



## REGULAR MEETING AGENDA

**Date:** 8/25/2025  
**Time:** 7:00 p.m.  
**Location:** Zoom.us/join – ID# 846 9472 6242 and  
City Council Chambers  
751 Laurel St., Menlo Park, CA 94025

**Commissioner Behrooz will be participating from:**  
**Marlboro Music Festival Campus Center**  
**(Health Care Office)**  
**2472 South Road**  
**Marlboro, VT 05344**

Members of the public can listen to the meeting and participate using the following methods.

How to participate in the meeting

- Access the live meeting, in-person, at the City Council Chambers
- Access the meeting real-time online at:  
[zoom.us/join](https://zoom.us/join) – Meeting ID# 846 9472 6242
- Access the meeting real-time via telephone (listen only mode) at:  
(669) 900-6833  
Regular Meeting ID # 846 9472 6242  
Press \*9 to raise hand to speak
- Submit a written comment online up to 1-hour before the meeting start time:  
[planning.commission@menlopark.gov](mailto:planning.commission@menlopark.gov)\*  
Please include the agenda item number related to your comment.

\*Written comments are accepted up to 1 hour before the meeting start time. Written messages are provided to the Planning Commission at the appropriate time in their meeting.

Subject to change: The format of this meeting may be altered or the meeting may be canceled. You may check on the status of the meeting by visiting the city website [menlopark.gov](https://menlopark.gov). The instructions for logging on to the webinar and/or the access code is subject to change. If you have difficulty accessing the webinar, please check the latest online edition of the posted agenda for updated information ([menlopark.gov/agendas](https://menlopark.gov/agendas)).

## Regular Meeting

- A. Call To Order**
- B. Roll Call**
- C. Reports and Announcements**

## **D. Public Comment**

Under “Public Comment,” the public may address the Commission on any subject not listed on the agenda. Each speaker may address the Commission once under public comment for a limit of three minutes. You are not required to provide your name or City of residence, but it is helpful. The Commission cannot act on items not listed on the agenda and, therefore, the Commission cannot respond to non-agenda issues brought up under Public Comment other than to provide general information.

## **E. Consent Calendar**

None

## **F. Public Hearing Items**

- F1. Consider and adopt a resolution recommending the City Council certify the Final environmental impact report, adopt CEQA findings and statement of overriding considerations for significant environmental effects, adopt a mitigation monitoring and report program; amend the General Plan Land Use Element and amend the General Plan Land Use Map to change the land use designation for the property at 201 Ravenswood Ave. to Commercial (Professional and Administrative Offices); amend the Zoning Ordinance and zoning map to create a new C-1-S (Administrative and Professional District, (Restrictive)) zoning district; rezone the project site from C-1(X) (Administrative and Professional District, (Restrictive)), R-1-S (Residential Single Family, Suburban), and P (Parking) to the proposed C-1-S district and include the “X” Conditional Development combining district overlay; approve a conditional development permit; approve a vesting tentative map; approve a development agreement; and approve a below market rate housing agreement for the proposed Parkline Master Plan Project located at 201, 301 and 333 Ravenswood Ave. and 555 and 565 Middlefield Rd. ([Staff Report #25-038-PC](#))

The Parkline Master Plan Project, proposed by LPGS Menlo, LLC commonly referred to as “Lane Partners” would redevelop the project site with a mix of uses consisting of primarily residential and office/research and development (R&D) uses, with small restaurant and potentially retail components. The proposed project includes the following components:

- 646 residential dwelling units, inclusive of 97 below market rate units, (46 townhome-style units in two components and 600 apartments in two multifamily buildings);
- An approximately 1.6-acre portion of land, to be dedicated to an affordable housing developer for the future construction of a 100% affordable housing development project of up to 154 dwelling units;
- Retaining three existing buildings (approximately 287,000 SF) for the continued operation of SRI International (“SRI”) in Menlo Park;
- Demolition of two buildings at 201 Ravenswood Ave. and approximately 1.1 million square feet within 35 buildings on the SRI campus, to be replaced with up to five office/R&D/life science buildings, a new amenity building and three parking structures;
- A limit of 1 million square feet of non-residential square footage, inclusive of the three buildings to be retained (Buildings P, S, and T), new office/R&D space, and commercial retail space;

- Decommissioning of the existing 6-megawatt natural gas power plant;
- Inclusion of community-serving space within the 100 percent affordable building; and
- Dedication of an approximately 2.6-acre public park along Ravenswood Avenue, to be built and operated by the City of Menlo Park, with the potential for the City to locate a below-grade emergency water storage reservoir and well below it.

The requested City actions and entitlements for the proposed project include General Plan text and land use map amendments, Zoning Ordinance and zoning map amendments, rezoning, conditional development permit, development agreement, vesting tentative map, below market rate (BMR) housing agreement, and environmental review.

The proposed project would include approximately 29.9 acres of private and publicly accessible open space would be developed at the project site, including a network of publicly accessible bicycle and pedestrian trails, open spaces, and active/passive recreational areas. The proposed project would remove 264 heritage trees, including 202 trees for development-related reasons and 62 for nondevelopment-related reasons (i.e., declining health, invasiveness, etc.).

The proposed conditional development permit includes modifications to the development regulations in the proposed C-1-S zoning district, and establishes project specific design standards, signage requirements, transportation demand management (TDM) requirements, regulations for hazardous materials, and the process for future architectural reviews for building and site design. The proposed project also includes a request for the use and storage of hazardous materials (diesel fuel) for back-up emergency generators. A development agreement would be entered into between the City and the applicant for the provision of community benefits, development controls, and vested rights.

The project site is currently zoned “C-1(X)” (Administrative and Professional District, Restrictive), “P” (Parking) and R-1-S (Single Family Suburban Residential) and aside from 201 Ravenswood Avenue, is governed by a Conditional Development Permit (CDP) approved in 1975, and subsequently amended in 1978, 1997, and 2004.

The Final EIR pursuant to CEQA was released on Monday, July 7, 2025. The Final EIR identifies significant and unavoidable impacts from the proposed project and project variant in the following topic areas: construction noise, construction vibration, cumulative construction noise, and historical resources. The proposed project and the project variant would result in potentially significant impacts related to air quality, cultural resources, tribal cultural resources, biological resources, geology and soils, hydrology and water quality, and hazards and hazardous materials, but these impacts would be reduced to a less-than-significant level with implementation of identified mitigation measures. Impacts related to land use and planning, transportation, energy, greenhouse gas emissions, population and housing, public services and recreation, and utilities and service systems would be less than significant.

The project site contains a toxic release site, per §6596.2 (“Cortese List”) of the California Government Code. The Cortese List is a compilation of several different lists of hazardous material release sites that meet the criteria specified in §65962.5 of the California Government Code. Two

listings were identified within the State Water Resources Control Board's leaking underground storage tank (UST) database; a third listing was identified as a Department of Toxic Substances Control (DTSC) military evaluation site. All three listings meet the criteria specified in §65962.5 and were identified as being within the project site. Both USTs were granted case closure by the Regional Water Quality Control Boards (RWQCB) in 1995 and 1999, respectively. The third listing was granted "No Further Action" status as of December 2013.

## **G. Informational Items**

G1. Future Planning Commission Meeting Schedule – The upcoming Planning Commission meetings are listed here, for reference. No action will be taken on the meeting schedule, although individual Commissioners may notify staff of planned absences.

- Regular Meeting: September 8, 2025
- Regular Meeting: September 29, 2025

## **H. Adjournment**

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

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

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

Any writing that is distributed to a majority of the Planning Commission by any person in connection with an agenda item is a public record (subject to any exemption under the Public Records Act) and is available by request by emailing the city clerk at [jaherren@menlopark.gov](mailto:jaherren@menlopark.gov). Persons with disabilities, who require auxiliary aids or services in attending or participating in Planning Commission meetings, may call the City Clerk's Office at 650-330-6620.

Agendas are posted in accordance with Cal. Gov. Code §54954.2(a) or §54956. Members of the public can view electronic agendas and staff reports by accessing the city website at [menlopark.gov/agendas](http://menlopark.gov/agendas) and can receive email notifications of agenda postings by subscribing at [menlopark.gov/subscribe](http://menlopark.gov/subscribe). Agendas and staff reports may also be obtained by contacting City Clerk at 650-330-6620. (Posted: 8/19/2025)





## STAFF REPORT

### Planning Commission

Meeting Date:

8/25/2025

Staff Report Number:

25-038-PC

### Public Hearing:

Consider and adopt a resolution recommending the City Council: 1) adopt a resolution certifying the final environmental impact report (Final EIR), making California Environmental Quality Act (CEQA) Findings, adopting a Statement of Overriding Considerations for significant and unavoidable impacts, and adopting a Mitigation Monitoring and Reporting Program (MMRP); 2) adopt a resolution amending the General Plan Land Use Element and Land Use Map; 3) adopt an ordinance amending the Zoning Ordinance to add the C-1-S (Administrative, Professional, and Research District, Special) district, amending the Zoning Map to rezone the project site to the C-1-S district and incorporate a new "X" overlay district, and approving the conditional development permit (CDP); 4) adopt a resolution approving the below market rate (BMR) housing agreement; 5) adopt a resolution approving the vesting tentative map; and 6) adopt an ordinance approving the development agreement (DA) for the Parkline Master Plan development project located at 201, 301 and 333 Ravenswood Ave. and 555 and 565 Middlefield Rd.

## Recommendation

Staff recommends that the Planning Commission adopt a resolution (Attachment A) recommending approval to the City Council of the following:

- Certification of the Final Environmental Impact Report that analyzes the potential environmental impacts of the proposed project and adopt the CEQA findings to address impacts, including a statement of overriding considerations for significant and unavoidable environmental effects that would result from the proposed project (draft City Council resolution included as Attachment A, Exhibit A), and approval of the mitigation monitoring and reporting program for the proposed project to mitigate impacts to less than significant with mitigation or reduce significant impacts;
- Amendments to the General Plan Land Use Element to allow for the proposed land uses (intensity and density) in the Commercial land use designation and amendments to the General Plan land use map to change the land use designation for the property at 201 Ravenswood Ave. to Commercial (Professional and Administrative offices) (draft City Council resolution included as Attachment A, Exhibit B);
- Zoning Ordinance and zoning map amendments to allow for the proposed land uses (intensity and density) and establish development regulations and standards for the project;

- Rezone the project site from C-1(X) (Administrative and Professional District, (Restrictive)), R-1-S (Residential Single Family, Suburban), and P (Parking) to the proposed C-1-S (Administrative, Professional and Research, Special) district and to include the “X” Conditional Development combining district overlay (draft City Council ordinance included as Attachment A, Exhibit C);
- A CDP to develop the proposed project through a masterplan, and outline the performance standards, development regulations (e.g. open space, design controls), project requirements for the implementation of the master plan (e.g. project phasing, operational requirements), and other project conditions that address site-specific topics (draft City Council ordinance included as Attachment A, Exhibit C);
- Below market rate housing agreement for on-site BMR units (inclusionary units) in accordance with the City’s BMR Ordinance and to dedicate an approximately 1.6-acre parcel to a non-profit affordable housing developer to provide up to 154 BMR units in a 100% affordable component (draft City Council resolution included as Attachment A, Exhibit D);
- Approval of a vesting tentative map to manage parcelization to implement the masterplan, abandon existing easements and future reserved rights-of-way, identify new public access and utility easements, and site infrastructure (draft City Council resolution included as Attachment A, Exhibit E); and
- A development agreement (DA) between the City and the project applicant for vested rights in exchange for community benefits and assurances on the timing and phasing of the proposed project (draft City Council ordinance included as Attachment A, Exhibit F).

As part of the project 264 heritage trees at the project site would be removed, including 202 trees for development-related reasons and 62 for nondevelopment-related reasons (i.e., declining health, invasiveness, etc.).

## Policy Issues

The proposed project requires the Planning Commission and City Council to consider the merits of the project, including project consistency with the City’s current general plan and municipal code, proposed amendments to the general plan and municipal code, including a newly proposed C-1-S zoning district, and adopted City policies and programs. The proposed conditional development permit (CDP), including specific design regulations for the project, will also need to be considered. As part of the project review, the Commission and Council will need to make findings that the merits of the project and the community benefits associated with the development agreement (DA) balance the significant and unavoidable environmental impacts as described in the environmental impact report by adopting a statement of overriding considerations. The Planning Commission is a recommending body on these policy issues. The policy issues summarized here are discussed in detail in the staff report. Attachment B includes a chart showing consistency with applicable general plan policies.

In addition, the City prepared the following documents to analyze the proposed project and inform review by community members, the Planning Commission, and the City Council:

- Housing Needs Assessment (HNA) (Attachment OO) and a follow-up memo (Attachment PP);
- Fiscal Impact Analysis (FIA) to inform decision makers and the public of the potential fiscal impacts of the proposed project (Attachment LL) and a follow-up memo (Attachment MM);

These reports are not subject to specific City action, but provide background information for the CDP, DA, and other land use entitlements.

## Background

SRI International (formerly known as the Stanford Research Institute) is an independent, nonprofit research institute located on an approximately 63-acre campus at 301 and 333 Ravenswood Avenue and 555 and 565 Middlefield Road (SRI campus). In addition to the SRI campus the project site includes an approximately one-acre parcel at 201 Ravenswood Avenue, developed with the First Church of Christ, Scientist and Alpha Kids Academy (FCCS site). The total project site area is approximately 64 acres.

### Existing Conditions

The existing CDP, approved in 1975, and most recently amended in 2004, allows professional, executive and administrative offices and research and development facilities on the SRI campus. The majority of the SRI campus has an underlying zoning of C-1 (Administrative and Professional, Restrictive), although a small portion is zoned "P" (Parking). The C-1 zoning limits nonresidential development to a floor area ratio of 30%, which would allow for approximately 826,000 square feet for the SRI campus. However, the existing CDP, developed before floor area ratio maximums, allows a maximum square footage of 1,494,774 square feet and a maximum employee count of 3,308. The applicant indicates approximately 1,100 people are currently employed at the SRI campus, although SRI's headcount has fluctuated between approximately 1,400 and 2,000 workers since 2003.

The property at 201 Ravenswood is currently zoned R-1-S (Single Family Suburban Residential). Table 1 below shows the current uses, zoning and general plan land use designations by parcel.

Table 1: Existing uses, zoning & general plan designations			
Address	Use	Zoning	Land use designation
201 Ravenswood Ave.	Church & childcare	R-1-S	Residential, low density
301 Ravenswood Ave.	R&D (SRI)	C-1 (X)	Commercial, Professional & Administrative Offices
333 Ravenswood Ave.	R&D (SRI)	C-1(X) and P	Commercial, Professional & Administrative Offices
555 Middlefield Rd.	R&D (SRI)	C-1(X)	Commercial, Professional & Administrative Offices
565 Middlefield Rd.	R&D (SRI)	C-1(X)	Commercial, Professional & Administrative Offices

### Site location

For purposes of this staff report, Ravenswood Avenue is oriented east to west. The project site is generally bound by Laurel Street to the west, Ravenswood Avenue to the north, Middlefield Road to the east and Seminary Drive, Burgess Drive and the USGS campus to the south. Across Middlefield Road from the project site is Menlo Atherton High School. The Menlo Park Civic Center Campus and Burgess Park are located across Laurel Street from the project site.

SRI's campus contains 38 buildings, totaling approximately 1.38 million square feet, which include research and development (R&D) and ancillary support services. The FCCS site is developed with a church, a multi-use building, and a surface parking lot. The Menlo Park Caltrain station is approximately one-third of a mile from the Project site. Attachment C includes a location map depicting the project site and nearby landmarks.

### Project milestones

A table summarizing the previous project milestones and meetings is included in Attachment D.

### ***Project variant and current master plan project***

The applicant submitted the initial application in October 2021 pertaining solely to the SRI campus and subsequently submitted a revised iteration of the project in early 2024 to incorporate the FCCS site, increase the residential component by 250 dwelling units to a total of 800 units, and include a potential below-grade emergency water storage reservoir and emergency well for the benefit of Menlo Park Municipal Water (MPMW) (referred to as the project variant in the Final EIR).

In response to community feedback regarding the project variant and as part of the DA negotiations, the applicant further modified the project variant by reducing the amount of non-residential development (primarily office/R&D building space) to a maximum of 1 million square feet, inclusive of the 287,000 square feet comprising existing Buildings P, S and T, and up to 45,000 square feet of commercial/retail uses. The City and applicant have adjusted the draft governing documents accordingly, with the exception of the project plans.

Aside from the sections discussing the fiscal impact analysis (FIA), housing needs assessment (HNA) and the CEQA review, this staff report describes the modified project variant as the proposed project, as it is the project the applicant is pursuing.

## **Analysis**

### **Project description**

The applicant (LPGS Menlo, LLC commonly referred to as “Lane Partners”) is proposing to comprehensively redevelop the project site through the masterplan process, by utilizing a CDP and entering into a DA, to provide community benefits and secure vested rights, with the City. The masterplan process allows a project to aggregate development potential across the entire site, including square footage, open space requirements, parking, etc. The applicant’s proposal includes a mix of uses consisting of primarily residential and office/R&D uses, with small restaurant and potentially retail components. Primary development program elements include:

- Six hundred and forty-six (646) residential dwelling units, comprised of 46 townhome-style units in two components (TH1 – 19 detached townhomes; TH2 – 27 attached townhomes) and 600 apartments in two multifamily buildings (R1 and R2 each with approximately 300 units) with 15% (97 units) affordable to low-income or low-income equivalent households (the 46 townhomes may be converted to for-sale units, in which case the seven BMR units would be affordable to moderate-income households);
- An approximately 1.6-acre parcel, to be dedicated to an affordable housing developer for the future construction of a 100% affordable housing development project of up to 154 dwelling units;
- Retention of three existing buildings (Buildings P, S and T of approximately 286,730 square feet) for SRI’s continued use;
- Demolition of two buildings at 201 Ravenswood Avenue and approximately 1.1 million square feet within 35 buildings on the SRI campus, to be replaced with up to five office/R&D/life science buildings, a new amenity building and three parking structures;
- A limit of 1 million square feet of non-residential square footage, inclusive of the three buildings to be retained (Buildings P, S, and T), new office/R&D space, and commercial retail space;
- Decommissioning of the existing 6-megawatt natural gas power plant;
- Inclusion of community-serving space within the 100% affordable building; and
- Dedication of an approximately 2.6-acre public park along Ravenswood Avenue, to be built and operated

by the City of Menlo Park, with the potential for the City to locate a below-grade emergency water storage reservoir and well below it.

The applicant has reduced the non-residential square footage to 1 million square feet and the City adjusted the draft governing documents accordingly, with the exception of the project plans. The project plans identify a total of approximately 1.38 million square feet of non-residential development in five new buildings and three existing to remain buildings (Buildings P, S and T); however, the draft CDP, DA, and other governing documents would limit the non-residential development to 1 million square feet. The project plans were developed prior to this negotiated reduction in non-residential square footage. Table 2 below highlights the key project data.

Table 2: Proposed project data			
	Proposed project*	C-1-S zoning district	Proposed CDP
Residential dwelling units	800 units	1,926 units	800 units
Dwelling units per acre	12.5**	12 du/acre to 30 du/acre	Up to 800 dwelling units (approx. 12.5 per acre)
Residential square footage	1,096,000 sf	1,119,118 sf if developed at the proposed 12.5 du/ac	Per C-1-S zoning
Residential floor area ratio (FAR)	39%	40% for 12 du/ac to 100% for 30 du/ac	Per C-1-S zoning
Total non-residential square footage	1,000,000 sf	1,398,276 sf	1,000,000 sf
Non-residential floor area ratio (FAR)	35.74%	50%	35.74%
Total open space	29.9 acres (47%)	19.3 acres (30%)	Per C-1-S zoning
Publicly accessible open space	12 acres (18.7%)	9.7 acres (15%)	12 acres

\*Numbers for proposed project are approximate; density and intensity calculated across the entire project site.

\*\* The draft proposed zoning allows up to 30 du/acre calculated in the aggregate across the entire project site. If calculated using the acreage of the project site devoted to residential development (approximately 13.8 acres), the resulting residential density would be approximately 58 du/acre.

#### Proposed site layout

The SRI campus is currently a secured site with no public access. The proposed project site layout would remove the secure perimeter and incorporate publicly accessible open space, pathways and trails. Portions of the project site associated with the office/R&D buildings may include access restrictions; however, the majority of the project site would be accessible and provide new connections between Middlefield Road and Burgess Park/Menlo Park Civic Center complex. The proposed site plan is included as Attachment E, the full masterplan plan set is included as Attachment F, and the project description letter is included as Attachment G.

The majority of the residential buildings would be located along Laurel Street and at the corner of Laurel Street and Ravenswood Avenue. Nineteen (19) detached townhomes (TH1) are proposed in the southwest corner of the project site, adjacent to the Burgess Classics community. Two multifamily residential buildings (R1 and R2), each with approximately 300 units, are proposed to the north of TH1.

A second cluster of residential uses are proposed along Middlefield Road between Ravenswood Avenue and Ringwood Avenue. The 100% affordable building with up to 154 multifamily units (R3) would be located at the northeast corner of the project site and would include community serving uses that could provide for



potential small retail uses (e.g., bicycle repair shop, juice bar, coffee shop), comprising approximately 2,000 square feet. Twenty-seven (27) attached townhomes (TH2) would be located south of the 100% affordable building along Middlefield Road near the intersection with Ringwood Avenue.

The up to five proposed office/R&D buildings and an office amenity building (including a café or restaurant open to the public) would be located near the center of the site, surrounded by publicly accessible open space. Existing Buildings S and T, located to the west of the USGS site, and Building P, located to the east of the proposed new residential buildings along Laurel Street, would be retained for SRI's continued operations.

Three parking structures would be located along the perimeter of the project site. The office amenity building would be next to Parking Garage 3 and include a publicly accessible restaurant or café, oriented toward the interior of the site and located near public open space. Vehicular access to the project site would be primarily from Ravenswood Avenue and Middlefield Road, with an internal loop road that would connect the residential buildings, office/R&D buildings, and parking structures.

### ***General Plan and Zoning Ordinance and Zoning Map amendments***

A text amendment to the General Plan Commercial designation in the Land Use Element would be required to increase the non-residential FAR from 40% to 50% to comport with the maximum FAR allowed in the proposed C-1-S zoning district. Additionally, the General Plan Land Use Designations map (Figure 5) would be amended to change the land use designation of the parcel at 201 Ravenswood Avenue from Residential to Commercial and update the acreages and percentages for the Residential and Commercial land use designations. The description of "Professional and Administrative Office" would be revised to add "neighborhood-serving retail and services" as a compatible use and to add that for large, master-planned developments involving multiple contiguous parcels, residential density and non-residential FAR may be aggregated across the project area, as identified in the applicable zoning district. The proposed General Plan Land Use Element and Land Use Map amendment are attached as Attachment H and I.

A Zoning Ordinance amendment would create a new C-1-S (Administrative, Professional and Research, Special) zoning district (Attachment J) that would allow up to 30 dwelling units per acre (consistent with the current allowance in the C-1 district) and a residential FAR between 40% and 100% based on density (see Table 2). The proposed zoning would allow for a maximum non-residential floor area ratio of 50%. The new district establishes discrete development regulations including permitted uses, density, building height and open space. The zoning would also regulate components such as transportation demand management (TDM) requirements, LEED standards, use of renewable energy, water efficiency, waste management, and bird-friendly design. Because the C-1-S zoning district was developed to potentially apply to other parcels within a half mile radius of a major transit stop, the development regulations are not specific to the project, but the district includes a requirement for a CDP to set specific design standards for a project. A Zoning Map amendment is required to rezone the project site to C-1-S and add a conditional development ("X") combining district thereby allowing special regulations and conditions. The proposed Zoning Map amendment is included as Attachment K.

### **Conditional development permit**

The conditional development district (or "X" district), also referred to as combining district, is a zoning district specifically established for the purpose of combining special regulations or conditions with one of the zoning districts through a CDP. CDPs allow for customization and modifications to Zoning Ordinance and Municipal Code requirements, provided the proposed project complies with the maximum density and floor area ratio (FAR) for the site. The new CDP would enable development of the master plan, set permitted and conditionally permitted uses for the project site, include project-specific modifications to development

regulations of the proposed C-1-S zoning district, identify typical construction hours, and include phasing, operational requirements and other project-specific conditions of approval to carry out the proposed project. The CDP would identify project specific design standards, as required by the proposed C-1-S zoning district. Modifications to the development regulations in the C-1-S zoning would include, among others: increased height, increased parking maximums, decreased minimum lot sizes and setbacks, and increased open space minimums, for both publicly-accessible open space and private open space. The CDP would also modify Menlo Park Municipal Code (MPMC) signage requirements by allowing a project-specific signage master plan. The CDP would become effective on the effective date of the ordinance approving the CDP. The proposed CDP is included as Attachment L.

### ***Development regulations and design standards***

The proposed CDP identifies project specific development regulations and design standards (Attachment M). The development regulations and design standards identify project-specific requirements for the residential and non-residential components. Within the residential component, the regulations and standards are broken into multifamily, attached townhomes, and detached townhomes, and within the non-residential component the regulations and standards are broken into office/R&D, parking structures, and amenity building.

### **Density, floor area ratio (FAR), and gross floor area (GFA)**

The proposed project would comply with the maximum density and intensity permitted by the proposed C-1-S zoning district. Table 2 summarizes the proposed project density (dwelling units) and intensity (residential and non-residential FAR and associated gross floor area). The proposed project would reduce the non-residential FAR from existing conditions by approximately 380,000 square feet for a total limit of 1 million square feet of gross floor area.

### **Lot size, lot dimensions, and setbacks**

The draft development regulations and design standards would modify the minimum lot size and lot dimensions from the C-1-S zoning district (which were drafted for general consistency with similar zoning districts). The modifications would remove the minimum lot size requirement and instead require minimum dimensions for each specific residential land use. Additionally, building setbacks are proposed to be modified to identify minimum setbacks and maximum setbacks at public streets (the edge of the project site), and minimum setbacks from private streets, interior side/rear property lines, and from adjacent off-site parcels. The intent of these modifications is to ensure that the attached and detached townhome units interact with the public realm and that the multifamily buildings are appropriately sited from the public streets given the scale of those buildings. The non-residential development regulations would also be modified, with a key consideration being the setbacks of the non-residential buildings and parking structures from the internal private streets.

### **Height**

Attachment N (conceptual building heights) identifies the conceptual building heights for the proposed project. The proposed C-1-S zoning district and the existing C-1 zoning district limit the height of non-residential structures to 35 feet and the height of residential or residential and non-residential mixed-use structures to 40 feet. The R-1-S zoning district limits height to 28 feet for lots less than 20,000 square feet in area and 30 feet for lots with 20,000 or more square feet of area. The current CDP limits structures to 50 feet and the proposed CDP modifies the C-1-S zoning height limitations to allow for the proposed project (Table 3).

The massing of the two multifamily buildings along Laurel Street would be minimized by including three- and four-story facades along the street. Portions of these buildings further away from the public rights-of-way



would increase to five and six stories. The tallest residential building would be the 100% affordable building near the intersection of Ravenswood Avenue and Middlefield Road.

Table 3: Proposed maximum building heights				
Building	Conceptual height	Number of stories	C-1-S max height	CDP max height
Office/R&D Bldg. 1	75 feet	4 stories	35 feet	95 feet
Office/R&D Bldg. 2	91 feet	5 stories	35 feet	95 feet
Office/R&D Bldg. 3	91 feet	5 stories	35 feet	95 feet
Office/R&D Bldg. 4	91 feet	5 stories	35 feet	95 feet
Office/R&D Bldg. 5	75 feet	4 stories	35 feet	95 feet
Office Amenity Bldg.	41 feet	2 stories	35 feet	55 feet
Parking Garage 1	65.5 feet	5 stories	35 feet	70 feet
Parking Garage 2	65.5 feet	5 stories	35 feet	70 feet
Parking Garage 3	44.5 feet	3 stories	35 feet	70 feet
Residential Bldg. 1	72 feet	4-6 stories	40 feet	75 feet
Residential Bldg. 2	62 feet	3-5 stories	40 feet	75 feet
Townhomes 1	35 feet	2 stories	40 feet	35 feet
100% affordable bldg.	75 feet	6 stories	40 feet	75 feet
Townhomes 2*	45 feet	3 stories	40 feet	40 feet

\*The proposed heights show in the plans for the Townhome 2 component would need to be modified through the architectural control plan review process to comply with the height limitations.

Parking Garages 1 and 2 would be located proximate to the eastern edge of the project site. The tallest office buildings would be interior buildings. The project plans (Attachment F) include proposed streetscapes, showing views of the proposed buildings and neighboring buildings along the public rights-of-way. The proposed height regulations in the CDP allow for mechanical equipment screening and elevator and stair towers to exceed the maximum heights by up to 20 feet (25 feet if 40 feet back from façade) for office/R&D buildings and 14 feet for residential buildings. For parking garages, elevator and stair towers may exceed the maximum heights by 14 feet. The City and the applicant collaborated on the modifications to the project-specific height limitations and allowable exceedances; however, the City believes that the 40-foot height limit for attached townhomes is more appropriate than the applicant's proposed 45-foot limit.

#### Site signage and outdoor advertising

The maximum signage for the site is approximately 450 square feet based on the existing site parcelization per the requirements of MPMC Chapter 16.92. Since future parcelization is unknown, the CDP authorizes signage on the project site to exceed 450 square feet pursuant to a master sign program that would identify the maximum permitted signage by parcel/building and/or land use and outline the design guidelines for site

signage. The Planning Commission would review and act on the master sign program prior to the installation of any signage. Wayfinding signage (e.g. street signs, bike route signage, etc.) would be incorporated into the master sign program. The use of a master sign program would allow for signage to be comprehensively reviewed and incorporated into the masterplan instead of reviewed individually for each tenant or residential component.

#### Construction hours and noise compliance

Construction activities may take place outside of the typical construction hours of 8:00 a.m. to 6:00 p.m. Monday through Friday, provided the construction activities comply with the noise limitations set forth in MPMC Chapter 8.06 (Noise) and the MMRP (Attachment O), unless determined by the Building and Planning Divisions that an exception for specific activities is necessary. Examples of activities that would not be able to take place during the noise ordinance exempt hours and would require exceptions include concrete pours and drilling for City well. Prior to the issuance of a building permit for each individual phase, the applicant would be required to submit a construction work plan and acoustical analysis to the City documenting the expected work hours and compliance with the MPMC Chapter 8.06 (Noise), the MMRP, and any noise ordinance exceptions subject to review and approval of the Building and Planning Divisions.

Mitigation Measure NOI-1.3 in the MMRP would reduce noise levels from construction activities by requiring a noise reduction plan and noise barrier; however, this mitigation measure may not be able to ensure that noise would be below the applicable thresholds in all circumstances. NOI-1.3 incorporates measures to address the construction of the emergency water storage reservoir, and the associated emergency well and pump house, which would require construction 24 hours per day for 10 days. The construction noise reduction plan and noise barrier would reduce noise, but noise levels could temporarily be as high as 97 dBA Leq, which, even with measures to reduce noise, would likely still result in a substantial temporary increase in noise. Accordingly, the Final EIR identifies a significant adverse environmental impact related to construction noise that cannot be avoided even with implementation of feasible mitigation measures, such as NOI-1.3.

#### Development regulations and design standards

The CDP establishes project specific development regulations and design standards (Attachment M). Regarding the residential components of the proposed project, the development regulations and design standards include the following key topics: frontage landscaping, private/common open space, massing and modulation, design and materials (e.g., stucco standards), building projections, building entrances and ground floor transparency, surface parking, awnings and canopies, and trash, storage, and utility equipment enclosures. The regulations and standards are differentiated between multifamily residential, attached townhomes, and detached townhomes. The development regulations and design standards also identify a minimum percentage of total units by bedroom count to ensure the full build out provides the mix of unit sizes evaluated by the City through the entitlement and environmental review process.

Similar to the residential component, the development regulations and design standards for the non-residential component address the following key topics: frontage landscaping, surface parking, projections and modulations, façade articulation, building entrances and ground floor transparency, signs and canopies, materials (i.e., stucco percentage limitations), and trash, storage, and utility enclosures. The standards are differentiated between the office/R&D buildings, amenity building, and parking structures. The development regulation and design standards, also identify the vehicle and bicycle parking ratios for the proposed Project.

### ***Project phasing***

Project build out would be phased and the applicant provided conceptual phasing plans as part of the master plan (Attachment F) that identify four phases (Phases 1A, 1B, 2, and 3). The vesting tentative map includes more details on project-serving improvements and identifies two larger phases (Phase 1 and Full Build Out), which could be further phased provided the required infrastructure is completed to support specific buildings. It should be noted, the phasing is conceptual at this point and could change, although the CDP requires specific improvements, such as the multi-use bike and pedestrian pathways, at specific points in the development of the project.

Phase 1A would include 600 multi-family residential units within R1 and R2, 15% of which would be affordable for rent to low-income households; Phase 1B, labeled as Phase 1 on the plans, would include 19 detached townhomes (TH1) and 27 attached townhomes (TH2) components, 15% of which would be available and affordable for rent to low income households, or if for-sale to moderate income households; Phase 2 would include the office/R&D (research and development) buildings, the office amenity building, and the three parking garages; and Phase 3 would include 154 multi-family residential units within R3, all of which would be affordable for rent to low-income households.

#### **Phase 1A**

Phase 1A would encompass demolition of the structures shown on the Phase 1A demolition plan in the project plans (attachment F), construction of the western portions of the loop road, and other surface and utility improvements to allow for R1 and R2. Phase 1A would also encompass street improvements along Laurel Street and a portion of Ravenswood Avenue, including intersection upgrades, utility connections, a future recycled water connection, new driveway approaches, new curb, gutter, and sidewalk, and a new crosswalk at Pine Street.

#### **Phase 1B**

Phase 1B would encompass structure demolition, surface improvements, and utility improvements to allow for TH1, TH2 and the public park. Specifically, Phase 1B would include construction of the loop road adjacent to the Ravenswood Parklet towards Middlefield Road, necessary vehicular connections to Ravenswood Avenue at two locations, and the Ringwood Avenue intersection. Phase 1B would also include street improvements along Ravenswood Avenue, Middlefield Road, and Laurel Street including utility upgrades, future recycled water connection, intersection upgrades at Ravenswood Avenue/Middlefield Road and Ringwood Avenue/Middlefield Road, curb, gutter, sidewalk installation, storm drain connections, new street lighting, landscaping, and new driveway approaches.

#### **Phase 2**

Phase 2 would encompass construction of the office/R&D buildings, the office amenity building, and the three parking structures. Site improvements during Phase 2 would include completion of the loop road, utilities, the Central Commons, sidewalks, permanent street lighting, bioretention ponds, bike and walking paths, and landscaping of the adjacent structures. Frontage and offsite improvements during Phase 2 would include the Seminary Drive intersection, including construction of forced-turn islands, signal modifications, and restriping, and upgrades to the intersection at Durham Street/Hospital Plaza and Willow Road, identified in the Transportation Impact Analysis (TIA) for the proposed Project.

It should be noted that the DA constrains the applicant's ability to develop non-residential uses until certain development milestones for the project's residential uses are satisfied.

#### **Phase 3**

In this phase, building R3 would be constructed by the affordable housing developer, although the delivery of the R3 could occur at the same time as Phase 1 or Phase 2 with timing dependent on financing.

### ***Open space, trees and landscaping***

The proposed project includes approximately 29.9 acres of open space, including 12 acres of publicly accessible open space and supporting amenities, including bicycle and pedestrian paths and surrounding landscaping. (Attachment P includes the conceptual open space plan). Publicly-accessible open space features would include:

- Ravenswood Avenue parklet, approximately 0.95 acre on the northern edge of the site with a shared use path and small-scale public spaces;
- Central Commons, approximately 4.7 acres in the center of the site consisting of flexible-use lawn area, multi-use plaza and an event pavilion;
- An approximately 2.6-acre public park along Ravenswood Avenue, proximate to the 100% affordable housing parcel, to be dedicated to the City that could be actively or passively programmed; and
- Bicycle and pedestrian connections and a smaller open space area between R1 and R2.

Although it would be dedicated to the City, the public park along Ravenswood Avenue is considered part of the 12-acre minimum publicly accessible open space requirement outlined in the CDP.

### **Heritage tree removals**

The project site contains 1,342 trees, of which 600 are heritage-size. The arborist report prepared by the project arborist is included as Attachment Q. As part of the project, 546 non-heritage trees would be removed and 264 heritage trees would be removed. The City Arborist initially issued an intent to approve a heritage tree removal permit on October 24, 2024 for 271 heritage trees at the project site for development (209 trees) and non-development (62 trees) (i.e., declining health, invasiveness, etc.) related reasons, with 53 of the development-based removals requiring further review at the architectural control or improvement plan stage.

After the City Arborist issued the intent to approve the heritage tree removal permit, two appeals were filed. The applicant worked with the appellants and committed to retaining seven heritage trees that were proposed for removal due to development. These seven were part of the 53 trees requiring further review, resulting in 46 requiring further review. As a result of working with the appellants, the applicant was able to move two trees from the list of development-based removals not requiring further review to the list requiring further review. Meaning, in total, 264 heritage trees would be approved for removal due to development under the heritage tree removal permit, with 202 of those for development-related reasons, 62 for nondevelopment-related reasons, and 48 of the 202 development-based removals requiring further review as discussed below. The appeals were subsequently dropped.

The CDP requires an updated arborist report and tree preservation feasibility analysis for the 48 trees requiring further review concurrent with the submittal of each architectural control permit or improvement plans (e.g. roadways, sidewalks, bicycle paths, street lights, utilities etc.). The analysis would evaluate affected trees within the scope of each permit application for review and recommendation by the City Arborist to the Planning Commission for architectural control permits or the Public Works Director for improvement plans on whether minor design changes could accommodate tree preservation. If the Planning Commission or Public Works Director determines, based on the recommendation of the City Arborist, that tree preservation is not possible with minor changes to the relevant architectural control or improvement plans, the trees could be removed under the heritage tree removal permit for the project. In no case will heritage tree removals be permitted prior to the issuance of demolition plans or site improvement plans.

As part of the project, 860 new trees are proposed, for a total of 1,392 trees. The minimum required value of

the heritage tree replacements is \$2,053,100. This value may change once the total number of trees is updated following the tree preservation feasibility analysis for each architectural control permit application and improvement plans application. The master plans include the preliminary tree palette. All future landscaping would be reviewed by the City Arborist for site suitability and if intended as a heritage tree replacement for consistency with the City's guidelines and the minimum replacement value.

### ***Green and sustainable building regulations***

The proposed Project would, at a minimum, comply with the green and sustainable building requirements of the proposed C-1-S zoning district and EV charging requirements of Title 12 of the MPMC. The CDP and DA require compliance with the City's Reach Code and all new buildings would be all-electric and would not utilize natural gas, with a limited exception for emergency backup generators. The summary below includes the City's requirements for the proposed project and compliance would be ensured through the CDP and future architectural control permits:

- Meet 100 percent of its energy demand through any combination of on-site energy generation, purchase of 100 percent renewable electricity, and/or purchase of certified renewable energy credits;
- LEED certification (Leadership in Energy and Environmental Design) Gold BD+C (Building Design + Construction) for buildings greater than 20,000 square feet and LEED Silver BD+C for buildings between 10,000 and 20,000 square feet;
- Comply with the current electric vehicle (EV) charger requirements adopted by the City Council;
- Meet water use efficiency requirements and dual plumb all new buildings for future use of recycled water;
- Plan for waste management during the demolition, construction, and occupancy phases of the Project (including the preparation of the required documentation of zero waste plans); and
- Incorporate bird friendly design in the placement of the building and use bird friendly exterior glazing and lighting controls.

### ***Future recycled water***

West Bay Sanitary District (WBSD) began construction of its Bayfront recycled water facility in late 2024. WBSD's North Bay Road and Ringwood Avenue Capital Improvement Project installed a 0.5-mile recycled water line on Ringwood Avenue from Bay Road to Toyon Road (in the town of Atherton) for future use. Separately, a recycled water line was installed within Chilco Street in the Bayfront Area. These recycled water line segments could eventually connect the project site to the Bayfront recycled water facility. As part of the project and as a requirement under the DA, the applicant would install recycled water infrastructure within the project's loop roads and provide off-site points of connection. The connections through the project site would enable the City to utilize future recycled water at Burgess Park, the City's Corporation Yard, and the Civic Center Complex.

### ***Hazardous materials and biosafety levels***

There are six existing generators along with a cogeneration power facility on the SRI campus. The project would remove three of the six existing SRI generators along with the cogeneration power facility and would install 13 new generators onsite, yielding a total of 16 generators at project buildout. The 13 new generators were analyzed in the EIR and the general locations and sizing are included in Attachment R. The applicant submitted documentation on the generators, including the hazardous materials information forms and the generator supplemental forms (Attachment S) which were reviewed by the San Mateo County Health Department, West Bay Sanitary District, Menlo Park Fire Protection District, and the City Building and Planning Divisions. Each reviewer has conditionally approved the generators, pending review prior to building permit issuance to ensure compliance with all relevant requirements. The agency referral forms are included as Attachment T. Any additional diesel generators would require an administrative permit.



Additionally, any research and development uses requiring hazardous material review would be required to obtain a use permit from the Planning Commission.

As described in the EIR, laboratories that handle biological agents are categorized as BSL-1 through BSL-4, based on the types of materials handled and the potential infectivity, severity of disease, transmissibility, and nature of the work being conducted. SRI currently maintains two small laboratories, occupying less than 2,000 square feet combined in Building P and Building T that are permitted to conduct BSL-3 level research. The CDP would prohibit new or expanded BSL-3 and 4 labs and the DA requires that the applicant cause SRI to complete the decertification process for the BSL-3 lab located in Building T no later than January 1, 2027 and the lab in Building P prior to issuance of the first certificate of occupancy for the first residential component of the proposed project.

### ***Site access, circulation, parking, and transportation demand management***

#### Vehicular access and circulation

Vehicular access to the project site would be primarily from Ravenswood Avenue and Middlefield Road, with an internal loop road that would connect the residential buildings, office/R&D buildings, and parking structures. Attachment U includes an excerpt of the conceptual vehicular circulation. Limited vehicular access from Laurel Street would be provided for the TH1 component (with no internal connection to the on-site circulation), for vehicles entering the R2 parking garage, and a small surface parking lot near the entrance to R2. Vehicles could also enter this garage using the loop road but only vehicles using the surface parking lot and a few prospective tenant parking spaces within the garage would be able to exit onto Laurel Street. These restrictions are included as a condition in the CDP. The primary vehicular access for R1 would be located on Ravenswood Avenue and via the internal road that connects to the loop road. Because of the proposed site circulation, residential trips associated with R1 and R2 would primarily use the driveways on Ravenswood Avenue and Middlefield Road.

Several points of access along Ravenswood Avenue and Middlefield Road (at Ringwood Avenue and Seminary Drive) would provide access to the non-residential buildings and surface and structured parking garages via the internal loop road. Loading and trash staging areas for each office/R&D building would be accessed from the loop road.

#### Bicycle and pedestrian circulation

A Class I multi-use bicycle and pedestrian path would be located on the north side of the site along Ravenswood Avenue, connecting to the Ravenswood Avenue and Middlefield Road intersection. This pathway would be in addition to bike lanes along Ravenswood Avenue. The path would split before the recreation area, allowing users the option to loop southward into the project site toward the east and then cross Middlefield Road at Ringwood Avenue. Class IV separated bike lanes would be located along Laurel Street from Burgess Park to Ravenswood Avenue.

Additionally, a Class I multi-use bicycle and pedestrian path would extend along the majority of the south side of the project site from the end of Burgess Drive and then looping north, providing a second connection through the project site to the Middlefield Road and Ringwood Avenue intersection. This path would connect through the site and replace the Burgess Drive reserved future right-of-way, which would be abandoned upon completion of the pathway pursuant to the VTM conditions. Additionally, bicyclists and pedestrians could access the residential and non-residential buildings from Laurel Street through paseo-like pathways between the residential buildings. The internal project site circulation includes multiple pedestrian pathways through the publicly accessible open space. Pedestrian connections from the project site to the Civic Center include crosswalks at Laurel Street that connect to the pathways between the residential buildings. Attachments V and W include exhibits showing proposed bicycle and pedestrian circulation through the

project site.

Linking Burgess Drive to Ringwood Avenue would provide a connection through the project site that would link to the City's proposed Middle Avenue Caltrain undercrossing. This cross-site connection, in conjunction with the City's Middle Avenue undercrossing effort, would ultimately provide a direct bicycle route from the Bay Trail to Middle Avenue and the Allied Arts neighborhood and beyond.

#### Vehicle and bicycle parking

Table 4 provides a comparison of non-residential parking rates, including the parking ratios in the City's Life Sciences and Office zoning districts. Since the majority of the 1 million square feet of non-residential uses would be office/R&D, 2,000 parking spaces would be the maximum permitted.

Table 4: Non-residential Parking spaces and ratios						
	Proposed project	Existing SRI campus	C-1 district	Proposed C-1-S district*	LS district	O district
Office/R&D spaces, including restaurant/retail** components	2,800*	3,000	5,000	2,000	1,500 (min.) 2,500 (max.)	2,000 (min.) 3,000 (max.)
Office/R&D spaces per 1,000 sf	2	2.3	5	2	1.5 (min.) 2.5 (max.)	2 (min.) 3 (max.)

\* The Project plans show a total of 2,800 parking spaces for non-residential uses, including 2,330 spaces in the parking garages; however, with the reduction in non-residential square footage the parking would be reduced commensurably.

\*\* In the C-1-S, parking for eating and drinking establishments and retail uses is limited to 2.5 spaces per 1,000 square feet.

The proposed residential component includes 919 parking spaces, or approximately 1.15 space per unit. Table 5 provides additional information on the residential parking rates and comparable zoning districts.

Table 5: Residential parking spaces and ratios					
	Proposed project	Proposed C-1-S district	C-1 zoning district	R-MU zoning	R-3 zoning district
Multifamily residential (R1 & R2)	1.25 spaces per unit + .33 per unit guest parking	1 space per du unit (max)	1 space per du (min.) 1.5 spaces per du (max)	1 space per du (min.)	2 spaces per units*
Townhomes (TH1 & TH2)	2 spaces per unit	2 spaces per unit (max)	1 space per du (min.) 1.5 spaces per du (max)	1.5 spaces per du (max)	2 spaces per units*
100% affordable building (R3)	.5 space per unit	1 space per du unit (max)	1 space per du (min.) 1.5 spaces per du (max)	1 space per du (min.)	2 spaces per units*

\*For R-3 lots around the El Camino Real/Downtown Specific Plan, up to 1 bedroom units require 1 parking space and 2 or more bedroom units require 1.5 spaces

Building R3 would have the lowest parking rate, but with the option to utilize parking spaces within the adjacent parking garages during nights and weekends.



### *Maximum parking ratios*

Given the project site is within one-half-mile of a transit station, state law precludes the City from imposing a minimum parking requirement. The development regulations and design standards (Attachment M) include maximum parking ratios for the proposed project. The Metropolitan Transportation Commission's (MTC) Transit-Oriented Communities Policy (TOC Policy) supports the region's transit investments by creating communities around transit stations and along transit corridors. The TOC Policy applies to the half-mile area around existing and planned transit stops and stations and areas subject to the TOC Policy are categorized by tier based on level of transit service. Menlo Park's Caltrain station is considered a Tier 3 station. The TOC Policy identifies an average parking maximum of 1 space per residential unit for residential development in a Tier 3 area.

Compliance with the TOC Policy is voluntary; however, compliance enhances eligibility and/or competitiveness for some MTC discretionary funding. The development regulations and design standards (Attachment M), which are part of the CDP, include the residential parking rates proposed by the applicant; however, the Planning Commission may wish to consider a lower parking rate of one space per unit in alignment with MTC policy and the proposed C-1-S zoning district.

Parking locations are identified in Attachment X. The proposed parking would include electric-vehicle spaces and bicycle parking spaces in compliance with the proposed C-1-S zoning district.

### Transportation demand management (TDM)

The City's Transportation Division implements the City's adopted TDM Guidelines for development projects. The Guidelines include a list of measures to reduce trips (i.e. congestion) generated by a project but do not identify a specific trip reduction goal. The EIR analyzed a minimum trip reduction of 25% for the residential uses and a minimum trip reduction of 28% for the non-residential uses, from typical Institute of Transportation Engineers' (ITE) rates for this type of development project. These percentages were based on the applicant's initial TDM plan. The current C-1 zoning does not include a TDM plan or trip reduction requirement; however, given the project site's proximity to the Menlo Park Caltrain station, the proposed C-1-S zoning includes a requirement to reduce trips by 35% through a TDM plan, which the project's current TDM plan (Attachment Y) meets. For reference, the City's R-MU, O, and L-S zoning districts in the Bayfront Area include a requirement that projects reduce trips by a minimum of 20% from standard ITE rates.

The City is also subject to the Transportation Demand Management Policy Update Approach and Transportation Demand Management Policy Implementation Guide adopted by the City/County Association of Governments of San Mateo County (C/CAG), which require reductions from average daily trips. Given the site's proximity to a high quality transit station, C/CAG requires a minimum 25% reduction in trips from active TDM measures. C/CAG acknowledges in its policy documents that projects within 0.5 mile of a high quality transit station would also see passive reductions given the proximity to transit of 10%. The proposed C-1-S zoning includes a 35% reduction target given the proximity to the Caltrain station.

C/CAG does not require active trip count monitoring but rather documents compliance through tenant and property owner surveys. In the Bayfront Area (R-MU, L-S, and O zoning districts) the City requires annual trip monitoring (i.e. driveway counts) for a multi-day period once a year to document compliance with the trip reduction targets and has required annual monitoring for the 1305 O'Brien Dr. and Menlo Gateway development projects, as part of the project conditions. The Meta East and West Campuses include trip caps with real time monitoring and reporting requirements. The Meta Campuses include penalties for trip cap exceedances. The Menlo Gateway project also includes a penalty for exceeding its trip limits.

The proposed TDM monitoring plan (Attachment Z) includes trip thresholds that reflect a 35% reduction in

trips from standard ITE trip generation rates after accounting for a trip reduction from internalization at the project site. Starting one year after occupancy for either the first residential or commercial component of the project, and annually thereafter, the applicant would be required to conduct annual trip counts and submit a report prepared by its transportation consultant, documenting compliance with the trip thresholds.

If the project is found to exceed the trip thresholds, additional transportation demand management measures to bring the number of trips attributable to the project into compliance would be required. If a second, consecutive annual traffic count shows that trips exceed the trip thresholds, then additional analysis would be conducted to determine whether the exceedances are being contributed by the residential component or the office/R&D component of the project. If the office/R&D components are determined to exceed their portion of the trip thresholds allocated in the trip thresholds table of the TDM monitoring plan, then the property owner(s) of the office/R&D component would be required to pay a penalty per excess office/R&D trip.

The penalties only apply to the non-residential components of the project; however, if one or more of the residential components of the project are found to exceed their portion of the trip thresholds, then the homeowners' association for the applicable residential component of the project would be required to submit a detailed mitigation and monitoring plan identifying actions to bring their component of the project into compliance with the maximum daily, AM and PM trips. The detached townhomes (TH1) would be exempt from TDM monitoring requirements.

#### Level of service or roadway congestion analysis (non-CEQA transportation analysis)

Level of service (LOS) is not a CEQA threshold of significance; however, the City's TIA Guidelines require that the TIA also analyze LOS for planning purposes. The LOS analysis determines whether project traffic would cause an intersection LOS to be potentially noncompliant with local policy if it degrades the LOS operational level or increases delay under near term and cumulative conditions. The TIA (Attachment AA) further explains the LOS thresholds, identified deficiencies, and recommended improvement measures.

A micro-simulation analysis (Attachment BB) was also conducted for study intersections on Middlefield Road and Ravenswood Avenue in the project vicinity to identify potential project effects and improvements along these corridors. The analysis identified improvements at the following intersections and roadway segments that would generally improve deficiencies created by the proposed project:

- Ravenswood Avenue and Middlefield Road intersection
- Middlefield Road and Ringwood Avenue intersection
- Middlefield Road and Seminary Drive intersection
- Seminary Drive roadway segment (from Middlefield Road to the Project site entrance)
- Ravenswood Avenue corridor (Laurel Street to Middlefield Road)
- Willow Road and Hospital Plaza/Durham Street intersection

The recommended improvement measures in the TIA and microsimulation are included as conditions in the CDP. The transportation analyses conducted for the project and the recommended improvement measures were based on 1.38 million square feet of non-residential space instead of the current proposal of 1 million square feet. The reduction in square footage would reduce project trips and could reduce LOS impacts at the study intersections. An analysis was not prepared to determine if the reduced non-residential square footage of 1 million square feet still requires the improvement measures in the draft CDP.

### ***Vesting tentative map***

The vesting tentative map (VTM) (Attachment CC) would modify the existing parcelization to enable the proposed project, including proposed residential and non-residential buildings and park open space parcels. The vesting tentative map would abandon all easements and the future Burgess Drive reserved ROW and then create new easements. In lieu of a future vehicle connection between Burgess Drive and Seminary Drive, a bike/ped connection would be provided. The map would be conditioned so that this abandonment would not occur until a certain milestone to ensure the City would retain the ability to use the ROW for purposes such as a bike/ped path if the project does not move forward. The VTM also includes details on the on-site and off-site infrastructure to support the proposed project. Multiple final maps may be submitted to match the proposed phasing. The draft VTM conditions are included as Attachment XX.

### ***Below market rate (BMR) ordinance***

The City's BMR Housing Program Guidelines requires a minimum of 15 percent of the proposed dwelling units for residential development projects with 20 or more units be set aside for low-income households or an equivalent alternative. Since the proposed total non-residential square footage would be less than existing square footage, there is no commercial linkage BMR requirement for the proposed project.

The applicant proposes to provide 97 BMR inclusionary units to comply with the City's BMR Ordinance and BMR Guidelines. In addition to the inclusionary requirement, the applicant is proposing to donate an approximately 1.6-acre parcel to an affordable housing developer to build up to 154 units affordable to households with incomes up to 60% AMI, which would be in addition to the City's inclusionary requirement (i.e. the land donation to an affordable housing developer is not required to comply with the City's BMR Ordinance and BMR Guidelines). The applicant's BMR proposal is included in Attachment DD.

Of the 97 BMR inclusionary units, 90 would be rental apartment units and seven would be rental townhome units affordable to low-income households or low-income equivalent. As shown in Table 6, in addition to the 100% affordable building, the applicant is proposing to provide 15% of the units within each unit type or building as BMR units.

Table 6: Proposed BMR units		
	Total units	BMR units
R1 (rental apartments)	300	45
R2 (rental apartments)	300	45
R3 (100% affordable bldg./rental apartments)	up to 154	up to 154
TH 1 (detached townhomes)	19	3
TH 2 (attached townhomes)	27	4
Total	up to 800	up to 251

### **Inclusionary BMR units**

The unit types of the BMR units within the R1 and R2 buildings would be proportional with the overall unit type mix of the market rates units and would be distributed throughout each building, as required by the BMR Guidelines. Given the conceptual nature of the masterplan at this time, the location of the BMR units within each building or project component is not known. The applicant is also requesting flexibility on the

income mix for the BMR units, with a final mix that achieves an average equivalent to low-income. If the TH1 and TH2 units are converted to for-sale units, the units would be affordable to moderate-income households. Additionally, as required by the BMR Guidelines, BMR rents would not exceed 75% of the market rate rent.

The applicant would be required to sign and record the project wide BMR agreement for the 97 inclusionary units and the 154 units in R3 concurrent with the recordation of the CDP and DA. If the masterplan is approved by City Council, each building or project component would require architectural control approval by the Planning Commission, at which time the specific location, size, and affordability levels of the BMR units for that building or component would be determined. If the applicant opts for a mix of incomes with an average equivalent to low income, each building/component would be required to meet low-income equivalency independently. The applicant would be required to sign and record the BMR agreement for each building prior to building permit issuance, and construction of the BMR units would be concurrent with construction of market rate units.

Table 7 shows the proposed BMR units per unit type for an all low-income scenario, not including the 100% affordable building.

Table 7: Proposed residential unit types			
	Square feet	Total number of units	BMR units (low income)
Studio	550 - 650	46	7
1 bedroom/1 bath (R1 & R2)	700 - 900	253	38
2 bedroom/2 bath (R1 & R2)	1,000 - 1,250	257	39
3 bedroom/ 2 bath (R1 & R2)	1,300 - 1,450	44	6
4 bedroom/3 bath townhouse (TH2)	2,000 - 2,500	46	4
4 bedroom/3 bath townhouse (TH1)	2,500 - 3,000	70	3
<b>Total</b>		<b>646</b>	<b>97</b>

#### Land donation and future 100% affordable building

The applicant is proposing to dedicate an approximately 1.6-acre parcel to an affordable housing developer, in connection with the recording of the first final subdivision map. The applicant would provide only the land and the affordable housing developer would need to separately secure funding and construct the units. As a result, the number of units is uncertain though CEQA clearance and land use entitlements provide for up to 154 units. As mentioned previously, the land donation is not required to comply with the minimum requirements of the BMR Ordinance and BMR Guidelines. However, the project-wide BMR agreement includes these units.

The draft BMR Agreement is included in Attachment EE. On March 5, 2025 the Housing Commission reviewed the BMR proposal and voted 4-0-2 (with Commissioners Merriman and Trempont absent) to recommend approval of the applicant's BMR proposal. The March 5 Housing Commission meeting minutes are included in Attachment FF.

## **Development Agreement**

A development agreement (DA) is a negotiated contract between an applicant and a city that allows the city to impose conditions on development projects beyond the city's municipal code requirements and provides certainty to the developer through vested rights, generally by limiting the city's ability to apply changes to regulatory standards and impact fees to the project for a certain period of time. The draft DA with the applicant (Lane Partners) would be for a term of 20 years, with an initial eight-year term and the potential for two six-year extensions, provided the applicant meets certain milestones. The DA includes negotiated community benefits, as well as timelines for the applicant to deliver those community benefits, in exchange for vested rights for the applicant. The draft DA is included in Attachment GG.

### ***Initial draft development agreement terms***

On May 27, 2025, the City Council held a study session on the initial draft terms, including the following:

- Project phasing: A sequencing (or “metering”) for the non-residential buildings via a “point system”, which would control the way in which the non-residential components of the project are phased in connection with the development of the residential components.
- Affordable housing: Applicant would dedicate the approximately 1.6-acre parcel at the corner of Ravenswood Avenue and Middlefield Road (Building R3) to a non-profit affordable housing developer and facilitate the actual development by committing to specific milestones.
- Parkland dedication: Applicant would dedicate a 2.6-acre parcel for a future park and recreational area for the City. Applicant would provide funding for a City-led community outreach process to determine programming, pay a fixed amount toward the design and construction process and contribute annual funding for maintenance costs.
- Sustainability benefits: Applicant would install recycled water infrastructure within the project site and provide points of connection at Middlefield Road, Laurel Street, and Burgess Drive, commit to all new buildings being all-electric, and utilize non-diesel backup generators if reliable technology becomes available and is not cost-prohibitive.
- Transportation/City shuttle: Applicant would contribute \$2 million to the City to be used at the City's discretion for transportation-related improvements within a half mile of the project site. The initial terms included the continued discussion of a funding commitment toward the City's shuttle program in lieu of applicant providing its own commuter shuttle between the project site and the Menlo Park Caltrain station.
- PILOT agreement: Applicant would enter into a PILOT (payment in-lieu of property taxes) agreement with the City to require the continued payment of property taxes if the residential units and new non-residential buildings are owned or leased by a tax-exempt entity with exceptions for the 100% affordable parcel and a one-time exception to allow SRI to occupy one new building.
- Other benefits: commitment from applicant to consider future abandonment of water and sewer line easements benefitting SRI's property and encumbering the City's Corporation Yard and the use of union labor for the non-residential component of the proposed project.

A more detailed explanation and analysis of the initial draft DA terms is included in the May 27, 2025 City Council staff report (Attachment HH). At the City Council study session, individual Councilmembers provided feedback indicating the point system is reasonable for the project, expressed a need to define commencement of construction, and indicated building pads and evidence of financing is not sufficient to meet the definition of TCO for the townhome units. The City Council also expressed interest in increasing the project's financial contributions towards the City's shuttle system and the impact of the shuttle on the



TDM plan, maintenance of the public park, and public outreach on the programming of the park. The May 27 City Council meeting minutes are included in Attachment II.

### ***Updated draft development agreement terms***

Since the study session, City staff and the applicant utilized the City Council's feedback to guide negotiations on the draft DA. In general, the initial draft DA terms have been maintained and modified/expanded. The applicant's community benefits brochure is included as Attachment JJ. The section below analyzes the updated topic areas of the draft DA. There were no material modifications to the sustainability benefits, affordable housing land dedication, or PILOT agreement, and an analysis of these terms is included in the May 27 staff report.

#### **Non-residential square footage cap**

During the study session some Councilmembers raised concerns that the current employee cap at the site would be removed and the proposed project would not include an employee cap. The applicant stated it is unable to commit to an employee cap, and instead proposed to cap the amount of non-residential space that could be built to 1 million square feet, inclusive of the existing approximately 287,000 square feet in Buildings P, S and T. This would reduce the proposed non-residential square footage by approximately 380,000 square feet or 28%. It should also be noted that the TDM Plan contains a trip cap, which if exceeded can result in the imposition of penalties, and thus seeks to address the same desired result that an employee cap might achieve, namely a reduction in trips. In exchange, applicant requests flexibility and certainty under the DA, related to future changes in the Parkline master plan that could result in an increase in housing supply at the project site.

Capping the non-residential square footage at 1 million square feet will impact the site plan for the non-residential portion of the project site. Further, it is possible that buildings P or S and T may no longer be needed by SRI during the term of the DA. Therefore, during the initial 8 year term of the draft DA, the DA provides vested rights for future changes in the Parkline master plan if it is modified in the future (subject to CEQA review and other required City analyses (e.g., TIA, FIA)), inclusive of any necessary modifications to the CDP and VTM. These changes would be limited to changes to the site plan to accommodate the reduced 1 million square foot non-residential cap or the removal of buildings P or S and T and would be required to meet the following conditions:

- The changes primarily involve increasing the amount of housing units;
- The amount of non-residential square footage shall not exceed the 1 million square foot cap and the amount of non-residential square footage provided for in the modified CDP shall constitute the new cap on non-residential development;
- All buildings will be all electric and comply with the green building provisions of the C-1-S zoning and the Reach Code; and
- There are no material changes or reductions to the community benefits.

Related to the reduction in non-residential square footage or removal of Buildings P or S and T, the draft DA includes a commitment that during the initial 8 year term the City will streamline the review and approval process for any future discretionary approvals that are necessary to accommodate an increase in the number of housing units. The streamlined process would require the City to (1) use best efforts to process any necessary entitlement approvals (e.g., an amended CDP) within 12 months of a substantially complete application being submitted, and (2) restrict the number of public hearings that can be held regarding the application to a maximum of five.

### Updated project phasing plan

With the reduction in non-residential square footage the phasing plan has been updated to conform with the reduced square footage. The updated phasing plan (Attachment KK) continues to utilize the point system and is generally consistent with the plan presented at the May City Council study session with the following modifications:

- Change the non-residential component to square footage instead of buildings and modify the phasing to identify four non-residential components of up to 250,000 square feet each;
- Add a roof framing milestone for the third and fourth non-residential component; and
- Require all five points for the fourth and final non-residential phase.

For reference, the phasing plan allocated the following points for each residential component:

Table 8: Point system	
Residential component	Assigned points at commencement of construction
R1 – 300 Apartment units (15% BMR)	1
R2 – 300 Apartment units (15% BMR)	1
TH 1 – 19 Detached townhomes (15% BMR)	0.5
TH 2 – 27 Attached townhomes (15% BMR)	0.5
R3 – 154 Affordable units (100% BMR)	2
· 77 Units (assuming phased delivery)	1
· 77 Units (assuming phased delivery)	1

The updated phasing plan did not modify the point allocation from the draft DA terms reviewed by the City Council in May 2025. The table below documents the updated phasing and provides an illustrative example.



Table 9: Project phasing		
Building permit issuance for non-residential component	Required # of points and residential TCO, if applicable	Illustrative example
1-250,000 SF of New Non-Residential	1 point	Building permit has been issued for R1 or R2.
250,001-500,000 SF of New Non-Residential	2 points	Building permits have been issued for R1 and R2.
500,001-750,000 SF of New Non-Residential	Requires 3 points <u>and</u> TCO for one residential component and roof framing complete for one residential component.	R1 has achieved TCO (i.e., R1 is substantially complete and can be occupied), roof framing has been completed for R2, and building permits have been issued for TH 1 and TH 2;  or  R1 has achieved TCO (i.e., R1 is substantially complete and can be occupied) and building permits have been issued for R2 and at least 77 units on the 100% affordable site (R3).
751,000-1,000,000 SF of New Non-Residential	Requires 5 points <u>and</u> TCO for three residential components and roof framing complete for one residential component.	R1, R2 and TH-1 have achieved TCO and building permits have been issued for all residential components including all units on the 100% affordable site (R3) with at least 77 units complete to roof framing.

Additionally, in the event the applicant proposes to construct all of the available non-residential square footage of 713,000 square feet, with existing Buildings P, S and T remaining, then 4 points are required, along with the issuance of a TCO for one residential component and roof framing complete for one additional residential component. This provision helps to ensure a balanced development of residential and non-residential components. The phasing plan continues to include a one-time exception for an additional non-residential building to advance if the applicant delivers a fully executed lease and has achieved at least two points.

#### *Additional clarifications*

The definition of “commence construction” is now defined for the multifamily buildings as the issuance of a building permit for vertical improvements, mobilization of construction equipment and workers on-site, and commencement of actual vertical construction thereon (i.e., not just pouring slabs and foundations) and for the detached and attached townhome units, issuance of building permits. Lastly, the definition of temporary certificate of occupancy now applies equally to all residential components without any exceptions for the townhome units.

#### Parkland dedication and funding

With the reduction in non-residential square footage, the draft DA includes a reduced payment to the City for park improvements from \$5 million to \$4 million. The draft DA includes the dedication of the approximately 2.6 acre parcel to the City for a future park as well as \$100,000 for community engagement on the design of the park improvements, \$600,000 for development of design and construction plans, and \$4 million for the construction of park improvements, for a total of \$4.7 million in addition to the parkland dedication. The DA identifies the timing for these payments to the City. These payments and the parkland would be credited against the project’s Quimby Act obligation (rec In-lieu fee). The draft DA also identifies

additional credits for the proposed publicly accessible open space in excess of the minimum required by the zoning ordinance (approximately 2 acres).

The applicant would also provide a public restroom within Parking Garage 1 and dedicate an easement to the City for the continued operation of the restroom; the applicant would be responsible for ongoing maintenance and repair of the restroom. This location would be generally accessible to the public park as well as the other publicly accessible open space within the project site. Additionally, the draft DA includes an annual payment of \$70,000 to the City to maintain the public park for a period of 20 years following completion of the park; the annual fee would be subject to an increase in accordance with the increase in the consumer price index.

#### No new biosafety level (BSL) 3 or 4 Labs; phasing out of existing BSL 3 labs

SRI currently maintains two small laboratories, occupying less than 2,000 square feet combined within Building P and Building T that are permitted to conduct BSL-3 level research. The draft DA requires the applicant to ensure SRI does not seek to expand the size of either facility and to complete the decertification process of the BSL-3 facility located in Building T no later than January 1, 2027 and the BSL-3 facility located in Building P prior to the issuance of the first certificate of occupancy for the first residential component of the project. Additionally, applicant would not construct or operate any BSL-3 or BSL-4 capable labs as part of the proposed project.

#### Transportation/city shuttle

The applicant would provide a shuttle between the project site and the Caltrain station commencing no later than the issuance of the first certificate of occupancy for the first non-residential building. In lieu of a project shuttle, the applicant may elect to pay \$50,000 annually to the City to fund its shuttles that serve the Project site; the \$50,000 annual payment, if elected by the applicant, would also be subject to an annual increase based on the increase in the consumer price index. If the applicant elects to provide an independent shuttle it shall use 100% electric vehicles, coordinate outreach with the City on the shuttle routing, frequency, and design to avoid duplicating shuttle service, and prepare an annual report on the shuttle ridership. Regardless of whether the applicant provides their own shuttle, the draft DA requires the applicant to provide publicly operated buses (e.g., Willow Road Shuttle, Menlo Park Midday, commute.org, SamTrans) access to the project site and provide bus stops and signage at reasonable locations within the project site. The applicant would also be required to participate in the City's shuttle study as a stakeholder. The payment for transportation improvements has not changed from the previous \$2 million.

#### Publicly accessible event area

As part of the non-residential component of the project, the applicant would design and construct a publicly accessible open space event area with a multi-use plaza. The event area would be available from time to time for community programming or public events, such as farmers markets, food truck festivals, or movie nights. Additionally, the City would have the right to use the event area for one public event per month.

#### Other benefits

In addition to the previously identified other benefits, four additional items were added to the draft DA.

- Buildings S and T and City Corporation yard: Any subsequent approval related to redevelopment of the land comprising Buildings S and T requires the applicant to cooperate and coordinate with the City in relation to the design and planning for potential redevelopment of the land adjacent to the City Corporation yard. This would also include coordination with the USGS site if it has not already been redeveloped. This term helps to ensure a collaborative effort between the two private property owners

and the City in relation to the City's corporation yard.

- Applicant agrees to collaborate with City on broader traffic mitigation strategies designed to reduce single occupancy vehicle trips and traffic anticipated to arise from redevelopment of the proposed project and other sites in proximity. The applicant would not be required to provide funding for this effort.
- Encourage union labor for residential components: The draft DA requires union labor for the vertical (core and shell) components of the non-residential buildings but not the residential components. The applicant agrees to encourage residential developers to utilize union labor, but residential developers are not required to use union labor.
- Sales tax point of sale designation: Applicant shall use commercially reasonable efforts to the extent allowed by law to require all persons and entities providing bulk lumber, concrete, structural steel and pre-fabricated building components to (a) obtain a use tax direct payment permit; (b) elect to obtain a subcontractor permit for the job site of a contract valued at \$5 million or more; or (c) otherwise designate the property as the place of use of material used in the construction of the project to have the local portion of the sales and use tax distributed directly to City instead of through the county-wide pool.

The DA benefits further a number of City Council priorities and related policies. The project phasing, which prioritizes housing, and the dedication of land to an affordable housing developer, further housing, a City Council priority for fiscal year 2025-26, as well as General Plan Housing Element policies. Housing Element Policy H4.2 encourages opportunities for new housing development to meet the City's share of its Regional Housing Needs Allocation (RHNA), including an adequate supply and variety of housing opportunities to meet Menlo Park's workforce and special needs populations. Housing Element Policy H4.4 encourages residential mixed-use developments in proximity to transit and services, such as shopping centers.

Strategy #4 of City's Climate Action plan includes the reduction of vehicle miles traveled and higher density housing near transit. The proposed housing near the Menlo Park Caltrain station and the prioritization of housing in the phasing plan, both help support this strategy. The applicant's shuttle or annual contribution to the City's shuttle service would support General Plan Circulation Element Policy CIRC-6.3, which encourages increased shuttle service between employment centers and the Downtown Menlo Park Caltrain station.

The parkland dedication, and the additional publicly-accessible open space, would further Guidelines in the City's Park and Recreation Facilities Master Plan Update, including Guideline G.2.2.1 to provide a broad range of active and passive park and recreation elements and Guideline G.2.3.2 to prioritize incorporation of natural landscapes and trees.

The parkland dedication would also accommodate the potential for installation of an emergency water reservoir and well as part of Menlo Park Municipal Water's (MPMW) Emergency Water Storage/Supply Project. The MPMW Emergency Water Storage/Supply Project is intended to provide a backup water supply to the portion of MPMW's service area located east of El Camino Real, in the event water from the SFPUC Regional Water System is reduced or unavailable, and supports emergency and disaster preparedness, a City Council priority for fiscal year 2025-26.

The proposed new buildings would be all electric, supporting a City Council priority of climate action for fiscal year 2025-26, and supporting strategies from the City's Climate Action Plan.

## **Fiscal impact analysis and housing needs assessment**

Although the previous sections of the staff report referred to the modified project variant as the proposed project, since that is the version of the project the applicant is seeking entitlements for, the sections on the fiscal impact analysis (FIA), housing needs assessment (HNA) and the CEQA review below call the initial project the “proposed project” and the second iteration of the project the “project variant” to be consistent with the two versions of the project that were analyzed in the FIA, HNA, and EIR.

### Fiscal impact analysis (FIA)

An FIA (Attachment LL) analyzes two potential build-out scenarios for both the proposed project and project variant evaluated in the Final EIR, one where 100% of the office/R&D buildings are used for office and one where 100% are used for R&D. The FIA estimates that the proposed project and project variant evaluated in the Final EIR would have a positive net fiscal impact on the City of Menlo Park’s annual general fund operating budget, for both the 100% office and 100% R&D scenarios.

A supplemental memo (Attachment MM) to the FIA was prepared to analyze the impacts of modifying the project variant to limit non-residential square footage to 1 million square feet, which found the modified project variant (the currently proposed project) would have a negative net fiscal impact on the City of Menlo Park’s annual general fund operating budget for the 100% office scenario and a positive net fiscal impact for the 100% R&D scenario. Both the project variant and the modified project variant would generate a net positive fiscal impact for the Menlo Park Fire Protection District, Sequoia Union High School District, and the Menlo Park City Elementary School District, for both 100% office and 100% R&D scenarios although the net positive impacts would be less than under the project variant. Attachment NN provides more detailed information on the net fiscal impact findings for both scenarios, under both the project variant and the modified project variant (the currently proposed project). The FIA does not account for any financial contributions included in the DA.

### Housing needs assessment (HNA)

A housing needs assessment (HNA) (Attachment OO) was prepared that analyzes two potential build-out scenarios for both the proposed project and project variant evaluated in the Final EIR: one where 100% of the non-residential buildings are used for office and one where 100% are used for R&D.

A supplemental memo (Attachment PP) to the HNA was also prepared to analyze the impacts of modifying the project variant to limit non-residential square footage to 1 million square feet. Based on current commute patterns, both the project variant and the modified project variant (the currently proposed project), would increase the available housing supply in Menlo Park but also increase the regional housing demand. However, as shown in Table 10, the increase in the regional housing demand would be lower for the currently proposed project as fewer employees would work at the project site.

**Table 10: Housing demand and supply \***

	<b>Office scenario – additional employee regional housing demand</b>	<b>R&amp;D scenario – additional employee regional housing demand</b>	<b>Office scenario - additional housing units available in Menlo Park</b>	<b>R&amp;D scenario - additional housing units available in Menlo Park</b>
Project variant	2,284 units	1,642 units	679 units	713 units
Currently proposed project	1,062 units	1,062 units	722 units	744 units
Net change under currently proposed project	Regional demand decreased by 1,222 units	Regional demand decreased by 580 units	43 additional units in Menlo Park	31 additional units in Menlo Park

\*Assuming current commute share

The currently proposed project would further increase housing available within Menlo Park due to the reduction in employees at the site, as shown in Table 10.

### CEQA review

As stated in the CEQA Guidelines, an EIR is an informational document that is intended to provide the City, responsible and trustee agencies, other public agencies, and community members with detailed information about the potential environmental effects that could result from implementing the proposed project, examine and implement mitigation measures to reduce or avoid potentially significant physical environmental impacts if the proposed Project is approved, and consider feasible alternatives to the proposed Project, including a required No Project Alternative. The Final EIR, which includes the Draft EIR by reference, is included through the hyperlink in Attachment QQ and the appendices are included as Attachment RR.

The City released the Draft EIR for public review and comment on June 20, 2024. The comment period closed on August 5, 2024. Most CEQA topic areas were included in the Draft EIR, including the following, with the impact levels, discussed later in this report, in parenthesis:

- Air Quality (LTS/M)
- Biological Resources (LTS/M)
- Cultural Resources (SU)
- Energy (LTS)
- Geology and Soils (LTS/M)
- Greenhouse Gas Emissions (LTS)
- Hazards and Hazardous Materials (LTS/M)
- Hydrology and Water Quality (LTS/M)
- Land Use and Planning (LTS)
- Noise (SU)
- Population and Housing (LTS)
- Public Services (LTS)
- Recreation (LTS)
- Transportation (LTS)
- Tribal Cultural Resources (LTS/M)
- Utilities and Service Systems (LTS)

Section 15128 of the CEQA Guidelines states that “an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.” Implementation of the proposed project would not result in significant environmental impacts on agricultural and forestry resources or mineral resources. These issues are not analyzed in the EIR. Additionally, the Draft EIR does not include an aesthetics topic area in

accordance with Senate Bill (SB) 743, but a memo was prepared for informational purposes and included in Appendix 3.1-1.

The current iteration of the project, which reduces the approximately 1.38 million square feet of non-residential square footage to 1 million square feet, was not specifically studied in the Final EIR. However, the remaining components of the modified project variant remain the same as the project variant. Therefore, staff believes the environmental analysis provided in the Final EIR provides a conservative analysis of the impacts of the proposed project, and no new significant environmental impacts and no substantial increases in the severity of previously identified impacts have resulted as a result of this reduction in non-residential building space after the release of the Final EIR.

### Impact analysis

For each of the analyzed topic areas, the Final EIR describes the existing conditions (including regulatory and environmental settings) and analyzes the potential environmental impacts (noting the thresholds of significance and applicable methods of analysis). Impacts are considered both for the proposed project and project variant individually, as well as cumulatively in combination with other reasonably foreseeable probable future projects and cumulative growth. The Final EIR identifies and classifies the potential environmental impacts as:

- No Impact (NI)
- Less than Significant (LTS)
- Significant (S)
- Potentially Significant (PS)

Where a significant or potentially significant impact is identified, mitigation measures are considered to reduce, eliminate, or avoid the adverse effects (less than significant with mitigation). If a mitigation measure cannot eliminate/avoid an impact, or reduce the impact below the threshold of significance, it is considered a significant and unavoidable impact. The following determinations are then applied to the impact.

- Less than Significant with Mitigation (LTS/M)
- Significant and Unavoidable (SU)

The EIR prepared for the proposed project and project variant identifies less than significant effects and effects that can be mitigated to a less-than-significant level in all topic areas except noise (i.e. construction noise, construction vibration, cumulative construction noise), and historical resources, which the Final EIR identified would result in significant and unavoidable impacts. The project variant would result in generally the same impacts in these topic areas as the proposed project. The proposed project and the project variant would result in potentially significant impacts related to air quality, cultural resources, tribal cultural resources, biological resources, geology and soils, hydrology and water quality, and hazards and hazardous materials, but these impacts would be reduced to a less-than-significant level with implementation of identified mitigation measures. Impacts related to land use and planning, transportation, energy, greenhouse gas emissions, population and housing, public services and recreation, and utilities and service systems would be less than significant. The mitigation monitoring and reporting program (Attachment O) includes the impacts and mitigation measures for the proposed project, including mitigation measures for the significant and unavoidable impacts to reduce the impact but not to a less than significant level. A more detailed analysis of the proposed project's impacts and associated mitigation measures by topic area is provided in the Final EIR.



### Response to comments and Final EIR

The Final EIR (Attachment QQ) comprises a response to comments chapter that responds to each unique comment on the environmental analysis received during the 45-day Draft EIR comment period, text edits to the Draft EIR, and the Draft EIR that is incorporated by reference. The comments on the Draft EIR and the responses thereto did not result in any previously unidentified impacts. No new significant environmental impacts and no substantial increases in the severity of previously identified impacts have resulted after responding to comments. In addition, there are no feasible alternatives or mitigation measures that are considerably different from others previously analyzed that would clearly lessen the environmental impacts of the proposed project or project variant that the project proponent has declined to adopt. Therefore, any changes to the text of the Final EIR were limited to corrections and clarifications that do not alter the environmental analysis.

### Significant and unavoidable impacts

While identified impacts for most topic areas can be mitigated to a less than significant level, impacts related to construction noise, construction vibration, cumulative construction noise, and historical resources remain significant and unavoidable even with the application of mitigation measures. CEQA Guidelines Section 15126.2(c) requires EIRs to include a discussion of the significant environmental effects that cannot be avoided if a project is implemented. More detailed analysis for each impact and associated mitigation measures (applied even if unable to fully reduce the impact to less than significant) for the proposed project are included in noise (Chapter 3.7), and historical resources (Chapter 3.8). These same impacts are discussed for the project variant in Chapter 4. Therefore, this staff report does not separately summarize the findings of Chapter 4 pertaining to the project variant.

### Noise Impacts

#### *Impact NOI-1: Construction Noise*

Construction of the proposed project or project variant would generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies even with implementation of Mitigation Measure NOI-1.1. The project variant would also include an emergency well and thus Mitigation Measure NOI-1.3 for the project variant (similar to Mitigation Measure NOI-1.1 for the proposed project) would be incorporated to reduce the noise levels from construction activities for the project variant; however, the plan may not be able to ensure that noise would be below the applicable thresholds in all circumstances. Mitigation Measure NOI-1.3 for the project variant would be comparable to Mitigation Measure NOI-1.1 for the proposed project, but would incorporate additional measures to address the construction of the emergency water storage reservoir, and the associated emergency well and pump house. As with the proposed project, implementation of mitigation measures during project variant construction would reduce noise by requiring a noise barrier in addition to other noise reducing measures. However, these mitigation measures may not be able to ensure that noise would be below the applicable thresholds in all circumstances. The construction noise reduction plan and noise barrier would reduce noise, but noise levels could temporarily be as high as 97 dBA Leq, which, even with measures to reduce noise, would very likely still result in a substantial temporary increase in noise.

#### *Impact NOI-3: Ground-borne Vibration*

The proposed project and project variant would generate excessive ground-borne vibration or ground-borne noise levels. Implementation of Mitigation Measure NOI-3.1 would reduce vibration levels from construction activity during daytime and early-morning hours by requiring larger equipment to operate no closer than 50 feet from residential and other sensitive land uses to the extent feasible, no closer than 30 feet to sensitive land uses for jackhammers, along with appointment of a vibration coordinator to address any vibration-related complaints received. However, it may not be possible to ensure that vibration levels at all times and



at all locations would be reduced to a level below the “strongly perceptible” level or below the threshold identified in the ConnectMenlo EIR, which the City determined is applicable to this Draft EIR, because larger equipment may need to operate at closer distances to sensitive land uses.

#### *Impact C-NOI-1: Cumulative Construction Noise*

Cumulative development would result in a significant environmental impact related to construction noise; the proposed project or project variant would be a cumulatively considerable contributor to a significant environmental impact. Because the proposed project, or project variant, on its own would result in a significant impact, its contribution would be cumulatively considerable. Although implementation of mitigation measures would reduce the proposed project’s or project variant’s construction noise impacts, such impacts were determined to be significant and unavoidable.

#### Impacts to cultural and tribal resources

The SRI International campus was determined to be eligible for listing as a historic district in the California Register of Historical Resources (CRHR) under Criterion 1 (Events) for association with SRI International as an innovative research and development institution that has contributed numerous advancements in a variety of fields including computing, business and economics, health and medicine, and physical sciences. The eligible historic district has 26 contributing buildings, and two contributing landscape features.

As discussed further below, Page & Turnbull’s evaluation also found three buildings within the SRI International campus to be individually eligible for listing in the CRHR: Building A, under Criterion 1 (Events) and Criterion 3 (Architecture); Building E, under Criterion 1 and Criterion 2 (Persons); and Building 100, under Criterion 1. The property at 201 Ravenswood Avenue was also evaluated by Page & Turnbull and the chapel was found to be individually eligible for listing in the CRHR as a distinctive local example of Late Modernist architecture under Criterion 3 (Architecture).

Building A, built in two phases in 1958 and 1961, is individually significant because it is associated with events that have made a significant contribution to the broad patterns of our history. Building A was the first building built for SRI International. Today, Building A serves as the institution’s administrative center and most-public facing building. Building A was designed by master architects of regional significance, Stanton & Stockwell, in the Midcentury Modern style. The building is the most prominent example of the Los Angeles-based firm’s work in Northern California and is representative of their best work in the Midcentury Modern style.

Building E is individually significant because it is associated with events that have made a significant contribution to the broad patterns of our history. Building E appears to be the building most closely associated with innovations in early computing and internetworking in the late 1960s and early 1970s. Building E also appears to be the building most closely associated with the innovative computing and internetworking research of Dr. Douglas Carl Engelbart and Donald Nielson. Among many accomplishments, Engelbart is widely recognized for his contributions to early personal computing including the patent for the first computer mouse, and Nielson led the teams that made the first connection between three dissimilar networks, often considered the “birth of the internet”, in 1977.

Building 100 was originally constructed during World War II, and served as Dibble General Hospital’s Administration Building. In 1947, Building 100 was adapted to serve as the first permanent home of Stanford Research Institute (SRI), which had previously been temporarily located for several months at the Physics Building on the Stanford University campus. Building 100 is individually significant for its association with the origination of SRI, as the building served as the first headquarters location for the institute.

The First Church of Christ Scientist chapel at 201 Ravenswood Avenue, built in 1966 by architects Inwood & Hoover, was found to be eligible at the local level under Criterion 3 as it embodies the distinctive characteristics of the Late Modern style. Page and Turnbull's analysis is included as Appendix 3.8-1 of the Draft EIR.

#### *Impact CR-1: Historical Resources*

The proposed project or project variant would cause a substantial adverse change in the significance of historical resources, pursuant to CEQA Guidelines Section 15064.5. As noted above, the CRHR-eligible SRI International Campus Historic District includes 26 contributing buildings and two contributing landscape features. The proposed project or project variant would demolish 23 of the 26 contributing buildings and one of the two contributing landscape features. The three buildings that contribute to the historic district and would remain are Building P, Building S, and Building T. The one landscape feature that contributes to the historic district and would remain is the SRI International Monument. The monument is proposed to be relocated onsite. Additionally, the project variant would demolish the chapel at 201 Ravenswood Avenue, which is also individually eligible for listing in the CRHR.

The number of buildings and landscape features that would be demolished as part of the proposed project or project variant would cause the historic district to lose its historic integrity. The three buildings and one landscape feature proposed to be retained are not sufficiently representative of the significance of SRI International's contributions as an R&D institution and are not clustered in a manner that would allow them to be eligible as a historic district. The siting of the buildings and spatial relationships, which convey a sense of a large institutional campus, would be lost, and the site would no longer be eligible for listing in the California Register of Historical Resources (CRHR) as a historic district. Implementation of Mitigation Measures CR-1.1: Documentation, CR-1.1.a: Digital Photography, CR-1.1.b: Historical Report, CR-1.1.c: Site Plan and Drawings, CR-1.2: Interpretive Program, CR-1.3: Relocation of SRI Monument, and CR-1.4: Documentation of the Chapel (Project Variant) would reduce the potential level of impact on the three individually CRHR-eligible historical resources, or on the four CRHR-eligible resources under the project variant, and the potential impact on the CRHR-eligible SRI International Campus Historic District by requiring documentation and interpretation and/or commemoration of the resources to be demolished and the relocation of a contributing landscape feature of the historic district. However, the demolition of historical resources cannot be mitigated to a less-than-significant level.

#### Project alternatives

The CEQA Guidelines require study of a reasonable range of alternatives to a project; a "reasonable range" includes alternatives that could feasibly attain most of a project's basic objectives, while avoiding or substantially lessening any of the significant adverse environmental effects of the project. An EIR does not need to consider every conceivable alternative to a project, but it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. Section 15126.6(e) of the State CEQA Guidelines requires the evaluation of a No Project Alternative. The Draft EIR alternatives analysis focused on potential alternatives to reduce the significant and unavoidable impacts discussed above. The proposed project and the project variant have their own separate set of alternatives, which are analyzed separately in the Draft EIR but combined below for brevity. Table 6-1 of the Draft EIR (Comparative Description of the Proposed Project Alternatives) and Table 6-3 (Comparative Description of the Project Variant Alternatives) provide additional details on the project alternatives and are included in this staff report as Attachments SS and TT. For a summary and list of the alternatives considered but rejected, please review Chapter 6: Alternatives of the Draft EIR.

1. **No-Project Alternative.** The no-project alternative would continue the existing uses on SRI International's research campus, which consists of 38 buildings with approximately 1.38 million square feet of mostly R&D space and areas for supporting uses. The existing cogeneration plant would continue to operate. Under the no-project alternative, 3,308 employees could work within the existing buildings at the SRI campus, which is the maximum number of employees allowed under the current CDP. This would amount to a net increase in 2,208 employees compared to existing conditions. No new construction would occur and no housing would be provided at the project site. However, this alternative could include renovations and tenant improvements to the existing buildings, as needed, to ensure modern seismic safety features to meet all standards set forth by the California Building Standards Code, address hazards, and remediate known hazardous materials. The no-project alternative analyzed for the project variant would be the same as analyzed for the proposed project, and would also include the continued use of 201 Ravenswood Avenue by the Christian Science Church and Alpha Kids Academy.
2. **Preservation Alternative 1 (Retain Building 100, and the chapel under the project variant).** Figure 6-1 of the Draft EIR provides a diagram of the site plan implications with implementation of this alternative. This alternative would retain the existing office Building 100 (located near the property line with the McCandless office buildings), which is a historic resource that is individually eligible for the CRHR and as a district contributor. Historic districts may have contributing and non-contributing buildings, sites, structures, objects, or open spaces. A contributor, like Building 100, adds to the historic associations, historic architectural qualities, or archeological values for which a property is significant. Under this alternative, individually eligible Buildings A and E would be demolished, as would all other contributing buildings proposed for demolition under the proposed project. All new office and residential buildings included in the proposed project or project variant would be built. Under the project variant, all buildings at 201 Ravenswood Avenue would be retained and repurposed, including the chapel, which is individually eligible for the CRHR. The emergency water storage reservoir and associated facilities would be built under the project variant.
3. **Preservation Alternative 2 (Retain Buildings 100, A, and E, and the chapel under the project variant).** This alternative would retain all three individually CRHR eligible buildings on the SRI site: Buildings 100, A, and E. Figure 6-2 of the Draft EIR provides a diagram of the site plan implications with implementation of this alternative. Buildings A and E would continue to be used for office and R&D space but would need to be upgraded. Building 100 would be used for support functions/amenity space. Because the footprints of Buildings A and E are on the site of several proposed office/R&D and residential buildings, the siting, footprint, and massing of several of the new buildings would need to be altered to accommodate the retention of Buildings A and E, and several proposed buildings would not be constructed, resulting in a reduction in office/R&D square footage from existing conditions. Additionally, for the project variant, all buildings at 201 Ravenswood Avenue would be retained and repurposed, including the chapel, which is individually eligible for CRHR. The project variant would continue to accommodate the potential emergency water storage reservoir.
4. **Preservation Alternative 3 (Retain Buildings 100, A, E, and B, and the chapel under the project variant).** This alternative would retain the three buildings that are individually eligible for the CRHR as well as district contributor Building B. Figure 6-3 of the Draft EIR provides a diagram of the site plan implications with implementation of this alternative. Buildings A, E, and B would continue to be used for office and R&D space but would need to be upgraded. Building 100 would be used for support functions/amenity space. Because the footprints of Buildings A, B, and E are on the site of several proposed office/R&D and residential buildings, the siting, footprint, and massing of several of

the proposed new buildings would need to be altered to accommodate the retention of Buildings A and E, and several proposed buildings would not be constructed, resulting in a reduction in office/R&D square footage from existing conditions. Project variant attributes would be consistent with Alternative #3.

