo Park, which can be seen in the differences in finalized building permits for new construction that went from 78 building permits in 2012 to 117 in 2013, a 50 percent increase over 2012.
- In 2012, Facebook did not occupy the former Sun Microsystems corporate campus as remodeling was occurring at the site. In 2013, Facebook moved 6,500 employees to the former Sun Microsystems campus. Facebook has submitted plans for campus expansion, which will roughly triple its current size by 2020. Rebuilding and infill new construction in the residential and commercial sector are expected to result in continued rise in energy demand in the City of Menlo Park for several years to come.
- PG&E emission factors slightly increased from 0.4440 lbs. CO<sub>2</sub>/kWh to 0.4990 lbs. CO<sub>2</sub>/kWh between 2012 and 2013.

The next section provides an overview of proposed strategies that can help push Menlo Park toward achieving GHG emissions reduction goals.

### Greenhouse gas reduction strategies 2015–2017

The following list of measures in Figure 4 are recommended community and municipal strategies to aid in meeting the City of Menlo Park’s GHG emissions reduction targets, to align with the ConnectMenlo Guiding Principles/General Plan, and to adapt to changing State regulations. Additional measures may be needed at the international, national, statewide and local level to achieve the City’s climate action goals.

**Figure 3 –2013 Menlo Park Communitywide Greenhouse Gas Emissions by Source**



### Fiscal Year 2015-16

- Completed installation of solar photovoltaic panels on four City buildings
- Completed installation of four Electric Vehicle (EV) charging stations at City public parking locations
- Incorporated CAP strategies and GHG emission reductions into General Plan update
- Completed energy efficient upgrades and renewable energy installation at city facilities. Considered Community Choice Energy (CCE) options to gain additional renewable power in Menlo Park's portfolio.
- Provided City staff with a Caltrain "Go Pass," which provides employees with a free unlimited-ride pass on Caltrain between all zones, seven days a way week to increase Caltrain ridership by employees
- Completed evaluation of methane capture and treatment at Bedwell Bayfront Park (Closed Landfill)

## **Greenhouse gas reduction strategies 2017–2020**

### Fiscal Year 2016-17

- Incorporated Zero Net Energy concepts and LEED Silver and Gold requirements into Planning requirements and Building Codes to increase efficiency in new buildings in the ConnectMenlo neighborhood.
- Implemented Energy Star ratings requirement, or other performance tracking methodology, into planning requirements for new buildings in the ConnectMenlo neighborhood.

### Fiscal Year 2017-18

- Consider extending and increasing ConnectMenlo electric vehicle charging station requirements to other areas of the community
- Adopt Community Zero Waste Plan

### Fiscal Year 2018-19

- Electric Vehicle Charging Policy Options and Gap Analysis (EQC Recommendation)
- Integrate green design standards similar to ConnectMenlo in the Downtown Specific Plan Update (EQC Recommendation)
- Revive and update the City's Environmental Preferable Purchasing Policy (EPP) to require new City buildings, facilities, purchases, and vehicles to meet certain minimum environmental attributes
- Develop a Transportation Master Plan to reduce congestion and greenhouse gas emissions
- Development of a Transportation Management Association to reduce driving alone behavior and encourage sustainable forms of transportation (transit, carpool, bicycling, walking, etc.)
- Development of standard operating procedures for implementing the green and sustainable building requirements in the ConnectMenlo area
- Incorporating greenhouse gas reduction and zero waste strategies in the Parks and Recreation Facilities Master Plan
- Community Zero Waste Plan Implementation:
  - Implementation of Zero Waste requirements for ConnectMenlo
  - Modify city owned drinking fountains to support refillable water bottles (full hydration stations)
  - Update the Solid Waste Ordinance and Construction and Demolition Ordinance



### Fiscal Year 2019-20

- Consider additional resiliency strategies for protecting Menlo Park land in the projected Sea Level Rise (SLR) zone
- Robust Climate Action Plan update community engagement program to craft Menlo Park's strategy looking forward to 2040 (depending upon staff capacity and city priorities)
- Implementation of Community Zero Waste Plan:
  - Create Zero Waste Policy for events held within the City
  - Implement zero waste strategies within City facilities

## **Greenhouse gas reduction strategies beyond 2020**

### Beyond 2020 Strategies to Consider

- Consider fuel switching strategies to move residential and commercial energy from natural gas and other fuels to renewable electricity portfolio
- Consider consumption-based community engagement program to reduce GHG impacts of plug load, food, and consumer goods purchased in Menlo Park
- Create and execute a communitywide initiative to convert all City residents to 100 percent renewable energy (PCE's ECO100)
- Complete a Urban Forest Master Plan with the support of the City Arborist and the Environmental Quality Commission to increase urban tree canopy
- Continue implementation of City EPP, residential and commercial water, waste and energy efficiency programs
- Consider large scale renewable energy generation within Menlo Park (such as solar farm on a portion of open space, or large number of solar roof-top installations)
- Encourage local food production through social marketing, education and community garden programs
- Develop bike sharing program
- Develop car sharing program
- Consider developing an energy efficient/renewable energy plan for commercial and residential sector to re-invigorate energy upgrades for existing buildings
- Re-invigorate a social marketing program to increase biking, public transit and walking in the community

This is a recommended timeline only, and it does not capture all of the work that has been done relating to the Climate Action Plan. Still, new policies and programs related to GHG reductions may require a comprehensive cost-benefit analysis. Nearly all policies and programs would require City Council approval before implementation. In addition, the five-year strategy also reflects what can be accomplished with current staff resources

## Status update of City Council-approved strategies

In April 2014, City Council approved of a five-year CAP strategy. The following is the status of projects previously discussed. The projects are listed roughly in the order in which they were originally planned to be implemented. The progress highlights the varied speed in which projects can move forward within the context of the larger City effort.

Below is a list of projects with corresponding status update for each of them. The Climate Action Plan will continue to evolve and adapt to the needs of the community and its residents, and the projects outlined below are a testament to its continued success.

### FY 2011-12 Projects

<b>Participated in Energy Upgrade California</b>	In April 2015, the City of Menlo Park, San Mateo County and Bay Area Regional Energy Network (BayREN) cosponsored a homeowner energy efficiency workshop at the Belle Haven neighborhood center. Over 30 residents attended the workshop. The City continues to conduct outreach regarding energy efficiency opportunities for both residents and businesses, through bill inserts, Facebook, Twitter and Nextdoor social media campaigns. The State Energy Watch program provides up to \$4,500 in rebates to homeowners and \$750 per unit to multifamily dwelling owners that complete energy efficient upgrades. City Council approved a rebate program in 2011 that provided partial payment to residents for completing a home energy audit, and full rebate if any recommended energy efficient upgrades are made. According to San Mateo County Energy Watch reports, Menlo Park had the third highest participation rate in the program for the county behind San Mateo and San Bruno. Approximately 25 projects were completed in Menlo Park. The City maintains a small fund for energy audit rebates; however, the nearby nonprofit agency that offered audits to residents has experienced program changes that have resulted in a reduced number of requests for the funds.
Status Completed 2011-2017	
<b>Establish Climate Action Plan GHG Emissions Reduction Target</b>	City Council adopted a GHG emissions reduction target of 27 percent by 2020 from 2005 level in March 2013.
Status Completed in 2013	
<b>Mandatory Commercial Recycling Ordinance</b>	Statewide mandatory commercial recycling was enacted in 2013 via AB 341 and Statewide mandatory commercial organics recovery was enacted in 2014 via AB 1826, thus removing the perceived need for local ordinances. The South Bay Waste Management Authority (also referred to as SBWMA or RethinkWaste) is taking the lead in publicizing and implementing these laws on behalf of its member agencies, including Menlo Park.
Status Removed	



<p><b>Energy Performance Contracting and Solar Power Purchase Agreements</b></p>	<p>Worked with San Mateo County Energy Watch to provide a free energy audit of the City’s administration building, and an Energy Management System (EMS) was recommended. The City Council appropriated over \$1 million in the Capital Improvement Program (CIP) for FY 2014-15, and FY 2015-16 for the energy efficiency projects at City facilities, these included variable frequency drives, Energy Monitoring Systems (EMS), and new chillers, which are estimated to save 578 tons of CO2e. On October 6, 2015, the City Council accepted the chillers and variable frequency drives as completed by the contractor.</p> <p>In 2013, City Council also approved participating in the regional renewable energy procurement project (R-REP) to install solar on four city facilities (Arrillaga Gymnasium, Arrillaga Gymnastics Center, Onetta Harris Center and Corporation Yard). Construction of the solar power facilities is complete as of FY2015-16.</p> <ul style="list-style-type: none"> <li>• The combined solar system sizes equal 390.4 kW</li> <li>• The annual solar output is estimated to be 580,889 kWh</li> <li>• Over the course of the 20 year Power Purchase Agreement (PPA), the City is expected to save over \$461,000 in energy costs (when compared to PG&amp;E), with minimal capital outlay by the City</li> <li>• The installations are estimated to reduce the City’s Municipal GHG emissions by 419 metric tons annually, which is equivalent to removing 88 passenger cars from the road every year.</li> </ul>
<p>Status</p> <p>Completed in 2016-17</p>	
<p><b>Adopt Environmental Purchasing Policy for City Operations</b></p>	<p>Implementation and reporting on the results of the policy are still in progress. The City established an Environmental Purchasing Policy (EPP) working group consisting of members from all departments that created the policy, which was adopted in 2014. The committee has not met since adoption due to other city priorities and limited staff resources. Reporting is expected to begin in FY 2015-16.</p>
<p>Status</p> <p>Completed in 2014, being updated (2018)</p>	
<p><b>Improve Methane Capture at Bedwell Bayfront Park</b></p>	<p>Delays are due to expected changes in methane production due to the age of the landfill and unexpected changes in regulatory standards for operating the closed landfill. A consultant was hired to study this issue in FY 2013-14 and a revised plan is expected in 2016.</p>
<p>Status</p> <p>Completed in 2016</p>	
<p><b>Phase II Sustainable Building Standards Development</b></p>	<p>Green and sustainable building requirements were adopted as part of the updated Bayfront (M-2) land use designations in the ConnectMenlo Land Use Element. The green and sustainable building requirements include waste management and diversion, water and energy efficiency, bird-friendly design, hazard mitigation/sea level topics for new construction.</p>
<p>Status</p> <p>Completed</p>	



FY 2012-13 Projects

<b>Expand Green Business Certification Program</b>	San Mateo County revived the program using a one-year Climate Fellow staff person in FY 2014-15. Menlo Park businesses were certified. City staff helped to publicize the program and the businesses in 2015. Follow up is needed to ensure the County continues the program on continual basis.
Status  Implemented in FY 2014-15, Ongoing	
<b>Maximize Recycling and Composting at all City facilities to a 75 percent measured diversion rate</b>	Staff has provided outreach to City employees on proper use of city recycling programs. Reporting and follow up are pending additional staff time availability.
Status  In Progress, Ongoing	
<b>Consider Adopting Zero Waste Policy</b>	City Council adopted a communitywide zero waste plan. It is currently being implemented.
Status  Adopted in FY 2017-18, Ongoing	
<b>Implement Civic Green Building Policy for New City facilities or major renovations</b>	Due to limited staff resources, this project is on hold until the Environmental Purchasing Policy is fully implemented. In 2014, the City's Environmental Purchasing Policy was adopted; additional staff time is needed to complete department level follow up, training and reporting. Environmental staff is planning to assist the City Hall remodeling team in choosing green building materials whenever possible. If the project qualifies, the City may certify the project under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) O+M (Operations and Management) framework.
Status  On Hold, and may be addressed through environmental purchasing policy update	

FY 2012-13 Projects

<b>Car Sharing and Public Transportation Marketing</b>	These projects were de-emphasized in the CAP to reflect the Transportation and Bicycle Commissions as main drivers of these projects, and reduce duplication of effort.
Status  Hold	

<b>Social Marketing Program for Alternative Transportation</b>	City staff and volunteers implemented a social media campaign for active transportation in 2014 via the transportation division's Facebook and Twitter accounts.
Status	Bicycle infrastructure improvements and campaigns to promote active transportation and commute alternatives to single occupancy vehicles were completed by the Bicycle and Transportation commissions and staff in 2014 and remain ongoing.
Hold	

FY 2014-15 Projects

<b>Consider Electric Vehicle Charging Stations</b>	In 2014, the City won a grant, as part of a regional effort, for EV chargers. Appropriate accessible parking locations for the chargers were identified and the City is ran electrical conduit and enhanced electrical service to the selected locations. The cost of the chargers and the installation of the chargers are were covered by the grant, and the City contributed approximately \$30,000 to provide the conduit and electrical service upgrades required. Two electric vehicle charging stations were installed at the Civic Center and two in Parking Plaza 2 in 2016.
Status	
Completed in FY 2016-17	
<b>Variable Frequency Drive Systems Installation</b>	In 2015, funds amounting to \$64,272 were used to install variable frequency drive systems at Burgess Park and Belle Haven Park pools. An annual carbon dioxide equivalent reduction of 38 tons is estimated.
Status	
Completed FY 2014-15	

FY 2015-16 Projects

<b>Capital Improvement Plan</b>	In FY 2015-16, City Council approved \$100,000 annually in the Capital Improvement Plan (CIP) for Climate Action Plan activities (Staff Report #15-083).
Status	
Implemented, On Going	
<b>Energy Monitoring Systems</b>	Approved \$375,000 in funding was used to purchase and install new energy monitoring systems at City Hall/Administration Building and Library with an estimated annual carbon dioxide equivalent reduction of 120 lbs. based on data collected on energy use in each building and the efficiency rates generated system that was installed.
Status	
Completed FY 2015-16	
<b>Chiller and Variable Frequency Drive Systems Installation</b>	Approved \$606,160 in funding to purchase and install new chillers and variable frequency drive systems at City Hall/Administration Building and Library. Estimated annual carbon dioxide equivalent (CO2e) reduction is 121 tons, based on data collected on energy use and the efficiency rates generated by the system that was installed.
Status	
Completed FY 2015-16	



<b>Solar Photovoltaic Installations</b>	The City made four power purchase agreements with Cupertino Electric as part of the Regional Renewable Energy Procurement Project (R-REP) with Alameda County to install solar PV systems on municipal buildings (rooftop and solar carport). In 2015, solar panels were installed on the Arrillaga Family Gymnasium, Arrillaga Family Gymnastics Center, City Corporation Yard and Onetta Harris Community Center. The estimated annual CO2e reduction is 419 tons.
Status Completed FY 2015-16	
<b>Free Solar Power Panels</b>	In 2015, the City of Menlo Park teamed up with Facebook, Menlo Spark and GRID Alternatives to provide free solar panels to 10 residences in Belle Haven.
Status Completed in FY 2015-16	
<b>Caltrain "Go Pass"</b>	In 2016, City Council approved of the Caltrain Go Pass program that provides City staff annual unlimited-rides on Caltrain between all zones, seven days a week.
Status Completed in FY 2015-16	

### Recommended Next Steps of GHG Emission Reduction Strategies

This annual update and status report is intended to complete a high-level analysis of the City's current GHG emissions and reduction strategies, and identify new strategies for consideration over the next five years.

For FY 2015-16 the City Council Approved \$100,000 annually in the Capital Improvement Plan (CIP) for Climate Action Plan activities. These funds are used to pursue the strategies listed in Figure 4.

The next recommended steps include:

- City Council review the community and municipal GHG inventories for 2013 (above, accomplished).
- Staff to continue to consider and implement strategies identified in the report through the annual Capital Improvement Plan and/or city budget process.
- Environmental Quality Commission to advise staff and City Council regarding updates to the General Plan, which will facilitate GHG reductions in the near and long term.
- Staff to track statewide changes, such as Governor's Executive Orders, which affect the City's Climate Action Planning.