As shown in Tables 6-12 (Comparison of Impacts among Proposed Project Alternatives) and 6-13 (Comparison of Impacts among Project Variant Alternatives) of the Draft EIR, included as Attachments UU and VV, which summarize the impacts of the preservation alternatives compared to the impacts of the proposed project and project variant, all topics would result in the same significance conclusions under the build alternatives.

Preservation Alternatives 2 and 3 for both the proposed project and the project variant would retain all three, or four under the project variant, individually eligible resources. Therefore, these alternatives would result in a less-than-significant impact on individually eligible historic resources, compared to the significant and unavoidable impacts under the proposed project and project variant. Because Preservation Alternative 3 would result in slightly less construction than Preservation Alternative 2, slightly fewer construction-related impacts would occur under Preservation Alternative 3. For these reasons, Preservation Alternative 3 would be the environmentally superior alternative for both the proposed project and the project variant.

#### Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program (MMRP)

As part of its consideration of the merits of the project, the Planning Commission and City Council will need to review and consider the Statement of Overriding Considerations (SOC) along with the Mitigation Monitoring and Reporting Program (MMRP). The draft resolution for the CEQA findings, SOC and the MMRP is included in Attachment A, Exhibit A. The Planning Commission is a recommending body on the certification of the Final EIR, making the CEQA findings, and adopting the SOC and the MMRP.

The draft SOC outlines the following benefits of the project, inclusive of economic, environmental and social community benefits derived from the development agreement, such as additional funding for transportation improvements, a shuttle to transport residents and workers to and from the Project Site or funding for the City's commuter shuttles, land dedication to an affordable housing developer for up to 154 below market rate units, funding for maintenance of future City park, along with the construction, dedication, and maintenance of a public restroom to serve the park, commitment to use union labor for the core and shell for the non-residential buildings and encourage residential developers to use union labor, and community use of open space within the project, including the event area within the Parkline Commons. The DA also includes an agreement to enter into a Payment In Lieu of Taxes (PILOT) to ensure the City receives expected revenue and a sales tax point of sale designation during construction to increase tax revenue for the City. Additionally, the Development Agreement includes several sustainability benefits, including all-electric buildings, installation of recycled water distribution infrastructure for future connections to planned recycled water, and the use of non-diesel backup generators provided specific operational and cost criteria are met.

The MMRP includes the feasible mitigation measures identified in the Final EIR. The Mitigation Monitoring and Reporting Program (MMRP) is designed to aid the City in its implementation and monitoring of measures adopted from the certified Final EIR. The MMRP would be incorporated into the CDP as part of the project specific conditions of approval for the project.

#### **Correspondence**

Correspondence is included as Attachment WW and includes eleven emails. (These do not include emails sent to the City Council on the project.) Three of the emails express a desire for a full-size soccer field at the

project site. One email expresses concerns about the location of the 100% affordable building and the lower parking rate for that building. Two emails are from representatives of the McCandless property, expressing concerns related to construction and operational impacts of the project on their property. One email expresses concerns about the transportation analysis in the EIR and that the project was not reviewed by the Complete Street Commission. One email expresses concerns about the impact of the non-residential space on the City's future regional housing needs allocation and suggests more housing and more affordable housing on the project site. One email expresses concerns about the time available to review project documents, traffic congestion resulting from the project, the jobs/housing balance, and concerns about the environmental analysis. One email expresses concerns about the proposed number of heritage tree removals, and additional email provides general support for the project.

## **Conclusion**

The Planning Commission is a recommending body to the City Council on whether to certify the Final EIR and approve the requested land use entitlements. The draft Planning Commission resolution recommending these actions is included in Attachment A. The Planning Commission will need to consider the environmental analysis, the merits of the proposed project, the comprehensive redevelopment through the CDP, the provision of BMR units, the General Plan, Zoning Ordinance and Zoning Map amendments, the VTM, and the community benefits in the DA. Attachment B includes a chart showing the project's consistency with applicable general plan policies. Staff recommends that the Planning Commission adopt the draft resolution in Attachment A. The Planning Commission's recommendation would be forwarded to the City Council for review, which is tentatively scheduled for the September 30 meeting.

## **Impact on City Resources**

The project sponsor is required to pay planning, building and public works permit fees, based on the City's Master Fee Schedule, to fully cover the cost of staff time spent on the review of the project. The applicant is also required to fully cover the cost of work by consultants performing environmental review and additional analyses to evaluate potential impacts of the proposed project.

## **Public Notice**

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Public notification also consisted of publishing a notice in the local newspaper 20 days in advance of the public hearing, notification by mail to owners and occupants within a ¼ miles radius of the subject property and an article in the City's Weekly Digest. Following publication of the staff report, a link to the report was sent to project page subscribers.

## **Attachments**

- A. Planning Commission Resolution recommending the City Council 1) adopt a resolution certifying the final environmental impact report (Final EIR), making California Environmental Quality Act (CEQA) Findings, and adopting a Statement of Overriding Considerations for significant and unavoidable impacts and the Mitigation Monitoring and Reporting Program, 2) adopt a resolution amending the General Plan Land Use Element and Land Use Map, 3) adopt an ordinance amending the Zoning Ordinance to add the C-1-S (Administrative, Professional, and Research District, Special) and Zoning



Map to rezone the project site to C-1-S district and incorporate a new “X” overlay district, and approving the conditional development permit (CDP), 4) adopt a resolution approving the below market rate (BMR) housing agreement, 5) adopt a resolution approving the vesting tentative map, and 6) adopt an ordinance approving the development agreement (DA) for the Parkline Master Plan development.

Exhibits to Attachment A

- A. Draft Resolution Certifying the Final EIR, Adopting Findings, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP)
- B. Draft Resolution Approving Amendments to the Land Use Element and Land Use Map
- C. Draft Ordinance Amending Title 16 of the Menlo Park Municipal Code, Amending the Zoning Map, and Approving a Conditional Development Permit (CDP) for the Project
- D. Draft Resolution Approving the Below Market Rate (BMR) Agreement
- E. Draft Resolution Approving the Vesting Tentative Map (VTM)
- F. Draft Ordinance Approving the Development Agreement (DA)
  
- B. General Plan consistency chart
- C. Location map
- D. Project milestones and meeting summary
- E. Master plan site plan
- F. Full master plan project plans: [https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/parkline/map20250703/project-variant-master-plan-set\\_0703.pdf](https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/parkline/map20250703/project-variant-master-plan-set_0703.pdf)
- G. Project description letter: <https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/parkline/updated-master-plan-project-narrative-august-2025.pdf>
- H. Draft General Plan Land Use Element text amendment
- I. Draft General Plan Land Use Element map amendment
- J. Draft C-1-S (Administrative, Professional and Research, Special) zoning district
- K. Draft Zoning Map amendment
- L. Draft Conditional Development Permit (CDP)
- M. Draft Development Regulations and Design Standards
- N. Conceptual building heights plan sheet
- O. Mitigation Monitoring and Reporting Program (MMRP)
- P. Conceptual open space plan sheet
- Q. Arborist report: <https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/parkline/parkline-arborist-report.pdf>
- R. Conceptual emergency generator locations plan sheet
- S. Hazardous Materials Information Forms (HMIF) and generator supplemental forms
- T. Agency referral forms
- U. Conceptual vehicular circulation plan sheet
- V. Conceptual bicycle circulation plan sheet
- W. Conceptual pedestrian circulation plan sheet
- X. Conceptual parking plan sheet
- Y. Draft Transportation Demand Management (TDM) Plan
- Z. Draft Transportation Demand Management (TDM) monitoring plan
- AA. Traffic Impact Analysis (TIA): [https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/parkline/parkline-tia\\_2024-07-11-w-appendices.pdf](https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/parkline/parkline-tia_2024-07-11-w-appendices.pdf)
- BB. Microsimulation: <https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/parkline/parkline-microsimulation.pdf>



- development/documents/projects/under-review/parkline/parkline-simulation-analysis-memo-20240710.pdf
- CC. Vesting Tentative Map: <https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/parkline/parkline-simulation-analysis-memo-20240710.pdf>
- DD. Applicant's Below Market Rate (BMR) housing proposal
- EE. Draft Below Market Rate (BMR) housing agreement
- FF. March 5, 2025 Housing Commission meeting minutes:  
<https://menlopark.gov/files/sharedassets/public/v/2/agendas-and-minutes/housing-commission/2025-meetings/minutes/20250305-housing-commission-regular-meeting-minutes.pdf>
- GG. Draft Development Agreement (DA)
- HH. May 27, 2025 City Council staff report on draft Development Agreement (DA):  
<https://menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/city-council/2025-meetings/20250527/k1-20250527-cc-parkline-review.pdf>
- II. May 27, 2025 City Council meeting minutes:  
<https://menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/city-council/2025-meetings/minutes/20250527-city-council-special-and-regular-minutes-approved.pdf>
- JJ. Applicant's community benefits brochure:  
<https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/parkline/parkline-community-benefits-august-2025.pdf>
- KK. Draft Development Agreement (DA) Phasing Plan
- LL. Fiscal Impact Analysis (FIA): [https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/parkline/deir\\_20240620/parkline-master-plan-fia-report-06-19-2024.pdf](https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/parkline/deir_20240620/parkline-master-plan-fia-report-06-19-2024.pdf)
- MM. Supplemental memo to Fiscal Impact Analysis (FIA):  
<https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/development-downtown-parking/parkline-fia-august-2025.pdf>
- NN. Summary of net fiscal impact under project variant and modified project variant
- OO. Housing Needs Assessment (HNA) (Appendix 3.14-1 of the Draft Environmental Impact Report):  
[https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/parkline/deir\\_20240620/parkline\\_deir\\_appendices\\_web\\_06172024.pdf](https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/parkline/deir_20240620/parkline_deir_appendices_web_06172024.pdf)
- PP. Supplemental memo to the Housing Needs Assessment (HNA):  
<https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/development-downtown-parking/parkline-housing-needs-assessment-hna-supplemental-memo.pdf>
- QQ. Final Environmental Impact Report (EIR):  
[https://menlopark.gov/files/sharedassets/public/v/2/community-development/documents/projects/under-review/parkline/parkline\\_feir\\_07012025.pdf](https://menlopark.gov/files/sharedassets/public/v/2/community-development/documents/projects/under-review/parkline/parkline_feir_07012025.pdf)
- RR. Final Environmental Impact Report (EIR) appendices:  
[https://menlopark.gov/files/sharedassets/public/v/2/community-development/documents/projects/under-review/parkline/parkline\\_feir\\_appendices\\_07012025.pdf](https://menlopark.gov/files/sharedassets/public/v/2/community-development/documents/projects/under-review/parkline/parkline_feir_appendices_07012025.pdf)
- SS. Table 6-1 of the Draft EIR (Comparative Description of the Proposed Project Alternatives)
- TT. Table 6-3 of the Draft EIR (Comparative Description of the Project Variant Alternatives)
- UU. Table 6-12 of the Draft EIR (Comparison of Impacts among Proposed Project Alternatives)
- VV. Table 6-13 of the Draft EIR (Comparison of Impacts among Project Variant Alternatives)
- WW. Correspondence
- XX. Draft Vesting Tentative Map conditions

Report prepared by:  
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Report reviewed by:  
Kyle Perata, Assistant Community Development Director

**PLANNING COMMISSION RESOLUTION NO. 2025-00x**

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MENLO PARK RECOMMENDING THAT THE CITY COUNCIL: ADOPT A RESOLUTION CERTIFYING THE ENVIRONMENTAL IMPACT REPORT, MAKING CEQA FINDINGS OF FACT, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, AND ADOPTING THE MITIGATION MONITORING AND REPORTING PROGRAM; ADOPT A RESOLUTION APPROVING AMENDMENTS TO THE LAND USE ELEMENT AND LAND USE MAP OF THE GENERAL PLAN; ADOPT AN ORDINANCE AMENDING TITLE 16 OF THE MENLO PARK MUNICIPAL CODE TO ADD A NEW CHAPTER 16.35 AND THEREBY CREATE THE C-1-S (ADMINISTRATIVE, PROFESSIONAL AND RESEARCH, SPECIAL) ZONING DISTRICT, APPROVING A ZONING MAP AMENDMENT TO REZONE CERTAIN PROPERTIES C-1-S AND TO ADD A CONDITIONAL DEVELOPMENT ("X") COMBINING DISTRICT, AND APPROVING A CONDITIONAL DEVELOPMENT PERMIT; ADOPT A RESOLUTION APPROVING THE PARKLINE PROJECT WIDE AFFORDABLE HOUSING AGREEMENT; ADOPT A RESOLUTION APPROVING A VESTING TENTATIVE SUBDIVISION MAP; AND ADOPT AN ORDINANCE APPROVING A DEVELOPMENT AGREEMENT FOR THE PARKLINE MASTER PLAN PROJECT CONSISTING OF NON-RESIDENTIAL DEVELOPMENT OFFICE/R&D BUILDINGS OF APPROXIMATELY 1,000,000 SQUARE FEET, INCLUSIVE OF APPROXIMATELY 287,000 SQUARE FEET IN EXISTING BUILDINGS P, S AND T, AND UP TO 45,000 SQUARE FEET OF COMMERCIAL/RETAIL SPACE, DEVELOPMENT OF UP TO 800 RESIDENTIAL DWELLING UNITS, AND ASSOCIATED OPEN SPACE AND INFRASTRUCTURE**

WHEREAS, the City of Menlo Park ("City") received an application from LPGA Menlo, LLC, a Delaware limited liability company ("Applicant") to redevelop the approximately 64.3 acre site commonly known as 201, 301 and 333 Ravenswood Avenue and 555 and 565 Middlefield Road, Menlo Park, California, Assessor Parcels Nos. 062-390-050, 062-390-660, 062-390-670, 062-390-730, 062-390-760, 062-390-780 (the "Project Site"); and

WHEREAS, the Applicant proposes to demolish 35 existing buildings and a church and associated multi-use building on the Project Site, excepting existing Buildings P, S and T, and redevelop the Project Site with the subsequent construction of a mix of uses consisting of non-residential office/R&D buildings of approximately 1,000,000 square feet (SF), inclusive of approximately 287,000 SF in existing Buildings P, S and T, and up to 45,000 SF of commercial/retail space; development of up to 800 residential dwelling units within five (5) different groupings of which 251 will be affordable housing units; provision of surface and structured parking spaces in accordance with the provisions of the zoning for the Project Site; decommissioning and demolition of a 6-megawatt natural gas cogeneration plant; removal of heritage trees and planting of replacement trees; and potential development by the City of an underground emergency water reservoir with a capacity of approximately 2 to 3 million gallons beneath public recreational facilities, provision of publicly accessible open space across the campus, and related infrastructure improvements comprising utilities, roadways, pedestrian and bicycle pathways, lighting, and landscaping (the "Project"); and

WHEREAS, the City, as lead agency, prepared an Environmental Impact Report ("EIR") pursuant to the California Environmental Quality Act ("CEQA") that examined the environmental impacts of the Project; and

WHEREAS, Applicant has requested an amendment to the Zoning Ordinance to add an Administrative, Professional and Research, Special (C-1-S) zoning district and to rezone the entirety of the Project Site to C-1-S; and

WHEREAS, amendments to the General Plan Land Use Element are necessary to (1) add the Administrative, Professional and Research Special (C-1-S) Zoning District to the Commercial/Professional and Administrative Offices General Plan Land Use Designation in Table 1; (2) revise the description of “Professional and Administrative Office” to add “neighborhood-serving retail and services” as a compatible use, revise the maximum FAR for non-residential uses from 40% to 50%, and add that for large, master-planned developments involving multiple contiguous parcels, residential density and non-residential FAR may be aggregated across the project area, as identified in the applicable zoning district; and (3) update the acreage totals and percentages in Table 1 including removing 1 acre from the Residential Land Use Designation and adding it to the Commercial Land Use Designation; and

WHEREAS, an amendment to the General Plan Land Use Map, Figure 5 (General Plan Land Use Designation), in the Land Use Element, is necessary to change the Land Use Designation for the parcel at 201 Ravenswood Ave. (APN 062-390-050) from Residential to Commercial; and

WHEREAS, the requested amendments would further the goals of the General Plan; and

WHEREAS, an amendment to Title 16 of the Menlo Park Municipal Code is necessary to add a new Chapter 16.35 and thereby create the C-1-S (Administrative, Professional and Research, Special) zoning district; and

WHEREAS, rezoning of the Project Site is necessary to change the zoning of the Project Site to C-1-S and to add a conditional development (“X”) combining district, thereby allowing special regulations and conditions to be added at the Project Site (combined with the base C-1-S regulations) as part of the proposed Project; and

WHEREAS, the Project is eligible for a Conditional Development Permit under Menlo Park Municipal Code section 16.82.055(1) in that the Project Site is more than one acre and is not located in the SP-ECR/D district; and

WHEREAS, a Conditional Development Permit is necessary to authorize development of the Project on the Project Site to comply with Menlo Park Municipal Code section 16.35.055, being adopted as part of the amendment to Title 16 of the Menlo Park Municipal Code, which requires a Conditional Development Permit to set the design standards, including building relationship to the street, building mass and scale, exterior materials, building design, and access and parking, and to allow for modifications to the development regulations in the C-1-S zoning district, with the exception of residential density and intensity (residential and non-residential floor area ratio); and

WHEREAS, the proposed amendment to Title 16 of the Menlo Park Municipal Code to add a new Chapter 16.35 and thereby create the C-1-S (Administrative, Professional and Research, Special) zoning district, the proposed amendment of the City zoning map and rezoning of the Project Site, and approval of the Conditional Development Permit, would promote a comprehensive redevelopment of the Project Site through the inclusion of multiple housing options (i.e., multifamily, attached townhome-style, and detached single-family style units), including affordable residential units, along with office, research and development, retail, and recreational uses at the density and intensity envisioned in the General Plan; and

WHEREAS, the proposed amendment to Title 16 of the Menlo Park Municipal Code to add a new Chapter 16.35 and thereby create the C-1-S (Administrative, Professional and Research, Special) zoning district, the proposed amendment of the City zoning map and rezoning of the Project Site, and the Conditional Development Permit are consistent with the General Plan, including the land use designations for the Project Site, as set forth in the General Plan Consistency Table, Exhibit G; and

WHEREAS, General Plan Policy LU-4.7 requires proposed mixed-use and nonresidential development of a certain minimum scale to be evaluated for its fiscal impacts on the City and the community; and

WHEREAS, the City had its consultant, BAE Urban Economics, prepare a fiscal impact analysis pursuant to General Plan Policy LU-4.7 that the Community Development Director reviewed and determined was prepared pursuant to professional standards and based on correct data and assumptions and which showed that the Project would have a negative fiscal impact on the City and community if the non-residential square footage is fully occupied by office uses and a positive fiscal impact on the City and community if the non-residential square footage is fully occupied by research and development uses. The fiscal impact analysis did not evaluate the fiscal effects of the Development Agreement for the Project; and

WHEREAS, pursuant to the requirements of Menlo Park Municipal Code Chapter 16.96 ("BMR Ordinance") and the Below Market Rate Program Guidelines ("Guidelines"), the City and Applicant have prepared that certain Parkline Project Wide Affordable Housing Agreement (the "BMR Agreement"), for the Project by and between the City and Applicant, a copy of which is attached hereto as Exhibit 1 to Exhibit D, specifically including Exhibits C and D thereto, containing the form of Below Market Rate Housing Agreement and Declaration of Restrictive Covenants for BMR Rental Units and BMR Ownership Units, respectively; and

WHEREAS, on March 5, 2025, after a duly noticed public hearing, the Housing Commission recommended approval of the BMR Agreement; and

WHEREAS, the Planning Commission has read and considered the BMR Agreement and finds that the BMR Agreement is consistent with the primary objective of the BMR Housing Program, which is to create actual housing units; and

WHEREAS, a Vesting Tentative Subdivision Map for a subdivision is proposed for the Project ("Parkline VTM"); and

WHEREAS, the Project would be developed subject to a Development Agreement that will result in the provision of community benefits by the Applicant, such as additional funding for transportation improvements, a shuttle to transport residents and workers to and from the Project Site or funding for the City's commuter shuttles, land dedication to an affordable housing developer for up to 154 below market rate units, funding for maintenance of future City park, along with the construction, dedication, and maintenance of a public restroom to serve the park, commitment to use union labor for the core and shell for the non-residential buildings and encourage residential developers to use union labor, and community use of open space within the Project, including the Event Area within the Parkline Commons; and

WHEREAS, the Development Agreement also includes an agreement to enter into a Payment In Lieu of Taxes (PILOT) to ensure the City receives expected revenue and a sales tax point of sale designation during construction to increase tax revenue for the City; and several sustainability benefits, including all-electric buildings, installation of recycled water distribution infrastructure for future connections to planned recycled water, and the use of non-diesel backup generators provided specific operational and cost criteria are met; and

WHEREAS, pursuant to Government Code section 65864 *et seq.* and City Resolution No. 4159, the Planning Commission has reviewed the Development Agreement; and

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

WHEREAS, after notice having been lawfully given, a duly noticed public hearing was held before the City Planning Commission on August 25, 2025, at which all persons interested had the opportunity to appear and comment; and

WHEREAS, after closing the public hearing, the Planning Commission considered all public and written comments, pertinent information, documents and plans and all other evidence in the public record on the Project; and

WHEREAS, the Planning Commission has fully reviewed, considered, and evaluated the Final Environmental Impact Report for the Project (State Clearinghouse No. 2022120058) ("Final EIR"), along with all public and written comments, pertinent information, documents and plans prior to recommending that the City Council approve an amendment to the General Plan Land Use Element and General Plan Land Use Map, an amendment to Title 16 of the Menlo Park Municipal Code to add a new Chapter 16.35 and thereby create the C-1-S (Administrative, Professional and Research, Special) zoning district, a zoning map amendment to rezone the Project Site to C-1-S and to add a Conditional Development ("X") Combining District, a Conditional Development Permit, the BMR Agreement, the Parkline VTM, and the Development Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission finds the foregoing recitals are true and correct, and they are hereby incorporated by reference into this Resolution, along with all Exhibits to this Resolution and any exhibits thereto.

BE IT FURTHER RESOLVED that the Planning Commission finds that the above recitals together with the staff report and the application materials, including without limitation, the Final EIR, and all other documents, reports, studies, memoranda, maps, oral and written testimony, and materials in the City's file for the applications and the Project, and all adopted and applicable City planning documents related to the Project and the Project Site and all associated approved or certified environmental documents, have together served as an adequate and appropriate evidentiary basis for the recommendations set forth in this Resolution.

BE IT FURTHER RESOLVED that the Planning Commission makes the following findings and recommendations:

1. CEQA. The Planning Commission, having fully reviewed, considered, and evaluated all the testimony and evidence submitted in this matter, finds:
  - a. The Final EIR was prepared in compliance with CEQA and provides adequate, good faith, and reasoned responses to the comments.
  - b. Pursuant to Public Resources Code section 21082.1(c)(3), the Final EIR reflects the City's independent judgment as the lead agency for the Project and is supported by substantial evidence.
  - c. Where more than one reason for approving the Project and rejecting alternatives is given in its findings or in the record, and where more than one reason is given for adopting the Statement of Overriding Considerations, the Planning Commission would have made its recommendation on the basis of any one of those reasons.
  - d. Based on the findings in Exhibit A for the reasons stated therein and incorporated fully herein, despite the potential for significant environmental effects that cannot be substantially lessened or avoided through the adoption of feasible mitigation measures or feasible alternatives, there exist certain overriding economic, social, and other considerations for approving the Project that justify the occurrence of those impacts.

Having fully reviewed, considered, and evaluated all the testimony and evidence submitted in this matter, the Planning Commission recommends that the City Council vote to adopt a resolution to certify the Final EIR, make the findings required by CEQA, adopt the Statement of Overriding Considerations and the Mitigation Monitoring and



Reporting Program (“MMRP”) (Exhibit 1 to Exhibit A) all in a form substantially consistent with Exhibit A, including Exhibit 1 to Exhibit A, and approve the Project.

2. General Plan Amendment. The proposed amendments to the General Plan Land Use Element (Exhibit 2 to Exhibit B) and General Plan Land Use Map (Exhibit 3 to Exhibit B) are consistent with the General Plan goals, policies, and programs as demonstrated in Exhibit G.

The Planning Commission thus recommends that the City Council adopt a resolution approving the amendments to the General Plan Land Use Element (Exhibit 2 to Exhibit B) and General Plan Land Use Map (Exhibit 3 to Exhibit B) all in a form substantially consistent with Exhibit B, including Exhibits 2 and 3 to Exhibit B.

3. Zoning Ordinance Amendment, Zoning Map Amendment and Rezoning. The amendment to Title 16 of the Menlo Park Municipal Code to add a new Chapter 16.35 and thereby create the C-1-S (Administrative, Professional and Research, Special) zoning district (Exhibit 1 to Exhibit C), the zoning map amendment to rezone the Project Site C-1-S and the proposed X Combining District (Exhibit 2 to Exhibit C) are consistent with the General Plan as demonstrated in Exhibit G, which allows the uses permitted in the combining district at the density and intensity proposed and encourages the type of comprehensive redevelopment promoted by the X combining district. The Planning Commission thus recommends that the City Council adopt an ordinance amending Title 16 of the Menlo Park Municipal Code to add a new Chapter 16.35 and thereby create the C-1-S (Administrative, Professional and Research, Special) zoning district (Exhibit 1 to Exhibit C) and approving the Zoning Map Amendment and X Combining District to rezone the Project Site C-1-S X (Exhibit 2 to Exhibit C) all in a form substantially consistent with Exhibit C, including Exhibits 1 and 2 to Exhibit C.

4. Conditional Development Permit. In accordance with Municipal Code Section 16.82.090 the Planning Commission has considered the effect of the Project upon the immediate neighborhood and the city and finds that the Project serves the health, safety, and general welfare of the city. Thus, the Planning Commission recommends that the City Council adopt an ordinance approving the Conditional Development Permit (Exhibit 3 to Exhibit C) all in a form substantially consistent with Exhibit C, including Exhibit 3 to Exhibit C.

5. BMR Agreement. The BMR Agreement satisfies the requirements in Chapter 16.96 of the City’s Municipal Code and the applicable BMR Housing Program Guidelines. The Planning Commission recommends that the City Council adopt a resolution to approve the BMR Agreement (Exhibit 1 to Exhibit D) all in a form substantially consistent with Exhibit D, including Exhibit 1 to Exhibit D, and direct the City Manager to execute the BMR Agreement on behalf of the City.

6. Parkline VTM. The Parkline VTM meets the requirements of the Subdivision Map Act and City of Menlo Park Municipal Code Section 15.20.050:

- a. The Parkline VTM is technically correct and in compliance with all applicable State regulations, City General Plan, Zoning and Subdivision Ordinances, and the State Subdivision Map Act.
- b. The proposed Parkline VTM, including the contemplated design and improvements, is consistent with applicable General Plan goals and policies as demonstrated in Exhibit G. The Project is consistent with the land use designations described in the General Plan and is consistent with City General Plan policies as well as City Zoning Ordinance requirements for master-planned projects at the proposed density and for the types of use.

- c. The Project Site is physically suitable for the proposed master-planned development, including the proposed density of development, and the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially injure fish or wildlife or their habitat. The Project is consistent with the density and uses for the site set forth in the General Plan. The Project Site is in a heavily urbanized area of the City currently occupied by developed/landscaped areas that include various urban uses and does not include any aquatic habitat. The Project would not cause substantial environmental damage to the already disturbed Project Site and would not substantially injure the limited urban wildlife that access the site or their habitat.
- d. The design of the subdivision or types of improvements is not likely to cause serious public health or safety problems. The Project would comply with General Plan goals and policies, City Zoning and Subdivision Ordinances, and other applicable regulations designed to prevent serious health or safety problems.
- e. The design of the subdivision or the type of improvements does not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision because alternate easements for access or use will be provided that are substantially equivalent to ones previously acquired by the public.
- f. The Project Site is outside of the Federal Emergency Management Agency (FEMA) flood zone. The Project Site is within FEMA Flood Zone X, an area with minimal flood risk and above the limits of the 500-year flood, which means that, in any given year, the risk of flooding is 0.2 percent. The Project Site is not subject to landslides.

Based on the above findings, the Planning Commission recommends that the City Council adopt a resolution and approve the Parkline VTM (Exhibit 1 to Exhibit E) all in a form substantially consistent with Exhibit E, including Exhibit 1 to Exhibit E, which is incorporated herein by reference.

- 7. Development Agreement. The Planning Commission has reviewed and considered the draft Development Agreement, attached as Exhibit 1 to Exhibit F, which is incorporated herein by reference, as well as the analysis and facts set forth above, the staff report, EIR, other supporting documents, and public testimony and based on this information makes the following findings:

- a. The Development Agreement is consistent with the objectives, policies, general land uses and programs specified in the General Plan. As described in the EIR, the Project will be consistent with the land use designations and the goals and policies of the General Plan.
- b. The Development Agreement is compatible with the uses authorized in and the regulations prescribed for the C-1-S-X zoning district in which the Project Site will be located because the Project Site creates opportunities for housing and employment within ½ mile of a major transit stop (e.g. Caltrain station), includes quality residential development at a range of densities in conjunction with commercial development; creates opportunities for research and development (R&D), including life science and laboratory uses, appropriately conditioned to ensure compatibility with office, residential and other allowable uses; blends with and complements existing neighborhoods through site development regulations and design standards that minimize impacts to adjacent uses; provides a quality and sustainable living environment for residents, workers, and visitors; creates housing opportunities emphasizing housing diversity, affordability, and ownership

for families and other household compositions through mixed sized housing unit sizes, variation in building types, and variation in housing unit designs; creates integrated site development and open space planning with the inclusion of public use open space amenities.

- c. The Development Agreement is in conformity with public convenience, general welfare and good land use practices because the Project is consistent with the General Plan and zoning designations for the Project Site and appropriate utilities and services can be provided for the Project.
- d. The Development Agreement will not be detrimental to the health, safety and general welfare of the City or the region surrounding the City.
- e. The Development Agreement will not adversely affect the orderly development of property or the preservation of property values within the City.
- f. The Development Agreement will promote and encourage the development of the Project by providing a greater degree of certainty with respect thereto by establishing the regulations concerning land use development, timing and sequencing of Project development and the payment of fees.
- g. The Development Agreement will result in the provision of community benefits by the Applicant, such as additional funding for transportation improvements, a shuttle to transport residents and workers to and from the Project Site or funding for the City's commuter shuttles, land dedication to an affordable housing developer for up to 154 below market rate units, funding for maintenance of future City park, along with the construction, dedication, and maintenance of a public restroom to serve the park, commitment to use union labor for the core and shell for the non-residential buildings and encourage residential developers to use union labor, and community use of open space within the Project, including the Event Area within the Parkline Commons. The Development Agreement also includes an agreement to enter into a Payment In Lieu of Taxes (PILOT) to ensure the City receives expected revenue and a sales tax point of sale designation during construction to increase tax revenue for the City. Additionally, the Development Agreement includes several sustainability benefits, including all-electric buildings, installation of recycled water distribution infrastructure for future connections to planned recycled water, and the use of non-diesel backup generators provided specific operational and cost criteria are met.

The Planning Commission thus recommends that the City Council adopt an ordinance and approve the Development Agreement (Exhibit 1 to Exhibit F) all substantially in the form set forth in Exhibit F, including Exhibit 1 to Exhibit F, and direct the City Manager to execute the Development Agreement on behalf of the City.

#### SEVERABILITY

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

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I, Corinna Sandmeier, Principal Planner of the City of Menlo Park, do hereby certify that the above and foregoing Planning Commission Resolution was duly and regularly passed and adopted at a meeting by said Planning Commission on August 25, 2025, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS THEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this \_\_\_\_\_ day of August, 2025.

PC Liaison Signature

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Corinna Sandmeier  
Principal Planner  
City of Menlo Park

- Exhibit A Resolution Certifying the Final EIR, Adopting Findings, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program (MMRP)  
Exhibit 1 to Exhibit A – MMRP (Attachment O to Staff Report)
- Exhibit B Resolution Approving Amendments to the Land Use Element and Land Use Map  
Exhibit 1 to Exhibit B – General Plan Consistency Table (Attachment B to Staff Report)  
Exhibit 2 to Exhibit B - Land Use Element Amendment (Attachment H to Staff Report)  
Exhibit 3 to Exhibit B - Land Use Map Amendment (Attachment I to Staff Report)
- Exhibit C Ordinance Amending Title 16 of the Menlo Park Municipal Code, Amending the Zoning Map, and Approving a CDP for the Project  
Exhibit 1 to Exhibit C - Chapter 16.35 C-1-S District (Attachment J to Staff Report)  
Exhibit 2 to Exhibit C - Zoning Map Plat and Legal – C-1-S(X) (Attachment K to Staff Report)  
Exhibit 3 to Exhibit C – Conditional Development Permit (Attachment L to Staff Report)  
Exhibit 4 to Exhibit C – General Plan Consistency Table (Attachment B to Staff Report)
- Exhibit D Resolution Approving the BMR Agreement  
Exhibit 1 to Exhibit D - BMR Agreement (Attachment EE to Staff Report)
- Exhibit E Resolution Approving the VTM  
Exhibit 1 to Exhibit E – VTM (Attachment CC to Staff Report)  
Exhibit 2 to Exhibit E – General Plan Consistency Table (Attachment B to Staff Report)
- Exhibit F Ordinance Approving the Development Agreement  
Exhibit 1 to Exhibit F – Development Agreement (Attachment GG to Staff Report)



**RESOLUTION NO. [REDACTED]**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MENLO PARK, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PARKLINE MASTER PLAN PROJECT, MAKING FINDINGS, AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM, ALL PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, FOR THE PARKLINE MASTER PLAN PROJECT LOCATED AT 201, 301 AND 333 RAVENSWOOD AVENUE AND 555 AND 565 MIDDLEFIELD ROAD, MENLO PARK, CALIFORNIA, ALSO IDENTIFIED AS ASSESSOR'S PARCEL NUMBERS 062-390-050, 062-390-660, 062-390-670, 062-390-730, 062-390-760, and 062-390-780**

**WHEREAS**, LPGS Menlo, LLC, a Delaware limited liability company ("Project Sponsor") submitted an application requesting approval of a General Plan Amendment, both to the text of the land use element and the land use map, Zoning Text Amendment, Zoning Map Amendment, Conditional Development Permit, Below Market Rate Housing Agreement, Vesting Tentative Map, and a Development Agreement to redevelop SRI International's existing approximately 63.2-acre research campus with up to 800 units of housing; approximately 1,093,602 square feet (SF) of office/research-and-development (R&D) uses, commercial amenities, open space improvements, and on- and offsite infrastructure improvements for the Parkline Master Plan Project ("Proposed Project" or "Parkline Master Plan Project") which was later revised to limit the amount of non-residential square footage to 1,000,000 SF, primarily consisting of office/R&D uses, inclusive of approximately 287,000 SF in existing Buildings P, S and T, and up to 45,000 SF of commercial/retail space, located at 301 and 333 Ravenswood Avenue and 555 and 565 Middlefield Road in the City of Menlo Park ("City") (APNs: 062-390-660, 062-390-670, 062-390-730, 062-390-760, 062-390-780)(the "SRI Site"), and which was later revised to include the approximately 1-acre First Church of Christ, Scientist property at 201 Ravenswood Avenue (APN: 062-390-050) (together with the SRI Site, the "Project Site"); and

**WHEREAS**, approval of the Project Sponsor's proposal is considered a "project" for purposes of the California Environmental Quality Act ("CEQA"), Public Resources Code Section 21000 et seq., and California Code of Regulations Title 14, Section 15000 et seq. ("CEQA Guidelines") because it requires discretionary actions by the City; and

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

**WHEREAS**, in accordance with CEQA the City determined that an Environmental Impact Report ("EIR") was required to evaluate the impacts of the Parkline Master Plan Project; and

**WHEREAS**, the City released a Notice of Preparation (NOP) for the Parkline Master Plan Project EIR (EIR) on December 2, 2022, for a 30-day public review period. The City held a public scoping meeting on December 12, 2022, before the City's Planning Commission. Written comments received by the City on the NOP, as well as oral comments at the public scoping meeting, regarding the potential environmental impacts of the Parkline Master Plan Project, were taken into account during preparation of the Draft Environmental Impact Report ("Draft EIR" or "DEIR"); and

**WHEREAS**, during preparation of the Draft EIR, Project Sponsor was able to obtain site control of the 201 Ravenswood Avenue parcel, which allowed for certain site plan revisions, including an increase of 250 total housing units (for a total of up to 800 units) as compared to the initial



Proposed Project to be studied under the Draft EIR. The revised site plan is studied under the Draft EIR as an “Increased Development Variant” or “Project Variant”; and

**WHEREAS**, the EIR includes a description and evaluation of environmental impacts of both the “Proposed Project” and the “Project Variant,” which is evaluated in Chapter 4 of the Draft EIR. The Project Variant is a variation of the Proposed Project at the Project Site generally with the same objectives, background, and development controls, with the following differences: (1) the Project Site was slightly expanded to include the approximately 1-acre 201 Ravenswood Avenue property), (2) the Project Variant would include up to 250 additional residential rental dwelling units compared to the Proposed Project (an increase from 550 to 800 units, including 251 below-market-rate (BMR) units inclusive of up to 154 units to be developed by an affordable housing developer in a standalone building); (3) the Project Variant would reduce the underground parking footprint within the Project Site, but would increase the area and height of structured parking garages; (4) the Project Variant would potentially include an approximately 2- to 3-million-gallon emergency water reservoir to be built and operated by the City of Menlo Park that would be buried below grade in the northeast area of the Project Site, which would include a small pump station, an emergency well, and related improvements that would be built at or below grade (i.e., emergency generator, disinfection system, surge tank). The Project Variant would not differ from many of the other basic characteristics of the Proposed Project, particularly with respect to the commercial component; and

**WHEREAS**, the Draft EIR (State Clearinghouse No. 2022120058) was released on June 20, 2024, for a 45-day review period that ended on August 5, 2024. On June 20, 2024, Notices of Completion and Availability of the Draft EIR were posted to the San Mateo County Clerk’s Office, mailed to property owners and tenants within a 0.25-mile radius of the Project Site, noticed to the state, regional and local agencies and cities, and circulated through the State Clearinghouse. The public review period included one duly-noticed Planning Commission hearing on July 22, 2024, which was open to the public. Comments on the Draft EIR were received from 5 agencies, 2 organizations, 18 individuals, and oral comments provided by community members and Planning Commissioners at the July 22, 2024 Planning Commission Draft EIR public hearing; and

**WHEREAS**, the City determined that the comments submitted during the comment period did not result in new significant information requiring recirculation of the Draft EIR; and

**WHEREAS**, on July 7, 2025, the City released a response-to-comments document responding to comments on the Draft EIR, and a Final EIR for circulation, which consists of the Draft EIR (incorporated by reference), all comments received on the Draft EIR, written responses to comments received on the Draft EIR in a response-to-comments document, and revisions to the Draft EIR (collectively the “Final EIR”); and

**WHEREAS**, in response to community feedback regarding the Project Variant, the Project Sponsor further modified the Project Variant by reducing the amount of non-residential development (primarily office/R&D building space) to a maximum of 1,000,000 SF, inclusive of the 287,000 SF comprising existing Buildings P, S and T, and up to 45,000 SF of commercial/retail uses. Accordingly, the Project Variant has been revised further to encompass: (i) construction of office/R&D buildings of approximately 1,000,000 SF, inclusive of approximately 287,000 SF in existing Buildings P, S and T, which may be replaced in the future, and up to 45,000 SF of commercial/retail space to replace 35 buildings of approximately 1,093,602 SF that would be demolished along with the demolition of a church and associated multi-use building on the 201 Ravenswood Avenue parcel ; (ii) development of up to 800 residential dwelling units within five (5) different groupings of which 251 will be affordable housing units; (iii) provision of parking

spaces (surface spaces and within no more than three parking garages) in accordance with the provisions of the Zoning Amendments for the Project; (iv) decommissioning and demolition of a 6-megawatt natural gas cogeneration plant; (v) removal of heritage trees and planting of replacement trees; and (vi) potential development by the City of an underground emergency water reservoir with a capacity of approximately 2 to 3 million gallons beneath public recreational facilities, provision of publicly accessible open space across the campus, and related infrastructure improvements comprising utilities, roadways, pedestrian and bicycle pathways, lighting, and landscaping (hereinafter, the “Parkline Master Plan Project” or “Project”), and represents the Project for which the Project Sponsor is seeking entitlements from the City; and

**WHEREAS**, the Parkline Master Plan Project reduces the amount of the new office/R&D building space by approximately 380,000 SF in comparison to the Project Variant, and the remaining components of the Project remain the same as the Project Variant. Therefore, the environmental analysis provided in the EIR for the Project Variant provides a conservative analysis of the impacts of the Parkline Master Plan Project, and no new significant environmental impacts and no substantial increases in the severity of previously identified impacts have resulted as a result of this reduction in office/R&D building space after the release of the EIR; and

**WHEREAS**, the City has reviewed and considered the Final EIR, which in the City's view, supports the approval of Project; and

**WHEREAS**, where feasible, mitigation measures have been incorporated into the Project to reduce identified impacts to a less-than-significant level; and

**WHEREAS**, the City has prepared a Mitigation Monitoring and Reporting Program (MMRP) pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097; and,

**WHEREAS**, the City has determined that no feasible mitigation exists for certain significant and unavoidable impacts related to construction noise, construction vibration, and historic resources impacts of the Project that would reduce the impacts to a less-than-significant level and significant and unavoidable cumulative impacts related to construction noise; and

**WHEREAS**, under applicable provisions of CEQA Guidelines Section 15092(b), the Project may not be approved or carried out unless the City has eliminated or substantially lessened all significant effects on the environment where feasible, or determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to overriding concerns; and

**WHEREAS**, a Statement of Overriding Considerations for the Project has been prepared pursuant to Public Resources Code sections 21002 and 21081, and CEQA Guidelines sections 15092 (b) and 15903, which evaluates the benefits of the Project against each of its unavoidable impacts and sets forth specific economic, legal, social, technological or other considerations which make infeasible the mitigation measures or alternatives identified in the EIR and that specific overriding economic, legal, social, technological or other benefits of the Project outweigh the significant effects on the environment; and

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

**WHEREAS**, after notice having been lawfully given, a duly noticed public hearing was held before the City Planning Commission on August 25, 2025, where all persons interested therein might appear and be heard; and

**WHEREAS**, at that same hearing, the City Planning Commission, having fully reviewed, considered, and evaluated all testimony and evidence submitted in this matter, voted affirmatively to adopt Planning Commission Resolution No. \_\_\_\_\_ recommending the City Council certify the EIR, make the findings required by CEQA, and adopt the MMRP and statement of overriding consideration; and

**WHEREAS**, after notice having been lawfully given, a duly noticed public hearing was held before the City Council on \_\_\_\_\_, 2025, whereat all persons interested therein might appear and be heard and at which the City Council considered the Final EIR and the merits of the Parkline Master Plan Project; and

**WHEREAS**, the City Council has reviewed and considered the Final EIR, all staff reports pertaining to the Final EIR, the Planning Commission hearing minutes and reports, and all evidence received by the City, including at the Planning Commission and City Council public hearings, and found that the Final EIR was prepared in compliance with CEQA; and

**WHEREAS**, the City Council certifies that it has reviewed the comments received and the responses thereto and finds that the Final EIR provides adequate, good faith, and reasoned responses to the comments. Pursuant to Public Resources Code Section 21082.1(c)(3), the City also finds that the Final EIR reflects the City's independent judgment as the lead agency for the Parkline Master Plan Project and is supported by substantial evidence; and

**WHEREAS**, the Final EIR identified certain potentially significant adverse effects on the environment caused by the Project; and

**WHEREAS**, the City Council specifically finds that where more than one reason for approving the Project and rejecting alternatives is given in its findings or in the record, and where more than one reason is given for adopting the Statement of Overriding Considerations, the City Council would have made its decision on the basis of any one of those reasons; and

**WHEREAS**, the City Council desires, in accordance with CEQA, to declare that, despite the potential for significant environmental effects that cannot be substantially lessened or avoided through the adoption of feasible mitigation measures or feasible alternatives, there exist certain overriding economic, social, and other considerations for approving the Project that the City Council believes justify the occurrence of those impacts; and

**WHEREAS**, the City Council, has fully reviewed, considered, and evaluated all testimony and evidence submitted in this matter..

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

**BE IT FURTHER RESOLVED** that the City Council of the City of Menlo Park hereby certifies the Final EIR, makes the following findings with respect to the Project's significant effects on the environment as identified in the Final EIR, and adopts the Statement of Overriding Considerations and MMRP as follows:

## **I. STATUTORY REQUIREMENT FOR FINDINGS**

These findings have been prepared by the City as the Lead Agency pursuant to Section 21081 of the Public Resources Code (PRC) and Sections 15091, 15092, and 15093 of the State California Environmental Quality Act (CEQA) Guidelines concerning the Environmental Impact Report (EIR) prepared for the Parkline Master Plan Project. Section 21081 of the PRC and Section 15091 of the CEQA Guidelines provide that no public agency shall approve or carry out a project for which an EIR has been certified that identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effects as identified in the final EIR.
2. Such changes or alterations are the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provisions of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In accordance with Public Resources Code Section 21081 and CEQA Guidelines Sections 15091 and 15093, the City has made one or more of the above specific written findings regarding significant impacts associated with the Parkline Master Plan Project. Those findings are presented below, along with the rationale behind each of the findings.

The findings included in this Resolution support the approval of the Project, as well as adoption of the feasible mitigation measures set forth below, which when implemented, avoid or substantially lessen significant environmental effects identified in the Final EIR to the extent feasible. These findings also incorporate by reference the discussion and analyses in the Final EIR regarding the impacts and mitigation measures designed to address those impacts.

In these findings, references to certain pages or sections of the Draft or Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings. A full explanation of the substantial evidence supporting these findings can be found in the Final EIR. The documents and other materials that constitute the complete record of proceedings on which the Project findings are described in Section V, Record of Proceedings, below.

Section VIII of this document presents the Statement of Overriding Considerations for the Project, set forth below, which identifies the specific overriding economic, legal, social, technological, or other benefits of the Project that outweigh the significant environmental impacts identified in the Final EIR.

## **II. PROJECT DESCRIPTION**

### **A. Summary of Proposed Project, Project Variant, and the Parkline Master Plan Project**

The Proposed Project includes a new office/research-and-development (R&D) campus of approximately 1,093,602 square feet (SF) with no increase in office/R&D square footage; up to 550

new dwelling units at a range of affordability levels; new bicycle and pedestrian connections; approximately 26.4 acres of open space; and decommissioning of a 6-megawatt natural gas cogeneration plant that generates power and steam energy for the SRI International Campus. The Proposed Project would demolish 35 of the 38 existing buildings on the Project Site. Existing Buildings P, S, and T, comprising approximately 286,730 sf, would remain onsite and continue to be operated by SRI International and its tenants; accordingly, the Proposed Project contemplated approximately 1,380,332 SF of new and existing office/R&D space.

During preparation of the Draft EIR, the Project Sponsor was able to obtain site control of the 201 Ravenswood Avenue parcel that is adjacent to the SRI site, which allowed for certain site plan revisions, including an increase of 250 total housing units (for a total of up to 800 units) as compared to the initial Proposed Project to be studied under the Draft EIR. The revised site plan is studied under the Draft EIR as an “Increased Development Variant” or “Project Variant”.

The Project Variant would not differ from many of the basic characteristics of the Proposed Project, particularly with respect to the commercial component. For example, total office/R&D development under the Project Variant would remain the same as under the Proposed Project. Certain residential uses, including the affordable housing site and a limited number of townhome units, would shift to the corner of the site nearest to the intersection of Middlefield Road and Ravenswood Avenue. In addition, the existing buildings associated with First Church of Christ, Scientist and Alpha Kids Academy (Chapel buildings) located at 201 Ravenswood would be demolished.

In response to community feedback regarding the Project Variant, the Project Sponsor has proposed to modify the Project Variant by reducing the amount of non-residential development (consisting primarily of office/R&D building space) to a maximum of 1,000,000 SF, inclusive of the 287,000 SF comprising existing Buildings P, S and T, and up to 45,000 SF of commercial/retail uses. This revised Project Variant with a reduced amount of new office/R&D building space is the “Parkline Master Plan Project,” or “Project”. Other than this reduction in office/R&D space of approximately 380,000 SF, the Project would not differ from the Project Variant.

The environmental impact analysis for the Proposed Project is in Chapter 3 of the Final EIR. The environmental impact analysis for the Project Variant is in Chapter 4 of the Final EIR. The Project Sponsor is seeking entitlements from the City for the Project and these Findings of Fact have been prepared to support the City staff’s recommendation to the Planning Commission and City Council to approve the Project.

Generally, the Parkline Master Plan Project would be developed with the same objectives, background, and development controls as the Proposed Project and Project Variant but with the following differences:



1. The Project Site has been expanded to include the parcel at 201 Ravenswood Avenue to create a continuous Project frontage area along Ravenswood Avenue and increase the overall Project Site by approximately 43,762 sf (approximately 1.0 acre), for a total of approximately 64.2 acres;
2. The Project and the Project Variant would include up to 250 additional residential rental dwelling units compared to the Proposed Project (an increase from 550 to 800 units, including 251 BMR units inclusive of up to 154 units to be developed by an affordable housing developer in a standalone building);
3. The Project and the Project Variant would reduce the underground parking footprint within the site, both by removing underground parking from the multifamily residential buildings in the residential area and removing the underground parking connection between office/ R&D Building O1 and Building O5. As a result, Parking Garage (PG) 1 and PG2 increase in square footage and height compared to the Proposed Project and the number of structured spaces increases by 400 (with no change in the total number of parking spaces proposed for the office/R&D buildings);
4. The Project and the Project Variant would include an optional approximately 2- to 3-million-gallon emergency water reservoir that would be buried below grade in the northeast area of the Project Site under an area devoted to recreational activities. The facility would also include small pump station, an emergency well, and related improvements that would be built at and below grade (i.e., emergency generator, disinfection system, surge tank) (referred to as “reservoir” throughout this document). It would be built and operated by the City of Menlo Park; and
5. The Parkline Master Plan Project would reduce the amount of non-residential development (consisting primarily of office/R&D building space) to a maximum of 1,000,000 SF, inclusive of the 287,000 SF comprising existing Buildings P, S and T, and up to 45,000 SF of commercial/retail uses. Other than this reduction in office/R&D space of approximately 380,000 SF, the Project would not differ from the Project Variant.

## **B. Project Objectives**

The following are objectives of the Parkline Master Plan Project:

- Redevelop an aging R&D campus into a financially viable residential and commercial mixed-use neighborhood that cohesively balances office/R&D uses, multifamily residential uses, open space, and community-serving uses, with no net increase in office/R&D square footage compared to existing conditions.
- Increase the City’s housing supply and progress towards its state-mandated housing goals by providing at least 800 new housing units with a mix of types and sizes, including at least 15 percent for low- and moderate-income households, consistent with the City’s Below Market Rate Housing Program, and dedicate a portion of the Project Site to an affordable housing developer for future development of up to approximately 154 units of affordable or special-needs housing.
- Ensure the continuity of SRI International’s on-going use of existing satellite transmission equipment onsite, which requires unobstructed sightlines to the horizon to ensure no disruption to ongoing research operations.



- Replace obsolete and unsustainable commercial and/or institutional buildings with new state-of-the-art, highly sustainable commercial buildings with flexible floor plates that can accommodate a variety of office and/or R&D tenants.
- Orient new office/R&D buildings in a configuration that leverages operational efficiencies, such as the ability to share amenity spaces, parking, and ensure that the business and security needs of future commercial tenants are met.
- Improve bicycle and pedestrian connectivity and safety within and between the Project Site and adjacent neighborhoods to promote an active public realm and establish interconnected neighborhoods.
- Create separation between the residential uses along Laurel Street and the office/R&D uses by providing independent vehicular access, circulation, and parking/loading areas.
- Provide accessible open space throughout the Project Site, including a large central commons area adjacent to the office/R&D buildings, to create a vibrant park-like setting that emphasizes the preservation of heritage trees where feasible, encourages passive and active recreational activities and promotes health and wellness for residents, tenants, and visitors.
- Use advances in architectural, landscape design and site planning practices to create distinctive and viable residential and commercial areas within the Project Site that complement the adjacent neighborhoods.
- Incorporate complementary community recreational and retail uses that encourage an active and healthy lifestyle for residents, tenants, and visitors.
- Create a thriving transit-oriented development that facilitates efforts to reduce vehicle miles traveled by siting commercial and residential uses near existing transit corridors and public transportation facilities, and promoting alternatives to automobile transit through implementation of a Transportation Demand Management plan, new bicycle/pedestrian access, and ease of movement between buildings.
- Support local and regional efforts to reduce greenhouse gas emissions, respond to climate change, and promote energy and water efficiency and resource conservation, by incorporating sustainable design features and resource conservation measures that align with the City's goals.
- Decommission the existing onsite cogeneration plant to achieve significant reductions in greenhouse gas emissions within the City and region.
- Generate positive fiscal impacts on the local economy and revenue for the City's general fund and other public agencies through enhancing property values, increasing property tax revenue, creation of jobs, and payment of development fees.
- Establish the flexibility to phase construction of the Project in response to market conditions.
- Bolster the City's reputation as a hub for technological advancement and innovation and recognize SRI International's contributions to society and the growth of Silicon Valley.
- Facilitate the City's desire to implement an emergency water supply and storage project on the Project Site as feasible to increase Menlo Park's resilience in the event of an emergency.

### **C. Construction and Phasing**

The same general construction phasing and hours are expected to occur under the Project, as under the Project Variant and the Proposed Project. However, the Project and Project Variant would result in an extended construction schedule, more overall equipment, and more haul trips during Phase 1 due to the increased residential development compared to the Proposed Project. In total, construction of the Project and Project Variant would take approximately 99 months, compared to approximately 77 months under the Proposed Project. Overall, a similar amount of ground disturbance would occur with the Project and Project Variant compared to the Proposed Project, except that development on the 201 Ravenswood Avenue parcel would also occur. The Project and Project Variant would result in approximately 3,133,000 sf (71.9 acres) of ground disturbance during construction, inclusive of right-of-way and offsite improvements along the Project Site frontages. In comparison, the Proposed Project would result in approximately 2,981,000 sf (68.4 acres) of ground disturbance during construction. Similar to the Proposed Project, construction equipment for the Project and Project Variant would be electric or Tier 4 and would include concrete/industrial saws, excavators, rubber-tired dozers, tractors, loaders, backhoes, welders, graders, scrapers, drill rigs, cranes, forklifts, generator sets, pavers, paving equipment, rollers, industrial saws, and aerial lifts.

### **III. ENVIRONMENTAL REVIEW PROCESS**

Pursuant to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft EIR. An NOP was released for the Proposed Project on December 2, 2022, for a 30-day public review period, during which time interested agencies and the public could submit comments about the Proposed Project. The City also held a public scoping meeting on December 12, 2022, before the Planning Commission. Consistent with CEQA Guidelines 15084(c), all comments received on the NOP were considered during preparation of the Draft EIR and addressed in the respective CEQA topic sections, where applicable. Given the substantial similarities between the Proposed Project and Project Variant, the comments received on the NOP were considered in the context of the Draft EIR's evaluation of both the Proposed Project and the Project Variant.

The Draft EIR was released on June 20, 2024, for a 45-day public review period that ended on August 5, 2024. On June 20, 2024, Notices of Completion and Availability of the Draft EIR were posted to the San Mateo County Clerk's Office; mailed to property owners and tenants within a 0.25-mile radius of the Project Site; noticed to state, regional, and local agencies and cities; and circulated through the State Clearinghouse. The Draft EIR was also made available to the general public online at <https://www.menlopark.gov/parkline>. Printed copies of the Draft EIR were available for review at the Menlo Park City Library (800 Alma Street) and the Belle Haven Library (100 Terminal Avenue). During this review period, the document was reviewed by various state, regional, and local agencies as well as interested organizations and individuals. Comment letters on the Draft EIR were received from five agencies, two organizations, and 18 individuals. The public review period also included a duly noticed Planning Commission hearing on July 22, 2024, at which time the public and Planning Commissioners provided oral comments on the Draft EIR.

Comment letters received on the Draft EIR and oral comments provided at the public hearing are included in their entirety in the Final EIR.

The City prepared responses to comments received during the Draft EIR comment period raising substantive environmental issues.

No new significant environmental impacts and no substantial increases in the severity of previously identified impacts have resulted after responding to comments. In addition, there are no feasible alternatives or mitigation measures that are considerably different from others previously analyzed that would clearly lessen the environmental impacts of the Proposed Project, the Project Variant, or the Project. Pursuant to Section 15132 of the CEQA Guidelines, the EIR consists of the following, and is referred to herein as the Final EIR or EIR:

- The Draft EIR, including all of its appendices:
- The Responses-to-Comments (RTC) document providing responses to significant environmental issues raised during the public review process, including revisions to the Draft EIR; and
- A list of persons, organizations, and public agencies commenting on the Draft EIR, included in the RTC document.

The Final EIR was released on July 1, 2025. The Final EIR was made available to the general public online at <https://www.menlopark.gov/parkline>. Printed copies of the Final EIR were available for review at the Menlo Park Library (800 Alma Street) and the Belle Haven Library (100 Terminal Drive).

In response to community feedback regarding the Project Variant, the Project Sponsor has proposed to modify the Project Variant by reducing the amount of non-residential building space to a maximum of 1,000,000 SF, inclusive of the 287,000 SF comprising existing Buildings P, S and T, new office/R&D space, and up to 45,000 SF of commercial/retail uses. This revised Project Variant, encompassing a reduction in the amount of new non-residential building space of approximately 380,000 sf, is the Parkline Master Plan Project or Project. As the Parkline Master Plan Project reduces the amount of the new non-residential building space by approximately 380,000 SF in comparison to the Project Variant, and the remaining components of the Project remain the same as the Project Variant, the environmental analysis provided in the EIR for the Project Variant therefore provides a conservative analysis of the impacts of the Parkline Master Plan Project, and no new significant environmental impacts and no substantial increases in the severity of previously identified impacts have resulted as a result of this reduction in office/R&D building space after the release of the EIR.

The Planning Commission considered the Final EIR at a duly noticed public hearing on August 25, 2025, at the conclusion of which the Planning Commission voted affirmatively to recommend to the City Council to certify the Final EIR pursuant to CEQA. On \_\_\_\_\_, \_\_, 2025, the City Council held a duly noticed public hearing, at which the City Council independently considered the Final EIR and the Planning Commission's recommendation.

The MMRP setting forth the mitigation measures that have been proposed for adoption is attached with these findings as Exhibit 1, which is incorporated herein by reference, as required by Public Resources Code section 21081.6, subdivision (a)(1), and CEQA Guidelines sections 15091, subdivision (d), and 15097. The MMRP provides a table setting forth each feasible mitigation measure listed in the EIR that is required to reduce or avoid a significant adverse impact. The MMRP also specifies the agency responsible for implementation of each measure. Where the Project Sponsor is required to participate in the implementation of a mitigation measure, the MMRP also states this requirement. The MMRP also sets forth agency monitoring actions and a monitoring schedule for each mitigation measure. Where mitigation measures must be adopted and/or implemented by particular responsible agencies, the MMRP identifies the agencies involved and the actions they must take. All of the City's specific obligations are also described.

The full text of each mitigation measure summarized or cited in these findings is also set forth in the MMRP.

#### **IV. CERTIFICATION OF THE EIR**

In accordance with CEQA Guidelines Section 15090, the City, acting by and through its City Council, hereby certifies the Final EIR, inclusive of the Parkline Master Plan Project, and finds that the Final EIR has been completed in compliance with CEQA and the CEQA Guidelines. The City further certifies that it has reviewed and considered the information contained in the Final EIR and in the administrative record prior to approving the Parkline Master Plan Project. The City further certifies that the Final EIR reflects its independent judgment and analysis.

#### **V. RECORD OF PROCEEDINGS**

For purposes of CEQA and these findings, the record of proceedings consists of the following documents and testimony related to the Proposed Project, Project Variant, and/or Parkline Master Plan Project:

- (a) The NOP and all other public notices issued by the City;
- (b) All applications for approvals and development entitlements submitted to the City;
- (c) The Draft EIR and the technical appendices, dated June 2024;
- (d) All comments submitted by agencies or members of the public during the public comment period on the Draft EIR;
- (e) The Final EIR, including comments received on the Draft EIR, responses to those comments, revisions to the Draft EIR;
- (f) The MMRP;
- (h) All reports, studies, memoranda, maps, staff reports, or other planning documents prepared by the City, or consultants to the City, with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the Parkline Master Plan Project;
- (i) All documents submitted to the City, including the Planning Commission and City Council, by other public agencies or members of the public in connection with the Parkline Master Plan Project;
- (j) Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the Parkline Master Plan Project;
- (k) All matters of common knowledge to the Planning Commission and City Council, including, but not limited to:
  - (i) The City's General Plan and other applicable policies;
  - (ii) The City's Zoning Ordinance and other applicable ordinances;
  - (iii) Information regarding the City's fiscal status;
  - (iv) Applicable City policies and regulations; and
  - (v) Federal, state, and local laws and regulations; and
- (l) Any other materials required for the record of proceedings by Public Resources Code section 21167.6(e).

The documents described above, which compose the record of the proceedings, are located at the Community Development Department, City of Menlo Park, 701 Laurel Street, Menlo Park, California 94025. The custodian of these documents is the Community Development Department director or his/her designee.

## **VI. FINDINGS**

The findings, recommendations, and statement of overriding considerations set forth below are made and adopted by the City Council of the City of Menlo Park as the City's findings under CEQA and the CEQA Guidelines relating to the Parkline Master Plan Project. These findings provide the written analysis and conclusions of the City Council regarding the Parkline Master Plan Project's environmental impacts, mitigation measures, alternatives to the Proposed Project, Project Variant and Parkline Master Plan Project, and the overriding considerations that support approval of the Parkline Master Plan Project despite any remaining environmental effects it may have.

The below findings summarize the environmental determinations of the EIR with regard to Project impacts before and after mitigation but do not attempt to repeat the full analysis of each impact contained in the EIR. Instead, these findings provide a summary description of and basis for each impact conclusion identified in the EIR, describe the applicable mitigation measures identified in the EIR, and state the City's findings and rationale about the significance of each impact following the adoption of mitigation measures. A full explanation of environmental findings and conclusions can be found in the EIR, and these below findings incorporate by reference the discussion and analysis in the EIR supporting the determinations regarding mitigation measures and the Parkline Master Plan Project's impacts.

In adopting the mitigation measures, below, the City intends to adopt each of the mitigation measures identified in the EIR. Accordingly, in the event a mitigation measure identified in the EIR has been inadvertently omitted from these findings, such mitigation measure is hereby adopted and incorporated into the Project in the findings below by reference. In addition, in the event the language of a mitigation measure set forth below fails to accurately reflect the mitigation measure in the EIR due to a clerical error, the language of the mitigation measure as set forth in the EIR shall control unless the language of the mitigation measure specifically and expressly has been modified by these findings.

Sections VI(A) through (C), below, provide brief descriptions of the impacts that the EIR identifies as either no impact, less than significant, less than significant with adopted mitigation, or significant and unavoidable. These descriptions also reproduce the full text of the mitigation measures identified in the EIR for each significant impact.

### **A. Findings Regarding No Impacts and Less-than-Significant Impacts Arising From the Project Variant**

The City has determined that the Parkline Master Plan Project will have no impact or less-than-significant impacts for several topics. The rationale for the conclusion that no significant impact would occur in each of the issue areas is based on the discussion of these impacts in the detailed issue area and cumulative impacts analyses in Chapter 3, *Environmental Impact Analysis*, and Chapter 4, *Project Variant*, of the Draft EIR.

Impacts of the Draft EIR that were found to have no impact or less-than-significant impacts include:

**1. Land Use**

- Conflicts with any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect (Impact LU-1, Less than Significant)
- Cumulative Land Use Impacts (Impact C-LU-1, Less than Significant)
- Division of an Established Community (No Impact)

**2. Transportation**

- Conflict with an Applicable Plan, Ordinance, or Policy Addressing the Circulation System, including Transit, Roadway, Bicycle, and Pedestrian Facilities (Impact TRA-1, Less than Significant)
- Exceed an Applicable VMT Threshold of Significance (Impact TRA-2, Less than Significant)
- Substantially Increase Hazards due to a Geometric Design Feature or Incompatible Uses (Impact TRA-3, Less than Significant)
- Result in Inadequate Emergency Access (Impact TRA-4, Less than Significant)
- Cumulative Impacts Related to Conflicts Addressing the Circulation System (Impact C-TRA-1, Less than Significant)
- Cumulative Impacts Related to VMT (Impact C-TRA-2, Less than Significant)
- Cumulative Impacts Related to Hazards due to a Design Feature or Incompatible Uses (Impact C-TRA-3, Less than Significant)
- Cumulative Impacts Related to Inadequate Emergency Access (Impact C-TRA-4, Less than Significant)

**3. Air Quality**

- Expose Sensitive Receptors to Substantial Pollutant Concentrations (Impact AQ-3, Less than Significant)
- Other Air Emissions (Impact AQ-4, Less than Significant)

**4. Energy**

- Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources (Impact EN-1, Less than Significant)
- Conflict with Energy Plan (Impact EN-2, Less than Significant)
- Cumulative Energy Impacts (Impact C-EN-1, Less than Significant)
- Cumulative Conflicts with Energy Plans (Impact C-EN-2, Less than Significant)

**5. Greenhouse Gas Emissions**

- Generation of GHG Emissions during Construction (Impact GHG-1, Less than Significant)
- Conflicts with Applicable Plans and Policies (Impact GHG-2, Less than Significant)

**6. Noise**

- Operational Noise (Impact NOI-2, Less than Significant)
- Cumulative Operational Noise (Impact C-NOI-2, Less than Significant)



- Cumulative Vibration Impacts (Impact C-NOI-3, Less than Significant)
- Airport Noise (No Impact)

## **7. Cultural and Tribal Cultural Resources**

- Cumulative Historic Resources Impacts (Impact C-CR-1, Less than Significant)

## **8. Biological Resources**

- Conflicts with Any Local Policies or Ordinances that Protect Biological Resources (Impact BIO-3, Less than Significant)
- Riparian Habitat and Sensitive Natural Communities (No Impact)
- State or Federally Protected Wetlands and Non-Wetland Waters (No Impact)
- Adopted Habitat Conservation Plan or Natural Community Conservation Plan (No Impact)

## **9. Geology and Soils**

- Strong Seismic Ground Shaking and Seismically Related Ground Failure (Impact GS-1, Less than Significant)
- Substantial Soil Erosion (Impact GS-2, Less than Significant)
- Unstable Soils or Geologic Units (Impact GS-3, Less than Significant)
- Expansive Soils (Impact GS-4, Less than Significant)
- Cumulative Impacts Related to Seismic Hazards (Impact C-GS-1, Less than Significant)
- Cumulative Impacts Related to Soil Erosion and Soil Hazards (Impact C-GS-2, Less than Significant)
- Surface Fault Rupture (No Impact)
- Landslides (No Impact)
- Loss of Topsoil (No Impact)
- Lateral Spreading (No Impact)
- Unique Geologic Features (No Impact)
- Septic Systems (No Impact)

## **10. Hydrology and Water Quality**

- Groundwater Supply and Recharge (Impact HY-2, Less than Significant)
- Drainage and Flooding (Impact HY-3, Less than Significant)
- Conflict or Obstruct a Water Resource Management Plan (Impact HY-4, Less than Significant)
- Risk Release of Pollutants Due to Project Inundation in Flood Hazard, Tsunami, or Seiche Zones (No Impact)

## **11. Hazards and Hazardous Materials**

- Routine Hazardous Materials Use (Impact HAZ-1, Less than Significant)
- Impairment of Emergency Response or Evacuation Plans (Impact HAZ-5, Less than Significant)

- Cumulative Hazards and Hazardous Materials Impacts (Impact C-HAZ-1, Less than Significant)
- Airport Hazards (No Impact)
- Wildland Fires (No Impact)

## 12. Population and Housing

- Unplanned Population Growth (Impact POP-1, Less than Significant)
- Displacement of People or Housing (Impact POP-2, Less than Significant)
- Cumulative Unplanned Population Growth (Impact C-POP-1, Less than Significant)

## 13. Public Services and Recreation

- Fire Services (Impact PS-1, Less than Significant)
- Police Services (Impact PS-2, Less than Significant)
- School Facilities (Impact PS-3, Less than Significant)
- Parks and Recreational Facilities (Impact PS-4, Less than Significant)
- Library Facilities (Impact PS-5, Less than Significant)
- Cumulative Public Services and Recreation Impacts (Impact C-PS-1, Less than Significant)

## 14. Utilities and Service Systems

- Construction or Relocation of Utilities (Impact UT-1, Less than Significant)
- Water Supply (Impact UT-2, Less than Significant)
- Generation of Wastewater (Impact UT-3, Less than Significant)
- Generation of Solid Waste (Impact UT-4, Less than Significant)
- Compliance with Solid Waste Regulations (Impact UT-5, Less than Significant)
- Cumulative Water Service and Infrastructure Impacts (Impact C-UT-1, Less than Significant)
- Cumulative Wastewater Service and Infrastructure Impacts (Impact C-UT-2, Less than Significant)
- Cumulative Stormwater Service and Infrastructure Impacts (Impact C-UT-3, Less than Significant)
- Cumulative Solid Waste Impacts (Impact C-UT-4, Less than Significant)
- Cumulative Natural Gas and Electric Service Impacts (Impact C-UT-5, Less than Significant)
- Cumulative Telecommunications Impacts (Impact C-UT-6, Less than Significant)

Additionally, the Project Variant would result in **no impact** related to:

- Agriculture and Forestry Resources
- Mineral Resources
- Wildfire

## **B. Findings Regarding Potentially Significant Impacts that Are Avoided or Reduced to Less than Significant by Mitigation**

The EIR identifies the following potentially significant impacts associated with the Project Variant, and hence the Parkline Master Plan Project, that can be mitigated to a less-than-significant-level through implementation of mitigation measures identified in the EIR and implemented through the City's adoption of the MMRP. It is hereby determined that the impacts addressed by the following described mitigation measures will be mitigated to a less-than-significant level or avoided by adopting and incorporating these mitigation measures as conditions into the Parkline Master Plan Project.

Pursuant to section 21081(a) of the Public Resources Code and section 15091(a)(1) of the CEQA Guidelines, the City finds that each of the following significant impacts identified in the EIR will be mitigated to a less-than-significant level or avoided by adopting and incorporating these mitigation measures as conditions into the Project. These findings are explained below and supported by substantial evidence in the EIR and the full record of the proceedings. Based on the findings in the EIR, as well as the evidence in the record, these impacts can be mitigated to a less-than-significant level, as discussed below.

### **1. AIR QUALITY**

The topic of air quality was analyzed in Section 3.4 of the Draft EIR for the Proposed Project and Chapter 4 for the Project Variant. The Draft EIR found that the Project Variant could result in the significant impacts related to Air Quality discussed below, and recommended the mitigation measures that follow. Note that any references to the "Proposed Project" in the mitigation measures below apply to the Project Variant. Furthermore, as the Parkline Master Plan Project is a modified version of the Project Variant itself by reducing the amount of non-residential uses proposed by approximately 380,000 SF, any references below in this Section to the "Proposed Project" or "Project Variant" also apply to the Parkline Master Plan Project.

**Impact AQ-1:** Conflict with or Obstruct Implementation of the Applicable Air Quality Plan. The Project Variant could conflict with or obstruct implementation of the applicable air quality plan.

Mitigation Measure AQ-1.1: Landscaping Equipment. Contractor(s) and sub-contractor(s) responsible for landscaping shall, as a condition of contract, use all-electric landscaping equipment, which eliminates all criteria air pollutant emissions associated with landscaping activities.

Mitigation Measure AQ-1.2: Architectural Coatings. The Project Sponsor shall use super-compliant architectural coatings during construction and operation of all buildings, which shall have a volatile-organic-compound (VOC) content that meets SCAQMD Rule 1113, Architectural Coatings, as revised on February 5, 2016.

Mitigation Measure AQ-1.3: Construction Fugitive Dust Emissions. The Project construction contractor(s) and sub-contractor(s) shall implement the following BAAQMD BMPs for fugitive dust control, which are required for all construction activities within the San Francisco Bay Area Air Basin. These measures would reduce fugitive dust emissions primarily during soil movement and grading but also during vehicle and equipment movement on unpaved project sites.

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material offsite shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All streets, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. A publicly visible sign shall be posted with the telephone number and name of the person to contact regarding dust complaints. This person shall respond and take corrective action, if necessary, within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

**FINDING:** Implementation of Mitigation Measures AQ-1.1, AQ-1.2, and AQ-1.3, which are hereby adopted and incorporated into the Project Variant, would reduce the potential air quality impacts to a less-than-significant level. The City finds that Mitigation Measures AQ-1.1, AQ-1.2, and AQ-1.3 are feasible. The City hereby determines that any impacts related to conflicts with an applicable air quality plan after implementation of Mitigation Measures AQ-1.1, AQ-1.2, and AQ-1.3 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into the Parkline Master Plan Project that would avoid or substantially lessen the significant environmental effect, as identified in the EIR. The Parkline Master Plan Project would be consistent with the applicable stationary-source control measures, energy control measures, building control measures, transportation control measures, and waste control measures included in the Clean Air Plan. The Project Variant's unmitigated operational ROG emissions, however, would exceed BAAQMD's threshold. In addition, unmitigated construction-related fugitive dust emissions would be significant without implementation of BAAQMD Best Management Practices ("BMPs") for construction fugitive dust control. For those reasons, the Project Variant, without mitigation, would conflict with the Clean Air Plan's goals. However, implementation of Mitigation Measures AQ-1.1, AQ-1.2, and AQ-1.3 would reduce such potential impacts. Mitigation Measures AQ-1.1 and AQ-1.2 would reduce operational ROG emissions by replacing fossil-fueled landscaping equipment with electrically-powered equipment and by using architectural coatings with a volatile-organic-compound (VOC) content of less than 5 grams per liter of material, respectively. Mitigation Measure AQ-1.3 would reduce construction-related particulate matter emissions from material movement, soil disturbance, and vehicle idling. Therefore, Mitigation Measures AQ-1.1, AQ-1.2, and AQ-1.3, are feasible and would reduce impacts related to Impact AQ-1 would be reduced to a less-than-significant level.

**Impact AQ-2:** Cumulatively Considerable Net Increase in Criteria Pollutants. The Project Variant could result in a cumulative net increase in a criteria pollutant for which the Project region is classified as a nonattainment area under an applicable federal or State ambient air quality standard.

Mitigation Measures: Implement Mitigation Measure AQ-1.1, Mitigation Measure AQ-1.2, and Mitigation Measure AQ-1.3.

**FINDING:** Implementation of Mitigation Measures AQ-1.1, AQ-1.2, and AQ-1.3, which are hereby adopted and incorporated into the Project Variant, would reduce cumulative air quality impacts to a

less-than-significant level. The City finds that Mitigation Measures AQ-1.1, AQ-1.2, and AQ-1.3 would be feasible. The City hereby determines that any impacts related to cumulatively considerable net increase in criteria pollutants after implementation of Mitigation Measures AQ-1.1, AQ-1.2, and AQ-1.3 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen cumulative air quality impacts, as identified in the EIR. During construction, Mitigation Measure AQ-1.3 would require the contractor to implement BAAQMD BMPs to reduce construction-related fugitive dust emissions, which would reduce the Project Variant's fugitive dust emissions to a less-than-significant level. During operation, implementation of Mitigation Measures AQ-1.1, which requires the Project Sponsor to use all-electric landscaping equipment, and AQ-1.2, which requires the Project Sponsor to use architectural coatings with a low volatile-organic-compound (VOC) content in all buildings, would decrease the Project Variant's full-buildout operational ROG emissions. Therefore, the Project Variant would not result in a cumulatively considerable net increase in any criteria air pollutant for which the SFBAAB is designated as a nonattainment area with respect to the federal or State ambient air quality standards.

Construction plus operation of the Project Variant would result in unmitigated emissions that would exceed BAAQMD's recommended threshold for ROG. However, after implementation of Project Mitigation Measures AQ-1.1 and AQ-1.2, construction plus net operational emissions would be below all applicable BAAQMD thresholds. Therefore, Mitigation Measures AQ-1.1 and AQ-1.2 are feasible and with their implementation, construction plus operation of the Project Variant would not result in a cumulatively considerable net increase in any criteria air pollutant for which the SFBAAB is designated as a nonattainment area with respect to the federal or State ambient air quality standards as impacts related to Impact AQ-2 would be reduced to a less-than-significant level.

## 2. CULTURAL RESOURCES

The topic of cultural resources was analyzed in Section 3.8 of the Draft EIR for the Proposed Project and Chapter 4 for the Project Variant. The Draft EIR determined that the Project Variant could result in the significant impacts related to cultural and tribal resources discussed below, and recommended the mitigation measures that follow. Again, note that the Parkline Master Plan Project is a modified version of the Project Variant itself by reducing the amount of non-residential uses proposed by approximately 380,000 SF, and any references below in this Section to the "Project Variant" also apply to the Parkline Master Plan Project.

**Impact CR-2:** Archaeological Resources. The Project Variant could cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064.5.

### Mitigation Measure CR-2.1: Train Workers to Respond to the Discovery of Cultural Resources.

Prior to the start of ground-disturbing activities, the archaeological consultant or project archaeologist shall conduct archaeological resources sensitivity training for workers and construction superintendents. Training shall be required for all construction personnel participating in ground-disturbing construction to alert them to the archaeological sensitivity of the area and provide protocols to follow in the event of a discovery of archaeological materials. The principal archaeological consultant and project archaeologist shall develop and distribute, for job-site posting, a document ("ALERT SHEET") that summarizes the potential finds that could be exposed, the protocols to be followed, and the points of contact to alert in the event

of a discovery. The ALERT SHEET and protocols shall be presented as part of the training. The contractor shall be responsible for ensuring that all workers requiring training are in attendance. Training shall be scheduled at the discretion of the Project Sponsor in consultation with the city. Worker training shall be required for all contractors and sub-contractors and documented for each permit and/or phase of a permit that requires ground-disturbing activities onsite.

Mitigation Measure CR-2.2: Stop Work if Archaeological Material or Features Are Encountered during Ground-Disturbing Activities. If a potentially significant subsurface cultural resource is encountered during ground-disturbing activities, all construction activities within a 100-foot radius of the find shall cease until a qualified archaeologist (i.e., one who meets the Secretary of the Interior's professional qualifications for archaeology or one under the supervision of such a professional) determines whether the resource requires further study. The archaeological consultant shall review, identify, and evaluate cultural resources that may be inadvertently exposed during construction to determine if a discovery is a historical resource and/or unique archaeological resource under CEQA. Significant resources shall be subject to treatment/mitigation that prevents an adverse effect on the resource, in accordance with PRC Section 15064.5. Mitigation could include avoidance, preservation in place, or the scientific removal, analysis, reporting, and curation of any recovered cultural materials. If the discovery constitutes a tribal cultural resource, consultation shall be undertaken between the city and the tribe(s) to determine appropriate treatment.

All developers in the Project Site shall include a standard inadvertent discovery clause in every construction contract involving ground-disturbing activities to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on appropriate Department of Parks and Recreation forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist in accordance with Mitigation Measure CR-2.2.

**FINDING:** Implementation of Mitigation Measures CR-2.1 and CR-2.2, which are hereby adopted and incorporated into the Project Variant, would reduce archaeological resources impacts to a less-than-significant level. The City finds that Mitigation Measures CR-2.1 and CR-2.2 would be feasible. The City hereby determines that any impacts related to archaeological resources after implementation of Mitigation Measures CR-2.1 and CR-2.2 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen the significant environmental effect on archaeological resources, as identified in the EIR. The potential exists for previously unknown archaeological resources to be encountered during ground disturbance related to construction of the Project Variant, resulting in a substantial adverse change in the significance of an as-yet unknown historically significant archaeological resource, which would result in a potentially significant impact. However, implementation of Mitigation Measures CR-2.1 and CR-2.2 would reduce the potential impacts of the Project Variant by requiring archaeological resources sensitivity training and early detection of potential conflicts between development and resources. Further, appropriate treatment of historical resources, if found, would also be required. Implementation of these mitigation measures is feasible and would therefore reduce potentially significant impacts on archaeological resources to a less-than-significant level.



**Impact CR-3:** Inadvertent Disturbance of Human Remains. The Project Variant could result in a significant impact due to the disturbance of human remains, including those interred outside of dedicated cemeteries.

Mitigation Measure CR-3.1: Regarding the Discovery of Human Remains at the Project Site. Procedures of conduct following the discovery of human remains citywide have been mandated by Health and Safety Code Section 7050.5, PRC Section 5097.98, and California Code of Regulations Section 15064.5(e) (CEQA). According to the provisions in CEQA, if human remains are encountered at a site, all work in the immediate vicinity of the discovery shall cease and necessary steps to ensure the integrity of the immediate area shall be taken. The San Mateo County Coroner shall be notified immediately. The coroner shall then determine whether the remains are Native American. If the coroner determines the remains are Native American, the coroner shall notify the NAHC within 24 hours, which will, in turn, shall notify the person the NAHC identifies as the MLD in connection with any human remains. Further actions shall be determined, in part, by the desires of the MLD. The Project Sponsor, the Project archaeologist, and the MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of human remains and associated or unassociated funerary objects, including those associated with known and unknown Native American burial locations (CEQA Guidelines Section 15064.5[d]). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final treatment and disposition of the human remains and associated or unassociated funerary objects. The MLD will have 48 hours to make recommendations regarding the treatment and disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, or the owner does not accept the recommendation of the MLD in accordance with Public Resources Code 5097.98(e), the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.

**FINDING:** Implementation of Mitigation Measure CR-3.1, which is hereby adopted and incorporated into the Project Variant, would reduce the impacts related to Impact CR-3 to a less-than-significant level. The City finds that Mitigation Measure CR-3.1 would be feasible. The City hereby determines that any impacts related to disturbance of human remains after implementation of Mitigation Measure CR-3.1 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen the significant environmental effect related to Impact CR-3, as identified in the EIR. No known human remains are located on the Project Site. If human remains are encountered during ground disturbance related to the Project Variant, the impacts could be significant if there are no protocols in place to properly handle the remains. Mitigation Measure CR-3.1 would reduce potential impacts by requiring adherence to appropriate procedures if remains are encountered. Implementation of this mitigation measure is feasible and would reduce potentially significant impacts on human remains to a less-than-significant level.

**Impact C-CR-2:** Cumulative Archaeological Resources and Human Remains Impacts. Cumulative development could result in a significant environmental impact on archeological resources and human remains; the Project Variant would not be a cumulatively considerable contributor to any significant environmental impact.

Mitigation Measures: Implement Mitigation Measure CR-2.1, Mitigation Measure CR-2.2, and Mitigation Measure CR-3.1.

**FINDING:** Implementation of Mitigation Measures CR-2.1, CR-2.2, and CR-3.1, which are hereby adopted and incorporated into the Project Variant, would reduce the cumulative impacts related to Impact CR-2 to a less-than-significant level. The City finds that Mitigation Measures CR-2.1, CR-2.2, and CR-3.1 would be feasible. The City hereby determines that any cumulative impacts related to archaeological resources and human remains after implementation of Mitigation Measures CR-2.1, CR-2.2, and CR-3.1 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen the significant environmental effect, as identified in the EIR. The Project Variant would be required to implement BMPs, legal requirements, and/or mitigation measures to ensure that project activities would not result in the inadvertent destruction of an archaeological resource and that discovery procedures pertaining to human remains would be implemented. In addition, implementation of Mitigation Measures CR-2.1 and CR-2.2 would reduce the impacts of the Project Variant by requiring archaeological resources sensitivity training and allowing early detection of potential conflicts between development and resources. Implementation of Mitigation Measure CR-3.1 would reduce the Project Variant's impacts by detailing the appropriate procedures to follow if human remains are encountered. Overall, Mitigation Measures CR-2.1, CR-2.2, and CR-3.1 are feasible and would reduce the Project Variant's contribution to a cumulative impact on archaeological resources and human remains to a less-than-significant level.

### 3. TRIBAL CULTURAL RESOURCES

The topic of tribal cultural resources was analyzed in Section 3.9 of the Draft EIR for the Proposed Project and Chapter 4 for the Project Variant. The Draft EIR determined that the Project Variant could result in the significant impacts related to tribal cultural resources discussed below, and recommended the mitigation measures that follow. Again, note that the Parkline Master Plan Project is a modified version of the Project Variant itself by reducing the amount of non-residential uses proposed by approximately 380,000 SF, and any references below in this Section to the "Project Variant" also apply to the Parkline Master Plan Project.

**Impact TCR-1: Tribal Cultural Resources.** The Project Variant could cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and:

- a) Listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources, as defined in PRC Section 5020.1(k), or
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Mitigation Measures: Implement Mitigation Measure CR-2.1, Mitigation Measure CR-2.2, and Mitigation Measure CR-3.1.

Mitigation Measure TCR-1: Stop Work if Tribal Cultural Resources Are Encountered during Ground-Disturbing Activities. If Native American cultural resources are encountered during ground-disturbing activities, all construction activities within a 100-foot radius of the find shall cease until an archaeological consultant can review, identify, and evaluate the find to determine if the discovery could qualify as a tribal cultural resource, as defined in Public Resources Code Section 21074. Tribal representatives from the city's Assembly Bill 52 notification lists shall be consulted regarding this determination. If the discovery is determined to qualify as a tribal cultural resource, it shall be subject to treatment/mitigation that prevents an adverse effect on the resource, in accordance with Public Resources Code Section 15064.5. Mitigation shall be determined through consultation between the city and the tribe(s).

**FINDING:** Implementation of Mitigation Measures TCR-1, CR-2.1, CR-2.2, and CR-3.1, which are hereby adopted and incorporated into the Project Variant, would reduce the impacts on tribal cultural resources to a less-than-significant level. The City finds that Mitigation Measures TCR-1, CR-2.1, CR-2.2, and CR-3.1 would be feasible. The City hereby determines that any impacts related to tribal cultural resources after implementation of Mitigation Measures TCR-1, CR-2.1, CR-2.2, and CR-3.1 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen the significant environmental effect, as identified in the EIR. Archaeological deposits that qualify as tribal cultural resources could be encountered during excavation for the Project Variant. Such resources would be eligible for listing in the CRHR or a local register of historical resources, or the lead agency, in its discretion and supported by substantial evidence, could determine the resources to be eligible for the CRHR pursuant to the criteria set forth in subdivision (c) of PRC Section 5024.1. Therefore, impacts related to tribal cultural resources could result from construction of the Project Variant and be potentially significant. However, implementation of Mitigation Measures CR-2.1, CR-2.2, CR-3.1, and TCR-1 would reduce impacts on tribal cultural resources as set forth in Impact TCR-1. Appropriate treatment of historical resources, if found, would also be required. Therefore, Mitigation Measures CR-2.1, CR-2.2, CR-3.1, and TCR-1 are feasible, and these impacts would be reduced to a less-than-significant level.

**Impact C-TCR-1:** Cumulative Tribal Cultural Resources Impacts. Cumulative development could result in a significant environmental impact on tribal cultural resources; the Project Variant would not be a cumulatively considerable contributor to any significant environmental impact on tribal cultural resources.

Mitigation Measures: Implement Mitigation Measure TCR-1, Mitigation Measure CR-2.1, Mitigation Measure CR-2.2, and Mitigation Measure CR-3.1.

**FINDING:** Implementation of Mitigation Measures TCR-1, CR-2.1, CR-2.2, and CR-3.1, which are hereby adopted and incorporated into the Project Variant, would reduce the cumulative impacts to a less-than-significant level. The City finds that Mitigation Measures TCR-1, CR-2.1, CR-2.2, and CR-3.1 would be feasible. The City hereby determines that any cumulative impacts related to tribal cultural resources after implementation of Mitigation Measures TCR-1, CR-2.1, CR-2.2, and CR-3.1 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen the significant environmental effect, as identified in the EIR. The Project Variant would be subject to existing federal, state, and local regulations as well as general plan goals, policies, and

programs, which would, to the maximum extent practicable, reduce cumulative development-related impacts on tribal cultural resources. Future development projects subject to CEQA would also be required to adopt mitigation measures to ensure that project activities would not result in the inadvertent destruction of a tribal cultural resource. Nonetheless, cumulative impacts on tribal cultural resources are considered potentially significant because the Project Variant combined with reasonably foreseeable projects would most likely involve ground-disturbing activities that could uncover unknown tribal cultural resources. Therefore, the Project Variant could contribute to a cumulative loss of tribal cultural resources. Implementation of Mitigation Measures CR-2.1, CR-2.2, CR-3.1, and TCR-1, which require an archaeological monitoring plan, cultural resources sensitivity training for all construction crews participating in ground-disturbing activities, and stopping work if archaeological deposits are encountered during ground-disturbing activities, are feasible and would reduce cumulative impacts to a less-than-significant level.

#### 4. BIOLOGICAL RESOURCES

The topic of biological resources was analyzed in Section 3.10 of the Draft EIR for the Proposed Project and Chapter 4 for the Project Variant. The Draft EIR determined that the Project Variant could result in the significant impacts related to biological resources discussed below, and recommended the mitigation measures that follow. Again, note that the Parkline Master Plan Project is a modified version of the Project Variant itself by reducing the amount of non-residential uses proposed by approximately 380,000 SF, and any references below in this Section to the “Project Variant” also apply to the Parkline Master Plan Project.

**Impact BIO-1: Special-Status Species.** The Project Variant could result in a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special-status in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

Mitigation Measure BIO-1.1: Initial Bat Habitat Survey. A qualified bat biologist shall conduct an initial survey of all buildings and trees on the Project Site that are slated for removal to determine whether suitable habitat for a moderate-size colony of common bat species (i.e., at least 10 big brown bats or at least 20 individuals of other non-special-status species), or a pallid bat or Townsend’s big-eared bat colony of any size, is present. The locations of trees with suitable cavities and crevices, as well as any buildings with accessible interiors or crevices (e.g., roof tiles or other exterior features) that support suitable roost locations, shall be identified, and potential entry and exit locations shall be mapped. For trees and buildings that are determined, in the qualified biologist’s discretion, not to provide suitable habitat for a moderate-size colony of common bat species, or a pallid bat or Townsend’s big-eared bat colony of any size, no further surveys shall be required. If the qualified biologist determines that buildings or trees provide suitable habitat, then further surveys under Mitigation Measures BIO-1.2 and BIO-1.3 shall be required.

Mitigation Measure BIO-1.2: Maternity Season Survey. A qualified bat biologist shall conduct a focused survey for roosting bats within all buildings and trees on the Project Site where suitable habitat was identified during the initial habitat survey, during the maternity season (generally March 15–August 31), and prior to the start of construction to determine the presence or absence of a maternity colony, the species present, and an estimate of the colony size, if present. If close inspection of potential roost features during the daytime is infeasible, the focused survey shall consist of a dusk emergence survey when bats can be observed flying out of the roost. If work will be initiated during the maternity season, this survey shall be conducted 1 year prior to the year in which construction will occur. If a maternity colony is detected, the exclusion measures

described in Mitigation Measure BIO-1.4, below, shall be implemented prior to March 15 of the year in which construction occurs to ensure that bats are excluded from the roost prior to the start of construction.

Mitigation Measure BIO-1.3: Pre-Construction Activity Bat Survey. A pre-construction activity survey shall be conducted for roosting bats within all buildings and trees on the Project Site that are slated for removal and within which suitable habitat was identified during the initial habitat survey and the maternity roosting survey. The survey shall be conducted by a qualified bat biologist within 7 days prior to the start of building demolition or tree removal for the purpose of impact avoidance. If building demolition and/or tree removal occurs in phases, a pre-activity survey shall be conducted within 14 days prior to the demolition of each building and/or removal of each tree with suitable roost habitat. If close inspection of potential roost features during the daytime is infeasible, the focused survey shall include a dusk emergence survey when bats can be observed flying out of the roost. If a moderate-size maternity colony of common bat species (i.e., at least 10 big brown bats, 20 Yuma myotis, 100 individuals of other non-special-status species), or a pallid bat or Townsend's big-eared bat colony of any size or any kind (i.e., a maternity or non-maternity colony), is not detected during the survey, no additional measures shall be required. If a moderate-size maternity colony of common bat species (i.e., at least 10 big brown bats, 20 Yuma myotis, or 100 individuals of other non-special-status species), or a pallid bat or Townsend's big-eared bat colony of any size or any kind (i.e., a maternity or non-maternity colony), is present, the qualified bat biologist shall identify an appropriate disturbance-free buffer zone for the species identified. The buffer will be maintained until either the end of the maternity season or until a qualified biologist determines that all young are volant (i.e., capable of flight) to avoid the loss of dependent young.

Mitigation Measure BIO-1.4: Bat Exclusion. If bats are present in a building or tree to be removed or disturbed, the individuals shall be safely evicted outside the bat maternity season (approximately March 15–August 31) and the winter torpor period (approximately October 15–February 28, depending on weather). Bats may be evicted through exclusion, as directed by a qualified biologist, after notifying the California Department of Fish and Wildlife. The qualified biologist must be present for the removal of trees or structures occupied by bats.

For eviction from roost trees, trimming or removing trees shall follow a two-step removal process whereby limbs and branches not containing roost habitat are removed on day 1, then the entire tree is removed on day 2.

The disturbance or removal of structures containing, or suspected of containing, active (non-maternity or hibernation) or potentially active common bat roosts shall be done in the evening and after bats have emerged from the roost to forage. Structures shall be partially dismantled to significantly change roost conditions, causing bats to abandon and not return to the roost. Removal shall be completed the subsequent day. Alternatively, exclusion methods may include the installation of one-way doors and/or use of ultrasonic deterrence devices. One-way doors and/or deterrence devices shall be left in place for a minimum of 2 weeks, with a minimum of five fair-weather nights with no rainfall and temperatures no colder than 50°F.

Mitigation Measure BIO-1.5: Compensatory Mitigation for Bat Habitat. If a maternity colony of common bat species containing at least 10 big brown bats, 20 Yuma myotis, or 100 individuals of other non-special-status bat species, or a pallid bat or Townsend's big-eared bat day roost of any type (maternity or non-maternity) or any size, is determined to be present on the Project Site, replacement roost habitat that is appropriate to the species shall be provided, as determined by a qualified bat biologist. The nature of the replacement roost habitat (e.g., the design of an artificial



roost structure) shall be determined by the qualified bat biologist, based on the number and species of bats detected. Ideally, the roost structure shall be installed on the Project Site. If replacement habitat cannot be placed on the site, it shall be installed no more than 100 feet from the site (or as close to the site as feasible). The exact placement of replacement habitat shall be determined in consultation with the qualified bat biologist.

**FINDING:** Implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, BIO-1.4, and BIO-1.5, which are hereby adopted and incorporated into the Project Variant, would reduce the impacts to a less-than-significant level. The City finds that Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, BIO-1.4, and BIO-1.5 would be feasible. The City hereby determines that any impacts related to special-status bat species after implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, BIO-1.4, and BIO-1.5 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen the significant environmental effect, as identified in the EIR. The removal of trees and buildings on the Project Site would have the potential to result in the loss of a colony of roosting bats. When buildings or trees containing roosting colonies are removed or modified and when individual bats are removed, individual bats can be physically injured or killed, can be subjected to physiological stress from disturbance during torpor, or can face increased predation because of exposure during daylight. In addition, nursing young may be subjected to disturbance-related abandonment by their mothers. Impacts on a moderate-size maternity colony of common species with the potential to occur on the site or impacts on a pallid bat or Townsend's big-eared bat roost of any type (i.e., a maternity or non-maternity colony) or any size would be considered a substantial impact on these species because this could have a substantial effect on regional populations, which would be a potentially significant impact. Implementation of Mitigation Measures BIO-1.1 through BIO-1.5, which require an initial bat habitat survey, maternity season survey, pre-construction activity bat survey, bat exclusion measures, and compensatory mitigation for bat habitat, are feasible and would reduce potential impacts on roosting bats to a less-than-significant level.

**Impact BIO-2:** Wildlife Movement and Native Wildlife Nursery Sites. The Project Variant could interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Mitigation Measure BIO-2.1: Avoidance and Pre-construction Surveys for Nesting Migratory Birds. The Project Sponsor shall implement the following measures to avoid and minimize construction-period impacts on nesting birds:

- **Avoidance of the Nesting Season.** To the extent feasible, the commencement of demolition and construction activities shall be scheduled to avoid the nesting season. If demolition and construction activities are scheduled to take place outside the nesting season, all potential demolition/construction impacts on nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code will be avoided. The nesting season for most birds in San Mateo County extends from February 1 through August 31.
- **Pre-Activity/Pre-Disturbance Nesting Bird Surveys.** If it is not possible to schedule demolition and construction activities between September 1 and January 31, then pre-



activity surveys for nesting birds shall be conducted by a qualified ornithologist to ensure that no nests will be disturbed during implementation of the Proposed Project. Surveys shall be conducted no more than 7 days prior to the initiation of demolition or construction activities for each construction phase. During the surveys, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, buildings) in and immediately adjacent to the impact areas for migratory bird nests.

- **Non-Disturbance Buffers Around Active Nests.** If an active nest is found close enough to work areas to be disturbed by demolition or construction activities, a construction-free buffer zone (typically 300 feet for raptors and 100 feet for other species) will be established around the nest to ensure that no nests of species protected by the MBTA and California Fish and Game Code are disturbed during implementation of the Proposed Project. The ornithologist shall determine the extent of the buffer.
- **Nesting Deterrence.** If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, other vegetation) that are scheduled to be removed by the Proposed Project may be removed prior to the start of the nesting season (e.g., prior to February 1). This will preclude the initiation of nests in this vegetation and prevent any potential delay for the Proposed Project because of the presence of active nests in these substrates.

**FINDING:** Implementation of Mitigation Measure BIO-2.1, which is hereby adopted and incorporated into the Project Variant, would reduce the impacts to a less-than-significant level. The City finds that Mitigation Measure BIO-2.1 would be feasible. The City hereby determines that any impacts related to migratory birds after implementation of Mitigation Measure BIO-2.1 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen the significant environmental effect, as identified in the EIR. The Project Variant would remove approximately 810 trees, including approximately 264 heritage trees. The number of heritage trees and total trees that would be removed from the Project Site increased since publication of the Draft EIR due to several factors, as outlined in the final arborist report dated January 2025 as modified by the August 2025 revision to the final report. First, the Draft EIR identified impacts on trees that were included in the Preliminary Tree Disposition and Tree Assessment prepared by HortScience in 2021, which were submitted as part of the Project's Heritage Tree Permit Removal Application. HortScience subsequently reassessed the Project Site in 2024 and, as documented in the arborist report, found that the baseline number of trees on the Project Site had changed due, in part, to the removal of trees that were damaged during intervening storm events in the city and the addition of a handful of trees that were inadvertently missed in the preliminary assessment. The number of heritage trees also increased as the result of HortScience's reclassification of tree sizes for multi-stem trees since the preliminary assessment. With respect to the number of trees proposed for removal, minor adjustments to the site plan in terms of the location of residential building footprints, parking structures, and roads and walkways, as well as refinement of civil plans, also resulted in the identification of additional trees that would need to be removed in order to avoid design conflicts. Although construction impacts would be temporary, the disruption to nesting and foraging habitat could harm migratory bird populations. In addition, implementation of the Project Variant could temporarily reduce available nesting habitat for birds that currently use the Project Site as well as foraging habitat and cover for migrants and wintering birds through the removal of trees and landscape vegetation. This could result in a temporary decline in the number of migratory bird species and individuals that use the Project Site. Any disturbance of nesting birds that results

in the abandonment of active nests or the loss of active nests through vegetation or structure removal would be a potentially significant impact. However, implementation of Mitigation Measure BIO-2.1 would reduce potential impacts by requiring measures to avoid and minimize construction-period impacts on nesting birds. Implementation of this mitigation measure is feasible and would reduce potentially significant impacts on migratory birds under the Project Variant to a less-than-significant level.

**Impact C-BIO-1:** Cumulative Biological Resources Impacts. Cumulative development could result in a significant environmental impact on biological resources; the Project Variant could be a cumulatively considerable contributor to any significant environmental impact.

Mitigation Measures: Implement Mitigation Measures BIO-1.1 through Mitigation Measure 1.5, and Mitigation Measure BIO-2.1

**FINDING:** Implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, BIO-1.4, BIO-1.5 and BIO-2.1, which are hereby adopted and incorporated into the Project Variant, would reduce the cumulative impacts to a less-than-significant level. The City finds that Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, BIO-1.4, BIO-1.5 and BIO-2.1 would be feasible. The City hereby determines that any cumulative impacts related to biological resources after implementation of Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, BIO-1.4, BIO-1.5 and BIO-2.1 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen the significant environmental effect, as identified in the EIR. The Project Variant would result in an increase in vegetative cover, and the increase in the number of trees would increase the extent of habitat and foraging resources for the wildlife species that use the site. The Project Variant combined with other reasonably foreseeable projects could affect roosting bats and nesting birds. Implementation of Mitigation Measures BIO-1.1 through 1.5 is feasible and would reduce the Project Variant's impacts on roosting bats to less-than-significant levels, and implementation of Mitigation Measure BIO-2.1 would reduce the Project Variant's impacts on birds to less-than-significant levels. Therefore, the Project Variant's contribution to cumulative impacts on biological resources would be less than significant.

## 5. GEOLOGY AND SOILS

The topic of geology and soils was analyzed in Section 3.11 of the Draft EIR for the Proposed Project and Chapter 4 for the Project Variant. The Draft EIR determined that the Project Variant could result in the significant impacts related to geology and soils discussed below, and recommended the mitigation measures that follow. Again, note that the Parkline Master Plan Project is a modified version of the Project Variant itself by reducing the amount of non-residential uses proposed by approximately 380,000 SF, and any references below in this Section to the "Project Variant" also apply to the Parkline Master Plan Project.

**Impact GS-5:** Paleontological Resources. The Project Variant could destroy a unique paleontological resource or site.

Mitigation Measure GS-5.1: Conduct Worker Awareness Training. Before the start of excavation or grading activities, the Project Sponsor shall retain a Project Paleontologist, as defined by Society of Vertebrate Paleontology, who is experienced in teaching non-specialists. The paleontologist shall train all construction personnel who are involved with earthmoving activities,

including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils that are likely to be seen during construction, and proper notification procedures should fossils be encountered. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying the Project Paleontologist, who shall evaluate the significance of the find.

**Mitigation Measure GS-5.2: Conduct Protocol and Procedures for Encountering Paleontological Resources.** In the event that fossils or fossil bearing deposits are discovered during ground disturbing activities, excavations within a 50-foot radius of the find shall be temporarily halted or diverted. Ground disturbance work shall cease until a qualified paleontologist determines whether the resource requires further study. The paleontologist shall document the discovery as needed (in accordance with Society of Vertebrate Paleontology standards [Society of Vertebrate Paleontology 2010]), evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The excavation plan shall be submitted to the city of Menlo Park for review and approval prior to implementation, and all construction activity shall adhere to the recommendations in the excavation plan.

**FINDING:** Implementation of Mitigation Measures GS-5.1 and GS-5.2, which are hereby adopted and incorporated into the Project Variant, would reduce the impacts to a less-than-significant level. The City finds that Mitigation Measures GS-5.1 and GS-5.2 would be feasible. The City hereby determines that any impacts related to paleontological resources after implementation of Mitigation Measures GS-5.1 and GS-5.2 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen the significant environmental effect, as identified in the EIR. No known fossils, unique paleontological resources, or unique geologic features are present in the vicinity of the Project Site. Although the surficial area of the Project Site is disturbed by prior construction, the disturbed surface is underlain by nonmarine Pleistocene alluvium that has the potential to contain unique paleontological resources. The potential impacts on paleontological resources would depend on the depth, extent, and type of soil-disturbing activities that would occur as a result of construction. As a result, destruction of unique paleontological resources, such as vertebrate fossils, would be a potentially significant impact. However, implementation of Mitigation Measure GS-5.1 and GS-5.2 would reduce the potential impact by requiring a worker education program regarding paleontological resources to be conducted and a protocol to be in place to stop work should paleontological resources be encountered. Implementation of these mitigation measures is feasible and would ensure that the significant impacts related to unknown paleontological resources would be reduced to a less-than-significant level.

**Impact C-GS-3:** Cumulative Impacts Related to Paleontological Resources. Cumulative development could result in a significant environmental impact with mitigation on paleontological resources; the Project Variant could be a cumulatively considerable contributor to any significant environmental impact.

**Mitigation Measures:** Implement Mitigation Measure GS-5.1 and Mitigation Measure GS-5.2.

**FINDING:** Implementation of Mitigation Measures GS-5.1 and GS-5.2, which are hereby adopted and incorporated into the Project Variant, would reduce the impacts to a less-than-significant level. The City finds that Mitigation Measures GS-5.1 and GS-5.2 would be feasible. The City hereby determines that any cumulative impacts related paleontological resources after implementation of Mitigation Measures GS-5.1 and GS-5.2 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen the significant environmental effect, as identified in the EIR. Excavation for the Project Variant combined with other reasonably foreseeable development projects would have the potential to result in development-related impacts on paleontological resources under the disturbed ground surface and a significant cumulative impact. However, implementation of Mitigation Measures GS-5.1 and GS-5.2 is feasible and would reduce the Project Variant's cumulative impact to a less-than-significant level. Other projects in the vicinity of the Project Site would also be required to include mitigation measures in compliance with the City's General Plan to reduce impacts to a less-than-significant level. In addition, excavation would be limited spatially to the Project Site (i.e., Project footprint) and would not combine with other projects to cause a cumulative impact. The cumulative impact would therefore be less than significant with mitigation.

## 6. HYDROLOGY AND WATER QUALITY

The topic of hydrology and water quality was analyzed in Section 3.12 of the Draft EIR for the Proposed Project and Chapter 4 for the Project Variant. The Draft EIR determined that the Project Variant could result in the significant impacts related to hydrology and water quality discussed below, and recommended the mitigation measures that follow. Again, note that the Parkline Master Plan Project is a modified version of the Project Variant itself by reducing the amount of non-residential uses proposed by approximately 380,000 SF, and any references below in this Section to the "Project Variant" also apply to the Parkline Master Plan Project.

**Impact HY-1:** Water Quality. The Project Variant could violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality after implementation of mitigation.

Mitigation Measures: Implement Mitigation Measure HAZ-2.1 and Mitigation Measure HAZ-2.2. See discussion under Impact HAZ-2, below.

**FINDING:** Implementation of Mitigation Measures HAZ-2.1 and HAZ-2.2, which are hereby adopted and incorporated into the Project Variant, would reduce the impacts to a less-than-significant level. The City finds that Mitigation Measures HAZ-2.1 and HAZ-2.2 would be feasible. The City hereby determines that any impacts related to groundwater quality after implementation of Mitigation Measures HAZ-2.1 and HAZ-2.2 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen the significant environmental effect, as identified in the EIR. Contaminated groundwater could be encountered during dewatering for construction of the proposed underground parking areas and the emergency water reservoir, resulting in a potentially significant impact. In the event that contaminated groundwater is encountered during dewatering at the Project Site, the contractor may be subject to dewatering requirements in addition to those outlined in the

Construction General Permit. The Project Variant would be required to comply with the Municipal Regional Permit (MRP), which includes filing a Notice of Intent for permit coverage under the Construction General Permit, as well as local ordinances regarding stormwater and construction site runoff. Project Variant compliance with waste discharge requirements and dewatering regulations would ensure that dewatering activities would be monitored as required and that no violations of water quality standards or waste discharge requirements would occur. However, because of the potential to encounter contaminated groundwater during construction, the Project Variant would be required to incorporate the recommendations described in the site-specific investigations, including a Phase I environmental site assessment and a site assessment report. Implementation of Mitigation Measures HAZ-2.1 and HAZ-2.2 is feasible and would reduce impacts to a less-than-significant level.

**Impact C-HY-1:** Cumulative Hydrology and Water Quality Impacts. Cumulative development could result in a significant environmental impact on hydrology and water quality; the Project Variant could be a cumulatively considerable contributor to any significant environmental impact.

Mitigation Measure: Implement Mitigation Measure HAZ-2.1 and Mitigation Measure HAZ-2.2. See discussion under Impact HAZ-2, below.

**FINDING:** Implementation of Mitigation Measures HAZ-2.1 and HAZ-2.2, which are hereby adopted and incorporated into the Project Variant, would reduce the cumulative impacts to a less-than-significant level. The City finds that Mitigation Measures HAZ-2.1 and HAZ-2.2 would be feasible. The City hereby determines that any cumulative impacts related to groundwater quality after implementation of Mitigation Measures HAZ-2.1 and HAZ-2.2 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen the significant environmental effect, as identified in the EIR. Cumulative projects would be required to comply with the Construction General Permit to control runoff and regulate water quality at each development site, along with regional and local requirements regarding the protection of surface water and groundwater quality. Implementation of Mitigation Measures HAZ-2.1 and HAZ-2.2 would reduce potential impacts by requiring an environmental site management plan prior to the start of construction to minimize any potential exposure of construction personnel, future site occupants, or the general public to contaminated soils and unknown environmental conditions/subsurface features, along with groundwater monitoring and sampling if dewatering is required within the footprint of the construction sites. Overall, implementation of Mitigation Measures HAZ-2.1 and HAZ-2.2 is feasible and would reduce the Project Variant's contribution to a cumulative impact to a less-than-significant-level.

## 7. HAZARDS AND HAZARDOUS MATERIALS

The topic of hazards and hazardous materials was analyzed in Section 3.13 of the Draft EIR for the Proposed Project and Chapter 4 for the Project Variant. The Draft EIR determined that the Project Variant could result in the significant impacts related to hazards and hazardous materials discussed below, and recommended the mitigation measures that follow. Again, note that the Parkline Master Plan Project is a modified version of the Project Variant itself by reducing the amount of non-residential uses proposed by approximately 380,000 SF, and any references below in this Section to the "Project Variant" also apply to the Parkline Master Plan Project.



**Impact HAZ-2:** Upset and Accident Conditions Involving Hazardous Materials. The Project Variant could create a significant hazard for the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Mitigation Measure HAZ-2.1: Prepare and Implement an Environmental Site Management Plan. Prior to commencement of any ground disturbing activities, the Project Sponsor shall retain the services of a qualified environmental engineering firm to prepare and implement an Environmental Site Management Plan (ESMP) for review and approval by the appropriate regulatory agency. The purpose of the ESMP is to protect construction workers, the general public, the environment, and future site occupants from subsurface hazardous materials previously identified at the site and to address the possibility of encountering unknown contamination or hazards in the subsurface. The ESMP shall summarize soil and groundwater analytical data collected on the project site during past investigations; identify management options for excavated soil and groundwater, if contaminated media are encountered during deep excavations; and identify monitoring, irrigation, or other wells requiring proper abandonment in compliance with local, state, and federal laws, policies, and regulations.

The ESMP shall include measures for identifying, testing, and managing soil and groundwater suspected of or known to contain hazardous materials (including imported fill/soils, if imported fill/soils are needed as part of project construction). The ESMP shall: 1) provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project earthwork and dewatering activities, respectively; 2) describe required worker health and safety provisions for all workers potentially exposed to hazardous materials in accordance with State and federal worker safety regulations; and 3) designate personnel responsible for implementation of the ESMP. The ESMP shall be prepared by a commercial environmental engineering firm with expertise and experience in the preparation of ESMPs and stamped by an appropriately licensed professional. In addition, the ESMP shall adhere to applicable oversight agency guidance associated with the handling of the aforementioned impacted media.

In addition, the ESMP shall establish protocols and measures for addressing the discovery of presently unknown environmental conditions or subsurface structures such as underground storage tanks (USTs), sumps, or wells, would include procedures for evaluating, handling, storing, testing and disposing of these unknown materials (as applicable), and would also establish required health and safety provisions for all workers who could be exposed to said hazardous materials (in accordance with state and federal worker safety regulations). If the environmental engineering firm subsequently identifies the need for further sampling, the Project Sponsor shall implement this and any other requirements identified in the ESMP.

Mitigation Measure HAZ-2.2: Require Groundwater Monitoring and Sampling prior to Dewatering Activity. Prior to any construction activity with the potential to require dewatering any ground disturbing activity, the Project Sponsor shall measure both water levels and water quality prior to and during dewatering, with a focus on potential constituents of concern, based on known or suspected water quality impacts within or near the Project Site. The Project Sponsor shall ensure the collection and testing of samples prior to initiating construction activities with the potential to require dewatering. The sampling locations shall be an appropriate distance from the proposed dewatering site, as determined by a geotechnical evaluation of local groundwater and soil conditions. If contaminated water is detected, remedial measures to limit potential exposure to affected media and/or contain the spread shall be implemented. Several options can be employed (e.g., implementing onsite treatment/remediation; disposing in the sewer system (with any appropriate pre-treatment) or at a hazardous materials disposal facility, depending on type and



level of contamination; tanking; or stopping or phasing underground construction. Affected water shall be handled with the appropriate use of personal protective equipment (PPE) and treated so that it complies with discharge and reporting requirements and applicable water quality objectives or hauled offsite for treatment and disposal at a permitted waste treatment facility. Upon disposal of the affected water, the Project Sponsor shall be responsible for demonstrating to the city of Menlo Park that the treatment and disposal requirements set forth in this mitigation measure have been met by providing a waste manifest or proof of a valid waste discharge requirement (WDR) permit.

Mitigation Measure HAZ-2.3: Conduct a Hazardous Building Materials Survey. Prior to the issuance of any demolition permit, the Project Sponsor shall conduct a Hazardous Building Materials Survey in accordance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual. The survey shall be performed by a licensed contractor at structures that are scheduled to be demolished but have not been surveyed previously (i.e., as part of the 2021 Limited Hazardous Materials Survey). The Hazardous Building Materials Survey shall identify the presence of hazardous building materials, including asbestos-containing materials (ACMs), lead-based paint (LBP), and polychlorinated biphenyls (PCBs). Should this survey determine that hazardous building materials are present, the following actions shall be implemented by the Project Sponsor:

- A health and safety plan shall be developed by a certified industrial hygienist for potential LBP, asbestos, or other hazardous building material risks present during demolition. The health and safety plan shall then be implemented by a licensed contractor. The health and safety plan shall comply with federal Occupational Safety and Health Administration (OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA) requirements.
- Necessary approvals shall be acquired from the city of Menlo Park and/or county (by the licensed contractor) for specifications or commencement of abatement activities. Abatement activities shall be conducted by a licensed contractor.
- The Bay Area Air Quality Management District (BAAQMD) shall be notified 10 days prior to initiating demolition at structures that contain asbestos. Section 19827.5 of the California Health and Safety Code requires local agencies not to issue demolition or alteration permits until an applicant has demonstrated compliance with the notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. In addition:
  - Asbestos shall be disposed of at a licensed disposal facility, to be identified by the licensed contractor.
  - The local office of Cal/OSHA shall be notified of asbestos abatement activities.
  - Asbestos abatement contractors shall follow state regulations contained in 8 CCR 1529 and 8 CCR 341.6 through 341.14 where asbestos-related work would involve 100 square feet or more of ACM.
  - Asbestos removal contractors shall be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur shall have a hazardous waste generator number assigned by and registered with the California Department of Health Services in Sacramento.
  - The contractor and hauler of hazardous building materials shall file a hazardous waste manifest, with details about hauling the material from the site and disposing

of it. Pursuant to California law, the city of Menlo Park shall not issue the required permit until the Project Sponsor has complied with the notice requirements described above.

**Mitigation Measure HAZ-2.4: Conduct a Focused Soil Vapor Intrusion Investigation.** Prior to construction, the Project Sponsor shall retain the services of a qualified environmental consulting firm to conduct a focused soil vapor investigation. The investigation shall be conducted in the areas that are designated for residential and office/R&D use and shall be designed to protect building occupants from potential long-term impacts associated with vapor intrusion. The investigation shall provide the data needed to determine whether long-term engineering controls shall be needed as part of the proposed building development. The soil vapor investigation's methodology and sampling program shall be conducted by an environmental consulting firm with applicable expertise and experience and would be performed under any applicable oversight agency's current guidance. The soil vapor investigation shall be implemented by the Project Sponsor prior to construction of buildings on the Project Site.

If the environmental consulting firm or appropriate regulatory agency providing oversight determines engineering controls are required, they shall be designed by a qualified engineer in compliance with requirements of the appropriate regulatory agency and/or the city of Menlo Park to address vapor conditions by redirecting and/or minimizing soil vapor (e.g., the February 2023 Supplemental Guidance: Screening and Evaluating Vapor Intrusion prepared by the California Department of Toxic Substances Control and the California State Water Resources Control Board or the prevailing applicable requirements at the time the Project is implemented). The performance of the installed vapor mitigation systems shall be confirmed by appropriate quality assurance/quality control inspection and test methods, as certified by the design engineer, and the certification shall be provided to the appropriate regulatory agency providing oversight and city of Menlo Park as needed.

Specific engineering controls may include, but shall not be limited to:

- Installation of subsurface migration barriers; and/or
- Inclusion of ventilated foundations for any proposed structures; and/or
- The use and implementation of an alternative method or structural design to address soil gas releases and reduce the potential for hazardous conditions to occur.

Appropriate engineering control systems shall be determined with concurrence, approval, and oversight from the appropriate regulatory agency providing oversight and shall be dependent on building placement and construction.

**FINDING:** Implementation of Mitigation Measures HAZ-2.1, HAZ-2.2, HAZ-2.3, and HAZ-2.4, which are hereby adopted and incorporated into the Project Variant, would reduce the impacts to a less-than-significant level. The City finds Mitigation Measures HAZ-2.1, HAZ-2.2, HAZ-2.3, and HAZ-2.4 would be feasible. The City hereby determines that any impacts related to upset and accident conditions involving hazardous materials after implementation of Mitigation Measures HAZ-2.1, HAZ-2.2, HAZ-2.3, and HAZ-2.4 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially

lessen the significant environmental effect, as identified in the EIR. Because it is possible that residual soil or groundwater contaminants exist on the Project Site, ground disturbance, excavation, and dewatering activities conducted during construction of the Project Variant could encounter affected soils and contaminated groundwater could result in potential exposure risk for construction personnel and the surrounding environment. In addition, hazardous building materials such as asbestos, lead, and PCBs could be present. As such, demolition activities associated with the Project Variant could create a potential risk for construction personnel and the surrounding environment from an exposure to hazardous building materials.

Mitigation Measures HAZ-2.1 through HAZ-2.3 would reduce potential impacts associated with construction and operation of the Project Variant by requiring an environmental site management plan prior to the start of construction to minimize any potential exposure of construction personnel, future site occupants, and the general public to contaminated soils and unknown environmental conditions/subsurface features. The mitigation measures would also require monitoring and groundwater sampling to ensure adequate treatment and disposal and address potential risks associated with contaminated groundwater encountered during dewatering. In addition, proper abatement procedures would be implemented at buildings and structures with known hazardous building materials that would be demolished as part of the Project Variant. In addition, implementation of Mitigation Measure HAZ-2.4 would require additional soil vapor investigation in areas designated for residential use to address the potential soil vapor intrusion risk associated with the Project Variant. Implementation of Mitigation Measures HAZ-2.1, HAZ-2.2, HAZ-2.3, and HAZ-2.4 is feasible and would reduce potentially significant impacts related to the release of hazardous materials from affected media onsite to a less-than-significant level.

**Impact HAZ-3: Exposure to Schools.** The Project Variant could emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

Mitigation Measures: Implement Mitigation Measure HAZ-2.1, Mitigation Measure HAZ-2.2, and Mitigation Measure HAZ-2.3.

**FINDING:** Implementation of Mitigation Measures HAZ-2.1, HAZ-2.2, and HAZ-2.3, which are hereby adopted and incorporated into the Project Variant, would reduce the impacts to a less-than-significant level. The City finds Mitigation Measures HAZ-2.1, HAZ-2.2, and HAZ-2.3 would be feasible. The City hereby determines that any impacts related to emitting hazardous emissions or handling hazardous materials within 0.25 mile of schools after implementation of Mitigation Measures HAZ-2.1, HAZ-2.2, and HAZ-2.3 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen the significant environmental effect, as identified in the EIR. The Project Site is within 0.25 mile of Menlo-Atherton High School and Menlo Children's Center. Construction activities associated with the Project Variant could encounter residual contamination in soil during ground disturbance as well as affected groundwater during dewatering. In addition, demolition activities could uncover and expose construction personnel and the surrounding environment to hazardous building materials, which would be a potentially significant impact. Implementation of Mitigation Measures HAZ-2.1 through HAZ-2.3 would reduce potential impacts of the Project Variant by requiring an environmental site management plan prior to the start of construction to minimize any potential exposure of construction personnel, future site occupants, and the general public to contaminated soils and unknown environmental conditions/subsurface features. The mitigation measures would also

require monitoring and groundwater sampling to ensure adequate treatment and disposal and address potential risks associated with contaminated groundwater encountered during dewatering. In addition, proper abatement procedures would be implemented at buildings and structures with known hazardous building materials that would be demolished. Implementation of these mitigation measures would therefore reduce potentially significant impacts related to the handling of hazardous or acutely hazardous materials near schools to a less-than-significant level.

**Impact HAZ-4:** Cortese List. The Project Variant would be located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard for the public or the environment.

Mitigation Measures: Implement Mitigation Measure HAZ-2.1 and Mitigation Measure HAZ-2.2.

**FINDING:** Implementation of Mitigation Measures HAZ-2.1 and HAZ-2.2, which are hereby adopted and incorporated into the Project Variant, would reduce the impacts to a less-than-significant level. The City finds that Mitigation Measures HAZ-2.1 and HAZ-2.2 would be feasible. The City hereby determines that any impacts related to residual contamination in onsite soils on a Cortese List site after implementation of Mitigation Measures HAZ-2.1 and HAZ-2.2 would not be significant. (CEQA Guidelines Section 15091(a)(1).)

**FACTS IN SUPPORT OF FINDING:** Changes or alterations have been required in, or incorporated into, mitigation measures for the Project Variant that would avoid or substantially lessen the significant environmental effect, as identified in the EIR. Contamination associated with the SRI and SRI International properties was addressed to the satisfaction of the oversight agencies. Thus, impacts associated with leaking underground storage tanks are considered unlikely. Nonetheless, the Project Variant would be located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, resulting in the potential to encounter residual affected media. This would be a potentially significant impact. Implementation of Mitigation Measures HAZ-2.1 and HAZ-2.2 is feasible and would reduce the potential impacts of the Project Variant by requiring an environmental site management plan prior to the start of construction. Implementation of the mitigation measures under the Project Variant would therefore reduce any potential exposure of construction workers or the public to residual contamination in onsite soils, if encountered, to a less-than-significant level.

### **C. Findings Regarding Significant and Unavoidable Impacts**

The EIR identified the following significant and unavoidable adverse environmental impacts associated with approval of the Project Variant, some of which can be reduced, although not to a less-than-significant level, through implementation of mitigation measures identified in the EIR. The City finds there are no additional feasible mitigation measures or alternatives that could be adopted at this time that would reduce these significant and unavoidable impacts to a less-than-significant level. For each significant and unavoidable impact identified below, the City has made a finding(s) pursuant to Public Resources Code Section 21081.

However, for reasons set forth in Section VIII, Statement of Overriding Conditions, below, the City Council has determined that overriding economic, social, and other considerations outweigh the Project Variant's significant and unavoidable effects. The findings in this section are based on information presented in the EIR, the discussion and analysis of which is hereby incorporated in full by this reference, and all materials in the recording of proceedings for the Project Variant as set forth in Section V above.

Again, note that the Parkline Master Plan Project is a modified version of the Project Variant itself by reducing the amount of non-residential uses proposed by approximately 380,000 SF, and any references in this Section to the “Project Variant” also apply to the Parkline Master Plan Project.

## 1. NOISE

The topic of noise was analyzed in Section 3.7 of the Draft EIR for the Proposed Project and Chapter 4 for the Project Variant. The Draft EIR determined that the Project Variant could result in the significant impacts related to noise and vibration discussed below, and recommended the mitigation measures that follow. Again, the Parkline Master Plan Project is a modified version of the Project Variant itself by reducing the amount of non-residential uses proposed by approximately 380,000 SF, and any references below in this Section to the “Project Variant” also apply to the Parkline Master Plan Project.

**Impact NOI-1: Construction Noise.** Construction of the Project Variant would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies.

Mitigation Measure NOI-1.2: Install Sound Barrier. Prior to issuance of the first construction permit, a permanent or temporary noise barrier shall be erected along the property line immediately south of the townhomes. The temporary barrier shall not be removed until the barrier is no longer needed to reduce noise from construction activities and comply with the thresholds identified in this EIR. The barrier shall start at Laurel Street, then continue perpendicularly to Laurel Street along the property line for a distance of approximately 330 feet. The barrier shall continue parallel to Barron Street along the property line for a distance of approximately 400 feet and end at Burgess Drive. The distances cited here are preliminary and based on the preliminary Project design. The actual distances shall be determined in a more precise manner during the design phase for the noise barrier. The temporary noise barriers shall be at least 12 feet high and constructed from a material with a minimum weight of 2 pounds per square foot, with no gaps or perforations. All noise control barrier walls shall be designed to preclude structural failure due to such factors as wind, shear, shallow soil failure, earthquake, or erosion. The design and location of the sound barrier shall be supported by a technical analysis of the proposed design and installed prior to demolition/construction. The design of the sound barrier may be incorporated into the noise control plan in Mitigation Measure NOI-1.3.

Mitigation Measure NOI-1.3: Implement Noise Reduction Plan to Reduce Construction Noise. Prior to issuance of any demolition, grading, and/or building permits for construction of the Project Variant, the Project Sponsor and/or contractor(s) shall (i) develop a construction noise control plan to reduce noise levels and demonstrate how the Project Variant will comply with Menlo Park Municipal Code daytime (i.e., during non-exempt hours) and nighttime noise standards to the extent feasible and practical, subject to review and determination by the Community Development Department, and (ii) provide a note on all development plans, stating that, during ongoing grading, demolition, and construction, the Project Sponsor shall be responsible for requiring contractors to implement measures to limit construction-related noise, as set forth in the plan and in this mitigation measure (NOI-1.3). The plan shall also include measures to reduce noise levels such that a 10-decibel (dB) increase over the ambient noise level does not occur at nearby noise-sensitive land uses to the extent feasible and practical, as determined by the city of Menlo Park. For concrete pouring occurring during early-morning hours, the closest distance that equipment for concrete pouring shall operate to noise-sensitive land uses is 100 feet, which applies to residential properties and the church



property on the north side of Ravenswood Avenue. Equipment for concrete pouring shall operate no closer than 200 feet from the property line of residential properties in the Classics of Burgess Park or Linfield Oaks neighborhoods. These distances are based on the anticipated locations for the concrete pouring activities.

The plan shall demonstrate that, to the extent feasible and practical, noise from concrete pouring activities and emergency well construction that occur overnight and between 6:00 a.m. and 8:00 a.m. will comply with the applicable city of Menlo Park noise limit of 50 A-weighted decibels (dBA) from 10:00 p.m. to 7:00 a.m. or 60 dBA from 7:00 a.m. to 10:00 p.m. at the nearest existing residential or noise-sensitive land use. The plan shall also demonstrate that, to the extent feasible and practical, as determined by the city, noise from individual pieces of equipment proposed for use will not exceed the limit for powered equipment (i.e., 85 dBA  $L_{eq}$  at 50 feet) and combined noise from construction activities during all hours will not result in a 10 dB or greater increase beyond the ambient noise level at the nearest noise-sensitive land uses. Activities that would produce noise above applicable daytime or nighttime limits shall be scheduled only during normal daytime construction hours (i.e., 8:00 a.m. to 6:00 p.m. Monday through Friday). If it is determined that a particular piece of equipment will not meet the requirements of this mitigation measure, that equipment shall not be used outside normal daytime construction hours (i.e., 8:00 a.m. to 6:00 p.m. Monday through Friday). The plan shall be approved by the city prior to the issuance of building permits to confirm the precise noise minimization strategies that will be implemented and document the strategies that will be employed to the extent feasible and practical.

The measures to reduce noise from construction activity may include, but are not limited to, the following:

- Require all construction equipment to be equipped with mufflers and sound control devices (e.g., intake silencers, ducts, engine enclosures, acoustically attenuating shields, noise shrouds) that are in good condition (i.e., at least as effective as those originally provided by the manufacturer) and appropriate for the equipment.
- Maintain all construction equipment to minimize noise emissions.
- Locate construction equipment as far as feasible from adjacent or nearby noise-sensitive receptors.
- Stockpiling locations shall be as far as feasible from adjacent or nearby noise-sensitive receptors.
- Require all stationary equipment to be located so as to maintain the greatest possible distance from nearby existing buildings, where feasible and practical.
- Require stationary noise sources associated with construction (e.g., generators and compressors) in proximity to noise-sensitive land uses to be muffled and/or enclosed within temporary enclosures and shielded by barriers, to the extent feasible and practical.
- Install noise-reducing sound walls or fencing (e.g., temporary fencing with sound blankets) around noise-generating equipment, to the extent feasible and practical, where no perimeter wall is provided. See also Mitigation Measure NOI-1.2.
- Prohibit the idling of inactive construction equipment for prolonged periods (i.e., more than 2 minutes) during early-morning hours.



- Provide advance notification by mailing/delivering notices to surrounding land uses regarding the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period.
- Provide the name and telephone number of an onsite construction liaison through onsite signage and the notices mailed/delivered to surrounding land uses. If construction noise is found to be intrusive to the community (i.e., if complaints are received), the construction liaison shall take reasonable efforts to investigate the source of the noise and require that reasonable measures be implemented to correct the problem.
- Use electric motors rather than gasoline- or diesel-powered engines to avoid noise associated with compressed air exhaust from pneumatically powered tools, to the extent feasible and practical (as determined by the city). Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust could be used; this muffler can lower noise levels from the exhaust by about 10 dB. External jackets on the tools themselves could be used, which could achieve a reduction of 5 dB.
- Limit the use of public address systems.
- Limit construction traffic to the haul routes established by the city.

The Project Sponsor and/or the contractor(s) shall obtain a permit to complete work outside the normal daytime construction hours outlined in the Menlo Park Municipal Code (i.e., 8:00 a.m. to 6:00 p.m. Monday through Friday); this may be incorporated into the conditional development permit for the Project Variant. Furthermore, the plan shall require verification that construction activities will be conducted at adequate distances or otherwise shielded with sound barriers, as determined through analysis, from noise-sensitive receptors when occurring outside normal daytime construction hours; compliance with the Menlo Park Municipal Code will be verified through measurement.

**FINDING:** Implementation of Mitigation Measures NOI-1.2, and NOI-1.3, which are hereby adopted and incorporated into the Project Variant, would reduce the impacts, but not to a less-than-significant level. Although the City finds that Mitigation Measures NOI-1.2, and NOI-1.3 would be feasible, and that there are no additional feasible mitigation measures that will reduce this impact to a less-than-significant level. The City hereby determines that specific considerations make further mitigation measures or alternatives infeasible; therefore, any impacts related to construction noise would be significant and unavoidable.

**FACTS IN SUPPORT OF FINDING:** Daytime construction activities of the Project Variant would result in a temporary noise level greater than 10 decibels (dB), relative to the existing noise level. In addition, nighttime and early-morning construction noise would affect noise-sensitive land uses near the emergency water reservoir (i.e., residences north of Ravenswood Avenue, near Middlefield Road). Because noise limits would be exceeded during construction, impacts would be potentially significant. A construction noise reduction plan, per Mitigation Measure NOI-1.3, would be implemented to reduce the noise levels from construction activities for the Project Variant. However, such a plan may not be able to ensure that noise would be below the applicable thresholds in all circumstances. Implementation of Mitigation Measure NOI-1.2 during Project Variant construction would reduce noise by requiring installation of a noise barrier. For the sensitive land uses at 200 feet (i.e., single-family residences in the Linfield Oaks and Classics of Burgess Park neighborhoods), this noise barrier, along with intervening buildings would reduce noise from the concrete pours such that the noise limit would not be exceeded. However, noise from concrete pours occurring 100 feet from the homes north of Ravenswood Avenue would not be blocked by intervening buildings or a barrier. It is not feasible to add a noise barrier between

the homes north of Ravenswood Avenue and the concrete pour location adjacent to Residential Building 1, because a barrier in this location could interfere with construction operations, such as personnel and vehicles accessing the site. Taken together, these mitigation measures may not be able to ensure that noise would be below the applicable thresholds in all circumstances. The construction noise reduction plan and noise barrier would reduce noise, but noise levels could temporarily be as high as 97 dBA  $L_{eq}$ , as conservatively measured without any noise attenuation or reduction measures. Even with implementation of Mitigation Measures NOI-1.2 and NOI-1.3, substantial temporary increase in noise would occur during certain construction activities. Although the substantial increase in noise would be temporary and limited to only certain construction activity, the increase could nevertheless adversely affect surrounding land uses that are sensitive to noise, particularly during construction activities that occur in the nighttime and early morning hours. As a result, the City finds that impacts under the Project Variant related to nighttime, early-morning, and daytime construction noise would be significant and unavoidable with implementation of all feasible mitigation.

**Impact NOI-3:** Ground-borne Vibration. The Project Variant would generate excessive ground-borne vibration or ground-borne noise levels.

Mitigation Measure NOI-3.1: Vibration Control Measures for Annoyance from Construction Activities. Daytime construction activity involving an excavator, or other equipment capable of generating similar vibration levels, shall take place no closer than 50 feet from residential or other sensitive land uses, to the extent feasible and practical, subject to review and approval by the Community Development Department; equipment smaller than an excavator may operate less than 50 feet from residential land uses. Jackhammers shall be further restricted, operating no closer than 30 feet from residential land uses. The 50-foot restriction may be greater for equipment that results in greater vibration levels than an excavator. Maintaining these distances between equipment and the nearest sensitive land uses would ensure that vibration levels would be below a peak particle velocity (PPV) of 0.032 inch per second (in/sec). Early-morning construction activity involving concrete trucks shall occur after 7:00 a.m. when the daytime threshold for ConnectMenlo is applicable (0.032 in/sec) rather than the nighttime threshold (0.016 in/sec).

When construction requires the use of the aforementioned types of equipment closer to nearby sensitive uses or before the allowable hours, reduction measures shall be incorporated, to the extent feasible and practical, such as the use of smaller or less vibration-intensive equipment. The feasibility of reduction measures shall be subject to review and determination by the Community Development Department. In addition, the construction contractor shall appoint a vibration coordinator for the Proposed Project who will serve as the point of contact for vibration-related complaints during construction. Contact information for the vibration coordinator will be posted at the Project Site and on a publicly available website for the Proposed Project. Should complaints be received, the vibration coordinator shall work with the construction team to adjust activities, to the extent feasible and practical, and reduce vibration or reschedule activities for a less sensitive time. The vibration coordinator shall notify the Community Development Department of all vibration-related complaints and actions taken to address the complaints.

**FINDING:** Implementation of Mitigation Measure NOI-3.1, which is hereby adopted and incorporated into the Project Variant, would reduce the impacts, but not to a less-than-significant level. Although the City finds that Mitigation Measure NOI-3.1 would be feasible, there are no additional feasible mitigation measures that will reduce this impact to a less-than-significant level. The City hereby determines that specific considerations make further mitigation measures or alternatives infeasible; therefore, any impacts related to ground-borne vibration during construction would be significant and unavoidable.

**FACTS IN SUPPORT OF FINDING:** Most construction activities would occur more than 15 feet from offsite uses because construction along the perimeter of the site would be short term compared to the overall duration of construction.

The shortest distance between construction equipment and existing buildings is expected to be approximately 15 feet, which could occur in the Linfield Oaks or Classics of Burgess Park neighborhoods. The length of time that equipment would operate within 15 feet of residences in these neighborhoods would be limited to only 3 to 4 days during grading for landscaping-related activities. Nevertheless, because equipment could be as close as 15 feet, this distance is conservatively used in the vibration evaluation in the EIR. During the early-morning concrete pours, equipment would operate within the interior of the Project Site, not near existing residential uses. However, a loaded concrete truck traveling within approximately 70 feet of existing residential uses could generate a vibration level greater than the nighttime threshold specified in the ConnectMenlo EIR. Additionally, construction of the emergency well, which would be included as part of the emergency water reservoir, would occur for 24 hours per day for 10 days and could be located as close as 60 feet to existing residences north of Ravenswood Avenue. Therefore, the construction vibration impact from nighttime and early morning construction would be potentially significant.

Implementation of Mitigation Measure NOI-3.1 would reduce vibration levels from construction activity during daytime and early-morning hours by requiring larger equipment to operate at distances greater than 15 feet from sensitive land uses to the extent feasible; a vibration coordinator would be required to address any vibration-related complaints received. However, it may not be possible to ensure that vibration levels at all times and at all locations would be reduced to a level below the “strongly perceptible” level or below the thresholds identified in the ConnectMenlo EIR because larger equipment may need to operate at closer distances to sensitive land uses. Therefore, temporary impacts related to construction vibration under the Project Variant would be significant and unavoidable with implementation of all feasible mitigation.

**Impact C-NOI-1:** Cumulative Construction Noise. Cumulative development would result in a significant environmental impact related to construction noise; the Project Variant would be a cumulatively considerable contributor to a significant environmental impact.

Mitigation Measure: Implement Mitigation Measure NOI-1.1 and Mitigation Measure NOI-1.2.

**FINDING:** Implementation of Mitigation Measures NOI-1.1 and NOI-1.2, which are hereby adopted and incorporated into the Project Variant, would reduce the impacts, but not to a less-than-significant level. Although the City finds that Mitigation Measures NOI-1.1 and NOI-1.2 would be feasible, there are no additional feasible mitigation measures that will reduce this impact to a less-than-significant level. The City hereby determines that specific considerations make further mitigation measures or alternatives infeasible; therefore, any impacts related to cumulative construction noise would be significant and unavoidable.

**FACTS IN SUPPORT OF FINDING:** If the construction of multiple projects in the area overlaps, cumulative construction noise impacts would be potentially significant. Because the Project Variant on its own would result in a significant impact, its contribution would be cumulatively considerable. Although implementation of Mitigation Measures NOI-1.1 and NOI-1.2 would reduce the Project Variant's construction noise impacts, such impacts were determined to be significant and unavoidable. Based on the analysis above, the Project Variant's contribution to cumulative impacts related to construction noise would be cumulatively considerable, even with implementation of all feasible mitigation.

## 2. CULTURAL RESOURCES

The topic of cultural and tribal resources was analyzed in Section 3.8 of the Draft EIR for the Proposed Project and Chapter 4 for the Project Variant, including historical resources. The Draft EIR determined that the Project Variant could result in the significant impacts related to historical resources discussed below, and recommended the mitigation measures that follow. Again, note that the Parkline Master Plan Project is a modified version of the Project Variant itself by reducing the amount of non-residential uses proposed by approximately 380,000 SF, and any references in this Section to the “Project Variant” also apply to the Parkline Master Plan Project.

**Impact CR-1:** Historical Resources. The Project Variant would cause a substantial adverse change in the significance of historical resources, pursuant to Section 15064.5.

Mitigation Measure CR-1.1: Documentation. Prior to issuance of any demolition, grading, or construction permits for the site, the Project Sponsor shall undertake documentation of all contributing buildings and landscape elements of the SRI International Campus Historic District and the three individually eligible historic resources (Buildings 100, A, and E). The documentation shall be funded by the Project Sponsor and undertaken by a qualified professional who meets the Secretary of the Interior’s professional qualification standards for history, architectural history, or architecture (Code of Federal Regulations, Title 36, Part 61, Appendix A). Documentation shall be submitted to the Menlo Park Planning Division, or a qualified historic consultant, for review prior to issuance of demolition permits. The documentation package created shall consist of the items listed below:

- CR-1.1.a: Digital Photography
- CR-1.1.b: Historical Report
- CR-1.1.c: Site Plan and Drawings

The documentation materials shall be submitted to the Northwest Information Center at Sonoma State University, the repository for the California Historical Resources Information System. The documentation shall also be offered to state, regional, and local repositories, including the Menlo Park Public Library, Menlo Park Historical Association, San Mateo County History Museum, Computer History Museum, and SRI International. Materials will be provided in archival digital and/or hard-copy formats, depending on the capacity and preference of the repository. This measure would create a collection of reference materials that would be available to the public and inform future research.

Mitigation Measure CR-1.1.a: Digital Photography. Digital photographs shall be taken of all contributing buildings and landscape elements. Photographs will capture the overall character and setting of the eligible SRI International Campus Historic District and the three individually eligible historic resources (Buildings 100, A, and E). All digital photography shall be conducted according to current National Park Service standards, as specified in the National Register Photo Policy Factsheet.<sup>75</sup> The photography shall be undertaken by a qualified professional with demonstrated experience in documentation photography. Large-format negatives are not required.

Photograph views for the data set shall include:

- At least one photograph of each contributing building, which may be the primary façade or an oblique view showing the primary façade and a secondary façade;
- Photographs of all façades of the three individually eligible buildings (Buildings 100, A, and E);

- Detail views of character-defining features of the three individually eligible buildings (Buildings 100, A, and E);
- Representative interior views of the three individually eligible buildings (Buildings 100, A, and E); and
- Contextual views of the site and each contributing landscape element.

All photographs shall be referenced on a photographic key map or site plan. The photographic key shall show the photograph number, with an arrow to indicate the direction of the view. Digital photographs shall be in an uncompressed RAW file format and saved as TIFF files. Each image shall be a minimum of 1,600 by 1,200 pixels, at 300 pixels per inch or larger, and in color. The file name for each electronic image shall correspond with the name in the index of photographs and on the photograph label. If repositories request hard copies, the photographs shall be printed on archival paper.

Drone photographs of the site shall be taken and saved in a digital file format on an archival DVD, then submitted to the repositories with the photographic documentation. The use of digital photography and drone photography is encouraged in CR-1.2: Interpretive Program.

Mitigation Measure CR-1.1.b: Historical Report. A written historical narrative and report that meets Historic American Buildings Survey (HABS) historical report guidelines shall be produced for the three individually eligible buildings. This HABS-style historical report may be based on documentation provided in the 2022 historic resource evaluation for the site and include historic photographs and drawings, if available. The HABS-style historical report shall follow an outline format, with a statement of significance and a description of the buildings. The HABS-style historical report shall be submitted to the repositories along with the historic resource evaluation (2022), which documents the history of the site and the historic district.

Mitigation Measure CR-1.1.c: Site Plan and Drawings. An existing-conditions site plan shall be produced, depicting the current configuration and spatial relationships of the contributing buildings and landscape features. The existing-conditions site plan shall be prepared by a professional who meets the Secretary of the Interior's professional qualification standards for architecture or historic architecture and reviewed by the professional retained to prepare the written history. Documentation of plantings is not required, but a depiction of the locations and types of mature trees, as well as designed hardscape and landscape features, shall be included.

Reasonable efforts shall be made to locate original drawings and/or site plans of the district and contributing buildings from its period of significance. If located, selected representative drawings (e.g., site plans, elevations, sections, relevant key details) shall be photographed or scanned at high resolution, reproduced, and included in the dataset.

Original architectural drawings or as-built drawings of the three individually eligible buildings proposed for demolition shall be submitted as part of the documentation package. Original drawings for Buildings A and E are known to be available in the SRI International records and therefore should be reproduced. Reasonable efforts should be made to locate original drawings for Building 100. If original architectural or construction drawings of Building 100, including floor plans and elevations, cannot be located, measured drawings shall be prepared, according to HABS guidelines, by a professional who meets the Secretary of the Interior's professional qualification standards for architecture or historic architecture and reviewed by the professional retained to prepare the written history.



Mitigation Measure CR-1.2: Interpretive Program. The Project Sponsor, in consultation with a qualified historian or architectural historian who meets the Secretary of the Interior's professional qualification standards and an experienced exhibit design professional, shall develop an interpretive program for the site. The interpretive program plan shall be reviewed by the Menlo Park Planning Division and/or a qualified historic consultant prior to the issuance of any permits for demolition, grading, or construction on the site. The plan shall include information regarding the proposed format and location of the content, along with information regarding the high-quality graphics and written narratives that will be incorporated. The interpretive display/feature shall be fully implemented and/or installed concurrent with the completion of common public open spaces and/or pathways along Ravenswood Avenue but not later than prior to issuance of the final certificate of occupancy for Parkline (Proposed Project) and inspected by Menlo Park Planning Division staff members and/or a qualified historic consultant to confirm its adherence to requirements of the approved interpretive program.

The Project Sponsor shall provide a robust interpretive program with multiple permanent outdoor displays concerning the history of SRI International. The high-quality interpretive displays shall be installed within the Project Site boundaries; made of durable, all-weather materials; and positioned to allow high public visibility and interactivity. In addition to narrative text, the interpretive displays may include photographs, news articles, memorabilia, and drawings. The interpretive program may use source materials from the historic resource evaluation or materials prepared as part of Mitigation Measure CR-1.1 but should also incorporate other primary and secondary sources, such as existing oral histories, historic photographs, and video footage where available and practicable. In addition to interpreting the overall significance of the SRI International campus as a historic district, the interpretive displays shall feature information on the individual significance of Buildings 100, A, and E, including the specific innovations, significant persons, and architecture associated with those buildings, as applicable.

In addition to interpretive displays in public areas of the site, the Project Sponsor may consider additional means of onsite interpretation, including digital interpretation methods (e.g., websites, mobile applications, interpretive videos, drone footage, virtual- or augmented-reality experiences, artwork inspired by or related to the history of the site). Creative means of interpretation, such as landscape and play features, along with other means of presenting information regarding the history and development of the site, are encouraged.

Although the interpretive program shall include information on the history and development of SRI International, as well as the important persons and innovations associated with the institution, interpretation may also include information on previous eras of site history, such as the residential estate era and Dibble General Hospital era.

Mitigation Measure CR-1.3: Relocation of SRI Monument. The Project Sponsor, in consultation with a qualified historian or architectural historian who meets or exceeds the Secretary of the Interior's qualifications standards, and a professional conservator shall develop and implement a relocation plan for the SRI International Monument. The receiver site shall retain the relationship between the SRI Monument and the campus setting, the landscape materials, and the immediate setting to the extent feasible. Altering the setting and placing the SRI International Monument along a prominent walkway axis is not recommended as it may negatively impact the historic character of the setting.

The SRI International Monument relocation plan shall include:

- 1) Identification of a receiver site on the Project Site.



- i. Description of how the receiver site reflects the historic setting of the SRI International Monument south of Building I, on the brick median in the visitor parking lot west of Building A.
- ii. Specifications for the removal of the SRI International Monument from its current location, transport to the receiver site, and identification of possible secure, environmentally controlled storage location during construction of the Project Variant. The specifications shall include protective measures to ensure the monument is not damaged during removal, transport, storage, and re-installation. The specifications shall include a timeline for removal and storage that will occur following the Historic American Buildings Survey (HABS) photographic documentation and prior to the beginning of ground-disturbing construction.
- iii. Project plans or drawings that show the SRI International Monument clearly identified on demolition drawings as well as the receiver site on construction plans.

The SRI International Monument relocation plan shall be reviewed by the Menlo Park Planning Division prior to the issuance of any permits for demolition, grading, or construction on the Project Site. The final SRI International Monument relocation plan shall be submitted to the construction superintendents and confirmation of receipt shall be documented via email.

Mitigation Measure CR-1.4: Documentation of the Chapel. Prior to issuance of a demolition permit for the First Church of Christ, Scientist and Alpha Kids Academy (Chapel buildings), the Project Sponsor shall undertake documentation of the Chapel at 201 Ravenswood Avenue. The documentation shall be funded by the Project Sponsor and undertaken by a qualified professional(s) who meets the Secretary of the Interior's Professional Qualification Standards for history, architectural history, or architecture (Code of Federal Regulations, Title 36, Part 61, Appendix A) and be submitted for review by the Menlo Park Planning Division prior to issuance of a demolition permit for the Chapel buildings. The documentation package created shall consist of the items listed below, consisting of (a) digital photography and (b) a historical report. The documentation materials shall be submitted to the Northwest Information Center at Sonoma State University, the repository for the California Historical Resources Information System. The documentation shall also be offered to local repositories, including the Menlo Park Public Library, Menlo Park Historical Association, and San Mateo County History Museum. Materials shall either be provided in archival digital and/or hard copy formats, depending on the capacity and preference of the repository. This measure would create a collection of reference materials that would be available to the public and inform future research. Although the documentation would use some of the guidelines and specifications developed for the Historic American Buildings Survey (HABS), the documentation package would not need to be delivered as HABS documentation to the Library of Congress.

(a) Digital Photography. Digital photographs shall be taken of the Chapel at 201 Ravenswood Avenue. All digital photography shall be conducted according to current National Park Service (NPS) standards, as specified in the National Register Photo Policy Factsheet (updated May 2013). The photography shall be undertaken by a qualified professional with demonstrated experience in documentation photography. Large-format negatives are not required. Photograph for the data set shall include:

- Photographs of all façades
- Detailed views of character-defining features
- Representative interior views of the nave and narthex

- Contextual views of the site, including the courtyards at the corners of the cross plan for the Chapel. Contextual views may include the multi-use building, but full façade and detailed views of the multi-use building are not required.
- (b) Historical Reports. A written historical narrative and report that meets HABS Historical Report Guidelines shall be produced for the Chapel at 201 Ravenswood Avenue. This HABS-style historical report may be based on the documentation provided in the 2024 Department of Parks and Recreation 523 form evaluation for the property and include historic photographs and drawings, if available. The HABS-style historical report shall follow an outline format, with a statement of significance for the building and a description of the building.

**FINDING:** Implementation of Mitigation Measures CR-1.1, CR-1.2, CR-1.3, and CR-1.4, which are hereby adopted and incorporated into the Project Variant, would reduce the impacts, but not to a less-than-significant level. Although the City finds that Mitigation Measures CR-1.1, CR-1.2, CR-1.3, and CR-1.4 would be feasible, there are no additional feasible mitigation measures that will reduce this impact to a less-than-significant level. The City hereby determines that specific considerations make further mitigation measures or alternatives infeasible; therefore, impacts related to historical resources would be significant and unavoidable.

**FACTS IN SUPPORT OF FINDING:** The Project Variant would demolish 23 out of 26 existing commercial buildings at the Project Site that are considered contributors to a potentially eligible historic district, plus the two Chapel buildings at 201 Ravenswood Avenue. The Project Variant would result in significant impacts to the SRI Campus historic district and the four individually significant buildings (Building 100, Building A, and Building E and the Chapel at 201 Ravenswood Avenue). Implementation of the Project Variant would require demolition of the four individually significant buildings, 23 of the 26 historic district contributor buildings, and one of two contributing landscape features, all of which are considered historical resources, as defined in CEQA Guidelines Section 15064.5. As a result, the historic district and four individual buildings would lose eligibility for listing in the CRHR. The Project Variant would implement Mitigation Measures CR-1.1 (including CR-1.1.a, CR-1.1.b, CR-1.1.c), CR-1.2, and CR-1.3, which would reduce the potential level of impact on the three individually CRHR-eligible historical resources and the potential impact on the CRHR-eligible SRI Campus historic district by requiring documentation and interpretation and/or commemoration of the resources to be demolished and the relocation of a contributing landscape feature of the historic district. However, the demolition of historical resources cannot be mitigated to a less-than-significant level, and impacts on built-environment resources at the SRI Campus historic district would be significant and unavoidable with mitigation. In addition, Mitigation Measure CR-1.4 would require documentation of the Chapel to be demolished, which would lessen the impacts associated with the Project Variant. However, demolition cannot be mitigated to reduce impacts to a less-than-significant level. Impacts under the Project Variant on the Chapel would remain significant and unavoidable with implementation of all feasible mitigation.

## **VII. FINDINGS REGARDING ALTERNATIVES**

As required under CEQA, the Project EIR analyzed a reasonable range of alternatives to the Project and evaluated the environmental impacts and feasibility of each alternative, as well as the ability of the alternatives to meet Project objectives. The Project objectives are listed in Chapter 2 (Project Description) of the Draft EIR; the potentially significant environmental effects of the Proposed Project, including feasible mitigation measures identified to avoid significant environmental impacts, are analyzed in Chapter 3 (Environmental Impact Analysis) and Chapter 4 (Project Variant Analysis) of the Draft EIR; the alternatives are described in detail in Chapter 6 (Alternatives Analysis) of the Draft EIR. As the Parkline Master Plan Project is a modified version of the Project Variant itself by reducing the amount of non-residential uses by approximately 380,000 SF, any references below

in this Section to the “Proposed Project” or “Project Variant” also apply to the Parkline Master Plan Project.

Brief summaries of the alternatives are provided below.

**A. Alternatives Considered and Rejected during the Scoping/Project Planning Process**

The following potential alternatives to the Project Variant were identified and considered City but were ultimately not selected for further evaluation in the EIR.

- **Alternative Site Location:** Any sites outside of the City, to the extent they exist and are available, would not satisfy most of the basic Project objectives, including objectives related to redevelopment of SRI’s aging R&D campus into a financially viable residential and commercial mixed-use neighborhood. SRI International has owned and operated the Project Site since the 1940s as an R&D campus. Therefore, relocating the Project Variant outside of the City would essentially be a different project rather than an alternative to the Project Variant. Other than the Project Site, there are no comparable large areas of land within the City where the Project Variant could be relocated to meet the Project’s objectives. If the Project Sponsor were to secure control over a similar large site within the greater Bay Area but outside the City’s boundaries, development of that site would not meet multiple objectives that have been specifically designed to benefit the City and its residents concerning long-term development and use of this particular site within the City of Menlo Park. In addition, because the amount of development would remain the same, many other impacts under this alternative would be similar to those of the Project Variant. Accordingly, an alternative site would result in similar environmental impacts overall and would not substantially lessen or avoid significant and unavoidable environmental effects. Thus, an offsite alternative would be infeasible because it would not attain most of the basic Project objectives and would not substantially reduce Project impacts. Therefore, because of the aforementioned issues related to site suitability, economic viability, acquisition and site control, and inconsistency with Project objectives, consideration of an alternative site for the Project Variant has been rejected from further review.
- **Preservation Alternatives:** Three preservation alternatives were selected for evaluation in the EIR, as discussed in further detail, below. However, several other alternatives related to preservation were considered but ultimately rejected. These include: Relocating Buildings 100, A, and/or E; Retaining Buildings A and E; Converting Building E to Residential Use; and Constructing an Addition to Building A to Accommodate New Office/R&D Space. Because these alternative would not reduce potential impacts on historic resources more than the preservation alternatives studied in the Draft EIR, would not provide any additional benefit to meeting the Project Sponsor’s objectives, and these alternatives were rejected from further consideration.
- **Residential Only Alternative:** A Residential Only Alternative would consist of development of residential uses only on the Project Site, while retaining Buildings P, S and T. Assuming the maximum density permitted by the C-1 zoning for the Project Site (30 dwelling units per acre), the Residential Only Alternative would result in approximately 1,896 multifamily residential units. This alternative would be consistent with the Project Variant’s objective of increasing the City’s housing supply by providing new housing units with a mix of types and sizes. However, this alternative would be inconsistent with the historical and intended future uses for the SRI property. With respect to potential impacts, this alternative would not eliminate all of the significant construction- and operation-related impacts associated with the Project Variant because the Project Site would still be

redeveloped. In addition, the Residential Only Alternative would not satisfy most of the basic Project objectives, including, but not limited to, redeveloping an aging R&D campus into a financially viable mixed-use neighborhood, constructing new state-of-the-art commercial buildings with flexible floor plates, orienting new office/R&D uses in a configuration that leverages operational efficiencies, and bolstering the City's reputation as a hub for technological advancement and innovation and recognizes SRI International's contributions to society and the growth of Silicon Valley. For these reasons, the Residential Only Alternative is not feasible and has been rejected from further evaluation in the EIR.

- **Increased Housing Alternative:** The Increased Housing Alternative would examine a scenario in which the maximum number of workers allowed under SRI's existing CDP and the number of housing units provided would result in a 1:1 jobs/housing ratio. Therefore, this alternative would result in approximately 1,769 new multifamily units. This number of units under this alternative would be inconsistent with many of the Project Variant's objectives. The site plan would need to be re-evaluated to accommodate a substantial increase in the number of units compared with the Project Variant due to a number of constraints, including, but not limited to, restrictions on height to ensure that SRI International's existing satellite transmission equipment could continue to function; the retention of Buildings P, S, and T; and the Project Site's proximity to existing single-family neighborhoods. The resulting site plan could adversely affect the viability of the commercial component, which is oriented around open space and other amenities to create a modern office/R&D campus that attracts leading companies, bolsters the City's reputation as a hub for technological advancement and innovation, and recognizes SRI International's contributions to society. Without a viable commercial component, the Project Variant would not be feasible.
- **Reduced Parking Alternative:** The Reduced Parking Alternative would have fewer parking spaces than the Project Variant. The Project Site's proximity to the Menlo Park Caltrain station and the Project Variant's Transportation Demand Management (TDM) plan are expected to reduce trips and therefore lower parking demands. The Project Variant is designed to leverage the Project Site's location to reduce trips by siting commercial and residential uses near existing transit corridors and public transportation facilities to create a transit-oriented development, consistent with that objective. A Reduced Parking Alternative is not expected to reduce any significant impacts of the Project Variant. Significant impacts related to vehicle miles traveled (VMT) include the VMT impact itself as well as any significant air quality or greenhouse gas (GHG) emissions impact that is tied to VMT. As discussed throughout the EIR, VMT-related impacts would be less than significant. Further, this alternative would affect the Project Variant's viability. According to the Project Sponsor, the Project Variant provides the minimum amount of parking required for the office/R&D buildings to be marketable to tenants. Any reductions in office/R&D parking could potentially impair the ability to obtain financing if prospective lenders/investors believe the number of spaces is insufficient to attract tenants. The Reduced Parking Alternative is not feasible and has therefore been rejected from further evaluation in the EIR.
- **Reduced Construction Alternative:** This alternative would impose a 200-foot buffer where no construction would be permitted within 200 feet of the perimeter of the entire site, which would prevent several existing buildings from being demolished, prevent construction of the loop road within the Project Site, and substantially reduce the redevelopment potential for the site. Overall, the Reduced Construction Alternative would be financially infeasible, given that it would impede development of the necessary square

footage for state-of-the-art commercial facilities, which are intended to attract office/R&D tenants, and also greatly reduce the residential component, which is a critical objective and component in the current macroeconomic market. Therefore, a Reduced Construction Alternative to reduce the significant and unavoidable noise impacts during construction to a level of less than significant would be infeasible and has been rejected from further evaluation in the EIR.

**FINDING:** The City hereby finds the above alternatives eliminated from further consideration in the EIR are infeasible, would not meet most of the Project Variant objectives, or would not reduce or avoid any of the significant effects of the Project Variant, for the reasons detailed in Section 6.6 of the Draft EIR. Furthermore, the City finds that some of the rejected alternatives would not be consistent with specific City General Plan goals, policies, or programs for which the Project Variant would be consistent. The City finds that any of these grounds are independently adequate to support rejection of these alternatives. (CEQA Guidelines Section 15091(a)(3).)

**FACTS IN SUPPORT OF FINDING:** See above for the facts that support the finding for each alternative considered but rejected from further consideration.

## **B. Alternatives Selected for Analysis**

Section 15126.6(a) of the CEQA Guidelines requires the discussion of “a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any of the significant effects of the proposed project and evaluate the comparative merits of the alternatives.” The EIR identified and considered the following reasonable range of feasible alternatives to the Project Variant that would be capable, to varying degrees, of reducing identified impacts:

- No-Project Alternative.
- Project Preservation Alternative 1 (Retain Building 100 and Chapel).
- Project Preservation Alternative 2 (Retain Buildings 100, A, and E and Chapel)
- Project Preservation Alternative 3 (Retain Buildings 100, A, E, and B and Chapel)

These alternatives were evaluated for their ability to avoid or substantially lessen the impacts of the Project Variant identified in the Draft EIR as well as their ability to meet most of the basic project objectives. The alternatives analysis included analysis of a no-project alternative and identified the environmentally superior alternative.

Brief summaries of each alternative are provided below. The findings in this section are based on the EIR, the discussion and analysis of which is hereby incorporated in full by this reference. The reasons stated in the EIR for rejecting certain alternatives likewise are hereby adopted and incorporated herein by reference. Each individual reason constitutes a separate and independent basis to reject the alternative and, when the reasons are viewed collectively, provide an overall basis for rejecting the alternative.

Pursuant to Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3), the City makes the following findings regarding alternatives:



## 1. No Project Alternative

The No-Project Alternative would continue the existing uses on SRI International's research campus, which consists of 38 buildings with approximately 1.38 million sf of mostly R&D space and areas for supporting uses. The cogeneration plant, a 6-megawatt natural gas facility that currently generates power for the Project Site, would remain. Under the No-Project Alternative, 3,308 employees could work in the existing buildings on the SRI campus, which is the maximum number of employees allowed under the current Conditional Development Permit (CDP). No new construction would occur, and no housing would be provided at the Project Site. The No-Project Alternative would include renovations and tenant improvements to the existing buildings, as needed, to ensure modern seismic safety features meet all standards set forth by the California Building Standards Code, address hazards, remediate known hazardous materials, etc.

**FINDING:** The City hereby finds the No Project Alternative is infeasible for specific economic, legal, social, technological, or other considerations because it fails to satisfy the Project Variant's underlying purpose as well as most of the Project objectives. The No Project Alternative would also increase certain impacts related to energy use, greenhouse gas emissions, and other areas due to the age of the campus and overall lack of modern sustainability measures. The City Council finds that any of these grounds set forth below are independently adequate to support rejection of this alternative. (CEQA Guidelines Section 15091(a)(3).)

**FACTS IN SUPPORT OF FINDING:** Compared to the Project Variant, the No-Project Alternative would generally result in fewer environmental impacts, but would also result in greater environmental impacts in certain areas. As discussed in the EIR, no trip reduction requirements would be implemented as part of the No-Project Alternative, which would therefore result in new significant and unavoidable increased VMT impacts compared to the Project Variant due to higher VMT per capita. In addition, because the No-Project Alternative would result in continued operation of the onsite natural gas cogeneration plant, this could lead to increased GHG emissions and inefficient energy use compared to operations under the Project Variant. Furthermore, sustainability and transportation demand features would not be implemented as part of the No-Project Alternative, and any sustainability requirements that apply to new buildings would not be implemented. Therefore, compared to the Project Variant, the No-Project Alternative would not be as efficient or as sustainable. As a result, the No-Project Alternative would contribute to significant and unavoidable GHG and energy impacts compared to the Project Variant.

## 2. Preservation Alternative 1 (Retain Building 100 and Chapel)

Variant Preservation Alternative 1 would retain Building 100 and the buildings at the First Church of Christ, Scientist property at 201 Ravenswood Avenue (Chapel) in their entirety. Building 100 would continue to be used as office space with necessary upgrades. A future use of the Chapel would need to be determined, but options might include use as a community amenity space or leasable tenant space. The same emergency water reservoir, circulation configuration, and open space as proposed under the Project Variant would be included under Variant Preservation Alternative 1, but with some reduction in the amount of available open space. To accommodate the retention of the Chapel in Variant Preservation Alternative 1, the footprint of the 100 percent affordable housing building (R3) would be reduced, resulting in a loss of 90 affordable residential units compared to the Project Variant. In total, Variant Preservation Alternative 1 would include 710 units (compared to 800 units under the Project Variant), resulting in approximately 1,683 onsite residents (compared to 1,896 residents under the Project Variant).



**FINDING:** The City hereby finds Preservation Alternative 1 is infeasible for specific economic, legal, social, technological, or other considerations, including because it fails to meet the Project objectives to the same extent as under the Project Variant and it would result in fewer housing units, particularly affordable housing units, and less open space, than the Project Variant. The City was allocated 2,946 units in the 6<sup>th</sup> Housing Element cycle (2023–2031) and has permitted 1,051 units through December 2024. Thus, the reduced housing units under this alternative would result in fewer units towards the City’s Regional Housing Needs Allocation (RHNA) compliance than the Project Variant. The City finds that any of these grounds set forth below are independently adequate to support rejection of this alternative. (CEQA Guidelines Section 15091(a)(3).)

**FACTS IN SUPPORT OF FINDING:** Variant Preservation Alternative 1 would substantively meet 15 of 17 of the Project Sponsor objectives. Variant Preservation Alternative 1 would partially meet the objective related to the stated goal of providing “up to approximately 100 units of affordable or special needs housing” on a dedicated portion of the site because this alternative would include only 64 affordable units, 36 units fewer than stated goal, and would result in fewer residential units and less open space as compared to the Project Variant. Furthermore, the alternative falls short of the upper thresholds of the residential capacity for all residential unit types that are intended in the Project Variant. Variant Preservation Alternative 1 would partially meet the objective of replacing “existing obsolete and unsustainable commercial buildings” as 34 of the buildings would be replaced and the size of retained Building 100 would not displace a substantial amount of the new commercial square footage. In addition, Preservation Alternative 1 would not lessen the impacts of the Project Variant to a level of less than significant. All impacts that would be significant and unavoidable under the Project Variant would continue to be significant and unavoidable under Preservation Alternative 1. Although impacts associated with construction (such as construction noise and construction air quality emissions) would be slightly less under Preservation Alternative 1, the impact levels would remain the same (less than significant with mitigation or significant and unavoidable). Impacts on historic resources would also be significant and unavoidable under all build preservation alternatives but to a lesser extent than under the Project Variant. Preservation Alternative 1 would retain more contributing individually eligible buildings and landscape features than the Project Variant; however, the alternative would still pose a significant and unavoidable impact on the eligible historic district because they would cause the SRI Campus to no longer be eligible for the CRHR, even with implementation of mitigation measures.

### 3. Preservation Alternative 2 (Retain Buildings 100, A, and E, and Chapel)

Variant Preservation Alternative 2 would retain Buildings 100, A and E, and the Chapel in full. Building 100 would continue to be used as office space, with necessary upgrades. A future use of the Chapel would be determined, but options might include use as a community amenity space or leasable tenant space. The buildings to be retained would be renovated as described above for the Project Preservation Alternative 2. Because Buildings 100, A and E, and the Chapel would be retained, less ground-disturbance and fewer construction activities would occur. The same emergency water reservoir as proposed under the Project would be constructed with the same maximum depth of excavation and the same related improvements. However, to accommodate the retention of the Chapel in Variant Preservation Alternative 2, the footprint of the 100 percent affordable housing building (R3) would be reduced, resulting in a loss of 90 affordable residential units compared to the Project Variant. To accommodate the retained Building E, the footprint of Building R1 would have to be significantly reduced as well, resulting in a loss of 200 units from the market-rate residential building. In total, Variant Preservation Alternative 2 would include 510 units (compared to 800 units under the Project Variant), resulting in approximately 1,209 onsite residents (compared to 1,896 residents under the Project Variant). Because the same amount of office/R&D

space would be provided under Variant Preservation Alternative 2 as the Project Variant, roughly the same number of net new employees would work at the Project Site (3,856 employees). Variant Preservation Alternative 2 would also result in a slight decrease in the total open space area.

**FINDING:** The City hereby finds Preservation Alternative 1 is infeasible for specific economic, legal, social, technological, or other considerations, including because it fails to meet the Project objectives to the same extent as under the Project Variant and it would result in fewer housing units, particularly affordable housing units, and less open space, than the Project Variant. The City was allocated 2,946 units in the 6<sup>th</sup> Housing Element cycle (2023–2031) and has permitted 1,051 units through December 2024. Thus, the reduced housing units under this alternative would result in fewer units towards the City’s Regional Housing Needs Allocation (RHNA) compliance than the Project Variant. The City finds that any of these grounds set forth below are independently adequate to support rejection of this alternative. (CEQA Guidelines Section 15091(a)(3).)

**FACTS IN SUPPORT OF FINDING:** Variant Preservation Alternative 2 would not meet the Project Sponsor’s objective related to housing and would result in substantially fewer residential units than under the Project Variant. Under the Variant Preservation Alternative 2, the total residential unit count would be reduced to 510 units (from 800 units). Due to issues of construction methods and cost, as well as concerns from the adjacent residential neighbors, it is not feasible to increase the density of the residential buildings along Laurel Street if Building E is retained. Therefore, the net units lost from displacement of Building R1 cannot be regained elsewhere on the Project Site. As such, under the Project Preservation Alternative 2, the Project Sponsor’s objective related to housing would not be met, and it falls short of the upper thresholds of the residential capacity for all residential unit types that are intended in the Project Variant. In addition, Preservation Alternative 2 would not lessen the impacts of the Project Variant to a level of less than significant. All impacts that would be significant and unavoidable under the Project Variant would continue to be significant and unavoidable under Preservation Alternative 2. Although impacts associated with construction (such as construction noise and construction air quality emissions) would be slightly less under Preservation Alternative 2, the impact levels would remain the same (less than significant with mitigation or significant and unavoidable). Impacts on historic resources would also be significant and unavoidable under all preservation alternatives but to a lesser extent than under the Project Variant. Preservation Alternative 2 would retain more contributing individually eligible buildings and landscape features than the Project Variant; however, the alternative would still pose a significant and unavoidable impact on the eligible historic district because they would cause the SRI Campus to no longer be eligible for the CRHR, even with implementation of mitigation measures.

#### **4. Preservation Alternative 3 (Retain Buildings 100, A, E, and B and Chapel)**

The Variant Preservation Alternative 3 would retain Buildings 100, A, E, and B, and the Chapel in their entirety. Building 100 would continue to be used as office space, with necessary upgrades. A future use of the Chapel would need to be determined, but options might include use as a community amenity space or leasable tenant space. The buildings to be retained would be renovated as described above for the Project Preservation Alternative 3. Because Buildings 100, A, E, B, and the Chapel would be retained, less ground-disturbance and fewer construction activities would occur. The same emergency water reservoir as proposed under the Project Variant would be constructed with the same maximum depth of excavation and the same related improvements. To accommodate the retention of the Chapel in Variant Preservation Alternative 3, the footprint of the 100 percent affordable housing building (R3) would be reduced, resulting in a loss of 90 affordable residential units compared to the Project Variant. To accommodate

the retained Building E, the footprint of Building R1 would have to be significantly reduced, resulting in a loss of 200 units from the market-rate residential building. In total, Variant Preservation Alternative 3 would include 510 units (compared to 800 units under the Project Variant), resulting in approximately 1,209 onsite residents (compared to 1,896 residents under the Project Variant). Because the same amount of office/R&D space would be provided under Variant Preservation Alternative 3 as the Project Variant, roughly the same number of employees would work at the Project Site (3,856 employees).

**FINDING:** The City hereby finds Preservation Alternative 3 is infeasible for specific economic, legal, social, technological, or other considerations, including because it fails to meet the Project objectives to the same extent as under the Project Variant and would result in substantially fewer residential units, particularly affordable housing units. The City was allocated 2,946 units in the 6<sup>th</sup> Housing Element cycle (2023–2031) and has permitted 1,051 units through December 2024. Thus, the reduced housing units under this alternative would result in fewer units towards the City’s Regional Housing Needs Allocation (RHNA) compliance than the Project Variant. The City finds that any of these grounds set forth below are independently adequate to support rejection of this alternative. (CEQA Guidelines Section 15091(a)(3).)

**FACTS IN SUPPORT OF FINDING:** Variant Preservation Alternative 3 would not fully meet the Project Sponsor’s objective related to housing and would result in substantially fewer residential units, particularly the affordable housing units, than under the Project Variant. Variant Preservation Alternative 3 would not fully meet the Project Sponsor’s objective related to housing because the alternative would result in a total residential unit count that would be reduced to 510 units (from 800 units under the Project Variant). Also, the number of market rate residential units developed on site would be reduced to 446 units, which is over 200 units less than the Project Sponsor’s minimum objective for delivery of new residential units. Due to issues of construction methods and cost as well as concerns from the adjacent residential neighbors, it is not feasible to increase the density of the residential buildings along Laurel Street if Building E is retained. In addition, Preservation Alternative 3 would not lessen the impacts of the Project Variant to a level of less than significant. All impacts that would be significant and unavoidable under the Project Variant would continue to be significant and unavoidable under Preservation Alternative 3. Although impacts associated with construction (such as construction noise and construction air quality emissions) would be slightly less under Preservation Alternative 3, the impact levels would remain the same (less than significant with mitigation or significant and unavoidable). Impacts on historic resources would also be significant and unavoidable under all build preservation alternatives but to a lesser extent than under the Project Variant. Preservation Alternative 3 would retain more contributing individually eligible buildings and landscape features than the Project Variant; however, the alternative would still pose a significant and unavoidable impact on the eligible historic district because they would cause the SRI Campus to no longer be eligible for the CRHR, even with implementation of mitigation measures.

### **C. Environmentally Superior Alternative**

In addition to the discussion and comparison of impacts of the Project Variant and the alternatives, Section 15126.6 of the CEQA Guidelines requires that an “environmentally superior” alternative be selected and the reasons for such a selection be disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of significant impacts. Identification of the environmentally superior alternative is an informational procedure, and the alternative selected may not be the alternative that best meets the Project Objectives.

Each alternative is compared to the Project Variant in the EIR and discussed in terms of its adverse effects on the environment. Analysis of the alternatives focuses on those topics for which significant adverse impacts would result from the Project Variant. Preservation Alternatives 2 and 3 for the Project Variant would retain all four individually eligible resources. Therefore, these alternatives would result in a less-than-significant impact on individually eligible historic resources, compared to the significant and unavoidable impacts under the Project Variant. Preservation Alternative 3 would result in slightly less construction than Preservation Alternative 2, slightly fewer construction-related impacts would occur under Preservation Alternative 3. For these reasons, Preservation Alternative 3 would be the environmentally superior alternative for the Project Variant.

### **VIII. STATEMENT OF OVERRIDING CONSIDERATIONS**

As set forth above, the City has found that the Parkline Master Plan Project will result in project and cumulative significant adverse environmental impacts related to construction noise, construction vibration, and historical resources that cannot be avoided following adoption, incorporation into the Project Variant, and implementation of all feasible mitigation measures described in the EIR. In addition, there are no feasible project alternatives that would mitigate or avoid all of the Parkline Master Plan Project's significant environmental impacts.

Section 15093(b) of the CEQA Guidelines provides that when the decision of the public agency results in the occurrence of significant impacts that are not avoided or substantially lessened, the agency must state in writing the reasons to support its actions. See also Public Resources Code Section 21081(b). CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable." (CEQA Guidelines Section 15093.)

As described in the accompanying staff report and attachments thereto, a fiscal impact analysis (FIA) was prepared that analyzes two potential build out scenarios for both the Proposed Project and Project Variant evaluated in the Final EIR, one where 100% of the office/R&D buildings are used for office and one where 100% are used for R&D. A supplemental memo to the FIA was prepared to analyze the impacts of modifying the Project Variant to limit non-residential square footage to 1 million square feet as contemplated by the proposed Parkline Master Plan Project, which found the Parkline Master Plan Project would have a negative net fiscal impact on the City of Menlo Park's annual general fund operating budget for the 100% office scenario and a positive new fiscal impact for the 100% R&D scenario. Further, both the Project Variant and the Parkline Master Plan Project would generate a net positive fiscal impact for the Menlo Park Fire Protection District, Sequoia Union High School District, and the Menlo Park City Elementary School District, for both 100% office and 100% R&D scenarios.

Having adopted all feasible mitigation measures, disclosed all significant and unavoidable impacts, and balanced the economic, legal, social, technological or other benefits of the Parkline Master Plan Project, including region-wide or statewide environmental benefits, against its significant and unavoidable environmental impacts, the City finds that the Parkline Master Plan Project's benefits outweigh and override its unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable, for the reasons set forth below

The following section identifies the reasons why, in the City's judgment, specific benefits of the Parkline Master Plan Project outweigh the significant and unavoidable effects. The City finds that each of the Project Variant's benefits discussed below is a separate and independent overriding consideration warranting approval of the Parkline Master Plan Project, independent of the other benefits, despite each and every unavoidable impact. The reasons set forth below are based on the EIR and information contained in the administrative record for the Parkline Master Plan Project.

### **Economic Benefits**

1. The Parkline Master Plan Project would replace obsolete and unsustainable commercial buildings with new state-of-the-art, highly sustainable commercial buildings with flexible floor plates that can accommodate a variety of office and/or R&D tenants.
2. The Parkline Master Plan Project development agreement includes:
  - a. a Payment In Lieu of Taxes Agreement (PILOT Agreement) that would ensure, with limited exceptions, that the City would receive full property tax revenue from the Project if owned or occupied by tax exempt entities;
  - b. a sales tax point of sale designation in order to have the local portion of the sales and use tax distributed directly to City instead of through the county-wide pool;
  - c. payment to the City of:
    - i. \$2,000,000 for transportation related improvements located within a ½ mile perimeter of the Project Site;
    - ii. \$4,700,000 for planning, design, and construction of the park and recreational improvements on the approximately 2.65 acre site dedicated to the City; and once constructed, \$70,000 annually (adjusted by CPI) for maintenance and repair of the public park;
  - d. design, construction, and dedication of an easement to the City for a new public restroom within walking distance of the new public park and ongoing maintenance thereof by the Project Sponsor; and
  - e. creation of shuttle service between the Project Site and the Menlo Park Caltrain station or annual payments to the City of \$50,000 (adjusted by CPI) towards the cost of City shuttle service that serve the Project Site.
3. The Parkline Master Plan Project would generate a net positive fiscal impact for the Menlo Park Fire Protection District, Sequoia Union High School District, and the Menlo Park City Elementary School District.

### **Environmental Benefits**

1. The Parkline Master Plan Project would create a comprehensive redevelopment with a mixed-use project consisting of primarily residential and office/R&D uses, with small retail and restaurant components that facilitates efforts to reduce vehicle miles traveled by siting commercial and residential uses near existing transit corridors and public transportation facilities, and promoting alternatives to automobile transit through implementation of transportation demand management (TDM) plan, new bicycle/pedestrian access, and ease of movement between buildings. The Parkline Master Plan Project would also reduce VMT,



air quality impacts, and greenhouse gas emissions through the implementation of a TDM plan.

2. The Parkline Master Plan Project would support local and regional efforts to reduce greenhouse gas emissions, respond to climate change, and promote energy and water efficiency and resource conservation by incorporating sustainable design features and resource conservation measures that align with the City's goals including: all electric buildings, with limited exceptions, dual plumbing in all buildings for future connection to recycled water, onsite solar photovoltaics, EV electrical infrastructure, Variable Refrigerant Flow– (VRF-) based space conditioning for residential units and energy efficient HVAC systems with heat recovery, achieving a range of LEED certification or equivalent standards, implementing waste management strategies, and bird-friendly design.
3. The Parkline Master Plan Project would decommission the existing onsite cogeneration plant to achieve significant reductions in greenhouse gas emissions within the City and region.
4. The Parkline Master Plan Project would facilitate the City's desire to implement an emergency water supply and storage project on the Project Site, as feasible, to increase Menlo Park's resilience in the event of an emergency.
5. The Parkline Master Plan Project development agreement includes a commitment for the Project to utilize non-diesel backup generators, if and when a reliable technology becomes available.
6. The Parkline Master Plan Project would incorporate recycled water infrastructure throughout the Project Site with future off-site connections to enable the future use of recycled water within the Project Site and the surrounding area.

### **Social Benefits**

1. The Parkline Master Plan Project would redevelop an aging R&D campus into a financially viable residential and commercial mixed-use neighborhood that cohesively balances office/R&D uses, multifamily residential uses, open space, and community-serving uses, with no increase in office/R&D square footage compared to existing conditions.
2. The Parkline Master Plan Project would increase the City's housing supply and progress toward its state-mandated housing goals by providing up to 800 new housing units with a mix of types and sizes, including approximately 97 affordable units for low-income households (or a mix of extremely low, very low, low, and moderate income levels that are equivalent to providing all of the affordable units at the low-income level), consistent with the City's Below Market Rate Housing Program, and 154 units of affordable or special-needs housing to be developed by a third-party affordable housing developer on a site to be dedicated by the Project Sponsor, for a total of 251 BMR units or an affordability percentage of approximately 31 percent.
3. The Parkline Master Plan Project would allow SRI International to continue their on-going uses onsite, while allowing redevelopment of the site with a mix of uses consisting of primarily residential and office/R&D, with small restaurant and potential retail uses.
4. Currently, the project site is a secure campus with no public access, however, the Parkline Master Plan Project would provide site connections with the existing neighborhoods through bicycle and pedestrian pathways and publicly accessible open space throughout the site.
5. The Parkline Master Plan Project would improve bicycle and pedestrian connectivity and safety within and between the site and adjacent neighborhoods to promote an active public realm and establish interconnected neighborhoods.



6. The Parkline Master Plan Project would create separation between the residential uses along Laurel Street and the office/R&D uses by providing independent vehicular access, circulation, and parking/loading areas. However, in order to avoid cut through traffic into the nearby residential neighborhoods, access to the office/R&D uses would be provided through driveways along Ravenswood Avenue offsetting from the residential streets to the north (e.g., Pine Street, Marcussen Drive) and without creating a connection between the office/R&D uses and Laurel Street.
7. The Parkline Master Plan Project would provide approximately 29 acres of open space throughout the Project Site, including a large central commons area, dog park, parklet and additional private open spaces, to create a vibrant park-like setting that emphasizes the preservation of heritage trees where feasible, encourages passive and active recreational activities and promotes health and wellness for residents, tenants, and visitors.
8. The Parkline Master Plan Project would use advances in architectural, landscape design, and site planning practices to create distinctive and viable residential and commercial areas within the Project Site that complement the adjacent neighborhoods.
9. The Parkline Master Plan Project would incorporate complementary community recreational and limited retail/restaurant uses that encourage an active and healthy lifestyle for residents, tenants, and visitors.
10. The Parkline Master Plan Project development agreement includes a commitment to utilize union labor for construction of the non-residential buildings and encourage union labor for the construction of the residential buildings.
11. The Parkline Master Plan Project would bolster the City's reputation as a hub for technological advancement and innovation and recognize SRI International's contributions to society and the growth of Silicon Valley.

When compared to the alternatives analyzed in the EIR (including the No Project Alternative), the Parkline Master Plan Project provides the best available balance between maximizing attainment of the project objectives and minimizing significant environmental impacts.

After balancing the specific economic, legal, social, technological, and other benefits of the Parkline Master Plan Project, and considering the alternatives evaluated in the EIR, and other evidence in the administrative record, City Council has determined that the unavoidable, adverse environmental impacts identified may be considered acceptable due to the specific considerations listed above which offset the unavoidable, adverse environmental impact that will be caused by implementation of the Project Variant.