### Appendix A – Previous Menlo Park Climate Action Planning City Council Reports

Date	Action
5/1/2007	Adoption of a resolution appropriating \$35,000 from the General Fund Reserve for consultant and staff costs to conduct a Greenhouse Gas Emissions Inventory and authorizing the City Manager to enter into a contract for \$24,100 with ICLEI – Local Governments for Sustainability to conduct the inventory, and adoption of a resolution endorsing the U.S. Mayors Climate Protection Agreement, as modified. (Staff Report #07-075)
3/4/2008	Receipt of updates to the Menlo Park Greenhouse Gas Emissions Inventory Analysis; approval of a resolution authorizing the City Manager to execute a grant agreement in the amount of \$25,000 with the Bay Area Air Quality Management District for developing a Climate Action Plan and to execute a contract in the amount of \$30,600 with ICLEI-Local Governments for Sustainability to develop a Climate Action Plan; and appointment of a councilmember to the Core Team for planning. (Staff Report #08-031)
3/25/2008	Consideration of purchasing offset credit for Greenhouse Gas Emissions from City operations through the PG&E Climate Smart Program (Staff Report #08-039)
3/25/2008	Core Team for drafting the Climate Action Plan (Staff Report #08-040)
4/22/2008	Adopt the Climate Action Assessment Plan Report and authorize use of remaining funds from the Green@Home contract with Acterra to provide additional energy efficiency incentives that would increase Menlo Park’s participation in the regional Energy Upgrade California Program (Staff report #11-128)
4/2/2013	Provide direction on the Climate Action Plan Update and Status Report, new measuring methodology for transportation greenhouse gas emissions, and a community greenhouse reduction target, and provide direction on funding in order to achieve target. (Staff report #13-051)
6/17/2014	Receive annual community greenhouse gas inventory information and approve updated five year Climate Action Plan strategy (Staff report #14-113)
6/17/2014	Approve a resolution authorizing the City Manager to execute an agreement with the Bay Area Climate Collaborative, ABM, and ChargePoint to install four electric vehicle charging stations in Menlo Park with grant funds from the California Energy Commission (Staff report #14-115)

10/07/2014	Approve a resolution making findings necessary to authorize an energy services contract for Power Purchase Agreements (PPA) at the Arrillaga Gymnasium, Arrillaga Gymnastics Center, Onetta Harris Center and City Corporation Yard; authorize the City Attorney to finalize the agreement and authorize the City Manager to execute the agreement; and amend the existing consulting contract with Optony, Inc. to include construction management services (Staff report #14-178)
10/20/2015	Receipt of updates to the Menlo Park Climate Action Plan and Status Report (Staff report #15-156)
6/20/2017	Approve a resolution reaffirming the City's commitment to combat climate change and expressing support for the Paris Agreement (Staff report #17-147)
07/18/2017	Adopt a resolution for a vision of 100 percent renewable energy powering the Menlo Park community by 2030 (Staff report #17-167)



## **Appendix B - City of Menlo Park Municipal Operations GHG Emissions**

The City of Menlo Park conducted the following Municipal GHG Inventory in 2009, which showed an increase in GHG of 594 tons due to expansion of City infrastructure/facilities and changes in emissions factors. The 2009 Municipal Inventory has not been officially updated; however, the City has tracked information reflecting the municipal energy saving projects conducted with the support of PG&E. The projects, which were completed in 2010 through 2013, provide GHG emissions reduction of 100 tons (a number of additional projects were conducted; however, they were not counted in this calculation, because the year of completion has not been established).

In addition, the City Council has approved the following municipal energy-efficiency related projects, which are in progress, and are expected to save an additional amount of more than 578 tons of GHG:

October 2014:

- Project: Approved \$64,272 in funding to install variable frequency drive systems at the Burgess Park and Belle Haven Park pools.

Estimated annual CO<sub>2</sub>e reduction: 38 tons Status: Completed FY 2014-15

- Project: Approved four Power Purchase Agreements (PPA) with Cupertino Electric as part of the Regional Renewable Energy Procurement Project (R-REP) with Alameda County to install solar PV systems on municipal buildings (rooftop and solar carport). Solar will be installed on the Arrillaga Family Gymnasium, Arrillaga Family Gymnastics Center, City Corporation Yard and Onetta Harris Community Center.

Estimated annual CO<sub>2</sub>e reduction: 419 tons. Status: Completed November 2015.

April 2015 (For the City's Administrative Building and Library):

- Project: Approved \$375,000 in funding to purchase a new Energy Monitoring System

Estimated annual CO<sub>2</sub>e reduction: 120 lbs. Status: Completed FY 2015-16

- Project: Approved \$606,160 in funding to purchase new chillers and variable frequency drives.

Estimated annual CO<sub>2</sub>e reduction: 121 tons. Status: Completed October 6, 2015

Emissions from the City's municipal operations are embedded within the communitywide totals. In the year 2009, the City of Menlo Park's municipal operations generated 2,889 tons of CO<sub>2</sub>e, which constitutes 0.004 percent of the community's total greenhouse gas emissions. This is a 25 percent increase compared to 2005 total emissions (2,305 tons).

Electricity and natural gas use in the City's buildings contributed to 47 percent, the vehicle fleet contributed 19 percent of this total and the remainder of CO<sub>2</sub>e came from streetlights, waste and the electricity for pumping water and stormwater.

**Municipal Buildings** - Electricity and natural gas use in the City's buildings contributed to 47 percent of CO<sub>2</sub>e from municipal operations. This is up 14 percent compared to City buildings contributing 33 percent of CO<sub>2</sub>e toward municipal operations in 2005. This increase can be attributed to a number of reasons, including but not limited to: PG&E's greenhouse gas CO<sub>2</sub> emission rates for electricity increased from kWh x (0.489 lbs. /kWh / 2,204.6 lbs. /metric ton) in 2005 to kWh x (0.641 lbs. /kWh / 2,204.6 lbs. /metric ton) in 2009. The increase in emissions rates means that each kWh consumed in 2009 contributed approximately 31.1 percent more CO<sub>2</sub> than in 2005. Another reason for the increase in fuel and electricity consumption from municipal buildings is the construction of new buildings from 2005-2009.

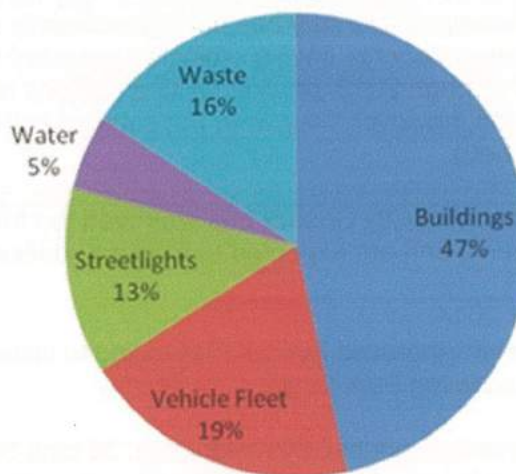
**Vehicle Fleet** - In 2009, Menlo Park's municipal vehicle fleet was responsible for the second largest share of overall municipal emissions at 19 percent. Compared to 2005's 28.4 percent, this is a 9.4 percent reduction. Menlo Park's vehicle fleet consists of analyzing the fuel consumed by City vehicles and equipment, such as police vehicles, and the tractors used for landscaping.

**Streetlights** - The energy consumed by the City's streetlights accounted for 13 percent of municipal operations greenhouse gas emissions in 2009. This analysis included the energy consumed by streetlights, traffic signals, park lighting, decorative lights and parking lot lights. Compared to 2005's 11.9 percent, this is a 1.1 percent increase. This increase can be attributed to the addition of more streetlights, including signal cameras added throughout the City in 2008.

**Water/Sewage** - The emissions resulting from the energy used to pump water and wastewater remained the same at 5 percent in 2005 and 2009. This analysis excludes pumping and treatment of wastewater that is carried out by the West Bay Sanitary District (WBSD), East Palo Alto Sanitary District (EPASD), and the South Bayside System Authority (SBSA).

**Waste** - In 2009, the relative contribution of landfilled waste from municipal operations to greenhouse gas emissions is 16 percent. Compared to landfilled waste contributing 20.8 percent to municipal operations in 2005, there is a 4.8 percent decrease. This decrease can be attributed to the reduction of solid waste sent to the landfill from year to year.