Recognizing that significant and unavoidable impacts will result from implementation of the Parkline Master Plan Project, the City adopts and makes this Statement of Overriding Considerations. Having adopted all feasible mitigation measures and recognizing the Parkline Master Plan Project's significant and unavoidable impacts, the City hereby finds that each of the separate benefits of the Parkline Master Plan Project, as stated herein, is determined to be by itself an overriding consideration, independent of other benefits, that warrants approval of the Parkline Master Plan Project and outweighs and overrides its unavoidable significant effect, and thereby justifies the approval of the Parkline Master Plan Project.

## **IX. ADOPTION OF THE MMRP**

The City Council hereby adopts the MMRP attached hereto as Exhibit 1 and incorporated herein by this reference.

**X. SEVERABILITY**

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

I, \_\_\_\_\_, City Clerk of Menlo Park, do hereby certify that the above and foregoing City Council Resolution was duly and regularly passed and adopted at the meeting by said Council on the \_\_\_\_\_ day of \_\_\_\_\_, 2025, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS THEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

\_\_\_\_\_

City Clerk

Exhibits:

Exhibit No. 1 to Exhibit A – Mitigation Monitoring and Reporting Program (Staff Report Attachment O)

## RESOLUTION NO. XXXX

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MENLO PARK  
APPROVING AMENDMENTS TO THE LAND USE ELEMENT AND LAND USE  
MAP OF THE MENLO PARK GENERAL PLAN**

WHEREAS, the City of Menlo Park ("City") General Plan was adopted on November 29, 2016 ("General Plan"), and includes the City's Land Use Element and Land Use Map; and

WHEREAS, the City received an application from LPGS Menlo, LLC, a Delaware limited liability company ("Applicant") to redevelop the approximately 64.3 acre site commonly known as 201, 301 and 333 Ravenswood Avenue and 555 and 565 Middlefield Road, Menlo Park, California, Assessor Parcels Nos. 062-390-050, 062-390-660, 062-390-670, 062-390-730, 062-390-760, 062-390-780 (the "Project Site"); and

WHEREAS, Applicant proposes to demolish 35 existing buildings and a church and associated multi-use building on the Project Site, excepting existing Buildings P, S and T, and redevelop the Project Site with the subsequent construction of a mix of uses consisting of non-residential office/R&D buildings of approximately 1,000,000 square feet (SF), inclusive of approximately 287,000 SF in existing Buildings P, S and T, and up to 45,000 SF of commercial/retail space; development of up to 800 residential dwelling units within five (5) different groupings of which 251 will be affordable housing units; provision of surface and structured parking spaces in accordance with the provisions of the zoning for the Project Site; decommissioning and demolition of a 6-megawatt natural gas cogeneration plant; removal of heritage trees and planting of replacement trees; and potential development by the City of an underground emergency water reservoir with a capacity of approximately 2 to 3 million gallons beneath public recreational facilities, provision of publicly accessible open space across the campus, and related infrastructure improvements comprising utilities, roadways, pedestrian and bicycle pathways, lighting, and landscaping (the "Project"); and

WHEREAS, the proposed amendments to the General Plan Land Use Element are to: (1) add the Administrative, Professional and Research Special (C-1-S) Zoning District to the Commercial/Professional and Administrative Offices General Plan Land Use Designation in Table 1; (2) revise the description of "Professional and Administrative Office" to add "neighborhood-serving retail and services" as a compatible use, revise the maximum FAR for non-residential uses from 40% to 50%, and add that for large, master-planned developments involving multiple contiguous parcels, residential density and non-residential FAR may be aggregated across the project area, as identified in the applicable zoning district; and (3) update the acreage totals and percentages in Table 1 including removing 1 acre from the Residential Land Use Designation and adding it to the Commercial Land Use Designation; and

WHEREAS, the proposed amendment to the General Plan Land Use Map, Figure 5 (General Plan Land Use Designation), in the Land Use Element, is to change the Land Use Designation for the parcel at 201 Ravenswood Ave. (APN 062-390-050) from Residential to Commercial; and

WHEREAS, the proposed amendments to the General Plan Land Use Element and Land Use Map are consistent with the General Plan goals, policies, and programs, as demonstrated in the General Plan Consistency Table attached hereto as Exhibit 1 and incorporated herein by reference; and

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

WHEREAS, the City, as lead agency, prepared an Environmental Impact Report ("EIR") pursuant to the California Environmental Quality Act ("CEQA") that examined the environmental impacts of the redevelopment of the approximately 64.3 acre site (the "Project Site"), commonly known as 201, 301 and 333 Ravenswood Avenue and 555 and 565 Middlefield Road, Menlo Park, California, Assessor Parcels Nos. 062-390-050, 062-390-660, 062-390-670, 062-390-730, 062-390-760, 062-390-780 . On \_\_\_\_\_, 2025, by Resolution No. \_\_\_\_\_, the City Council certified the Final EIR, made certain findings, and adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan, which Resolution together with the Final EIR are incorporated herein by reference, the City Council finds that the amendments to the General Plan Land Use Element and Land Use Map are within the scope of the Final EIR; and

WHEREAS, the City Council finds that the Project, inclusive of the amendments to the General Plan Land Use Element and Land Use Map, are within the scope of the EIR; and

WHEREAS, after notice having been lawfully given, a public hearing was scheduled and held before the Planning Commission of the City of Menlo Park on August 25, 2025, to review and consider the Project, including the proposed amendments to the General Plan Land Use Element and Land Use Map, whereat all persons interested therein might appear and be heard; and

WHEREAS, the Planning Commission of the City of Menlo Park, having fully reviewed, considered, and evaluated all the testimony and evidence submitted in this matter, voted affirmatively to recommend to the City Council of the City of Menlo Park to adopt a resolution and approve the amendments to the General Plan Land Use Element and Land Use Map; and

WHEREAS, after notice having been lawfully given, a public hearing was scheduled and held before the City Council of the City of Menlo Park on \_\_\_\_\_, 2025, to review and consider the Project, including the proposed amendments to the General Plan Land Use Element and Land Use Map, whereat all persons interested therein might appear and be heard; and

WHEREAS, the City Council of the City of Menlo Park fully reviewed, considered, and evaluated all the testimony and evidence submitted in this matter, including the recommendation of the Planning Commission.

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

BE IT FURTHER RESOLVED that the City Council of the City of Menlo Park hereby approves the amendments to the General Plan Land Use Element, as set forth in and attached hereto as Exhibit 2, and incorporated herein by this reference.

BE IT FURTHER RESOLVED that the City Council of the City of Menlo Park hereby approves the amendment to the General Plan Land Use Map, as set forth in and attached hereto as Exhibit 3, and incorporated herein by this reference

I, Judi A. Herren, City Clerk of Menlo Park, do hereby certify that the above and foregoing City Council Resolution was duly and regularly passed and adopted at a meeting by said City Council on the \_\_\_\_ day of \_\_\_\_\_, 2025, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this \_\_ day of \_\_\_\_\_, 2025.

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Judi A. Herren, City Clerk

Exhibits:

Exhibit 1 to Exhibit B - General Plan Consistency Table (Staff Report Attachment B)  
Exhibit 2 to Exhibit B - Amendments to the General Plan Land Use Element (Staff Report Attachment H)  
Exhibit 3 to Exhibit B - Amendment to the General Plan Land Use Map (Staff Report Attachment I)





## ORDINANCE NO. XXXX

**ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MENLO PARK  
AMENDING TITLE 16 OF THE MENLO PARK MUNICIPAL CODE TO ADD A  
NEW CHAPTER 16.35 AND THEREBY CREATE THE C-1-S  
(ADMINISTRATIVE, PROFESSIONAL AND RESEARCH, SPECIAL) ZONING  
DISTRICT; AMENDING THE ZONING MAP TO REZONE CERTAIN  
PROPERTIES TO C-1-S AND TO ADD A CONDITIONAL DEVELOPMENT ("X")  
COMBINING DISTRICT; AND APPROVING A CONDITIONAL DEVELOPMENT  
PERMIT FOR THE PARKLINE MASTER PLAN PROJECT**

The City Council of the City of Menlo Park does ordain as follows:

**SECTION 1.**

The City Council of the City of Menlo Park hereby finds and declares as follows:

- A. The City received an application from LPGS Menlo, LLC, a Delaware limited liability company ("Applicant") to redevelop the approximately 64.3 acre site commonly known as 201, 301 and 333 Ravenswood Avenue and 555 and 565 Middlefield Road, Menlo Park, California, Assessor Parcels Nos. 062-390-050, 062-390-660, 062-390-670, 062-390-730, 062-390-760, 062-390-780 (the "Project Site").
- B. Applicant proposes to demolish 35 existing buildings and a church and associated multi-use building on the Project Site, excepting existing Buildings P, S and T, and redevelop the Project Site with the subsequent construction of a mix of uses consisting of non-residential office/R&D buildings of approximately 1,000,000 square feet (SF), inclusive of approximately 287,000 SF in existing Buildings P, S and T, and up to 45,000 SF of commercial/retail space; development of up to 800 residential dwelling units within five (5) different groupings of which 251 will be affordable housing units; provision of surface and structured parking spaces in accordance with the provisions of the zoning for the Project Site; decommissioning and demolition of a 6-megawatt natural gas cogeneration plant; removal of heritage trees and planting of replacement trees; and potential development by the City of an underground emergency water reservoir with a capacity of approximately 2 to 3 million gallons beneath public recreational facilities, provision of publicly accessible open space across the campus, and related infrastructure improvements comprising utilities, roadways, pedestrian and bicycle pathways, lighting, and landscaping (the "Project").
- C. The properties that comprise the Project Site are currently zoned as follows: 201 Ravenswood Avenue – R-1-S; 301 Ravenswood Avenue – C-1(X); 333 Ravenswood Avenue C-1(X) and P; 555 Middlefield Road – C-1(X); and 565 Middlefield Road C-1(X).
- D. Applicant has requested an amendment to the Zoning Ordinance to add an Administrative, Professional and Research, Special (C-1-S) zoning district, Exhibit 1, and to rezone the entirety of the Project Site to C-1-S.
- E. Rezoning of the Project Site as shown in Exhibit 2 is necessary to change the zoning of the Project Site to C-1-S and to add a conditional development ("X") combining district, thereby allowing special regulations and conditions to be added at the Project Site (combined with the base C-1-S regulations) as part of the proposed Project.
- F. The Project is eligible for a Conditional Development Permit under Menlo Park Municipal Code section 16.82.055(1) in that the Project Site is more than one acre and is not located in the SP-ECR/D district.
- G. Approving the Conditional Development Permit (Exhibit 3) is necessary to authorize development of the Project on the Project Site to comply with Menlo Park Municipal Code section 16.35.055, adopted pursuant to Section 7 below, which requires a Conditional

Development Permit to set the design standards, including building relationship to the street, building mass and scale, exterior materials, building design, and access and parking, and to allow for modifications to the development regulations in the C-1-S zoning district, with the exception of residential density and intensity (residential and non-residential floor area ratio).

- H. The proposed amendment to add Chapter 16.35 to the Menlo Park Municipal Code and thereby create the Administrative, Professional and Research, Special (C-1-S) zoning district as shown in Exhibit 1, the amendment to the City zoning map and rezoning of the Project Site, as shown in Exhibit 2, as well as the approval of the Conditional Development Permit as shown in Exhibit 3, would promote a comprehensive redevelopment of the Project Site through the inclusion of multiple housing options (i.e., multifamily, attached townhome-style, and detached single-family style units), including affordable residential units, along with office, research and development, retail, and recreational uses at the density and intensity envisioned in the General Plan adopted November 29, 2016 (“General Plan”).
- I. The proposed amendment to Title 16 of the Municipal Code to add Chapter 16.35 and thereby create the Administrative, Professional and Research, Special (C-1-S) zoning district as set forth in Exhibit 1, the amendment to the City zoning map and rezoning of the Project Site to C-1-S and to add a conditional development (“X”) combining district, as shown in Exhibit 2, as well as the Conditional Development Permit, Exhibit 3, are consistent with the General Plan as shown in Exhibit 4, including the land use designations for the Project Site.

## SECTION 2.

The City, as lead agency, prepared an Environmental Impact Report (“EIR”) pursuant to the California Environmental Quality Act (“CEQA”) that examined the environmental impacts of the redevelopment of the Project Site. On \_\_\_\_\_, 2025, by Resolution No. \_\_\_\_\_, the City Council certified the Final EIR, made certain findings, and adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan, which Resolution together with the EIR are incorporated herein by reference. The City Council finds that the amendment to Title 16 of the Menlo Park Municipal Code to add Chapter 16.35 and thereby create the C-1-S (Administrative, Professional and Research, Special) zoning district; the amendment to the zoning map and the rezoning of the Project Site to C-1-S (Administrative, Professional and Research, Special) and to add a conditional development (“X”) combining district; as well as the approval of the CDP, is within the scope of the Final EIR.

## SECTION 3.

The Planning Commission of the City of Menlo Park (the “Planning Commission”) held a duly noticed public hearing on August 25, 2025, to review and consider the Project, including the amendment to Title 16 of the Menlo Park Municipal Code to add Chapter 16.35 and thereby create the C-1-S (Administrative, Professional and Research, Special) Zoning District (Exhibit 1); the amendment to the zoning map and the rezoning of the Project Site to C-1-S (Administrative, Professional and Research, Special) and to add a conditional development (“X”) combining district as shown on Exhibit 3; and the Conditional Development Permit (Exhibit 3), whereat all interested persons had the opportunity to appear and comment.

## SECTION 4.

The Planning Commission, having fully reviewed, considered, and evaluated all the testimony and evidence submitted in this matter, voted affirmatively to recommend to the City Council of the City of Menlo Park (the “City Council”) to approve the Project, including the proposed amendment to Title 16 of the Menlo Park Municipal Code to add Chapter 16.35 and thereby create the C-1-S (Administrative, Professional and Research, Special) zoning district; the amendment to the zoning map and the rezoning of the Project Site to C-1-S (Administrative,

Professional and Research, Special) and to add a conditional development (“X”) combining district as shown on Exhibit 2; as well as the approval of the Conditional Development Permit as shown on Exhibit 3.

#### SECTION 5.

The City Council held a duly noticed public hearing on \_\_\_\_\_, 2025, to review and consider the Project, including: the proposed amendment to Title 16 of the Menlo Park Municipal Code to add Chapter 16.35 and create the C-1-S (Administrative, Professional and Research, Special) zoning district (Exhibit 1); the amendment to the zoning map and the rezoning of the Project Site to C-1-S (Administrative, Professional and Research, Special) and to add a conditional development (“X”) combining district as shown on Exhibit 2; as well as the Conditional Development Permit (Exhibit 3), whereat all interested persons had the opportunity to appear and comment.

#### SECTION 6.

After due consideration of the proposed amendment to Title 16 of the Menlo Park Municipal Code to add Chapter 16.35 and create the C-1-S (Administrative, Professional and Research, Special) zoning district (Exhibit 1); the amendment to the zoning map and the rezoning of the Project Site to C-1-S (Administrative, Professional and Research, Special) and to add a conditional development (“X”) combining district as shown on Exhibit 2; and the Conditional Development Permit (Exhibit 3), public comments, the Planning Commission’s recommendation, the staff report, and other substantial evidence in the record, the City Council finds that the proposed amendment to Title 16 of the Menlo Park Municipal Code to add Chapter 16.35 and create the C-1-S (Administrative, Professional and Research, Special) zoning district, the proposed amendment of the zoning map and rezoning of Project Site, and the Conditional Development Permit, as identified herein, are consistent with the General Plan, as demonstrated in Exhibit 4, and are appropriate.

#### SECTION 7.

Title 16 of the Menlo Park Municipal Code is hereby amended to add Chapter 16.35, C-1-S – Administrative, Professional and Research Special District as set forth in Exhibit 1.

#### SECTION 8.

The zoning map of the City of Menlo Park is hereby amended to rezone the Project Site to C-1-S and to add a conditional development (“X”) combining district as shown in Exhibit 2. This X combining district is consistent with the General Plan, which allows the uses permitted in the combining district at the density and intensity proposed.

#### SECTION 9.

The Conditional Development Permit (Exhibit 3) is hereby approved, authorizing development of the Project on the Project Site. Pursuant to Menlo Park Municipal Code section 16.35.055, as adopted pursuant to Section 7 above, the Conditional Development Permit establishes design standards, including building relationship to the street, building mass and scale, exterior materials, building design, and access and parking, and modifies development regulations set forth in Chapter 16.35, with the exception of residential density and intensity (residential and non-residential floor area ratio) for the Project Site, and the number of dwelling units, floor area ratio, and floor area limit authorized thereunder do not exceed the development regulations set forth in the C-1-S district.

#### SECTION 10.

This ordinance shall become effective thirty (30) days after the date of its adoption. Within fifteen (15) days of its adoption, the ordinance shall be posted in three (3) public places within the City of Menlo Park, and the ordinance, or a summary of the ordinance prepared by the City Attorney, shall be published in a local newspaper used to publish official notices for the City of Menlo Park prior to the effective date.

**SEVERABILITY**

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

INTRODUCED on the \_\_\_\_ day of \_\_\_\_\_, 2025.

PASSED AND ADOPTED as an ordinance of the City of Menlo Park at a regular meeting of said City Council on the \_\_\_\_ day of \_\_\_\_\_, 2025, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

\_\_\_\_\_  
Drew Combs, Mayor

ATTEST:

\_\_\_\_\_  
Judi A. Herren, City Clerk

Exhibits:

Exhibit No. 1 to Exhibit C - Chapter 16.35 C-1-S – Administrative, Professional and Research, Special District (Staff Report Attachment J)

Exhibit No. 2 to Exhibit C - Zoning Map – Zoning Map Exhibit – C-1-S(X) (Staff Report Attachment K)

Exhibit No. 3 to Exhibit C - Conditional Development Permit (Staff Report Attachment L)

Exhibit No. 4 to Exhibit C - General Plan Consistency Table (Staff Report Attachment B)

**RESOLUTION NO. XXXX****RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MENLO PARK APPROVING THE PARKLINE PROJECT WIDE AFFORDABLE HOUSING AGREEMENT BETWEEN THE CITY OF MENLO PARK AND LPGS MENLO, LLC FOR THE PARKLINE MASTER PLAN PROJECT**

The City Council of the City of Menlo Park does hereby resolve as follows:

**SECTION 1.**

LPGS Menlo, LLC, a Delaware limited liability company ("Applicant"), owns and/or controls an equitable interest in an approximately 64.3 acre site, commonly known as 201, 301 and 333 Ravenswood Avenue and 555 and 565 Middlefield Road, Menlo Park, California, Assessor Parcels Nos. 062-390-050, 062-390-660, 062-390-670, 062-390-730, 062-390-760, 062-390-780 (the "Project Site").

**SECTION 2.**

The Applicant proposes to demolish 35 existing buildings and a church and associated multi-use building on the Project Site, excepting existing Buildings P, S and T, and redevelop the Project Site with the subsequent construction of a mix of uses consisting of non-residential office/R&D buildings of approximately 1,000,000 square feet (SF), inclusive of approximately 287,000 SF in existing Buildings P, S and T, and up to 45,000 SF of commercial/retail space; development of up to 800 residential dwelling units within five (5) different groupings of which 251 will be affordable housing units; provision of surface and structured parking spaces in accordance with the provisions of the zoning for the Project Site; decommissioning and demolition of a 6-megawatt natural gas cogeneration plant; removal of heritage trees and planting of replacement trees; and potential development by the City of an underground emergency water reservoir with a capacity of approximately 2 to 3 million gallons beneath public recreational facilities, provision of publicly accessible open space across the campus, and related infrastructure improvements comprising utilities, roadways, pedestrian and bicycle pathways, lighting, and landscaping (the "Project").

**SECTION 3.**

Pursuant to the requirements of Menlo Park Municipal Code Chapter 16.96 ("BMR Ordinance") and the Below Market Rate Program Guidelines ("Guidelines"), the City and Applicant have prepared that certain Parkline Project Wide Affordable Housing Agreement (the "BMR Agreement"), for the Project by and between the City and Applicant, a copy of which is attached hereto as Exhibit 1 and incorporated herein by this reference, specifically including Exhibits C and D thereto, containing the form of Below Market Rate Housing Agreement and Declaration of Restrictive Covenants for BMR Rental Units and BMR Ownership Units, respectively.

**SECTION 4.**

On March 5, 2025, after a duly noticed public hearing, the Housing Commission recommended approval of the BMR Agreement. Thereafter, the Planning Commission reviewed the BMR Agreement at a duly and properly noticed public hearing held on August 25, 2025 and recommended that the City Council adopt this resolution and thereby approve the BMR Agreement. As part of its recommendation to the City Council, the Planning Commission determined that the BMR Agreement is consistent with the purpose of the City's BMR Housing Program, as stated in BMR Ordinance and Guidelines, which is to increase the housing supply for households that have extremely low, very low, low and moderate incomes compared to the median household income for San Mateo County. The Planning Commission also determined that the BMR Agreement is consistent with the primary objective of the BMR Housing Program, which is to create actual housing units.

SECTION 5.

The City, as lead agency, prepared an Environmental Impact Report ("EIR") pursuant to the California Environmental Quality Act ("CEQA") that examined the environmental impacts of the redevelopment of the Project Site. On \_\_\_\_\_, 2025, by Resolution No. \_\_\_\_\_, the City Council certified the Final EIR, made certain findings, and adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan, which Resolution together with the Final EIR are incorporated herein by reference. The City Council finds that the Project, inclusive of the BMR Agreement, is within the scope of the Final EIR.

SECTION 6.

The City Council held a duly and properly noticed public hearing related to the Project, including consideration of the BMR Agreement on \_\_\_\_\_, 2025. The City Council finds that the Project, as detailed in the BMR Agreement, will result in the construction of BMR units that exceed the requirements of the BMR Housing Program. As proposed and documented in the BMR Agreement, the Project will produce 800 housing units, 251 of which (or approximately 31%) are affordable, as opposed to 15% as required by the BMR Housing Program.

SECTION 7.

Based upon the above findings, the BMR Agreement for the Project is hereby approved. The City Council hereby authorizes the City Manager to execute the BMR Agreement in substantial conformance the BMR Agreement attached hereto and all documents required to implement the BMR Agreement on behalf of the City, subject to such minor, conforming and clarifying changes consistent with the terms thereof as may be approved by the City Manager in consultation with the City Attorney.

SECTION 8

If any section of this resolution, or part hereof, is held by a court of competent jurisdiction in a final judicial action to be void, voidable or enforceable, such section, or part hereof, shall be deemed severable from the remaining sections of this ordinance and shall in no way affect the validity of the remaining sections hereof.

I, Judi A. Herren, City Clerk of Menlo Park, do hereby certify that the above and foregoing City Council Resolution was duly and regularly passed and adopted at a meeting by said City Council on the \_\_\_\_\_ day of \_\_\_\_\_, 2025, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this \_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Judi A. Herren, City Clerk



Exhibits:

Exhibit No. 1 to Exhibit D - Parkline Project Wide Affordable Housing Agreement (Staff Report Attachment EE)

**RESOLUTION NO. XXXX**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MENLO PARK  
 APPROVING FINDINGS AND CONDITIONS FOR A VESTING TENTATIVE  
 SUBDIVISION MAP FOR THE PARKLINE MASTER PLAN PROJECT  
 CONSISTING OF APPROXIMATELY 1,000,000 SQUARE FEET OF  
 OFFICE/RESEARCH & DEVELOPMENT, INCLUSIVE OF 287,000 SQUARE  
 FEET WITHIN EXISTING BUILDINGS P, S, AND T AND UP TO 45,000 SQUARE  
 FEET OF COMMERCIAL/RETAIL, UP TO 800 RESIDENTIAL DWELLING  
 UNITS AND ASSOCIATED OPEN SPACE AND INFRASTRUCTURE**

WHEREAS, the City received an application from LPGS Menlo, LLC, a Delaware limited liability company ("Applicant") to redevelop the approximately 64.3 acre site commonly known as 201, 301 and 333 Ravenswood Avenue and 555 and 565 Middlefield Road, Menlo Park, California, Assessor Parcels Nos. 062-390-050, 062-390-660, 062-390-670, 062-390-730, 062-390-760, 062-390-780 (the "Project Site"); and

WHEREAS, Applicant proposes to demolish 35 existing buildings and a church and associated multipurpose building on the Project Site, excepting existing Buildings P, S and T, and redevelop the Project Site with the subsequent construction of a mix of uses consisting of non-residential office/R&D buildings of approximately 1,000,000 square feet (SF), inclusive of approximately 287,000 SF in existing Buildings P, S and T, and up to 45,000 SF of commercial/retail space; development of up to 800 residential dwelling units within five (5) different groupings of which 251 will be affordable housing units; provision of surface and structured parking spaces in accordance with the provisions of the zoning for the Project Site; decommissioning and demolition of a 6-megawatt natural gas cogeneration plant; removal of heritage trees and planting of replacement trees; and potential development by the City of an underground emergency water reservoir with a capacity of approximately 2 to 3 million gallons beneath public recreational facilities, provision of publicly accessible open space across the campus, and related infrastructure improvements comprising utilities, roadways, pedestrian and bicycle pathways, lighting, and landscaping (the "Project"); and

WHEREAS, a Vesting Tentative Subdivision Map for a subdivision is proposed as part of the Project ("Parkline VTM"); and

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

WHEREAS, the City, as lead agency, prepared an Environmental Impact Report ("EIR") pursuant to the California Environmental Quality Act ("CEQA") that examined the environmental impacts of the redevelopment of the approximately 64.3 acre site (the "Project Site"), commonly known as 201, 301 and 333 Ravenswood Avenue and 555 and 565 Middlefield Road, Menlo Park, California, Assessor Parcels Nos. 062-390-050, 062-390-660, 062-390-670, 062-390-730, 062-390-760, 062-390-780 . On \_\_\_\_\_, 2025, by Resolution No. \_\_\_\_\_, the City Council certified the EIR, made certain findings, and adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan, which Resolution together with the EIR are incorporated herein by reference, the City Council finds that the VTM is within the scope of the Final EIR; and

WHEREAS, after notice having been lawfully given, a public hearing was scheduled and held before the Planning Commission of the City of Menlo Park (the "Planning Commission") on

August 25, 2025, to review and consider the Project, including the Parkline VTM, whereat all persons interested therein might appear and be heard; and

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

WHEREAS, after notice having been lawfully given, a public hearing was scheduled and held before the City Council on \_\_\_\_\_, 2025, to review and consider the Project, including the Parkline VTM, whereat all persons interested therein might appear and be heard; and

WHEREAS, the City Council, having fully reviewed, considered, and evaluated all the testimony and evidence submitted in this matter, voted affirmatively to approve the Parkline VTM.

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

BE IT FURTHER RESOLVED that the City Council of the City of Menlo Park hereby approves the Parkline VTM subject to conditions (Exhibit 1) for the Project. This approval is pursuant to the Subdivision Map Act and City of Menlo Park Municipal Code Section 15.20.050:

1. The Parkline VTM is technically correct and in compliance with all applicable State regulations, City General Plan, Zoning and Subdivision Ordinances, and the State Subdivision Map Act.
2. The proposed Parkline VTM, including the contemplated design and improvements, is consistent with applicable General Plan goals and policies as demonstrated in the General Plan Consistency Table attached hereto as Exhibit 2 and incorporated herein by reference. The Project is consistent with the land use designations described in the General Plan and would be consistent with City General Plan policies as well as City Zoning Ordinance requirements for master-planned projects at the proposed density and for the types of use.
3. The Project Site is physically suitable for the proposed master-planned development, including the proposed density of development, and the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially injure fish or wildlife or their habitat. The Project is consistent with the density and uses for the site set forth in the General Plan. The Project Site is in a heavily urbanized area of the City currently occupied by developed/landscaped areas that include various urban uses and does not include any aquatic habitat. The Project would not cause substantial environmental damage to the already disturbed Project Site and would not substantially injure the limited urban wildlife that access the site or their habitat.
4. The design of the subdivision or types of improvements is not likely to cause serious public health or safety problems. The Project would comply with General Plan goals and policies, City Zoning and Subdivision Ordinances, and other applicable regulations designed to prevent serious health or safety problems.
5. The design of the subdivision or the type of improvements does not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision because alternate easements for access or use will be provided that are substantially equivalent to ones previously acquired by the public.
6. The Project Site is outside of the Federal Emergency Management Agency (FEMA) flood zone. The Project Site is within FEMA Flood Zone X, an area with minimal flood risk and

above the limits of the 500-year flood, which means that, in any given year, the risk of flooding is 0.2 percent. The Project Site is not subject to landslides.

#### SEVERABILITY

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

I, Judi A. Herren, City Clerk of Menlo Park, do hereby certify that the above and foregoing City Council Resolution was duly and regularly passed and adopted at a meeting by said City Council on the \_\_\_\_\_ day of \_\_\_\_\_, 2025, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this \_\_\_ day of \_\_\_\_\_, 2025.

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Judi A. Herren, City Clerk

Exhibits:

Exhibit No. 1 to Exhibit E - Vesting Tentative Map Conditions (Staff Report Attachment XX)  
Exhibit No. 2 to Exhibit E - General Plan Consistency Table (Staff Report Attachment B)

**ORDINANCE NO. XXXX****ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MENLO PARK APPROVING THE DEVELOPMENT AGREEMENT BETWEEN THE CITY OF MENLO PARK AND LPGS MENLO, LLC, FOR THE PARKLINE MASTER PLAN PROJECT**

The City Council of the City of Menlo Park does ordain as follows:

**SECTION 1.**

This Ordinance is adopted under the authority of Government Code Section 65864 et seq. and pursuant to the provisions of City Resolution No. 4159, which establishes procedures and requirements for the consideration of developments within the City of Menlo Park ("City"). This Ordinance incorporates by reference that certain Development Agreement for the Parkline Master Plan Project (the "Development Agreement") by and between the City and LPGS Menlo, LLC, a Delaware limited liability company ("Applicant") attached hereto as Exhibit 1 and incorporated herein by this reference.

**SECTION 2.**

The City, as lead agency, prepared an Environmental Impact Report ("EIR") pursuant to the California Environmental Quality Act ("CEQA") that examined the environmental impacts of the redevelopment of the approximately 64.3 acre site, commonly known as 201, 301 and 333 Ravenswood Avenue and 555 and 565 Middlefield Road, Menlo Park, California, Assessor Parcels Nos. 062-390-050, 062-390-660, 062-390-670, 062-390-730, 062-390-760, 062-390-780 (the "Project Site"). On \_\_\_\_\_, 2025, by Resolution No. \_\_\_\_\_, the City Council certified the EIR, made certain findings, and adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan, which Resolution together with the EIR are incorporated herein by reference. The City Council finds that the Development Agreement is within the scope of the EIR.

**SECTION 3.**

As required by Resolution No. 4159, the Planning Commission reviewed the Development Agreement at a duly and properly noticed public hearing held on August 25, 2025 and recommended that the City Council adopt this ordinance. As part of its recommendation to the City Council, the Planning Commission determined that the Development Agreement is consistent with the objectives, policies, general land uses and programs specified in the General Plan; is compatible with the uses authorized in and the regulations prescribed for the land use district in which the Project Site is located; is in conformity with public convenience, general welfare and good land use practice; will not be detrimental to the health, safety and general welfare of the City or the region surrounding the City; and will not adversely affect the orderly development of property or the preservation of property values within the City.

**SECTION 4.**

The City Council held a duly and properly noticed public hearing on the Development Agreement on \_\_\_\_\_, 2025. The City Council finds that the following are the relevant facts concerning the Development Agreement:

1. The General Plan designates the Project Site for Professional and Administrative Office land uses. The Project Site is zoned C-1-S-X (Administrative, Professional and Research, Special; Conditional Development Combining District).
2. The Applicant proposes a unified, master-planned development of the Project Site consisting of multiple contiguous parcels of approximately 64.3 acres.

3. The Applicant proposes to demolish 35 existing buildings and a church and associated multi-use building on the Project Site, excepting existing Buildings P, S and T, and redevelop the Project Site with the subsequent construction of a mix of uses consisting of non-residential buildings of approximately 1,000,000 square feet (SF), inclusive of approximately 287,000 SF in existing Buildings P, S and T, and up to 45,000 SF of commercial/retail space; development of up to 800 residential dwelling units within five (5) different groupings of which 251 will be affordable housing units; provision of surface and structured parking spaces in accordance with the provisions of the zoning for the Project Site; decommissioning and demolition of a 6-megawatt natural gas cogeneration plant; removal of heritage trees and planting of replacement trees; and potential development by the City of an underground emergency water reservoir with a capacity of approximately 2 to 3 million gallons beneath public recreational facilities, provision of publicly accessible open space across the campus, and related infrastructure improvements comprising utilities, roadways, pedestrian and bicycle pathways, lighting, and landscaping (the "Project").
4. The Applicant proposes to provide various community benefits as outlined in the Development Agreement which are in excess of those dedications, conditions, and exactions that may be imposed under applicable law and thus otherwise would not be achievable without the express agreement of Applicant.

#### SECTION 5.

As required by Section 302 of Resolution No. 4159 and based on an analysis of the facts set forth above, the staff report to the City Council, the presentation to the Council, supporting documents, and public testimony, the City Council hereby adopts the following as its findings:

1. The Development Agreement is consistent with the objectives, policies, general land uses and programs specified in the General Plan. As described in the EIR, the Project will be consistent with the land use designations and the goals and policies of the General Plan.
2. The Development Agreement is compatible with the uses authorized in and the regulations prescribed for the C-1-S-X district in which the Project Site is located because the Project Site creates opportunities for housing and employment within ½ mile of a major transit stop (e.g. Caltrain station), includes quality residential development at a range of densities in conjunction with commercial development; creates opportunities for research and development (R&D), including life science and laboratory uses, appropriately conditioned to ensure compatibility with office, residential and other allowable uses; blends with and complements existing neighborhoods through site development regulations and design standards that minimize impacts to adjacent uses; provides a quality and sustainable living environment for residents, workers, and visitors; creates housing opportunities emphasizing housing diversity and affordability for families and other household compositions through mixed sized housing unit sizes, variation in building types, and variation in housing unit designs; creates integrated site development and open space planning with the inclusion of public use open space amenities.
3. The Development Agreement is in conformity with public convenience, general welfare and good land use practices because the Project is consistent with the General Plan and zoning designations for the Project Site and appropriate utilities and services can be provided for the Project.
4. The Development Agreement will not be detrimental to the health, safety and general welfare of the City or the region surrounding the City.
5. The Development Agreement will not adversely affect the orderly development of property or the preservation of property values within the City.
6. The Development Agreement will promote and encourage the development of the Project by providing a greater degree of certainty with respect thereto by establishing the regulations



concerning land use development, timing and sequencing of Project development and the payment of fees.

7. The Development Agreement will result in the provision of community benefits by the Applicant, such as additional funding for transportation improvements, a shuttle to transport residents and workers to and from the Project Site or funding for the City's commuter shuttles, land dedication to an affordable housing developer for up to 154 below market rate units, funding for maintenance of future City park, along with the construction, dedication, and maintenance of a public restroom to serve the park, commitment to use union labor for the core and shell for the non-residential buildings and encourage residential developers to use union labor, and community use of open space within the Project, including the Event Area within the Parkline Commons. The Development Agreement also includes an agreement to enter into a Payment In Lieu of Taxes (PILOT) to ensure the City receives expected revenue and a sales tax point of sale designation during construction to increase tax revenue for the City. Additionally, the Development Agreement includes several sustainability benefits, including all-electric buildings, installation of recycled water distribution infrastructure for future connections to planned recycled water, and the use of non-diesel backup generators provided specific operational and cost criteria are met.

#### SECTION 6.

Based upon the above findings of fact, the Development Agreement for the Project is hereby approved, subject to such minor, conforming and clarifying changes consistent with the terms thereof as may be approved by the City Manager in consultation with the City Attorney. The City Council hereby authorizes the Mayor to execute the Development Agreement and all documents required to implement the Development Agreement on behalf of the City.

#### SECTION 7.

No later than ten days after this ordinance is effective and has been executed by all parties, the City Clerk shall record with the San Mateo County Recorder a copy of the Development Agreement, as required by Government Code Section 65868.5.

#### SECTION 8.

If any section of this ordinance, or part hereof, is held by a court of competent jurisdiction in a final judicial action to be void, voidable or enforceable, such section, or part hereof, shall be deemed severable from the remaining sections of this ordinance and shall in no way affect the validity of the remaining sections hereof.

#### SECTION 9.

This ordinance shall become effective thirty (30) days after the date of its adoption. Within fifteen (15) days of its adoption, the ordinance shall be posted in three (3) public places within the City of Menlo Park, and the ordinance, or a summary of the ordinance prepared by the City Attorney, shall be published in a local newspaper used to publish official notices for the City of Menlo Park prior to the effective date.

INTRODUCED on \_\_\_\_\_, 2025, and PASSED AND ADOPTED as an ordinance of the City of Menlo Park at a regular meeting of said City Council on the \_\_\_ day of \_\_\_\_\_, 2025, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

---

Drew Combs, Mayor

ATTEST:

---

Judi A. Herren, City Clerk

Exhibits:

Exhibit No. 1 to Exhibit F - Development Agreement for the Parkline Master Plan Project by and between the City of Menlo Park and LPGS Menlo, LLC (Staff Report Attachment GG)

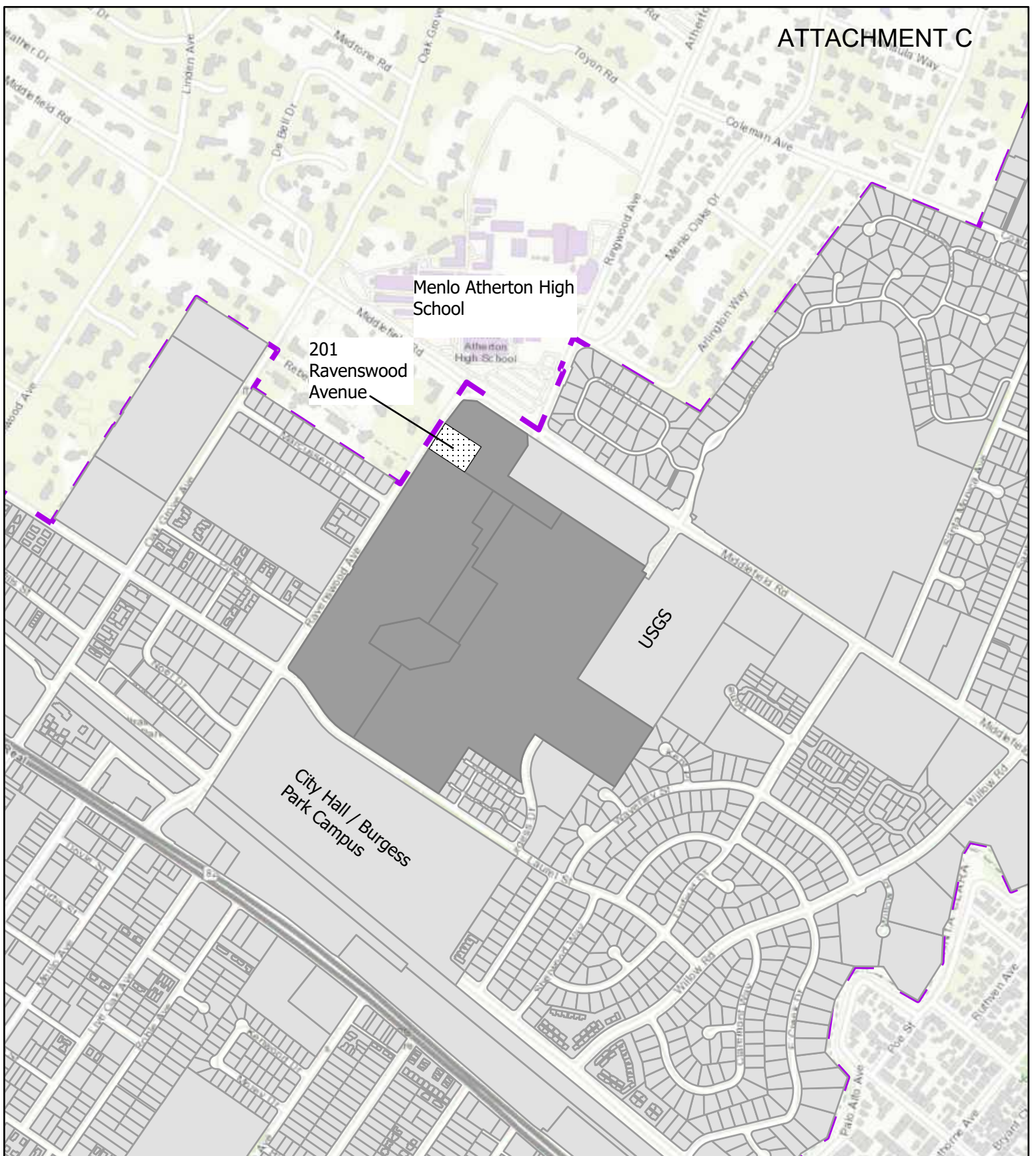
Policy	Summary	Consistency Analysis
Policy LU 2.1 Neighborhood Compatibility	Ensure that new residential development possesses high-quality design that is compatible with the scale, look, and feel of the surrounding neighborhood and that respects the City's residential character.	<ul style="list-style-type: none"> <li>The project would adhere to extensive design standards outlined in the CDP and developed for the project</li> </ul>
Policy LU 2.2 Open Space	Require accessible, attractive open space that is well maintained and uses sustainable practices and materials in all new multiple dwelling and mixed-use development.	<ul style="list-style-type: none"> <li>The project would provide over 29 acres of open space, including 12 acres of publicly accessible open space (including a public park to be dedicated to the City) that would include areas for active and passive uses such as the Ravenswood Ave. parklet, the Parkline Commons, new bicycle and pedestrian pathways, and a dog park. Programming for the public park would be developed through an outreach process</li> </ul>
Policy LU 2.5 Below Market Rate Housing	Require residential developments of five or more units to comply with the provisions of the City's Below-Market Rate (BMR) Housing Program, including eligibility for increased density above the number of market rate dwellings otherwise permitted by the applicable zoning and other exceptions and incentives	<ul style="list-style-type: none"> <li>The project would provide 97 inclusionary housing units in compliance with the City's BMR Housing Program</li> <li>In addition to the 97 inclusionary units, the project includes dedication of a 1.6-acre parcel to an affordable housing developer for up to 154 additional BMR units</li> </ul>
Policy LU 2.6 Underground Utilities	Require all electric and communications lines serving new development to be placed underground	<ul style="list-style-type: none"> <li>Electric and communication lines would be placed underground</li> </ul>
Policy LU 2.9 Compatible Uses	Promote residential uses in mixed-use arrangements and the clustering of compatible uses such as employment centers, shopping areas, open space and parks, within easy walking and bicycling distance of each other and transit stops.	<ul style="list-style-type: none"> <li>The project would include a mix of uses (office/R&amp;D and residential, with some retail/restaurant components) and is located in close proximity to downtown Menlo Park employment centers</li> <li>The project would include 12 acres of publicly accessible open space and increase bicycle and pedestrian connections</li> </ul>
Policy LU 4.4 Community Amenities	Require proposed development projects of a certain minimum scale to support and contribute to programs that benefit the community and the City, including education, transit, transportation, infrastructure, sustainability, neighborhood-serving amenities, child care, housing, job training, and meaningful employment for Menlo Park youth and adults	<ul style="list-style-type: none"> <li>The proposed project includes a development agreement which includes community benefits such as dedication of a public park, dedication of a parcel to an affordable housing developer for a 100% affordable building, publicly accessible event space and sustainability and transportation benefits, among others</li> </ul>
Policy LU 4.7	Evaluate proposed development of a certain minimum scale for its potential	<ul style="list-style-type: none"> <li>The City prepared a fiscal impact analysis and supplemental memo to</li> </ul>

Fiscal Impacts	fiscal impacts on the City and community	disclose the fiscal impacts of the proposed project on the City and special districts
Policy LU 6.2 Open Space in New Development	Require new nonresidential, mixed use, and multiple dwelling development of a certain minimum scale to provide ample open space in form of plazas, greens, community gardens, and parks whose frequent use is encouraged through thoughtful placement and design	<ul style="list-style-type: none"> <li>The project would provide over 29 acres of open space, including 12 acres of publicly accessible open space (including the public park to be dedicated to the City) that would include areas such as the Ravenswood Ave. parklet, the Parkline Commons, new bicycle and pedestrian pathways, and a dog park</li> </ul>
Policy LU 6.4 Park and Recreational Land Dedication	Require new residential development to dedicate land, or pay fees in lieu thereof, for park and recreation purposes.	<ul style="list-style-type: none"> <li>The DA includes dedication of a park and payment of a rec in lieu fees</li> </ul>
Policy LU 6.8 Landscaping in Development	Encourage extensive and appropriate landscaping in public and private development to maintain the City's tree canopy and to promote sustainability and healthy living, particularly through increased trees and water-efficient landscaping in large parking areas and in the public right-of-way.	<ul style="list-style-type: none"> <li>Approximately 336 heritage trees would be retained at the project site and 860 new trees would be planted</li> <li>Including retained non-heritage trees, the site would contain a total of 1,392 trees</li> </ul>
Policy LU 6.9 Pedestrian and Bicycle Facilities	Provide well-designed pedestrian and bicycle facilities for safe and convenient multi-modal activity through the use of access easements along linear parks or paseos	<ul style="list-style-type: none"> <li>The project would include new pedestrian and bicycle connections through the site and upgrades along the northern and southern boundaries of the site</li> </ul>
Policy LU 7.1 Sustainability	Promote sustainable site planning, development, landscaping, and operational practices that conserve resources and minimize waste.	<ul style="list-style-type: none"> <li>The project would comply with the City's water efficient landscaping ordinance, CalGreen code requirements, and be designed to meet waste planning and LEED requirements per the C-1-S zoning district</li> </ul>
Policy LU 7.5 Reclaimed Water Use	Implement use of adequately treated "reclaimed" water (recycled/non-potable water sources such as, graywater, blackwater, rainwater, stormwater, foundation drainage, etc.) through dual plumbing systems for outdoor and indoor uses, as feasible	<ul style="list-style-type: none"> <li>The proposed project would be dual plumbed for future use of recycled water</li> <li>The development agreement includes future connections for recycled water</li> </ul>
Policy LU 7.9 Green Building	Support sustainability and green building best practices through the orientation, design, and placement of buildings and facilities to optimize their energy efficiency in preparation of State zero-net energy requirements for residential construction in 2020 and commercial construction in 2030.	<ul style="list-style-type: none"> <li>The project would be designed to comply with the City's applicable LEED requirements; and would comply with the City's Green and Sustainable Building requirements</li> </ul>

<p>Policy CIRC 2.11</p> <p>Design of New Development</p>	<p>Require new development to incorporate design that prioritizes safe pedestrian and bicycle travel and accommodates senior citizens, people with mobility challenges, and children</p>	<ul style="list-style-type: none"> <li>• The project would install frontage improvements and Class I multi-modal bicycle and pedestrian paths along the northern and southern project boundaries, and Class IV bike lanes along the Laurel Street frontage</li> <li>• The project includes pedestrian paths through the site that would eventually connect to the Middle Ave. Caltrain undercrossing and other pedestrian improvements</li> </ul>
<p>Policy CIRC 2.14</p> <p>Impacts of New Development</p>	<p>Require new development to mitigate its impacts on the safety (e.g., collision rates) and efficiency (e.g., vehicle miles traveled (VMT) per service population or other efficiency metric) of the circulation system. New development should minimize cut-through and high-speed vehicle traffic on residential streets; minimize the number of vehicle trips; provide appropriate bicycle, pedestrian, and transit connections, amenities and improvements in proportion with the scale of proposed projects; and facilitate appropriate or adequate response times and access for emergency vehicles.</p>	<ul style="list-style-type: none"> <li>• The EIR evaluated the project's potential impact on VMT and determined that its impact would be less than significant when mitigation measures were incorporated as part of project implementation</li> <li>• The project was designed to reduce cut through traffic through the alignment of driveways</li> <li>• The project would include publicly accessible pathways which would provide pedestrian access and improve pedestrian and bicycle infrastructure in the area</li> <li>• The project includes a transportation demand management (TDM) plan that would reduce project trips by 35%</li> <li>• The project would install frontage improvements to facilitate bike and pedestrian connections within the vicinity of the project site</li> </ul>
<p>Policy CIRC 6.3</p> <p>Shuttle Service</p>	<p>Encourage increased shuttle service between employment centers and the Downtown Menlo Park Caltrain station.</p>	<ul style="list-style-type: none"> <li>• As part of the DA, the project would either make payments towards the City's shuttle or provide its own</li> </ul>
<p>Policy CIR 7.1</p> <p>Parking and New Development</p>	<p>Ensure new development provides appropriate parking ratios, including application of appropriate minimum and/or maximum ratios, unbundling, shared parking, electric car charging, car sharing, and Green Trip Certified strategies to accommodate residents, employees, customers, and visitors</p>	<ul style="list-style-type: none"> <li>• The proposed project is consistent with the parking requirements in the proposed C-1-S zoning district as modified through the CDP</li> <li>• During the architectural control stage, staff would verify that the project provides sufficient EV charging facilities per the City's EV Charging Ordinance</li> <li>• Parking for the multi-family buildings would be unbundled and the 100% affordable building would share parking with non-residential components of the project</li> </ul>
<p>Policy H4.2</p> <p>Housing to Address</p>	<p>Strive to provide opportunities for new housing development to meet the City's share of its Regional Housing Needs Allocation (RHNA). In doing so, it is the</p>	<ul style="list-style-type: none"> <li>• Project would provide 97 inclusionary housing units and up to 154 additional BMR units on a parcel to be dedicated to an affordable housing developer</li> </ul>

Local Housing Needs	City's intent to provide an adequate supply and variety of housing opportunities to meet the needs of Menlo Park's workforce and special needs populations, striving to match housing types, affordability and location, with household income, and addressing the housing needs of extremely low income persons, lower income families with children, shared housing and lower income seniors.	<ul style="list-style-type: none"> <li>Project would provide various types of units within the project including apartments of various sizes, attached townhomes and detached townhomes addressing housing needs for various types of households, which would contribute to the City's RHNA numbers</li> </ul>
Policy H4.4 Variety of Housing Choices	Encourage well-designed residential mixed-use developments where residential use is appropriate to the setting. Encourage mixed-use development in proximity to transit and services, such as shopping centers, the C-4 district along Willow Road near the Willows neighborhood, properties zoned C-1, C-1-A, C-1-C, C-2 and C-2-A, C-2-B, C-2-S, and P, as well as near the downtown to support downtown businesses (consistent with the El Camino Real/Downtown Specific Plan).	<ul style="list-style-type: none"> <li>The project includes a mix of uses and a variety of housing types (attached and detached townhomes and apartments of various sizes)</li> <li>The project would provide housing near the Caltrain station and downtown Menlo Park</li> </ul>
Policy H4.10 Preferences for Affordable and Moderate-Income Housing	Implement BMR and moderate-income housing preferences for people living or working in Menlo Park to the extent consistent with Fair Housing laws.	<ul style="list-style-type: none"> <li>To the extent consistent with State Law, the City is applying its BMR preferences to the project, consistent with this policy</li> </ul>
Policy H4.11 Inclusionary Housing Approach	Require residential developments involving five (5) or more units to provide very low-, low- and moderate-income housing units. In-lieu fees are allowed but not encouraged.	<ul style="list-style-type: none"> <li>The project would provide 97 inclusionary housing units in compliance with the City's BMR Housing Program</li> <li>In addition to the 97 inclusionary units, the project includes dedication of a 1.6-acre parcel to an affordable housing developer for up to 154 additional BMR units</li> </ul>
Policy H4.16 Neighborhood Responsibilities within Menlo Park	Seek ways specific to each neighborhood to provide additional housing as part of each neighborhood's fair share responsibility and commitment to help achieve community-wide housing goals.	<ul style="list-style-type: none"> <li>This project would bring 800 residential units near downtown</li> </ul>





CITY OF  
MENLO PARK  
C1

# CITY OF MENLO PARK

## LOCATION MAP

333 RAVENSWOOD AVENUE - PARKLINE

Scale: 1:9,000

Drawn By: CDS

Checked By: KTP

Date: 3/5/2025



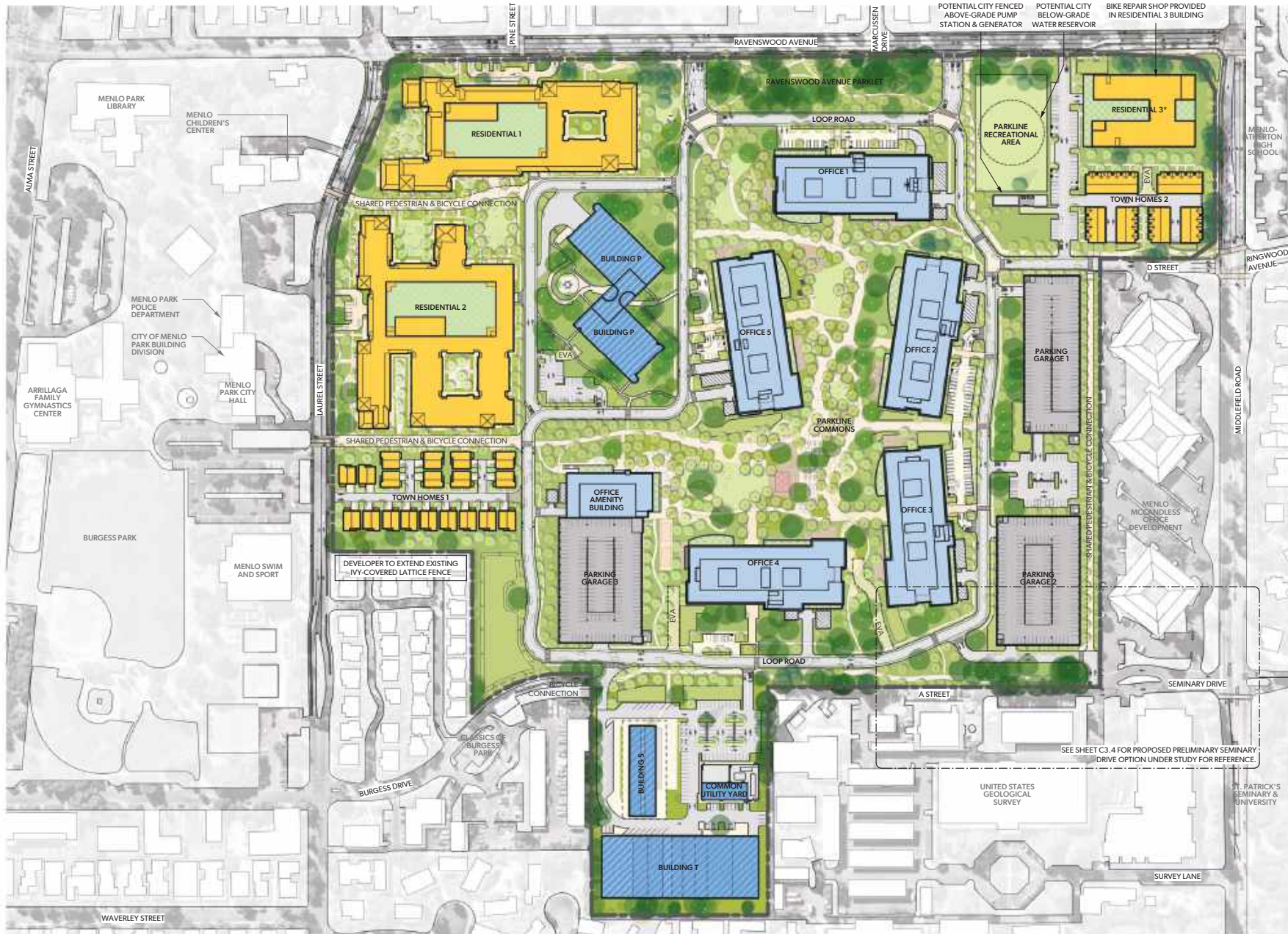
Project meetings and milestones	
Milestone	Date
Pre-application submittal	April 2021
City Council - introductory presentation on the project to City Council	June 2021
Project submittal	October 2021
Project resubmittal	January 2022
Planning Commission study session	March 2022
City Council study session	May 2022
Resubmittal of Plans	November 2022
Release of Notice of Preparation (NOP) of an EIR	December 2022
Planning Commission EIR scoping session	December 2022
Planning Commission study session (continued from December 2022)	January 2023
Planning Commission study session (continued from January 2022)	February 2023
City Council overview of comments on the notice of preparation and scope and content of the EIR, and authorization for the city manager to enter into an environmental leadership act processing agreement (SB 7) with the applicant*	March 2023
City Council approval of WSA	May 2024
Resubmittal of plan set for project variant	May 2024
City Council study session	May 2024
Planning Commission Draft EIR public hearing and study session	July 2024
Housing Commission review and recommendation on BMR proposal	March 2025
City Council study session on draft DA terms	May 2025

\*the applicant has decided not to pursue SB 7



1. PUBLIC RESTROOM PROVIDED ON THE  
GROUND LEVEL IN PARKING GARAGE 1. SEE  
SHEET G2.04 ILLUSTRATIVE MASTERPLAN.

4. RESIDENTIAL BUILDING R3 (RESIDENTIAL 3)  
WILL BE DEVELOPED SEPARATELY BY A 3RD  
PARTY AFFORDABLE HOUSING DEVELOPER.  
THE TIMING OF CONSTRUCTION IS  
DEPENDENT ON A VARIETY OF FACTORS  
THAT ARE UNKNOWN TO THE ACP AND  
NOT UNDER THE APPLICANT'S CONTROL. R3  
IS THEREFORE DEPICTED AS DEVELOPED  
UNDER PHASE 3, BUT IT COULD BE  
DEVELOPED AT AN EARLIER DATE. A BIKE  
REPAIR SHOP IS CURRENTLY ANTICIPATED  
WITHIN R3 BUT ALTERNATIVE OR  
ADDITIONAL AMENITIES MAY ALSO BE  
INCLUDED SUCH AS A SMALL COFFEE OR  
JUICE BAR. THIS IS CONCEPTUAL PLAN  
AND DETAILS REGARDING R3 WILL BE  
DEVELOPED LATER DURING THE ACP  
PROCESS.



**Parkline Project**  
**Proposed General Plan Amendments**

*[New language in underline; deleted language in ~~strikethrough~~]*

A. The Residential and Commercial sections of Table 1, Land Use Designations and Zoning Districts, on page LU-13 of the Land Use Element is amended to as follows; except as set forth below all other provisions of Table 1 remain unchanged:

General Plan Land Use Designation	Applicable Zoning Districts	Acreage	Percentage of Non-Baylands Area
<b>Residential</b>		<del>1,930</del> <b>1,929</b>	<del>54.9</del> <b>54.8</b> %
Low Density Residential	Single Family Suburban Residential (R-1-S)  Single Family Suburban Residential (Felton Gables)  (R-1-S (FG)) Single Family Urban Residential (R-1-U)  Single Family Urban Residential (Lorelei Manor) (R-1-U (LM))	<del>1,372</del> 1,371	39.0%
<b>Commercial</b>		<del>254</del> <b>255</b>	<del>7.2</del> <b>7.3</b> %
Retail/Commercial	Neighborhood Shopping (C-2)  Neighborhood Mixed Use (C-MU)  Neighborhood Commercial, Special (C-2-S)  Parking (P)	<del>42</del> <b>41</b>	1.2%
Professional and Administrative Offices	Administrative and Professional, Restrictive (C-1)  Administrative, Professional and Research, Restrictive (C-1-C)	<del>212</del> 214	<del>6</del> <b>6.1</b> %

	Administrative, Professional and Research, Special (C-1-S)		
	Apartment Office (R-3-C)**		

**B. The following text on page LU-15 of the Land Use Element is amended and maintained to read:**

## **COMMERCIAL**

Commercial designations accommodate a range of business types, from neighborhood-serving retail and services, to shopping centers, to a variety of office uses. Commercial uses may occur independently or in mixed-use configurations, including alongside or in the same buildings as residential dwellings. Commercial designations in Menlo Park are:

**Retail/Commercial.** This designation provides for retail services, personal services, professional offices, banks, savings and loans, restaurants, cafes, theaters, residences, public and quasi-public uses, and similar and compatible uses. Residential density shall not exceed 30 units per acre, as identified in the applicable zoning district. The maximum FAR for nonresidential uses shall be 50 percent, 90 percent for residential uses, and 100 percent for mixed uses, as identified in the applicable zoning district.

**Professional and Administrative Office.** This designation provides for professional, executive, general, and administrative offices, banks, savings and loans, R&D facilities, convalescent homes, residential uses, public and quasi-public uses, and similar and compatible uses such as neighborhood-serving retail and services. Residential density shall not exceed 30 units per acre. The maximum FAR for non-residential uses shall be a maximum of ~~40~~ 50 percent, as identified in the applicable zoning district. For large, master-planned developments involving multiple contiguous parcels, residential density and non-residential FAR may be aggregated across the project area, as identified in the applicable zoning district.

**C. The General Plan Land Use Designation for the parcel at 201 Ravenswood Ave. (Assessor's Parcel Number 062-390-050) and Figure 5 of the General Plan are amended as follows:**

Existing Land Use Designation	Proposed Land Use Designation
Residential	Commercial

Figure 5 (General Plan Land Use Designations)

The land use designations exhibit of the Land Use Element on page LU-12 is amended to change the land use designation for the parcel at 201 Ravenswood Ave. to Commercial.

\* \* \*





## Parkline Project Variant Proposed General Plan Land Use Map Amendment

062-390-050

**Legend**

Other Parcels

Other Parcels

Professional and Administrative Offices

City Limits

City Limits

**GENERAL PLAN AMENDMENT:**  
Residential (Low Density Residential) to Commercial  
(Professional and Administrative Offices)

0

0.5

Miles

## Chapter 16.35

**C-1-S – ADMINISTRATIVE, PROFESSIONAL AND RESEARCH, SPECIAL DISTRICT****Sections:**

- 16.35.010 Purpose.
- 16.35.015 Definitions.
- 16.35.020 Permitted uses.
- 16.35.030 Administratively permitted uses.
- 16.35.040 Conditional uses.
- 16.35.050 Development regulations.
- 16.35.055 Conditional Development Permit.
- 16.35.060 Parking standards.
- 16.35.070 Transportation demand management.
- 16.35.080 Open space.
- 16.35.090 Nonresidential and mixed-use design standards.
- 16.35.100 Residential mixed-use design standards.
- 16.35.110 Green and sustainable building.

**16.35.010 Purpose.**

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The purpose and intent of the Administrative, Professional and Research, Special District is to:

- (1) Encourage quality residential development at a range of densities in conjunction with commercial development or redevelopment;
- (2) Create opportunities for research and development (R&D) and light industrial uses (including life science and laboratory uses), office, public and quasi-public uses, and other compatible uses;
- (3) Blend with and complement existing neighborhoods through site development regulations and design standards that minimize impacts to adjacent uses;
- (4) Provide a quality and sustainable living environment for residents, workers, and visitors; and

- (5) Create “missing-middle” housing opportunities emphasizing housing diversity, affordability, and ownership for families and other household compositions through mixed sized housing unit sizes, variation in building types, and variation in housing unit designs.
- (6) Create integrated site development and open space planning on larger and master planned properties with the inclusion of public use open space amenities.
- (7) Create opportunities for housing and employment within one-half-mile (0.5 mile) radius of a major transit stop. The C-1-S district is only applicable to parcels or project sites predominantly within 0.5 mile of a major transit stop as defined in California Public Resources Code section 21064.3.

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**16.35.015 Definitions.**

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Terms are as defined in Municipal Code Chapter 16.04, Definitions, unless otherwise stated in this chapter.

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**16.35.020 Permitted uses.**

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Permitted uses in the Administrative, Professional and Research, Special district are as follows:

- (1) Multiple dwellings, which are a required component for any development in the C-1-S district;
- (2) Two-family dwellings or duplexes;
- (3) Single-family dwellings;
- (4) Accessory buildings and accessory dwelling units;
- (5) Research and development and accessory uses (light industrial and manufacturing are not permitted), except when requiring hazardous material review;
- (6) Administrative and professional offices and accessory uses;
- (7) Retail sales establishments, excluding the sale of beer, wine and alcohol;
- (8) Eating establishments, excluding the sale of beer, wine and alcohol, live entertainment, and/or establishments that are portable. For purposes of this chapter, an eating establishment is primarily engaged in serving prepared food for consumption on or off the premises;
- (9) Personal services, excluding tattooing, piercing, palm-reading, or similar services;
- (10) Recreational facilities privately operated, twenty thousand (20,000) or less square feet of gross floor area;
- (11) All public facilities used and operated for government purposes by the City of Menlo Park, the county of San Mateo, any public school district, the state of California, and the government of the United States.

#### **16.35.030 Administratively permitted uses.**

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Uses allowed in the Administrative, Professional and Research, Special district, subject to obtaining an administrative permit per Municipal Code Chapter 16.82, are as follows:

- (1) Eating establishments, including beer and wine only, and/or that have live entertainment;
- (2) Childcare center;
- (3) Outdoor seating;
- (4) Any outside storage of material, equipment or vehicles associated with the main use;
- (5) Diesel generators.

#### **16.35.040 Conditional uses.**

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Conditional uses allowed in the Administrative, Professional and Research, Special district, subject to obtaining a use permit per Municipal Code Chapter 16.82, are as follows:

- (1) Home occupations in accordance with Section 16.04.340;
- (2) Research and development and accessory uses (light industrial and manufacturing are not permitted), requiring hazardous material review;
- (3) Large Residential Care Facilities;
- (4) Eating establishments, including alcohol, and/or establishments that are portable;
- (5) Drinking establishments, including beer, wine and alcohol. For purposes of this chapter, a drinking establishment is a business serving beverages for consumption on the premise as a primary use;
- (6) Retail sales establishments, including the sale of beer, wine and alcohol;
- (7) Recreational facilities, privately operated, greater than twenty thousand (20,000) square feet of gross floor area;
- (8) Special uses, in accordance with Chapter 16.78 of this title;
- (9) Public utilities, in accordance with Chapter 16.76 of this title.

#### **16.35.050 Development regulations.**

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Development regulations in the Administrative, Professional and Research, Special district are as follows; however, these development regulations, with the exception of residential density and intensity (residential and non-residential floor area ratio), may be modified pursuant to the terms of a conditional development permit:

<b><i>Regulation</i></b>	<b><i>Definition</i></b>	<b><i>Requirement</i></b>	<b><i>Notes/Additional Requirements</i></b>
<i>Minimum lot area</i>	Minimum area of building site (includes public access easements).	2 acres	
<i>Minimum lot dimensions</i>	Minimum size of a lot calculated using lot lines.	150 feet width 150 feet depth	
<i>Minimum setback at street</i>	Minimum linear feet building can be sited from property line adjacent to street.	20 feet	Setbacks shall be measured from the property line. In instances where there will be a public access easement for vehicles, measure the setback from the back of the easement. For projects with public access easements in the form of private streets internal to the project site, this minimum setback shall apply.
<i>Minimum interior side and rear setbacks</i>	Minimum linear feet building can be sited from interior and rear property lines.	20 feet	Minimum 10-foot deep landscape planting zone required along interior and rear property lines
<i>Maximum nonresidential floor area ratio (FAR)</i>	Maximum permitted ratio of nonresidential gross floor area on a lot to the square footage of the lot	50%	
<i>Residential density</i>	The number of dwelling units in an acre.	12 du/acre to 30 du/acre	
<i>Maximum residential floor area ratio</i>	Maximum permitted ratio of residential gross floor area on a lot to the square footage of the lot	40% to 100%	Floor area ratio shall increase on an even gradient from 40% for 12 du/ac to 100% for 30 du/ac
<i>Height</i>	Height does not include roof-mounted equipment and utilities.	Nonresidential structures: 35 feet Mixed nonresidential and residential	A parapet used to screen mechanical equipment is not included in the height.

<i><b>Regulation</b></i>	<i><b>Definition</b></i>	<i><b>Requirement</b></i>	<i><b>Notes/Additional Requirements</b></i>
		structures or residential structures: 40 feet	<p>Maximum height of mechanical equipment with screening is 14 feet and must be set back a minimum 15 feet from building façade. If less than 15 feet from façade, maximum height is 4 feet and screening required. Stairs and elevators towers may exceed the height by 14 feet.</p> <p>Architectural features, e.g. towers, turrets, trellises/sun shades, and similar features, including at building modulations may exceed height by up to 10 feet subject to not exceeding 10 percent of roof area. Roof top elements shall be integrated with building design</p>
<i>Minimum open space requirement</i>	Minimum portion of the building site open and unobstructed by fully enclosed buildings.	30%	See Section 16.35.080 for open space requirements.

#### **16.35.055 Conditional development permit, required.**

The purpose of the Administrative, Professional and Research, Special district is to provide flexibility for creative design, more orderly development, optimal use of open space, different residential housing types, and to allow projects that are more compatible for surrounding neighborhoods. Development in the Administrative, Professional and Research, Special district requires a conditional development permit to set the design standards, including building relationship to the street, building mass and scale, exterior materials, building design, and access and parking, and to allow for modifications to the development regulations, with the exception of residential density and intensity (residential and non-residential floor area ratio), set forth in this chapter.



For projects on contiguous sites that exceed fifteen (15) acres in size in the aggregate and are proposed for development as a single project or phased development project, residential density, FAR and open space requirements may be calculated in the aggregate across the project site, subject to a restrictive covenant recorded against all project parcels ensuring development on all project parcels in the aggregate does not exceed what would be permitted if each parcel was developed individually.

#### 16.35.060 Parking standards.

Development in the Administrative, Professional and Research, Special district shall meet the following parking requirements.

<i>Land Use</i>	<i>Maximum Spaces<sup>1</sup> (Per 1,000 Sq. Ft or dwelling unit.)</i>	<i>Minimum Bicycle Parking<sup>2</sup></i>
<i>Residential</i>	1	1.5 long-term per dwelling unit; 10% additional short-term for guests
<i>Residential with attached garage</i>	2	
<i>Office</i>	2	1 per 5,000 sq. ft. of gross floor area;
<i>Research and Development</i>	2	Minimum two spaces for Office and Research Development:
<i>Retail</i>	2.5	80% for long-term <sup>2</sup> and 20% for short-term <sup>2</sup>
<i>Banks and financial institutions</i>	2.5	
<i>Eating and drinking establishments</i>	2.5	For all other commercial uses:
<i>Personal services</i>	2.5	20% for long-term <sup>2</sup> and 80% for short-term <sup>2</sup>
<i>Private recreation</i>	2.5	
<i>Child care center</i>	2.5	
<i>Public parking lot or structure</i>		One space per 20 vehicle spaces
<i>Other</i>	At Public Works Director or designee's discretion	At Public Works Director or designee's discretion

<sup>1</sup> The Administrative, Professional and Research, Special district is only applicable to parcels and project sites predominantly within one-half mile of a major transit stop as defined in

California Public Resources Code section 21064.3. In Menlo Park, a major transit stop means an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A project site that qualifies as a TOD would be exempt from the City's minimum parking requirement per the requirements of Assembly Bill (AB) 2097.

<sup>2</sup> Long-term parking is for use over several hours or overnight, typically used by employees and residents. Short-term parking is considered visitor parking for use from several minutes to up to a couple of hours.

- (1) Parking spaces shall be unbundled from the price of residential units such that parking is sold or rented separately, except in cases where parking is physically connected to only one (1) unit. However, the planning commission may grant an exception from this requirement for projects which include financing for affordable housing that requires that costs for parking and housing be bundled together.
- (2) Parking facilities may be shared at the discretion of the City's Public Works Director or designee if multiple uses cooperatively establish and operate the facilities, if these uses generate parking demands primarily during different hours than the remaining uses, and if a sufficient number of spaces are provided to meet the maximum cumulative parking demand of the participating uses at any time. An individual development proposal may incorporate a shared parking study to account for the mixture of uses, either on-site or within a reasonable distance. The shared parking supply would be subject to review and approval based on the proposed uses, specific design and site conditions. Project applicants may also be allowed to meet the minimum parking requirements through the use of nearby off-site facilities at the discretion of the Public Works Director or designee.

#### **16.35.070 Transportation demand management.**

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New construction and additions to an existing building involving ten thousand (10,000) or more square feet of gross floor area, or a change of use of ten thousand (10,000) or more square feet of gross floor area shall develop a Transportation Demand Management (TDM) plan necessary to reduce associated vehicle trips to at least thirty-five percent (35%) below standard generation rates for uses on the project site. Each individual applicant will prepare its own TDM plan and provide an analysis to the satisfaction of the City's Public Works Director or designee of the impact of that TDM program.

- (1) Eligible TDM measures may include but are not limited to:
  - (A) Participation in a local Transportation Management Association (TMA) that provides documented, ongoing support for alternative commute programs;
  - (B) Appropriately located transit shelter(s);
  - (C) Preferred parking for carpools or vanpools;
  - (D) Designated parking for car-share vehicles;
  - (E) Requiring drivers to pay directly for using parking facilities;
  - (F) Public and/or private bike share program;
  - (G) Provision or subsidy of carpool, vanpool, shuttle, or bus service, including transit passes for site occupants;
  - (H) Required alternative work schedules and/or telecommuting;

- (I) Passenger loading zones for carpools and vanpools at main building entrance;
  - (J) Safe, well-lit, accessible, and direct route to the nearest transit or shuttle stop or dedicated, fully accessible bicycle and pedestrian trail;
  - (K) Car share membership for employees or residents;
  - (L) Emergency Ride Home programs;
  - (M) Green Trip Certification.
- (2) Measures receiving TDM credit shall be:
- (A) Documented in a TDM plan developed specifically for each project and noted on project site plans, if and as appropriate;
  - (B) Guaranteed to achieve the intended reduction over the life of the development, as evidenced by annual reporting provided to the satisfaction of the City's Public Works Director or designee;
  - (C) Required to be replaced by appropriate substitute measures if unable to achieve intended trip reduction in any reporting year;
  - (D) Administered by a representative whose updated contact information is provided to the Public Works Director or designee.

#### **16.35.080 Open Space.**

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All development in the Administrative, Professional and Research, Special district shall provide a minimum amount of open space equal to thirty percent (30%) of the total lot area, with a minimum amount of publicly accessible open space equal to fifty percent (50%) of the total required open space area.

- (1) Publicly accessible open space consists of areas unobstructed by fully enclosed structures with a mixture of landscaping and hardscape that provides seating and places to rest, places for gathering, passive and/or active recreation, pedestrian circulation, or other similar use as determined by the Planning Commission. Publicly accessible open space types include, but are not limited to paseos, pathways, plazas, forecourts and entryways, and outdoor dining areas. Publicly accessible open space must:
  - (A) Contain site furnishings, art, or landscaping;
  - (B) Be on the ground floor or podium level;
  - (C) Be at least partially visible from a public right-of-way such as a street or paseo;
  - (D) Have a direct, accessible pedestrian connection to a public right-of-way or easement.
- (2) Quasi-public and private open spaces, which may or may not be accessible to the public, include patios, balconies, roof terraces, and courtyards.
- (3) Residential Open Space.
  - (A) Residential developments shall have a minimum of one hundred (100) square feet of open space per unit created as common open space or a minimum of eighty (80) square feet of open space per unit created as private open space, where

private open space shall have a minimum dimension of six (6) feet by six (6) feet. In case of a mix of private and common open space, such common open space shall be provided at a ratio equal to one and one-quarter (1.25) square feet for each one (1) square foot of private open space that is not provided.

- (B) Depending on the number of dwelling units, additional common open space shall be provided to meet the following criteria:
  - (i) Ten (10) to fifty (50) units: minimum of one (1) space, twenty (20) feet minimum dimension (four hundred (400) sf total, minimum).
  - (ii) Fifty-one (51) to one hundred (100) units: minimum of one (1) space, thirty (30) feet minimum dimension (nine hundred (900) sf total, minimum).
  - (iii) One hundred one (101) or more units: minimum of one (1) space, forty (40) feet minimum dimension (one thousand six hundred (1,600) sf total, minimum).
- (C) Residential open space shall be counted toward the required open space (30%) and, as applicable, shall be counted toward the minimum required publicly accessible open space.

(4) All open spaces shall:

- (A) Interface with adjacent buildings via direct connections through doors, windows, and entryways;
- (B) Be integrated as part of building modulation and articulation to enhance building façade and should be sited and designed to be appropriate for the size of the development and accommodate different activities, groups and both active and passive uses;
- (C) For at-grade open spaces, incorporate landscaping design that includes:
  - (i) Sustainable stormwater features;
  - (ii) A minimum landscaping bed no less than three (3) feet in length or width and five (5) feet in depth for infiltration planting;
  - (iii) Native species able to grow to their maximum size without shearing.

(5) All exterior landscaping counts towards open space requirements.

**16.35.090 Nonresidential design standards.**

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All nonresidential design standards shall be set by a project-specific conditional development permit. The conditional development permit shall identify standards for, but not limited to, building relationship to the street, building mass and scale, building modulations and projections, exterior materials, building design, access and parking, and lighting.

**16.35.100 Residential mixed-use design standards.**

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All residential and mixed-use design standards shall be set by a project-specific conditional development permit. The conditional development permit shall identify standards for, but not limited to, building relationship to the street, building mass and scale, building

profile and stepbacks, building modulations and projections, exterior materials, building design, forms, and architecture, access and parking, and lighting.

#### **16.35.110 Green and sustainable building.**

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In addition to meeting all applicable regulations specified in Municipal Code Title 12 (Buildings and Construction), the following provisions shall apply to projects. Implementation of these provisions may be subject to separate discretionary review and environmental review pursuant to the California Environmental Quality Act.

(1) Green building.

(A) Any new construction, addition or alteration of a building shall be required to comply with table 16.35.110(1)(B).

(2) Energy.

(A) For all new construction, the project will meet one hundred percent (100%) of energy demand (electricity and natural gas) through any combination of the following measures:

- (i) On-site energy generation;
- (ii) Purchase of one hundred percent (100%) renewable electricity through Peninsula Clean Energy or Pacific Gas and Electric Company in an amount equal to the annual energy demand of the project;
- (iii) Purchase and installation of local renewable energy generation within the City of Menlo Park in an amount equal to the annual energy demand of the project;
- (iv) Purchase of certified renewable energy credits and/or certified renewable energy off-sets annually in an amount equal to the annual energy demand of the project.

If a local amendment to the California Energy Code is approved by the California Energy Commission (CEC), the following provision becomes mandatory:

The project will meet one hundred percent (100%) of energy demand (electricity and natural gas) through a minimum of 30% of the maximum feasible on-site energy generation, as determined by an On-Site Renewable Energy Feasibility Study and any combination of measures ii to iv above. The On-Site Renewable Energy Feasibility Study shall demonstrate the following cases at a minimum: 1. Maximum on-site generation potential. 2. Solar feasibility for roof and parking areas (excluding roof mounted HVAC equipment). 3. Maximum solar generation potential solely on the roof area.

(B) Alterations and/or additions of 10,000 square feet or larger where the building owner elects to update the core and shell through the option presented in table 16.35.110(2)(B):

The project will meet one hundred percent (100%) of energy demand (electricity and natural gas) through any combination of measures i to iv listed in 16.35.110(2)(A).



**TABLE 16.35.110(2)(B) GREEN BUILDING REQUIREMENTS**

<b>Green Building Requirement</b>	<b>NEW CONSTRUCTION</b>			<b>ADDITIONS AND/OR ALTERATIONS</b>		
	<b>10,000 sq. ft.— 25,000 sq. ft.</b>	<b>25,001 sq. ft.— 100,000 sq. ft.</b>	<b>100,001 sq. ft. and above</b>	<b>1 sq. ft.—9,999 sq. ft. of conditioned area, volume or size</b>	<b>10,000 sq. ft.— 25,000 sq. ft. of conditioned area, volume or size<sup>3</sup></b>	<b>25,001 sq. ft. and above of conditioned area, volume or size<sup>3</sup></b>
Green Building	Certified LEED Silver BD+C <sup>1</sup>	Certified LEED Silver BD+C <sup>1</sup>	Certified LEED Gold BD+C <sup>1</sup>	CALGreen mandatory	Certified LEED Silver ID+C1 or update core and shell of entire building to current California Energy Code <sup>2</sup> and meet Section 16.35.110(2)(B)	Certified LEED Gold ID+C1 or update core and shell of entire building to current California Energy Code <sup>2</sup> and meet Section 16.35.110(2)(B)
Electric Vehicle (EV) Charging Spaces	The electric vehicle charging spaces requirements in Section 16.72.010 apply.					
Energy Reporting	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the city	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the city	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the city	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the city	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the city	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the city

1 Applicable projects are required to be LEED certified: (a) applicant must submit appropriate LEED checklist and verifying cover letter from a project LEED AP with the project application and (b) applicant must complete all applicable LEED certification documents prior to approval of the final inspection. The Community Development Director may authorize the use of an alternate LEED rating system based on substantial evidence that the alternate LEED rating system is more appropriate for the proposed project.

2 Building owners may choose to have additions and/or alterations follow the LEED ID+C path, or alternatively, building owners may upgrade the entire existing building's core and shell to the current California Energy Code standards and follow the city's requirements listed in Section 16.35.110(2)(B). If the building owner chooses to upgrade the entire building's core and shell to current California Energy Code standards, additions and alterations of that building will be exempt from the LEED ID+C requirement for three (3) code update cycles beginning with the upgrade cycle and ending with the two (2) cycles following the upgrade cycle. If this option is selected by the applicant, the building owner must upgrade to the Energy Code in effect at the time of the first building permit application for interior alteration and/or additions. Building permits for the core and shell upgrade must be initiated and satisfactory progress must be made on the core and shell upgrade project before occupancy for the additions and/or alterations shall be granted by the city's building department. If the building owner fails to complete these core and shell upgrades within one (1) year of permit initiation, or receive a written letter from the community development director or his/her designee extending the deadline, the building owner shall be subject to typical permit violation penalties, including but not limited to stop work orders on any construction on the subject property, fines, and legal action.

3 If over a period of five (5) years (or sixty (60) months) the subject property makes smaller additions and/or alterations that cumulatively equal or exceed the trigger square footage listed above (i.e., ten thousand (10,000) square feet or twenty-five thousand one (25,001) square feet), the subject property shall be required to comply with the green and sustainable building requirements of this table.

(3) Water use efficiency and recycled water.

- (A) Single pass cooling systems shall be prohibited in all new buildings.
- (B) All new buildings shall be built and maintained without the use of well water.
- (C) Applicants for a new building more than one hundred thousand (100,000) square feet of gross floor area shall prepare and submit a proposed water budget and accompanying calculations following the methodology approved by the City. For all new buildings two hundred and fifty (250,000) square feet or more in gross floor area, the water budget shall account for the potable water demand reduction resulting from the use of an alternative water source for all City approved non-potable applications. The water budget and calculations shall be reviewed and approved by the City's Public Works Director prior to certification of occupancy. Twelve (12) months after the date of the certification of occupancy, the building owner shall submit data and information sufficient to allow the City to compare the actual water use to the allocation in the approved water budget. In the event that actual water consumption exceeds the water budget, a water conservation program, as approved by the City's Public Works Director, shall be implemented. Twelve (12) months after City approval of the water conservation program, the building owner shall submit data and information sufficient to allow the City to determine compliance with the conservation program. If water consumption exceeds the budgeted amount, the City's Public Works Director may prohibit the use of water for irrigation or enforce compliance as an infraction pursuant to Chapter 1.12 of the Municipal Code until compliance with the water budget is achieved.
- (D) All new buildings shall be dual plumbed for the internal use of recycled water.
- (E) All new buildings two hundred and fifty (250,000) square feet or more in gross floor area shall use an alternate water source for all City approved non-potable applications. An alternative water source may include, but is not limited to, treated non-potable water such as graywater. An Alternate Water Source Assessment shall be submitted that describes the alternative water source and proposed non-potable application. Approval of the Alternate Water Source Assessment, the alternative water source and its proposed uses shall be approved by the City's Public Works Director and Community Development Director. If the Menlo Park Municipal Water District has not designated a Recycled Water Purveyor and/or municipal recycled water source is not available prior to planning project approval, applicants may propose conservation measures to meet the requirements of this section subject to approval of the City Council. The conservation measures shall achieve a reduction in potable water use equivalent to the projected demand of City approved non-potable applications, but in no case shall the reduction be less than 30 percent compared to the water budget in Section C. The conservation measures may include on-site measures, off-site measures or a combination thereof.
- (F) Potable water shall not be used for dust control on construction projects.
- (G) Potable water shall not be used for decorative features, unless the water recirculates.

(4) Hazard mitigation and sea level rise resiliency (if located in a FEMA flood zone).

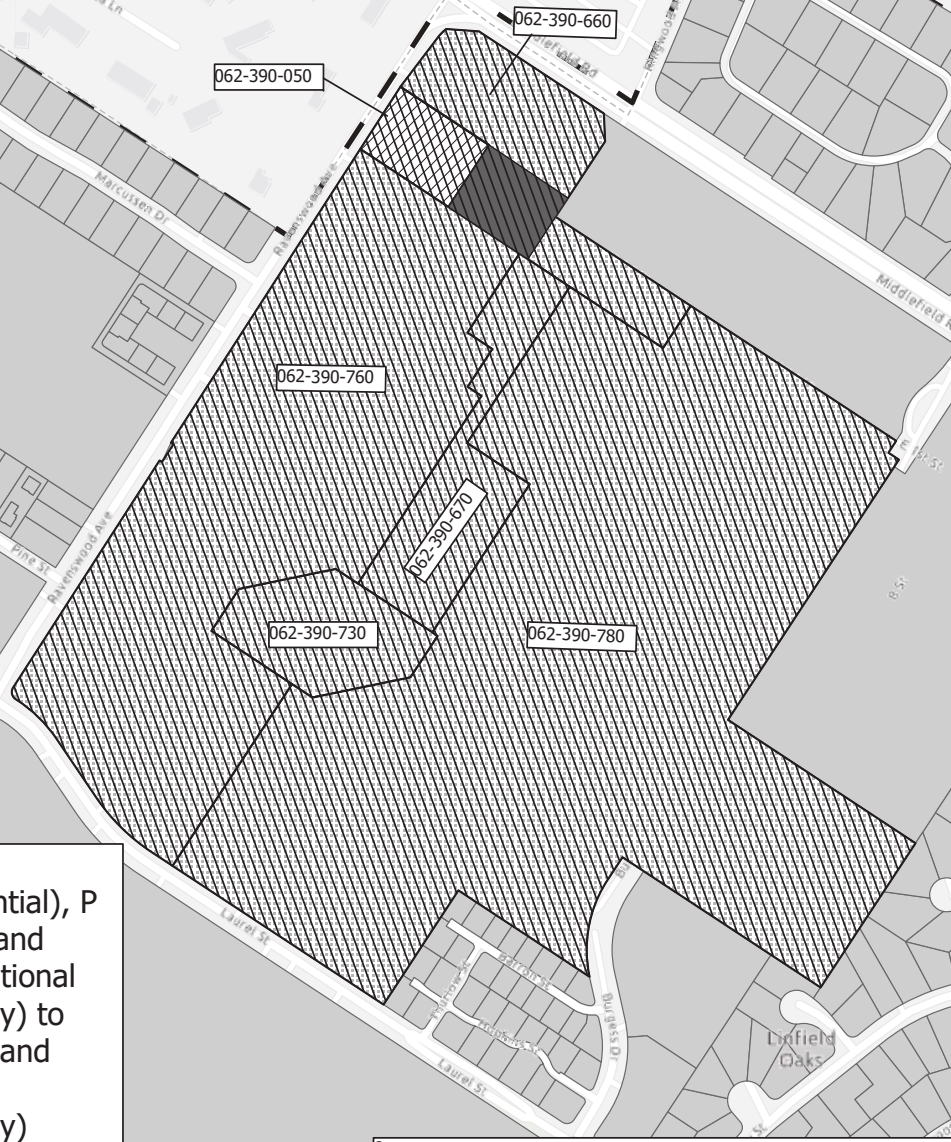
- (A) The first floor elevation of all new buildings shall be twenty-four (24) inches above the Federal Emergency Management Agency base flood elevation (BFE) to account for sea level rise. Where no BFE exists, the first floor (bottom of floor beams) elevation shall be twenty-four (24) inches above the existing grade. The building design and protective measures shall not create adverse impacts on adjacent sites as determined by the City.
  - (B) Prior to building permit issuance, all new buildings shall pay any required fee or proportionate fair share for the funding of sea level rise projects, if applicable.
- (5) Waste management.
- (A) Applicants shall submit a zero-waste management plan to the City, which will cover how the applicant plans to minimize waste to landfill and incineration in accordance with all applicable state and local regulations. Applicants shall show in their zero-waste plan how they will reduce, recycle and compost wastes from the demolition, construction and occupancy phases of the building. For the purposes of this ordinance, Zero Waste is defined as ninety percent (90%) overall diversion of non-hazardous materials from landfill and incineration, wherein discarded materials are reduced, reused, recycled, or composted. Zero Waste plan elements shall include the property owner's assessment of the types of waste to be generated during demolition, construction and occupancy, and a plan to collect, sort and transport materials to uses other than landfill and incineration.
- (6) Bird-friendly design.
- (A) No more than ten percent (10%) of façade surface area shall have non-bird-friendly glazing.
  - (B) Bird-friendly glazing includes, but is not limited to opaque glass, covering the outside surface of clear glass with patterns, paned glass with fenestration, frit or etching patterns, and external screens over non-reflective glass. Highly reflective glass is not permitted.
  - (C) Occupancy sensors or other switch control devices shall be installed on non-emergency lights and shall be programmed to shut off during non-work hours and between 10 PM and sunrise.
  - (D) Placement of buildings shall avoid the potential funneling of flight paths towards a building façade.
  - (E) Glass skyways or walkways, freestanding (see-through) glass walls and handrails, and transparent building corners shall not be allowed.
  - (F) Transparent glass shall not be allowed at the rooflines of buildings, including in conjunction with roof decks, patios and green roofs.
  - (G) Use of rodenticides shall not be allowed.
  - (H) A project may receive a waiver from one or more of the items in (A) to (F) listed above, subject to the submittal of a site specific evaluation from a qualified biologist and review and approval by the Planning Commission.



## Parkline Project Variant Proposed Zoning

- Legend**
- C-1-S(X)
  - C-1-S(X)
  - Existing Zoning
  - C-1(X)
  - R-1-S
  - P
  - Other Parcels
  - Other Parcels
  - City Limits
  - City Limits

**REZONE:**  
 R-1-S (Single Family Suburban Residential), P (Parking), and C-1(X) (Administrative and Professional District, Restrictive, Conditional Development combining district overlay) to C-1-S(X) (Administrative, Professional and Research, Special District, Conditional Development combining district overlay)



**CONDITIONAL DEVELOPMENT PERMIT (“CDP”)  
PARKLINE MASTER PLAN PROJECT**

**1. GENERAL INFORMATION**

- 1.1. Applicant: LPGS Menlo, LLC, a Delaware limited liability company or its successors or assigns (“Applicant”).
- 1.2. Project Description: General Plan Text and General Plan Map Amendment, Zoning Ordinance Text and Map Amendment, Rezoning, Conditional Development Permit, Vesting Tentative Subdivision Map, Heritage Tree Removal Permits, Parkline Transportation Demand Management (TDM) Plan, Parkline Project Wide Affordable Housing Agreement, and Development Agreement to demolish two buildings at 201 Ravenswood Avenue and approximately 1.1 million square feet (SF) within 35 buildings at 301 and 333 Ravenswood Avenue and 555 and 565 Middlefield Road, decommission an existing 6-megawatt natural gas power plant, and retain three existing buildings (Buildings P, S and T of approximately 286,730 SF) for the continued operation of the Property Owner, SRI, International (“SRI”), and construct:
  1. Six hundred and forty-six (646) residential dwelling units, comprised of 46 townhome-style units in two components (referred to as TH1 with 19 detached units and TH2 with 27 attached units in multiple buildings) and 600 apartments in two multifamily buildings (referred to as Buildings R1 and R2 with up to 300 units each), with seven rental BMR units affordable to low-income or low-income equivalent households or seven for sale below market rate (BMR) units affordable to moderate income households within TH1 and TH2, and 90 rental BMR units affordable to low-income or low-income equivalent households in R1 and R2;
  2. Up to 154 residential dwelling units on an approximately 1.6-acre portion of land, referred to as Building R3, for the future construction of a 100% affordable housing development project and a small retail or community serving space within the development;
  3. A maximum of 1 million SF of non-residential uses, inclusive of Buildings P, S, and T, consisting of office, research and development (R&D), and up to 45,000 SF of commercial/retail uses;
  4. Up to five office/R&D buildings, a new commercial amenity building (approximately 40,000 SF) with a publicly-accessible food and beverage space and three parking structures;
  5. An approximately 2.6-acre public park along Ravenswood Avenue, dedicated to and built and operated by the City of Menlo Park, with the potential for the city to locate a 2-3 million gallon below-grade emergency water storage reservoir and well below it; and
  6. Minimum of 29 acres of open space at full buildout, including a minimum of 12 acres of publicly accessible open space, inclusive of parkland dedicated to the City of Menlo Park.

The above elements are collectively referred to as “**Project**”.

- 1.3. Project Site: The project site consists of approximately 64 acres identified by the Assessor’s Parcel Numbers listed in Section 1.4 herein, and generally is bounded by Laurel Street to the west, Ravenswood Avenue to the north, Middlefield Road to the east and Seminary Drive, Burgess Drive and the former USGS campus site to the south (“Project Site”). The existing project site is described in the legal description in Exhibit 1 attached hereto and shown on Exhibit 2 attached hereto. Upon the recordation of the City’s acceptance of the Irrevocable Offer To Dedicate the Park Parcel provided in Section 4.1A of the Development Agreement, the Park Parcel shall no longer be included in the Project Site and shall no longer be subject to this CDP.
- 1.4. Assessor’s Parcel Numbers: 062-390-660, 062-390-670, 062-390-730, 062-390-760, 062-390-780, and 062-390-050
- 1.5. Property Owner(s): SRI International (“SRI”) and First Church of Christ, Scientist, Menlo Park, a California non-profit corporation, or their successors or assigns.
- 1.6. Zoning: C-1-S-X (Administrative, Professional and Research, Special, Conditional Development)
- 1.7. Conditions Precedent:
  - 1.7.1. Applicant’s and Property Owner’s obligations set forth herein are expressly conditioned on the resolution of all referendums and legal challenges, if any, to the Project’s entitlements. Notwithstanding any referendums and legal challenges, Applicant’s or Property Owner’s obligations as set forth herein are expressly conditioned on Applicant’s or Property’s Owner’s election, in their sole discretion, to commence construction of the Project.
  - 1.7.2. That portion of the Project Site owned by SRI, comprising Assessor Parcel Numbers 062-390-660, 062-390-670, 062-390-730, 062-390-760, and 062-390-780 (the “SRI Site”), is currently governed by a conditional development permit adopted by the City Council (“City Council”) of the City of Menlo Park in 1975, as amended by the City Council in 1978, September 9, 1997, and November 30, 2004 (the “SRI CDP”). As provided below in Section 6, this Conditional Development Permit for the Parkline Master Plan Project (“CDP”) shall be recorded in the Official Records of the County of San Mateo, State of California, and shall become effective in accordance with the ordinance adopted by the City Council approving the CDP. Upon the commencement of any work on any portion of the Project Site, or off-site, in reliance on any permit or approval issued or granted by City related to the development or construction of the Project, the CDP shall thereafter solely govern and control the terms and conditions relating to use of or development of the Project Site and the SRI CDP shall thereby be rescinded, terminated and of no further force or effect regarding the use of or development of the SRI Site.



## 2. PROJECT PLANS AND DEVELOPMENT STANDARDS

### 2.1 Project Plans:

- 2.1.1 Development of the Project shall substantially conform with the Parkline Master Plan plans submitted by Applicant dated June 26, 2025, consisting of 159 plan sheets, recommended for approval by the Planning Commission on xxx, and approved by the City Council on xxx (**“Project Plans”**), except as modified by the conditions contained herein and/or in accordance with Section 7 (Changes) of this CDP.
- 2.1.2 Attached as Exhibit 3 is a glossary of technical reports and documents supporting implementation of this CDP.
- 2.1.3 Prior to the issuance of building permits for each building in the Project, and in accordance with Section 7, below, Applicant shall submit architectural control plans (ACPs) for the building/site for review and approval by the Planning Commission in accordance with Menlo Park Municipal Code (MPMC) Section 16.68.020. As part of the architectural control review, the Applicant shall submit materials to document compliance for each ACP with the requirements set forth in this CDP. The form of documentation shall be subject to reasonable review and approval by the Community Development Director.

### 2.2 Definitions: As used in this CDP and the Project Plans:

- 2.2.1 **“Parkline Development Regulations and Design Standards”**. The Parkline Development Regulations and Design Standards (commonly referred to as “Design Standards”) (Exhibit 4) are objective regulations/design standards that the Parkline Master Plan Project must meet unless a requested modification is approved through a use permit during the architectural control review process. Unless otherwise noted in the Design Standards or elsewhere in this CDP, the regulations of the MPMC and more specifically, the C-1-S zoning district apply.
- 2.2.2 **“Conceptual Plans”**. Items labeled as Conceptual Plans are intended to convey the general vision and design intent of the Project, while allowing flexibility in interpretation and implementation. Conceptual Plans serve as guidelines for general orientation and organization of land uses and transportation and open space networks, general scale and massing of development, and overall architectural themes. All ACPs should be materially consistent with the vision and design intent conveyed by Conceptual Plans but need not comply with the specific details.
- 2.2.3 **“Illustrative Plans and Renderings”**. Items labeled as Illustrative Plans and Renderings depict one possible example of development that would substantially conform with the Design Standards and be materially consistent with the vision and design intent conveyed by the Conceptual Plans. Illustrative Plans and Renderings are not determinative of the ultimate configuration, building orientation, massing, architectural and landscaping details, parking design, etc. ACPs may vary from these depictions.

- 2.2.4 **“Architectural Control Plan” (“ACP”).** ACPs provide architectural drawings of the proposed building or structure, proposed landscaping or other treatment of grounds around such building or structure, and proposed design of, and access to, required parking facilities, in accordance with Municipal Code Section 16.68.020. ACPs should generally include site plans, floor plans, elevations, square footage diagrams, height calculations, color and materials, etc. Each ACP shall include adjacent open space and pathways, unless an alternate approach is determined by the Community Development Director (e.g., open space specific ACPs). The ACPs shall comply with the City’s Application Submittal Guidelines. All ACPs shall conform to the Design Standards, and be materially consistent with the vision and design intent conveyed by the Conceptual Plans, and/or Changes granted in accordance with Section 7 herein.
- 2.2.5 **“Square footage” or “sf”** shall have the same meaning as the definition of Gross Floor Area (16.04.325) of the Zoning Ordinance.
- 2.2.6 **Project phasing.** The following defines the conceptual phasing for the Project.

**“Phase 1A”.** Project Site improvements under Phase 1A encompass structure demolition, surface improvements, and utility improvements to allow for Buildings R1 and R2, the two residential apartment buildings. Specifically, Phase 1A would include:

- a. Demolition of all structures shown on the Phase 1A demolition plan (Sheet C12.3 of the vesting tentative map).
- b. Construction of a portion of the Loop Road between Buildings R1 and R2 and the future site for Townhomes 1, and the existing Building P to existing building S and T to the south. Associated surface improvements include an interim parking lot for SRI (Sheet C12.0 of the vesting tentative map).
- c. Street improvements along Laurel Street and a portion of Ravenswood Avenue, including intersection upgrades, utility connections, a stub and plug for a future recycled water connection new driveway approaches, new curb, gutter, and sidewalk, and a new crosswalk at Pine Street (Sheet C12.0 of the vesting tentative map).

**“Phase 1B”.** Project Site improvements under Phase 1B encompass structure demolition, surface improvements, and utility improvements to allow for the 100% affordable building (R3), Townhomes 1, Townhomes 2, and the public park. Specifically, Phase 1B would include:

- a. Construction of the Loop Road adjacent to the Ravenswood Parklet, towards Middlefield Road, necessary traffic connections to Ravenswood Avenue at two locations, and the Ringwood Avenue intersection.
- b. Street improvements along Ravenswood Avenue, Middlefield Road, and Laurel Street including utility upgrades, the recycled water connection to the future West Bay Sanitary District line, intersection upgrades at Ravenswood Avenue/Middlefield Road and Ringwood Avenue/Middlefield

Road, curb, gutter, sidewalk installation, storm drain connections, new street lighting, landscaping, and new drive approaches.

**“Phase 2”**. Phase 2 construction would encompass the construction of the office/R&D buildings, the office amenity building, and the three parking structures. Specifically, Phase 2 would include:

- a. Site improvements including utilities under the remaining Loop Road, sidewalks, permanent street lighting, bioretention ponds, bike and walking paths, and landscaping of the adjacent structures, as well as the “Parkline Central Commons.”
- b. Offsite improvements at the Seminary Drive intersection including construction of forced-turn islands, grind and overlay, signal modifications, and restriping. Work would also include the intersection at Durham and Willow.

**“Phase 3.”** Vertical construction of the 100% affordable building may occur in a third phase or earlier.

## 2.3 Development Standards

- 2.3.1 Parkline Development Regulations and Design Standards (Exhibit 4) (“Design Standards”) shall generally regulate the following aspects of individual buildings within the Project: setbacks, massing and modulation, relationship to streets and public spaces, materials. All future buildings and site features shall comply with the Design Standards, subject to any approved modifications through a use permit. If a development standard is not identified in Section 2.3 of the CDP, the applicable MPMC requirement shall apply.
- 2.3.2 Dwelling Units shall not exceed a total of 800 units (or 12.5 dwelling units per acre total), consisting of up to the following:
  - a. 600 multi-family dwelling units (including 90 BMR rental units);
  - b. 46 attached and detached townhome style units (including 7 BMR rental or ownership units); and
  - c. 154 BMR units in a standalone 100% affordable building.
- 2.3.3 Maximum building square footage shall not exceed 1,000,000 square feet for non-residential uses, including existing Buildings P, S and T comprising 287,000 square feet to remain. Non-residential square footage shall comply with the following:
  - a. Square footage shall be calculated in accordance MPMC Section 16.04.325 (Gross floor area); and
  - b. Maximum commercial/retail square footage (e.g., retail sales establishments and eating establishments) shall not exceed 45,000 square feet (counted toward the maximum 1 million square feet of non-residential square footage)
- 2.3.4 Building heights shall generally conform to the maximum heights provided on Sheet G3.03 of the Project Plans and not exceed the maximum heights permitted by the Design Standards (Exhibit 4).

2.3.4.1 Buildings R1 and R2 shall conform to the varied building heights as depicted for the building on Sheet G3.03 of the Project Plans.

2.3.5 Parking shall be provided in accordance with the general locations set forth on Sheet G4.02 of the Project Plans and parking ratios shall be in compliance with MPMC Section 16.35.060, and subject to modifications identified in the Design Standards (Exhibit 4).

2.3.5.1 The parking for non-residential uses shall be developed concurrently with the amount of non-residential square footage and the amount of parking provided shall not exceed the maximum parking ratio set by the Zoning Ordinance or Design Standards for the specific land use. Interim exceedances during phased construction may be permitted subject to review and determination by the Public Works Director.

2.3.6 Open Space shall be provided in accordance with the standards set forth in the Design Standards (Exhibit 4) and the Conceptual Open Space Plan on Sheet G3.04 of the Project Plans. The Project shall provide a minimum of 29 acres of open space at full build out, with a minimum of 12 acres of publicly accessible open space, inclusive of dedicated parkland acreage to the City.

2.3.6.1 Publicly accessible open space shall be consistent with the public access easements shown on Sheet C3.3. Areas of landscaping adjacent to pathways that are included in the calculation of publicly accessible open space shall be included within a public access easement or use agreement, subject to review and approval of the Public Works Director.

2.3.7 Roof Mounted Equipment except photovoltaic or solar panels, shall be fully screened and integrated into the design of the building consistent with the Design Standards and MPMC Section 16.08.095, and shall also comply with the noise requirements of that same section.

2.3.8 Ground Mounted Equipment shall be screened and integrated into the site design per the Design Standards and subject to the satisfaction of the Planning Division. The ground mounted equipment shall comply with the noise requirements in MPMC 8.06 (Noise).

2.3.9 Building Setbacks shall be measured pursuant to the Design Standards (Exhibit 4).

### **3. USES AND EXISTING STRUCTURES**

3.1 Permitted uses on the Project Site: The following uses are permitted on the Project Site pursuant to this CDP without the need for further administrative, special, or conditional use permits:

3.1.1 Existing Uses and Structures

3.1.1.1 Notwithstanding the rezoning of the Project Site and adoption of this CDP, existing structures and the uses therein that remain, and

supporting accessory uses on the Project Site, shall not be considered nonconforming, with the exception of Bio-safety level (BSL)-3 capable labs as noted in Section 3.1.1.2, and may continue (including after any period of discontinuance and without amortization) and be maintained, repaired, altered, and restored if destroyed by catastrophe, subject to any applicable procedural review provisions of the Zoning Ordinance not contained in Chapter 16.80 and provided there is no increase in square footage. Existing use permits and architectural control permits related to Buildings P, S and T and the uses therein, excepting BSL-3 capable labs as noted in Section 3.1.1.2, shall remain valid until demolition (whole or partial) of Buildings P, S or T occurs; and

3.1.1.2 Existing BSL-3 capable labs within the existing Buildings P and T (SRI campus buildings) shall be eliminated no later than January 1, 2027 for Building T, and no later than the issuance of the First Certificate of Occupancy for the first residential component of the Project for Building P.

- 3.1.2 Multiple dwellings, Two-family dwellings or duplexes, Single-family dwellings, Accessory dwellings;
- 3.1.3 Research and development and accessory uses (light industrial and manufacturing are not permitted), except when requiring hazardous material review. (New or expanded BSL-3 and BSL-4 capable labs are not permitted on the Project Site.);
- 3.1.4 Administrative and professional offices and accessory uses;
- 3.1.5 Retail sales establishments, excluding the sale of beer, wine and alcohol;
- 3.1.6 Eating establishments, excluding the sale of beer, wine and alcohol, live entertainment, and/or establishments that are portable. For purposes of this use designation, an eating establishment is primarily engaged in serving prepared food for consumption on or off the premises;
- 3.1.7 Personal services, excluding tattooing, piercing, palm-reading, or similar services;
- 3.1.8 All public facilities used and operated for government purposes by the City of Menlo Park, the county of San Mateo, any public school district, the state of California, and the government of the United States;
- 3.1.9 Emergency generators and associated use and storage of diesel fuel for up to 13 generators on the Project Site in accordance with Sheet G3.07 of the Project Plans and the hazardous materials information forms, generator supplemental forms and agency referral forms;
- 3.1.10 Special events including but not limited to farmers' markets, movie nights, concerts, community block parties, and food trucks, provided the activities

comply with Chapter 8.06 (Noise) of the MPMC, and provided that such events that require the use of City public services (e.g. police monitoring or control, street closure, traffic control, parking needs that will exceed capacity of the venue, or interfere with normal use and operation of right-of-ways for travel) require a special event permit per Chapter 8.60 of the MPMC;

3.1.11 Parking structures, above and below-grade;

3.1.12 Accessory buildings and uses; and

3.1.13 Other uses determined by the Community Development Director to be similar and compatible uses based on the following criteria:

- a. The activities involved in or equipment or materials employed in the use are the same or substantially similar to the uses expressly authorized by this CDP;
- b. The use is compatible with surrounding uses; and
- c. The use is consistent with the stated purpose of this CDP.

3.2 Administratively permitted uses on the Project Site: All administratively permitted uses listed in C-1-S zoning district, and not specifically authorized by Section 3.1, are permitted with an administrative permit.

3.3 Conditionally permitted uses on the Project Site: All Conditionally permitted uses listed in the C-1-S zoning district, and not specifically authorized by Section 3.1 herein, are permitted with a use permit.

3.4 Additional conditionally permitted uses on the Project Site:

3.4.1 Recreational facilities privately operated, twenty thousand (20,000) or less square feet of gross floor area.

3.5 BSL-3 and BSL-4 Use. New or expanded BSL-3 and BSL-4 capable labs are not permitted on the Project Site under any circumstance, neither as a permitted use nor as a conditionally permitted use.

#### **4 PARKLINE DESIGN STANDARDS AND MODIFICATIONS TO C-1-S DISTRICT**

4.1 The Design Standards (Exhibit 4) regulate site development and include modifications to development regulations set forth in MPMC 16.35, including regulations such as lot size, building setbacks, building heights, and parking ratios.

4.2 Unless enumerated in this CDP or the Design Standards (Exhibit 4), each building within the Project Site shall comply with the requirements of the C-1-S (Administrative, Professional and Research, Special) zoning district and other applicable sections of the MPMC. Where a standard or requirement in this CDP, including the Design Standards, is inconsistent with the MPMC, the regulation or standard in this CDP, including the Design Standards takes precedence.

#### **5 SIGNS**

5.1 The maximum sign area permitted at the Project Site shall not exceed 450 square feet unless a Master Sign Program is pursued and approved through the provisions outlined in 5.2 (Master Sign Program), in which case the maximum sign area permitted shall be as set forth in the Master Sign Program.

5.2 Master Sign Program. The Project shall comply with MPMC 16.92 or submit a project-specific Master Sign program which shall be subject to review and approval by the Planning Commission prior to installation of any onsite signage.

5.2.1 The Master Sign Program shall identify the maximum square footage of signage for each parcel/building and/or land uses within the project site and set design guidelines for signage.

## **6. RECORDATION AND EFFECTIVE DATE**

6.1 The CDP shall be recorded in the Official Records of the County of San Mateo, State of California by the Applicant within thirty days of the effective date of the ordinance approving the CDP.

6.2 The CDP shall be in full force and effect on the effective date of the ordinance approving the CDP.

## **7. CHANGES TO CONDITIONAL DEVELOPMENT PERMIT**

7.1 Changes to this CDP (including the Project Plans) shall be processed at the written request of the Applicant and the Property Owner upon submission of such requested changes to the Community Development Department for review, and payment of all applicable processing fees, as follows:

7.1.1 Substantially Consistent Changes are made at the staff level and include any modifications that Applicant or Property Owner makes or proposes to make to this CDP (including the Project Plans) that are in substantial compliance with and/or substantially consistent with the Project based on the determination that the proposed change(s) is consistent with other building and design elements of the CDP, including the Design Standards, and will not have an adverse impact on the character and aesthetics of the Property. The determination as to whether a requested change is a Substantially Consistent Change will be made by the Community Development Director (in his/her reasonable discretion). Substantially Consistent Changes do not affect permitted uses, the density or intensity of uses, restrictions and requirements relating to subsequent discretionary actions, monetary obligations, or conditions or covenants limiting or restricting the use of the Property or similar material elements. The Community Development Director or his/her designee shall act on Substantially Consistent Changes administratively, without public notice or hearing.

7.1.2 Minor Changes are any modifications that Property Owner proposes to make to this CDP (including the Project Plans) that are approved administratively at the staff level, but with notice provided to the Planning Commission. The



determination as to whether a requested change is a Minor Change is determined by the Community Development Director (in his/her reasonable discretion). A Minor Change is similar in nature to a Substantially Consistent Change, except that Minor Changes are more visible to the general public and result in minor exterior changes to the Project aesthetics (e.g. site layout, location of uses, etc.). Within seven days of receipt of the notice, any member of the Planning Commission may request that the item(s) be reviewed by the Planning Commission to determine whether the proposed changes qualify as a Minor Change. If the Planning Commission does not request review, the Community Development Director or his/her designee shall act on Minor Changes administratively.

- 7.1.3 Major Changes are any modifications that Property Owner proposes to make to this CDP (including the Project Plans) that do not constitute Substantially Consistent Changes or Minor Changes. Major Changes are reviewed by the Planning Commission as a Regular Business item, and publicly noticed. Major Changes include, but are not limited to, significant changes to the exterior appearance of the buildings or appearance of the Property, changes to the project plans (e.g. site access, roadway and pedestrian/bicycle infrastructure design, etc.), which are determined by the Community Development Director (in his/her reasonable discretion) to not constitute Substantially Consistent Changes or Minor Changes to the Conceptual Plans and this CDP. The Planning Commission's decision shall be based on the determination that the proposed modification is compatible with other building and design elements or onsite/offsite improvements of the Project and would not have an adverse impact on safety and/or the character and aesthetics of the Project Site. Planning Commission decisions on Major Changes may be appealed to the City Council in which case the City Council shall have final authority to approve Major Changes.
- 7.1.4 Architectural Control Plans (ACPs) for future buildings and site features (e.g. publicly accessible open space, bike/ped paths) are required for each individual building/site. The Planning Commission shall review the ACPs through an architectural control application. The Applicant is required to submit an architectural control application and pay all applicable fees for the Planning Division's review of the proposed ACPs, subject to review and approval by the Planning Commission. The Planning Commission's action will be based on substantial conformance with this CDP, the Design Standards (which may be modified as part of the ACP process with Planning Commission approval of a use permit), and the required findings for architectural control, as enumerated in Chapter 16.68.020 (Architectural Control) of the Zoning Ordinance.
- 7.1.5 Amendments to this CDP (including the Project Plans) that involve material relaxation of the development standards identified in Section 2, material changes to the uses identified in Section 3, exceedance of the signage maximum square footages identified in the Master Sign Program pursuant to Section 5 (which shall only require approval by the Planning Commission but subject to appeal to the City Council), or material modifications to the conditions of approval identified in Sections 10 through 21 (in each case, other than changes deemed to be Substantially Consistent Changes pursuant

to Section 7.1.1, Minor Changes pursuant to Section 7.1.2, or Major Changes pursuant to Section 7.1.3), constitute amendments to this CDP that require public hearings before the Planning Commission and City Council. Such revisions might also require modifications to the Project Plans and/or Parkline Development Agreement. Any application for amendment to the CDP shall be made by the Applicant or the Property Owner, in writing with all applicable plans and payment of applicable processing fees, to the Planning Division for review and recommendation by the Planning Commission at a public hearing. The Planning Commission shall forward its recommendation to the City Council for action on proposed amendment(s) to the CDP.

## **8 TRANSPORTATION DEMAND MANAGEMENT (TDM ) PLAN**

- 8.1 The Applicant shall implement the Parkline Transportation Demand Management (TDM) Plan (Exhibit 5).
  - 8.1.1 Trip reductions: The Project shall reduce project trips a minimum of 35 percent below the gross Institute of Traffic Engineers (ITE) Trip Generation Rates for all residential (except detached dwelling units) and non-residential components of the Project per the requirements of MPMC 16.35.70.
  - 8.1.2 Monitoring: The Applicant or other responsible party (e.g., homeowner's association) shall comply with the Parkline TDM Monitoring Plan (Exhibit 6), which requires annual monitoring. The Applicant or other responsible party shall document compliance with the trip reduction requirements of this CDP through the TDM Monitoring Plan in Exhibit 6.

## **9. CONSTRUCTION PERMITS SEQUENCING:**

- 9.1. The Applicant prepared conceptual phasing plans as part of the Conceptual Plans and Vesting Tentative Map. Those plans include a phased approach consisting of Phase 1A, Phase 1B (Phase 1A and 1B are collectively referred to as Phase 1 in the vesting tentative map), Phase 2, and Phase 3. The Project conditions reference these phases; however, at the election of the Applicant or Property Owner and upon approval of the City's Public Works and Community Development Directors, the specific construction phasing may be modified, provided all required infrastructure to serve each building is reviewed and approved by the City prior to building permit issuance and constructed prior to the granting of the first certificate of occupancy for any building within a particular phase. Further, any modifications to the phasing shall comply with the requirements set forth in the Development Agreement for the Project. This CDP generally references specific buildings but when a broader phase is referenced as the timing for a condition, the requirement shall need to be met prior to the granting of the first certificate of occupancy within that phase.
- 9.2. Site improvement plans shall be designed in conformance with the improvement plans identified as part of the Vesting Tentative Map and future final maps, as such maps may be amended or modified from time to time subject to approval of the Public Works Director.
- 9.3. Site improvement plans and non-vertical construction building permits are to be prepared as independent permit plan sets (i.e., building permits and/or

encroachment permits) in the following formats, subject to modifications at the sole discretion of the Building Official:

1. Demolition Plans of Existing Buildings – separate permit is required for each building
  2. Demolition of Existing Underground Infrastructure – separate permit is required for each parcel
  3. Grading Plans – separate permit is required for each parcel
  4. Off-Site Civil improvements – e.g., streets, utilities and streetscape improvements (Encroachment permit through Public Works)
  5. On-Site Civil improvements – e.g., sanitary sewer, water mains, storm drain system, roadways. Separate permit is required for each phase. The grading plans can be included as part of this permit. (Building permit through Building Division.) All easements associated with the infrastructure shall be created and recorded before issuance of the permits for on-site civil improvements and shall be coordinated between the on-site civil improvement plans and final map.
- 9.4. The building permits for the demolition of the existing buildings by phase are required to receive an approved final inspection prior to the issuance of the building permit or encroachment permit for the grading or on-site civil improvements for such phase.
- 9.5. Prior to issuance of any building permits for vertical construction, the parcelization to create buildable parcels shall be completed for the affected parcel(s), subject to approval of the Public Works Director and the MPFPD. Temporary improvements, e.g., roadways and utilities, to enable vertical construction may be allowed subject to the review and approval of the Community Development and Public Works Directors. All required utilities and access improvements shall be completed prior to the granting of the first occupancy.
- 9.6. Grading permits shall receive final inspection prior to the vertical construction. New underground infrastructure may occur before or at the same time as the vertical construction. At Applicant's election, building permit applications for the vertical construction may be processed in incremental submittals such as the following, subject to review and acceptance of the Building Division:
1. Foundation design including piles and pile caps, if proposed
  2. Structural / Core and Shell
  3. Interior improvements
  4. Site improvements (Trash enclosures, site lighting, etc.) and landscaping

## **10. PROJECT SPECIFIC CONDITIONS – MITIGATION MEASURES**

- 10.1. The Applicant shall comply with all mitigation measures identified in the certified EIR and the associated Mitigation Monitoring and Reporting Program (MMRP) for the Project attached hereto as Exhibit 7.

## **11. PROJECT SPECIFIC CONDITIONS – GENERAL**

- 11.1. The following project specific conditions generally apply to every building permit and construction phase unless a specific building or phase is identified. Each subsequent permit shall be reviewed by the Community Development and Public Works Departments for compliance with these conditions prior to building permit issuance. Compliance shall be documented by the Applicant in the appropriate form as determined by the applicable City Department or Division.
- 11.2. Architectural Control Plan Approval: Per Section 7.1.4, an Applicant shall submit for individual parcels, phases or defined areas of the Project Site, as determined by the Community Development Director, complete ACPs in accordance with MPMC Section 16.68.020 and materially consistent with the vision and design intent conveyed by the Conceptual Plans and the Design Standards. Through the ACP review process the Applicant may request project modifications subject to the use permit process or otherwise in accordance with Section 7 herein. Approval of the Architectural Control Plans is a prerequisite to building permit issuance.
- 11.3. Restrictive Covenant: Pursuant to MPMC 16.35.055, the Applicant shall record a restrictive covenant against all project parcels to ensure development on all project parcels in the aggregate does not exceed what would be allowed if each parcel was developed individually.
- 11.4. Future Conditions: The City's Planning, Building, Engineering, and Transportation Divisions shall review each ACP for substantial conformance with this CDP. The City may impose additional conditions of approval related to building design or conditions necessary to ensure compliance with applicable Building Code, Municipal Code or health and safety regulations. Conditions within this CDP would continue to apply to all future ACPs and any future conditions shall be consistent with this CDP, the BMR Agreement, the Parkline Development Agreement, the MMRP, and Vesting Tentative Map for the Parkline Master Plan.
- 11.5. Below Market Rate Housing Agreement: Concurrently with the recordation of the Parkline Development Agreement and this CDP, the Applicant or Property Owner shall record the Parkline Project Wide Affordable Housing Agreement. Subsequent parcel or component specific BMR Regulatory Agreements shall be recorded prior to issuance of the first building permit for the associated vertical construction.
- 11.6. Outside Agency Compliance: Prior to approval of architectural control or site improvements permits, the Applicant or Property Owner shall obtain conditional approval from the Menlo Park Fire Protection District. Prior to issuance of each building permit, the Applicant or Property Owner shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the Project. Documentation of compliance shall be submitted to the Building Division prior to building permit issuance.
- 11.7. Condition Compliance: Prior to the issuance of each building permit, the Applicant shall submit documentation of compliance with all conditions of approval on the plans or in supporting documents for review and approval of the Public Works and Community Development Departments. Any request for a modification in the timing of a specific condition shall be made in writing with a detailed explanation and requested alternative timing to the Community Development Director for review based on conformance with Section 7 (Changes) of this CDP.

- 11.8. Fees: All outstanding and applicable fees associated with the processing of this Project shall be paid prior to the issuance of any building permit for the Project except as otherwise set forth in the Development Agreement or in accordance with applicable law.
- 11.9. Site Upkeep: Applicant or Property Owners shall keep their respective properties on the Project Site in a clean and sanitary condition at all times, maintain its site in a fashion that does not constitute a public nuisance and that does not violate any provision of the MPMC.
- 11.10. Truck Route Plan: The Applicant shall submit a truck route plan concurrent with the building permit application for each phase of construction based on the City's municipal code requirements, for review and approval by the Transportation Division. The Applicant shall also submit a permit application and pay applicable fees relating to the truck route plan, to the satisfaction of the Public Works Director.
- 11.11. Traffic Control, Parking, and Construction Staging: Prior to issuance of any building permit and within each construction phase, the Applicant shall submit plans for construction related parking management, construction staging, material storage and Traffic Control Handling Plan (TCHP) to be reviewed and approved by the Public Works Director. The Applicant shall secure adequate parking for any and all construction trades. The TCHP shall include construction phasing and anticipated method of traffic handling for each Phase. Accessible temporary pedestrian and bicycle pathways along the Project's frontage shall be provided and maintained during all construction Phases, consistent with the requirements of Item 11.25 regarding compliance with the California Building Code.
- 11.12. Water Efficient Landscape Ordinance: Simultaneous with the submittal of each complete building permit application, the Applicant shall document compliance with the City's Water Efficient Landscaping Ordinance (MPMC Chapter 12.44). Submittal of a detailed landscape plan is required concurrently with the submittal of each complete building permit application and subject to review and approval of the Engineering Division. Prior to each building permit final inspection or granting of first certificate of occupancy, the Applicant shall submit a landscape audit report.
- 11.13. Landscape Screening: Landscaping shall screen all public utility equipment that is installed within the public and private rights-of-way and cannot be placed underground, subject, however, to the requirements of the Menlo Park Fire Protection District, the West Bay Sanitary District, PG&E, and any other applicable agencies regarding utility clearances and screening. The improvement plans and/or building permits shall depict new utility installations, exact locations of any meters, back flow prevention devices, transformers, junction boxes, relay boxes and other equipment boxes installed within the public right of way or public easement area in the event said above ground utility installations are depicted within the improvement plans and/or building permits. The screening shall be compatible and unobtrusive and subject to the review and approval of the Planning Division prior to issuance of applicable permits.
- 11.14. Hydrology Report: Simultaneous with the submittal of each complete building permit application, the Applicant's design professional shall evaluate the Project's impact to

the City's storm drainage system and prepare a Hydrology Report to the satisfaction of the Public Works Director, or designee. Post-construction runoff into the storm drain system shall not exceed pre-construction runoff levels.

- 11.15. Stormwater Management Report: Simultaneous with the submittal of each complete building permit application, the Applicant shall submit a Storm Water Management Report that meets the requirements of the San Mateo County's C.3 Stormwater Technical Guidance Manual for review and approval of the City's Engineering Division.
- 11.16. Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction shall be implemented to protect water quality, in accordance with the approved Stormwater Pollution Prevention Plan (SWPPP).
- 11.17. Grading and Drainage: Prior to any building permit issuance, the Applicant shall submit an applicable Grading and Drainage Plan for review and approval. Post-construction runoff into the storm drain shall not exceed pre-construction runoff levels. A Hydrology Report shall be required to the satisfaction of the Engineering Division. Slopes for the first 10 feet perpendicular to the structure must be a minimum of 5% for pervious surfaces and 2% minimum for impervious surfaces, including roadways and parking areas, as required by CBC §1804.3.
- 11.18. Discharges from the garage ramp and parking garages are not allowed into the storm drain system. Discharge shall be treated with an oil/water separator and shall connect to the sanitary sewer system. This will require a permit from West Bay Sanitary District.
- 11.19. Heritage Trees shall be subject to the following requirements:
  - 11.19.1. Heritage Tree Protection: Prior to issuance of any demolition, building permits, or improvement plans, standard tree protection measures shall be required for heritage trees being retained near the area of work. Verification that such measures are being implemented shall be provided to the City and reviewed and approved by the City Arborist and Planning Division.
  - 11.19.2. Heritage Tree Removals: The City Arborist issued an intent to conditionally approve the removal of 264 heritage trees (HTR2022-00175) at the Project Site for development (202 trees) and non-development (62 trees) (i.e., declining health, invasiveness, etc.) related reasons, as determined by the Project Arborist, described in the Project Arborist Report (Exhibit 8) and as shown in the Tree Disposition Plans (Sheets G2.01 – G2.02.6).
  - 11.19.3. Additional Review of Specific Heritage Tree Removals: As a condition of HTR2022-00175, additional review and determination by the City Arborist shall be required for 48 trees in close proximity to building footprints and other improvements identified in the Conceptual Plans. These trees are listed in the Project Arborist Report (Exhibit 8) as "design conflict heritage abutting" and require further review. Concurrent with the submittal of each ACP or improvement plans (e.g. roadways, sidewalks, bicycle paths, street lights, utilities etc.), the Applicant shall submit an updated arborist report and tree preservation feasibility analysis for affected trees within the scope of each

permit application for review and determination by the City Arborist. The City Arborist shall then make a recommendation to the Planning Commission (for architectural control permits) or City Engineer/Public Works Director (for improvement plans) on whether to approve the heritage tree removals or require minor modifications to preserve the identified heritage trees.

11.19.4. Timing for Removal: Removal of the 202 conditionally approved heritage trees that are development related, whether or not they require additional review under Section 11.19.3, shall not occur before issuance of demolition permits, unless other provisions of MPMC Chapter 13.24 (Heritage Trees) allow for the removal of one or more specific heritage trees for reasons unrelated to development conflicts (e.g., in the case of diseased or dead trees that need to be removed for safety purposes, in cases of emergency, etc.). For trees requiring additional review outlined in Section 11.19.3, removal shall not occur until the City Arborist completes their review and determination. If approved, heritage tree removal shall not occur prior to the issuance of permits for demolition or site improvements. In the event that demolition of existing buildings and infrastructure occurs before the Planning Commission reviews and acts on the ACPs, heritage tree protection measures identified in Section 11.19.1 shall be implemented for the heritage trees identified in Section 11.19.3.

11.19.5. Heritage Tree Replacements: A minimum value of \$2,053,100 in heritage tree replacements is required for the Project Site. Please note that this value may change once the total number of trees is updated following the tree preservation feasibility analysis for each ACP application or improvement plans application. Heritage tree replacements shall be planted in a manner consistent with industry standards. The City and Applicant shall track the number, species, sizes, and locations of heritage tree replacements following the approved Tree Replacement Plan on Sheets G2.02.1 - G2.02.10. As a part of this plan, approximately 860 new trees are proposed to be planted. The Applicant shall submit a form of documentation to the City for the City Arborist and Planning Division's review and acceptance (e.g., a tracking matrix) prior to the removal of the first heritage tree.

11.19.6. City Arborist Inspection: Upon completion of installation of the replacement trees in accordance with the approved Tree Replacement Plan for each building permit or project phase, the Applicant shall schedule an inspection with the City Arborist to verify compliance. This inspection and verification shall be required prior to the first certificate of occupancy for each building or final inspection for infrastructure improvements, unless otherwise agreed to by the Public Works Department.

#### 11.20. Shared Bicycle and Pedestrian Paths.

11.20.1. Ravenswood Avenue Multi-use Pathway and Laurel Street Multi-Use Pathways: Simultaneous with the submittal of a building permit application for Building R1 (Phase 1A) or Building R3 or TH2 (Phases 1B and 3), the Applicant shall submit complete plans for (i) the multi-use path along Ravenswood Avenue for the Phase 1A section up to 200 feet east of the intersection of the West Loop Driveway and Ravenswood Avenue, (ii) the full



length of Ravenswood Avenue and the portion along the Loop Road adjacent to the recreation area and Townhomes 2, and (iii) the shared multi-use pathways between the R1 and R2 buildings and the R2 building and Townhomes 1. Complete plans shall include all necessary requirements to construct the improvements, including but not limited to, grading and drainage improvements, utility relocations, and tree protection requirements. The plans are subject to review and approval by the City and shall be consistent with the Conceptual Plans for the Master Plan. The Applicant shall construct the Phase 1A improvements (Ravenswood partial pathway improvements) prior to the first occupancy of Building R1 or R2, whichever comes first. The Applicant shall construct the remaining improvements (i.e., the rest of the Ravenswood Multi-Use Pathway prior to occupancy of the R3 building or Townhomes 2, whichever comes first. The multi-use pathway between R1 and R2 shall be constructed prior to the first certificate of occupancy of Building R1 or R2, whichever comes first. The multi-use pathway between R2 and Townhomes 1 shall be constructed prior to the first certificate of occupancy of R2.

11.20.2. Laurel Street Pedestrian Pathway: Simultaneous with the submittal of a first building permit application for either Building R1 or R2 (Phase 1A), the Applicant shall submit complete plans for the pathway along Laurel Street for the entire length of the Laurel Street frontage of the Project Site. Complete plans shall include all necessary requirements to construct the improvements, including but not limited to, grading and drainage improvements, utility relocations, and tree protection requirements. The plans are subject to review and approval by the City and shall be consistent with the Conceptual Plans for the Master Plan. The Applicant shall complete the construction of the improvements as follows:

11.20.2.1. As each of the residential components fronting Laurel Street (R1, R2, and TH1) is developed, the Applicant shall construct the corresponding segment of the Laurel Street Pedestrian Pathway located along the frontage of that specific parcel or building. Specifically:

- The portion of the Pathway fronting Parcel R1 and Parcel R2 shall be completed as part of the R1 or R2 building construction, whichever comes first; however, the landscaping along the pathway in front of either Parcel R1 or Parcel R2, whichever has not been completed, shall not be required until construction is completed on said Parcel.
- The portion fronting Parcel TH1 shall be completed as part of the construction of the 19 townhome units on TH1.
- Each segment of the Laurel Street Pathway shall be fully constructed and open to the public prior to the granting of the first certificate of occupancy for the associated group of buildings or units.

11.20.3. On-site Multi-use Pathways: The Applicant shall construct the shared bicycle and pedestrian connection between R1 and R2 buildings prior to

occupancy of the R1 or R2 building, whichever comes first. The Applicant shall construct the shared bicycle and pedestrian connection between the R2 building and Townhomes 1 prior to occupancy of the R-2 building or the first townhome in the TH1 component of the Project, whichever comes first.

- 11.20.4. Burgess Drive/Ringwood Multi-use Pathway: Simultaneous with the submittal of a building permit application for the first office/R&D building, the Applicant shall submit complete plans for the multi-use pathway from the Burgess Drive connection along the Loop Road and connection to Ringwood Avenue. Complete plans shall include all necessary requirements to construct the improvements, including but not limited to, grading and drainage improvements, utility relocations, tree protection requirements. The plans are subject to review by the City. The Applicant shall construct these improvements prior to the first occupancy of the first office building.

11.20.4.1. The future reserved right-of-way (ROW) connecting Burgess Drive to Seminary Drive shall not be abandoned until the Applicant constructs the multi-use pathway connection from Burgess Drive to Seminary Drive and records the associated public access easements/agreements. This ensures that, if the project is started but not completed, the City retains the ROW for future bike and pedestrian improvements.

- 11.21. Title 12 Compliance: Simultaneous with the submittal of each complete building permit application, the Applicant shall submit plans to the Building Division verifying that the project complies with all applicable MPMC Title 12 (Buildings and Construction) requirements for review and approval of the Building Division.
- 11.22. Construction Fencing: The Applicant shall submit a plan for construction safety fencing around the periphery of the construction area or the periphery of the Project Site as part of each building permit application for each respective building, parcel or phase, and shall include the installation of Temporary Noise Abatement sound barriers consistent with Mitigation Measures NOI-1.1, NOI-1.2 and/or NOI-1.3. The fences shall be installed according to the plan prior to commencing construction for each individual building permit. The plan shall be reviewed and approved by the Building and Planning Divisions prior to issuance of a building permit.
- 11.23. Vapor Intrusion Mitigation Plan (VIMP) if required by HAZ 2.4, VIMP plans shall be incorporated for "reference only" into applicable building permit plan sets. The purpose of the VIMP is to identify the measures that will be implemented to effectively eliminate potential vapor intrusion concerns into future buildings. The VIMP systems shall be determined with concurrence, approval, and oversight from the appropriate regulatory agency prior to the issuance of building permits. Documentation of such review and approval shall be provided to the Building Division prior to building permit issuance.
- 11.24. Salvaging and Recycling of Construction and Demolition Debris: For each building, the Applicant shall comply with the requirements of MPMC Chapter 12.48 (Salvaging and Recycling of Construction and Demolition Debris), which compliance shall be subject to review and approval by the Building Division.

- 11.25. Building Codes Compliance: The Project is subject to the California Building Code (CBC), the California Building Standards Code and any adopted Reach Codes and/or local building code amendments in effect at the time of each complete building permit application submittal, unless otherwise regulated by the Development Agreement and this CDP.
- 11.26. All new buildings shall be all-electric without the use of natural gas for heating/cooling. Emergency generators may use diesel fuel.
- 11.27. CalGreen Compliance: The Project is subject to the California Green Building Standards Code (CalGreen) and any local amendments to the Code in effect at the time of submittal of each complete building permit application, unless otherwise regulated by the Development Agreement, this CDP, and applicable law.
- 11.28. Unit plans: Each complete building permit application that includes residential units shall include all unit plans to be fully drawn and detailed including mirrored plans. Further, all residential building plans are required to include drawings for mirrored units including structural, mechanical, electrical, and plumbing plan sheets.
- 11.29. Deferred submittals: All deferred submittals other than trusses are to be approved by the Building Official or their designee prior to submittal of each complete building permit application.
- 11.30. Electric Vehicle Space: Each complete building permit application shall include construction documents needed to identify the location of electric vehicle (EV) spaces per the CalGreen code and any local amendments in effect at the time of submittal of a complete building permit application unless otherwise regulated by the Development Agreement and this CDP.
- 11.31. Pedestrian Protection: Each complete building permit application shall include pedestrian protection along the public right-of-way with sidewalks, as required per Section 3306 of the CBC or the comparable section of the CBC in effect at the time of submittal of a complete building permit application.
- 11.32. Adjoining Properties: Each complete building permit application shall include details regarding protection of adjoining property, as required per Section 3307 of the 2022 CBC or the comparable section of the CBC in effect at the time of submittal of each complete building permit application.
- 11.33. Sanitary Sewer: Each complete building permit application shall include details demonstrating that all sanitary sewer lines will gravity feed to the sewer mains in the public right-of-way unless otherwise approved by the Building Official or their designee.
- 11.34. Simultaneous with the submittal of each complete building permit application, the Applicant shall submit plans for: 1) construction safety fences around the periphery of the construction area, 2) dust control, 3) air pollution control, 4) erosion and sedimentation control, 5) tree protection fencing, 6) construction vehicle parking, and construction traffic to avoid the use of adjacent private property as an access point to the Project Site during construction. The plans shall be subject to review by the Engineering, Planning, and Building Divisions and the City's Building Official or their

designee shall approve the Plans subject to input by City staff. The safety fences, dust and air pollution control measures, erosion and sedimentation control measures, and tree protection measures shall be installed according to the approved plan prior to commencing construction and implemented throughout the duration of construction at the project site.

- 11.35. Erosion Control: Simultaneous with the submittal of a complete building permit application for each phase or building, the Applicant shall submit plans that include proposed measures to prevent erosion and polluted runoff from all site conditions, subject to review and approval of the Building Division. During construction, if construction is not complete by the start of the wet season (October 1 through April 30), the Applicant shall implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, winterization requirements shall include inspecting/maintaining/cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing disturbed soils through temporary or permanent seeding, mulching, matting, tarping or other physical means; rocking unpaved vehicle access to limit dispersion of soil onto public right-of-way; regular street-sweeping of adjacent public right-of-way utilized as ingress and egress to the Project Site for construction related vehicles, and covering/tarping stored construction materials, fuels, and other chemicals. A site specific winterization plan implemented during construction would be subject to review by the Engineering, Building, and Planning Divisions and subject to approval by the Building Official or their designee with input from City staff. The winterization plan would be in addition to any required erosion control plan.
- 11.36. Stationary Noise Source Compliance Data (Non-roof mounted equipment): Concurrent with building permit submittal for each building, the Applicant shall provide a plan that details that all on-site stationary noise sources comply with the standards listed in MPMC Section 8.06.030. This plan shall be subject to review and approval by the Planning and Building Divisions prior to each building permit issuance. Deferral to the core and shell/vertical construction phase may be granted at the discretion of the Building Official.
- 11.37. Stationary Noise Source Compliance Data (Roof mounted equipment): Concurrent with building permit submittal for each building, the Applicant shall provide a plan that details that all roof-mounted stationary noise sources comply with the standards listed in MPMC Section 16.08.095. This plan shall be subject to review and approval by the Planning and Building Divisions prior to each building permit issuance. Deferral to the core and shell/vertical construction phase may be granted at the discretion of the Building Official.
- 11.38. Building Construction Street Impact Fee: Prior to issuance of each building permit or as otherwise allowed by applicable law, the Applicant shall pay the applicable Building Construction Street Impact Fee, to the satisfaction of the Public Works Director.
- 11.39. Accessibility: All pedestrian pathways shall comply with applicable Federal and State accessibility requirements, to the satisfaction of the Public Works Director and Building Official.

- 11.40. The Applicant shall provide an analysis of the detailed water system to ensure it meets MPMW and MPFPD requirements prior to approval of the first final map and associated subdivision improvement agreement. Any recommended modifications from the analysis would be required to be included in the on-site improvement plans for the Project.
- 11.41. Concurrent with the submittal of each final parcel map, the Applicant shall submit Covenants, Conditions and Restrictions (CC&R's) or other acceptable mechanism for the approval of the Public Works Director or designee and the City Attorney. The CC&R's or other acceptable mechanism shall be approved and recorded concurrently with the final parcel map. The CC&Rs or other acceptable mechanism shall include provisions regarding the allocation of features and requirements that are shared between parcels including, but not limited to the following: shared parking, shared access, joint use and maintenance of common facilities, storm drainage, and administration of the Transportation Demand Management (TDM) plan.
- 11.42. Driveway access from Laurel Street to Building R2 shall be limited to vehicles accessing the surface parking lot and vehicles entering the parking garage from Laurel Street. Vehicles exiting the surface parking lot may access Laurel Street; vehicles exiting the parking garage within Building R2 shall not be permitted to access Laurel Street, and instead shall be directed to the internal loop road to exit the Project Site along Ravenswood Avenue.
- 11.42.1. Up to five parking spaces for prospective tenants, designated as "Future Neighbor" as noted on sheet G4.01 located in the R2 garage but outside the secured parking area shall also be allowed to exit onto Laurel Street.
- 11.43. Waste Water Conveyance Improvements: Applicant shall comply with regulations of the West Bay Sanitary District that are directly applicable to the Project in the design and construction of wastewater conveyance improvements, and submit documentation to the Planning and Building Divisions prior to issuance of each building permit. The West Bay Sanitary District Improvements serving the Project Site will be depicted on the Parkline Improvement Plan set, subject to approval by West Bay Sanitary District.
- 11.44. Recycled Water Improvements: The Applicant shall install a recycled water main within the loop road in coordination with West Bay Sanitary District, dedicate an easement to West Bay Sanitary District to operate, maintain, repair and replace the facilities, and provide documentation of completion/acceptance to the Public Works Director. The recycled water main shall include connections to Laurel Street, Burgess Drive, and Middlefield Road (at Ringwood Avenue). The recycled water infrastructure will enable the future use of recycled water within the project site and the project vicinity.
- 11.45. All existing overhead utility lines within the Project Site and public right of way that is included in a given phase of development shall be undergrounded as part of that phase. The undergrounding work for each phase shall be completed prior to obtaining the first certificate of occupancy for the first building in any phase where the undergrounding work is being performed.

- 11.46. All proposed private easements shall be recorded with the County of San Mateo prior to the granting of the first certificate of occupancy for the associated building permit.
- 11.47. The Applicant shall retain a civil engineer to prepare “as-built” or “record” drawings of public improvements. These drawings shall be submitted in both AutoCAD and Adobe PDF formats to the Engineering Division prior to issuance of the final certificate of occupancy for each phase (1A, 1B, and future non-residential phases).
- 11.48. During the design phase of the construction drawings, all potential utility conflicts shall be potholed with actual depths recorded on the improvement plans submitted for City review and approval.
- 11.49. Lighting: The plan for streetlight installation shall be consistent with City standard details, subject to review and approval of the Public Works Director or their designee. The lighting levels for roadway and walkway lighting shall be consistent with the Illuminating Engineering Society (IES) roadway and walkway lighting standards using illuminance values based on location and adjacent uses or other appropriate City standards in place at the time of building permit submittal for the first phase. The street light locations shall be free from obstructions from tree canopies.
- 11.50. Emergency Generators: Generator size, type, and locations shall be substantially in conformance with the Project Plans and supporting documents and shall be reviewed prior to building permit issuance to ensure compliance with the requirements, as applicable, of the San Mateo County Environmental Health Services Division, Menlo Park Fire Protection District, West Bay Sanitary District, and the City of Menlo Park Building and Planning Divisions.

## **12. Ongoing Compliance Monitoring**

- 12.1. Water Supply Assessment (WSA) Compliance: On January 1<sup>st</sup>, following the first full year after the date of the issuance of the first certificate of occupancy, the Property Owner/Manager for each parcel shall submit documentation to the City to confirm that potable water usage for the parcel does not exceed the estimated potable water consumption documented in the WSA dated April 2024, prepared by West Yost Associates, and approved by the City Council on May 7, 2024 (Resolution No. 6901). Compliance with the WSA shall supersede the requirements in MPMC Sections 16.35.110 (3)(C) and (E). The maximum estimated water usage for the non-residential component shall be adjusted based on Project revision to limit the non-residential square footage to 1 million square feet. Each building or parcel shall be reviewed for compliance with its prorated/fair share water usage based on square footage or units. The Public Works Director shall review the documentation along with City records for water usage at the Project Site to confirm that water usage does not exceed the estimated water usage in the WSA. In the event that actual water consumption exceeds the WSA, a water conservation program, as approved by the City’s Public Works Director, shall be implemented. Twelve (12) months after City approval of the water conservation program, the building owner shall submit data and information sufficient to allow the city to determine compliance with the conservation program. If water consumption exceeds the budgeted amount, the City’s Public Works Director may prohibit the use of water for irrigation or enforce compliance as an infraction pursuant to Chapter 1.12 of the Municipal Code until compliance is achieved. In the event that the townhomes in the TH1 and TH2

components are subdivided as for-sale units through the VTM, then the monitoring requirement shall not apply to the for-sale units.

## 12.2. Long-term Maintenance Provisions

### 12.2.1. Stormwater Operations and Maintenance Agreement for Private Property:

Prior to issuance of the first certificate of occupancy for each building, the Property Owner shall enter into, or amend the existing Operations and Maintenance Agreement with the City, as applicable. The Operations and Maintenance Agreement shall establish a stormwater treatment system maintenance program (to be managed by the Property Owner) that includes annual inspections of any infiltration features and stormwater detention devices (if any), and drainage inlets, flow through planters, and other Best Management Practices (BMP). There may be separate Operations and Maintenance Agreements for each individual parcel within the Project Site, for each townhome development, or one combined agreement as may be determined by the City and Property Owner. The Operation and Maintenance Agreements shall be subject to review and approval of the City Attorney and the Public Works Director and shall be recorded prior to final inspection of the interior improvements phase for each building and no later than the granting of the first certificate of occupancy if the building permit does not include an interior improvements phase. An annual report documenting the inspection and any remedial action conducted shall be submitted to the Public Works Department for review. This condition shall be in effect for the life of the Project.

### 12.2.2. Stormwater Operations and Maintenance Agreement for Rights of Way and the Public Realm:

Prior to City acceptance of improvements within the City's right-of-way, the Owners' Association shall enter into, or amend the existing Operations and Maintenance Agreement with the City, as applicable. The Operations and Maintenance Agreement shall establish a stormwater treatment maintenance program (to be managed by the Owners' Association) that includes annual inspections of any infiltration features and stormwater detention devices (if any), and drainage inlets, flow through planters, and other Best Management Practices (BMP). There may be separate Operations and Maintenance Agreements for each individual parcel within the Project Site, or one combined agreement as may be determined by the City and Applicant. The Operation and Maintenance Agreements shall be subject to review and approval of the City Attorney and the Public Works Director and shall be recorded prior to final inspection of the interior improvements phase for each building or the granting of the first occupancy if the building permit does not include an interior improvements phase. An annual report documenting the inspection and any remedial action conducted shall be submitted to the Public Works Department for review. This condition shall be in effect for the life of the Project.

### 12.2.3. Landscape Maintenance:

Site landscaping shall be maintained to the reasonable satisfaction of the Community Development Director. Revisions to site landscaping shall be reviewed in accordance with Section 7, Changes.

## 12.3. Maintenance Obligations



12.3.1. Applicant: Until such time as an Owners' Association is formed and assumes responsibility pursuant to Section 12.3.3 below, the Applicant shall be responsible for maintaining:

- All privately-owned, publicly accessible open space (excluding Lot 9);
- All private streets;
- All stormwater management infrastructure not expressly accepted by the City, including pipes located within public service easements;
- All street trees, frontage landscaping, sidewalks, and furnishings located on or adjacent to private parcels or within private streets;
- Any temporary improvements, landscape buffers, or common areas serving unoccupied phases; and
- All improvements not dedicated to the City (i.e. the public park, Lot 9 of the VTM).

12.3.2. City: water mains dedicated to and accepted by the City, and the overflow storm drain pipe from the potential emergency water storage reservoir to the main storm drain line on Middlefield Road, and any other improvements expressly identified in a future subdivision map or improvement agreement as City-owned and maintained, shall be maintained by City.

12.3.3. Owners' Association: Prior to the granting of the first certificate of occupancy for the first building, an Owners' Association shall be formed for purposes of maintaining the improvements identified in 12.3.1 and the other items listed below. The association may be modified to confirm responsibility to subsequent Owners' Associations. Following its formation, and subject to any transition periods established therein, the Owners' Association shall be responsible for maintaining the items listed in 12.3.1 for the life of the Project in accordance with the standards submitted in conjunction with the review and approval of the Site Improvement Plans.

12.3.4. All other utilities: For all other utilities, including but not limited to sanitary sewer, recycled water, and telecommunication infrastructure, the Applicant shall coordinate with the respective utility providers to determine ownership and maintenance obligations. This includes coordination with West Bay Sanitary District (WBSD) for sanitary sewer and recycled water systems.

12.3.5. City shall cooperate with Applicant in implementing all of the conditions of this CDP, including to alter responsibility for ongoing maintenance and compliance obligations as necessary (e.g., alter responsibilities between Applicant, Property Owner, Owners' Association).

12.4. Power and Communications Requirements: The Applicant or Property Owner shall comply with all regulations of PG&E and other applicable communication providers (e.g., AT&T and Comcast) that are directly applicable to the Project.

12.5. Public Open Space Access: Prior to building permit issuance for any given building or parcel, the Applicant shall submit a plat and legal description and proposed form of irrevocable easement agreement for public utilization of the Publicly Accessible Open Space associated with that building or parcel to the satisfaction of the Public

Works Director and City Attorney. The form of irrevocable easement shall ensure, to the reasonable satisfaction of the City, that the Applicant has reasonable control over the Publicly Accessible Open Space and that the Publicly Accessible Open Space is accessible to the general public, in perpetuity during reasonable hours of each day of the week and at a minimum from sunrise to 30 minutes after sunset in compliance with Section 8.28.133 of the Municipal Code, except as otherwise provided in the Open Space Operating Rules to be prepared in accordance with Section 15. Publicly accessible open space and frontage landscaping that is part of each parcel, and identified in the ACP, shall be open prior to the first certificate of occupancy.

12.5.1. The irrevocable easement agreement requires City Manager approval and shall be recorded with the County of San Mateo prior to granting of the first certificates of occupancy for the building(s) or units served by or adjacent to such Publicly Accessible Open Space. For clarity, nothing in this section shall require the recordation of a public access easement over any area that has not yet been constructed or made available for public access, or that is subject to active construction or City-approved temporary closure.

12.5.2. Signage for Publicly accessible open space shall be consistent with City standards and any Master Sign Program for the project.

12.6. Generator Screening: To the extent generators are placed on the exterior of the buildings, the Applicant shall screen all generators prior to the first certificate of occupancy for each building, in accordance with the Design Standards and to the satisfaction of the Planning Division. Screening shall be to the height of the generator and enclose all four sides of the generator. Buildings may be used for all or part of the enclosure.

12.7. Refuse and Recyclables: The Project shall comply with MPMC Section 16.35.110, the City's implementing regulations and the Design Standards. Documentation of preliminary compliance shall be submitted with each ACP and confirmed prior to issuance of each applicable building permit, subject to review and approval of the Sustainability and Planning Divisions. Ongoing compliance shall be demonstrated by Applicant or Owner's Association through zero waste assessments and established benchmarks for waste reduction as part of the City's implementing guidelines, subject to review and approval of the Sustainability Division.

12.7.1. All garbage bins and carts shall be located within a trash enclosure that meets the requirements of the solid waste disposal provider, and the City Public Works Department and Planning Division for the lifetime of the Project. If additional trash enclosures are required to address the on-site trash bin and cart storage requirements of the Project, a complete building permit submittal shall be submitted inclusive of detailed plans, already approved by the solid waste disposal provider, for review and approval of the Planning Division and the Public Works Department prior to each building permit issuance.

12.7.2. Concurrent with the submittal of each complete building permit application that requires waste and recycling collection services, the Applicant shall provide documentation of approval of the refuse and recycling locations by the City's waste and recycling provider (e.g. Recology), subject to review and approval of the Sustainability and Planning Divisions.

12.7.3. All garbage and recycling bins located outside buildings shall include a cover to reduce windborne refuse. The covers may be full or partial, provided that

refuse cannot become windborne from the receptacle, subject to review and approval by the Planning and Sustainability Divisions. All exterior garbage and recycling bins shall be frequently emptied on a routine schedule to reduce the possibility of overflowing refuse.

- 12.8. Construction Hours: Construction activities may take place outside of the typical construction hours of 8:00 a.m. to 6:00 p.m. Monday through Friday, provided the construction activities comply with the noise limitations set forth in MPMC Chapter 8.06 (Noise) and the MMRP, unless determined by the Building and Planning Divisions that an exception for specific activities is necessary (e.g. offsite evening/night work or other on-site activities that cannot occur during the typical construction hours). Prior to the issuance of a building permit for each individual phase, the Applicant shall submit a construction work plan and acoustical analysis to the City documenting the expected work hours and compliance with the MPMC Chapter 8.06 (Noise), the MMRP, and any noise ordinance exceptions subject to review and approval of the Building and Planning Divisions.
- 12.9. Diesel Generators: Except as provided for in Section 3 of this CDP, any additional diesel generators require review and approval of an administrative permit per the requirements of the MPMC.
- 12.10. EPA Energy Star Portfolio Manager: Consistent with MPMC 16.35.110, simultaneous with the submittal of each building permit application for buildings greater than 10,000 square feet, the Applicant shall enroll in EPA Energy Star Building Portfolio Manager. Prior to issuance of the building permit, the Applicant shall submit documentation showing compliance to the satisfaction of the Planning and Building Divisions. This requirement does not apply to any of the townhome buildings that are less than 10,000 square feet in size.
- 12.11. Energy Requirements: Consistent with MPMC 16.35.110, prior to issuance of the first building permit for each phase, building or site feature (e.g. publicly accessible park), the Applicant shall submit plans and supporting documentation to the Building and Planning Divisions documenting that each building meets one hundred percent of its energy demand, as required by MPMC Section 16.35.110(2), through the combination of the following measures and to the satisfaction of the Building and Planning Divisions:
  - 12.11.1. On-site energy generation;
  - 12.11.2. Purchase of 100% renewable electricity through Peninsula Clean Energy or Pacific Gas and Electric Company in an amount equal to the annual energy demand of the project;
  - 12.11.3. Purchase and installation of local renewable energy generation within the City of Menlo Park in an amount equal to the annual energy demand of the project;
  - 12.11.4. Purchase of certified renewable energy credits and/or certified renewable energy offsets annually in an amount equal to the annual energy demand of the project.
  - 12.11.5. Following issuance of the final occupancy permit for each Project phase or building, the Applicant or applicable Owner's Association shall submit an annual report on January 1st of every year demonstrating that tenants and

occupants of all buildings that have received final inspection on site, purchased or used 100% renewable energy or otherwise complied with MPMC Section 16.35.110(2) to the Community Development Director or their designee for their review and approval. The Applicant may submit documentation to the City prior to the granting of the first occupancy for each Project phase or building documenting that the amount of on-site or off-site renewable energy generation would, at a minimum, equal the estimated amount of non-renewable energy used at the project site. The report may be submitted in lieu of annual monitoring, subject to review and approval of the Community Development Director with input from the Building, Planning, and Sustainability Divisions, as applicable. . If additional generators are added through the appropriate permitting process after submittal of the report, the report shall be updated to include the additional generator and submitted one time on January 1st the year following the installation of the generator.

### **13 OFF SITE IMPROVEMENTS**

#### **13.1 Project Frontage Improvements**

The following frontage improvements are documented in the Vesting Tentative Map (Sheets C10.0, C10.1, C10.2, C10.2A, C10.3, and C10.4) and the Conceptual Plans (Sheets G4.01, G4.06.1, G4.07.2, G5.03-G5.14) and the general requirements are summarized in this section of the CDP. Timing for these improvements is identified below and may also be memorialized through one or more public improvement agreement/subdivision improvement agreements associated with the final map(s) for the Project, which may be processed in phases.

13.1.1 Laurel Street: Frontage improvements along Laurel Street (approximately 1,100 feet) shall include utility connections, three water connections, two joint trench connections, and a waterline stub for a future recycled water connection. A 390-foot extension of the 12" waterline shall be completed, along with upgrades to streetlights, crosswalks, a 3" grind and overlay (curb to curb) across approximately 1,100 feet, curb, gutter, Class IV bikeways, raised crosswalks, and sidewalks. Overhead lines shall be removed, and two new drive approaches shall be added. These frontage improvements shall be completed prior to the granting of the first certificate of occupancy for either Building R1 or R2, whichever comes first.

13.1.1.1 In the event that the Applicant constructs the 19 detached units in the TH1 component prior to Buildings R1 or R2, then the frontage improvements along and within Laurel Street may be phased with the following required prior to first occupancy of the first detached dwelling unit: Partial frontage improvements along Laurel Street (approximately 250 feet) shall include utility connections, a 3" grind and overlay (curb to curb) across approximately 250 feet (proximate to TH1 component), curb, gutter, sidewalk installation, and new drive approaches.

13.1.2 Ravenswood Avenue: Frontage improvements along Ravenswood Avenue may be constructed in phases.

13.1.2.1 Frontage improvements associated with Phase 1A from the conceptual phasing plan in the Master Plan and VTM (proximate to Building R1) shall cover approximately 800 feet, including intersection

upgrades at Ravenswood Avenue and Laurel Street (excluding the Middlefield Rd./Ravenswood Ave. intersection). These improvements shall include utility connections (three fire hydrants, joint trench connection at the Loop Road drive approach), two new drive approaches, new curb, gutter, and sidewalk, a new crosswalk at Pine Street, a 3" grind and overlay (curb to curb) across approximately 800 feet, restriping, and new street lighting. These frontage improvements shall be completed prior to the granting of the first certificate of occupancy for Building R1 or R2, whichever comes first.

13.1.2.2 Frontage improvements associated with Phase 1B from the conceptual phasing plan in the Master Plan and VTM (proximate to the Ravenswood Ave. parklet, public park dedication, and Building R3) along Ravenswood Avenue (approximately 1,200 feet) shall include utility connections and upgrades to the intersection at Ravenswood Avenue and Middlefield Road as well as green infrastructure (See requirements in Section 13.5). This work shall also involve drainage upgrades, a 3" grind and overlay (curb to curb) across approximately 1,200 feet, curb, gutter, sidewalk installation, storm drain connections, new street lighting, landscaping, and new drive approaches. These frontage improvements shall be completed prior to the granting of the first certificate of occupancy for Building R3 or TH 2.

13.1.3 Middlefield Road: Frontage improvements along Middlefield Road (approximately 500 feet) shall include necessary utility connections, a waterline main upgrade, and recycled water connection to the future West Bay Sanitary District line. The project shall also involve intersection upgrades at Ravenswood Avenue/Middlefield Road and Ringwood Avenue/Middlefield Road (see Sections 13.4.1 and 13.4.2), and a 3" grind and overlay (curb to curb) across approximately 500 feet. These improvements shall be completed prior to the granting of the first certificate of occupancy for Building R3 or the first unit in the TH2 component, whichever comes first.

13.1.4 General Frontage Improvement Requirements:

13.1.4.1 All streets adjoining the Project Site (i.e., Ravenswood Avenue, Laurel Street, and Middlefield Road), shall receive an asphalt concrete overlay, which will include a 3" grind and overlay across the entire frontage for both Phase 1A and Phase 1B. Existing striping, markings, and legends shall be replaced in kind, or as modified by the City Engineer.

13.1.5 All public right-of-way improvements, including frontage improvements and the dedication of easements and public right-of-way, shall be completed to the satisfaction of the Engineering Division prior to the granting of the first occupancy for the first building permit in each phase/scope of work. Existing striping, markings, and legends shall be replaced in kind, or as reasonably modified by the City Engineer.

13.2 Off-site and Frontage Improvements General: Prior to submitting for the first final map for any given phase, the Applicant shall submit engineered Off-Site

Improvement Plans (including specifications and engineers' cost estimates) for approval by the Engineering Division, showing the infrastructure necessary to serve such phase.

13.2.1 The Applicant shall obtain an encroachment permit, from the appropriate reviewing jurisdiction, prior to commencing any work within the right-of-way or public easements.

13.2.2 The Applicant shall coordinate its street improvements on Ravenswood Avenue with Town of Atherton where the project overlaps with the Town's jurisdiction. This includes obtaining any necessary permits. The Applicant shall diligently pursue and make a good faith effort to obtain the necessary permits. In the event that the Applicant is unable to obtain the necessary permits from the Town of Atherton, the required street improvements may be modified, subject to review and approval of the Public Works Director.

13.2.3 Prior to any building permit issuance for frontage improvement work, Applicant shall submit plans for street light design per City standards and PG&E at locations approved by the City.

13.2.4 Irrigation within public right of way shall comply with City Standard Details LS-1 through LS-19 and shall be connected to the on-site water system.

13.3 Transportation Impact Fee ("TIF"): Transportation Impact Fee ("TIF"): The current estimated total transportation impact fee is \$9,769,442.07, based on all existing buildings being used for R&D or R&D support (less any existing fee credits and subject to adjustments for the actual proposed development) ("TIF Obligation"). The Applicant shall complete off-site circulation improvements identified as the responsibility of the Project through the TIA and included in the TIF ("TIF In Lieu Improvements") in lieu of paying the TIF. The City and Applicant shall establish the estimated cost of the TIF In Lieu Improvements in connection with the City's review of the Improvement Plans for each respective TIF In Lieu Improvement. The TIF In Lieu Improvements shall reduce the TIF Obligation dollar for dollar. The TIF rates are subject to adjustment on July 1st of each year based on the ENR Construction Cost Index % for San Francisco Bay Area. In the event that another development project is also obligated to construct the improvement and undertakes construction of the improvement, the Applicant would not be credited for said improvement. The TIF obligation shall be paid at time of building permit issuance based on the TIF rate for the size/use of the building less any credit for any existing uses demolished to facilitate construction of the new building.

13.3.1 Applicant shall perform, construct and complete, at the Applicant's own expense, the transportation improvements described in Section 13.4, prior to issuance of the first certificate of occupancy for the Project.

13.3.2 To determine the estimated TIF In Lieu Improvement cost, the Applicant shall submit detailed estimates of costs, including design, engineering, and permitting costs to the Public Works Director or designee for the transportation improvements. Pursuant to MPMC 13.26.80, the Applicant shall be entitled to credit for said transportation improvements up to the TIF Obligation. Only improvements identified in the City's TIF Nexus study dated January 30, 2020 are eligible for a TIF credit.

- 13.3.3 The Applicant shall not be entitled to a credit for the actual cost of the Non-TIF intersection improvements identified in Section 13.5 or the Other off-site improvements identified in Section 13.6 against the Project's TIF Obligation.
- 13.3.4 The transportation improvements shall include all near term intersection improvements identified below. Prior to recording the final map for each respective phase, Applicant shall enter into an improvement agreement with the City memorializing the terms for performance, construction, and completion of the transportation improvements associated with that respective phase.
- 13.4 TIF In Lieu Improvements:
- 13.4.1 **Ravenswood Avenue & Middlefield Road** - The modification for this intersection includes removal of the eastbound right turn channelized island on Ravenswood Avenue and reconfiguration of the corner to maintain a right turn pocket. The improvements include extension of the shared bike and pedestrian path along the Project's frontage and a bicycle lane. The traffic signal will be modified to incorporate a bike signal and improvements for bicycles turning left onto Ravenswood Avenue. Reconfiguration of intersection shall ensure proper drainage and consider grading, green infrastructure, etc.
- 13.4.1.1 Simultaneous with the submittal of the final map for Phase 1B, the Applicant shall submit complete plans for these improvements. Complete plans shall include all necessary requirements to construct the improvements, including but not limited to, grading and drainage improvements, utility relocations, tree protection requirements, striping modifications, and a detailed cost estimate. The plans are subject to review and approval by the Public Works Director or designee. The Applicant shall construct the improvements prior to the first occupancy of Building R3 or TH 2, whichever comes first.
- 13.4.2 **Ravenswood Avenue Green Infrastructure** - Green infrastructure at the intersection of Ravenswood Avenue and Middlefield Road shall treat runoff from the public street rights-of-way. Sizing and design shall conform to the San Mateo Countywide Water Pollution Prevention Program design templates and technical guidance, and shall be subject to approval by the Engineering Division. This improvement shall be constructed as part of the improvements described in 13.4.1.
- 13.4.3 **Middlefield Road and Ringwood Avenue** - The intersection improvements consist of changing the east/west phasing on Ringwood Avenue from permitted to split phasing and removal of channelized right turn islands. The design shall include appropriate pedestrian and bicycle accommodation at this intersection including pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. Simultaneous with the submittal of the final map for Phase 1B, the Applicant shall submit complete plans for these improvements. Complete plans shall include all necessary requirements to construct the improvements, including but not limited to, grading and drainage improvements, utility relocations, tree protection requirements, striping modifications, and a detailed cost estimate. The plans are subject to review by the City. The Applicant shall construct the



improvements prior to first occupancy of the Building R3, TH 2 or the first office building, whichever comes first.

### 13.5 Non-TIF intersection improvements

**13.5.1 Middlefield Road and Seminary Drive** – Design and construct a new traffic signal and provide appropriate pedestrian and bicycle accommodation at this intersection. The Seminary Drive approach should be striped with one left-turn lane and one right-turn lane. The signal should include protected north/south phasing on Middlefield Road and split east/west phasing on Seminary Drive, pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, bicycle detection loops and forced turn islands to restrict through movements on Seminary Drive. The northbound left-turn storage on Middlefield Road should be extended to 325 feet. Simultaneous with the submittal of the final map for Phase 2, the Applicant shall submit complete plans for these improvements. Complete plans shall include all necessary requirements to construct the improvements, including but not limited to, grading and drainage improvements, green infrastructure, utility relocations, tree protection requirements, striping modifications, and a detailed cost estimate. The plans are subject to review by the City. The Applicant shall construct the improvements prior to the first occupancy of the first office building.

**13.5.2 Seminary Drive** – The applicant shall construct Option 2 (shown on Sheet C3.4 of the Master Plan) of the Seminary Drive alignment that provides a three-lane width cross-section with a sidewalk along on the south side and removal of the existing median island. The Public Works Director or designee, may include other minor geometry changes within the City right of way, or opt to require construction of Option 1 (also shown on Sheet C3.4 of the Master Plan).

**13.5.2.1** Simultaneous with the submittal of the first final map for the office component, the Applicant shall submit complete plans for Option 2 unless otherwise directed by the City. The Applicant shall make a good faith effort to coordinate access modifications and relocation of improvements that benefit neighboring property owners to limit impacts. At its sole discretion, the City shall determine whether to move forward with Option 2 or Option 1 and compel the Applicant to remove any encroachments within the City's right-of-way necessary to implement the necessary improvements. The City may select modifications of either option based on existing encroachments and access to neighboring properties. The complete plans shall include all necessary requirements to construct the improvements, including but not limited to, grading and drainage improvements, grind and overlay, utility relocations, tree protection requirements, striping modifications, and a detailed cost estimate. The plans are subject to review by the City. The Applicant shall construct the improvements prior to the first occupancy of the first office building.

**13.5.3 Ravenswood Avenue Corridor** – Design and install a two-way left-turn lane along Ravenswood Avenue between the proposed project driveway at W First Street and Laurel Street. This design should maintain the buffered bike lanes on Ravenswood Avenue.

13.5.3.1 Simultaneous with the submittal of the first final map for Phase 1A, the Applicant shall submit complete plans for both a portion of these improvements up to 200 feet east of the West Loop Driveway and Ravenswood Avenue and the full length of Ravenswood Avenue. Complete plans shall include all necessary requirements to construct the improvements, including but not limited to, grading and drainage improvements, utility relocations, tree protection requirements, striping modifications, and a detailed cost estimate. The plans are subject to review by the City. The Applicant shall construct the Phase 1A improvements (partial improvements) prior to the first occupancy of either Building R1 or R2, whichever comes first. The remaining improvements (i.e., extending the two-way left-turn lane beyond the initial 200') shall be completed prior to first occupancy of Building R3 or TH 2, whichever comes first

#### 13.6 Other off-site improvements

13.6.1 **Willow Road & Hospital Plaza/Durham Street** – Restripe southbound Hospital Plaza approach to include 1 left-turn and 1 shared through-right lane and change the north/south phasing on Hospital Plaza/Durham Street to protected phasing. Excess space on the Hospital Plaza shall be striped with chevrons. Modify the traffic signal to operate north/south legs with protected phasing instead of split phasing. This improvement is not included in the City's TIF program.

13.6.1.1 Simultaneous with the submittal of a complete building permit application for the first office building, the Applicant shall submit complete plans for this improvement. Complete plans shall include all necessary requirements to construct the improvements, including but not limited to, utility relocations tree protection requirements, striping modifications, and a detailed cost estimate. The plans are subject to review by the City. Upon obtaining approval from the Director of Public Works or designee, and the Applicant shall construct the improvements prior to first certificate of occupancy for the first office building.

### 14. ON-SITE IMPROVEMENTS (BACKBONE INFRASTRUCTURE)

14.1 Prior to recording a final map for any given phase, the Applicant shall prepare and submit for City approval improvement plans for all main project site-serving improvements for the phase contemplated in the map. These shall include mass grading, utilities, on-site circulation improvements (including roadways and intersection improvements), and public realm landscaping and street furnishings. Improvement plans shall be substantially consistent with the Vesting Tentative Map and the Conceptual Plans and the general requirements as summarized in this section of the CDP. These improvements may be memorialized through a public improvement agreement/subdivision improvement agreement associated with the final map for the Project and implemented in phases as determined by the Public Works Director.

14.1.1 Improvement plans shall include, at a minimum, specifications, engineer's cost estimates (as necessary for public improvements), and all engineering

calculations necessary to substantiate the design of the following improvements: proposed roadways, drainage improvements, utilities, traffic control devices, required retaining walls, sanitary sewers, stormwater conveyance improvements, pump/lift stations (if any), street lighting, landscaping, and other project-related improvements. All public improvements shall be designed and constructed to the satisfaction of the Engineering Division. Improvement plans shall also include the following components:

- Existing Topography (NAVD 88')
- Demolition Plan (if necessary)
- Site Plan (including easement dedications, if applicable)
- Construction Parking Plan
- Grading and Drainage Plan
- Utility Plan
- Off-site Improvement Plan
- Erosion Control Plan
- Tree Protection Plan
- Planting and Irrigation Plan
- Construction Details (including references to City Standards and civil details)

14.2 Required Improvements The following improvements are required for the Project and are enumerated using the conceptual phasing plan from the VTM and Master Plan plan set. The Applicant may propose an alternate phasing plan, provided the phased site improvements are designed and constructed to adequately serve the alternate phasing plan (i.e., the necessary improvements shall be designed to serve a specific building before building permit issuance and shall be constructed and operable before the granting of the associated building's first occupancy), subject to review and approval by the Public Works Director and Community Development Director.

#### 14.2.1 Phase 1A (Lot 4 – R1 and Lot 5 – R2)

##### 14.2.1.1 Demolition and Site Preparation:

- Phase 1A shall begin with site preparation and demolition activities necessary for Buildings R1 and R2.
- Demolition of the substation within Lot 4 could be deferred to ensure SRI's continuous operations in Buildings P, S, and T, subject to review and approval of the City's Building Official and Public Works Director. The substation shall be demolished before vertical construction of Building R1 can begin.

##### 14.2.1.2 Onsite Improvements:

- The Loop Road shall be constructed running through the site between Buildings R1/R2, the future TH1 site, and Buildings P, extending to Buildings S and T. Surface improvements, including an interim parking lot, utility installation, and

stormwater control (C.3 bioretention basin southeast of TH1), shall also be included in Phase 1A.

**14.2.2 Phase 1B (Lot 7 – R3, Lot 8 – TH2, Lot 9 – Recreational Park, Lots 6 and 10-28 – TH1)**

**14.2.2.1 Onsite Improvements:**

- The Loop Road shall be extended to Lot 9, Lot 8, and Lot 7, connecting to Ravenswood Avenue at two locations and Ringwood Avenue via existing 30' IEE and PUE. All necessary surface improvements and utilities shall be constructed as part of this phase.
- Internal infrastructure (EVAE, PAE, PSE) shall be constructed to service all associated lots within this phase, except for the non-residential components.

**14.2.3 Nonresidential Phases (Lot 1 and Lots 29-37)**

**14.2.3.1 Onsite Improvements:**

- Onsite improvements shall involve completing utilities under the remaining Loop Road, including domestic and fire water, joint trench, sanitary sewer, and storm drain. The Loop Road and EVA roads shall be paved, and permanent infrastructure (curb, gutter, sidewalks, street lighting) shall be installed. Pads for commercial and parking structures shall be constructed, followed by foundations and building structures. Site work shall include bioretention ponds, bike and walking paths, and landscaping, including the "Parkline Central Commons."

**15. PROJECT SPECIFIC CONDITIONS – OPERATING RULES FOR PUBLICLY ACCESSIBLE OPEN SPACE**

- 15.1 Prior to opening the Publicly Accessible Open Space or any portion thereof to the public, the Property Owner or Owners' Association, as applicable, shall prepare reasonable rules and restrictions regarding the public's access to and use of the Publicly Accessible Open Space (or portion thereof) per the requirements of this CDP, subject to review and approval of the Directors of Community Development and Public Works, City Manager or their designee, and City Attorney ("Operating Rules"). The Operating Rules may include, without limitation, provisions such as: (a) permitting the Property Owner or Owners' Association, as applicable, to reasonably restrict or prohibit public access and use as reasonably necessary to (i) ensure security of the Project Site and persons or property within or around the Project Site and (ii) preclude activities that unreasonably disrupt non-public uses in the Project; (b) providing exclusive use by Property Owner for a specified number of private events; and (c) providing terms of use for community use of the Publicly Accessible Open Space.

**16. GENERAL CONDITIONS**

- 16.1 City Fees: Applicant shall pay all outstanding fees associated with processing any application upon receipt of the final invoice. Prior to future building permit issuance or such later date as required by applicable law, the Applicant shall pay all applicable Public Works and Community Development fees in accordance with the City's Master Fee Schedule.
- 16.2 School Impact Fee: Prior to issuance of each building permit, the Property Owner shall pay the applicable School Impact Fee for the building in effect at the time of payment and submit documentation of payment to the Building Division prior to issuance of each building permit.
- 16.3 Menlo Park Municipal Water: The Property Owner shall comply with all requirements of Menlo Park Municipal Water that are directly applicable to the Project and document compliance prior to issuance of each building permit.
- 16.4 Leadership in Energy and Environmental Design: The Applicant shall design and certify buildings greater than 25,000 square feet in size for LEED Gold and buildings between 10,000 and 25,000 square feet in size for LEED Silver, in accordance with Zoning Table 16.35.110(2)(B). Buildings on the Project Site of less than 10,000 sf would not be certified under LEED. Each building shall be certified within one year of first Certificate of Occupancy and documentation shall be provided to the Planning Division. At its discretion, the Applicant may certify buildings less than 25,000 square feet in size for LEED Gold. The Applicant shall not use an equivalency process and all applicable buildings must be LEED certified.
- 16.5 The City has approved this CDP in conjunction with a Development Agreement. During the term of the Development Agreement, this CDP shall be subject to the terms and conditions of the Development Agreement and, in the event of a conflict, the terms and conditions of the Development Agreement shall prevail.
- 16.6 Covenants Run with the Land: All of the conditions contained in this CDP shall run with the land comprising the Project Site and shall be binding upon, and shall inure to the benefit of the Applicant and its heirs, successors, assigns, devisees, administrators, representatives and lessees, except as otherwise expressly provided in this CDP. Upon transfer, sale, or assignment of all or any portion of the Project Site, the Applicant shall be released from its obligations pursuant to this CDP with regard to the transferred, sold, or assigned property that arise or accrue subsequent to the effective date of the transfer, sale and/or assignment.
- 16.7 Severability: If any condition of this CDP, or any part hereof, is held by a court of competent jurisdiction in a final judicial action to be void, voidable or unenforceable, such condition, or part hereof, shall be deemed severable from the remaining conditions of this CDP and shall in no way affect the validity of the remaining conditions hereof. Notwithstanding the foregoing, in the event that any provision of this CDP is found to be unenforceable, void or voidable which materially impairs Applicant's ability to construct the Project, and Applicant has not undertaken

construction of any portion of the Project in reliance on this CDP, then Applicant may terminate this CDP upon providing written notice to the City.

- 16.8 Indemnification: The Applicant and successors and assigns shall defend, indemnify, and hold harmless the City of Menlo Park or its agents, officers, and employees from any claim, action, or proceeding against the City of Menlo Park or its agents, officers, or employees to attack, set aside, void, or annul an approval of the Planning Commission, City Council, Community Development Director, or any other department, committee, or agency of the City concerning a development, variance, permit, or land use approval; provided, however, that the Applicant's or successors' and assigns' duty to so defend, indemnify, and hold harmless shall be subject to the City's promptly notifying the Applicant and successor and assigns of any said claim, action, or proceeding and the City's full cooperation in the Applicant's or successors' or assigns' defense of said claims, actions or proceedings. In the event of a conflict between this indemnification language and the indemnification language included in the Development Agreement, the Development Agreement shall control. This indemnification language shall only control in the event the Development Agreement is no longer in effect.
- 16.9 Exhibits: The exhibits referred to herein are deemed incorporated into this CDP in their entirety.

#### EXHIBITS

- Exhibit 1: Legal Description
- Exhibit 2: Plat Map
- Exhibit 3: Glossary of Supporting Documents
- Exhibit 4: Design Standards (Staff Report Attachment M)
- Exhibit 5: TDM Plan (Staff Report Attachment Y)
- Exhibit 6: TDM Monitoring Plan (Staff Report Attachment Z)
- Exhibit 7: Mitigation Monitoring and Reporting Program (Staff Report Attachment O)
- Exhibit 8: Arborist Report (Staff Report Attachment Q)

**EXHIBIT "1"**  
**LEGAL DESCRIPTION**  
**FOR: PLANNING PURPOSES**

ALL THAT CERTAIN REAL PROPERTY SITUATE IN THE CITY OF MENLO PARK, COUNTY OF SAN MATEO, STATE OF CALIFORNIA, BEING ALL OF LOTS 2 AND 3 AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON JULY 3, 1979 IN BOOK 47 OF MAPS AT PAGES 29 THROUGH 31, SAN MATEO COUNTY RECORDS, ALL OF PARCELS A AND C, AND A PORTION OF PARCEL B AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON NOVEMBER 12, 1980 IN BOOK 50 OF MAPS AT PAGES 53 THROUGH 55, SAN MATEO COUNTY RECORDS, AND ALL OF THE LAND DESCRIBED IN THAT CERTAIN QUITCLAIM DEED RECORDED ON MAY 13, 1957 IN VOLUME 3217, PAGE 650 OF OFFICIAL RECORDS, SAN MATEO COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE NORTHERLY CORNER OF SAID LOT 2;

THENCE ALONG THE NORTHEASTERLY LINES OF SAID LOT 2, SAID LINES ALSO BEING ON THE SOUTHWESTERLY RIGHT OF WAY LINE OF MIDDLEFIELD ROAD AS SHOWN ON SAID PARCEL MAP (BOOK 47 OF MAPS AT PAGES 29 THROUGH 31) THE FOLLOWING TWO (2) COURSES AND DISTANCES:

1. SOUTH 87° 26' 05" EAST, 77.73 FEET;
2. SOUTH 58° 15' 42" EAST, 352.93 FEET;

THENCE LEAVING SAID SOUTHWESTERLY RIGHT OF WAY LINE, CONTINUING ALONG THE NORTHEASTERLY LINES OF SAID LOT 2 AND THE NORTHEASTERLY AND SOUTHEASTERLY LINES OF SAID PARCEL B, THE FOLLOWING THIRTEEN (13) COURSES AND DISTANCES:

1. SOUTH 04° 05' 50" EAST, 66.13 FEET;
2. SOUTH 31° 45' 00" WEST, 213.14 FEET;
3. SOUTH 58° 15' 49" EAST, 992.57 FEET;
4. SOUTH 31° 44' 22" WEST, 768.86 FEET;
5. SOUTH 58° 15' 00" EAST, 530.00 FEET;
6. SOUTH 31° 45' 00" WEST, 407.88 FEET;
7. NORTH 58° 15' 00" WEST, 139.72 FEET;
8. SOUTH 31° 45' 00" WEST, 0.66 FEET;
9. NORTH 58° 15' 00" WEST, 420.20 FEET;
10. SOUTH 31° 44' 22" WEST, 63.43 FEET;
11. ALONG THE ARC OF A 300.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 45° 25' 33", AN ARC DISTANCE OF 237.85 FEET TO A NON-TANGENT LINE;
12. NORTH 58° 15' 00" WEST, 372.83 FEET;
13. SOUTH 31° 45' 00" WEST, 322.82 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF SAID PARCEL B, SAID LINE ALSO BEING THE NORTHEASTERLY RIGHT OF WAY LINE OF LAUREL STREET AS SHOWN ON SAID PARCEL MAP (BOOK 50 OF MAPS AT PAGES 53 THROUGH 55);

THENCE CONTINUING ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE THE FOLLOWING SIX (6) COURSES AND DISTANCES:

1. NORTH 58° 14' 45" WEST, 652.22 FEET;
2. ALONG THE ARC OF A 470.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 22° 35' 12", AN ARC DISTANCE OF 185.28 FEET;



3. NORTH 35° 39' 33" WEST, 166.44 FEET;
4. ALONG THE ARC OF A 330.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 23° 08' 07", AN ARC DISTANCE OF 133.25 FEET;
5. NORTH 58° 47' 40" WEST, 2.34 FEET;
6. ALONG THE ARC OF A 20.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 90° 00' 50", AN ARC DISTANCE OF 31.42 FEET TO A POINT ON THE NORTHWESTERLY LINE OF SAID PARCEL A, SAID POINT ALSO BEING ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF RAVENSWOOD AVENUE AS SHOWN ON SAID PARCEL MAP (BOOK 50 OF MAPS AT PAGES 53 THROUGH 55);

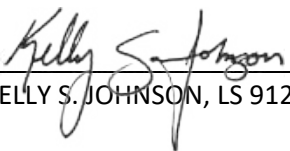
THENCE CONTINUING ALONG SAID SOUTHEASTERLY RIGHT OF WAY LINE THE FOLLOWING THREE (3) COURSES AND DISTANCES:

1. NORTH 31° 13' 10" EAST, 1689.10 FEET;
2. NORTH 35° 43' 25" EAST, 144.36 FEET;
3. ALONG THE ARC OF A 112.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 14° 28' 32", AN ARC DISTANCE OF 28.30 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 64.2286 ACRES, MORE OR LESS.