### Municipal Operations Greenhouse Gas Emissions Inventory 2009 By Source (2,889 tons CO<sub>2</sub>e)





# BELLE HAVEN NEIGHBORHOOD TRAFFIC CALMING PLAN UPDATE

August 20, 2019



## AGENDA

- Plan Development
- Plan Implementation
- Additional Modifications
- City Council Action



## PLAN DEVELOPMENT

- Oct. 2017
  - City Council approved Plan study
- Nov. - Dec. 2017
  - Collected data
- Jan. – Jun. 2018
  - Developed draft Plan
- Jul. – Dec. 2018
  - Conducted community meetings and outreach
- Apr. 2019
  - City Council approved Plan



\* Project webpage: [www.menlopark.org/bellehaventraffic](http://www.menlopark.org/bellehaventraffic)



# PLAN DEVELOPMENT – FINAL PLAN





## PLAN IMPLEMENTATION – BULBOUTS



Trial - Ivy Dr. and Chilco St., Menlo Park



# PLAN IMPLEMENTATION



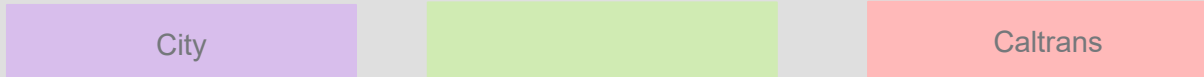
Recommended Plan amendment area



# PLAN IMPLEMENTATION



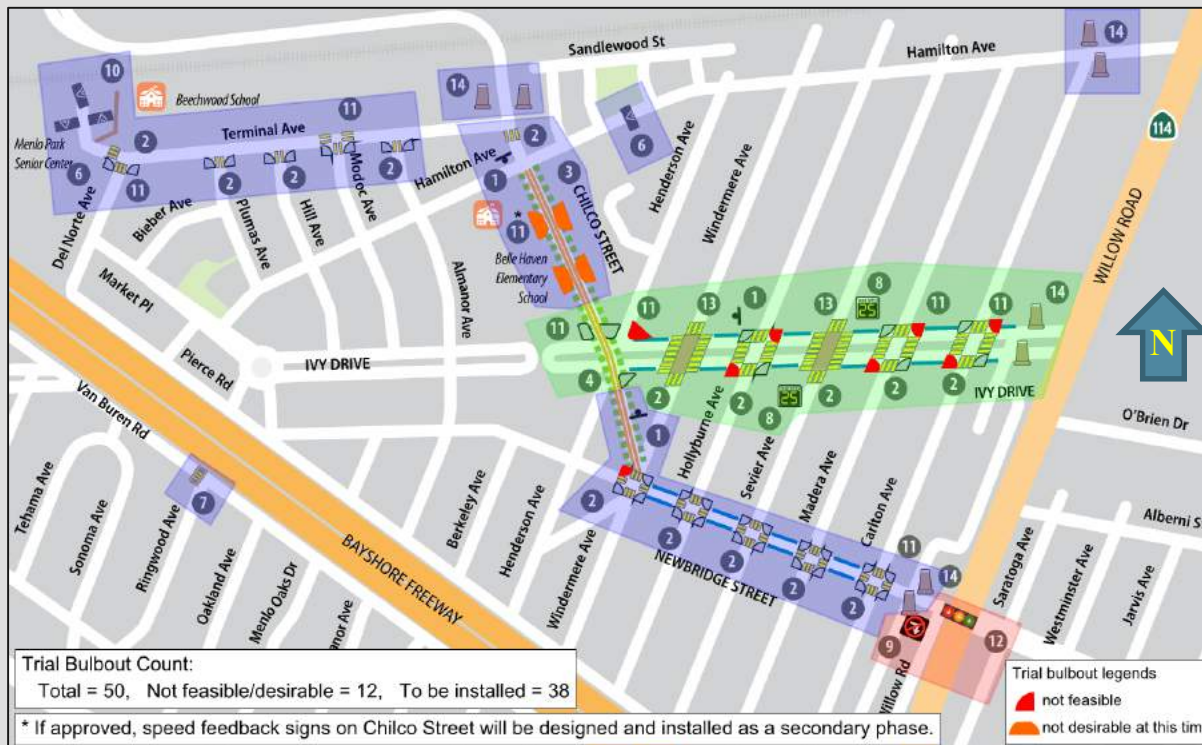
Right-of-Way  
 Approval Authority







# PLAN IMPLEMENTATION



Jurisdiction: Scope /  
 Schedule

City: Trial installation (signing & striping) / Oct – Dec 2019

Caltrans: 30% conceptual design / ≥ 12 months



## PLAN IMPLEMENTATION – NEXT STEPS

### Trial Evaluation & Permanent Device Schedule

Milestone	Schedule
Install trial devices (City ROW devices only)	October - December 2019
6-month trial period (City ROW devices only)	January - June 2020
Post-trial data collection (City ROW devices only)	June 2020
Analysis & outreach (City ROW devices only)	June - September 2020
Permanent device design (all devices, including SFPUC & Caltrans ROW)	Late 2020
Permanent device installation	Mid 2021



# ADDITIONAL MODIFICATIONS







## CITY COUNCIL ACTION REQUESTED

- Amend Plan
  - Chilco St. between Hamilton Ave. and Ivy Dr.
- Provide direction on turn restrictions:
  - Chilco St. / Constitution Dr.
  - Chilco St. / Terminal Ave. or Hamilton Ave. / Almanor Ave.
  - Hamilton Ave. / Sevier Ave.
  - Hamilton Ave. / Madera Ave.
  - Hamilton Ave. / Carlton Ave. or Newbridge St. / Carlton Ave.



**THANK YOU**



A wide landscape photograph showing a river or stream winding through a green, hilly area. The sky is filled with large, white and grey clouds, suggesting a bright but slightly overcast day. The water reflects the sky and the surrounding greenery.

# CHRYSLER DRIVE AND JEFFERSON DRIVE BICYCLE FACILITY IMPROVEMENTS

August 20, 2019

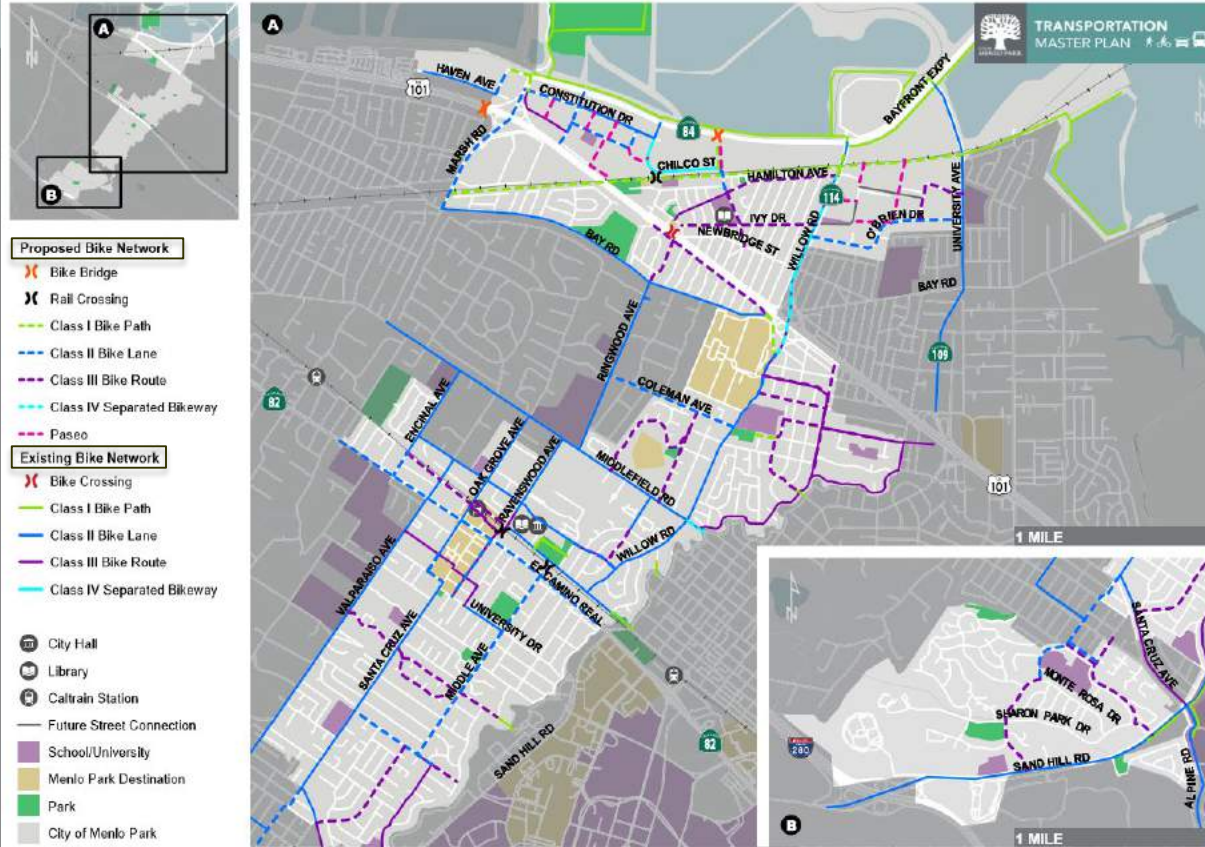




# PROJECT AREA

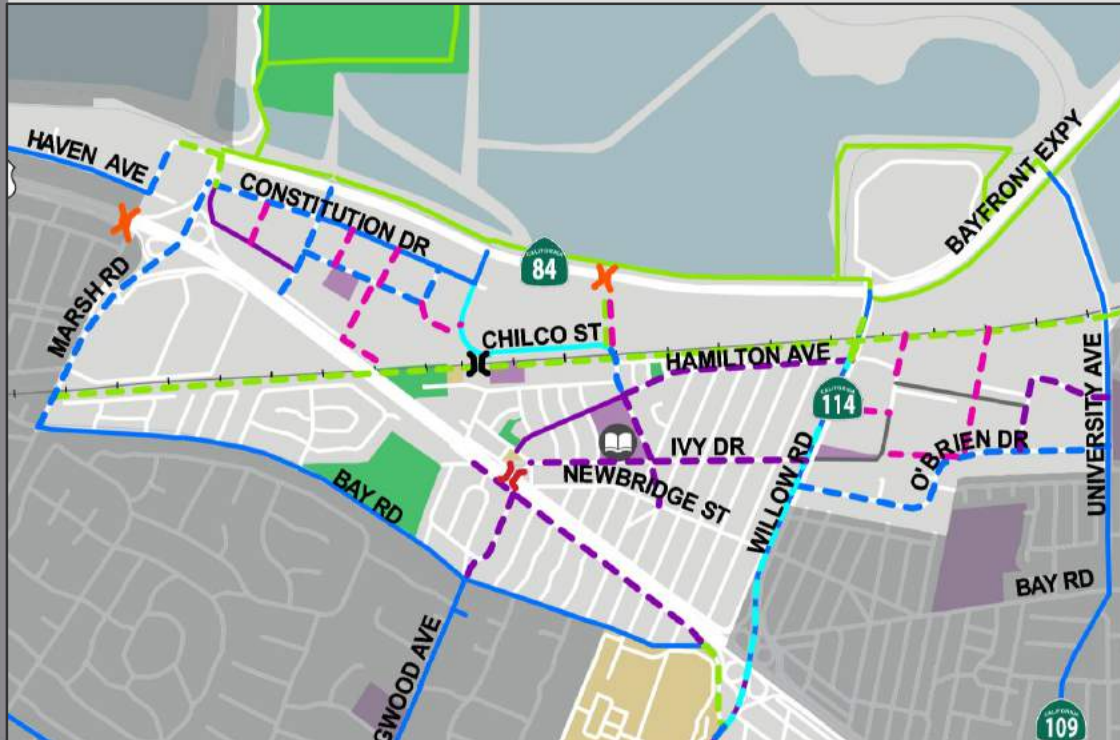


# TRANSPORTATION MASTER PLAN





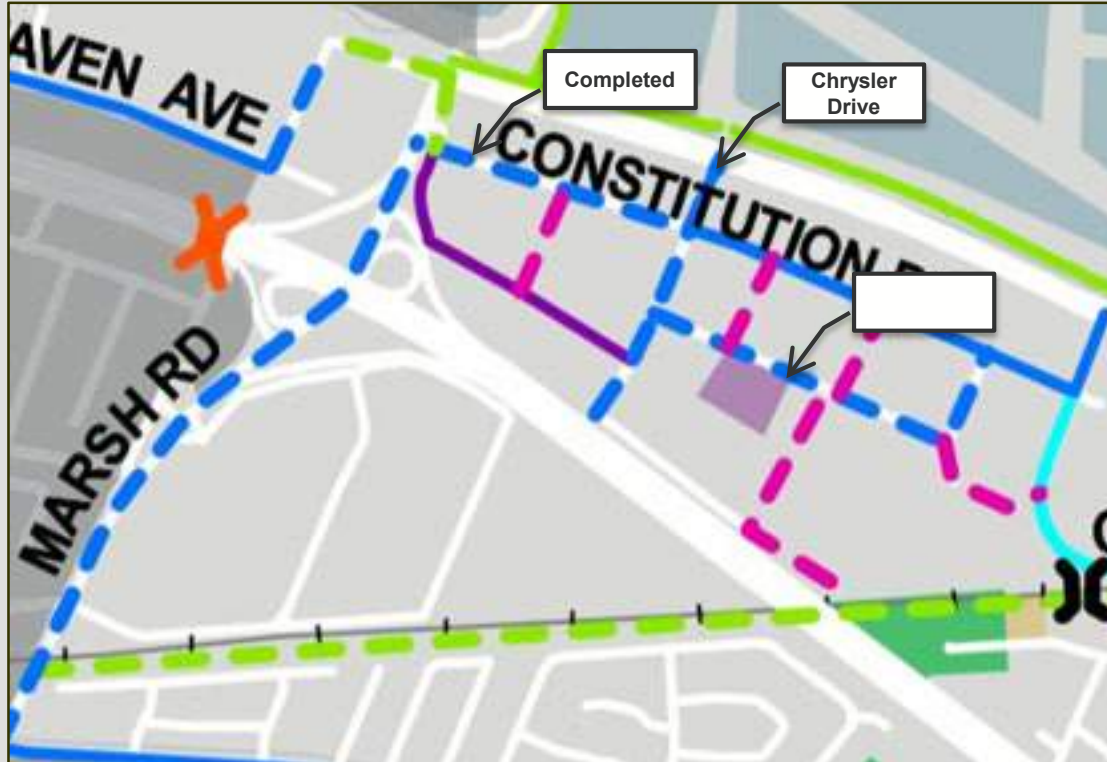
# TRANSPORTATION MASTER PLAN



Proposed Bike Network	
	Bike Bridge
	Rail Crossing
	Class I Bike Path
	Class II Bike Lane
	Class III Bike Route
	Class IV Separated Bikeway
	Paseo
Existing Bike Network	
	Bike Crossing
	Class I Bike Path
	Class II Bike Lane
	Class III Bike Route
	Class IV Separated Bikeway



# TRANSPORTATION MASTER PLAN



**Proposed Bike Network**

- Bike Bridge
- Rail Crossing
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Separated Bikeway
- Paseo

**Existing Bike Network**

- Bike Crossing
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Separated Bikeway

# BAYFRONT AREA COMPLETED PROJECTS



## BAYFRONT AREA DEVELOPMENT PROJECTS



**1** **3639 HAVEN AVENUE**  
St. Anton Partners  
394 Apartments  
Status: Complete

**2** **3645 HAVEN AVENUE**  
Greystar  
146 Apartments  
Status: Complete

**3** **MENLO GATEWAY**  
Bohannon Development Company  
241,251 SF Office / 250 Room Hotel Na  
Status: Independence Site Complete

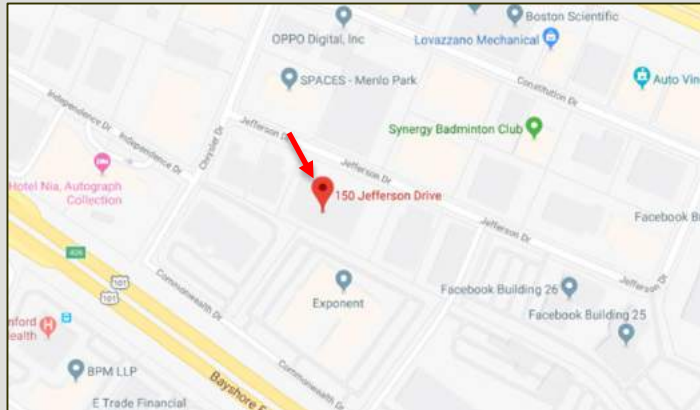
**4** **162-164 JEFFERSON DRIVE**  
The Sobrato Organization  
259,920 SF Office  
Status: Complete