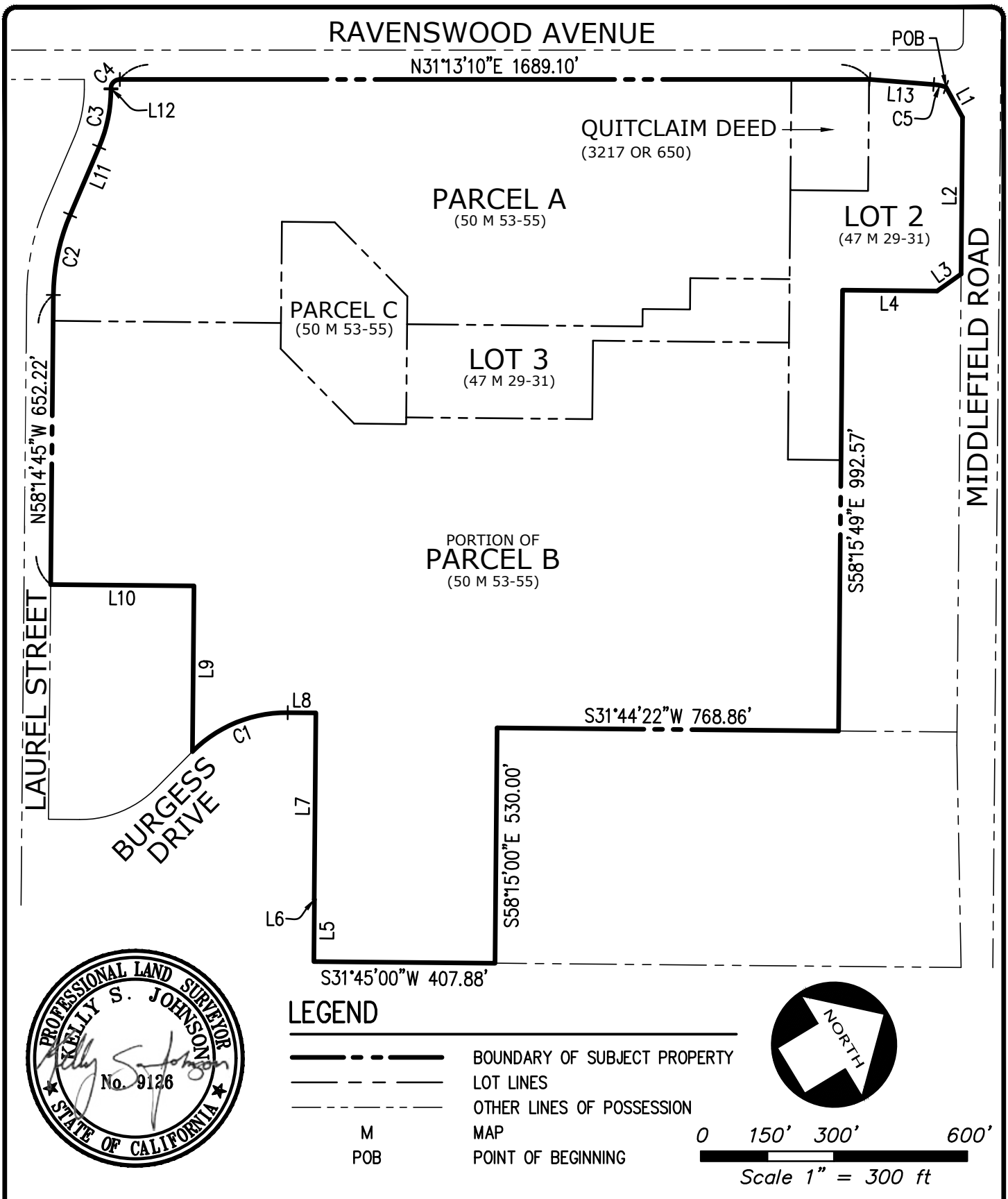
AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

**LEGAL DESCRIPTION PREPARED BY KIER & WRIGHT CIVIL ENGINEERS AND SURVEYORS, INC.**

  
KELLY S. JOHNSON, LS 9126



8/12/2025  
DATE



**KIER+WRIGHT**

3350 Scott Boulevard, Building 22 Phone: (408) 727-6665  
 Santa Clara, California 95054 www.kierwright.com

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## EXHIBIT "2" PLANNING PURPOSES

MENLO PARK,

CALIFORNIA

DATE	AUG., 2025
SCALE	1" = 300'
BY	EK
JOB NO.	A20152-1
SHEET	1 OF 2

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S87°26'05"E	77.73'
L2	S58°15'42"E	352.93'
L3	S4°05'50"E	66.13'
L4	S31°45'00"W	213.14'
L5	N58°15'00"W	139.72'
L6	S31°45'00"W	0.66'
L7	N58°15'00"W	420.20'
L8	S31°44'22"W	63.43'
L9	N58°15'00"W	372.83'
L10	S31°45'00"W	322.82'
L11	S35°39'33"E	166.44'
L12	N58°47'40"W	2.34'
L13	N35°43'25"E	144.36'

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C1	300.00'	45°25'33"	237.85'
C2	470.00'	22°35'12"	185.28'
C3	330.00'	23°08'07"	133.25'
C4	20.00'	90°00'50"	31.42'
C5	112.00'	14°28'32"	28.30'



**KIER+WRIGHT**

3350 Scott Boulevard, Building 22 Phone: (408) 727-6665  
 Santa Clara, California 95054 www.kierwright.com

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**EXHIBIT "B"**  
**PLANNING PURPOSES**

**MENLO PARK,**

**CALIFORNIA**

DATE	AUG., 2025
SCALE	NO SCALE
BY	EK
JOB NO.	A20152-1
SHEET	2 OF 2

## EXHIBIT 3

### **Glossary of Supporting Documents**

Parkline Master Plan Project Plans (dated June 24, 2025)

Vesting Tentative Map (dated June 24, 2025)

Development Agreement (dated XX, 2025 and adopted by Resolution XXXX)

Parkline Phasing Plan and Milestones Exhibit (Exhibit F to the Development Agreement)

Heritage Tree Removal Permit HTR2022-00175

Arborist Report (dated August 2025)

Letter from Hort Science to City Arborist (dated Feb. 11, 2025)

Parkline Phasing Plan Narrative (dated August 6, 2025)

Transportation Demand Management (TDM) Plan (dated August, 6 2025)

TDM Monitoring Plan (dated August 6, 2025)

Mitigation Monitoring and Reporting Program (dated XX, 2025 and adopted by Resolution XXXX)

Parkline Project Wide Below Market Rate Housing Agreement (dated XX, 2025 and adopted by Resolution XXXX)

Water Supply Assessment prepared by West Yost (dated April 29, 2024 and adopted by Resolution 6901)

SRI Parkline On-Site Pipeline Evaluation prepared by West Yost (dated October 17, 2024)

Hazardous materials information forms and generator supplemental forms

**DRAFT: Parkline Development Regulations and Design Standards (July 2025)**<sup>12</sup>**Residential**

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Minimum lot dimensions	Minimum size of a lot calculated using lot lines.	100 feet width 100 feet depth	20 feet width 45 feet depth	30 feet width 60 feet depth	There are no minimum lot sizes if minimum dimensions are met.
Minimum setback at Public streets	Minimum linear feet building can be sited from property line adjacent to street.	30 feet, with 20 feet permitted as measured diagonally from the 77.7-foot segment of the property line adjacent to the intersection of Ravenswood Avenue and Middlefield Road	20 feet	10 feet	Setbacks taken from property line or edge of access easements inclusive of typical frontage improvements.  The detached multi-use pathways along Laurel Street and Ravenswood Avenue may be located within the minimum setback.
Maximum setback at Public streets	Maximum linear feet building can be sited from property line adjacent to street.	Does not apply	Does not apply	30 feet	Setbacks taken from property line or edge of access easements inclusive of typical frontage improvements.

<sup>1</sup> The intent behind the Parkline Development Regulations and Design Standards is to help inform future conditions in the CDP by identifying details that are consistent with the proposed Parkline Project and include both residential and commercial standards. Regulations/Design Standards are objective standards that projects within a project site or master plan area shall meet, generally without exception, unless a requested design modification is approved through a use permit during the architectural control review process.

<sup>2</sup>Unless otherwise noted in the Parkline Development Regulations and Design Standards, the regulations of the Menlo Park Municipal Code and C-1-S zoning district apply.

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Minimum setback at Private streets and publicly accessible bicycle/ pedestrian pathways	Minimum linear feet building can be sited from property line adjacent to street.	10 feet	10 feet	10 feet	<p>Setback from edge of public access easement.</p> <p>Private streets internal to the project site are subject to this requirement<sup>3</sup>.</p> <p>Private streets that function as shared driveways for parking access or parking courts shall not be subject to a setback to the building line for attached or detached townhome units; except when a unit's main entry door faces the Private street, a 10 foot setback is required.</p>
Minimum interior side setbacks	Minimum linear feet building can be sited from interior property lines.	10 feet	0 feet	4 feet	<p>Standard is for setbacks from parcels within the Parkline project site.</p> <p>Adjoining podium decks are permitted with no interior side setback requirement.</p>

<sup>3</sup> Private streets, including the Loop Road, are access roads with a public access easement inclusive of all vehicle, pedestrian, and bicycle infrastructure.

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Minimum interior rear setbacks	Minimum linear feet building can be sited from interior property lines.	10 feet	0 feet	10 feet	Standard is for setbacks from parcels within the Parkline project site.
Minimum side and rear setbacks from adjacent off-site parcels	Minimum setback from parcels adjacent to the Parkline project site	20 feet	20 feet	20 feet	Minimum 10-foot deep landscape planting zone required along property lines adjacent to off-site parcels.



Regulation/ Design Standard	Definition	Multifamily Residential	Attached Townhomes	Detached Townhomes	Notes/Additional Requirements
Height	<p>Height is defined in MPMC Section 16.04.330.</p> <p>Height is regulated by the C-1-S zoning district, unless otherwise regulated by these standards, and does not include roof-mounted equipment and utilities.</p>	Maximum height: 75 feet	Maximum height: 40 feet	Maximum height: 35 feet	<p>A parapet used to screen mechanical equipment may exceed the maximum height up to 14 feet if setback a minimum 15 feet from building façade. If less than 15 feet from façade, maximum height is 4 feet.</p> <p>Mansard or pitched roof forms are considered a parapet for the purpose of mechanical screening or enclosing usable roof decks and are subject to allowed height exceedance described above and based on the use of the area to be screened.</p> <p>Parapets or railings at usable roof decks may exceed height limit by 4 feet.</p>

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Frontage Landscaping	The percentage of the setback area devoted to landscaping, ground cover, and vegetation. Trees may or may not be within the landscaped area. For this requirement, the setback area is the area between the property line or Private street and the face of the building.	Minimum of 40%	Minimum of 25%	Minimum of 50%	<p>Setback areas adjacent to active ground floor uses, including lobbies, retail, and eating and drinking establishments where decorative hardscape plazas, or entry walks occur are considered frontage landscaping for purposes of this standard.</p> <p>Where enhanced bicycle and pedestrian facilities (e.g., multiuse pathways along Laurel Street and Ravenswood Avenue) beyond standard frontage improvements occur, the facility is considered frontage landscaping for purposes of this standard.</p> <p>(For Parkline project, the internal Loop Road is considered a Private street for this regulation)</p>

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Usable Roof Terrace	If included roof terraces for residents shall be at least 600 square feet in size and 20 feet in minimum dimensions.	Standard Applies	Does not apply	Does not apply	<p>If included, the space must be designed to be usable to residents for gathering, relaxation, or reflection with amenities which could include seating, food preparation equipment, sun-shading devices, and decorative landscape.</p> <p>The space may be used to meet the Minimum common open space requirement (MPMC 16.35.080(3)). If provided and compliant with the size and dimension requirements, the roof terrace may be counted as 1.5 square feet per 1 square foot provided toward the Common Open Space requirement.</p>

<p>Massing Step-Back</p> <p>(Above Four-Story Tall Building Base Height)</p>	<p>The minimum distance a building's upper story (stories) must be set back above the fourth beyond the face of the first story (i.e., at or above the 5th floor level).</p>	<p>5-story buildings require a 3-foot stepback at the 5th floor level for 75% of facade width at building sides facing a Public street. Buildings more than 5 stories require a 10-foot stepback at the 5th floor level for 75% of facade width on all building sides.</p> <p>The Ravenswood Avenue frontage for R1 shall meet the following standards:</p> <p>If building is set back 40 feet from the property line, no stepback is required.</p> <p>If any portion of the building is sited within 40 feet of the property line, that portion of the façade shall include a stepback at the 5<sup>th</sup> floor or in lieu of a stepback,</p>	<p>NA</p>	<p>NA</p>	<p>A maximum of 25% of the building face along each applicable side of the building is excepted from this standard for the purpose of allowing architectural variation.</p> <p>Projecting window bays not exceeding 2 feet in depth and 8 feet width and minimum 50% glazed may extend into Massing Step-Back if the setback is 10-feet (i.e., not applicable to a 3 foot stepback), but for no more than 25% of wall face above the fourth level.</p> <p>Pitched roofs at the fourth level from 3:12 to 12:12 with low eaves at the primary façade back to the recessed building wall up to four (4) feet in height may be located in the Massing Step-Back.</p> <p>Open railings not exceeding four (4) feet in height may be located in the Massing Step-Back.</p> <p>Open trellis structures no more than one-story in height and limited to posts, beams, and awnings or open frame</p>
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Regulation/ Design Standard	Definition	Multifamily Residential	Attached Townhomes	Detached Townhomes	Notes/Additional Requirements
		<p>shall include one or more of the following architectural features: prominent balconies that extend for 75% of the length of the façade and are integrated into the roofline of the structure, differentiation in materials, or colors from the lower levels.</p> <p>If the building façade is greater than 5 stories and sited within 40 feet of the property line, the 10-foot stepback at the 5<sup>th</sup> floor shall apply.</p>			trellises may extend into the Massing Step-Back.

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Building Projections	<p>The maximum depth of allowable building projections, such as balconies or bay windows, into the required setback for portions of the building at or above the second floor.</p> <p>(Note: Building projections not required)</p>	5 feet	3 feet	2 feet	<p>The surface area of allowed building projections, including areas defined by railings or covered porches shall not exceed 35% of each primary façade upon which the projections extend from. The wall area of projections enclosing interior space must be at least 50% glazed. Building projections may not extend into the minimum side and rear setback from adjacent parcels (i.e. parcels not included in the Parkline project).</p>

Major Building Modulations	<p>A major modulation is a break in the building plane (defined as a recess, offset wall plane, or projecting form) extending from the ground level to at least the top of the building's height that provides visual variety, reduces large building volumes, and/or provides spaces for entryways and publicly accessible spaces.</p>	<p>Minimum of one recess or projection of at least 20 feet wide by 8 feet deep per building side exceeding 100 feet for facades facing a Public street.</p> <p>Minimum of one recess or projection of at least 20 feet wide by 8 feet deep per building side exceeding 200 feet per building side facing a Private Street or publicly accessible open space.</p> <p>(Where a building side facing a Public street exceeds 200 feet a second major modulation is required and where a building side facing a Private street or publicly accessible open space exceeds 300 feet a second</p>	Does not apply	Does not apply	<p>Modulation is required on the building facade(s) facing publicly accessible spaces (e.g., Public streets, Private streets, and publicly accessible open space).</p> <p>A recessed building modulation (set in from a primary facade plane) must be open to the sky above except for normal depth eaves. Walls, soffits, balconies, window bays, etc. cannot encroach on the recess, with the exception of a canopy set completely within the bay at the ground level at a building entrance.</p> <p>Long term parking is not allowed in the modulation recess, but pick up and drop off areas are allowed.</p> <p>Building step-backs are not required at major building modulations, as the entire vertical height of buildings are already stepped back from the primary façade.</p>
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Regulation/ Design Standard	Definition	Multifamily Residential	Attached Townhomes	Detached Townhomes	Notes/Additional Requirements
		major modulation is required.)			
Building Entrances	The minimum ratio of entrances to building length along a Public street, Private street, or publicly accessible open space.	One entrance every 200 feet of building length along a Public street, Private street, or Paseo (pedestrian and/or bicycle path). A minimum of one entrance is required on each applicable façade.			Entrances at a building corner may be used to satisfy this requirement for both frontages.  Entrances do not need to be into lobbies and can include secondary entrances usable by residents of the building.

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Ground Floor Transparency	The minimum percentage of the ground floor façade at each building side facing a Public street, Private street, or publicly accessible open space that must provide visual transparency, such as clear-glass windows, doors, or non-glazed openings as measured between the first and second floor level (or eave level if single story).	25%	Does not apply	Does not apply	<p>This standard shall apply to each ground floor façade regardless of the building use at the location of the façade.</p> <p>Opaque or mirrored glass shall not count as transparent glazing.</p> <p>Screens or grates (e.g., at parking garage entries or into courtyards) more than 50% solid shall not count as transparent).</p>
Minimum Ground Floor Height Along Street Frontage	The minimum height between the ground-level finished floor to the second-level finished floor along the street (both Public and Private streets).	10 feet	10 feet	10 feet	Internal Private streets (e.g. public access easements in parking courts or driveways) that provide sole access to a building shall be considered a street frontage for this requirement.

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Garage Entrances	Width of garage entry/door along Public and Private street frontage.	Maximum 12-foot opening for one-way entrance; maximum 24-foot opening for two-way entrance	Maximum 8-foot opening for single-car garage; maximum 16-foot opening for two-car garage	Maximum 8-foot opening for one-car garage; maximum 16-foot opening for two-car garage	Garage entrances must be separated by a minimum of 100 feet to ensure all entrances/exits are not grouped together or resulting in an entire stretch of sidewalk unsafe and undesirable for pedestrians. Dwelling units/buildings with garages attached to units are excepted from this requirement.
Garage/ Parking Structure Location and Screening	Location of above grade garages/structured parking relative to Public streets and screening	Other than garage entrances, above grade garages/ parking structures shall not face a Public street and shall be shielded from public view by the primary building, portion thereof, or similar condition	Collective garage structures or individual unit garage doors shall not face a Public street	Individual unit garage doors shall not face a Public street	Exterior lighting fixtures shall use fixtures with low cut-off angles, appropriately positioned, to minimize glare into dwelling units and light pollution into the night sky  Lighting in parking garages shall be screened and controlled so as not to disturb surrounding properties, but shall ensure adequate public security

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Structured Parking Garages	Vehicular parking access, location, and design for structured parking.	<p>Shared entrances to parking for nonresidential and residential uses shall be used where possible.</p> <p>Loading docks shall be located on local or interior access streets and to the rear of buildings.</p> <p>Aboveground garages shall be screened (with perforated walls, vertical elements, landscaping or materials that provide visual interest at the pedestrian scale) or located behind buildings that are along Public streets.</p>	Does not apply	Does not apply	

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Surface Parking	Location and screening requirements for surface parking.	Surface parking lots shall be buffered from adjacent buildings by a minimum six (6) feet of paved pathway and/or landscaped area and shall be screened with landscaping features such as trees, planters, and vegetation.	Does not apply	Does not apply	Surface parking lots shall be planted with at least one (1) tree with a minimum size of a twenty-four (24) inch box for every eight (8) parking spaces.  Required plantings may be grouped where carports with solar panels are provided.
Awnings, Signs, and Canopies	The maximum depth of awnings, signs, and canopies that project horizontally from the face of the building.	6 feet	6 feet	6 feet	Horizontal projections shall not extend into the public right-of-way. A minimum vertical clearance of 8 feet from finished grade to the bottom of the projection is required.

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Trash, Storage, Utility Equipment and Enclosures	Regulations for location, screening, and appearance.	<p>Trash and storage shall be enclosed and attractively screened from public view.</p> <p>Utilities, including meters, backflow prevention devices, etc., shall be concealed or integrated into the building design to the extent feasible, as determined by the public works director.</p>	<p>Trash and storage shall be enclosed and attractively screened from public view.</p> <p>Utilities, including meters, backflow prevention devices, etc., shall be concealed or integrated into the building design to the extent feasible, as determined by the public works director.</p>	<p>Trash and storage shall be enclosed and attractively screened from public view.</p> <p>Utilities, including meters, backflow prevention devices, etc., shall be concealed or integrated into the building design to the extent feasible, as determined by the public works director.</p>	For the Attached and Detached Townhomes, if common trash enclosures are not used, sufficient space shall be provided in the unit's garage to accommodate three stream trash bins (trash, recycling, and compost). This space shall be located outside the required minimum dimensions for a covered parking space.

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Building Design — Massing and Height Variation	Building façade height variation (offsets) at eaves/roof edges.	Each building side facing a Public street, Private street, or publicly accessible open space shall have a façade height variation at the upper eave or parapet of at least four (4) feet; or alternatively, stepped massing of one level or more across the façade. Facades wider than 200 feet shall incorporate at least two height offsets.	Each building side more than 50 feet in length facing a pedestrian pathway or Public or Private Street, shall provide variation of height at the eave or roofline of at least (4) feet. This can be achieved by alternating height between units, by providing staggered units in plan, providing roof type variation, or by creating massing step backs. The intent of the standard is to provide a varied and dynamic skyline.	NA	Stepped massing at the façade shall mean an offset of at least one floor level at a primary façade/building form (e.g., a 4-story wall plane with roof abuts a 5-story wall plane with roof)



<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Building Design — Primary Entrance	A primary entrance is the main public entrance to the building.	The primary entry shall be into a prominent entry lobby or central courtyard and shall have a glazed multi-door/window opening	NA	NA	<p>At least one Primary Entrance is required and shall be accessed from the Public street façade.</p> <p>The Primary Entrance to the building shall provide entries, access points or features oriented to the street that are visible from areas accessible by the public and provide visual cues to denote access into the building. For larger residential buildings with shared entries, the main entry shall be through prominent entry lobbies or central courtyards facing the street.</p>

Regulation/ Design Standard	Definition	Multifamily Residential	Attached Townhomes	Detached Townhomes	Notes/Additional Requirements
Building Design — Stucco	<p>All exterior stucco shall be steel trowel smooth texture or Santa Barbara texture (steel trowel smooth texture with tool marks or open areas).</p> <p>Sand (rubber float applied) or similar textures or rough textures not permitted.</p>	Applies	Applies	Applies	<p>Stucco on the exterior façade shall be limited to no more than 50% of the entire area of an elevation, inclusive of all windows and doors.</p> <p>Where Spanish Revival Architecture is used stucco may exceed 50% of wall surface; however, 10% of all wall surface, excluding doors and windows, shall have a secondary/accent material.</p> <p>Facades completely enclosed within the building (e.g., internal courtyards) are exempt from this requirement.</p>

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Building Design — Accent Material	Where stucco is used as the primary wall surface material a second/accent wall surface material(s) will be required to equal or exceed 10% of stucco wall surface on exterior building walls. The secondary/accent material(s) should appear at all building sides but proportionally can vary by building side.	Applies	Applies	Applies	Doors, windows, columns, and trim are not considered wall surface materials.

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Building Design — Windows	<p>Residential unit windows/glazed doors shall be recessed at least 2 inches from the wall face to the nearest portion of the window frame.</p> <p>Common area windows/glazed doors shall be recessed at least 4 inches from the wall face to the nearest portion of the window frame.</p> <p>Does not apply to windows facing private or enclosed courtyards that are not visible to Public streets, Private streets, or publicly accessible open spaces.</p>	Applies	Applies	Applies	<p>Where simulated divided light windows are used, windows shall include mullions on the exterior and interior of the glazing and contain internal dividers (spacer bars) between the window panes.</p> <p>In lieu of recessed windows, windows may be flush with the exterior wall if a 2-inch projected exterior window frame is provided for windows at residential units and a 4-inch projected exterior window frame is provided for windows at common areas.</p>
Building Design — Detailing	Detailing at eaves, rakes, parapets, entry and garage doors, porches, wall articulation, railings, building mounted lighting fixtures.	Detailing shall be consistent with the architectural style of the building.	Detailing shall be consistent with the architectural style of the building.	Detailing shall be consistent with the architectural style of the building.	

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Building Design — Downspouts	On any façade visible from publicly accessible areas, all downspouts shall be concealed within a wall except at/above a leader head.	Applies	Does not apply	Does not apply.	

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Building Design — Exhaust, Air Intake Vents.	No exterior exhaust, intake, or other vent, louver, or grill shall be placed on any facade plane projecting forward of the primary facade such as at a projecting bay, bay window or projecting balcony enclosure, etc. and no vents shall be placed on primary facade plane at the upper most level of a facade (i.e., vent through roof, or through walls recessed from the primary façade plane or at right angles to the primary facade plane). Vents placed facing down from projecting balconies and bays are exempt from this standard.	Applies	Does not apply	Does not apply	Any vent or similar metal work shall be painted to match the adjacent wall surface.

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Building Design — Rooftop Elements	Location and design, including any prohibition on roof mounted equipment <sup>4</sup> .	Rooftop elements such as stair towers, elevator overruns and mechanical equipment screening shall be integrated with the building architecture in form and material or set at least 20 feet back from the façade.	Rooftop elements such as stair towers and mechanical equipment screening shall be integrated with the building architecture in form and material.	No Rooftop mechanical equipment permitted.	All mechanical or similar equipment shall be screened by a parapet or mechanical screening so to not be visible from the ground plane or any building level at or below the roof level on which the equipment sits.
Building Design — Balcony Railings	Railing design for privacy/usability on resident balconies facing public streets, Private streets or publicly accessible open space and when balconies project outboard of the building wall.	A minimum of 50% of balcony railings shall be opaque.	N/A	N/A	Balconies where at least two-thirds of the deck area is recessed behind the building wall are exempt from this requirement.

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<sup>4</sup> Photovoltaic equipment is not considered mechanical equipment.



<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Multifamily Residential</b>	<b>Attached Townhomes</b>	<b>Detached Townhomes</b>	<b>Notes/Additional Requirements</b>
Building Design — Unit Mix Bedrooms	Percentage of total units across the Parkline project by bedroom count	Studio (10% maximum)  2+ Bedroom (40% minimum)  3+ Bedroom (5% minimum)	2+ Bedroom (100% minimum)  3+ Bedroom (50% minimum)	2+ Bedroom (100% minimum)  3+ Bedroom (50% minimum)	Does not apply to affordable senior housing.
Zoning Parking Vehicular		1.25 spaces maximum per dwelling unit,  0.33 additional guest spaces per dwelling unit maximum	2 spaces maximum per dwelling unit	2 spaces maximum per dwelling unit	No minimum parking requirements on development projects located within a half-mile radius of a major transit stop as required by AB 2097.

**Nonresidential**

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Office/ R&amp;D</b>	<b>Parking Structures</b>	<b>Amenity Building</b>	<b>Notes/Additional Requirements</b>
Minimum lot dimensions	Minimum size of a lot calculated using lot lines.	150 feet width  300 feet depth	100 feet width  300 feet depth	100 feet width  200 feet depth	There are no minimum lot sizes if minimum dimensions are met.
Minimum setback from property at Public streets	Minimum linear feet building can be sited from property line adjacent to street.	200 feet	200 feet	200 feet	Setback from Property Line adjacent to Public street.

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Office/ R&amp;D</b>	<b>Parking Structures</b>	<b>Amenity Building</b>	<b>Notes/Additional Requirements</b>
Minimum setback at Private streets	Minimum linear feet building can be sited from edge of adjacent Private street.	30 feet	10 feet	10 feet	<p>Setback from edge of public access easement (inclusive of typical pedestrian infrastructure e.g., standard sidewalk)</p> <p>Does not apply to existing Buildings P, S, and T but applies to any additions.</p>
Maximum setback at Private streets	Maximum linear feet building can be sited from adjacent street curb.	120 feet	Does not apply	Does not apply	<p>Setback from edge of public access easement (inclusive of typical pedestrian infrastructure e.g., standard sidewalk)</p> <p>Maximum setbacks for each nonresidential building from the internal Loop Road shall be set by the building-specific architectural control permit, with the goal of maintaining a large central publicly accessible open space ("Parkline Commons") framed by the nonresidential buildings.</p>

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Office/ R&amp;D</b>	<b>Parking Structures</b>	<b>Amenity Building</b>	<b>Notes/Additional Requirements</b>
Minimum side and rear setbacks from adjacent parcels	Minimum setback from parcels adjacent to the Parkline project site	20 feet (30 feet for structures that exceed 40 feet in height)	20 feet (30 feet for structures that exceed 40 feet in height)	20 feet (30 feet for structures that exceed 40 feet in height)	<p>Utility/trash enclosure/pad and one-story structures may extend ten (10) feet into a side or rear setback adjacent to other parcels.</p> <p>Other parcels refers to non-Parkline project site parcels.</p> <p>Minimum 20-foot setback depth for a landscape planting zone for all screening landscape along Parkline masterplan project edge where nearest primary building façade exceeds 40 feet in height.</p>
Minimum interior setbacks	Minimum linear feet building can be sited from interior property lines.	0 feet	0 feet	0 feet	<p>Standard is for setbacks from parcels within the Parkline project site.</p> <p>Exclude Utility/ trash enclosure/ pad</p>
Minimum setbacks between buildings	Minimum linear feet building can be sited from adjacent buildings within the Parkline project site.	50 feet	50 feet (Does not apply to amenity building adjacent to parking structure.)	50 feet (Does not apply to parking structure adjacent to amenity building.)	Exclude utility/ trash enclosure/ pads

Height	<p>Height is defined in MPMC Section 16.04.330.</p> <p>Height is regulated by the C-1-S zoning district, unless otherwise regulated by these standards, and does not include roof-mounted equipment and utilities.</p>	Maximum Height: 95 feet	Maximum Height: 70 feet	Maximum Height: 55 feet	<p>A parapet used to screen mechanical equipment may exceed the maximum height but not beyond the maximum height permitted for mechanical equipment as described below.</p> <p>Rooftop structures at office/R&amp;D buildings may exceed the designed roof height of the building by the amounts specified below:</p> <ol style="list-style-type: none"> <li>1) rooftop stair and elevator towers/overruns 14 feet if within 30 feet of façade, otherwise 20 feet (may exceed the maximum height limit); and</li> <li>2) mechanical equipment, penthouse equipment rooms, and mechanical screening 20 feet but must be set back at least 20 feet from façade if taller than building parapet. May extend to 25 feet if 40 feet back from façade (may exceed the maximum height limit).</li> </ol> <p>Rooftop structures at parking garages may exceed the designed roof level of the structure by the amounts specified below:</p> <ol style="list-style-type: none"> <li>1) stair and elevator towers 14 feet (may exceed the maximum height); and</li> </ol>
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Regulation/ Design Standard	Definition	Office/ R&D	Parking Structures	Amenity Building	Notes/Additional Requirements
					2) rooftop sunshades/canopies or solar panels with support roofing 14 feet but must be setback at least 15 feet from the façade (may not exceed the maximum height).
Frontage Landscaping	The percentage of the setback area devoted to landscaping, ground cover and vegetation. Trees may or may not be within the landscaped area. For this requirement, the setback area is the area between the property line at the Public street or edge of public access easement for a Private street and the face of the building.	Minimum of 30% for a Public street frontage; minimum of 25% for a Private street frontage.	Minimum of 30% for a Public street frontage; minimum of 25% for a Private street frontage.	Minimum of 30% for a Public street frontage; minimum of 25% for a Private street frontage.	<p>Setback areas adjacent to active ground floor uses, including lobbies, retail, and eating and drinking establishments with decorative hardscape paving for plazas, entry walkways, are considered frontage landscaping for purposes of this standard.</p> <p>Where enhanced bicycle and pedestrian facilities beyond standard frontage improvements occur (e.g., multiuse pathways), the facility is considered frontage landscaping for purposes of this standard.</p> <p>(Note: For Parkline, the Loop Road would be considered a Private street for this regulation)</p>
Surface Parking Along Street Frontage	Surface parking may be located along a Public or Private street if setback appropriately.	20 feet for Public streets; 5 feet for Private streets	20 feet for Public streets; 5 feet for Private streets	20 feet for Public streets; 5 feet for Private streets	A maximum of 35% of the linear frontage of building adjacent to the street is allowed to be used for off-street surface parking. Surface parking must meet the minimum required setbacks.

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Office/ R&amp;D</b>	<b>Parking Structures</b>	<b>Amenity Building</b>	<b>Notes/Additional Requirements</b>
Building Projections	The maximum depth and percentage of allowable building projections, such as balconies or bay windows, from the required setback (e.g., setback between nonresidential buildings, setback from Public and Private street) for portions of the building above the ground floor.	5 feet into a setback but no maximum projection depth if not into a setback.	5 feet into a setback but no maximum depth if not into a setback.	5 feet into a setback but no maximum depth if not into a setback.	<p>Building projections shall not be required.</p> <p>The surface area of allowed building projections shall not exceed 35% of each primary façade upon which the projections extend from. Surface area of unenclosed projections is measured by amount of opaque materials that make up the elevation of the projection. The wall area of projections enclosing interior space must be at least 75% glazed.</p>

Regulation/ Design Standard	Definition	Office/ R&D	Parking Structures	Amenity Building	Notes/Additional Requirements
Building Modulations	A building modulation is a break in the building plane from the ground level to the top of the building that provides visual variety, reduces large building volumes and provides spaces for entryways and publicly accessible spaces.	One recess or extension of 15 feet wide by 10 feet deep for every 200 feet with a minimum of one per façade.	See Articulation Requirement	One recess of 15 feet wide by 10 feet deep for every 200 feet with a minimum of one per façade.	<p>Modulation is required on the building facade(s) facing publicly accessible spaces (streets, open space, and Paseos). Parking is not allowed in the modulation recess. When more than 50% of an existing building facade that faces a publicly accessible space is altered, it must comply with these modulation requirements.</p> <p>Building modulations shall be accompanied by a change in building material, glazing patterns, and color as well as a 4-foot minimum height offset at the façade edge from the adjacent portion of the structure. Horizontal canopies or sunshades may be placed within a recessed modulation with entry canopies extending up to 7 feet from the face of the building adjacent the modulation.</p>



Building Form/Façade Articulation	Articulation(s) to the building form vary the treatment of the façade by altering the plane of the façade, its shape material, color, or fenestration to reduce monotony and add visual interest, scale, or character.	Each building façade exceeding 100 feet or greater in width shall have one or more form articulations at least 5 feet in depth (projected or recessed from the primary facade) and covering in total at least 10% of the façade area with distinctive variation in wall shape, material, color, or fenestration pattern from the primary facade.	One recess or projection of 15 feet wide by 2 feet deep (minimum) per façade exceeding 200 feet (2 if façade exceeds 400 feet); applies only to facades facing publicly accessible open spaces, and Public or Private streets or, as an alternative to providing such a recess, the design may use different materials and screening elements to provide façade articulation comparable to a 2 foot recess, subject to Architectural Control approval.	Each building façade exceeding 100 feet or greater in width shall have one or more form articulations at least 5 feet in depth (projected or recessed from the primary facade) and covering in total at least 10% of the façade area with distinctive variation in wall shape, material, color, or fenestration pattern from the primary facade.	Building Form/Façade Articulation shall be a separate requirement from the building modulation requirement.
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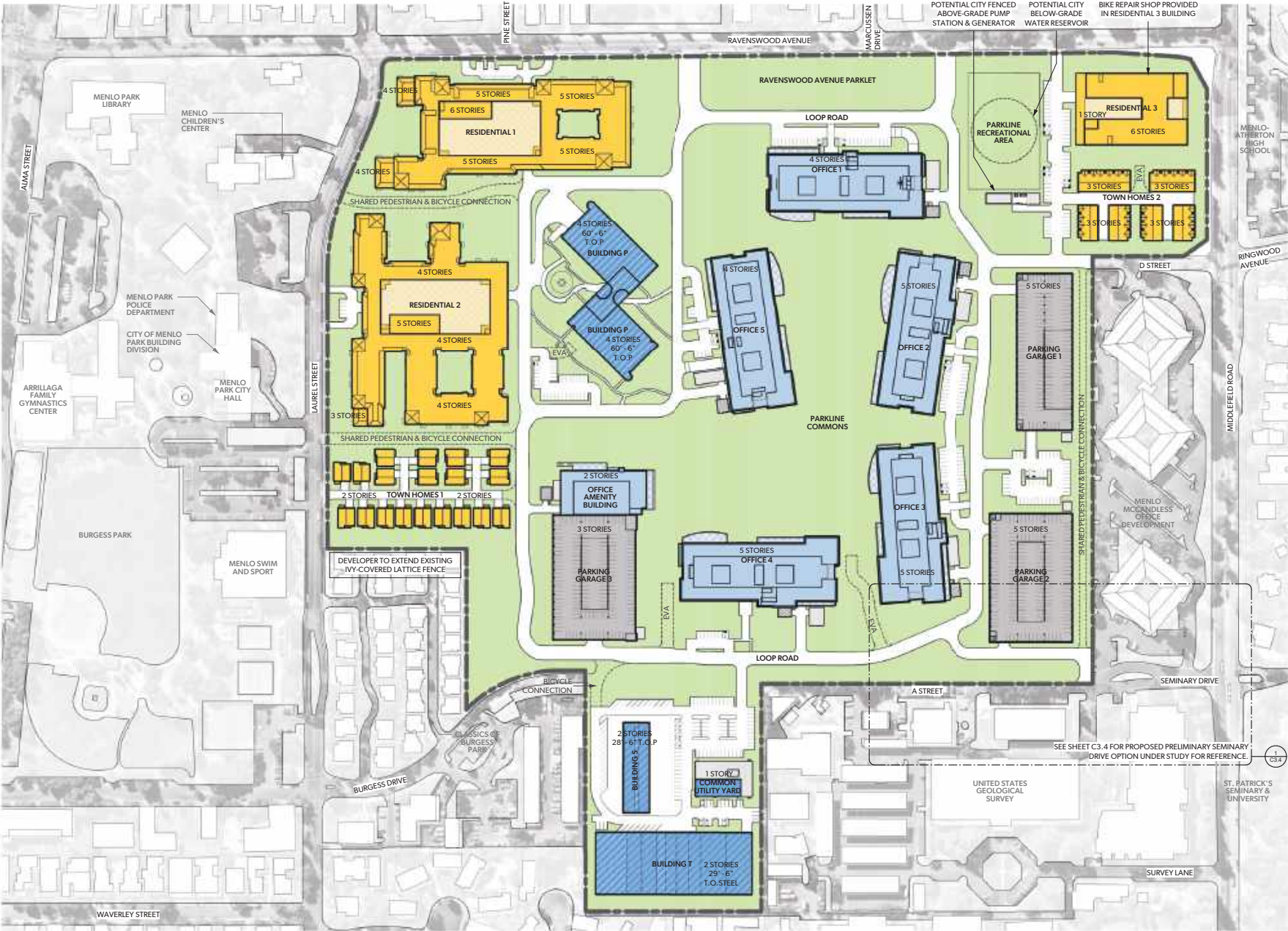
Regulation/ Design Standard	Definition	Office/ R&D	Parking Structures	Amenity Building	Notes/Additional Requirements
Building Entrances	The minimum number of entrances along a Public street, Private street, or publicly accessible open space.	One entrance per Public or Private street frontage; one entrance facing publicly accessible open space along the greatest building length.	One entrance per applicable frontage.	One entrance per publicly accessible open space frontage.	Entrances at a building corner may be used to satisfy this requirement for both frontages.  Entrances to ground level amenities within the footprint of the building may be counted as an entry to one side.  Building entrances (except for garages) shall be marked by distinctive fenestration patterns and a canopy or recess of at least 4 feet deep at entry doors.
Ground Floor Transparency	The minimum percentage of the ground floor facade (finished floor to ceiling) that must provide visual transparency, such as clear-glass windows, doors, etc.	30%	Does not apply	30%	Windows shall not be opaque or mirrored.
Minimum Ground Floor Height	The minimum height between the ground-level finished floor to the second-level finished floor.	15 feet	10 feet	15 feet	

Regulation/ Design Standard	Definition	Office/ R&D	Parking Structures	Amenity Building	Notes/Additional Requirements
Garage Entrances (Vehicular Only; Pedestrian Entrances addressed in Building Entrances)	Width of garage entry/door along street frontage.	Maximum 12- foot opening for one-way entrance; maximum 24- foot opening for two-way entrance.	Maximum 12- foot opening for one-way entrance; maximum 24- foot opening for two-way entrance; maximum 36- foot opening for three aisle entrance.	Does not apply	<p>Garage entrances must be separated by a minimum of 100 feet to ensure all entrances/exits are not grouped together or resulting in an entire stretch of sidewalk unsafe and undesirable for pedestrians.</p> <p>Internal Private streets (e.g. public access easements) that provide sole access to a building shall be considered a street frontage for this requirement.</p> <p>Entries to garages shall be clearly identified for all travel modes with such wayfinding feature as clear signage.</p>

<b>Regulation/ Design Standard</b>	<b>Definition</b>	<b>Office/ R&amp;D</b>	<b>Parking Structures</b>	<b>Amenity Building</b>	<b>Notes/Additional Requirements</b>
Garage Façade Treatment	Design and material treatment of garage facades	Does not apply	Aboveground garage facades shall be embellished with vertical landscaping, decorative solid or perforated panels, and varied materials and/or colors that provide visual interest for the full height of the facade	Does not apply	Concrete if expressed shall have decorative relief patterns or similar treatments and color additives or stains (non-grey concrete).  Solid guardrails or perforated panels shall be used to block headlights at parking spaces, where openings occur.
Awnings, Signs, and Canopies	The maximum depth of awnings, signs, and canopies that project horizontally from the face of the building.	Does not apply	10 feet	Does not apply	Horizontal projections shall not extend into Public and Private streets, and publicly accessible open space.  A minimum vertical clearance of 8 feet from finished grade to the bottom of the projection is required.
Exterior Materials — Stucco	Limitations on use and texture of exterior cement plaster (stucco)	50% of façade maximum	50% of façade maximum	50% of façade maximum	All stucco shall be steel trowel smooth texture.  Sand (rubber float applied) or similar textures or rough textures not permitted.

<p>Trash, Storage and Utility Enclosures</p>	<p>Restrictions on location and materials</p> <p>A primary building entrance is the main public entrance to the building on any building side where a building entrance is required.</p>	<p>Trash enclosures shall be located at least 60 feet from a primary building entrance and shall be screened from public view with materials compatible with the primary building materials and landscape.</p> <p>Utilities, including meters, backflow prevention devices, etc., shall be concealed or integrated into the building design to the extent feasible, as determined by the public works director.</p>	<p>Trash enclosures shall be located at least 60 feet from a primary building entrance and shall be screened from public view with materials compatible with the primary building materials and landscape.</p> <p>Utilities, including meters, backflow prevention devices, etc., shall be concealed or integrated into the building design to the extent feasible, as determined by the public works director.</p>	<p>Trash enclosures shall be located at least 60 feet from a primary building entrance and shall be screened from public view with materials compatible with the primary building materials and landscape.</p> <p>Utilities, including meters, backflow prevention devices, etc., shall be concealed or integrated into the building design to the extent feasible, as determined by the public works director.</p>	<p>Exception to standard: Trash enclosures may be located closer than 60 feet of a primary building entrance provided the enclosure is integrated into the building design with materials and finishes similar to the primary building materials and landscape (i.e., finishes that are near or identical to the finishes of the building such that the enclosures appear as if they part of the building); exposed CMU will not be allowed for purposes of this exception.</p>
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BUILDING HEIGHT		
BUILDING		APPROX. HEIGHT AT T.O. PARAPET (FT), AS SHOWN
RESIDENTIAL	RESIDENTIAL 1	72'-0" (4-6 STORIES)
	RESIDENTIAL 2	62'-0" (3-5 STORIES)
	RESIDENTIAL 3	75'-0" (6 STORIES)
	TOWN HOMES 1	35'-0" (2 STORIES)
	TOWN HOMES 2	45'-0" (3 STORIES)
OFFICE/R&D	OFFICE 1	75'-0" (4 STORIES)
	OFFICE 2	91'-0" (5 STORIES)
	OFFICE 3	91'-0" (5 STORIES)
	OFFICE 4	91'-0" (5 STORIES)
	OFFICE 5	75'-0" (4 STORIES)
	OFFICE AMENITY BUILDING	41'-0" (2 STORIES)
	PARKING GARAGE 1*	65'-6" (5 STORIES)
	PARKING GARAGE 2*	65'-6" (5 STORIES)
	PARKING GARAGE 3*	44'-6" (3 STORIES)

- NOTES:
- PROPOSED BUILDING HEIGHTS AS SHOWN ARE INTENDED TO PROVIDE AN ILLUSTRATIVE EXAMPLE. ACTUAL BUILDING HEIGHTS WOULD BE SUBJECT TO THE MAXIMUM HEIGHT LIMIT AND AVERAGE HEIGHT STANDARDS SPECIFIED BY ZONING AND THE CDP.
  - PARKING GARAGE HEIGHTS ARE MEASURED TO TOP OF STAIR CORE.

LEGEND	
	RESIDENTIAL
	UPPER TERRACES
	OFFICE / R&D
	UPPER TERRACES
	PARKING GARAGE
	UTILITY YARD
	UTILITY & TRASH ENCLOSURE FOOTPRINT / ROOF
	EXISTING BUILDINGS

# Mitigation Monitoring and Reporting Program

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## Introduction

The California Environmental Quality Act (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of significant environmental impacts associated with project development. The Environmental Impact Report (EIR) prepared and certified for Parkline includes all feasible mitigation measures to reduce the potential environmental. CEQA also requires reporting on and monitoring of mitigation measures adopted as part of the environmental review process (Public Resources Code Section 21081.6). This Mitigation Monitoring and Reporting Program (MMRP) is designed to aid the City of Menlo Park in its implementation and monitoring of measures adopted from the certified EIR.

The mitigation measures in this MMRP are assigned the same number they had in the EIR. The MMRP, presented in table format, describes the actions that must take place to implement each mitigation measure, the timing of those actions, the entities responsible for implementing and monitoring the actions, and verification of compliance. Additional information is provided in the certified EIR.

The MMRP has been prepared to support the city staff's recommendation to the Planning Commission and City Council to adopt the Increased Development Variant (referred to herein as the Project Variant). The Project Variant is included in the EIR because, during the time of EIR preparation, the Project Sponsor was able to obtain control of the property at 201 Ravenswood Avenue and put forth the Project Variant for selection by the decision-makers as part of an approval action. Therefore, the MMRP sets forth mitigation measures for the Project Variant to avoid or substantially lessen significant environmental effects identified in the EIR to the extent feasible. All references to the "Proposed Project," below, also apply to the Project Variant. In addition, the City of Menlo Park Community Development Department (CDD) includes the Planning Division; therefore, wherever the mitigation is required to include the Planning Division's review or involvement, the CDD will be the monitoring party. The mitigation measures in this MMRP shall apply to all phases of construction of the entitled project.



PARKLINE MITIGATION MONITORING AND REPORTING PROGRAM				
Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<b>Air Quality</b>				
<b>IMPACT BEING ADDRESSED: Conflict with or obstruct implementation of the applicable air quality plan. The Project Variant could conflict with or obstruct implementation of the applicable air quality plan. (Impact AQ-1)</b>				
<b>Mitigation Measure AQ-1.1: Landscaping Equipment.</b> Contractor(s) and sub-contractor(s) responsible for landscaping shall, as a condition of contract, use all-electric landscaping equipment, which eliminates all criteria air pollutant emissions associated with landscaping activities.	Use all-electric landscaping equipment	Prior to the issuance of construction permits, throughout the duration of construction activities, and after project occupancy	Project Sponsor/ construction contractor(s) and sub-contractor(s)	City of Menlo Park Community Development Department (CDD), Planning Division
<b>Mitigation Measure AQ-1.2: Architectural Coatings.</b> The Project Sponsor shall use super-compliant architectural coatings during construction and operation of all buildings, which shall have a volatile-organic-compound (VOC) content that meets SCAQMD Rule 1113, Architectural Coatings, as revised on February 5, 2016.	Use super-compliant architectural coating	Prior to the issuance of construction permits and throughout the duration of construction activities	Project Sponsor/ construction contractor(s) and sub-contractor(s)	CDD
<b>Mitigation Measure AQ-1.3: Construction Fugitive Dust Emissions.</b> The Project construction contractor(s) and sub-contractor(s) shall implement the following BAAQMD BMPs for fugitive dust control, which are required for all construction activities within the San Francisco Bay Area Air Basin. These measures would reduce fugitive dust emissions primarily during soil movement and grading but also during vehicle and equipment movement on unpaved project sites. 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose material offsite shall be covered.	Comply with BAAQMD BMPs for fugitive dust control	Prior to the issuance of demolition, grading and/or construction permits and throughout the duration of construction activities	Project Sponsor/ construction contractor(s) and sub-contractor(s)	CDD

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). 5. All streets, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485, of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. A publicly visible sign shall be posted with the telephone number and name of the person to contact regarding dust complaints. This person shall respond and take corrective action, if necessary, within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.				

PARKLINE MITIGATION MONITORING AND REPORTING PROGRAM				
Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<b><i>IMPACT BEING ADDRESSED: Cumulatively Considerable Net Increase in Criteria Pollutants. The Project Variant could result in a cumulative net increase in a criteria pollutant for which the Project region is classified as a nonattainment area under an applicable federal or State ambient air quality standard. (Impact AQ-2)</i></b>				
Implement Mitigation Measure AQ-1.1, Mitigation Measure AQ-1.2, and Mitigation Measure AQ-1.3, above.	See above	See above	See above	See above
<b><i>IMPACT BEING ADDRESSED: Cumulative Air Quality Impacts. Cumulative development could result in a significant environmental impact on air quality; the Project Variant would not be a cumulatively considerable contributor to a significant environmental impact. (Impact C-AQ-1)</i></b>				
Implement Mitigation Measure AQ-1.1, Mitigation Measure AQ-1.2, and Mitigation Measure AQ-1.3, above.	See above	See above	See above	See above
<b>Noise</b>				
<b><i>IMPACT BEING ADDRESSED: Construction Noise. Construction of the Project Variant would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies. (Impact NOI-1)</i></b>				
<b><i>Mitigation Measure NOI-1.3: Implement Noise Reduction Plan to Reduce Construction Noise</i></b> Prior to issuance of any demolition, grading, and/or building permits for construction of the Project Variant, the Project Sponsor and/or contractor(s) shall (i) develop a construction noise control plan to reduce noise levels and demonstrate how the Project Variant will comply with Menlo Park Municipal Code daytime (i.e., during non-exempt hours) and nighttime noise standards to the extent feasible and practical, subject to review and determination by the Community Development Department, and (ii) provide a note on all development plans, stating that, during ongoing grading, demolition, and construction, the Project Sponsor shall be responsible for requiring contractors to implement measures to limit construction-related noise, as set forth in the plan and in this mitigation measure (NOI-1.3). The plan shall also include measures to	Develop and implement noise reduction plan to reduce noise during construction	Prior to issuance of any demolition, grading, and/or construction permits and throughout the duration of construction activities	Project Sponsor/ construction contractor(s)	CDD

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>reduce noise levels such that a 10-decibel (dB) increase over the ambient noise level does not occur at nearby noise-sensitive land uses to the extent feasible and practical, as determined by the city of Menlo Park. For concrete pouring occurring during early-morning hours, the closest distance that equipment for concrete pouring shall operate to noise-sensitive land uses is 100 feet, which applies to residential properties and the church property on the north side of Ravenswood Avenue. Equipment for concrete pouring shall operate no closer than 200 feet from the property line of residential properties in the Classics of Burgess Park or Linfield Oaks neighborhoods. These distances are based on the anticipated locations for the concrete pouring activities.</p> <p>The plan shall demonstrate that, to the extent feasible and practical, noise from concrete pouring activities and emergency well construction that occur overnight and between 6:00 a.m. and 8:00 a.m. will comply with the applicable city of Menlo Park noise limit of 50 A-weighted decibels (dBA) from 10:00 p.m. to 7:00 a.m. or 60 dBA from 7:00 a.m. to 10:00 p.m. at the nearest existing residential or noise-sensitive land use. The plan shall also demonstrate that, to the extent feasible and practical, as determined by the city, noise from individual pieces of equipment proposed for use will not exceed the limit for powered equipment (i.e., 85 dBA <math>L_{eq}</math> at 50 feet) and combined noise from construction activities during all hours will not result in a 10 dB or greater increase beyond the ambient noise level at the nearest noise-sensitive land uses. Activities that would produce noise above applicable daytime or nighttime limits shall be scheduled only during</p>				

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>normal daytime construction hours (i.e., 8:00 a.m. to 6:00 p.m. Monday through Friday). If it is determined that a particular piece of equipment will not meet the requirements of this mitigation measure, that equipment shall not be used outside normal daytime construction hours (i.e., 8:00 a.m. to 6:00 p.m. Monday through Friday). The plan shall be approved by the city prior to the issuance of building permits to confirm the precise noise minimization strategies that will be implemented and document the strategies that will be employed to the extent feasible and practical.</p> <p>The measures to reduce noise from construction activity may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Require all construction equipment to be equipped with mufflers and sound control devices (e.g., intake silencers, ducts, engine enclosures, acoustically attenuating shields, noise shrouds) that are in good condition (i.e., at least as effective as those originally provided by the manufacturer) and appropriate for the equipment.</li> <li>• Maintain all construction equipment to minimize noise emissions.</li> <li>• Locate construction equipment as far as feasible from adjacent or nearby noise-sensitive receptors.</li> <li>• Stockpiling locations shall be as far as feasible from adjacent or nearby noise-sensitive receptors.</li> <li>• Require all stationary equipment to be located so as to maintain the greatest possible distance from nearby existing buildings, where feasible and practical.</li> </ul>				

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<ul style="list-style-type: none"> <li>Require stationary noise sources associated with construction (e.g., generators and compressors) in proximity to noise-sensitive land uses to be muffled and/or enclosed within temporary enclosures and shielded by barriers, to the extent feasible and practical.</li> <li>Install noise-reducing sound walls or fencing (e.g., temporary fencing with sound blankets) around noise-generating equipment, to the extent feasible and practical, where no perimeter wall is provided. See also Mitigation Measure NOI-1.2.</li> <li>Prohibit the idling of inactive construction equipment for prolonged periods (i.e., more than 2 minutes) during early-morning hours.</li> <li>Provide advance notification by mailing/delivering notices to surrounding land uses regarding the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period.</li> <li>Provide the name and telephone number of an onsite construction liaison through onsite signage and the notices mailed/delivered to surrounding land uses. If construction noise is found to be intrusive to the community (i.e., if complaints are received), the construction liaison shall take reasonable efforts to investigate the source of the noise and require that reasonable measures be implemented to correct the problem.</li> <li>Use electric motors rather than gasoline- or diesel-powered engines to avoid noise associated with compressed air exhaust from pneumatically powered tools, to the extent</li> </ul>				

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>feasible and practical (as determined by the city). Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust could be used; this muffler can lower noise levels from the exhaust by about 10 dB. External jackets on the tools themselves could be used, which could achieve a reduction of 5 dB.</p> <ul style="list-style-type: none"> <li>• Limit the use of public address systems.</li> <li>• Limit construction traffic to the haul routes established by the city.</li> </ul> <p>The Project Sponsor and/or the contractor(s) shall obtain a permit to complete work outside the normal daytime construction hours outlined in the Menlo Park Municipal Code (i.e., 8:00 a.m. to 6:00 p.m. Monday through Friday); this may be incorporated into the conditional development permit for the Project Variant. Furthermore, the plan shall require verification that construction activities will be conducted at adequate distances or otherwise shielded with sound barriers, as determined through analysis, from noise-sensitive receptors when occurring outside normal daytime construction hours; compliance with the Menlo Park Municipal Code will be verified through measurement.</p>				
<p><b>Mitigation Measure NOI-1.2 Install Sound Barrier.</b> Prior to issuance of the first construction permit, a permanent or temporary noise barrier shall be erected along the property line immediately south of the townhomes. The temporary barrier shall not be removed until the barrier is no longer needed to reduce noise from construction activities and comply with the thresholds identified in this EIR. The barrier shall start at Laurel Street, then continue perpendicularly to Laurel Street along the property</p>	Install noise barriers along the property line immediately south of the townhomes	Prior to issuance of construction permit and ongoing during construction	Project Sponsor/ construction contractor(s) and sub-contractor(s)	CDD

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
line for a distance of approximately 330 feet. The barrier shall continue parallel to Barron Street along the property line for a distance of approximately 400 feet and end at Burgess Drive. The distances cited here are preliminary and based on the preliminary Project design. The actual distances shall be determined in a more precise manner during the design phase for the noise barrier. The temporary noise barriers shall be at least 12 feet high and constructed from a material with a minimum weight of 2 pounds per square foot, with no gaps or perforations. All noise control barrier walls shall be designed to preclude structural failure due to such factors as wind, shear, shallow soil failure, earthquake, or erosion. The design and location of the sound barrier shall be supported by a technical analysis of the proposed design and installed prior to demolition/construction. The design of the sound barrier may be incorporated into the noise control plan in Mitigation Measure NOI-1.3.				
<b>IMPACT BEING ADDRESSED: Ground-borne Vibration. The Project Variant would generate excessive ground-borne vibration or ground-borne noise levels. (Impact NOI-3)</b>				
<b>Mitigation Measure NOI-3.1: Vibration Control Measures for Annoyance from Construction Activities.</b> Daytime construction activity involving an excavator, or other equipment capable of generating similar vibration levels, shall take place no closer than 50 feet from residential or other sensitive land uses, to the extent feasible and practical, subject to review and approval by the Community Development Department; equipment smaller than an excavator may operate less than 50 feet from residential land uses. Jackhammers shall be further restricted, operating no closer than 30 feet from residential land uses. The 50-foot restriction may be	Implement vibration control measures for daytime construction activities involving an excavator or other equipment capable of generating similar vibration levels.	Ongoing during daytime construction ours	Project Sponsor/ construction contractor(s) and sub-contractor(s)/ project vibration coordinator	CDD



<b>PARKLINE MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>greater for equipment that results in greater vibration levels than an excavator. Maintaining these distances between equipment and the nearest sensitive land uses would ensure that vibration levels would be below a peak particle velocity (PPV) of 0.032 inch per second (in/sec). Early-morning construction activity involving concrete trucks shall occur after 7:00 a.m. when the daytime threshold from ConnectMenlo is applicable (0.032 in/sec) rather than the nighttime threshold (0.016 in/sec). When construction requires the use of the aforementioned types of equipment closer to nearby sensitive uses or before the allowable hours, reduction measures shall be incorporated, to the extent feasible and practical, such as the use of smaller or less vibration-intensive equipment. The feasibility of reduction measures shall be subject to review and determination by the Community Development Department. In addition, the construction contractor shall appoint a vibration coordinator for the Proposed Project who will serve as the point of contact for vibration-related complaints during construction. Contact information for the vibration coordinator will be posted at the Project Site and on a publicly available website for the Proposed Project. Should complaints be received, the vibration coordinator shall work with the construction team to adjust activities, to the extent feasible and practical, and reduce vibration or reschedule activities for a less sensitive time. The vibration coordinator shall notify the Community Development Department of all vibration-related complaints and actions taken to address the complaints.</p>				

PARKLINE MITIGATION MONITORING AND REPORTING PROGRAM				
Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<b><i>IMPACT BEING ADDRESSED: Cumulative Construction Noise. Cumulative development would result in a significant environmental impact related to construction noise; the Project Variant would be a cumulatively considerable contributor to a significant environmental impact. (Impact C-NOI-1)</i></b>				
<i>Implement Mitigation Measure NOI-1.1 and Mitigation Measure NOI-1.2, above.</i>	See above	See above	See above	See above
<b><i>Cultural and Tribal Resources</i></b>				
<b><i>IMPACT BEING ADDRESSED: Historical Resources. The Project Variant would cause a substantial adverse change in the significance of historical resources, pursuant to Section 15064.5. (Impact CR-1)</i></b>				
<b><i>Mitigation Measure CR-1.1: Documentation.</i></b> Prior to issuance of any demolition, grading, or construction permits for the site, the Project Sponsor shall undertake documentation of all contributing buildings and landscape elements of the SRI International Campus Historic District and the three individually eligible historic resources (Buildings 100, A, and E). The documentation shall be funded by the Project Sponsor and undertaken by a qualified professional who meets the Secretary of the Interior's professional qualification standards for history, architectural history, or architecture (Code of Federal Regulations, Title 36, Part 61, Appendix A). Documentation shall be submitted to the Menlo Park Planning Division, or a qualified historic consultant, for review prior to issuance of demolition permits. The documentation package created shall consist of the items listed below: <ul style="list-style-type: none"> <li>• CR-1.1.a: Digital Photography</li> <li>• CR-1.1.b: Historical Report</li> <li>• CR-1.1.c: Site Plan and Drawings</li> </ul> The documentation materials shall be submitted to the Northwest Information Center at Sonoma State University, the repository for the California Historical Resources Information System. The documentation shall also be offered to state,	Prepare and provide documentation of all contributing buildings and landscape elements of the SRI International Campus Historic District and the three individually eligible historic resources (Buildings 100, A, and E)	Prior to issuance of any demolition, grading, or construction permits for the site	Project Sponsor/ project's qualified professional who meets the Secretary of the Interior's professional qualification standards for history, architectural history, or architecture	CDD

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
regional, and local repositories, including the Menlo Park Public Library, Menlo Park Historical Association, San Mateo County History Museum, Computer History Museum, and SRI International. Materials will be provided in archival digital and/or hard-copy formats, depending on the capacity and preference of the repository. This measure would create a collection of reference materials that would be available to the public and inform future research.				
<p><b>CR-1.1.a: Digital Photography.</b> Digital photographs shall be taken of <u>all</u> contributing buildings and landscape elements. Photographs will capture the overall character and setting of the eligible SRI International Campus Historic District and the three individually eligible historic resources (Buildings 100, A, and E). All digital photography shall be conducted according to current National Park Service standards, as specified in the National Register Photo Policy Factsheet.<sup>75</sup> The photography shall be undertaken by a qualified professional with demonstrated experience in documentation photography. Large-format negatives are not required.</p> <p>Photograph views for the data set shall include:</p> <ul style="list-style-type: none"> <li>• At least one photograph of each contributing building, which may be the primary façade or an oblique view showing the primary façade and a secondary façade;</li> <li>• Photographs of all façades of the three individually eligible buildings (Buildings 100, A, and E);</li> <li>• Detail views of character-defining features of the three individually eligible buildings (Buildings 100, A, and E);</li> </ul>	Take digital photographs of all contributing buildings and landscape elements.	Prior to issuance of any demolition, grading, or construction permits for the site	Project Sponsor/qualified professional with demonstrated experience in documentation photography	CDD/qualified historic consultant

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<ul style="list-style-type: none"> <li>Representative interior views of the three individually eligible buildings (Buildings 100, A, and E); and</li> <li>Contextual views of the site and each contributing landscape element.</li> </ul> <p>All photographs shall be referenced on a photographic key map or site plan. The photographic key shall show the photograph number, with an arrow to indicate the direction of the view. Digital photographs shall be in an uncompressed RAW file format and saved as TIFF files. Each image shall be a minimum of 1,600 by 1,200 pixels, at 300 pixels per inch or larger, and in color. The file name for each electronic image shall correspond with the name in the index of photographs and on the photograph label. If repositories request hard copies, the photographs shall be printed on archival paper.</p> <p>Drone photographs of the site shall be taken and saved in a digital file format on an archival DVD, then submitted to the repositories with the photographic documentation. The use of digital photography and drone photography is encouraged in CR-1.2: Interpretive Program.</p>				
<b>CR-1.1.b: Historical Report.</b> A written historical narrative and report that meets Historic American Buildings Survey (HABS) historical report guidelines shall be produced for the three individually eligible buildings. This HABS-style historical report may be based on documentation provided in the 2022 historic resource evaluation for the site and include historic photographs and drawings, if available. The HABS-style historical report shall follow an outline format, with a statement of significance and a	Prepare a written historical narrative and report for the three individually eligible buildings.	Prior to issuance of any demolition, grading, or construction permits for the site	Project Sponsor/ professional who meets the Secretary of the Interior's professional qualification standards for history, architectural history, or architecture	CDD/qualified historic consultant

<b>PARKLINE MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
description of the buildings. The HABS-style historical report shall be submitted to the repositories along with the historic resource evaluation (2022), which documents the history of the site and the historic district.				
<p><b>CR-1.1.c: Site Plan and Drawings.</b> An existing-conditions site plan shall be produced, depicting the current configuration and spatial relationships of the contributing buildings and landscape features. The existing-conditions site plan shall be prepared by a professional who meets the Secretary of the Interior’s professional qualification standards for architecture or historic architecture and reviewed by the professional retained to prepare the written history. Documentation of plantings is not required, but a depiction of the locations and types of mature trees, as well as designed hardscape and landscape features, shall be included.</p> <p>Reasonable efforts shall be made to locate original drawings and/or site plans of the district and contributing buildings from its period of significance. If located, selected representative drawings (e.g., site plans, elevations, sections, relevant key details) shall be photographed or scanned at high resolution, reproduced, and included in the dataset.</p> <p>Original architectural drawings or as-built drawings of the three individually eligible buildings proposed for demolition shall be submitted as part of the documentation package. Original drawings for Buildings A and E are known to be available in the SRI International records and therefore should be reproduced. Reasonable efforts should be made to locate original drawings for Building 100. If original architectural or construction drawings of Building 100, including floor plans and elevations, cannot be</p>	Prepare an existing-conditions site plan	Prior to issuance of any demolition, grading, or construction permits for the site	Project Sponsor/professional who meets the Secretary of the Interior’s professional qualification standards for architecture or historic architecture	CDD/the qualified historic consultant

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
located, measured drawings shall be prepared, according to HABS guidelines, by a professional who meets the Secretary of the Interior's professional qualification standards for architecture or historic architecture and reviewed by the professional retained to prepare the written history.				
<b><i>Mitigation Measure CR-1.2: Interpretive Program.</i></b> The Project Sponsor, in consultation with a qualified historian or architectural historian who meets the Secretary of the Interior's professional qualification standards and an experienced exhibit design professional, shall develop an interpretive program for the site. The interpretive program plan shall be reviewed by the Menlo Park Planning Division and/or a qualified historic consultant prior to the issuance of any permits for demolition, grading, or construction on the site. The plan shall include information regarding the proposed format and location of the content, along with information regarding the high-quality graphics and written narratives that will be incorporated. The interpretive display/feature shall be fully implemented and/or installed concurrent with the completion of common public open spaces and/or pathways along Ravenswood Avenue but not later than prior to issuance of the final certificate of occupancy for Parkline (Proposed Project) and inspected by Menlo Park Planning Division staff members and/or a qualified historic consultant to confirm its adherence to requirements of the approved interpretive program. The Project Sponsor shall provide a robust interpretive program with multiple permanent outdoor displays concerning the history of SRI International. The high-quality interpretive displays shall be installed within the Project Site boundaries; made of durable, all-weather materials; and positioned to allow high public	Develop and implement an interpretive program for the site	The interpretive program shall be developed prior to issuance of any permits for demolition, grading, or construction on the site. The interpretive program shall be fully implemented and/or installed concurrent to the completion of common public open spaces and/or pathways along Ravenswood Avenue but not later than issuance of the final certificate of occupancy	Project Sponsor/qualified historian or architectural historian who meets the Secretary of the Interior's professional qualification standards/experienced exhibit design professional	CDD (Menlo Park Planning Division)/qualified historic consultant

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>visibility and interactivity. In addition to narrative text, the interpretative displays may include photographs, news articles, memorabilia, and drawings. The interpretive program may use source materials from the historic resource evaluation or materials prepared as part of Mitigation Measure CR-1.1 but should also incorporate other primary and secondary sources, such as existing oral histories, historic photographs, and video footage where available and practicable. In addition to interpreting the overall significance of the SRI International campus as a historic district, the interpretive displays shall feature information on the individual significance of Buildings 100, A, and E, including the specific innovations, significant persons, and architecture associated with those buildings, as applicable.</p> <p>In addition to interpretive displays in public areas of the site, the Project Sponsor may consider additional means of onsite interpretation, including digital interpretation methods (e.g., websites, mobile applications, interpretive videos, drone footage, virtual- or augmented-reality experiences, artwork inspired by or related to the history of the site). Creative means of interpretation, such as landscape and play features, along with other means of presenting information regarding the history and development of the site, are encouraged.</p> <p>Although the interpretive program shall include information on the history and development of SRI International, as well as the important persons and innovations associated with the institution, interpretation may also include information on previous eras of site history, such as the residential estate era and Dibble General Hospital era.</p>				

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p><b><i>Mitigation Measure CR-1.3: Relocation of SRI Monument</i></b></p> <p>The Project Sponsor, in consultation with a qualified historian or architectural historian who meets or exceeds the Secretary of the Interior’s qualifications standards, and a professional conservator shall develop and implement a relocation plan for the SRI International Monument. The receiver site shall retain the relationship between the SRI Monument and the campus setting, the landscape materials, and the immediate setting to the extent feasible. Altering the setting and placing the SRI International Monument along a prominent walkway axis is not recommended as it may negatively impact the historic character of the setting.</p> <p>The SRI International Monument relocation plan shall include:</p> <ol style="list-style-type: none"> <li>1) Identification of a receiver site on the Project Site. <ol style="list-style-type: none"> <li>i. Description of how the receiver site reflects the historic setting of the SRI International Monument south of Building I, on the brick median in the visitor parking lot west of Building A.</li> <li>ii. Specifications for the removal of the SRI International Monument from its current location, transport to the receiver site, and identification of possible secure, environmentally controlled storage location during construction of the Project Variant. The specifications shall include protective measures to ensure the monument is not damaged during removal, transport, storage, and re-installation. The specifications shall include a timeline for removal and storage that will occur following the Historic</li> </ol> </li> </ol>	<p>Develop and implement a relocation plan for the SRI International Monument</p>	<p>The SRI Monument relocation plan shall be prepared prior to the issuance of any permits for demolition, grading, or construction. The relocation plan shall be fully implemented and/or the SRI Monument shall be installed concurrent to the completion of common public open spaces and/or pathways along Ravenswood Avenue but not later than issuance of the final certificate of occupancy</p>	<p>Project Sponsor/ qualified historian or architectural historian who meets or exceeds the Secretary of the Interior’s qualifications standards/professional conservator</p>	<p>CDD (Menlo Park Planning Division)</p>



<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>American Buildings Survey (HABS) photographic documentation and prior to the beginning of ground-disturbing construction.</p> <p>iii. Project plans or drawings that show the SRI International Monument clearly identified on demolition drawings as well as the receiver site on construction plans.</p> <p>The SRI International Monument relocation plan shall be reviewed by the Menlo Park Planning Division prior to the issuance of any permits for demolition, grading, or construction on the Project Site. The final SRI International Monument relocation plan shall be submitted to the construction superintendents and confirmation of receipt shall be documented via email.</p>				
<p><b>Mitigation Measure CR-1.4: Documentation of the Chapel.</b> Prior to issuance of a demolition permit for the First Church of Christ, Scientist and Alpha Kids Academy (Chapel buildings), the Project Sponsor shall undertake documentation of the Chapel at 201 Ravenswood Avenue. The documentation shall be funded by the Project Sponsor and undertaken by a qualified professional(s) who meets the Secretary of the Interior's Professional Qualification Standards for history, architectural history, or architecture (Code of Federal Regulations, Title 36, Part 61, Appendix A) and be submitted for review by the Menlo Park Planning Division prior to issuance of a demolition permit for the Chapel buildings. The documentation package created shall consist of the items listed below, consisting of (a) digital photography and (b) a historical report. The documentation materials shall be submitted to the Northwest Information Center at Sonoma State University, the repository for the California</p>	<p>Undertake documentation of the Chapel at 201 Ravenswood Avenue</p>	<p>Prior to issuance of a demolition permit for the First Church of Christ, Scientist and Alpha Kids Academy (Chapel buildings)</p>	<p>Project Sponsor/qualified professional(s) who meets the Secretary of the Interior's Professional Qualification Standards for history, architectural history, or architecture</p>	<p>CDD (Menlo Park Planning Division)</p>

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>Historical Resources Information System. The documentation shall also be offered to local repositories, including the Menlo Park Public Library, Menlo Park Historical Association, and San Mateo County History Museum. Materials shall either be provided in archival digital and/or hard copy formats, depending on the capacity and preference of the repository. This measure would create a collection of reference materials that would be available to the public and inform future research. Although the documentation would use some of the guidelines and specifications developed for the Historic American Buildings Survey (HABS), the documentation package would not need to be delivered as HABS documentation to the Library of Congress.</p> <p>(a) Digital Photography. Digital photographs shall be taken of the Chapel at 201 Ravenswood Avenue. All digital photography shall be conducted according to current National Park Service (NPS) standards, as specified in the National Register Photo Policy Factsheet (updated May 2013). The photography shall be undertaken by a qualified professional with demonstrated experience in documentation photography. Large-format negatives are not required. Photograph for the data set shall include:</p> <ul style="list-style-type: none"> <li>• Photographs of all façades</li> <li>• Detailed views of character-defining features</li> <li>• Representative interior views of the nave and narthex</li> <li>• Contextual views of the site, including the courtyards at the corners of the cross plan for the Chapel. Contextual views may include the</li> </ul>				

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>multi-use building, but full façade and detailed views of the multi-use building are not required.</p> <p>(b) Historical Reports. A written historical narrative and report that meets HABS Historical Report Guidelines shall be produced for the Chapel at 201 Ravenswood Avenue. This HABS-style historical report may be based on the documentation provided in the 2024 Department of Parks and Recreation 523 form evaluation for the property and include historic photographs and drawings, if available. The HABS-style historical report shall follow an outline format, with a statement of significance for the building and a description of the building.</p>				
<b><i>IMPACT BEING ADDRESSED: Archaeological Resources. The Project Variant could cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064.5. (Impact CR-2)</i></b>				
<b><i>Mitigation Measure CR-2.1: Train Workers to Respond to the Discovery of Cultural Resources.</i></b> Prior to the start of ground-disturbing activities, the archaeological consultant or project archaeologist shall conduct archaeological resources sensitivity training for workers and construction superintendents. Training shall be required for all construction personnel participating in ground-disturbing construction to alert them to the archaeological sensitivity of the area and provide protocols to follow in the event of a discovery of archaeological materials. The principal archaeological consultant and project archaeologist shall develop and distribute, for job-site posting, a document ("ALERT SHEET") that summarizes the potential finds that could be exposed, the protocols to be followed, and the points of contact to alert in the event of a discovery. The ALERT SHEET and	Conduct archaeological resources sensitivity training for workers and construction superintendents and develop and distribute a document that summarizes how to respond to the discovery of cultural resources	Prior to the start of all ground-disturbing activities onsite	Project Sponsor/ construction contractor(s) and sub-contractor(s)/ principal archaeological consultant/project archaeologist	CDD

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
protocols shall be presented as part of the training. The contractor shall be responsible for ensuring that all workers requiring training are in attendance. Training shall be scheduled at the discretion of the Project Sponsor in consultation with the city. Worker training shall be required for all contractors and sub-contractors and documented for each permit and/or phase of a permit that requires ground-disturbing activities onsite.				
<b><i>Mitigation Measure CR-2.2: Stop Work if Archaeological Material or Features Are Encountered during Ground-Disturbing Activities.</i></b> If a potentially significant subsurface cultural resource is encountered during ground-disturbing activities, all construction activities within a 100-foot radius of the find shall cease until a qualified archaeologist (i.e., one who meets the Secretary of the Interior's professional qualifications for archaeology or one under the supervision of such a professional) determines whether the resource requires further study. The archaeological consultant shall review, identify, and evaluate cultural resources that may be inadvertently exposed during construction to determine if a discovery is a historical resource and/or unique archaeological resource under CEQA. Significant resources shall be subject to treatment/mitigation that prevents an adverse effect on the resource, in accordance with PRC Section 15064.5. Mitigation could include avoidance, preservation in place, or the scientific removal, analysis, reporting, and curation of any recovered cultural materials. If the discovery constitutes a tribal cultural resource, consultation shall be undertaken between the city and the tribe(s) to determine appropriate treatment.	If significant archaeological materials and/or cultural resources are discovered, stop work within a 100-foot radius of the find and determine whether resource requires further study	Initiated after the discovery of significant archaeological materials and/or cultural resources during construction, with regularly scheduled site inspections thereafter	Project Sponsor/ construction contractor(s) and sub-contractor(s)/ qualified archaeologist	CDD

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
All developers in the Project Site shall include a standard inadvertent discovery clause in every construction contract involving ground-disturbing activities to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on appropriate Department of Parks and Recreation forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist in accordance with Mitigation Measure CR-2.2.				
<b><i>IMPACT BEING ADDRESSED: Inadvertent Disturbance of Human Remains. The Project Variant could result in a significant impact due to the disturbance of human remains, including those interred outside of dedicated cemeteries. (Impact CR-3)</i></b>				
<b><i>Mitigation Measure CR-3.1: Comply with State Regulations Regarding the Discovery of Human Remains at the Project Site.</i></b> Procedures of conduct following the discovery of human remains citywide have been mandated by Health and Safety Code Section 7050.5, PRC Section 5097.98, and California Code of Regulations Section 15064.5(e) (CEQA). According to the provisions in CEQA, if human remains are encountered at a site, all work in the immediate vicinity of the discovery shall cease and necessary steps to ensure the integrity of the immediate area shall be taken. The San Mateo County Coroner shall be notified immediately. The coroner shall then determine whether the remains are Native American. If the coroner determines the remains are Native American, the coroner shall notify the NAHC within 24 hours, which will, in turn, shall notify the person the NAHC identifies as the MLD in connection with any human remains. Further actions shall be determined, in part, by the desires of the MLD. The Project Sponsor, the Project archaeologist, and the MLD shall make all reasonable efforts to develop an agreement for the treatment,	Comply with procedures of conduct following the discovery of human remains	Initiated after the discovery of human remains during construction, with regularly scheduled site inspections thereafter	Project Sponsor/ construction contractor(s) and sub-contractor(s)	CDD/San Mateo County Coroner/ consulting tribe(s)

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
with appropriate dignity, of human remains and associated or unassociated funerary objects, including those associated with known and unknown Native American burial locations (CEQA Guidelines Section 15064.5[d]). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final treatment and disposition of the human remains and associated or unassociated funerary objects. The MLD will have 48 hours to make recommendations regarding the treatment and disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, or the owner does not accept the recommendation of the MLD in accordance with Public Resources Code 5097.98(e), the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.				
<b><i>IMPACT BEING ADDRESSED: Cumulative Archaeological Resources and Human Remains Impacts. Cumulative development could result in a significant environmental impact on archeological resources and human remains; the Project Variant would not be a cumulatively considerable contributor to any significant environmental impact. (Impact C-CR-2)</i></b>				
Implement Mitigation Measure CR-2.1, Mitigation Measure CR-2.2, and Mitigation Measure CR-3.1, above.	See above	See above	See above	See above

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<b><i>Tribal Cultural Resources</i></b>				
<b><i>IMPACT BEING ADDRESSED: Tribal Cultural Resources. The Project Variant could cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and:</i></b> <b><i>a) Listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources, as defined in PRC Section 5020.1(k), or</i></b> <b><i>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (Impact TCR-1)</i></b>				
<b><i>Mitigation Measure TCR-1: Stop Work if Tribal Cultural Resources Are Encountered during Ground-Disturbing Activities.</i></b> If Native American cultural resources are encountered during ground-disturbing activities, all construction activities within a 100-foot radius of the find shall cease until an archaeological consultant can review, identify, and evaluate the find to determine if the discovery could qualify as a tribal cultural resource, as defined in Public Resources Code Section 21074. Tribal representatives from the city's Assembly Bill 52 notification lists shall be consulted regarding this determination. If the discovery is determined to qualify as a tribal cultural resource, it shall be subject to treatment/mitigation that prevents an adverse effect on the resource, in accordance with Public Resources Code Section 15064.5. Mitigation shall be determined through consultation between the city and the tribe(s).	Stop work if tribal cultural resources are encountered during construction, stop work within a 100-foot radius of the find and determine whether resource requires further study	Initiated after the discovery of Native America cultural resources during construction, with regularly scheduled site inspections thereafter	Project Sponsor/contractor(s) and sub-contractor(s)	CDD/consulting tribe(s)
Implement Mitigation Measure CR-2.1, Mitigation Measure CR-2, and Mitigation Measure CR-3.1, above.	See above	See above	See above	See above

PARKLINE MITIGATION MONITORING AND REPORTING PROGRAM				
Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<b><i>IMPACT BEING ADDRESSED: Cumulative Tribal Cultural Resources Impacts. Cumulative development could result in a significant environmental impact on tribal cultural resources; the Project Variant would not be a cumulatively considerable contributor to any significant environmental impact on tribal cultural resources. (Impact C-TCR-1)</i></b>				
Implement Mitigation Measure TCR-1, Mitigation Measure CR-2.1, Mitigation Measure CR-2, and Mitigation Measure CR-3.1, above.	See above	See above	See above	See above
<b><i>Biological Resources</i></b>				
<b><i>IMPACT BEING ADDRESSED: Special-Status Species. The Project Variant could result in a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special-status in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. (Impact BIO-1)</i></b>				
<b><i>Mitigation BIO-1.1: Initial Bat Habitat Survey.</i></b> A qualified bat biologist shall conduct an initial survey of all buildings and trees on the Project Site that are slated for removal to determine whether suitable habitat for a moderate-size colony of common bat species (i.e., at least 10 big brown bats or at least 20 individuals of other non-special-status species), or a pallid bat or Townsend's big-eared bat colony of any size, is present. The locations of trees with suitable cavities and crevices, as well as any buildings with accessible interiors or crevices (e.g., roof tiles or other exterior features) that support suitable roost locations, shall be identified, and potential entry and exit locations shall be mapped. For trees and buildings that are determined, in the qualified biologist's discretion, not to provide suitable habitat for a moderate-size colony of common bat species, or a pallid bat or Townsend's big-eared bat colony of any size, no further surveys shall be required. If the qualified biologist determines that buildings or trees provide suitable habitat, then further surveys under Mitigation Measures BIO-1.2 and BIO-1.3 shall be required.	Conduct an initial bat habitat survey of all buildings and trees on the Project Site that are slated for removal	Prior to the issuance of any permits for demolition, grading, or construction or removal of trees	Project Sponsor/ qualified bat biologist	CDD



<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<b><i>Mitigation Measure BIO-1.2: Maternity Season Survey.</i></b> A qualified bat biologist shall conduct a focused survey for roosting bats within all buildings and trees on the Project Site where suitable habitat was identified during the initial habitat survey, during the maternity season (generally March 15–August 31), and prior to the start of construction to determine the presence or absence of a maternity colony, the species present, and an estimate of the colony size, if present. If close inspection of potential roost features during the daytime is infeasible, the focused survey shall consist of a dusk emergence survey when bats can be observed flying out of the roost. If work will be initiated during the maternity season, this survey shall be conducted 1 year prior to the year in which construction will occur. If a maternity colony is detected, the exclusion measures described in Mitigation Measure BIO-1.4, below, shall be implemented prior to March 15 of the year in which construction occurs to ensure that bats are excluded from the roost prior to the start of construction.	Conduct a focused survey for roosting bats within all buildings and trees identified as suitable habitat during the initial habitat survey	Initiated after initial bat survey for buildings or trees that are identified as suitable habitat for bats/prior to construction/during the maternity season (generally March 15–August 31); should construction be initiated during the maternity season, the survey shall occur 1 year prior to construction occurring	Project Sponsor/ qualified bat biologist	CDD
<b><i>Mitigation Measure BIO-1.3: Pre-Construction Activity Bat Survey.</i></b> A pre-construction activity survey shall be conducted for roosting bats within all buildings and trees on the Project Site that are slated for removal and within which suitable habitat was identified during the initial habitat survey and the maternity roosting survey. The survey shall be conducted by a qualified bat biologist within 7 days prior to the start of building demolition or tree removal for the purpose of impact avoidance. If building demolition and/or tree removal occurs in phases, a pre-activity survey shall be conducted within 14 days prior to the demolition of each building and/or removal of each tree with suitable	Conduct a pre-construction activity survey for roosting bats	Initiated after initial habitat survey and the maternity roosting survey/7 days prior to the start of building demolition or tree removal for the purpose of impact avoidance/if building demolition and/or tree removal occurs in phases, a pre-	Project Sponsor/ qualified bat biologist	CDD

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
roost habitat. If close inspection of potential roost features during the daytime is infeasible, the focused survey shall include a dusk emergence survey when bats can be observed flying out of the roost. If a moderate-size maternity colony of common bat species (i.e., at least 10 big brown bats, 20 Yuma myotis, 100 individuals of other non-special-status species), or a pallid bat or Townsend's big-eared bat colony of any size or any kind (i.e., a maternity or non-maternity colony), is not detected during the survey, no additional measures shall be required. If a moderate-size maternity colony of common bat species (i.e., at least 10 big brown bats, 20 Yuma myotis, or 100 individuals of other non-special-status species), or a pallid bat or Townsend's big-eared bat colony of any size or any kind (i.e., a maternity or non-maternity colony), is present, the qualified bat biologist shall identify an appropriate disturbance-free buffer zone for the species identified. The buffer will be maintained until either the end of the maternity season or until a qualified biologist determines that all young are volant (i.e., capable of flight) to avoid the loss of dependent young.		activity survey shall be conducted within 14 days prior to the demolition of each building and/or removal of each tree with suitable roost habitat		
<b>Mitigation Measure BIO-1.4: Bat Exclusion.</b> If bats are present in a building or tree to be removed or disturbed, the individuals shall be safely evicted outside the bat maternity season (approximately March 15–August 31) and the winter torpor period (approximately October 15–February 28, depending on weather). Bats may be evicted through exclusion, as directed by a qualified biologist, after notifying the California Department of Fish and Wildlife. The qualified biologist must be present for the removal of trees or structures occupied by bats.	Safely evict bats that are present in a building or tree to be removed or disturbed	Prior to removing or disturbing buildings or trees with bat habitats identified during bat survey, outside the bat maternity season (approximately March 15–August 31) and the winter torpor period (approximately	Project Sponsor/qualified bat biologist, with notification to the California Department of Fish and Wildlife, as needed	CDD

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>For eviction from roost trees, trimming or removing trees shall follow a two-step removal process whereby limbs and branches not containing roost habitat are removed on day 1, then the entire tree is removed on day 2.</p> <p>The disturbance or removal of structures containing, or suspected of containing, active (non-maternity or hibernation) or potentially active common bat roosts shall be done in the evening and after bats have emerged from the roost to forage. Structures shall be partially dismantled to significantly change roost conditions, causing bats to abandon and not return to the roost. Removal shall be completed the subsequent day. Alternatively, exclusion methods may include the installation of one-way doors and/or use of ultrasonic deterrence devices. One-way doors and/or deterrence devices shall be left in place for a minimum of 2 weeks, with a minimum of five fair-weather nights with no rainfall and temperatures no colder than 50°F.</p>		October 15–February 28, depending on weather)		
<p><b>Mitigation Measure BIO-1.5: Compensatory Mitigation for Bat Habitat.</b> If a maternity colony of common bat species containing at least 10 big brown bats, 20 Yuma myotis, or 100 individuals of other non-special-status bat species, or a pallid bat or Townsend’s big-eared bat day roost of any type (maternity or non-maternity) or any size, is determined to be present on the Project Site, replacement roost habitat that is appropriate to the species shall be provided, as determined by a qualified bat biologist. The nature of the replacement roost habitat (e.g., the design of an artificial roost structure) shall be determined by the qualified bat biologist, based on the number and species of bats detected. Ideally, the roost structure shall be installed on the Project Site. If replacement</p>	Provide replacement roost habitat for bats	Prior to demolition, as well as prior to removing or disturbing buildings or trees with bat habitats, in the event that a qualifying maternity colony is present	Project Sponsor/qualified bat biologist	CDD

PARKLINE MITIGATION MONITORING AND REPORTING PROGRAM				
Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
habitat cannot be placed on the site, it shall be installed no more than 100 feet from the site (or as close to the site as feasible). The exact placement of replacement habitat shall be determined in consultation with the qualified bat biologist.				
<b><i>IMPACT BEING ADDRESSED: Wildlife Movement and Native Wildlife Nursery Sites. The Project Variant could interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Impact BIO-2)</i></b>				
<b><i>Mitigation Measure BIO-2.1: Avoidance and Pre-construction Surveys for Nesting Migratory Birds.</i></b> The Project Sponsor shall implement the following measures to avoid and minimize construction-period impacts on nesting birds: <ul style="list-style-type: none"> <li>• <b>Avoidance of the Nesting Season.</b> To the extent feasible, the commencement of demolition and construction activities shall be scheduled to avoid the nesting season. If demolition and construction activities are scheduled to take place outside the nesting season, all potential demolition/construction impacts on nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code will be avoided. The nesting season for most birds in San Mateo County extends from February 1 through August 31.</li> <li>• <b>Pre-Activity/Pre-Disturbance Nesting Bird Surveys.</b> If it is not possible to schedule demolition and construction activities between September 1 and January 31, then pre-activity surveys for nesting birds shall be conducted by a qualified ornithologist to ensure that no nests will be disturbed during implementation of the Proposed Project. Surveys shall be conducted no more than 7 days prior to the initiation of demolition or construction activities for each</li> </ul>	Implement avoidance measures and conduct pre-construction surveys for nesting migratory birds and	Ongoing during construction. If it is not possible to schedule demolition and construction activities between September 1 and January 31, then pre-activity surveys for nesting birds shall be conducted; surveys shall be conducted no more than 7 days prior to the initiation of demolition or construction activities for each construction phase	Project Sponsor/ construction contractor(s) and sub-contractor(s)/ qualified ornithologist	CDD

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>construction phase. During the surveys, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, buildings) in and immediately adjacent to the impact areas for migratory bird nests.</p> <ul style="list-style-type: none"> <li>• <b>Non-Disturbance Buffers Around Active Nests.</b> If an active nest is found close enough to work areas to be disturbed by demolition or construction activities, a construction-free buffer zone (typically 300 feet for raptors and 100 feet for other species) will be established around the nest to ensure that no nests of species protected by the MBTA and California Fish and Game Code are disturbed during implementation of the Proposed Project. The ornithologist shall determine the extent of the buffer.</li> <li>• <b>Nesting Deterrence.</b> If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, other vegetation) that are scheduled to be removed by the Proposed Project may be removed prior to the start of the nesting season (e.g., prior to February 1). This will preclude the initiation of nests in this vegetation and prevent any potential delay for the Proposed Project because of the presence of active nests in these substrates.</li> </ul>				
<b><i>IMPACT BEING ADDRESSED: Cumulative Biological Resources Impacts. Cumulative development could result in a significant environmental impact on biological resources; the Project Variant would not be a cumulatively considerable contributor to any significant environmental impact. (Impact C-BIO-1)</i></b>				
Implement Mitigation Measure BIO-1.1 through Mitigation Measure 1.5, and Mitigation Measure BIO-2.1, above.	See above	See above	See above	See above

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<b><i>Geology and Soils</i></b>				
<b><i>IMPACT BEING ADDRESSED: Paleontological Resources. The Project Variant could destroy a unique paleontological resource or site. (Impact GS-5)</i></b>				
<b><i>Mitigation Measure GS-5.1: Conduct Worker Awareness Training.</i></b> Before the start of excavation or grading activities, the Project Sponsor shall retain a Project Paleontologist, as defined by the Society of Vertebrate Paleontology, who is experienced in teaching non-specialists. The paleontologist shall train all construction personnel who are involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils that are likely to be seen during construction, and proper notification procedures should fossils be encountered. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying the Project Paleontologist, who shall evaluate the significance of the find.	Conduct worker awareness training for identification of paleontological resources	Prior to the start of ground disturbing activities	Project Sponsor/ project paleontologist	CDD
<b><i>Mitigation Measure GS-5.2: Conduct Protocol and Procedures for Encountering Paleontological Resources.</i></b> In the event that fossils or fossil bearing deposits are discovered during ground disturbing activities, excavations within a 50-foot radius of the find shall be temporarily halted or diverted. Ground disturbance work shall cease until a qualified paleontologist determines whether the resource requires further study. The paleontologist shall document the discovery as needed (in accordance with Society of Vertebrate Paleontology standards [Society of Vertebrate Paleontology 2010]), evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall	Conduct protocol and procedures for encountering paleontological resources	During construction in the affected area(s), in the event that fossils or fossil-bearing deposits are discovered	Project Sponsor/ project's qualified paleontologist	CDD