**5** **777 HAMILTON AVENUE**  
Greenheart Land Company  
195 Apartments  
Status: Complete

**6** **1200 WILLOW ROAD**  
MidPen Housing  
90 Units Senior Housing  
Status: Complete

**FACEBOOK PROJECTS**  
See other boards for more detail







# TIDE ACADEMY







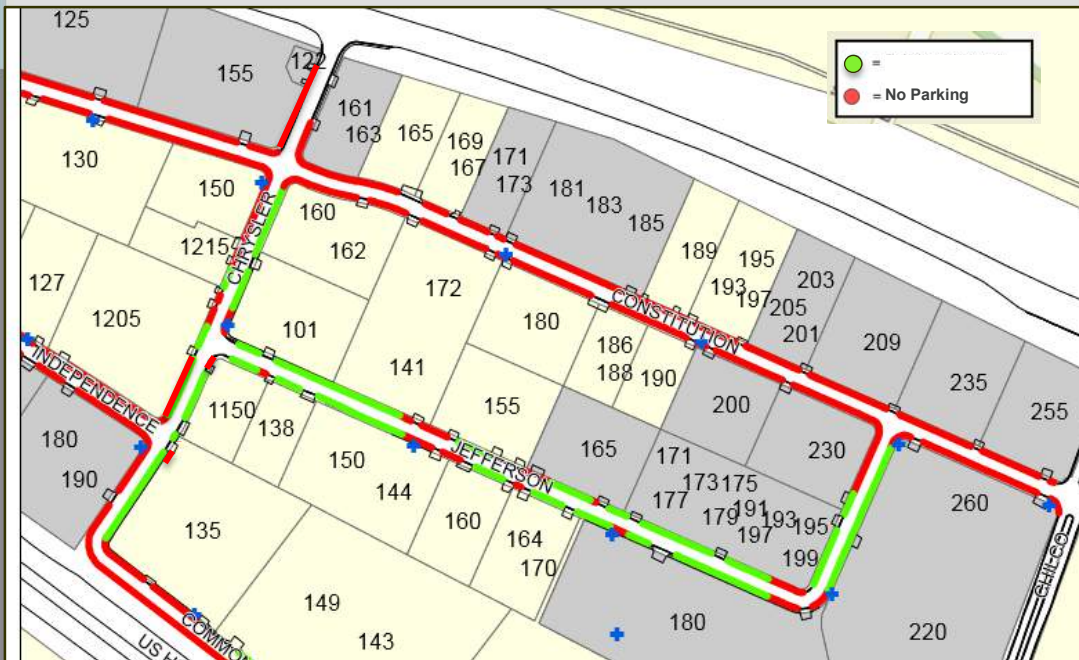




# ANALYSIS



# ANALYSIS



**Table 3: Number of parked vehicles**

Roadway section	11:00 am Thursday, June 20, 2019	2:45 pm Tuesday, June 25, 2019	1:00 pm Thursday, June 27, 2019	Total number of spaces
Jefferson Drive	125 (98%)	73 (57%)	112 (88%)	128
Chrysler Drive	35 (95%)	19 (51%)	26 (70%)	37

# ANALYSIS





# ANALYSIS

## COLLISION HISTORY



Table 2: Collision Type History

Location	Bicycle	Moving Vehicle	Fixed Object or Parked Vehicle	Total
Jefferson Drive	1	3	3	7
Chrysler Drive	2	15	2	19
Commonwealth Drive*	0	0	0	0
Constitution Drive	0	6	3	9
Independence Drive	0	4	1	5
<b>Total</b>	<b>3</b>	<b>28</b>	<b>9</b>	<b>40</b>

\* = One collision reported under Chrysler Drive was located at the intersection at Commonwealth Drive.

# ANALYSIS



# JEFFERSON DRIVE





# CHRYSLER DRIVE



## BAYFRONT AREA DEVELOPMENT PROJECTS



- Existing Zoning**
- M-2 Light Industrial/MA-SX Business Park
  - P-1 Public Facilities
  - C-2B Neighborhood Commercial, Restrictive
  - C-2S Neighborhood Commercial, Special
  - FP Flood Plain
  - R-4S(AHD) High Density Residential/Social
- New Connections**
- New Public Street
  - Pavement
- Potential Zoning**
- RMU Residential Mixed Use/ RMU-B (B = Bonus Available)
  - LS Life Sciences/LS-B (B = Bonus Available)
  - O Office/ OB (B = Bonus)/OCH (CH = Corporate Housing)/ OH (H = Hotel)



### Project Site

- MPK 40 - 1080 Hamilton Ave
- MPK 41 - 1100-1190 Hamilton Ave
- MPK 42 - 1200-1240 Hamilton Ave
- MPK 43 - 1010-1048 Hamilton Ave
- MPK 44 - 1205-1275 Hamilton Ave
- MPK 45 - 1105-1195 Hamilton Ave
- MPK 46 - 1005 Hamilton Ave
- MPK 47 - 859 Hamilton Ave
- MPK 48 - 827-863 Hamilton Ave
- MPK 49 - 923-925 Hamilton Ave
- MPK 50 - 1390 Willow Road (NOT OCCUPIED)
- MPK 51 - 1100-1190 Hamilton Ave
- MPK 52 - 1380 Willow Road
- MPK 53 - 960 Hamilton Ave
- MPK 54 - 1370 Willow Road
- MPK 55 - 1274-1376 Willow Road
- MPK 56 - 980 Hamilton Ave
- MPK 57 - 1350 Willow Road
- MPK 58 - 1360 Willow Road
- MPK 59 - 998 Hamilton Ave

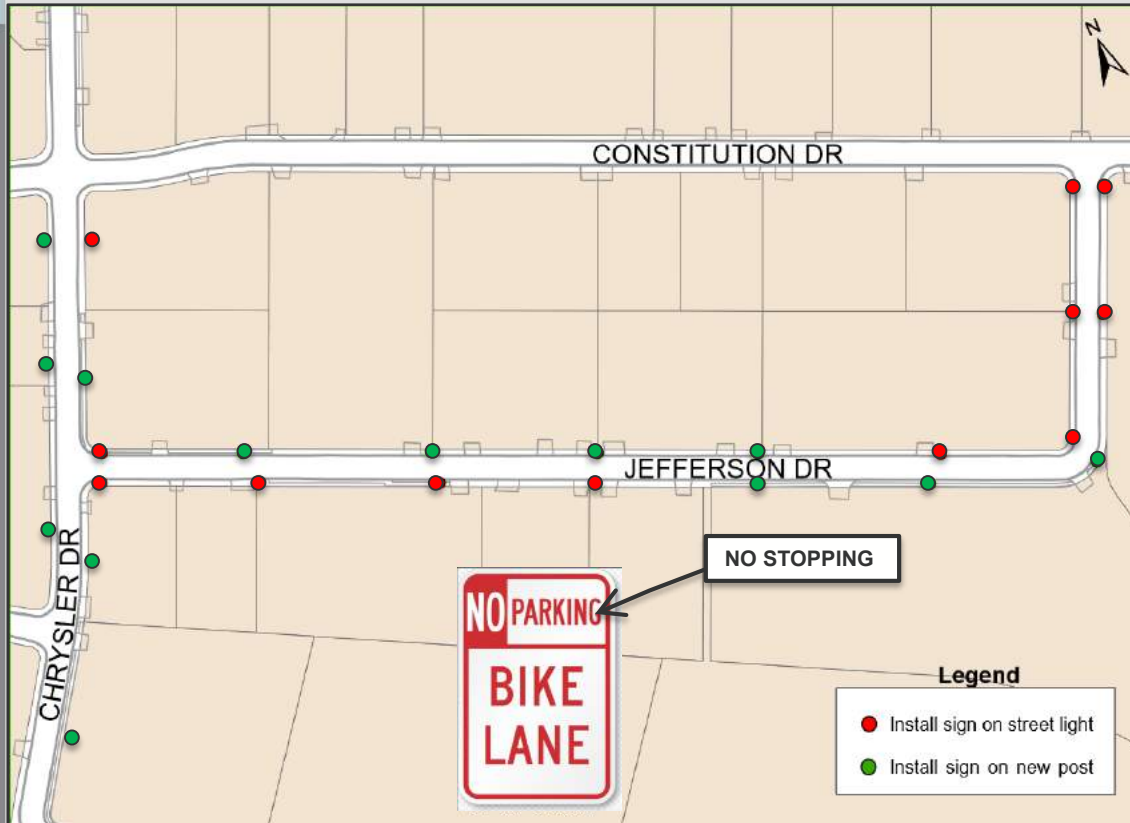




# STAFF RECOMMENDATION







# STAFF RECOMMENDATION





**THANK YOU**

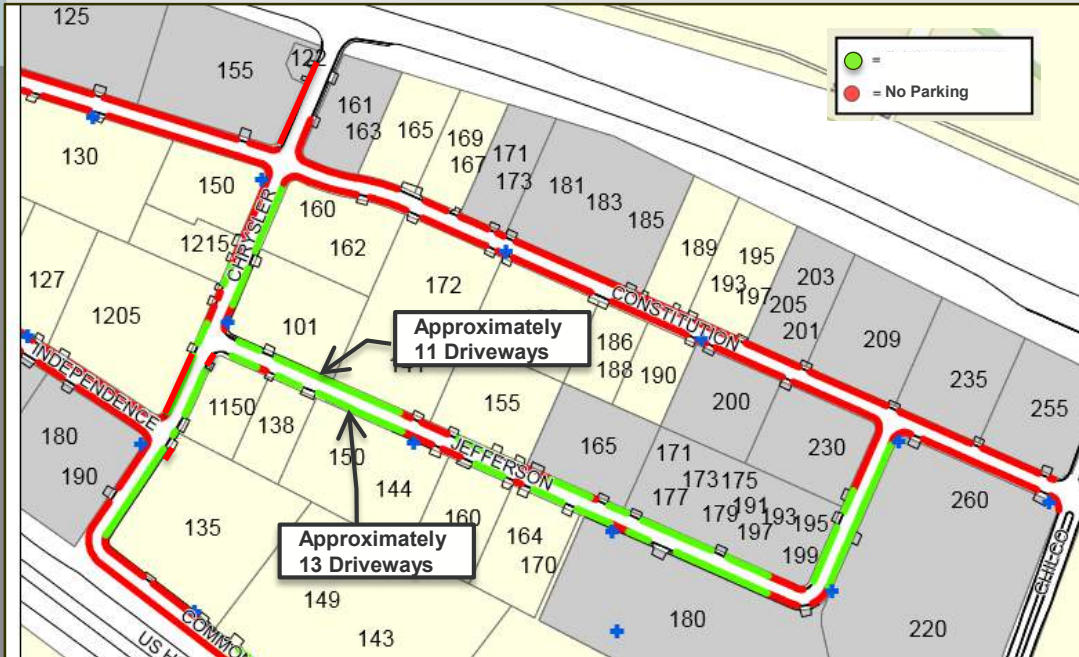


# STAFF RECOMMENDATION

## PARKING



# ANALYSIS



# JEFFERSON EXISTING PARKING LOTS

## WEDNESDAY JULY 31, 2019





# BAYFRONT AREA PROPOSED PROJECTS



## BAYFRONT AREA DEVELOPMENT PROJECTS



**1 HOTEL MOXY**  
3723 Haven Avenue  
167 Hotel Rooms  
Status: Pending Study Session Review



**2 MENLO GATEWAY**  
105-155 Constitution Drive  
495,052 SF Office  
Status: Under Construction



**3 111 INDEPENDENCE DRIVE**  
SP Menlo LLC  
106 Multi-Family Dwelling Units  
Status: Pending Design Review



**FACEBOOK PROJECTS**  
See other boards for more detail



**4 MENLO PORTAL**  
104-110 Constitution Dr, 115 Independence Dr  
320 Dwelling Units / 34,700 SF Office /  
1,600 SF Commercial  
Status: Pending Study Session Review



**5 MENLO UPTOWN**  
141 Jefferson Drive, 180-186 Constitution Drive  
483 Dwelling Units / 2,000 SF Commercial  
Status: Pending Study Session Review



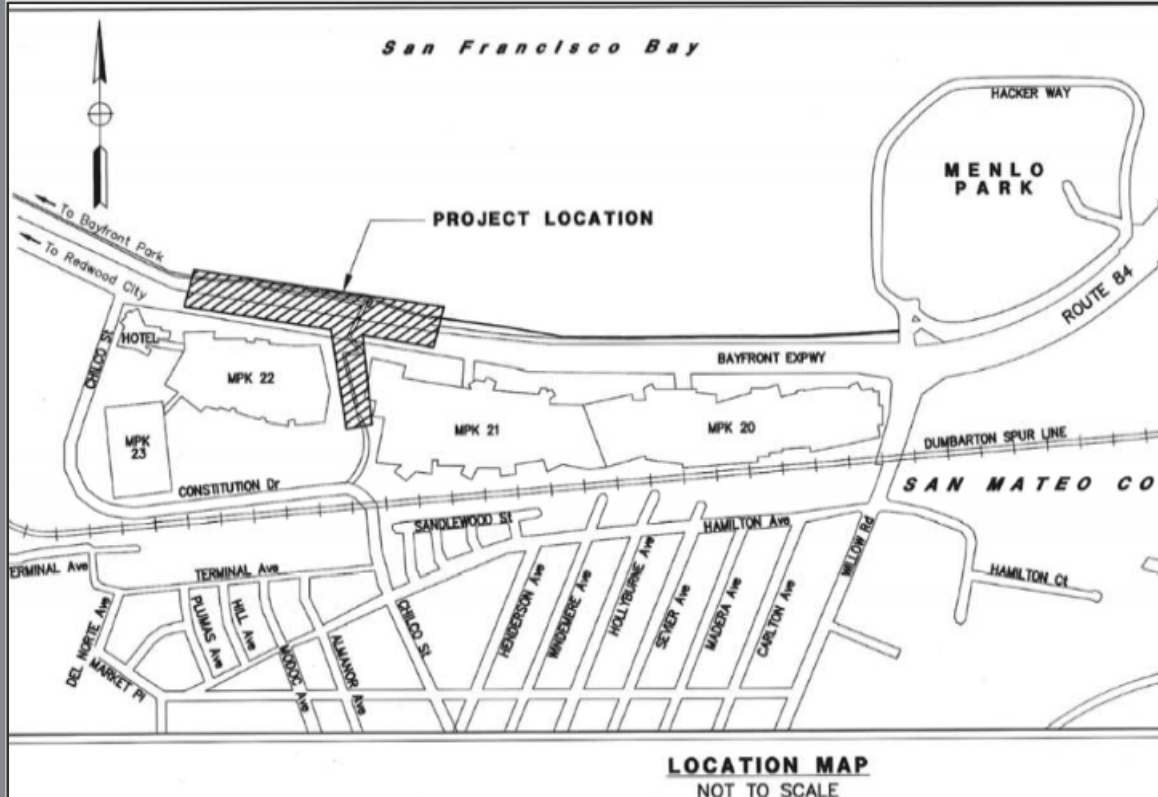
**6 162-164 JEFFERSON DRIVE**  
The Sobrato Organization  
249,500 SF Office  
Status: Pending Design Review