<b>PARKLINE MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The excavation plan shall be submitted to the city of Menlo Park for review and approval prior to implementation, and all construction activity shall adhere to the recommendations in the excavation plan.				
<b><i>IMPACT BEING ADDRESSED: Cumulative Impacts Related to Paleontological Resources. Cumulative development would not result in a significant environmental impact with mitigation on paleontological resources; the Project Variant would not be a cumulatively considerable contributor to any significant environmental impact. (Impact C-GS-3)</i></b>				
Implement Mitigation Measure GS-5.1 and Mitigation Measure GS-5.2, above.	See above	See above	See above	See above
<b><i>Hydrology and Water Quality</i></b>				
<b><i>IMPACT BEING ADDRESSED: Water Quality. The Project Variant could violate water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality. (Impact HY-1)</i></b>				
Implement Mitigation Measure HAZ-2.1 and Mitigation Measure HAZ-2.2, below.	See below	See below	See below	See below
<b><i>IMPACT BEING ADDRESSED: Cumulative Hydrology and Water Quality Impacts. Cumulative development could result in a significant environmental impact on hydrology and water quality; the Project Variant would not be a cumulatively considerable contributor to any significant environmental impact. (Impact C-HY-1)</i></b>				
Implement Mitigation Measure HAZ-2.1 and Mitigation Measure HAZ-2.2, below.	See below	See below	See below	See below

PARKLINE MITIGATION MONITORING AND REPORTING PROGRAM				
Mitigation Measures	Action	Timing	Implementing Party	Monitoring Party
<b>Hazards and Hazardous Materials</b>				
<b>IMPACT BEING ADDRESSED: Upset and Accident Conditions Involving Hazardous Materials. The Project Variant could create a significant hazard for the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Impact HAZ-2)</b>				
<b>Mitigation Measure HAZ-2.1: Prepare and Implement an Environmental Site Management Plan.</b> Prior to commencement of any ground disturbing activities, the Project Sponsor shall retain the services of a qualified environmental engineering firm to prepare and implement an Environmental Site Management Plan (ESMP) for review and approval by the appropriate regulatory agency. The purpose of the ESMP is to protect construction workers, the general public, the environment, and future site occupants from subsurface hazardous materials previously identified at the site and to address the possibility of encountering unknown contamination or hazards in the subsurface. The ESMP shall summarize soil and groundwater analytical data collected on the project site during past investigations; identify management options for excavated soil and groundwater, if contaminated media are encountered during deep excavations; and identify monitoring, irrigation, or other wells requiring proper abandonment in compliance with local, state, and federal laws, policies, and regulations.  The ESMP shall include measures for identifying, testing, and managing soil and groundwater suspected of or known to contain hazardous materials (including imported fill/soils, if imported fill/soils are needed as part of project construction). The ESMP shall: 1) provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation	Prepare and implement an ESMP for review and approval	Prior to ground disturbance activities	Project Sponsor/ personnel designated in the ESMP	CDD/appropriate regulatory agency



<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>and dewatering activities, respectively; 2) describe required worker health and safety provisions for all workers potentially exposed to hazardous materials in accordance with State and federal worker safety regulations; and 3) designate personnel responsible for implementation of the ESMP. The ESMP shall be prepared by a commercial environmental engineering firm with expertise and experience in the preparation of ESMPs and stamped by an appropriately licensed professional. In addition, the ESMP shall adhere to applicable oversight agency guidance associated with the handling of the aforementioned impacted media.</p> <p>In addition, the ESMP shall establish protocols and measures for addressing the discovery of presently unknown environmental conditions or subsurface structures such as underground storage tanks (USTs), sumps, or wells, would include procedures for evaluating, handling, storing, testing and disposing of these unknown materials (as applicable), and would also establish required health and safety provisions for all workers who could be exposed to said hazardous materials (in accordance with state and federal worker safety regulations). If the environmental engineering firm subsequently identifies the need for further sampling, the Project Sponsor shall implement this and any other requirements identified in the ESMP.</p>				
<p><b>Mitigation Measure HAZ-2.2: Require Groundwater Monitoring and Sampling prior to Dewatering Activity.</b> Prior to any construction activity with the potential to require dewatering any ground disturbing activity, the Project Sponsor shall measure both water levels and water quality prior to and during dewatering, with a focus on potential</p>	Measure and monitor both water levels and groundwater quality during construction	Prior to and during any construction activity with the potential to require dewatering	Project Sponsor/ construction contractor(s) and sub-contractor(s)	CDD

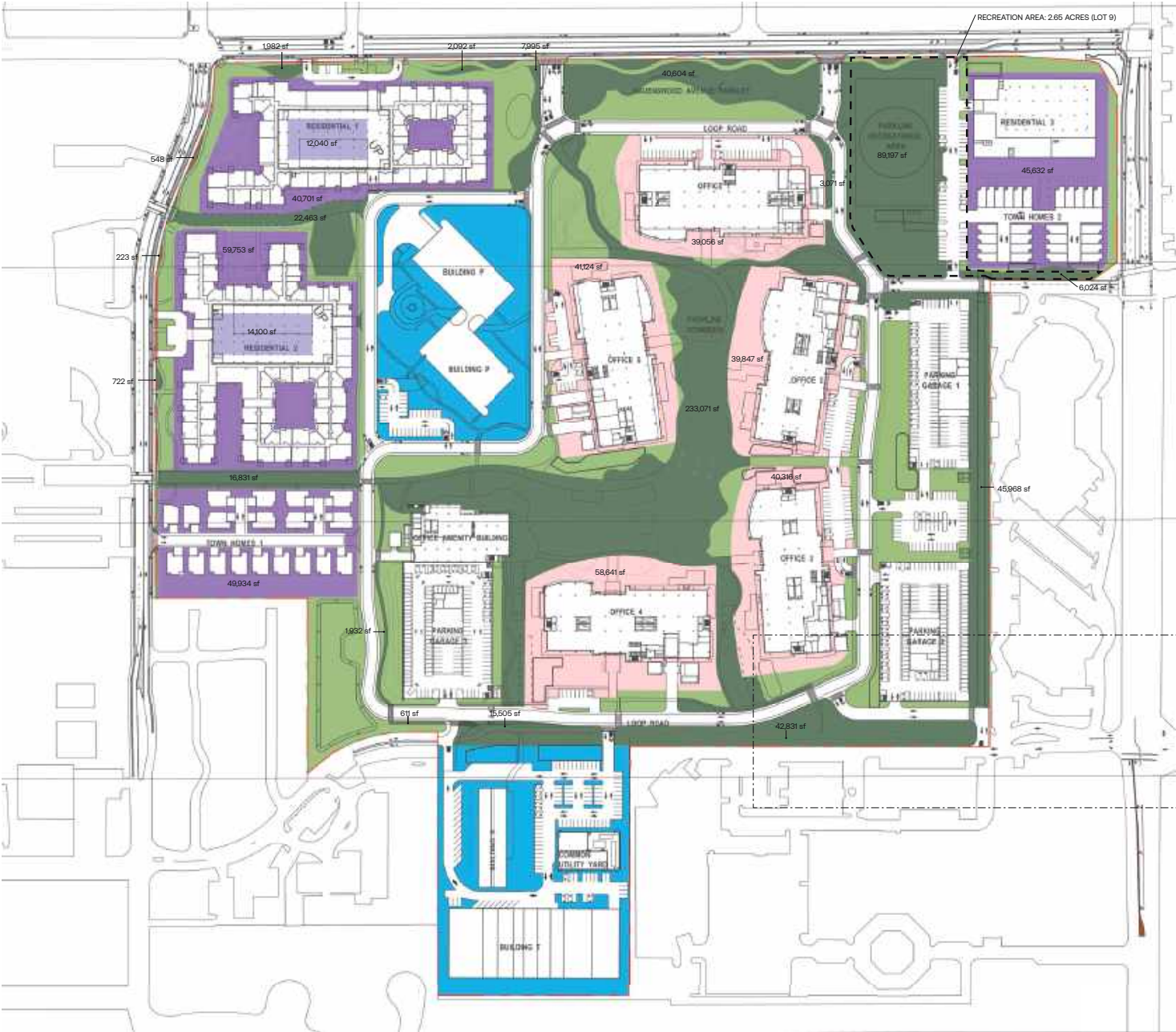
<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>constituents of concern, based on known or suspected water quality impacts within or near the Project Site. The Project Sponsor shall ensure the collection and testing of samples prior to initiating construction activities with the potential to require dewatering. The sampling locations shall be an appropriate distance from the proposed dewatering site, as determined by a geotechnical evaluation of local groundwater and soil conditions. If contaminated water is detected, remedial measures to limit potential exposure to affected media and/or contain the spread shall be implemented. Several options can be employed (e.g., implementing onsite treatment/remediation; disposing in the sewer system (with any appropriate pre-treatment) or at a hazardous materials disposal facility, depending on type and level of contamination; tanking; or stopping or phasing underground construction. Affected water shall be handled with the appropriate use of personal protective equipment (PPE) and treated so that it complies with discharge and reporting requirements and applicable water quality objectives or hauled offsite for treatment and disposal at a permitted waste treatment facility. Upon disposal of the affected water, the Project Sponsor shall be responsible for demonstrating to the city of Menlo Park that the treatment and disposal requirements set forth in this mitigation measure have been met by providing a waste manifest or proof of a valid waste discharge requirement (WDR) permit.</p>				

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p><b><i>Mitigation Measure HAZ-2.3: Conduct a Hazardous Building Materials Survey.</i></b> Prior to the issuance of any demolition permit, the Project Sponsor shall conduct a Hazardous Building Materials Survey in accordance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual. The survey shall be performed by a licensed contractor at structures that are scheduled to be demolished but have not been surveyed previously (i.e., as part of the 2021 Limited Hazardous Materials Survey). The Hazardous Building Materials Survey shall identify the presence of hazardous building materials, including asbestos-containing materials (ACMs), lead-based paint (LBP), and polychlorinated biphenyls (PCBs). Should this survey determine that hazardous building materials are present, the following actions shall be implemented by the Project Sponsor:</p> <ul style="list-style-type: none"> <li>• A health and safety plan shall be developed by a certified industrial hygienist for potential LBP, asbestos, or other hazardous building material risks present during demolition. The health and safety plan shall then be implemented by a licensed contractor. The health and safety plan shall comply with federal Occupational Safety and Health Administration (OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA) requirements.</li> <li>• Necessary approvals shall be acquired from the city of Menlo Park and/or county (by the licensed contractor) for specifications or commencement of abatement activities. Abatement activities shall be conducted by a licensed contractor.</li> </ul>	<p>Conduct a Hazardous Building Materials Survey and implement actions should the survey determine that hazardous building materials are present</p>	<p>Prior to the issuance of any demolition permit</p>	<p>Project Sponsor/ licensed contractor</p>	<p>CDD <i>If hazardous building materials are present:</i> CDD/County of San Mateo/ BAAQMD notification</p>

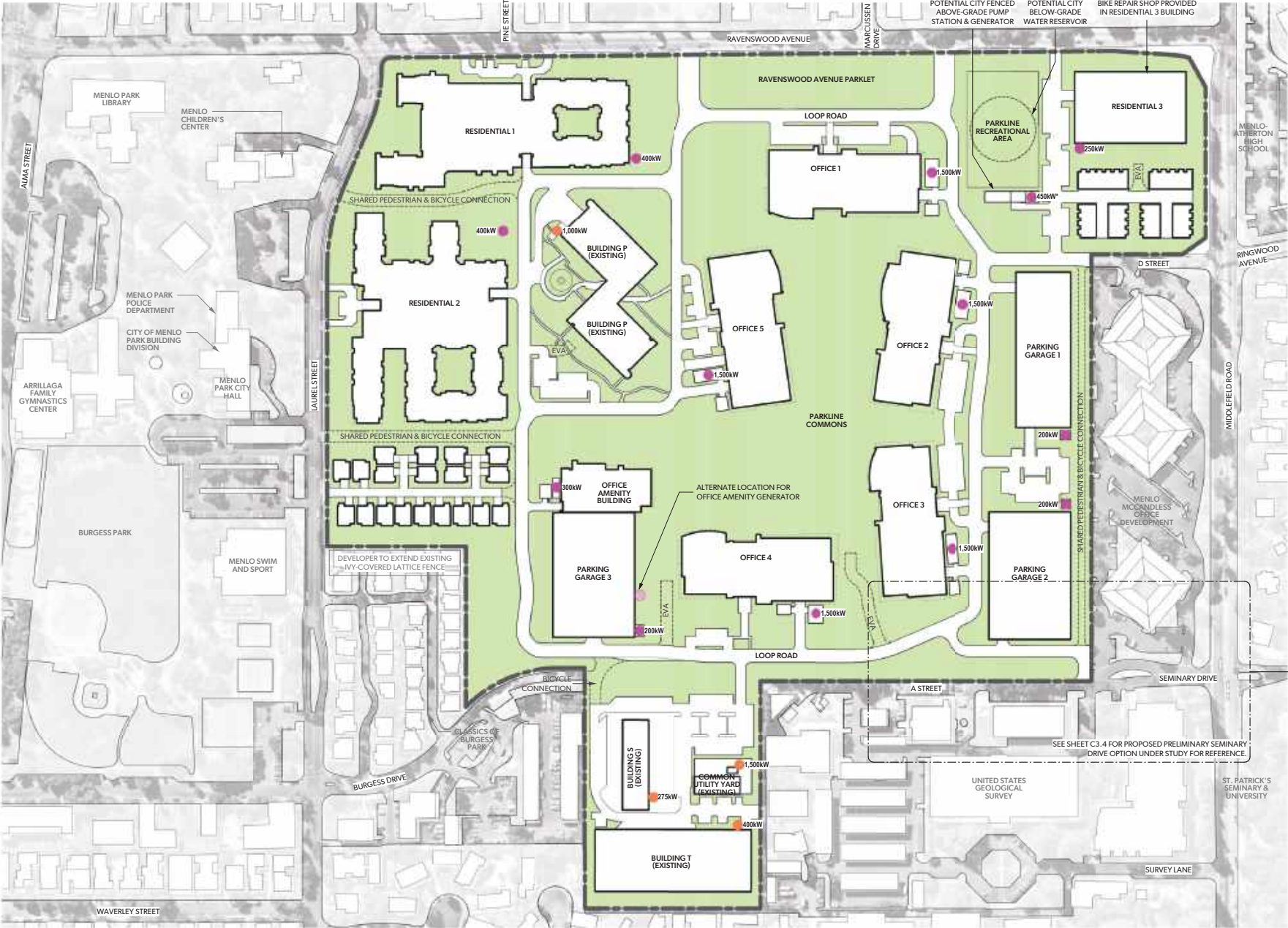
<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<ul style="list-style-type: none"> <li>The Bay Area Air Quality Management District (BAAQMD) shall be notified 10 days prior to initiating demolition at structures that contain asbestos. Section 19827.5 of the California Health and Safety Code requires local agencies not to issue demolition or alteration permits until an applicant has demonstrated compliance with the notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. In addition: <ul style="list-style-type: none"> <li>Asbestos shall be disposed of at a licensed disposal facility, to be identified by the licensed contractor.</li> <li>The local office of Cal/OSHA shall be notified of asbestos abatement activities.</li> <li>Asbestos abatement contractors shall follow state regulations contained in 8 CCR 1529 and 8 CCR 341.6 through 341.14 where asbestos-related work would involve 100 square feet or more of ACM.</li> <li>Asbestos removal contractors shall be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur shall have a hazardous waste generator number assigned by and registered with the California Department of Health Services in Sacramento.</li> <li>The contractor and hauler of hazardous building materials shall file a hazardous waste manifest, with details about hauling the material from the site and disposing of it. Pursuant to California law, the city of</li> </ul> </li> </ul>				

<b>PARKLINE</b> <b>MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
Menlo Park shall not issue the required permit until the Project Sponsor has complied with the notice requirements described above.				
<b><i>Mitigation Measure HAZ-2.4: Conduct a Focused Soil Vapor Intrusion Investigation.</i></b> Prior to construction, the Project Sponsor shall retain the services of a qualified environmental consulting firm to conduct a focused soil vapor investigation. The investigation shall be conducted in the areas that are designated for residential and office/R&D use and shall be designed to protect building occupants from potential long-term impacts associated with vapor intrusion. The investigation shall provide the data needed to determine whether long-term engineering controls shall be needed as part of the proposed building development. The soil vapor investigation's methodology and sampling program shall be conducted by an environmental consulting firm with applicable expertise and experience and would be performed under any applicable oversight agency's current guidance. The soil vapor investigation shall be implemented by the Project Sponsor prior to construction of buildings on the Project Site. If the environmental consulting firm or appropriate regulatory agency providing oversight determines engineering controls are required, they shall be designed by a qualified engineer in compliance with requirements of the appropriate regulatory agency and/or the city of Menlo Park to address vapor conditions by redirecting and/or minimizing soil vapor (e.g., the February 2023 Supplemental Guidance: Screening and Evaluating Vapor Intrusion prepared by the California Department of Toxic Substances Control and the California State Water Resources Control Board	Conduct a focused soil vapor intrusion investigation in areas that are designated for residential and office/R&D uses. If engineering controls are required, install appropriate engineering control systems	Prior to construction of buildings	Project Sponsor/a qualified environmental consulting firm  <i>If engineering controls are required:</i> qualified engineer	CDD/appropriate regulatory agency

<b>PARKLINE MITIGATION MONITORING AND REPORTING PROGRAM</b>				
<b>Mitigation Measures</b>	<b>Action</b>	<b>Timing</b>	<b>Implementing Party</b>	<b>Monitoring Party</b>
<p>or the prevailing applicable requirements at the time the Project is implemented). The performance of the installed vapor mitigation systems shall be confirmed by appropriate quality assurance/quality control inspection and test methods, as certified by the design engineer, and the certification shall be provided to the appropriate regulatory agency providing oversight and city of Menlo Park as needed.</p> <p>Specific engineering controls may include, but shall not be limited to:</p> <ul style="list-style-type: none"> <li>• Installation of subsurface migration barriers; and/or</li> <li>• Inclusion of ventilated foundations for any proposed structures; and/or</li> <li>• The use and implementation of an alternative method or structural design to address soil gas releases and reduce the potential for hazardous conditions to occur.</li> </ul> <p>Appropriate engineering control systems shall be determined with concurrence, approval, and oversight from the appropriate regulatory agency providing oversight and shall be dependent on building placement and construction.</p>				
<b><i>IMPACT BEING ADDRESSED: Exposure to Schools. The Project Variant could emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. (Impact HAZ-3)</i></b>				
Implement Mitigation Measure HAZ-2.1, Mitigation Measure HAZ-2.2, and Mitigation Measure HAZ-2.3, above.	See above	See above	See above	See above
<b><i>IMPACT BEING ADDRESSED: Cortese List. The Project Variant would be located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard for the public or the environment. (Impact HAZ-4)</i></b>				
Implement Mitigation Measure HAZ-2.1 and Mitigation Measure HAZ-2.2, above.	See above	See above	See above	See above







**LEGEND**

- ###kW NEW EMERGENCY GENERATORS (SIZE)
- ###kW EXISTING SRI EMERGENCY GENERATORS (SIZE)

**NOTES:**

- EMERGENCY GENERATOR LOCATIONS ARE PRELIMINARY.
- CITY ENGINEER TO CONFIRM GENERATOR LOCATION AND SIZING AT PUMP STATION.

Scale: 1" = 100'-0"



**COMMUNITY DEVELOPMENT DEPARTMENT  
PLANNING DIVISION**

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**HAZARDOUS MATERIALS INFORMATION FORM**

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In order to help inform City Staff and the external reviewing agencies, the Planning Division requires the submittal of this form. If the use permit application is approved, applicants are required to submit the necessary forms and obtain the necessary permits from the Menlo Park Fire Protection District, San Mateo County Environmental Health Services Division, West Bay Sanitary District, and other applicable agencies. Please complete this form and attach additional sheets as necessary.

1. List the types of hazardous materials by California Fire Code (CFC) classifications. This list must be consistent with the proposed Hazardous Materials Inventory Statement (HMIS), sometimes referred to as a Chemical Inventory. (The HMIS is a separate submittal.)
2. Describe how hazardous materials are handled, stored and monitored to prevent or minimize a spill or release from occurring (e.g., secondary containment, segregation of incompatibles, daily visual monitoring, and flammable storage cabinets).
3. Identify the largest container of chemical waste proposed to be stored at the site. Please identify whether the waste is liquid or solid form, and general safeguards that are used to reduce leaks and spills.

4. Please explain how hazardous waste will be removed from the site (i.e. licensed haulers, or specially trained personnel).
  
5. Describe employee training as it pertains to the following:
  - a. Safe handling and management of hazardous materials or wastes;
  - b. Notification and evacuation of facility personnel and visitors;
  - c. Notification of local emergency responders and other agencies;
  - d. Use and maintenance of emergency response equipment;
  - e. Implementation of emergency response procedures; and
  - f. Underground Storage Tank (UST) monitoring and release response procedures.
  
6. Describe documentation and record keeping procedures for training activities.
  
7. Describe procedures for notifying onsite emergency response personnel and outside agencies (e.g. Fire, Health, Sanitary Agency-Treatment Plant, Police, State Office of Emergency Services "OES") needed during hazardous materials emergencies.
  
8. Describe procedures for immediate inspection, isolation, and shutdown of equipment or systems that may be involved in a hazardous materials release or threatened release.
  
9. Identify the nearest hospital or urgent care center expected to be used during an emergency.



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### APPLICATIONS INVOLVING HAZARDOUS MATERIALS – GENERATOR SUPPLEMENT

The following information is required for hazardous materials applications that include generators.

<b>GENERATOR PURPOSE</b> (for example, whether it is an emergency generator dedicated to life safety egress lighting and other life safety devices, or a standby generator to allow continued operations in the event of a power outage)  Generator is intended to provide backup power to Emergency, Legally Required, and Optional Standby loads during a life-safety event.	
<b>FUEL TANK SIZE</b> (in gallons) <b>AND FUEL TYPE</b>  Fuel tank size: 660 gallons (approx.) Fuel type: Diesel	<b>NOISE RATING</b>  82 dB(A) @ 1 meters
<b>SIZE</b> (output in both kW (kilowatt) and hp (horsepower) measurements)  Power Output: 1500 kW Engine Output: 2220 HP	<b>ENCLOSURE COLOR</b>  Green or Gray
<b>ROUTE FOR FUELING HOSE ACCESS</b>  75 ft max distance, direct from fueling truck to generator fuel tank	<b>PARKING LOCATION OF FUELING TRUCK</b>  Building exterior at drivable surface.
<b>FREQUENCY OF REFUELING</b>  2 times / year	<b>HOURS OF SERVICE ON A FULL TANK</b>  8 hours at generator full rated load
<b>PROPOSED TESTING SCHEDULE</b> (including frequency, days of week, and time of day)  Monthly, Sunday, AM	
<b>ALARMS AND/OR AUTOMATIC SHUTOFFS</b> (for leaks during use and/or spills/over-filling during fueling, if applicable) Fuel systems alarms and/or shutdowns: overfill, low fuel, fuel-in-rupture basin alarm. Engine alarms and/or shutdowns: overspeed, fail start, low oil pressure, high coolant temp, etc.	
<b>OTHER APPLICATION SUBMITTAL REQUIREMENTS</b> (please attach) <ul style="list-style-type: none"> <li>Section showing the height of the pad, the isolation base (if there is one), the height of the generator with the appropriate belly (fuel storage tank) and exhaust stack</li> <li>Status of required Bay Area Air Quality Management District (BAAQMD) permit, including confirmation of parental notification for any proposals within 1,000 feet of a school</li> </ul>	

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<b>FREQUENCY OF REFUELING</b>  2 times / year	<b>HOURS OF SERVICE ON A FULL TANK</b>  8 hours at generator full rated load
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<b>FUEL TANK SIZE</b> (in gallons) <b>AND FUEL TYPE</b>  Fuel tank size: 660 gallons (approx.) Fuel type: Diesel	<b>NOISE RATING</b>  82 dB(A) @ 1 meters
<b>SIZE</b> (output in both kW (kilowatt) and hp (horsepower) measurements)  Power Output: 1500 kW Engine Output: 2220 HP	<b>ENCLOSURE COLOR</b>  Green or Gray
<b>ROUTE FOR FUELING HOSE ACCESS</b>  75 ft max distance, direct from fueling truck to generator fuel tank	<b>PARKING LOCATION OF FUELING TRUCK</b>  Building exterior at drivable surface.
<b>FREQUENCY OF REFUELING</b>  2 times / year	<b>HOURS OF SERVICE ON A FULL TANK</b>  8 hours at generator full rated load
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<b>SIZE</b> (output in both kW (kilowatt) and hp (horsepower) measurements)  Power Output: 400 kW Engine Output: 605 HP	<b>ENCLOSURE COLOR</b>  Green or Gray
<b>ROUTE FOR FUELING HOSE ACCESS</b>  75 ft max distance, direct from fueling truck to generator fuel tank	<b>PARKING LOCATION OF FUELING TRUCK</b>  Building exterior at drivable surface.
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<b>SIZE</b> (output in both kW (kilowatt) and hp (horsepower) measurements)  Power Output: 300 kW Engine Output: 464 HP	<b>ENCLOSURE COLOR</b>  Green or Gray
<b>ROUTE FOR FUELING HOSE ACCESS</b>  75 ft max distance, direct from fueling truck to generator fuel tank	<b>PARKING LOCATION OF FUELING TRUCK</b>  Building exterior at drivable surface.
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<b>SIZE</b> (output in both kW (kilowatt) and hp (horsepower) measurements)  Power Output: 250 kW Engine Output: 464 HP	<b>ENCLOSURE COLOR</b>  Green or Gray
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<b>SIZE</b> (output in both kW (kilowatt) and hp (horsepower) measurements)  Power Output: 200 kW Engine Output: 324 HP	<b>ENCLOSURE COLOR</b>  Green or Gray
<b>ROUTE FOR FUELING HOSE ACCESS</b>  75 ft max distance, direct from fueling truck to generator fuel tank	<b>PARKING LOCATION OF FUELING TRUCK</b>  Building exterior at drivable surface.
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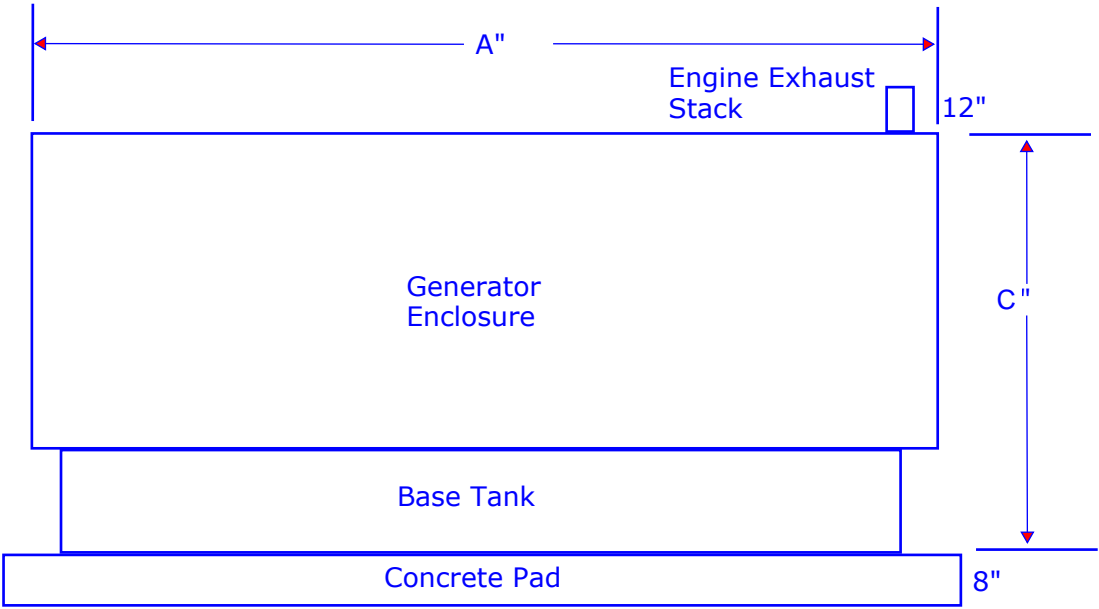
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Generator Size (Genset Model)	Dimension (A)(")	Dimension (C) (")
1500 kW (DGGAF)	480	114
400 kW	222	113
300 kW (DQDAC)	222	113
250 kW (DQDAA)	222	113
200 kW (C200D6D)	180	114



Section  
(NTS)

## Specification sheet



# Diesel Generator set QSK50 series engine

1135 kW-1500 kW 60 Hz  
EPA emissions



## Description

Cummins® commercial generator sets are fully integrated power generation systems providing optimum performance, reliability and versatility for stationary Standby and Prime Power applications.

## Features

**Cummins heavy-duty engine** - Rugged 4-cycle industrial diesel delivers reliable power, low emissions and fast response to load changes.

**Alternator** - Several alternator sizes offer selectable motor starting capability with low reactance 2/3 pitch windings, low waveform distortion with non-linear loads and fault clearing short-circuit capability.

**Permanent Magnet Generator (PMG)** - Offers enhanced motor starting and fault clearing short circuit capability.

**Control system** - The PowerCommand® digital control is standard equipment and provides total genset system integration including automatic remote starting/stopping, precise frequency and voltage regulation, alarm and status message display, AmpSentry™ protective relay, output metering and auto-shutdown at fault detection and NFPA 110 Level 1 compliance.

**Cooling system** - Standard and enhanced integral set-mounted radiator systems, designed and tested for rated ambient temperatures, simplifies facility design requirements for rejected heat.

**NFPA** - The genset accepts full rated load in a single step in accordance with NFPA 110 for Level 1 systems.

**Warranty and service** - Backed by a comprehensive warranty and worldwide distributor network.

	Standby rating	Prime rating	Continuous rating	Emissions compliance	Data sheets
Model	60 Hz kW (kVA)	60 Hz kW (kVA)	60 Hz kW (kVA)	EPA	60 Hz
DQGAE	1250 (1563)	1135 (1419)	1000 (1250)	EPA Tier 2	D-3488
DQGAF	1500 (1875)	1365 (1706)	1100 (1375)	EPA Tier 2	D-3489



## Generator set specifications

Performance class	Genset models have been tested in accordance with ISO 8528-5. Consult factory for transient performance information.
Voltage regulation, no load to full load	± 0.5%
Random voltage variation	± 0.5%
Frequency regulation	Isochronous
Random frequency variation	± 0.25%
Electromagnet Compatibility Performance	Emissions to EN 61000-6-2:2005 Immunity to EN 61000-6-4:2007+A1:2011

## Engine specifications

Bore	159 mm (6.25 in.)
Stroke	159 mm (6.25 in.)
Displacement	50.3 litres (3067 in³)
Configuration	Cast iron, V 16 cylinder
Battery capacity	1800 amps minimum at ambient temperature of 0 °C (32 °F)
Battery charging alternator	55 amps
Starting voltage	24 volts, negative ground
Fuel system	Cummins' modular common rail system
Fuel filter	Two stage spin-on fuel filter and water separator system. Stage 1 has a three element 7 micron filter and stage 2 has a three element 3 micron filter.
Air cleaner type	Dry replaceable element
Lube oil filter type(s)	Four spin-on, combination full flow filter and bypass filters
Standard cooling system	High ambient cooling system

## Alternator specifications

Design	Brushless, 4 pole, drip proof, revolving field
Stator	2/3 pitch
Rotor	Single bearing, flexible disc
Insulation system	Class H
Standard temperature rise	125 °C standby / 105 °C prime
Exciter type	Permanent Magnet Generator (PMG)
Phase rotation	A (U), B (V), C (W)
Alternator cooling	Direct drive centrifugal blower fan
AC waveform total harmonic distortion (THDV)	< 5% no load to full linear load, < 3% for any single harmonic

## Available voltages

### 60 Hz Line-Neutral/Line-Line

- |           |           |             |
|-----------|-----------|-------------|
| • 220/380 | • 240/416 | • 255/440   |
| • 277/480 | • 347/600 | • 2400/4160 |

Note: Consult factory for other voltages.

## Generator set options and accessories

### Engine

- 208/240/480 V thermo-statically controlled coolant heater for ambient above and below 4.5 °C (40 °F)
- Dual 120/208/240/480 V 300 W lube oil heaters
- Heavy duty air cleaner
- Duplex fuel filter

### Alternator

- 80 °C rise
- 105 °C rise
- 125 °C rise
- 150 °C rise
- 120/240 V 300 W anti-condensation heater
- Increased motor starting capabilities

### Control panel

- PowerCommand 3.3
- Multiple language support
- 120/240 V 100 W control anti-condensation heater
- Exhaust pyrometer
- Ground fault indication
- Remote annunciator panel

## Generator set options and accessories (continued)

### Control panel

- Paralleling relay package
- Shutdown alarm relay package
- Audible engine shutdown alarm
- AC output analog meters (bargraph)

### Exhaust system

- Industrial grade exhaust silencer
- Residential grade exhaust silencer
- Critical grade exhaust silencer
- Exhaust packages

### Cooling system

- Remote cooling
- Enhanced high ambient temperature (50 °C)

### Generator set

- Battery
- Battery charger
- Bottom entry chute
- Circuit breaker – skid mounted up to 3000 Amps
- Circuit breaker auxiliary and trip contacts
- IBC and HCAI Certification
- In-skid AVM
- LV and MV entrance box
- Manual language – English, French and Spanish
- Spring isolators
- 2 year warranty
- 5 year warranty
- 10 year major components warranty

Note: Some options may not be available on all models - consult factory for availability.

## PowerCommand 3.3 – control system



An integrated microprocessor based generator set control system providing voltage regulation, engine protection, alternator protection, operator interface and isochronous governing. Refer to document S-1570 for more detailed information on the control.

**AmpSentry** – Includes integral AmpSentry protection, which provides a full range of alternator protection functions that are matched to the alternator provided.

**Power management** – Control function provides battery monitoring and testing features and smart starting control system.

**Advanced control methodology** – Three phase sensing, full wave rectified voltage regulation, with a PWM output for stable operation with all load types.

**Communications interface** – Control comes standard with PCCNet and Modbus interface.

**Service** - InPower™ PC-based service tool available for detailed diagnostics, setup, data logging and fault simulation.

**Easily upgradeable** – PowerCommand controls are designed with common control interfaces.

**Reliable design** – The control system is designed for reliable operation in harsh environment.

### Multi-language support

### Operator panel features

#### Operator/display functions

- Displays paralleling breaker status
- Provides direct control of the paralleling breaker
- 320 x 240 pixels graphic LED backlight LCD
- Auto, manual, start, stop, fault reset and lamp test/panel lamp switches
- Alpha-numeric display with pushbuttons
- LED lamps indicating genset running, remote start, not in auto, common shutdown, common warning, manual run mode, auto mode and stop

### Paralleling control functions

- First Start Sensor™ system selects first genset to close to bus
- Phase lock loop synchronizer with voltage matching
- Sync check relay
- Isochronous kW and kVar load sharing
- Load govern control for utility paralleling
- Extended paralleling (base load/peak shave) mode
- Digital power transfer control, for use with a breaker pair to provide open transition, closed transition, ramping closed transition, peaking and base load functions.

### Alternator data

- Line-to-Neutral and Line-to-Line AC volts
- 3-phase AC current
- Frequency
- kW, kVAr, power factor kVA (three phase and total)

### Engine data

- DC voltage
- Engine speed
- Lube oil pressure and temperature
- Coolant temperature
- Comprehensive FAE data (where applicable)

### Other data

- Genset model data
- Start attempts, starts, running hours, kW hours
- Load profile (operating hours at % load in 5% increments)
- Fault history
- Data logging and fault simulation (requires InPower)

### Standard control functions

#### Digital governing

- Integrated digital electronic isochronous governor
- Temperature dynamic governing

#### Digital voltage regulation

- Integrated digital electronic voltage regulator
- 3-phase, 4-wire Line-to-Line sensing
- Configurable torque matching

## Standard control functions (continued)

### AmpSentry AC protection

- AmpSentry protective relay
- Over current and short circuit shutdown
- Over current warning
- Single and three phase fault regulation
- Over and under voltage shutdown
- Over and under frequency shutdown
- Overload warning with alarm contact
- Reverse power and reverse Var shutdown
- Field overload shutdown

### Engine protection

- Battery voltage monitoring, protection and testing
- Overspeed shutdown
- Low oil pressure warning and shutdown
- High coolant temperature warning and shutdown
- Low coolant level warning or shutdown
- Low coolant temperature warning
- Fail to start (overcrank) shutdown
- Fail to crank shutdown
- Cranking lockout
- Sensor failure indication
- Low fuel level warning or shutdown
- Fuel-in-rupture-basin warning or shutdown
- Full authority electronic engine protection

## Ratings definitions

### Emergency Standby Power (ESP):

Applicable for supplying power continuously to varying electrical loads for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528 and ISO 3046-1, obtained and corrected in accordance with ISO 15550).

### Limited-Time Running Power (LTP):

Applicable for supplying power to a constant electrical load for limited hours. Limited-Time Running Power (LTP) is in accordance with ISO 8528.

### Prime Power (PRP):

Applicable for supplying power to varying electrical loads for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046-1. Data shown above represents gross engine performance and capabilities as per ISO 3046-1, obtained and corrected in accordance with ISO 15550.

### Base Load (Continuous) Power (COP):

Applicable for supplying power continuously to a constant load up to the full output rating for unlimited hours. No sustained overload capability is available for this rating. Consult authorized distributor for rating. (Equivalent to Continuous Power in accordance with ISO 8528 and ISO 3046-1, obtained and corrected in accordance with ISO 15550).

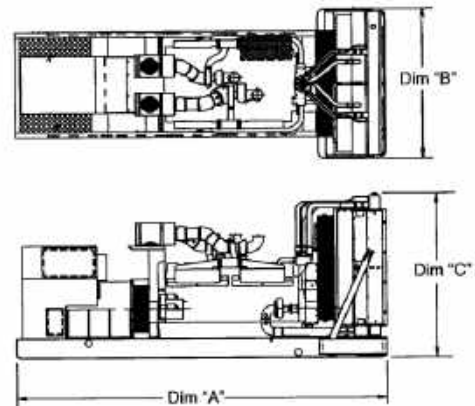
This rating is not applicable to all generator set models.

## Control functions

- Time delay start and cool down
- Real time clock for fault and event time stamping
- Exerciser clock and time of day start/stop
- Data logging
- Cycle cranking
- Load shed
- Configurable inputs and outputs (4)
- Remote emergency stop

## Options

- Auxiliary output relays (2)



This outline drawing is for reference only. See respective model data sheet for specific model outline drawing number.

**Do not use for installation design**

**For more information contact your local Cummins distributor or visit [power.cummins.com](http://power.cummins.com)**

**Our energy working for you.™**






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Model	Dim "A" mm (in.)	Dim "B" mm (in.)	Dim "C" mm (in.)	Set weight* dry kg (lbs)	Set weight* wet kg (lbs)
DQGAE	6381 (251)	2285 (90)	2474 (97)	11293 (24897)	11926 (26292)
DQGAF	6381 (251)	2285 (90)	2474 (97)	11551 (25465)	12184 (26861)

\*Note: Weights represent a set with standard features. See outline drawings for weights of other configurations.

## Codes and standards

Codes or standards compliance may not be available with all model configurations – consult factory for availability.

<b>ISO 9001</b> <b>ISO 14001</b> <b>ISO 45001</b>	This product was manufactured in a facility whose quality management system is certified to ISO 9001 and its Health Safety Environmental Management Systems certified to ISO 14001 and ISO 45001.		This product is listed to UL 2200, Stationary Engine Generator Assemblies.
	The Prototype Test Support (PTS) program verifies the performance integrity of the generator set design. Cummins products bearing the PTS symbol meet the prototype test requirements of NFPA 110 for Level 1 systems.	<b>U.S. EPA</b>	Engine certified to Stationary Emergency U.S. EPA New Source Performance Standards, 40 CFR 60 subpart IIII Tier 2 exhaust emission levels. U.S. applications must be applied per this EPA regulation.
	All genset models are available as CSA certified to CSA C22.2 No.100.	<b>International Building Code</b>	The generator set package is available certified for seismic application in accordance with International Building Code.

## Generator set data sheet



**Model:** DQGAF  
**Frequency:** 60 Hz  
**Fuel type:** Diesel  
**kW rating:** 1500 Standby  
                   1365 Prime  
                   1100 Continuous  
**Emissions level:** EPA NSPS Stationary Emergency Tier 2

Exhaust emission data sheet:	EDS-1111
Exhaust emission compliance sheet:	EPA-1157
Sound performance data sheet:	MSP-1098
Cooling performance data sheet:	MCP-199
Prototype test summary data sheet:	PTS-301
Standard set-mounted radiator cooling outline:	A029J185
Optional set-mounted radiator cooling outline:	A029P243
Optional heat exchanger cooling outline:	A029P243
Optional remote radiator cooling outline:	A029P245

Fuel consumption	Standby				Prime				Continuous			
	kW (kVA)				kW (kVA)				kW (kVA)			
Ratings	1500 (1875)				1365 (1706)				1100 (1375)			
Load	1/4	1/2	3/4	Full	1/4	1/2	3/4	Full	1/4	1/2	3/4	Full
US gph	36.1	60.2	83.1	104.9	33.9	55.9	77	97.2	29.5	47.5	64.8	81.6
L/hr	136.6	227.9	314.5	397	128.3	211.6	291.4	367.9	111.7	179.8	245.3	308.9

Engine	Standby rating	Prime rating	Continuous rating
Engine manufacturer	Cummins Inc.		
Engine model	QSK50-G5 NR2		
Configuration	Cast iron, V 16 cylinder		
Aspiration	Turbocharged and low temperature after-cooled		
Gross engine power output, kWm (bhp)	1656 (2220)	1470 (1971)	1323 (1774)
BMEP at set rated load, kPa (psi)	2192 (318)	1951 (283)	1744 (253)
Bore, mm (in.)	159 (6.25)		
Stroke, mm (in.)	159 (6.25)		
Rated speed, rpm	1800		
Piston speed, m/s (ft/min)	9.5 (1875)		
Compression ratio	15:1		
Lube oil capacity, L (qt)	235 (248)		205 (216)
Overspeed limit, rpm	2100 ±50		
Regenerative power, kW	168		

## Fuel flow

Maximum fuel flow, L/hr (US gph)	912 (241)
Maximum fuel inlet restriction, kPa (in Hg)	16.9 (5)
Maximum fuel inlet temperature, °C (°F)	71 (160)

## Air

	Standby rating	Prime rating	Continuous rating
Combustion air, m³/min (scfm)	134 (4715)	129 (4550)	123 (4345)
Maximum air cleaner restriction, kPa (in H <sub>2</sub> O)	3.7 (15)		
Alternator cooling air, m³/min (cfm)	207 (7300)		

## Exhaust

Exhaust flow at set rated load, m³/min (cfm)	343 (12105)	318 (11230)	292 (10297)
Exhaust temperature, °C (°F)	518 (965)	485 (905)	451 (844)
Maximum back pressure, kPa (in H <sub>2</sub> O)	6.78 (27)		

## Standard set-mounted radiator cooling

Ambient design, °C (°F)	45.7 (114)		
Fan load, kW <sub>m</sub> (HP)	53.7 (72)		
Coolant capacity (with radiator), L (US gal)	401 (106)		
Cooling system air flow, m³/min (scfm)	1783 (62983)		
Total heat rejection, MJ/min (Btu/min)	82.7 (78390)	74.4 (70535)	57.5 (54794)
Maximum cooling air flow static restriction, kPa (in H <sub>2</sub> O)	0.12 (0.5)		
Maximum fuel return line restriction kPa (in Hg)	34 (10)		

## Optional set-mounted radiator cooling

Ambient design, °C (°F)	56.9 (134)		
Fan load, kW <sub>m</sub> (HP)	45.5 (61)		
Coolant capacity (with radiator), L (US gal)	496 (131)		
Cooling system air flow, m³/min (scfm)	2094 (73937)		
Total heat rejection, MJ/min (Btu/min)	82.7 (78390)	74.4 (70535)	57.5 (54794)
Maximum cooling air flow static restriction, kPa (in H <sub>2</sub> O)	0.12 (0.5)		
Maximum fuel return line restriction, kPa (in Hg)			

### Optional heat exchanger cooling

Set coolant capacity, L (US gal)	
Heat rejected, jacket water circuit, MJ/min (Btu/min)	
Heat rejected, aftercooler circuit, MJ/min (Btu/min)	
Heat rejected, fuel circuit, MJ/min (Btu/min)	
Total heat radiated to room, MJ/min (Btu/min)	
Maximum raw water pressure, jacket water circuit, kPa (psi)	
Maximum raw water pressure, aftercooler circuit, kPa (psi)	
Maximum raw water pressure, fuel circuit, kPa (psi)	
Maximum raw water flow, jacket water circuit, L/min (US gal/min)	
Maximum raw water flow, aftercooler circuit, L/min (US gal/min)	
Maximum raw water flow, fuel circuit, L/min (US gal/min)	
Minimum raw water flow at 27 °C (80 °F) inlet temp, jacket water circuit, L/min (US gal/min)	
Minimum raw water flow at 27 °C (80 °F) inlet temp, aftercooler circuit, L/min (US gal/min)	
Minimum raw water flow at 27 °C (80 °F) inlet temp, fuel circuit, L/min (US gal/min)	
Raw water delta P at min flow, jacket water circuit, kPa (psi)	
Raw water delta P at min flow, aftercooler circuit, kPa (psi)	
Raw water delta P at min flow, fuel circuit, kPa (psi)	
Maximum jacket water outlet temp, °C (°F)	
Maximum aftercooler inlet temp, °C (°F)	
Maximum aftercooler inlet temp at 25 °C (77 °F) ambient, °C (°F)	
Maximum fuel return line restriction, kPa (in Hg)	

### Optional remote radiator cooling<sup>1</sup>

	Standby rating	Prime rating	Continuous rating
Set coolant capacity, L (US gal)			
Max flow rate at max friction head, jacket water circuit, L/min (US gal/min)	1893 (500)		
Max flow rate at max friction head, aftercooler circuit, L/min (US gal/min)	538 (142)		
Heat rejected, jacket water circuit, MJ/min (Btu/min)	43.04 (40790)	38.83 (36800)	30.28 (28842)
Heat rejected, aftercooler circuit, MJ/min (Btu/min)	26.01 (24655)	23.33 (22110)	18.75 (17858)
Heat rejected, fuel circuit, MJ/min (Btu/min)			
Total heat radiated to room, MJ/min (Btu/min)	13.3 (12584.2)	12.2 (11546.2)	10 (9508.7)
Maximum friction head, jacket water circuit, kPa (psi)	69 (10)		
Maximum friction head, aftercooler circuit, kPa (psi)	48 (7)		
Maximum static head, jacket water circuit, m (ft)	18.3 (60)		
Maximum static head, aftercooler circuit, m (ft)	18.3 (60)		
Maximum jacket water outlet temp, °C (°F)	104 (220)	100 (212)	100 (212)
Maximum aftercooler inlet temp at 25 °C (77 °F) ambient, °C (°F)	49 (120)		
Maximum aftercooler inlet temp, °C (°F)	71 (160)	66 (150)	66 (150)
Maximum fuel flow, L/hr (US gph)			
Maximum fuel return line restriction, kPa (in Hg)			



## Weights<sup>2</sup>

Unit dry weight kgs (lbs)	11551 (25465)
Unit wet weight kgs (lbs)	12184 (26861)

### Notes:

<sup>1</sup> For non-standard remote installations contact your local Cummins representative.

<sup>2</sup> Weights represent a set with standard features. See outline drawing for weights of other configurations.

## Derating factors

<b>Standby</b>	<p><u>Standard cooling system:</u> Full rated power available up to 1321.6 m (4334.9 ft) elevation at ambient temperatures up to 40 °C (104 °F). Above these conditions derate by 3.6% per 305 m (1000 ft), and derate by an additional 8.0% per 10 °C (18 °F).</p> <p><u>Enhanced cooling system:</u> Full rated power available up to 1512.8 m (4962.0 ft) elevation at ambient temperatures up to 40 °C (104 °F). Above these conditions derate by 4.6% per 305 m (1000 ft). Full rated power available up to 1017.1 m (3338.1 ft) elevation at ambient temperatures up to 50 °C (122 °F). Above these conditions derate by 3.6% per 305 m (1000 ft). At higher ambient temperatures, derate by additional 8% per 10 °C (18 °F).</p>
<b>Prime</b>	Full rated power available up to 1218.4 m (3996 ft) elevation at ambient temperature up to 40 °C (104 °F). Above these elevations, at 40 °C (104 °F), derate by 5.5% per 305 m (1000 ft). Full rated power available up to 438.7 m (1439 ft) at ambient temperatures up to 50 °C (122 °F). Above these elevations, at 50 °C (122 °F), derate by an additional 5.5% per 305 m (1000 ft). At higher ambient temperatures, derate by an additional 14% per 10 °C (18 °F).
<b>Continuous</b>	Full rated power available up to 1393 m (4569 ft) elevation at ambient temperature up to 40 °C (104 °F). Above these elevations, at 40 °C (104 °F), derate by 5.3% per 305 m (1000 ft). Full rated power available up to 841.3 m (2759 ft) at ambient temperatures up to 50 °C (122 °F). Above these elevations, at 50 °C (122 °F), derate by an additional 5.3% per 305 m (1000 ft). At higher ambient temperatures, derate by an additional 10% per 10 °C (18 °F).

## Ratings definitions

<b>Emergency Standby Power (ESP):</b>	<b>Limited-Time Running Power (LTP):</b>	<b>Prime Power (PRP):</b>	<b>Base Load (Continuous) Power (COP):</b>
Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528. Fuel stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.	Applicable for supplying power to a constant electrical load for limited hours. Limited-Time Running Power (LTP) is in accordance with ISO 8528.	Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.	Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) is in accordance with ISO 8528, ISO 3046, AS 2789, DIN 6271 and BS 5514.



## Alternator data

Voltage	Connection <sup>1</sup>	Temp rise degrees C	Duty <sup>2</sup>	Single phase factor <sup>3</sup>	Max surge kVA <sup>4</sup>	Winding No.	Alternator data sheet	Frame size	Feature code
380	Wye, 3-Phase	125/105/80	S/P/C		1922	312	ADS-334	P734F	B598-2
380	Wye, 3-Phase	105/80	S/P		1922	312	ADS-334	P734F	B599-2
380	Wye, 3-Phase	80	S		7695	312	ADS-335	P734G	B660-2
380	Wye, 3-Phase	150/125	S/P		6716	312	ADS-333	P734E	B799-2
416	Wye, 3-Phase	105/80	S/P		6716	312	ADS-333	P734E	B715-2
440	Wye, 3-Phase	125/105/80	S/P/C		5743	312	ADS-332	P734D	B663-2
440	Wye, 3-Phase	105/80	S/P		6716	312	ADS-333	P734E	B664-2
440	Wye, 3-Phase	80	S		6716	312	ADS-333	P734E	B688-2
440	Wye, 3-Phase	150/125	S/P		5521	312	ADS-331	P734C	B691-2
480	Wye, 3-Phase	125/105	S/P		5521	312	ADS-331	P734C	B276-2
480	Wye, 3-Phase	105/80	S/P		5743	312	ADS-332	P734D	B600-2
480	Wye, 3-Phase	80	S		6716	312	ADS-333	P734E	B601-2
480	Wye, 3-Phase	150	S		5521	312	ADS-331	P734C	B816-2
480	Wye, 3-Phase	80	S/P		7361	312	ADS-334	P734F	B903-2
600	Wye, 3-Phase	125/105/80	S/P/C		5521	7	ADS-331	P734C	B602-2
600	Wye, 3-Phase	105/80	S/P		5473	7	ADS-332	P734D	B603-2
600	Wye, 3-Phase	80	S		6716	7	ADS-333	P734E	B604-2
600	Wye, 3-Phase	150	S		5521	7	ADS-331	P734C	B817-2
600	Wye, 3-Phase	80	S/P		7361	7	ADS-334	P734F	B904-2
4160	Wye, 3-Phase	80	S/P		7926	51	ADS-324	MV7H	B919-2
4160	Wye, 3-Phase	105	S/P		7005	51	ADS-323	MV7G	B920-2
12470	Wye, 3-Phase	80	S		5948	91	ADS-521	HVSI804R	B607-2
12470	Wye, 3-Phase	80	P		5948	91	ADS-521	HVSI804R	B812-2
13200	Wye, 3-Phase	80	P		5948	91	ADS-521	HVSI804R	B566-2
13200	Wye, 3-Phase	80	S		5948	91	ADS-521	HVSI804R	B807-2
13800	Wye, 3-Phase	80	S		5948	91	ADS-521	HVSI804R	B610-2
13800	Wye, 3-Phase	80	P		5948	91	ADS-521	HVSI804R	B809-2
380	Wye, 3-Phase	125/105/80	S/P/C		7205	13	ADS-334	P734F	BA51-2

### Notes:

<sup>1</sup> Limited single phase capability is available from some three phase rated configurations. To obtain single phase rating, multiply the three phase kW rating by the Single Phase Factor<sup>3</sup>. All single phase ratings are at unity power factor.

<sup>2</sup> Standby (S), Prime (P) and Continuous ratings (C).

<sup>3</sup> Factor for the *Single phase output from Three phase alternator* formula listed below.

<sup>4</sup> Maximum rated starting kVA that results in a minimum of 90% of rated sustained voltage during starting.

<sup>5</sup> Derate may be applicable. Please consult the factory for details.

## Formulas for calculating full load currents:

### Three phase output

$$\frac{\text{kW} \times 1000}{\text{Voltage} \times 1.73 \times 0.8}$$

### Single phase output

$$\frac{\text{kW} \times \text{SinglePhaseFactor} \times 1000}{\text{Voltage}}$$

**Warning:** Back feed to a utility system can cause electrocution and/or property damage. Do not connect to any building's electrical system except through an approved device or after building main switch is open.

For more information contact your local Cummins distributor or visit [power.cummins.com](http://power.cummins.com)

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# Features and Benefits

## 1. ISO CONTAINER

Container dimensions to ISO standard or designed to order

## 2. NOISE LEVELS

Sound attenuation levels not limited to 65 dBA @ 1 m

## 3. CE CERTIFIED WITH CSC PLATING

Containers and all components meet CE Standards

## 4. FULLY ACCESSIBLE

Dedicated service doors facilitate easy access to all major components during routine maintenance

## 5. RAL 9001 PAINT FINISH

High performance 2-pack primer / finish paint system provides weather resistant, high gloss finish

## 6. NON-SLIP FLOORING

Fully metal flooring with non-slip heavy duty surface paint

## 7. FULLY BUNDED DEFRA COMPLIANT FLOORING

Fully banded floor with capacity for all engine oil, coolant and on-board fuels fully compliant with UK DEFRA requirements

## 8. ROBUST DESIGN

Protection from the elements in even the harshest environments

- Enclosures generally constructed from structural steel to EN10025, galvanized / electro-zinc coated steel sheet to EN10346 and EN10152
- All structural steel shot blasted to SA2.5 before paint applied
- All welding carried out in accordance with 3rd party approved procedures in conjunction with appropriate in-house non-destructive test procedures



## Options

- Non-standard and special paint colors available
- Cylindrical single or double skin bulk fuel tank
- Refilling pump
- External fuel connections
- Lube oil top up system
- External lube oil drain connections
- External spark arrestor
- Space heating and motorized louvers
- Automatic fire detection and suppression system
- Sound attenuated side inlet vents for air filters
- Engine closed crankcase ventilation system
- Hand-held fire extinguishers
- Lube oil heater
- Single phase socket outlet, 13A RAC or 16A Ceeform
- Emergency battery backup lighting with manual test switch
- Generator controls
- Low ambient operation
- Unpackaged container options
- Factory witness testing
- Modification for MV generator sets



# ISO Containers

Below are the details of just some of our most popular container models and the Cat generator set models with which they are compatible.

ISO CONTAINER SIZES	ENGINE MODELS	kVA PRIME	kVA STANDBY	FUEL TANKS	SOUND LEVELS
20'x8'x8'6"	C15/C18	455/500/550 600/635/770	500/550/605/660/ 715/780/850	Please consult your dealer	83 dB(A) @ 1 m
20'x8'x9'6"	3412	680/725/810	750/800/900	1000 L	77 dB(A) @ 1 m
20'x8'x9'6"	C32	1000/1100	1100/1250	365 L	85 dB(A) @ 1 m
<b>C32 Power Density Energy Container</b>					
20'x8'x9'6" (shipping) 24'x8'x9'6" (installation)	C32		1400/1500	NA	85 dB(A) @ 1 m
40'x8'x9'6"	C32		1400/1500	1600 L (option)	TBC
40'x8'x9'6"	3512MUI, 3512B	1150/1275/ 1360/1500	1250/1400/ 1500/1600	1600 L (option)	82 dB(A) @ 1 m
40'x8'x9'6"	3512BHD	1600/1700	1750/1875	1600 L (option)	85 dB(A) @ 1 m
40'x8'x9'6"	3516MUI, 3516B, 3516BHD	1825/2000/2275	2000/2250/2500	NA	82 dB(A) @ 1 m
45'x8'x9'6"	3516MUI, 3516B, 3516BHD	1825/2000/2275	2000/2250/2500	1300 L (option)	85 dB(A) @ 1 m

## Flexibility in Design

Unique to the Caterpillar enclosure range is our "energy container." This innovative design features a four-foot outlet extension that folds inside the container for shipping, unfolding at site to serve as a vertical discharge chamber upon commissioning.

This functionality means customers can select the Cat C32 generator set as a standby power solution within a compact enclosure without compromising on power output of up to 1,500 kVA. No need to sacrifice space for power!



Stage 1



Stage 2



Stage 3



Stage 4



## Diesel Generator Set Model DFCE 60 Hz

400 kW, 500 kVA Standby



### Description

The Cummins Power Generation DF-series commercial generator set is a fully integrated power generation system providing optimum performance, reliability, and versatility for stationary standby or prime power applications.

A primary feature of the DF GenSet is strong motor-starting capability and fast recovery from transient load changes. The torque-matched system includes a heavy-duty Cummins 4-cycle diesel engine, an AC alternator with high motor-starting kVA capacity, and an electronic voltage regulator with three-phase sensing for precise regulation under steady-state or transient loads. The DF GenSet accepts 100% of the nameplate standby rating in one step, in compliance with NFPA 110 requirements.

The standard PowerCommand® digital electronic control is an integrated system that combines engine and alternator controls for high reliability and optimum GenSet performance.

Optional weather-protective enclosures and coolant heaters shield the generator set from extreme operating conditions. Environmental concerns are addressed by low exhaust emission engines, sound-attenuated enclosures, exhaust silencers, and dual-wall fuel tanks. A wide range of options, accessories, and services are available, allowing configuration to your specific power generation needs.

Every production unit is factory tested at rated load and power factor. This testing includes demonstration of rated power and single-step rated load pickup. Cummins Power Generation manufacturing facilities are registered to ISO9001 quality standards, emphasizing our commitment to high quality in the design, manufacture, and support of our products. The generator set is CSA certified and is available as UL2200 Listed. The PowerCommand control is UL508 Listed.

All Cummins Power Generation systems are backed by a comprehensive warranty program and supported by a worldwide network of 170 distributors and service branches to assist with warranty, service, parts, and planned maintenance support.

### Features

**UL Listed Generator Set** - The complete generator set assembly is available Listed to UL 2200.

**Cummins Heavy-Duty Engine** - Rugged 4-cycle industrial diesel engine delivers reliable power, low emissions, and fast response to load changes.

**Alternator** - Several alternator sizes offer selectable motor-starting capability with low reactance 2/3 pitch windings, low waveform distortion with non-linear loads, fault-clearing short-circuit capability, and class H insulation. The alternator electrical insulation system is UL1446 Recognized.

**Permanent Magnet Generator (PMG)** - Offers enhanced motor starting and fault-clearing short circuit capability.

**Control System** - The PowerCommand electronic control is standard equipment and provides total genset system integration, including automatic remote starting/stopping, precise frequency and voltage regulation, alarm and status message display, AmpSentry™ protection, output metering, auto-shutdown at fault detection, and NFPA 110 compliance. PowerCommand control is Listed to UL508.

**Cooling System** - Provides reliable running at the rated power level, at up to 50°C ambient temperature.

**Structural Steel Skid Base** - Robust skid base supports the engine, alternator, and radiator.

**E-Coat Finish** - Dual electro-deposition paint system provides high resistance to scratching, corrosion, and fading.

**Enclosures** - Optional weather-protective and sound-attenuated enclosures are available.

**Fuel Tanks** - Dual wall sub-base fuel tanks are also offered.

**Certifications** - Generator sets are designed, manufactured, tested, and certified to relevant UL, NFPA, ISO, IEC, and CSA standards.

**Warranty and Service** - Backed by a comprehensive warranty and worldwide distributor network.

## Generator Set

The general specifications provide representative configuration details. Consult the outline drawing for installation design.

### Specifications – General

See outline drawing 500-3084 for installation design specifications.

Unit Width, in (mm)	50.0 (1270)
Unit Height, in (mm)	63.6 (1615)
Unit Length, in (mm)	142.0 (3607)
Unit Dry Weight, lb (kg)	7250 (3289)
Unit Wet Weight, lb (kg)	7480 (3393)
Rated Speed, rpm	1800
Voltage Regulation, No Load to Full Load	±0.5%
Random Voltage Variation	±0.5%
Frequency Regulation	Isochronous
Random Frequency Variation	±0.25%
Radio Frequency Interference	IEC 801.2, Level 4 Electrostatic Discharge IEC 801.3, Level 3 Radiated Susceptibility IEC 801.4, Level 4 Electrical Fast Transients IEC 801.5, Level 5 Voltage Surge Immunity MIL STD 461C, Part 9 Radiated Emissions (EMI)

Cooling	Standby	
Fan Load, HP (kW)	28.0 (20.9)	
Coolant Capacity with radiator, US Gal (L)	15.3 (57.9)	
Coolant Flow Rate, Gal/min (L/min)	130.0 (492.0)	
Heat Rejection To Coolant, Btu/min (MJ/min)	15125.0 (16.0)	
Heat Radiated To Room, Btu/min (MJ/min)	5580.0 (5.9)	
Maximum Coolant Friction Head, psi (kPa)	7.0 (48.3)	
Maximum Coolant Static Head, ft (m)	60.0 (18.3)	

Air		
Combustion Air, scfm (m <sup>3</sup> /min)	1330.0 (37.6)	
Alternator Cooling Air, scfm (m <sup>3</sup> /min)	2780.0 (78.7)	
Radiator Cooling Air, scfm (m <sup>3</sup> /min)	19700.0 (557.5)	
Max. Static Restriction, in H <sub>2</sub> O (Pa)	0.5 (124.5)	

### Rating Definitions

**Standby Rating based on:** Applicable for supplying emergency power for the duration of normal power interruption. No sustained overload capability is available for this rating. (Equivalent to Fuel Stop Power in accordance with ISO3046, AS2789, DIN6271 and BS5514). Nominally rated.

**Prime (Unlimited Running Time) Rating based on:** Applicable for supplying power in lieu of commercially purchased power. Prime power is the maximum power available at a variable load for an unlimited number of hours. A 10% overload capability is available for limited time. (Equivalent to Prime Power in accordance with ISO8528 and Overload Power in accordance with ISO3046, AS2789, DIN6271, and BS5514). This rating is not applicable to all generator set models.

**Base Load (Continuous) Rating based on:** Applicable for supplying power continuously to a constant load up to the full output rating for unlimited hours. No sustained overload capability is available for this rating. Consult authorized distributor for rating. (Equivalent to Continuous Power in accordance with ISO8528, ISO3046, AS2789, DIN6271, and BS5514). This rating is not applicable to all generator set models.

### Site Derating Factors

Rated power available up to 2500 ft (762 m) at ambient temperature up to 104°F (40°C). Above 2500 ft (762 m), derate at 4% per 1000 (300 m) and 1% per 10°F ( 2% per 11°C).

# Engine

Cummins heavy duty diesel engines use advanced combustion technology for reliable and stable power, low emissions, and fast response to sudden load changes.

Electronic governing provides precise speed regulation, especially useful for applications requiring constant (isochronous) frequency regulation such as Uninterruptible Power Supply (UPS) systems, non-linear loads, or sensitive electronic loads. Optional coolant heaters are recommended for all emergency standby installations or for any application requiring fast load acceptance after start-up.

## Specifications – Engine

<b>Base Engine</b>	Cummins Model NTA855-G5, Turbocharged and Aftercooled, diesel-fueled
<b>Displacement in<sup>3</sup> (L)</b>	855.0 (14.0)
<b>Regenerative Power, kW</b>	35.00
<b>Cylinder Block Configuration</b>	Cast iron with replaceable wet cylinder liners, In-line 6 cylinder
<b>Battery Capacity</b>	565 amps minimum at ambient temperature of 32°F (0°C)
<b>Battery Charging Alternator</b>	55 amps
<b>Starting Voltage</b>	24-volt, negative ground
<b>Lube Oil Filter Types</b>	Single spin-on, combination full flow/bypass
<b>Standard Cooling System</b>	122°F (50°C) ambient radiator

Power Output		Standby							
Gross Engine Power Output, bhp (kWm)		605.0 (451.3)							
BMEP at Rated Load, psi (kPa)		311.0 (2144.3)							
Bore, in. (mm)		5.50 (139.7)							
Stroke, in. (mm)		6.00 (152.4)							
Piston Speed, ft/min (m/s)		1800.0 (9.1)							
Compression Ratio		14.0:1							
Lube Oil Capacity, qt. (L)		40.0 (37.9)							
Fuel Flow									
Fuel Flow at Rated Load, US Gal/hr (L/hr)		56.3 (213.1)							
Maximum Inlet Restriction, in. Hg (mm Hg)		4.0 (101.6)							
Maximum Return Restriction, in. Hg (mm Hg)		6.0 (152.4)							
Air Cleaner									
Maximum Air Cleaner Restriction, in. H <sub>2</sub> O (kPa)		25.0 (6.2)							
Exhaust									
Exhaust Flow at Rated Load, cfm (m <sup>3</sup> /min)		3780.0 (107.0)							
Exhaust Temperature, °F (°C)		995.0 (535.0)							
Max Back Pressure, in. H <sub>2</sub> O (kPa)		41.0 (10.2)							
Fuel System		Direct injection, number 2 diesel fuel; fuel filter; automatic electric fuel shutoff.							
Fuel Consumption		Standby							
60 Hz Ratings, kW (kVA)		400 (500)							
	Load	1/4	1/2	3/4	Full				
	US Gal/hr	9.1	15.9	22.1	29.1				
	L/hr	34	60	84	110				

## Alternator

Several alternators are available for application flexibility based on the required motor-starting kVA and other requirements. Larger alternator sizes have lower temperature rise for longer life of the alternator insulation system. In addition, larger alternator sizes can provide a cost-effective use of engine power in across-the-line motor-starting applications and can be used to minimize voltage waveform distortion caused by non-linear loads.

Single-bearing alternators couple directly to the engine flywheel with flexible discs for drivetrain reliability and durability. No gear reducers or speed changers are used. Two-thirds pitch windings eliminate third-order harmonic content of the AC voltage waveform and provide the standardization desired for paralleling of generator sets. The standard excitation system is a PMG excited system.

## Alternator Application Notes

**Separately Excited Permanent Magnet Generator (PMG) System** - This standard system uses an integral PMG to supply power to the voltage regulator. A PMG system generally has better motor-starting performance, lower voltage dip upon load application, and better immunity from problems with harmonics in the main alternator output induced by non-linear loads. This system provides improved performance over self-excited regulators in applications that have large transient loads, sensitive electronic loads (especially UPS applications), harmonic content, or that require sustained short-circuit current (sustained 3-phase short circuit current at approximately 3 times rated for 10 seconds).

**Alternator Sizes** - On any given model, various alternator sizes are available to meet individual application needs. Alternator sizes are differentiated by maximum winding temperature rise, at the generator set standby or prime rating, when operated in a 40°C ambient environment. Available temperature rises range from 80°C to 150°C. Not all temperature rise selections are available on all models. Lower temperature rise is accomplished using larger alternators at lower current density. Lower temperature rise alternators have higher motor-starting kVA, lower voltage dip upon load application, and they are generally recommended to limit voltage distortion and heating due to harmonics induced by non-linear loads.

**Alternator Space Heater** - is recommended to inhibit condensation.

## Available Output Voltages

### Three Phase Reconnectable

- [ ] 115/200
- [ ] 120/208
- [ ] 139/240
- [ ] 120/240
- [ ] 277/480

### Three Phase Non-Reconnectable

- [ ] 277/480
- [ ] 347/600



# Specifications – Alternator

<b>Design</b>	Brushless, 4 pole, drip proof revolving field
<b>Stator</b>	2/3 pitch
<b>Rotor</b>	Direct coupled by flexible disc
<b>Insulation System</b>	Class H per NEMA MG1-1.65
<b>Standard Temperature Rise</b>	125°C @ Standby
<b>Exciter Type</b>	Permanent Magnet Generator (PMG)
<b>Phase Rotation</b>	A (U), B (V), C (W)
<b>Alternator Cooling</b>	Direct drive centrifugal blower
<b>AC Waveform Total Harmonic Distortion</b>	<5% total no load to full linear load <3% for any single harmonic
<b>Telephone Influence Factor (TIF)</b>	<50 per NEMA MG1-22.43
<b>Telephone Harmonic Factor (THF)</b>	<3

Three Phase Table <sup>1</sup>		105° C	105° C	125° C	125° C	125° C	125° C						
Feature Code		B259	B301	B258	B252	B246	B300						
Alternator Data Sheet Number		306	305	306	305	305	305						
Voltage Ranges		110/190 Thru 139/240 220/380 Thru 277/480	347/600	110/190 Thru 139/240 220/380 Thru 277/480	120/208 Thru 139/240 240/416 Thru 277/480	277/480	347/600						
Surge kW		404	406	404	403	407	406						
Motor Starting kVA (at 90% sustained voltage)	PMG	1896	1749	1896	1749	1749	1749						
Full Load Current - Amps at Standby Rating	<div> <div>120/208</div> <div>1388</div> </div> <div> <div>139/240</div> <div>1203</div> </div> <div> <div>277/480</div> <div>601</div> </div> <div> <div>347/600</div> <div>481</div> </div>												

## Notes:

**1. Single Phase Capability:** Single phase power can be taken from a three phase generator set at up to 40% of the generator set nameplate kW rating at unity power factor.

## Control System

	<b>PowerCommand Control with AmpSentry™ Protection</b> <ul style="list-style-type: none"> <li>• The PowerCommand Control is an integrated generator set control system providing governing, voltage regulation, engine protection, and operator interface functions.</li> <li>• PowerCommand Controls include integral AmpSentry protection. AmpSentry provides a full range of alternator protection functions that are matched to the alternator provided.</li> <li>• Controls provided include Battery monitoring and testing features, and Smart-Starting control system.</li> <li>• InPower PC-based service tool available for detailed diagnostics.</li> <li>• Standard PCCNet interface. Available with Echelon LonWorks™ network interface.</li> <li>• NEMA 3R enclosure.</li> <li>• Suitable for operation in ambient temperatures from -40C to +70C, and altitudes to 13,000 feet (5000 meters).</li> <li>• Prototype tested; UL, CSA, and CE compliant.</li> </ul>				
<b>AmpSentry AC Protection</b> <ul style="list-style-type: none"> <li>• Overcurrent and short circuit shutdown</li> <li>• Overcurrent warning</li> <li>• Single &amp; 3-phase fault regulation</li> <li>• Over and under voltage shutdown</li> <li>• Over and under frequency shutdown</li> <li>• Overload warning with alarm contact</li> <li>• Reverse power and reverse Var shutdown</li> <li>• Excitation fault</li> </ul>	<b>Engine Protection</b> <ul style="list-style-type: none"> <li>• Overspeed shutdown</li> <li>• Low oil pressure warning and shutdown</li> <li>• High coolant temperature warning and shutdown</li> <li>• High oil temperature warning (optional)</li> <li>• Low coolant level warning or shutdown</li> <li>• Low coolant temperature warning</li> <li>• High and low battery voltage warning</li> <li>• Weak battery warning</li> <li>• Dead battery shutdown</li> <li>• Fail to start (overcrank) shutdown</li> <li>• Fail to crank shutdown</li> <li>• Redundant start disconnect</li> <li>• Cranking lockout</li> <li>• Sensor failure indication</li> </ul>	<b>Operator Interface</b> <ul style="list-style-type: none"> <li>• OFF/MANUAL/AUTO mode switch</li> <li>• MANUAL RUN/STOP switch</li> <li>• Panel lamp test switch</li> <li>• Emergency Stop switch</li> <li>• Alpha-numeric display with pushbutton access, for viewing engine and alternator data and providing setup, controls, and adjustments</li> <li>• LED lamps indicating genset running, not in auto, common warning, common shutdown</li> <li>• (5) configurable LED lamps</li> <li>• LED Bargraph AC data display (optional)</li> </ul>			
<b>Alternator Data</b> <ul style="list-style-type: none"> <li>• Line-to-line and line-to-neutral AC volts</li> <li>• 3-phase AC current</li> <li>• Frequency</li> <li>• Total and individual phase kW and kVA</li> </ul>	<b>Engine Data</b> <ul style="list-style-type: none"> <li>• DC voltage</li> <li>• Lube oil pressure</li> <li>• Coolant temperature</li> <li>• Lube oil temperature (optional)</li> </ul>	<b>Other Data</b> <ul style="list-style-type: none"> <li>• Genset model data</li> <li>• Start attempts, starts, running hours</li> <li>• KW hours (total and since reset)</li> <li>• Fault history</li> <li>• Load profile (hours less than 30% and hours more than 90% load)</li> <li>• System data display (optional with network and other PowerCommand gensets or transfer switches)</li> </ul>			
<b>Governing</b> <ul style="list-style-type: none"> <li>• Integrated digital electronic isochronous governor</li> <li>• Temperature dynamic governing</li> <li>• Smart idle speed mode</li> <li>• Glow plug control (some models)</li> </ul>	<b>Voltage Regulation</b> <ul style="list-style-type: none"> <li>• Integrated digital electronic voltage regulator</li> <li>• 3-phase line to neutral sensing</li> <li>• PMG (Optional)</li> <li>• Single and three phase fault regulation</li> <li>• Configurable torque matching</li> </ul>	<b>Control Functions</b> <ul style="list-style-type: none"> <li>• Data logging on faults</li> <li>• Fault simulation (requires InPower)</li> <li>• Time delay start and cooldown</li> <li>• Cycle cranking</li> <li>• PCCNet Interface</li> <li>• (4) Configurable customer inputs</li> <li>• (4) Configurable customer outputs</li> <li>• (8) Configurable network inputs and (16) outputs (with optional network)</li> </ul>			
<b>Options</b> <table border="1"> <tr> <td data-bbox="131 1686 581 1791"> <ul style="list-style-type: none"> <li><input type="checkbox"/> Analog AC Meter Display</li> <li><input type="checkbox"/> Thermostatically Controlled Space Heater</li> <li><input type="checkbox"/> Key-type mode switch</li> </ul> </td><td data-bbox="589 1686 1068 1791"> <ul style="list-style-type: none"> <li><input type="checkbox"/> Ground fault module</li> <li><input type="checkbox"/> Engine oil temperature</li> <li><input type="checkbox"/> Auxiliary Relays (3)</li> </ul> </td><td data-bbox="1076 1686 1559 1791"> <ul style="list-style-type: none"> <li><input type="checkbox"/> Echelon LonWorks interface</li> <li><input type="checkbox"/> Digital input and output module(s) (loose)</li> <li><input type="checkbox"/> Remote annunciator (loose)</li> </ul> </td></tr> </table>			<ul style="list-style-type: none"> <li><input type="checkbox"/> Analog AC Meter Display</li> <li><input type="checkbox"/> Thermostatically Controlled Space Heater</li> <li><input type="checkbox"/> Key-type mode switch</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Ground fault module</li> <li><input type="checkbox"/> Engine oil temperature</li> <li><input type="checkbox"/> Auxiliary Relays (3)</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Echelon LonWorks interface</li> <li><input type="checkbox"/> Digital input and output module(s) (loose)</li> <li><input type="checkbox"/> Remote annunciator (loose)</li> </ul>
<ul style="list-style-type: none"> <li><input type="checkbox"/> Analog AC Meter Display</li> <li><input type="checkbox"/> Thermostatically Controlled Space Heater</li> <li><input type="checkbox"/> Key-type mode switch</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Ground fault module</li> <li><input type="checkbox"/> Engine oil temperature</li> <li><input type="checkbox"/> Auxiliary Relays (3)</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Echelon LonWorks interface</li> <li><input type="checkbox"/> Digital input and output module(s) (loose)</li> <li><input type="checkbox"/> Remote annunciator (loose)</li> </ul>			

## Generator Set Options

### Engine

- ☐ 208/240/480 V thermostatically controlled coolant heater for ambient above 40°F (4.5°C)
- ☐ 208/240/480 V thermostatically controlled coolant heater for ambient below 40°F (4.5°C)
- ☐ Fuel/water separator
- ☐ Heavy duty air cleaner with safety element

### Fuel System

- ☐ 300 Gal (1136 L) Sub-base tank
- ☐ 400 Gal (1514 L) Sub-base tank
- ☐ 500 Gal (1893 L) Sub-base tank
- ☐ 600 Gal (2271 L) Sub-base tank
- ☐ 660 Gal (2498 L) Sub-base tank
- ☐ 720 Gal (2725 L) Sub-base tank
- ☐ 1470 Gal (5565 L) Sub-base tank

### Alternator

- ☐ 105°C rise alternator
- ☐ 120/240 V, 300 W anti-condensation heater

### Exhaust System

- ☐ Critical grade exhaust silencer
- ☐ Exhaust packages
- ☐ Industrial grade exhaust silencer
- ☐ Residential grade exhaust silencer

### Generator Set

- ☐ AC entrance
- ☐ Batteries
- ☐ Battery charger
- ☐ Export box packaging
- ☐ Isolation pads
- ☐ UL2200 Listed
- ☐ Main line circuit breaker
- ☐ PowerCommand (3100) Digital Parallel Control
- ☐ PowerCommand Network
- ☐ Remote annunciator panel
- ☐ Sound-attenuated enclosure (2 levels) with internal silencers
- ☐ Spring isolators
- ☐ Weather-protective enclosure with internal silencer
- ☐ 2 year standby warranty
- ☐ 5 year basic power warranty
- ☐ 10 year major components warranty

## Available Products and Services

A wide range of products and services is available to match your power generation system requirements. Cummins Onan products and services include:

Diesel and Spark-Ignited Generator Sets

Transfer Switches

Bypass Switches

Parallel Load Transfer Equipment

Digital Paralleling Switchgear

PowerCommand Network and Software

Distributor Application Support

Planned Maintenance Agreements

## Warranty

All components and subsystems are covered by an express limited one-year warranty. Other optional and extended factory warranties and local distributor maintenance agreements are available. Contact your distributor/dealer for more information.

## Certifications



**ISO9001** - This generator set was designed and manufactured in facilities certified to ISO9001.



**CSA** - This generator set is CSA certified to product class 4215-01.



**PTS** - The Prototype Test Support (PTS) program verifies the performance integrity of the generator set design. Products bearing the PTS symbol have been subjected to demanding tests in accordance to NFPA 110 Level 1 to verify the design integrity and performance under both normal and abnormal operating conditions including short circuit, endurance, temperature rise, torsional vibration, and transient response, including full load pickup.



**UL** - The generator set is available Listed to UL 2200, Stationary Engine Generator Assemblies. The PowerCommand control is Listed to UL 508 - Category NITW7 for U.S. and Canadian usage.

**See your distributor for more information**



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AmpSentry is a trademark of Cummins Inc.  
LonWorks is a registered trademark of Echelon

**Important:** Backfeed to a utility system can cause electrocution and/or property damage. Do not connect generator sets to any building electrical system except through an approved device or after building main switch is open.



## Specification sheet

# Diesel generator set QSL9-G7 series engine

250 kW - 300 kW standby



## Description

Cummins Power Generation commercial generator sets are fully integrated power generation systems providing optimum performance, reliability and versatility for stationary standby and prime power applications.

## Features

**Cummins® heavy-duty engine** - Rugged 4-cycle, industrial diesel delivers reliable power, low emissions and fast response to load changes.

**Alternator** - Several alternator sizes offer selectable motor starting capability with low reactance 2/3 pitch windings, low waveform distortion with non-linear loads and fault clearing short-circuit capability.

**Permanent magnet generator (PMG)** - Offers enhanced motor starting and fault clearing short-circuit capability.

**Control system** - The PowerCommand® electronic control is standard equipment and provides total genset system integration including automatic remote starting/stopping, precise frequency and voltage regulation, alarm and status message display, AmpSentry™ protection, output metering, auto-shutdown at fault detection and NFPA 110 Level 1 compliance.

**Cooling system** - Standard cooling package provides reliable running at the rated power level.

**Enclosures** - Optional weather protective and sound attenuated enclosures are available.

**Fuel tanks** - Dual wall sub-base fuel tanks are also available.

**NFPA** - The genset accepts full rated load in a single step in accordance with NFPA 110 for Level 1 systems.

**Warranty and service** - Backed by a comprehensive warranty and worldwide distributor network.

Model	Standby rating		Prime rating		Continuous rating		Data sheets	
	60 Hz kW (kVA)	50 Hz kW (kVA)	60 Hz kW (kVA)	50 Hz kW (kVA)	60 Hz kW (kVA)	50 Hz kW (kVA)	60 Hz	50 Hz
<b>DQDAA</b>	250 (313)		225 (281)				D-3442	
<b>DQDAB</b>	275 (344)		250 (313)				D-3443	
<b>DQDAC</b>	300 (375)		270 (338)				D-3444	

## Generator set specifications

Governor regulation class	ISO 8528 Part 1 Class G3
Voltage regulation, no load to full load	± 0.5%
Random voltage variation	± 0.5%
Frequency regulation	Isochronous
Random frequency variation	± 0.5%
Radio frequency emissions compliance	IEC 801.2 through IEC 801.5; MIL-STD-461C, Part 9

## Engine specifications

Bore	114.0 mm (4.49 in)
Stroke	145 mm (5.69 in)
Displacement	8.9 L (543 in <sup>3</sup> )
Configuration	Cast iron, in-line 6 cylinder
Battery capacity	750 amps minimum at ambient temperature of -18 °C (-0.4 °F) and above
Battery charging alternator	70 amps
Starting voltage	24 volt, negative ground
Fuel system	Direct injection: number 2 diesel fuel, fuel filter, automatic electric fuel shutoff
Fuel filter	Dual element with water separator
Air cleaner type	Normal duty
Lube oil filter type(s)	Single spin-on, combination full flow and bypass filters
Standard cooling system	High ambient radiator

## Alternator specifications

Design	Brushless, 4 pole, drip proof revolving field
Stator	2/3 pitch
Rotor	Single bearing, flexible discs
Insulation system	Class H
Standard temperature rise	125 °C standby, 105 °C prime
Exciter type	PMG (Permanent magnet generator)
Phase rotation	A (U), B (V), C (W)
Alternator cooling	Direct drive centrifugal blower
AC waveform total harmonic distortion	< 5% no load to full linear load, < 3% for any single harmonic
Telephone influence factor (TIF)	< 50 per NEMA MG1-22.43
Telephone harmonic factor (THF)	< 3

## Available voltages

60 Hz 3-phase			50 Hz 3-phase	
Reconnectable		Non-Reconnectable	Reconnectable	Non-Reconnectable
• 110/190	• 120/208	• 127/220		
• 139/240	• 120/240	• 220/380		
• 240/416	• 254/440	• 277/480		

Note: Consult factory for other voltages.

## Generator set options and accessories

### Engine

- ☐ 120/240 V 1500 W coolant heater
- ☐ 120/240 V 150 W lube oil heater
- ☐ Heavy duty air cleaner
- ☐ Engine oil temperature

### Control panel

- ☐ 120/240 V 100 W control anti-condensation heater
- ☐ Exhaust pyrometer
- ☐ Ground fault indication
- ☐ Remote fault signal package
- ☐ Run relay package
- ☐ Paralleling configuration

### Alternator

- ☐ 80 °C rise
- ☐ 105 °C rise
- ☐ 125 °C rise
- ☐ 120/240 V 100 W anti-condensation heater
- ☐ PMG excitation
- ☐ Single phase

### Exhaust system

- ☐ Genset mounted muffler
- ☐ Heavy duty exhaust elbow
- ☐ Slip on exhaust connection
- ☐ NPT exhaust connection

### Fuel system

- ☐ 1022 L (270 gal) sub-base tank
- ☐ 1136 L (300 gal) sub-base tank
- ☐ 1514 L (400 gal) sub-base tank
- ☐ 1893 L (500 gal) sub-base tank
- ☐ 2271 L (600 gal) sub-base tank
- ☐ 2498 L (660 gal) sub-base tank
- ☐ 2725 L (720 gal) sub-base tank
- ☐ 5565 L (1470 gal) sub-base tank

### Generator set

- ☐ AC entrance box
- ☐ Battery
- ☐ Battery charger
- ☐ Export box packaging
- ☐ UL 2200 Listed

- ☐ Main line circuit breaker
- ☐ PowerCommand Network
- ☐ Communications Module (NCM)
- ☐ Remote annunciator panel
- ☐ Spring isolators
- ☐ Enclosure: aluminum, steel, weather protective or sound attenuated
- ☐ 2 year standby power warranty
- ☐ 2 year prime power warranty
- ☐ 5 year basic power warranty
- ☐ 10 year major components warranty

Note: Some options may not be available on all models - consult factory for availability.

## Control system PCC 2100



**PowerCommand control** is an integrated generator set control system providing governing, voltage regulation, engine protection and operator interface functions. Major features include:

- Integral AmpSentry™ Protective Relay providing a full range of alternator protection functions that are matched to the alternator provided.
- Battery monitoring and testing features and smart starting control system.
- Three phase sensing, full wave rectified voltage regulation system, with a PWM output for stable operation with all load types.
- Standard PCCNet™ and optional Echelon® LonWorks® network interface.
- Control suitable for operation in ambient temperatures from -40 °C to +70 °C (-40 °F to +158 °F) and altitudes to 5000 meters (13,000 feet).
- Prototype tested; UL, CSA, and CE compliant.
- InPower™ PC-based service tool available for detailed diagnostics.

### Operator/display panel

- Off/manual/auto mode switch
- Manual run/stop switch
- Panel lamp test switch
- Emergency stop switch
- Alpha-numeric display with pushbutton access for viewing engine and alternator data and providing setup, controls and adjustments
- LED lamps indicating genset running, not in auto, common warning, common shutdown
- Configurable LED lamps (5)
- Configurable for local language

### Engine protection

- Overspeed shut down
- Low oil pressure warning and shut down
- High coolant temperature warning and shut down
- High oil temperature warning (some models)
- Low coolant level warning or shut down
- Low coolant temperature warning
- High and low battery voltage warning
- Weak battery warning
- Dead battery shut down
- Fail to start (overcrank) shut down
- Fail to crank shut down
- Redundant -start disconnect
- Cranking lockout
- Sensor failure indication

### Engine data

- DC voltage
- Lube oil pressure
- Coolant temperature
- Lube oil temperature (some models)
- Engine speed

### AmpSentry AC protection

- Over current and short-circuit shut down
- Over current warning
- Single and three phase fault regulation
- Over and under voltage shut down
- Over and under frequency shut down
- Overload warning with alarm contact
- Reverse power and reverse Var shut down
- Excitation fault

### Alternator data

- Line-to-line and line-to-neutral AC volts
- Three phase AC current
- Frequency
- Total and individual phase power factor, kW and kVA

### Other data

- Genset model data
- Start attempts, starts, running hours
- kW hours (total and since reset)
- Fault history
- Load profile (hours less than 30% and hours more than 90% load)
- System data display (optional with network and other PowerCommand gensets or transfer switches)

### Governing

- Digital electronic isochronous governor
- Temperature dynamic governing
- Smart idle speed mode
- Glow plug control (some models)

### Voltage regulation

- Digital PWM electronic voltage regulation
- Three phase line-to-neutral sensing
- Suitable for PMG or shunt excitation
- Single and three phase fault regulation
- Configurable torque matching

### Control functions

- Data logging on faults
- Fault simulation (requires InPower)
- Time delay start and cooldown
- Cycle cranking
- PCCNet interface
- Configurable customer inputs (4)
- Configurable customer outputs (4)
- Configurable network inputs (8) and outputs (16) (with optional network)
- Remote emergency stop

### Options

- ☐ LED bargraph AC data display
- ☐ Thermostatically controlled space heater
- ☐ Key-type mode switch
- ☐ Ground fault module
- ☐ Auxiliary relays (3)
- ☐ Echelon LONWORKS interface
- ☐ Modlon Gateway to convert to Modbus (loose)
- ☐ PowerCommand iWatch web server for remote monitoring and alarm notification (loose)
- ☐ Digital input and output module(s) (loose)
- ☐ Remote annunciator (loose)

For further detail see document S-1409.



## Ratings definitions

### Emergency standby power (ESP):

Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528. Fuel Stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

### Limited-time running power (LTP):

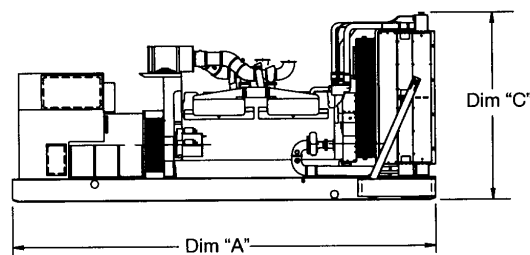
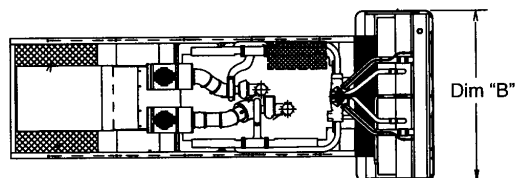
Applicable for supplying power to a constant electrical load for limited hours. Limited Time Running Power (LTP) is in accordance with ISO 8528.

### Prime power (PRP):

Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

### Base load (continuous) power (COP):

Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) in accordance with ISO 8528, ISO 3046, AS 2789, DIN 6271 and BS 5514.



This outline drawing is for reference only. See respective model data sheet for specific model outline drawing number.

***Do not use for installation design***

## Dimensions and weights with standard cooling system

Model	Dim "A" mm (in.)	Dim "B" mm (in.)	Dim "C" mm (in.)	Estimated Set Weight* dry kg (lbs)	Estimated Set Weight* wet kg (lbs)
DQDAA	3023 (119.0)	1270 (50.0)	1617 (64.0)	2184 (4814)	2234 (4926)
DQDAB	3023 (119.0)	1270 (50.0)	1617 (64.0)	2184 (4814)	2234 (4926)
DQDAC	3023 (119.0)	1270 (50.0)	1617 (64.0)	2319 (5113)	2370 (5225)





## Dimensions and weights with optional cooling system with seismic feature codes L228-2 and/or L225-2

Model	Dim "A" mm (in.)	Dim "B" mm (in.)	Dim "C" mm (in.)	Estimated Set Weight* dry kg (lbs)	Estimated Set Weight* wet kg (lbs)
DQDAA	3023 (119.0)	1270 (50.0)	1676 (66.0)	2184 (4814)	2234 (4926)
DQDAB	3023 (119.0)	1270 (50.0)	1676 (66.0)	2184 (4814)	2234 (4926)
DQDAC	3023 (119.0)	1270 (50.0)	1676 (66.0)	2319 (5113)	2370 (5225)

\* Weights represent a set with standard features. See outline drawings for weights of other configurations.

## Codes and standards

Codes or standards compliance may not be available with all model configurations – consult factory for availability.