# FACEBOOK

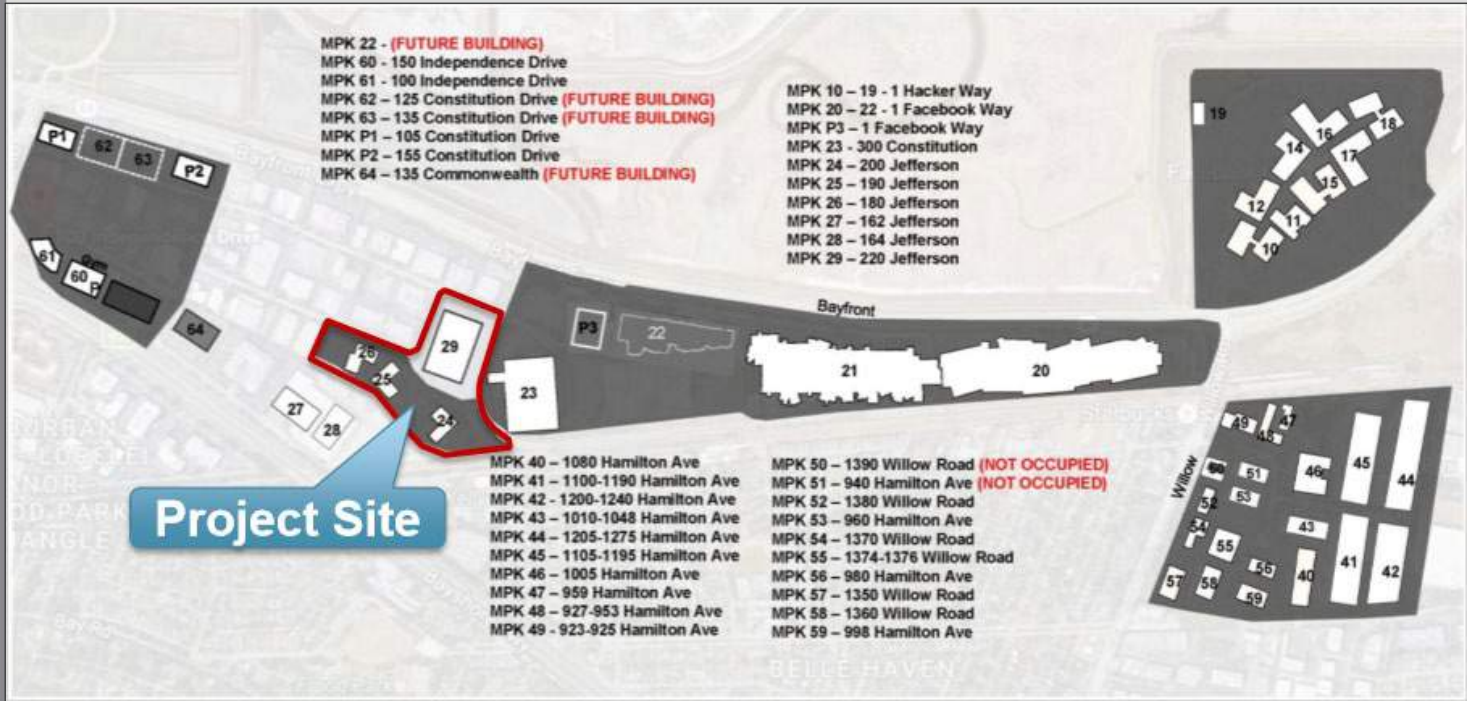
## APPROVED TRANSIT HUB SITE











## BAYFRONT AREA FACEBOOK PROJECTS



**4C** **MPK BUILDINGS 21 & 22**  
1,137,200 SF Office / 200 Room Hotel  
Status: Building 21 Opened Summer 2018,  
Building 22 Under Construction



**4A** **CITIZENM HOTEL**  
240 Hotel Rooms  
Status: Pending Study Session Review



**4B** **MPK BUILDING 23**  
180,108 SF Warehouse Conversion to Office  
Status: Opened Spring 2016



**4D** **MPK BUILDING 20**  
433,555 SF Office  
Status: Opened Spring 2015



# Transportation

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TIDE Academy is located at [150 Jefferson Drive, Menlo Park, CA 94025](#). We will be served by SamTrans, The City of Menlo Park Caltrain Shuttle, and have a school bus route. The school bus route will have stops at the Menlo Park Caltrain station and the Onetta Harris Community Center that connect with public transportation.

The SUHSD Transportation Department is still determining details of specific bus routes. Until we obtain information from them, their department can be reached here: <http://www.seq.org/Departments/Administrative-Services/Transportation/index.html>

## 7. What transportation options exist to and from TIDE?

TIDE Academy is working with local transportation agencies to provide shuttles and reduce the number of cars delivering students to school. This information will be updated once plans are finalized.





# Staff Directory

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SEARCH

Enter Staff Name

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Last Name

LAST NAME

All

**BITTNER, EMILY**

TEACHER

(650) 306-1755

SEND MESSAGE

**BUENROSTRO TORRES, MAYRA**

SECRETARY, SCHOOL

(650) 306-1755

SEND MESSAGE

**CESENA, MAKAILAH**

TEACHER

(650) 306-1755 x78059

SEND MESSAGE

**CLOSE, MICHELLE**

COUNSELOR

(650) 306-1755

SEND MESSAGE

**COLE, CATHERINE**

TEACHER

(650) 306-1755 x79053

SEND MESSAGE

**JENKINS, PORCHIA**

TEACHER

(650) 306-1755

SEND MESSAGE

**JOHNSON, DAWN**

FOOD SERVICES LEAD

(650) 306-1755

SEND MESSAGE

**KARDITZAS, JAMES**

TEACHER

(650) 306-1755 x22510

SEND MESSAGE

**LEESON, JULIA**

TEACHER

(650) 306-1755

SEND MESSAGE

**OJEDA, ALANNA**

TEACHER

(650) 306-1755

SEND MESSAGE

**SILVESTRI, ALLISON**

PRINCIPAL

(650) 306-1755

SEND MESSAGE

**STAGG, RYAN**

TEACHER

(650) 306-1755 x79052

SEND MESSAGE



**TIDE Academy  
 Bus Run Schedule 2019-2020**

**AM Run 1**

**Run TIDE-A**

Reg

Time Stop Name

7:35	E.P.A Boys & Girls Club
8:05	Menlo Park Train Station
8:20	Bay Rd. & Hamond Dr. @ Samtrans Stop
8:35	Onetta Haris Community Center

**8:45 School Arrival TIDE Academy**

**PM Run 1 (Mon.-Wed.-Thurs.-Fri.)**

**Run TIDE-L**

Reg

Time Stop Name

<b>3:55</b>	<b>Leave @ 4:05</b>	<b>TIDE Academy</b>
4:15	Onetta Haris Community Center	
4:30	Bay Rd. & Hamond Dr. @ Samtrans Stop	
4:45	Menlo Park Train Station	
5:10	E.P.A Boys & Girls Club	

**PM Run 1 (Tuesday Only)**

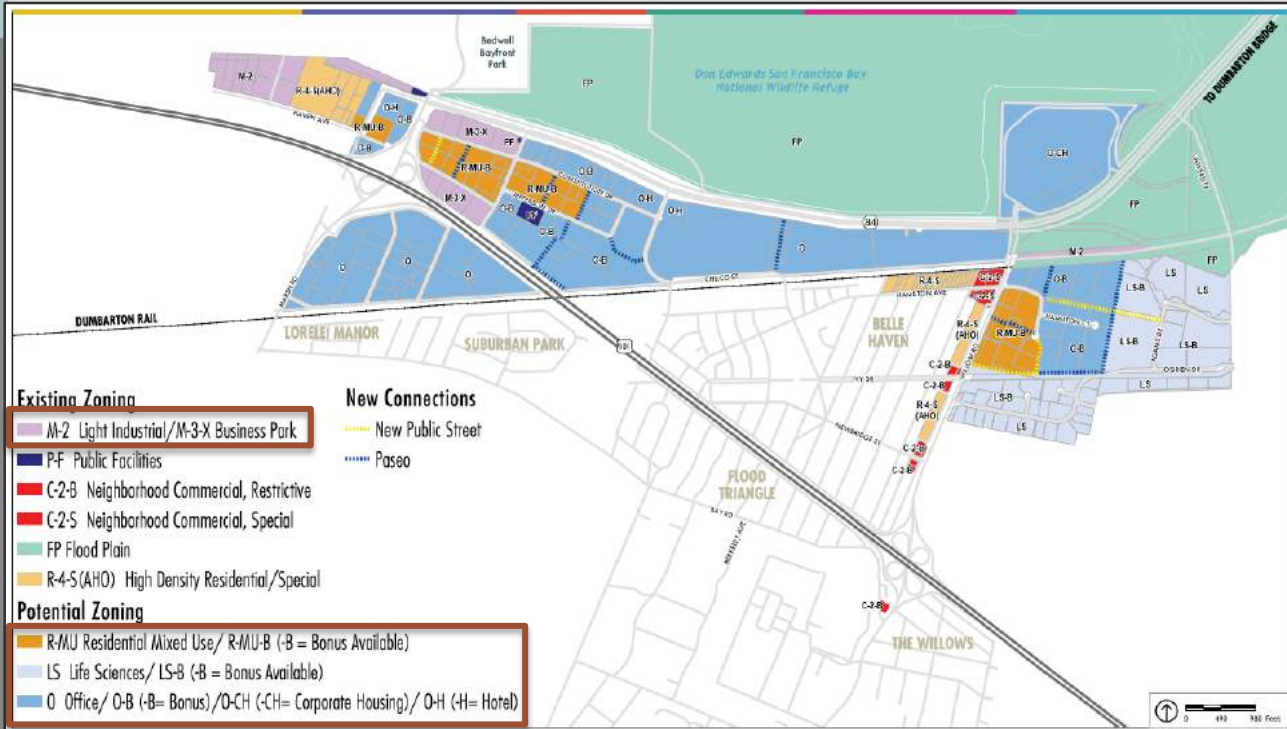
**Run TIDE-LTU**

Reg

Time Stop Name

<b>3:10</b>	<b>Leave @ 3:20</b>	<b>TIDE Academy</b>
3:30	Onetta Haris Community Center	
3:45	Bay Rd. & Hamond Dr. @ Samtrans Stop	
4:00	Menlo Park Train Station	
4:25	E.P.A Boys & Girls Club	

# GENERAL PLAN BAYFRONT AREA ZONE



**M-2 AREA ZONING**  
 Adopted December 6, 2016