	This generator set is designed in facilities certified to ISO 9001 and manufactured in facilities certified to ISO 9001 or ISO 9002.		The generator set is available Listed to UL2200, Stationary Engine Generator Assemblies for all 60 Hz low voltage models.
	The Prototype Test Support (PTS) program verifies the performance integrity of the generator set design. Cummins Power Generation products bearing the PTS symbol meet the prototype test requirements of NFPA 110 for Level 1 systems.	<b>U.S. EPA</b>	Engine certified to Stationary Emergency U.S. EPA New Source Performance Standards, 40 CFR 60 subpart IIII Tier 3 exhaust emission levels. U.S. applications must be applied per this EPA regulation.
	All low voltage models are CSA certified to product class 4215-01.	<b>International Building Code</b>	The generator set package is available certified for seismic application in accordance with the following International Building Code: IBC2000, IBC2003, IBC2006, IBC2009 and IBC2012.

**Warning:** Back feed to a utility system can cause electrocution and/or property damage. Do not connect to any building's electrical system except through an approved device or after building main switch is open.

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**Model:** DQDAC  
**Frequency:** 60 Hz  
**Fuel type:** Diesel  
**kW rating:** 300 Standby  
 270 Prime  
**Emissions level:** EPA NSPS Stationary Emergency Tier 3

Exhaust emission data sheet:	EDS-1073
Exhaust emission compliance sheet:	EPA-1101
Sound performance data sheet:	MSP-1030
Cooling performance data sheet:	MCP-150
Prototype test summary data sheet:	PTS-164
Standard set-mounted radiator cooling outline:	A048R355
Optional set-mounted radiator cooling outline with seismic feature codes L228-2 (IBC) or L225-2 (OSHDP):	A041F591

Fuel consumption	Standby				Prime				Continuous
	kW (kVA)				kW (kVA)				kW (kVA)
Ratings	300 (375)				270 (338)				
Load	1/4	1/2	3/4	Full	1/4	1/2	3/4	Full	Full
US gph	6.8	12.2	17.7	23.1	6.3	11.1	15.9	20.8	
L/hr	25.8	46.3	66.8	87.3	23.6	42.0	60.3	78.7	

Engine	Standby rating	Prime rating	Continuous rating
Engine manufacturer	Cummins Inc.		
Engine model	QSL9-G7		
Configuration	Cast iron, in-line 6 cylinder		
Aspiration	Turbocharged and CAC		
Gross engine power output, kW <sub>m</sub> (bhp)	346 (464)	312 (419)	
BMEP at set rated load, kPa (psi)	2606 (378)	2351 (341)	
Bore, mm (in.)	114.0 (4.49)		
Stroke, mm (in.)	145 (5.69)		
Rated speed, rpm	1800		
Piston speed, m/s (ft/min)	8.7 (1707.0)		
Compression ratio	16.1:1		
Lube oil capacity, L (qt)	30.0 (31.7)		
Overspeed limit, rpm	2070 ± 50		
Regenerative power, kW	35.00		

Fuel flow	
Maximum fuel flow, L/hr (US gph)	156.7 (41.4)
Maximum fuel inlet restriction, mm Hg (in Hg)	152.4 (6.0)
Maximum return restriction, mm Hg (in Hg)	254.0 (10.0)

<b>Air</b>	<b>Standby rating</b>	<b>Prime rating</b>	<b>Continuous rating</b>
Combustion air, m <sup>3</sup> /min (scfm)	25.1 (885.8)	23.2 (820.7)	
Maximum air cleaner restriction, kPa (in H <sub>2</sub> O)	6.2 (25.0)		
Alternator cooling air, m <sup>3</sup> /min (cfm)	59.4 (2100.0)		

### Exhaust

Exhaust flow at set rated load, m <sup>3</sup> /min (cfm)	65.0 (2296)	60.5 (2137)	
Exhaust temperature, °C (°F)	551.8 (1025)	515.9 (961)	
Maximum back pressure, kPa (in H <sub>2</sub> O)	10.2 (41.0)		

### Standard set-mounted radiator cooling (non-seismic)

Ambient design, °C (°F)	50 (122)		
Fan load, kW <sub>m</sub> (HP)	26.09 (35)		
Coolant capacity (with radiator), L (US gal)	34.29 (9.06)		
Cooling system air flow, m <sup>3</sup> /min (scfm)	427.58 (15100)		
Total heat rejection, MJ/min (Btu/min)	10.5 (9924.0)	9.3 (8727.0)	
Maximum cooling air flow static restriction, kPa (in H <sub>2</sub> O)	0.12 (0.5)		

### Optional set-mounted radiator cooling (with seismic feature codes L228-2 (IBC) and/or L225-2 (OSHDP))

Ambient design, °C (°F)	40 (104)		
Fan load, kW <sub>m</sub> (HP)	27.8 (37.2)		
Coolant capacity (with radiator), L (US gal)	30.3 (8.0)		
Cooling system air flow, m <sup>3</sup> /min (scfm)	568.1 (20075.0)		
Total heat rejection, MJ/min (Btu/min)	10.5 (9924.0)	9.3 (8727.0)	
Maximum cooling air flow static restriction, kPa (in H <sub>2</sub> O)	0.12 (0.5)		

Optional heat exchanger cooling	Standby rating	Prime rating	Continuous rating
Set coolant capacity, L (US gal)			
Heat rejected, jacket water circuit, MJ/min (Btu/min)			
Heat rejected, aftercooler circuit, MJ/min (Btu/min)			
Heat rejected, fuel circuit, MJ/min (Btu/min)			
Total heat radiated to room, MJ/min (Btu/min)			
Maximum raw water pressure, jacket water circuit, kPa (psi)			
Maximum raw water pressure, aftercooler circuit, kPa (psi)			
Maximum raw water pressure, fuel circuit, kPa (psi)			
Maximum raw water flow, jacket water circuit, L/min (US gal/min)			
Maximum raw water flow, aftercooler circuit, L/min (US gal/min)			
Maximum raw water flow, fuel circuit, L/min (US gal/min)			
Minimum raw water flow at 27 °C (80 °F) inlet temp, jacket water circuit, L/min (US gal/min)			
Minimum raw water flow at 27 °C (80 °F) inlet temp, aftercooler circuit, L/min (US gal/min)			
Minimum raw water flow at 27 °C (80 °F) inlet temp, fuel circuit, L/min (US gal/min)			
Raw water delta P at min flow, jacket water circuit, kPa (psi)			
Raw water delta P at min flow, aftercooler circuit, kPa (psi)			
Raw water delta P at min flow, fuel circuit, kPa (psi)			
Maximum jacket water outlet temp, °C (°F)			
Maximum aftercooler inlet temp, °C (°F)			
Maximum aftercooler inlet temp at 25 °C (77 °F) ambient, °C (°F)			

### Optional remote radiator cooling<sup>1</sup>

Set coolant capacity, L (US gal)			
Max flow rate at max friction head, jacket water circuit, L/min (US gal/min)			
Max flow rate at max friction head, aftercooler circuit, L/min (US gal/min)			
Heat rejected, jacket water circuit, MJ/min (Btu/min)			
Heat rejected, aftercooler circuit, MJ/min (Btu/min)			
Heat rejected, fuel circuit, MJ/min (Btu/min)			
Total heat radiated to room, MJ/min (Btu/min)			
Maximum friction head, jacket water circuit, kPa (psi)			
Maximum friction head, aftercooler circuit, kPa (psi)			
Maximum static head, jacket water circuit, m (ft)			
Maximum static head, aftercooler circuit, m (ft)			
Maximum jacket water outlet temp, °C (°F)			
Maximum aftercooler inlet temp at 25 °C (77 °F) ambient, °C (°F)			
Maximum aftercooler inlet temp, °C (°F)			
Maximum fuel flow, L/hr (US gph)			
Maximum fuel return line restriction, kPa (in Hg)			

## Weights<sup>2</sup>

Unit dry weight kgs (lbs)	2319 (5113)
Unit wet weight kgs (lbs)	2370 (5225)

### Notes:

<sup>1</sup> For non-standard remote installations contact your local Cummins representative.

<sup>2</sup> Weights represent a set with standard features. See outline drawing for weights of other configurations.

## Derating factors

<b>Standby</b>	Engine power available up to 549 m (1800 ft) at ambient temperature up to 40 °C (104 °F). Above these elevations, derate at 7% per 400 m (1312 ft). Above 40 °C (104 °F) derate 7% per 10 deg C (18 deg F). Derates must be combined when both altitude of 549 m (1800 ft) and temperature of 40 °C (104 °F) are exceeded.
<b>Prime</b>	Engine power available up to 500 m (1640 ft) at ambient temperature up to 40 °C (104 °F). Above these elevations, derate at 7% per 400 m (1312 ft). Above 40 °C (104 °F), derate 5.5% per 10 °C (18 °F). Derates must be combined when both altitude of 500 m (1640 ft) and temperature of 40 °C (104 °F) are exceeded.
<b>Continuous</b>	

## Ratings definitions

<b>Emergency Standby Power (ESP):</b>	<b>Limited-Time Running Power (LTP):</b>	<b>Prime Power (PRP):</b>	<b>Base Load (Continuous) Power (COP):</b>
Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528. Fuel stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.	Applicable for supplying power to a constant electrical load for limited hours. Limited-Time Running Power (LTP) is in accordance with ISO 8528.	Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.	Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) is in accordance with ISO 8528, ISO 3046, AS 2789, DIN 6271 and BS 5514.

## Alternator data

<b>Three phase table<sup>1</sup></b>		<b>80 °C</b>	<b>80 °C</b>	<b>105 °C</b>	<b>105 °C</b>	<b>105 °C</b>	<b>125 °C</b>	<b>125 °C</b>	<b>125 °C</b>	<b>125 °C</b>	<b>125 °C</b>		
Feature code		B251	B302	B259	B256	B301	B258	B252	B246	B247	B300		
Alternator data sheet number		342	342	342	342	341	342	341	341	341	341		
Voltage ranges		277/480	347/600	110/190 thru 139/240 220/380 thru 277/480	120/208 thru 139/240 240/416 thru 277/480	347/600	110/190 thru 139/240 220/380 thru 277/480	120/208 thru 139/240 240/416 thru 277/480	277/480	277/480	347/600		
Surge kW		322	322	322	322	322	322	322	322	322	322		
Motor starting kVA (at 90% sustained voltage)	Shunt												
	PMG	1372	1372	1372	1372	1210	1372	1210	1210	1210	1210		
Full load current - amps at Standby rating		<u>120/208</u> 1042	<u>127/220</u> 985	<u>139/240</u> 903	<u>220/380</u> 570	<u>240/416</u> 521	<u>254/440</u> 483	<u>277/480</u> 452	<u>347/600</u> 361				

### Note:

<sup>1</sup> Single phase power can be taken from a three phase generator set at up to 40% of the generator set nameplate kW rating at unity power factor.

## Formulas for calculating full load currents:

### Three phase output

$$\frac{\text{kW} \times 1000}{\text{Voltage} \times 1.73 \times 0.8}$$

### Single phase output

$$\frac{\text{kW} \times \text{SinglePhaseFactor} \times 1000}{\text{Voltage}}$$

**Warning:** Back feed to a utility system can cause electrocution and/or property damage. Do not connect to any building's electrical system except through an approved device or after building main switch is open.

For more information contact your local Cummins distributor  
or visit [power.cummins.com](http://power.cummins.com)

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D-3444 (10/17)



## Specification sheet

# Diesel generator set QSL9-G7 series engine

250 kW - 300 kW standby



## Description

Cummins Power Generation commercial generator sets are fully integrated power generation systems providing optimum performance, reliability and versatility for stationary standby and prime power applications.

## Features

**Cummins® heavy-duty engine** - Rugged 4-cycle, industrial diesel delivers reliable power, low emissions and fast response to load changes.

**Alternator** - Several alternator sizes offer selectable motor starting capability with low reactance 2/3 pitch windings, low waveform distortion with non-linear loads and fault clearing short-circuit capability.

**Permanent magnet generator (PMG)** - Offers enhanced motor starting and fault clearing short-circuit capability.

**Control system** - The PowerCommand® electronic control is standard equipment and provides total genset system integration including automatic remote starting/stopping, precise frequency and voltage regulation, alarm and status message display, AmpSentry™ protection, output metering, auto-shutdown at fault detection and NFPA 110 Level 1 compliance.

**Cooling system** - Standard cooling package provides reliable running at the rated power level.

**Enclosures** - Optional weather protective and sound attenuated enclosures are available.

**Fuel tanks** - Dual wall sub-base fuel tanks are also available.

**NFPA** - The genset accepts full rated load in a single step in accordance with NFPA 110 for Level 1 systems.

**Warranty and service** - Backed by a comprehensive warranty and worldwide distributor network.

Model	Standby rating		Prime rating		Continuous rating		Data sheets	
	60 Hz kW (kVA)	50 Hz kW (kVA)	60 Hz kW (kVA)	50 Hz kW (kVA)	60 Hz kW (kVA)	50 Hz kW (kVA)	60 Hz	50 Hz
<b>DQDAA</b>	250 (313)		225 (281)				D-3442	
<b>DQDAB</b>	275 (344)		250 (313)				D-3443	
<b>DQDAC</b>	300 (375)		270 (338)				D-3444	

## Generator set specifications

Governor regulation class	ISO 8528 Part 1 Class G3
Voltage regulation, no load to full load	± 0.5%
Random voltage variation	± 0.5%
Frequency regulation	Isochronous
Random frequency variation	± 0.5%
Radio frequency emissions compliance	IEC 801.2 through IEC 801.5; MIL-STD-461C, Part 9

## Engine specifications

Bore	114.0 mm (4.49 in)
Stroke	145 mm (5.69 in)
Displacement	8.9 L (543 in <sup>3</sup> )
Configuration	Cast iron, in-line 6 cylinder
Battery capacity	750 amps minimum at ambient temperature of -18 °C (-0.4 °F) and above
Battery charging alternator	70 amps
Starting voltage	24 volt, negative ground
Fuel system	Direct injection: number 2 diesel fuel, fuel filter, automatic electric fuel shutoff
Fuel filter	Dual element with water separator
Air cleaner type	Normal duty
Lube oil filter type(s)	Single spin-on, combination full flow and bypass filters
Standard cooling system	High ambient radiator

## Alternator specifications

Design	Brushless, 4 pole, drip proof revolving field
Stator	2/3 pitch
Rotor	Single bearing, flexible discs
Insulation system	Class H
Standard temperature rise	125 °C standby, 105 °C prime
Exciter type	PMG (Permanent magnet generator)
Phase rotation	A (U), B (V), C (W)
Alternator cooling	Direct drive centrifugal blower
AC waveform total harmonic distortion	< 5% no load to full linear load, < 3% for any single harmonic
Telephone influence factor (TIF)	< 50 per NEMA MG1-22.43
Telephone harmonic factor (THF)	< 3

## Available voltages

60 Hz 3-phase			50 Hz 3-phase	
Reconnectable		Non-Reconnectable	Reconnectable	Non-Reconnectable
• 110/190	• 120/208	• 127/220		
• 139/240	• 120/240	• 220/380		
• 240/416	• 254/440	• 277/480		

Note: Consult factory for other voltages.

## Generator set options and accessories

### Engine

- ☐ 120/240 V 1500 W coolant heater
- ☐ 120/240 V 150 W lube oil heater
- ☐ Heavy duty air cleaner
- ☐ Engine oil temperature

### Control panel

- ☐ 120/240 V 100 W control anti-condensation heater
- ☐ Exhaust pyrometer
- ☐ Ground fault indication
- ☐ Remote fault signal package
- ☐ Run relay package
- ☐ Paralleling configuration

### Alternator

- ☐ 80 °C rise
- ☐ 105 °C rise
- ☐ 125 °C rise
- ☐ 120/240 V 100 W anti-condensation heater
- ☐ PMG excitation
- ☐ Single phase

### Exhaust system

- ☐ Genset mounted muffler
- ☐ Heavy duty exhaust elbow
- ☐ Slip on exhaust connection
- ☐ NPT exhaust connection

### Fuel system

- ☐ 1022 L (270 gal) sub-base tank
- ☐ 1136 L (300 gal) sub-base tank
- ☐ 1514 L (400 gal) sub-base tank
- ☐ 1893 L (500 gal) sub-base tank
- ☐ 2271 L (600 gal) sub-base tank
- ☐ 2498 L (660 gal) sub-base tank
- ☐ 2725 L (720 gal) sub-base tank
- ☐ 5565 L (1470 gal) sub-base tank

### Generator set

- ☐ AC entrance box
- ☐ Battery
- ☐ Battery charger
- ☐ Export box packaging
- ☐ UL 2200 Listed

- ☐ Main line circuit breaker
- ☐ PowerCommand Network
- ☐ Communications Module (NCM)
- ☐ Remote annunciator panel
- ☐ Spring isolators
- ☐ Enclosure: aluminum, steel, weather protective or sound attenuated
- ☐ 2 year standby power warranty
- ☐ 2 year prime power warranty
- ☐ 5 year basic power warranty
- ☐ 10 year major components warranty

Note: Some options may not be available on all models - consult factory for availability.

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## Control system PCC 2100



**PowerCommand control** is an integrated generator set control system providing governing, voltage regulation, engine protection and operator interface functions. Major features include:

- Integral AmpSentry™ Protective Relay providing a full range of alternator protection functions that are matched to the alternator provided.
- Battery monitoring and testing features and smart starting control system.
- Three phase sensing, full wave rectified voltage regulation system, with a PWM output for stable operation with all load types.
- Standard PCCNet™ and optional Echelon® LonWorks® network interface.
- Control suitable for operation in ambient temperatures from -40 °C to +70 °C (-40 °F to +158 °F) and altitudes to 5000 meters (13,000 feet).
- Prototype tested; UL, CSA, and CE compliant.
- InPower™ PC-based service tool available for detailed diagnostics.

### Operator/display panel

- Off/manual/auto mode switch
- Manual run/stop switch
- Panel lamp test switch
- Emergency stop switch
- Alpha-numeric display with pushbutton access for viewing engine and alternator data and providing setup, controls and adjustments
- LED lamps indicating genset running, not in auto, common warning, common shutdown
- Configurable LED lamps (5)
- Configurable for local language

### Engine protection

- Overspeed shut down
- Low oil pressure warning and shut down
- High coolant temperature warning and shut down
- High oil temperature warning (some models)
- Low coolant level warning or shut down
- Low coolant temperature warning
- High and low battery voltage warning
- Weak battery warning
- Dead battery shut down
- Fail to start (overcrank) shut down
- Fail to crank shut down
- Redundant -start disconnect
- Cranking lockout
- Sensor failure indication

### Engine data

- DC voltage
- Lube oil pressure
- Coolant temperature
- Lube oil temperature (some models)
- Engine speed

### AmpSentry AC protection

- Over current and short-circuit shut down
- Over current warning
- Single and three phase fault regulation
- Over and under voltage shut down
- Over and under frequency shut down
- Overload warning with alarm contact
- Reverse power and reverse Var shut down
- Excitation fault

### Alternator data

- Line-to-line and line-to-neutral AC volts
- Three phase AC current
- Frequency
- Total and individual phase power factor, kW and kVA

### Other data

- Genset model data
- Start attempts, starts, running hours
- kW hours (total and since reset)
- Fault history
- Load profile (hours less than 30% and hours more than 90% load)
- System data display (optional with network and other PowerCommand gensets or transfer switches)

### Governing

- Digital electronic isochronous governor
- Temperature dynamic governing
- Smart idle speed mode
- Glow plug control (some models)

### Voltage regulation

- Digital PWM electronic voltage regulation
- Three phase line-to-neutral sensing
- Suitable for PMG or shunt excitation
- Single and three phase fault regulation
- Configurable torque matching

### Control functions

- Data logging on faults
- Fault simulation (requires InPower)
- Time delay start and cooldown
- Cycle cranking
- PCCNet interface
- Configurable customer inputs (4)
- Configurable customer outputs (4)
- Configurable network inputs (8) and outputs (16) (with optional network)
- Remote emergency stop

### Options

- ☐ LED bargraph AC data display
- ☐ Thermostatically controlled space heater
- ☐ Key-type mode switch
- ☐ Ground fault module
- ☐ Auxiliary relays (3)
- ☐ Echelon LONWORKS interface
- ☐ Modlon Gateway to convert to Modbus (loose)
- ☐ PowerCommand iWatch web server for remote monitoring and alarm notification (loose)
- ☐ Digital input and output module(s) (loose)
- ☐ Remote annunciator (loose)

For further detail see document S-1409.



## Ratings definitions

### Emergency standby power (ESP):

Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528. Fuel Stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

### Limited-time running power (LTP):

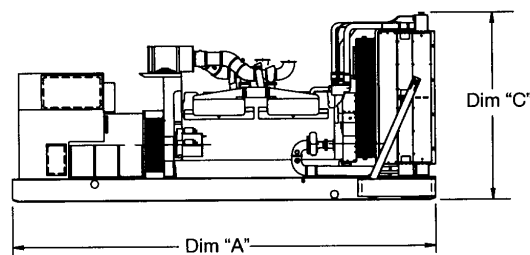
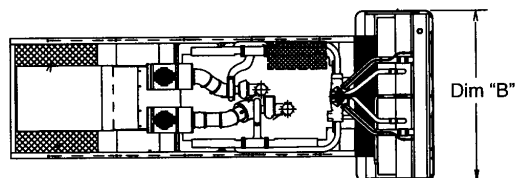
Applicable for supplying power to a constant electrical load for limited hours. Limited Time Running Power (LTP) is in accordance with ISO 8528.

### Prime power (PRP):

Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

### Base load (continuous) power (COP):

Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) in accordance with ISO 8528, ISO 3046, AS 2789, DIN 6271 and BS 5514.



This outline drawing is for reference only. See respective model data sheet for specific model outline drawing number.

***Do not use for installation design***

## Dimensions and weights with standard cooling system

Model	Dim "A" mm (in.)	Dim "B" mm (in.)	Dim "C" mm (in.)	Estimated Set Weight* dry kg (lbs)	Estimated Set Weight* wet kg (lbs)
<b>DQDAA</b>	3023 (119.0)	1270 (50.0)	1617 (64.0)	2184 (4814)	2234 (4926)
<b>DQDAB</b>	3023 (119.0)	1270 (50.0)	1617 (64.0)	2184 (4814)	2234 (4926)
<b>DQDAC</b>	3023 (119.0)	1270 (50.0)	1617 (64.0)	2319 (5113)	2370 (5225)





## Dimensions and weights with optional cooling system with seismic feature codes L228-2 and/or L225-2

Model	Dim "A" mm (in.)	Dim "B" mm (in.)	Dim "C" mm (in.)	Estimated Set Weight* dry kg (lbs)	Estimated Set Weight* wet kg (lbs)
<b>DQDAA</b>	3023 (119.0)	1270 (50.0)	1676 (66.0)	2184 (4814)	2234 (4926)
<b>DQDAB</b>	3023 (119.0)	1270 (50.0)	1676 (66.0)	2184 (4814)	2234 (4926)
<b>DQDAC</b>	3023 (119.0)	1270 (50.0)	1676 (66.0)	2319 (5113)	2370 (5225)

\* Weights represent a set with standard features. See outline drawings for weights of other configurations.

## Codes and standards

Codes or standards compliance may not be available with all model configurations – consult factory for availability.

	This generator set is designed in facilities certified to ISO 9001 and manufactured in facilities certified to ISO 9001 or ISO 9002.		The generator set is available Listed to UL2200, Stationary Engine Generator Assemblies for all 60 Hz low voltage models.
	The Prototype Test Support (PTS) program verifies the performance integrity of the generator set design. Cummins Power Generation products bearing the PTS symbol meet the prototype test requirements of NFPA 110 for Level 1 systems.	<b>U.S. EPA</b>	Engine certified to Stationary Emergency U.S. EPA New Source Performance Standards, 40 CFR 60 subpart IIII Tier 3 exhaust emission levels. U.S. applications must be applied per this EPA regulation.
	All low voltage models are CSA certified to product class 4215-01.	<b>International Building Code</b>	The generator set package is available certified for seismic application in accordance with the following International Building Code: IBC2000, IBC2003, IBC2006, IBC2009 and IBC2012.

**Warning:** Back feed to a utility system can cause electrocution and/or property damage. Do not connect to any building's electrical system except through an approved device or after building main switch is open.

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S-1585f (5/14)



[cumminspower.com](http://cumminspower.com)

Model: DQDAA  
 Frequency: 60  
 Fuel type: Diesel  
 KW rating: 250 standby  
 225 prime  
 Emissions level: EPA NSPS Stationary Emergency Tier 3

Exhaust emission data sheet:	EDS-1073
Exhaust emission compliance sheet:	EPA-1101
Sound performance data sheet:	MSP-1026
Cooling system data in various ambient conditions:	MCP-163
Prototype test summary data sheet:	PTS-164
Standard set-mounted radiator cooling outline:	A048R355
Optional set-mounted radiator cooling outline with seismic feature codes L228-2 (IBC) or L225-2 (OSHPD):	A041F591

Fuel consumption	Standby				Prime				Continuous
	kW (kVA)				kW (kVA)				kW (kVA)
Ratings	250 (313)				225 (281)				
Load	1/4	1/2	3/4	Full	1/4	1/2	3/4	Full	Full
US gph	6.0	10.5	15.1	19.6	5.5	9.5	13.6	17.7	
L/hr	22.5	39.7	56.9	74.2	20.7	36.1	51.5	67.0	

Engine	Standby rating	Prime rating	Continuous rating
Engine manufacturer	Cummins Inc.		
Engine model	QSL9-G7		
Configuration	Cast iron, in-line 6 cylinder		
Aspiration	Turbocharged and CAC		
Gross engine power output, kWm (bhp)	346 (464)	312 (419)	
BMEP at set rated load, kPa (psi)	2606 (378)	2351 (341)	
Bore, mm (in)	114.0 (4.49)		
Stroke, mm (in)	145 (5.69)		
Rated speed, rpm	1800		
Piston speed, m/s (ft/min)	8.7 (1707.0)		
Compression ratio	16.1:1		
Lube oil capacity, L (qt)	30.0 (31.7)		
Overspeed limit, rpm	2070 ± 50		
Regenerative power, kW	35.00		

### Fuel flow

Fuel flow at rated load, L/hr (US gph)	138.1 (36.5)	
Maximum inlet restriction, mm Hg (in Hg)	152.4 (6.0)	
Maximum return restriction, mm Hg (in Hg)	254.0 (10.0)	

Air	Standby rating	Prime rating	Continuous rating
Combustion air, m <sup>3</sup> /min (scfm)	22.3 (787)	20.8 (733)	
Maximum air cleaner restriction, kPa (in H <sub>2</sub> O)	6.2 (25.0)		
Alternator cooling air, m <sup>3</sup> /min (scfm)	59.4 (2100.0)		

## Exhaust

Exhaust flow at set rated load, m <sup>3</sup> /min (cfm)	54.6 (1927)	50.8 (1796)	
Exhaust temperature, °C (°F)	525 (977)	495 (923)	
Maximum back pressure, kPa (in H <sub>2</sub> O)	10.2 (41.0)		

## Standard set-mounted radiator cooling (non-seismic)

Ambient design, °C (°F)	50 (122)		
Fan load, kW <sub>e</sub> (HP)	26.09 (35)		
Coolant capacity (with radiator), L (US Gal)	34.29 (9.06)		
Cooling system air flow, m <sup>3</sup> /min (cfm)	427.58 (15100)		
Total heat rejection, MJ/min (Btu/min)	8.93 (8467.0)	8.55 (8104.0)	
Maximum cooling air flow static restriction, kPa (in H <sub>2</sub> O)	0.12 (0.5)		

## Optional set-mounted radiator cooling (with seismic feature codes L228-2 (IBC) and/or L225-2 (OSHPD))

Ambient design, °C (°F)	50 (122)		
Fan load, kW <sub>e</sub> (HP)	27.8 (37.2)		
Coolant capacity (with radiator), L (US gal)	30.3 (8.0)		
Cooling system air flow, m <sup>3</sup> /min (cfm)	568.1 (20075.0)		
Total heat rejection, MJ/min (Btu/min)	8.93 (8467.0)	8.55 (8104.0)	
Maximum cooling air flow static restriction, kPa (in H <sub>2</sub> O)	0.12 (0.5)		

## Optional heat exchanger cooling

Set coolant capacity, L (US Gal.)			
Heat rejected, jacket water circuit, MJ/min (Btu/min)			
Heat rejected, aftercooler circuit, MJ/min (Btu/min)			
Heat rejected, fuel circuit, MJ/min (Btu/min)			
Total heat radiated to room, MJ/min (Btu/min)			
Maximum raw water pressure, jacket water circuit, kPa (psi)			
Maximum raw water pressure, aftercooler circuit, kPa (psi)			
Maximum raw water pressure, fuel circuit, kPa (psi)			
Maximum raw water flow, jacket water circuit, L/min (US Gal/min)			
Maximum raw water flow, aftercooler circuit, L/min (US Gal/min)			
Maximum raw water flow, fuel circuit, L/min (US Gal/min)			
Minimum raw water flow at 27 °C (80 °F) inlet temp, jacket water circuit, L/min (US Gal/min)			
Minimum raw water flow at 27 °C (80 °F) inlet temp, aftercooler circuit, L/min (US Gal/min)			
Minimum raw water flow at 27 °C (80 °F) inlet temp, fuel circuit, L/min (US Gal/min)			
Raw water delta P at min flow, jacket water circuit, kPa (psi)			
Raw water delta P at min flow, aftercooler circuit, kPa (psi)			
Raw water delta P at min flow, fuel circuit, kPa (psi)			
Maximum jacket water outlet temp, °C (°F)			
Maximum aftercooler inlet temp, °C (°F)			
Maximum aftercooler inlet temp at 25 °C (77 °F) ambient, °C (°F)			

## Optional remote radiator cooling<sup>1</sup>

	Standby rating	Prime rating	Continuous rating
Set coolant capacity, L (US gal)			
Max flow rate at max friction head, jacket water circuit, L/min (US gal/min)			
Max flow rate at max friction head, aftercooler circuit, L/min (US gal/min)			
Heat rejected, jacket water circuit, MJ/min (Btu/min)			
Heat rejected, aftercooler circuit, MJ/min (Btu/min)			
Heat rejected, fuel circuit, MJ/min (Btu/min)			
Total heat radiated to room, MJ/min (Btu/min)			
Maximum friction head, jacket water circuit, kPa (psi)			
Maximum friction head, aftercooler circuit, kPa (psi)			
Maximum static head, jacket water circuit, m (ft)			
Maximum static head, aftercooler circuit, m (ft)			
Maximum jacket water outlet temp, °C (°F)			
Maximum aftercooler inlet temp at 25 °C (77 °F) ambient, °C (°F)			
Maximum aftercooler inlet temp, °C (°F)			
Maximum fuel flow, L/hr (US gph)			
Maximum fuel return line restriction, kPa (in Hg)			

## Weights<sup>2</sup>

Unit dry weight kgs (lbs)	2184 (4814)
Unit wet weight kgs (lbs)	2234 (4926)

Notes:

<sup>1</sup> For non-standard remote installations contact your local Cummins Power Generation representative.

<sup>2</sup> Weights represent a set with standard features. See outline drawing for weights of other configurations.

## Derating factors

Standby	Engine power available up to 1494 m (4900 ft) at ambient temperature up to 40 °C (104 °F). Above these elevations, derate at 7% per 400m (1312 ft). Above 40 °C (104 °F) derate 5.5% per 10 °C (18 °F). Derates must be combined when both altitude of 1494 m (4900 ft) and temperature of 40 °C (104 °F) are exceeded.
Prime	Engine power available up to 1452 m (4764 ft) at ambient temperature up to 40 °C (104 °F). Above these elevations, derate at 7% per 400m (1312 ft). Above 40 °C (104 °F) derate 5.5% per 10 °C (18 °F). Derates must be combined when both altitude of 1452 m (4764 ft) and temperature of 40 °C (104 °F) are exceeded.
Continuous	

## Ratings definitions

Emergency standby power (ESP):	Limited-time running power (LTP):	Prime power (PRP):	Base load (continuous) power (COP):
Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528. Fuel Stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.	Applicable for supplying power to a constant electrical load for limited hours. Limited Time Running Power (LTP) is in accordance with ISO 8528.	Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.	Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) is in accordance with ISO 8528, ISO 3046, AS 2789, DIN 6271 and BS 5514.

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## Alternator data

Three Phase Table <sup>1</sup>		80 °C	80 °C	80 °C	80 °C	105 °C	105 °C	105 °C	125 °C	125 °C	125 °C	125 °C	125 °C
Feature Code		B260	B257	B251	B302	B259	B256	B301	B258	B252	B246	B247	B300
Alternator Data Sheet Number		342	341	341	341	341	341	340	341	340	340	340	340
Voltage Ranges		110/190 thru 139/240 220/380 thru 277/480	120/208 thru 139/240 240/416 thru 277/480	277/480	347/600	110/190 thru 139/240 220/380 thru 277/480	120/208 thru 139/240 240/416 thru 277/480	347/600	110/190 thru 139/240 220/380 thru 277/480	120/208 thru 139/240 240/416 thru 277/480	277/480	277/480	347/600
Surge kW		322	322	322	322	322	322	322	322	322	322	322	322
Motor Starting kVA (at 90% sustained voltage)	Shunt												
	PMG	1372	1210	1210	1210	1210	1210	1028	1210	1028	1028	1028	1028
Full Load Current Amps at Standby Rating		120/208 867	127/220 820	139/240 752	220/380 475	240/416 434	254/440 410	277/480 376	347/600 301				

Note:

<sup>1</sup> Single phase power can be taken from a three phase generator set at up to 40% of the generator set nameplate kW rating at unity power factor.

## Formulas for calculating full load currents:

Three phase output

$$\frac{\text{kW} \times 1000}{\text{Voltage} \times 1.73 \times 0.8}$$

Single phase output

$$\frac{\text{kW} \times \text{SinglePhas eFactor} \times 1000}{\text{Voltage}}$$

Warning: Back feed to a utility system can cause electrocution and/or property damage. Do not connect to any building's electrical system except through an approved device or after building main switch is open.

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### Sound pressure level @ 7 meters, dB(A)

See notes 1-8 listed below

Configuration		Measurement location number								Average
		1	2	3	4	5	6	7	8	
Standard – unhoused	Infinite exhaust	87	91	89	93	89	95	91	90	91
F183 – skin tight weather	Mounted muffler	88	91	91	94	90	95	91	92	92
F201 – quiet site II first stage	Mounted muffler	80	81	83	91	91	92	84	83	88
F202 – quiet site II second stage	Mounted muffler	73	75	74	72	74	73	70	71	73

### Sound power level, dB(A)

See notes 2-6, 9, 10 listed below

Configuration		Octave band center frequency (Hz)								Overall sound power level
		63	125	250	500	1000	2000	4000	8000	
Standard – unhoused	Infinite exhaust	80	94	108	111	113	111	107	108	118
F183 – skin tight weather	Mounted muffler	96	105	112	113	114	113	109	104	120
F201 – quiet site II first stage	Mounted muffler	105	112	108	110	110	108	104	98	117
F202 – quiet site II second stage	Mounted muffler	85	94	93	96	98	98	94	87	104

### Exhaust sound pressure level @ 1 meter, dB(A)

Open exhaust (no muffler) @ rated load	Octave band center frequency (Hz)								Sound pressure level
	63	125	250	500	1000	2000	4000	8000	
	99	110	119	122	125	127	127	126	133.1

Note:

1. Position 1 faces the engine front. The positions proceed around the generator set in a counter-clockwise direction in 45° increments. All positions are at 7 m (23 ft) from the surface of the generator set and 1.2 m (48 in.) from floor level.
2. Sound levels are subject to instrumentation, measurement, installation and manufacturing variability.
3. Sound data with remote-cooled generator sets are based on rated loads without cooling fan noise.
4. Sound levels for aluminum enclosures are approximately 2 dB(A)s higher than listed sound levels for steel enclosures.
5. Sound data for generator set with infinite exhaust do not include exhaust noise.
6. Data is based on full rated load with standard radiator-cooling fan package.
7. Sound pressure levels are measured per ANSI S1.13 and ANSI S12.18, as applicable.
8. Reference sound pressure is 20 µPa.
9. Sound power levels per ISO 3744 and ISO 8528-10, as applicable.
10. Reference power = 1 pw (10<sup>-12</sup>W).
11. Exhaust sound power levels are per ISO 6798, as applicable.

### Sound Pressure Level @ 7 meters, dB(A)

See Notes 1-8 listed below

Configuration		Measurement Location Number								Average
		1	2	3	4	5	6	7	8	
Standard - Unhoused	Infinite Exhaust	88.2	91.6	91.3	92.2	89.1	91.6	88.1	91.4	90.7
F200 –Weather	Mounted Muffler	85.5	90.8	90.8	90.6	87.4	91.9	90	91.8	90.3
F201 - Quiet Site II First Stage	Mounted Muffler	90.4	89.3	81	77.5	77.8	76.4	80.9	90.3	86.3
F202 - Quiet Site II Second Stage	Mounted Muffler	70.1	71.4	69.5	71	74.4	72	68.7	71.3	71.4

### Sound Power Level, dB(A)

See Notes 2-6, 9, 10 listed below

Configuration		Octave Band Center Frequency (Hz)								Overall Sound Power Level
		63	125	250	500	1000	2000	4000	8000	
Standard - Unhoused	Infinite Exhaust	83.8	95	105.8	109.8	112	111.8	111.1	108.3	118.1
F200 –Weather	Mounted Muffler	89.4	98.1	106.6	109.3	112.7	111.6	109.3	105.3	117.8
F201 - Quiet Site II First Stage	Mounted Muffler	99.7	105.7	107	107.2	108.8	107.5	103.4	96.1	114.9
F202 - Quiet Site II Second Stage	Mounted Muffler	78.4	87.3	92.8	93	93.7	94	91.9	86.4	100.6

### Exhaust Sound Pressure Level @ 1 meter, dB(A)

Open Exhaust (No Muffler Rated Load)	Octave Band Center Frequency (Hz)								Sound Pressure Level
	63	125	250	500	1000	2000	4000	8000	
	79.2	90.9	99.9	102.7	109.4	110.9	111	110	

Note:

- Position 1 faces the engine front. The positions proceed around the generator set in a counter-clockwise direction in 45° increments. All positions are at 7m (23 ft) from the surface of the generator set and 1.2m (48") from floor level.
- Sound levels are subject to instrumentation, measurement, installation and manufacturing variability.
- Sound data with remote-cooled generator sets are based on rated loads without cooling fan noise.
- Sound levels for aluminum enclosures are approximately 2 dB(A)s higher than listed sound levels for steel enclosures.
- Sound data for generator set with infinite exhaust do not include exhaust noise.
- Data is based on full rated load with standard radiator-cooling fan package
- Sound Pressure Levels are measured per ANSI S1.13 and ANSI S12.18, as applicable.
- Reference sound pressure is 20 µPa.
- Sound Power Levels per ISO 3744 and ISO 8528-10, as applicable.
- Reference power = 1 pw (10<sup>-12</sup> W)
- Exhaust Sound Pressure Levels are per ISO 6798, as applicable.





# Enclosures and Tanks

250-1000 kW Gensets



## Enclosure Standard Features

- 14-gauge steel construction (panels)
- Stainless steel hardware
- Zinc phosphate pretreatment, e-coat primer and super durable powder topcoat paint minimize corrosion and color fade
- Package listed to UL 2200
- Designed to satisfy national electrical code installation requirements
- Fuel and electrical stub-up area within enclosure perimeter
- Fixed louvers
- Cambered roof prevents water accumulation
- Recessed, lockable doors in two sides
- Retainers hold doors open for easy access
- Enclosed exhaust silencer ensures safety and protects against rust
- Rain cap
- Exterior oil and coolant drains with interior valves for ease of service
- Rodent barriers on inlet
- Non-hydroscopic sound attenuating material
- Side mounted controls and circuit breakers
- Easy access lifting points for spreader bars
- Dual vibration isolation system (250-500 kW)
- Spring vibration isolation system (600-1000 kW)
- Enclosure mounts to lifting base or fuel tank (250-500 kW)
- Enclosure mounts to lifting base (600-1000 kW)
- Factory pre-assembled package
- Designed for outdoor use only
- Externally mounted emergency stop button for operator safety (optional on 250-500 kW)
- Horizontal air discharge to prevent leaf and snow accumulation (600-1000 kW)

## Options

- Three levels of sound attenuation
- Motorized louvers to protect from ice and snow accumulation (available on air inlet for all models and on air outlet on level II, 250-500 kW enclosures only)
- Horizontal air discharge, sound level 2 only (250-500 kW)
- Aluminium construction with roll-coated polymer paint
- Wind rated to 150 mph
- Neutral sandstone paint color
- Factory mounted battery charger
- External 120 VAC service outlet
- Rain hoods for air inlet (250-500 kW)
- Lifting base in lieu of a sub-base tank (250-500 kW)
  - Pre-wired AC distribution package
  - 100 amp (250-500 kW) or 150 amp (600-1000 kW) main circuit breaker; connected to 120 VAC Line-Neutral and 208 or 240 VAC Line-Line, spare breaker positions and capacity for future upgrades (600-1000 kW)
  - GFCI protected internal 120 VAC service receptacle
  - GFCI protected weather proof external 120 volt service receptacle
  - All factory installed AC powered features pre-wired into load center
- Interior lights – 120 volt (600-1000 kW)
- Rain hoods for air inlet (250-500 kW)
- Seismic isolators available (600-1000 kW)



## Fuel Tanks

### Standard sub-base tank features

- UL 142 Listed
- ULC-S601-07 Listed
- NFPA37 compliant
- Dual walled, steel construction
- Emergency tank and rupture basin vents
- Tank mounted mechanical fuel gauge
- Fuel supply and return tubes
- Top mounted leak detection float switch
- Low and high level fuel switches
- Mounting brackets for optional pump and control (250-500 kW)
- Integral lifting points

### Sub-base tank options

- Pre-wired fuel pump and control
- Fuel overfill alarm – internal or external
- Overflow and tank fill plugs
- Five gallon spill fill box – internal or external
- Fill pipe extender
- Local code approvals available

### 200-500 kW Dual Wall Sub-base Fuel Tanks – usable operating hours

Genset model (60 Hz)	Gallons /hour at full load	270 gallon tank	300 gallon tank	400 gallon tank	500 gallon tank	600 gallon tank	660 gallon tank	720 gallon tank	850 gallon tank	1420 gallon tank	1470 gallon tank	1700 gallon tank	2050 gallon tank	2525 gallon tank
250 DQDAA	20	14	15	20	25	30	33	36		72	74		104	
275 DQDAB	21	13	14	19	24	29	31	34		66	70		96	
300 DQDAC	23	12	13	17	22	26	29	31		61	64		88	
300 DQHAB	23	12	13	17	22	26	29		37			74		
450 DFEJ	30	9	10	13	17	20	22		28			57		84
500 DFEK	34	8	9	11	15	18	19		25			50		74

Operating hours are measured at 60 Hz, standby rating.

### 600-1000 kW Dual Wall Sub-base Fuel Tanks – usable operating hours

Genset model	Gallons /hour at full load	200 gallon tank	660 gallon tank	1000 gallon tank	1500 gallon tank	2000 gallon tank	2400 gallon tank
600 DQCA	42	5	16	24	36	48	57
600 DQPAA	45	4	15	22	33	44	53
650 DQPAB	50	4	13	20	30	40	48
750 DQCB	51	4	13	20	29	39	47
750 DQFAA	53	4	12	19	28	38	45
800 DQCC	53	4	12	19	28	38	45
800 DQFAB	56	4	12	18	27	36	43
900 DQFAC	64	3	10	16	23	31	38
1000 DQFAD	72	3	9	14	21	28	33

\*3000 gallon tank offered as an accessory kit – refer to NAAC-5853 spec sheet.

- Operating hours are measured at 60 Hz, standby rating.
- Up to 90% fill alarm to comply with NFPA30, operating capacity is reduced by 10%.

## Enclosure Package Sound Pressure Levels @ 7 meters dB(A)

Genset model	Weather protective enclosure (F200, F203)	QuietSite level 1 sound attenuated enclosure (F201, F204)	QuietSite level 2 sound attenuated enclosure (F202, F205)
250 DQDAA	90	88	72
275 DQDAB	90	88	73
300 DQDAC	90	88	73
300 DQHAB	89	88	76
450 DFEJ	88	85	74
500 DFEK	89	87	73
600 DQCA	90.6/86*	79.3/78*	74.1/73*
600 DQPAA	89.10	80.70	74.70
650 DQPAB	89.70	81.40	75
750 DQCB	91.1/87*	79.9/79*	75.3/74*
750 DQFAA	87.8	77.8	73.8
800 DQCC	91.3/87*	80.2/79*	75.7/74*
800 DQFAB	88.1	78.3	74
900 DQFAC	88.8	79.1	74.6
1000 DQFAD	89.6	80.1	75.3

- All data is 60 Hz, full load standby rating, steel enclosures only.

- Data is a measured average of 8 positions.

- Sound levels for aluminium enclosures are approximately 2 dB(A) higher than listed sound levels for steel enclosures.

\* Sound data with seismic feature codes L228-2 (IBC) and/or L225-2 (OSHPD)

## Package Dimensions of Enclosure, Exhaust System, and UL Tank

### 250-500 kW

Tank size (gal)	Weather protective package length (in)	QuietSite level 1 package length (in)	QuietSite level 2 package length (in)	Width (in)	Height (in)	Weather protective package weight (lbs)	QuietSite level 1 package weight (lbs)	QuietSite level 2 package weight (lbs)
270	188	188	222	82	106	4991	5471	6711
300	188	188	222	82	104	5648	6073	6991
400	188	188	222	82	106	5833	6258	7176
500	188	188	222	82	108	5956	6381	7299
600	188	188	222	82	111	6116	6541	7459
660	188	188	222	82	113	6235	6660	7578
720	188	188	222	82	114	6174	6599	7517
850	188	188	222	82	118	6529	6954	7872
1420	200	200	222	82	128	6863	7343	8583
1470	192	192	222	82	128	7253	7733	8973
1700	234	234	234	82	128	7982	8407	9325
2050	284	284	284	82	128	8383	8863	10103
2525	346	346	346	82	128	9391	9871	11111
Lifting base	188	188	222	82	100	4335	4760	5678

### 600-1000 kW

Tank size (gal)	Weather protective package length (in)	QuietSite level 1 package length (in)	QuietSite level 2 package length (in)	Width (in)	Height (in)	Weather protective package weight (lbs)	QuietSite level 1 package weight (lbs)	QuietSite level 2 package weight (lbs)
200	260	303	315	98	137	10194	13074	14954
660	260	303	315	98	137	9586	12466	14346
1000	260	303	315	98	141	10117	12997	14877
1500	260	303	315	98	146	10677	13557	15437
2000	292	327	327	98	143	11959	14839	16719
2400	338	338	338	98	143	12961	15841	17721

- This weight does not include the generator set. Consult your local Cummins distributor or the appropriate generator specification sheet.
- Width is 86" lifting eye to lifting eye (250-500 kW), 102" lifting eye to lifting eye (600-1000 kW).
- Height - Florida, Michigan, and Suffolk add 6.4" (250-500 kW) or 2" (600-1000 kW) for bottom space.
- Maximum length emergency vent removed.



CSA - The generator set is CSA certified to product class 4215-01.



UL - The generator set is available listed to UL 2200, stationary engine generator assemblies. The PowerCommand® control is listed to UL 508 - Category NITW7 for U.S. and Canadian usage.

For more information contact your local Cummins distributor or visit [power.cummins.com](http://power.cummins.com)

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## Specification sheet



# Diesel generator set

QSB7 series engine

125-200 kW @ 60 Hz

EPA Tier 3 emissions



## Description

Cummins® generator sets are fully integrated power generation systems providing optimum performance, reliability and versatility for stationary Standby applications.

## Features

**Heavy duty engine** - Rugged 4-cycle industrial diesel delivers reliable power and fast response to load changes.

**Alternator** - Several alternator sizes offer selectable motor starting capability with low reactance 2/3 pitch windings, low waveform distortion with non-linear loads and fault clearing short-circuit capability.

**Control system** - The PowerCommand® 1.1 electronic control is standard equipment and provides total generator set system integration including automatic remote starting/stopping, precise frequency and voltage regulation, alarm and status message display, output metering, auto-shutdown at fault detection and NFPA 110 Level 1 compliance.

**Cooling system** - Standard cooling package provides reliable running at up to 50 °C (122 °F) ambient temperature.

**Enclosures** - The aesthetically appealing enclosure incorporates special designs that deliver one of the quietest generators of its kind. Aluminium material plus durable powder coat paint provides the best anti-corrosion performance. The generator set enclosure has been evaluated to withstand 180 MPH wind loads in accordance with ASCE7 -10. The design has hinged doors to provide easy access for service and maintenance.

**Fuel tanks** - Dual wall sub-base fuel tanks are offered as optional features, providing economical and flexible solutions to meet extensive code requirements on diesel fuel tanks.

**NFPA** - The generator set accepts full rated load in a single step in accordance with NFPA 110 for Level 1 systems.

**Warranty and service** - Backed by a comprehensive warranty and worldwide distributor network.

Model	Standby 60 Hz		Prime 60 Hz		Data sheets
	kW	kVA	kW	kVA	
C125D6D	125	156	113	141	NAD-6371-EN
C150D6D	150	188	135	169	NAD-6372-EN
C175D6D	175	219	158	197	NAD-6373-EN
C200D6D	200	250	180	225	NAD-6374-EN

## Generator set specifications

Governor regulation class	ISO8528 Part 1 Class G3
Voltage regulation, no load to full load	± 1.0%
Random voltage variation	± 1.0%
Frequency regulation	Isochronous
Random frequency variation	± 0.50%
Radio frequency emissions compliance	FCC code title 47 part 15 class A and B

## Engine specifications

Design	Turbocharged and charge air cooled
Bore	107 mm (4.21 in.)
Stroke	124 mm (4.88 in.)
Displacement	6.7 L (408 in <sup>3</sup> )
Cylinder block	Cast iron, in-line 4 cylinder
Battery capacity	2 x 850 amps per battery at ambient temperature of 0 °C (32 °F)
Battery charging alternator	100 amps
Starting voltage	2 x 12 volt in parallel, negative ground
Lube oil filter type(s)	Spin-on with relief valve
Standard cooling system	High ambient radiator
Rated speed	1800 rpm

## Alternator specifications

Design	Brushless, 4 pole, drip proof, revolving field
Stator	2/3 pitch
Rotor	Direct coupled, flexible disc
Insulation system	Class H per NEMA MG1-1.65
Standard temperature rise	120 °C (248 °F) Standby
Exciter type	Torque match (shunt) with PMG as option
Alternator cooling	Direct drive centrifugal blower
AC waveform Total Harmonic Distortion (THDV)	< 5% no load to full linear load, < 3% for any single harmonic
Telephone Influence Factor (TIF)	< 50 per NEMA MG1-22.43
Telephone Harmonic Factor (THF)	< 3%

## Available voltages

1-phase	3-phase				
• 120/240	• 120/208	• 120/240	• 277/480	• 347/600	• 127/220

## Generator set options

### Fuel system

- Basic fuel tanks
- Regional fuel tanks

### Engine

- Engine air cleaner – normal or heavy duty
- Shut down – low oil pressure
- Extension – oil drain
- Engine oil heater

### Alternator

- 120 °C temperature rise alternator
- 105 °C temperature rise alternator
- PMG excitation
- Alternator heater, 120 V
- Reconnectable full 1 phase output alternator upto 175 kWe

### Control

- AC output analog meters
- Stop switch – emergency
- Auxiliary output relays (2)
- Auxiliary configurable signal inputs (8) and relay outputs (8)

### Electrical

- One, two or three circuit breaker configurations
- 80% rated circuit breakers
- 80% or 100% rated LSI circuit breakers
- Battery charger

### Enclosure

- Aluminium enclosure Sound Level 1 or Level 2, green color
- Aluminium weather protective enclosure with muffler installed, green color

### Cooling system

- Shutdown – low coolant level
- Warning – low coolant level
- Extension – coolant drain
- Coolant heater options:
  - <4 °C (40 °F) – cold weather
  - <-18 °C (0 °F) – extreme cold

### Exhaust system

- Exhaust connector NPT
- Exhaust muffler mounted

### Generator set application

- Base barrier – elevated genset
- Radiator outlet duct adapter

### Warranty

- Base warranty – 2 year/1000 hours, Standby
- Base warranty – 1 year/unlimited hours, Prime
- 3 & 5 year Standby warranty options

## Generator set accessories

- Coolant heater
- Battery heater kit
- Engine oil heater
- Remote control displays
- Auxiliary output relays (2)
- Auxiliary configurable signal inputs (8) and relay outputs (8)
- Annunciator – RS485
- Audible alarm
- Remote monitoring device – PowerCommand 500/550
- Battery charger – stand-alone, 12 V
- Circuit breakers
- Enclosure Sound Level 1 to Sound Level 2 upgrade kit
- Base barrier – elevated generator set
- Mufflers – industrial, residential or critical
- Alternator PMG excitation
- Alternator heater
- Improved PC1.1 display readability
- Top conduit entry access

## Control system PowerCommand 1.1



**PowerCommand control** is an integrated generator set control system providing voltage regulation, engine protection, operator interface and isochronous governing (optional). Major features include:

- Battery monitoring and testing features and smart starting control system.
- Standard PCCNet interface to devices such as remote annunciator for NFPA 110 applications.
- Control boards potted for environmental protection.
- Control suitable for operation in ambient temperatures from -40 °C to +70 °C (-40 °F to +158 °F) and altitudes to 5000 meters (13,000 feet).
- Prototype tested; UL, CSA, and CE compliant.
- InPower™ PC-based service tool available for detailed diagnostics.

### Operator/display panel

- Manual off switch
- Alpha-numeric display with pushbutton access for viewing engine and alternator data and providing setup, controls and adjustments (English or international symbols)
- LED lamps indicating generator set running, not in auto, common warning, common shutdown, manual run mode and remote start
- Suitable for operation in ambient temperatures from -40 °C to +70 °C
- Bargraph display (optional)

### AC protection

- Over current warning and shutdown
- Over and under voltage shutdown
- Over and under frequency shutdown
- Over excitation (loss of sensing) fault
- Field overload

### Engine protection

- Overspeed shutdown
- Low oil pressure warning and shutdown
- High coolant temperature warning and shutdown

- Low coolant level warning or shutdown
- Low coolant temperature warning
- High, low and weak battery voltage warning
- Fail to start (overcrank) shutdown
- Fail to crank shutdown
- Redundant start disconnect
- Cranking lockout
- Sensor failure indication
- Low fuel level warning or shutdown

### Alternator data

- Line-to-Line and Line-to-neutral AC volts
- 3-phase AC current
- Frequency
- Total kVa

### Engine data

- DC voltage
- Lube oil pressure
- Coolant temperature
- Engine speed

### Other data

- Generator set model data
- Start attempts, starts, running hours
- Fault history
- RS485 Modbus® interface
- Data logging and fault simulation (requires InPower service tool)

### Digital governing (optional)

- Integrated digital electronic isochronous governor
- Temperature dynamic governing

### Digital voltage regulation

- Integrated digital electronic voltage regulator
- 2-phase Line-to-Line sensing
- Configurable torque matching

### Control functions

- Time delay start and cooldown
- Cycle cranking
- PCCNet interface
- (2) Configurable inputs
- (2) Configurable outputs
- Remote emergency stop
- Automatic Transfer Switch (ATS) control
- Generator set exercise, field adjustable

### Options

- Auxiliary output relays (2)
- Remote annunciator with (3) configurable inputs and (4) configurable outputs
- PMG alternator excitation
- PowerCommand 500/550 for remote monitoring and alarm notification (accessory)
- Auxiliary, configurable signal inputs (8) and configurable relay outputs (8)

- AC output analog meters (bargraph)
  - Color-coded graphical display of:
    - 3-phase AC voltage
    - 3-phase current
    - Frequency
    - kVa
- Remote operator panel
- PowerCommand 2.3 control with AmpSentry protection

## Ratings definitions

### Emergency Standby Power (ESP):

Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528. Fuel Stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

### Limited-Time Running Power (LTP):

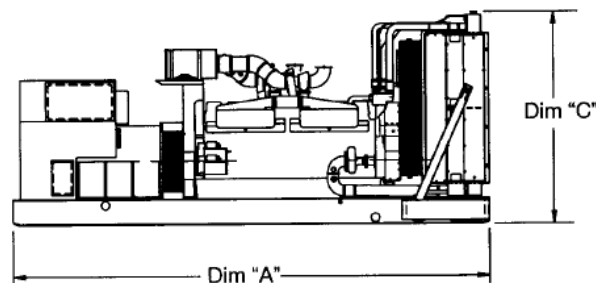
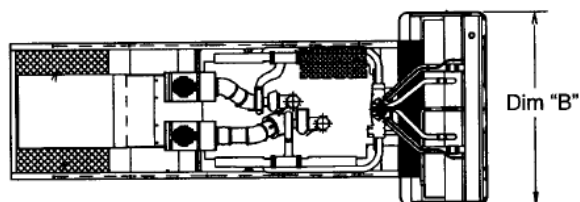
Applicable for supplying power to a constant electrical load for limited hours. Limited Time Running Power (LTP) is in accordance with ISO 8528.

### Prime Power (PRP):

Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.

### Base Load (Continuous) Power (COP):

Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) in accordance with ISO 8528, ISO 3046, AS 2789, DIN 6271 and BS 5514.



This outline drawing is for reference only. See respective model data sheet for specific model outline drawing number.

**Do not use for installation design**





Model	Dim "A" mm (in.)	Dim "B" mm (in.)	Dim "C" mm (in.)	Set weight* kg (lbs.)
<b>Open set</b>				
<b>C125D6D</b>	2867 (113)	1016 (40)	1415 (56)	1470 (3240)
<b>C150D6D</b>	2867 (113)	1016 (40)	1415 (56)	1470 (3240)
<b>C175D6D</b>	2867 (113)	1016 (40)	1415 (56)	1470 (3240)
<b>C200D6D</b>	2867 (113)	1016 (40)	1415 (56)	1470 (3240)
<b>Weather protective enclosure</b>				
<b>C125D6D</b>	2867 (113)	1016 (40)	1836 (72)	1600 (3527)
<b>C150D6D</b>	2867 (113)	1016 (40)	1836 (72)	1600 (3527)
<b>C175D6D</b>	2867 (113)	1016 (40)	1836 (72)	1600 (3527)
<b>C200D6D</b>	2867 (113)	1016 (40)	1836 (72)	1600 (3527)
<b>Sound attenuated enclosure Level 1</b>				
<b>C125D6D</b>	3621 (143)	1016 (40)	1836 (72)	1649 (3635)
<b>C150D6D</b>	3621 (143)	1016 (40)	1836 (72)	1649 (3635)
<b>C175D6D</b>	3621 (143)	1016 (40)	1836 (72)	1649 (3635)
<b>C200D6D</b>	3621 (143)	1016 (40)	1836 (72)	1649 (3635)
<b>Sound attenuated enclosure Level 2</b>				
<b>C125D6D</b>	4061 (160)	1016 (40)	1836 (72)	1665 (3671)
<b>C150D6D</b>	4061 (160)	1016 (40)	1836 (72)	1665 (3671)
<b>C175D6D</b>	4061 (160)	1016 (40)	1836 (72)	1665 (3671)
<b>C200D6D</b>	4061 (160)	1016 (40)	1836 (72)	1665 (3671)

\* Weights above are average. Actual weight varies with product configuration.



## Codes and standards

Codes or standards compliance may not be available with all model configurations – consult factory for availability.

	This generator set is designed in facilities certified to ISO 9001 and manufactured in facilities certified to ISO 9001 or ISO 9002.		The generator set is available Listed to UL 2200, Stationary Engine Generator Assemblies.
	The Prototype Test Support (PTS) program verifies the performance integrity of the generator set design. Cummins products bearing the PTS symbol meet the prototype test requirements of NFPA 110 for Level 1 systems.	<b>U.S. EPA</b>	Engine certified to U.S. EPA SI Stationary Emission Regulation 40 CFR, Part 60.
	All low voltage models are CSA certified to product class 4215-01.	<b>International Building Code</b>	The generator set is certified to International Building Code (IBC) 2012.

**Warning:** Back feed to a utility system can cause electrocution and/or property damage. Do not connect to any building's electrical system except through an approved device or after building main switch is open.

For more information contact your local Cummins distributor or visit [power.cummins.com](http://power.cummins.com)

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# PowerCommand® 2.3 control system



## Control system description

The PowerCommand control system is a microprocessor-based generator set monitoring, metering and control system designed to meet the demands of today's engine driven generator sets. The integration of all control functions into a single control system provides enhanced reliability and performance, compared to conventional generator set control systems. These control systems have been designed and tested to meet the harsh environment in which gensets are typically applied.

## Features

- 320 x 240 pixels graphic LED backlight LCD.
- Multiple language support.
- AmpSentry™ protective relay - true alternator overcurrent protection.
- Real time clock for fault and event time stamping.
- Exerciser clock and time of day start/stop.
- Digital voltage regulation. Three phase full wave FET type regulator compatible with either shunt or PMG systems.
- Generator set monitoring and protection.
- 12 and 24 VDC battery operation.
- Modbus® interface for interconnecting to customer equipment.
- Warranty and service. Backed by a comprehensive warranty and worldwide distributor service network.
- Certifications - suitable for use on generator sets that are designed, manufactured, tested and certified to relevant UL, NFPA, ISO, IEC, Mil Std., CE and CSA standards.

# PowerCommand digital genset control PCC 2300



## Description

The PowerCommand generator set control is suitable for use on a wide range of generator sets in non-paralleling applications. The PowerCommand control is compatible with shunt or PMG excitation style. It is suitable for use with reconnectable or non-reconnectable generators, and it can be configured for any frequency, voltage and power connection from 120-600 VAC Line-to-Line.

Power for this control system is derived from the generator set starting batteries. The control functions over a voltage range from 8 VDC to 30 VDC.

## Features

- 12 and 24 VDC battery operation.
- Digital voltage regulation - Three phase full wave FET type regulator compatible with either shunt or PMG systems. Sensing is three phase.
- Full authority engine communications (where applicable) - Provides communication and control with the Engine Control Module (ECM).
- AmpSentry protection - for true alternator overcurrent protection.
- Common harnessing - with higher feature Cummins controls. Allows for easy field upgrades.
- Generator set monitoring - Monitors status of all critical engine and alternator functions.
- Digital genset metering (AC and DC).
- Genset battery monitoring system to sense and warn against a weak battery condition.
- Configurable for single or three phase AC metering.
- Engine starting - Includes relay drivers for starter, Fuel Shut Off (FSO), glow plug/spark ignition power and switch B+ applications.
- Generator set protection – Protects engine and alternator.
- Real time clock for fault and event time stamping.
- Exerciser clock and time of day start/stop.
- Advanced serviceability - using InPower™, a PC-based software service tool.

- Environmental protection - The control system is designed for reliable operation in harsh environments. The main control board is a fully encapsulated module that is protected from the elements.
- Modbus interface for interconnecting to customer equipment.
- Configurable inputs and outputs - Four discrete inputs and four dry contact relay outputs.
- Warranty and service - Backed by a comprehensive warranty and worldwide distributor service network.
- Certifications - Suitable for use on generator sets that are designed, manufactured, tested and certified to relevant UL, NFPA, ISO, IEC, Mil Std., CE and CSA standards.

## Base control functions

### HMI capability

Operator adjustments - The HMI includes provisions for many set up and adjustment functions.

Generator set hardware data - Access to the control and software part number, generator set rating in kVA and generator set model number is provided from the HMI or InPower.

Data logs - Includes engine run time, controller on time, number of start attempts, total kWh, and load profile (control logs data indicating the operating hours at percent of rated kW load, in 5% increments. The data is presented on the operation panel based on total operating hours on the generator.)

Fault history - Provides a record of the most recent fault conditions with control date and time stamp. Up to 32 events are stored in the control non-volatile memory.

### Alternator data

- Voltage (single or three phase Line-to-Line and Line-to-Neutral)
- Current (single or three phase)
- kW, kVar, power factor, kVA (three phase and total)
- Frequency

### Engine data

- Starting battery voltage
- Engine speed
- Engine temperature
- Engine oil pressure
- Engine oil temperature
- Intake manifold temperature
- Comprehensive Full Authority Engine (FAE) data (where applicable)

Service adjustments - The HMI includes provisions for adjustment and calibration of generator set control functions. Adjustments are protected by a password. Functions include:

#### Service adjustments (continued)

- Engine speed governor adjustments
- Voltage regulation adjustments
- Cycle cranking
- Configurable fault set up
- Configurable output set up
- Meter calibration
- Display language and units of measurement

#### **Engine control**

SAE-J1939 CAN interface to full authority ECMs (where applicable). Provides data swapping between genset and engine controller for control, metering and diagnostics.

12 VDC/24 VDC battery operations - PowerCommand will operate either on 12 VDC or 24 VDC batteries.

Temperature dependent governing dynamics (with electronic governing) - modifies the engine governing control parameters as a function of engine temperature. This allows the engine to be more responsive when warm and more stable when operating at lower temperature levels.

Isochronous governing - (where applicable) Capable of controlling engine speed within  $\pm 0.25\%$  for any steady state load from no load to full load. Frequency drift will not exceed  $\pm 0.5\%$  for a  $33\text{ }^{\circ}\text{C}$  ( $60\text{ }^{\circ}\text{F}$ ) change in ambient temperature over an 8 hour period.

Droop electronic speed governing - Control can be adjusted to droop from 0 to 10% from no load to full load.

Remote start mode - It accepts a ground signal from remote devices to automatically start the generator set and immediately accelerate to rated speed and voltage. The remote start signal will also wake up the control from sleep mode. The control can incorporate a time delay start and stop.

Remote and local emergency stop - The control accepts a ground signal from a local (genset mounted) or remote (facility mounted) emergency stop switch to cause the generator set to immediately shut down. The generator set is prevented from running or cranking with the switch engaged. If in sleep mode, activation of either emergency stop switch will wake up the control.

Sleep mode - The control includes a configurable low current draw state to minimize starting battery current draw when the genset is not operating. The control can also be configured to go into a low current state while in auto for prime applications or applications without a battery charger.

Engine starting - The control system supports automatic engine starting. Primary and backup start disconnects are achieved by one of two methods: magnetic pickup or main alternator output frequency. The control also supports configurable glow plug control when applicable.

Cycle cranking - Is configurable for the number of starting cycles (1 to 7) and duration of crank and rest periods. Control includes starter protection algorithms to prevent the operator from specifying a starting sequence that might be damaging.

Time delay start and stop (cooldown) - Configurable for time delay of 0-300 seconds prior to starting after receiving a remote start signal and for time delay of 0-600 seconds prior to shut down after signal to stop in normal operation modes. Default for both time delay periods is 0 seconds.

#### **Alternator control**

The control includes an integrated three phase Line-to-Line sensing voltage regulation system that is compatible with shunt or PMG excitation systems. The voltage regulation system is a three phase full wave rectified and has an FET output for good motor starting capability.

Major system features include:

Digital output voltage regulation - Capable of regulating output voltage to within  $\pm 1.0\%$  for any loads between no load and full load. Voltage drift will not exceed  $\pm 1.5\%$  for a  $40\text{ }^{\circ}\text{C}$  ( $104\text{ }^{\circ}\text{F}$ ) change in temperature in an eight hour period. On engine starting or sudden load acceptance, voltage is controlled to a maximum of 5% overshoot over nominal level. The automatic voltage regulator feature can be disabled to allow the use of an external voltage regulator.

Droop voltage regulation - Control can be adjusted to droop from 0-10% from no load to full load.

Torque-matched V/Hz overload control - The voltage roll-off set point and rate of decay (i.e. the slope of the V/Hz curve) is adjustable in the control.

Fault current regulation - PowerCommand will regulate the output current on any phase to a maximum of three times rated current under fault conditions for both single phase and three phase faults. In conjunction with a permanent magnet generator, it will provide three times rated current on all phases for motor starting and short circuit coordination purpose.

#### **Protective functions**

On operation of a protective function the control will indicate a fault by illuminating the appropriate status LED on the HMI, as well as display the fault code and fault description on the LCD. The nature of the fault and time of occurrence are logged in the control. The service manual and InPower service tool provide service keys and procedures based on the service codes provided.

Protective functions include:

#### **Battle short mode**

When enabled and the *battle short* switch is active, the control will allow some shutdown faults to be bypassed. If a bypassed shutdown fault occurs, the fault code and description will still be annunciated, but the genset will not shutdown. This will be followed by a *fail to shutdown* fault. Emergency stop shutdowns and others that are critical for proper operation are not bypassed. Please refer to the control application guide or manual for list of these faults.

## Derate

The derate function reduces output power of the genset in response to a fault condition. If a derate command occurs while operating on an isolated bus, the control will issue commands to reduce the load on the genset via contact closures or modbus.

## Configurable alarm and status inputs

The control accepts up to four alarm or status inputs (configurable contact closed to ground or open) to indicate a configurable (customer-specified) condition. The control is programmable for warning, shutdown or status indication and for labeling the input.

## Emergency stop

Annunciated whenever either emergency stop signal is received from external switch.

## Full authority electronic engine protection

Engine fault detection is handled inside the engine ECM. Fault information is communicated via the SAE-J1939 data link for annunciation in the HMI.

## General engine protection

Low and high battery voltage warning - Indicates status of battery charging system (failure) by continuously monitoring battery voltage.

Weak battery warning - The control system will test the battery each time the generator set is signaled to start and indicate a warning if the battery indicates impending failure.

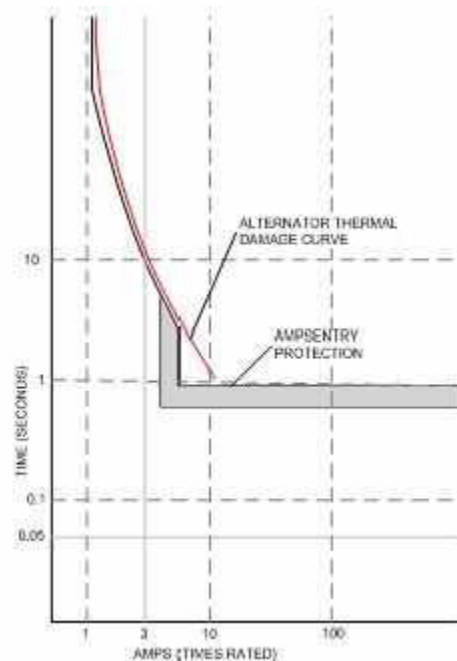
Fail to start (overcrank) shutdown - The control system will indicate a fault if the generator set fails to start by the completion of the engine crank sequence.

Fail to crank shutdown - Control has signaled starter to crank engine but engine does not rotate.

Cranking lockout - The control will not allow the starter to attempt to engage or to crank the engine when the engine is rotating.

## Alternator protection

AmpSentry protective relay - A comprehensive monitoring and control system integral to the PowerCommand Control System that guards the electrical integrity of the alternator and power system by providing protection against a wide array of fault conditions in the generator set or in the load. It also provides single and three phase fault current regulation so that downstream protective devices have the maximum current available to quickly clear fault conditions without subjecting the alternator to potentially catastrophic failure conditions. See document R1053 for a full size time over current curve.



High AC voltage shutdown (59) - Output voltage on any phase exceeds preset values. Time to trip is inversely proportional to amount above threshold. Values adjustable from 105-125% of nominal voltage, with time delay adjustable from 0.1-10 seconds. Default value is 110% for 10 seconds.

Low AC voltage shutdown (27) - Voltage on any phase has dropped below a preset value. Adjustable over a range of 50-95% of reference voltage, time delay 2-20 seconds. Default value is 85% for 10 seconds. Function tracks reference voltage. Control does not nuisance trip when voltage varies due to the control directing voltage to drop, such as during a V/Hz roll-off during synchronizing.

Under frequency shutdown (81 u) - Generator set output frequency cannot be maintained. Settings are adjustable from 2-10 Hz below reference governor set point, for a 5- 20 second time delay. Default: 6 Hz, 10 seconds.

Under frequency protection is disabled when excitation is switched off, such as when engine is operating in idle speed mode.

Over frequency shutdown/warning (81 o) - Generator set is operating at a potentially damaging frequency level. Settings are adjustable from 2-10 Hz above nominal governor set point for a 1-20 second time delay. Default: 6 Hz, 20 seconds, disabled.

**Overcurrent warning/shutdown** - Thresholds and time delays are configurable. Implementation of the thermal damage curve with instantaneous trip level calculated based on current transformer ratio and application power rating.

**Loss of sensing voltage shutdown** - Shutdown of generator set will occur on loss of voltage sensing inputs to the control.

**Field overload shutdown** - Monitors field voltage to shutdown generator set when a field overload condition occurs.

**Over load (kW) warning** - Provides a warning indication when engine is operating at a load level over a set point. Adjustment range: 80-140% of application rated kW, 0-120 second delay. Defaults: 105%, 60 seconds.

**Reverse power shutdown (32)** - Adjustment range: 5-20% of standby kW rating, delay 1-15 seconds. Default: 10%, 3 seconds.

**Reverse Var shutdown** - Shutdown level is adjustable: 15-50% of rated Var output, delay 10-60 seconds. Default: 20%, 10 seconds.

**Short circuit protection** - Output current on any phase is more than 175% of rating and approaching the thermal damage point of the alternator. Control includes algorithms to protect alternator from repeated over current conditions over a short period of time.

## Field control interface

**Input signals to the PowerCommand control include:**

- Coolant level (where applicable)
- Fuel level (where applicable)
- Remote emergency stop
- Remote fault reset
- Remote start
- Battleshort
- Rupture basin
- Start type signal
- Configurable inputs - Control includes (4) input signals from customer discrete devices that are configurable for warning, shutdown or status indication, as well as message displayed

**Output signals from the PowerCommand control include:**

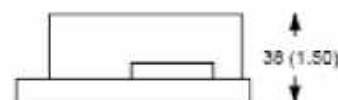
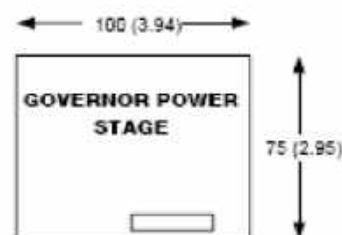
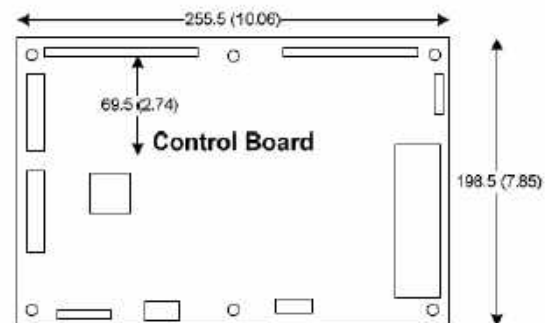
- Load dump signal: Operates when the generator set is in an overload condition.
- Delayed off signal: Time delay based output which will continue to remain active after the control has removed the run command. Adjustment range: 0 – 120 seconds. Default: 0 seconds.

- Configurable relay outputs: Control includes (4) relay output contacts (3 A, 30 VDC). These outputs can be configured to activate on any control warning or shutdown fault as well as ready to load, not in auto, common alarm, common warning and common shutdown.
- Ready to load (generator set running) signal: Operates when the generator set has reached 90% of rated speed and voltage and latches until generator set is switched to off or idle mode.

## Communications connections include:

- PC tool interface: This RS-485 communication port allows the control to communicate with a personal computer running InPower software.
  - Modbus RS-485 port: Allows the control to communicate with external devices such as PLCs using Modbus protocol.
- Note - An RS-232 or USB to RS-485 converter is required for communication between PC and control.
- Networking: This RS-485 communication port allows connection from the control to the other Cummins products.

## Mechanical drawings





# PowerCommand Human Machine Interface HMI320



## Description

This control system includes an intuitive operator interface panel that allows for complete genset control as well as system metering, fault annunciation, configuration and diagnostics. The interface includes five genset status LED lamps with both internationally accepted symbols and English text to comply with customer's needs. The interface also includes an LED backlit LCD display with tactile feel soft-switches for easy operation and screen navigation. It is configurable for units of measurement and has adjustable screen contrast and brightness.

The *run/off/auto* switch function is integrated into the interface panel.

All data on the control can be viewed by scrolling through screens with the navigation keys. The control displays the current active fault and a time-ordered history of the five previous faults.

## Features

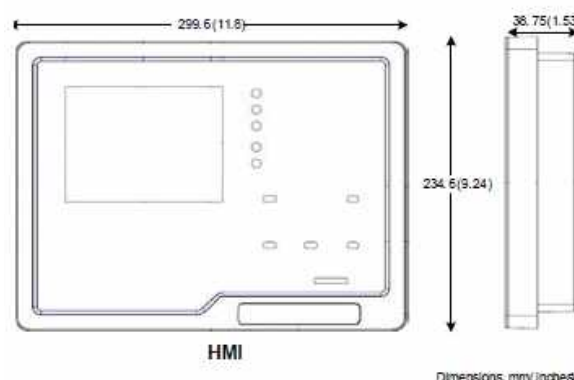
- LED indicating lamps:
  - Genset running
  - Remote start
  - Not in auto
  - Shutdown
  - Warning
  - Auto
  - Manual and stop
- 320 x 240 pixels graphic LED backlight LCD.
- Four tactile feel membrane switches for LCD defined operation. The functions of these switches are defined dynamically on the LCD.
- Seven tactile feel membrane switches dedicated screen navigation buttons for up, down, left, right, ok, home and cancel.
- Six tactile feel membrane switches dedicated to control for auto, stop, manual, manual start, fault reset and lamp test/panel lamps.

- Two tactile feel membrane switches dedicated to control of circuit breaker (where applicable).
- Allows for complete genset control setup.
- Certifications: Suitable for use on generator sets that are designed, manufactured, tested and certified to relevant UL, NFPA, ISO, IEC, Mil Std., CE and CSA standards.
- LCD languages supported: English, Spanish, French, German, Italian, Greek, Dutch, Portuguese, Finnish, Norwegian, Danish, Russian and Chinese Characters.

## Communications connections include:

- PC tool interface - This RS-485 communication port allows the HMI to communicate with a personal computer running InPower.
- This RS-485 communication port allows the HMI to communicate with the main control board.

## Mechanical drawing



## Software

InPower (beyond 6.5 version) is a PC-based software service tool that is designed to directly communicate to PowerCommand generator sets and transfer switches, to facilitate service and monitoring of these products.

## Environment

The control is designed for proper operation without recalibration in ambient temperatures from -40 °C to +70 °C (-40 °F to 158 °F) and for storage from -55 °C to +80 °C (-67 °F to 176 °F). Control will operate with humidity up to 95%, non-condensing.

The HMI is designed for proper operation in ambient temperatures from -20 °C to +70 °C (-4 °F to 158 °F) and for storage from -30 °C to +80 °C (-22 °F to 176 °F).

The control board is fully encapsulated to provide superior resistance to dust and moisture. Display panel has a single membrane surface, which is impervious to effects of dust, moisture, oil and exhaust fumes. This panel uses a sealed membrane to provide long reliable service life in harsh environments.

The control system is specifically designed and tested for resistance to RFI/EMI and to resist effects of vibration to provide a long reliable life when mounted on a generator set. The control includes transient voltage surge suppression to provide compliance to referenced standards.

## Certifications

PowerCommand meets or exceeds the requirements of the following codes and standards:

- NFPA 110 for level 1 and 2 systems.
- ISO 8528-4: 1993 compliance, controls and switchgear.
- CE marking: The control system is suitable for use on generator sets to be CE-marked.
- EN50081-1,2 residential/light industrial emissions or industrial emissions.
- EN50082-1,2 residential/light industrial or industrial susceptibility.
- ISO 7637-2, level 2; DC supply surge voltage test.
- Mil Std 202C, Method 101 and ASTM B117: Salt fog test.
- UL 508 recognized or Listed and suitable for use on UL 2200 Listed generator sets.
- CSA C282-M1999 compliance
- CSA 22.2 No. 14 M91 industrial controls.
- PowerCommand control systems and generator sets are designed and manufactured in ISO 9001 certified facilities.

## Warranty

All components and subsystems are covered by an express limited one year warranty. Other optional and extended factory warranties and local distributor maintenance agreements are available.



**For more information contact your local Cummins distributor  
or visit [power.cummins.com](http://power.cummins.com)**

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## Generator set data sheet

Model: C200D6D  
 Frequency: 60 Hz  
 Fuel type: Diesel  
 KW rating: 200 standby  
 180 prime  
 Emissions level: EPA Tier 3, Stationary emergency

Exhaust emission data sheet:	EDS-3046
Exhaust emission compliance sheet:	EPA-2035
Sound performance data sheet:	MSP-4010
Cooling performance data sheet:	MCP-2050
Prototype test summary data sheet:	PTS-636

Fuel consumption	Standby				Prime			
	kW (kVA)				kW (kVA)			
Ratings	200 (250)				180 (225)			
Load	1/4	1/2	3/4	Full	1/4	1/2	3/4	Full
US gph	5.7	8.7	11.7	14.9	5.3	8	10.7	13.6
L/hr	21.57	32.92	44.28	56.39	20.06	30.28	40.49	51.47

Engine	Standby rating	Prime rating
Engine manufacturer	Cummins Inc.	
Engine model	QSB7-G5	
Configuration	Cast iron, in-line, 4 cylinder	
Aspiration	Turbocharged and charge air cooled	
Gross engine power output, kWm (bhp)	242 (324)	208 (279)
BMEP at set rated load, kPa (psi)	2276 (330)	2063 (299)
Bore, mm (in)	107 (4.21)	
Stroke, mm (in)	124 (4.88)	
Rated speed, rpm	1800	
Piston speed, m/s (ft/min)	7.44 (1464)	
Compression ratio	17.2:1	
Lube oil capacity, L (qt)	17.4 (18.38)	
Overspeed limit, rpm	2250	

## Fuel flow

Maximum fuel flow, L/hr (US gph)	103 (27.0)
Maximum fuel inlet restriction with clean filter, mm Hg (in Hg)	127 (5.0)

Air	Standby rating	Prime rating
Combustion air, m <sup>3</sup> /min (scfm)	15.86 (560)	15.38 (543)
Maximum air cleaner restriction with clean filter, kPa (in H <sub>2</sub> O)	3.7 (15)	

## Exhaust

Exhaust flow at set rated load, m <sup>3</sup> /min (cfm)	40.74 (1439)	37.8 (1335)
Exhaust temperature, °C (°F)	512.22 (954)	484.44 (904)
Maximum back pressure, kPa (in H <sub>2</sub> O)	10 (40.19)	10 (40.19)
Actual exhaust back pressure with CPG sound level 2 enclosure muffler, kPa (in H <sub>2</sub> O)	10 (40.19)	9.9 (39.78)
Actual exhaust back pressure with CPG weather enclosure muffler, kPa (in H <sub>2</sub> O)	8.4 (33.76)	7.8 (31.47)

## Standard set-mounted radiator cooling

Ambient design, °C (°F)	49 (120.2)	
Fan load, kW <sub>m</sub> (HP)	14.02 (18.8)	
Coolant capacity (with radiator), L (US Gal)	22 (5.9)	
Cooling system air flow, m <sup>3</sup> /min (scfm)	305.82 (10800)	
Total heat rejection, MJ/min (Btu/min)	10.06 (9538)	9.44 (8952)
Maximum cooling air flow static restriction, kPa (in H <sub>2</sub> O)	0.12 (0.5)	

## Weight<sup>2</sup>

Unit wet weight kgs (lbs)	1583 (3491)
---------------------------	-------------

### Notes:

<sup>1</sup> For non-standard remote installations contact your local Cummins Power Generation representative.

<sup>2</sup> Weights represent a set with standard features. See outline drawing for weights of other configurations.

## Derating factors

Standby	Engine power available up to 2148m (7049ft) and ambient temperatures up to 40C (104F). Above these conditions, derate at 3.86% per 300m (1000ft) till 10000ft after that 8% per 300m (1000ft) and 34% per 10C (18F)
Prime	Engine power available up to 1944m (6380ft) and ambient temperatures up to 40C (104F). Above these conditions, derate at 9% per 300m (1000ft) and 40% per 10C (18F)

## Ratings definitions

Emergency standby power (ESP):	Limited-time running power (LTP):	Prime power (PRP):	Base load (continuous) power (COP):
Applicable for supplying power to varying electrical load for the duration of power interruption of a reliable utility source. Emergency Standby Power (ESP) is in accordance with ISO 8528. Fuel Stop power in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.	Applicable for supplying power to a constant electrical load for limited hours. Limited Time Running Power (LTP) is in accordance with ISO 8528.	Applicable for supplying power to varying electrical load for unlimited hours. Prime Power (PRP) is in accordance with ISO 8528. Ten percent overload capability is available in accordance with ISO 3046, AS 2789, DIN 6271 and BS 5514.	Applicable for supplying power continuously to a constant electrical load for unlimited hours. Continuous Power (COP) is in accordance with ISO 8528, ISO 3046, AS 2789, DIN 6271 and BS 5514.

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## Alternator data

Standard Alternators	Single phase <sup>2</sup>	Three Phase <sup>1</sup>				
Maximum temperature rise above 40 °C ambient	125 °C	125 °C				
Feature code	BB90-2	B946-2	B986-2	B952-2	B943-2	BB86-2
Alternator data sheet number		ADS-213	ADS-211	ADS-212	ADS-211	ADS-212
Voltage ranges	120/240	120/208	120/240	347/600	277/480	127/220
Voltage feature code	R104-2	R098-2	R106-2	R114-2	R002-2	R020-2
Surge kW	206	211.5	213.8	194.7	213.8	192.2
Motor starting kVA (at 90% sustained voltage) Shunt	770	770	672	770	672	770
Motor starting kVA (at 90% sustained voltage) PMG	920	920	791	920	791	920
Full load current amps at standby rating	833	694	602	240	301	656

## Alternator data

Standard Alternators	Three phase <sup>1</sup>				
Maximum temperature rise above 40 °C ambient	105 °C	105 °C	105 °C	105 °C	105 °C
Feature code	BB94-2	BB95-2	BB92-2	BB85-2	BB93-2
Alternator data sheet number	ADS-212	ADS-212	ADS-212	ADS-212	ADS-213
Voltage ranges	120/240	277/480	347/600	127/220	120/208
Voltage feature code	R106-2	R002-2	R114-2	R020-2	R098-2
Surge kW	192.6	212.4	214.7	192.6	
Motor starting kVA (at 90% sustained voltage) Shunt	770	770	770	770	770
Motor starting kVA (at 90% sustained voltage) PMG	920	920	920	920	920
Full load current amps at standby rating	602	301	240	656	694

Notes:

<sup>1</sup> Single phase power can be taken from a three phase generator set at up to 2/3 set rated 3-phase kW at 1.0 power factor

<sup>2</sup> Full single phase output up to full set rated 3-phase kW at 1.0 power factor

## Formulas for calculating full load currents:

Three phase output

$$\frac{\text{kW} \times 1000}{\text{Voltage} \times 1.73 \times 0.8}$$

Single phase output

$$\frac{\text{kW} \times \text{SinglePhaseFactor} \times 1000}{\text{Voltage}}$$

**Warning:** Back feed to a utility system can cause electrocution and/or property damage. Do not connect to any building's electrical system except through an approved device or after building main switch is open.

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# Sound-attenuated and weather-protective enclosures

> For generator sets from 10 to 1000 kW



Our energy working for you.™

> **Diesel generator set enclosures**

10 to 1000 kW

Weather-protective

Level I, Level II, Level III

> **Spark-ignited generator set enclosures**

20 to 150 kW

Weather-protective

Level I, Level II

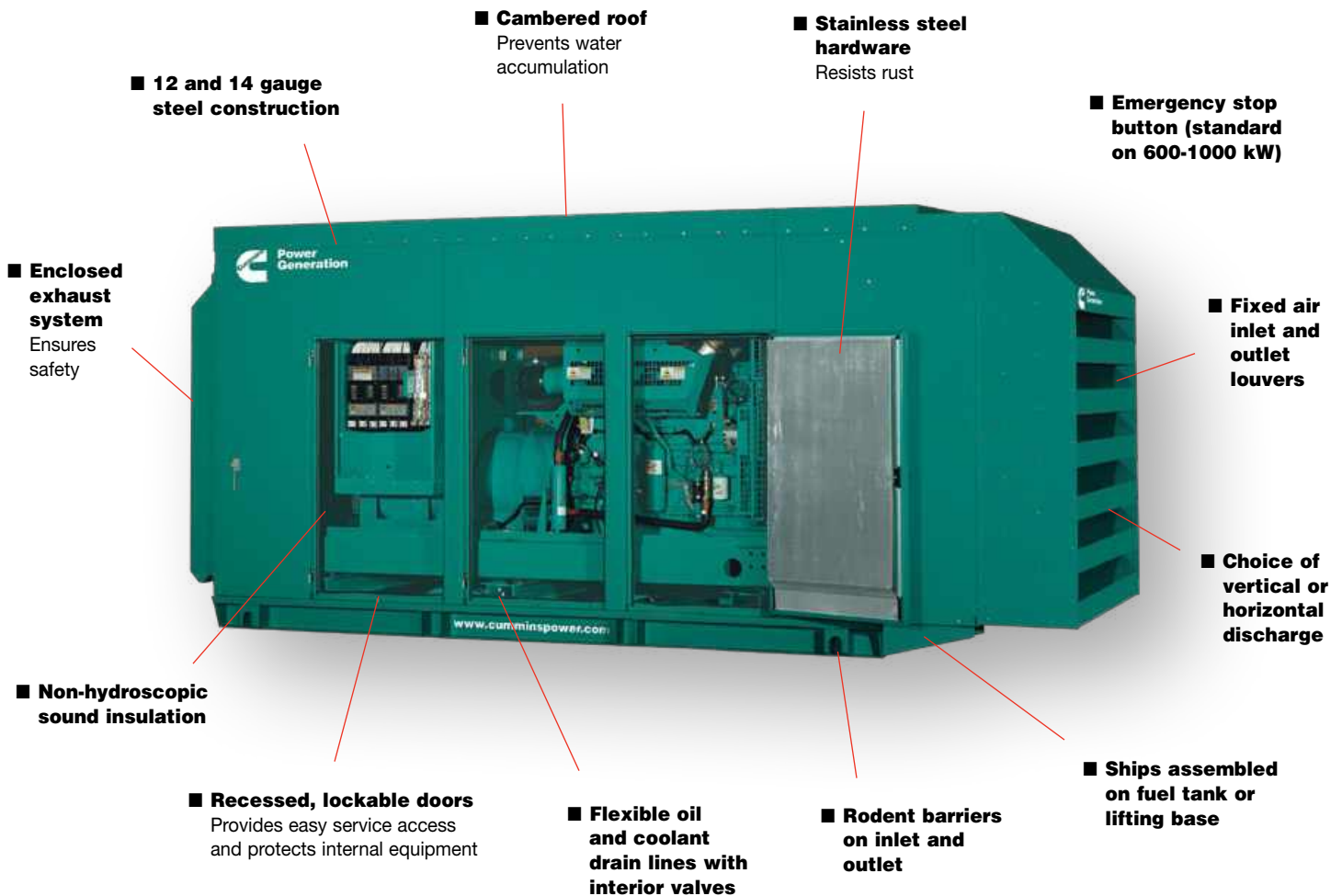
Sound-attenuated and weather-protective enclosures from Cummins Power Generation Inc. meet even the strictest sound requirements and provide optimum protection from inclement weather.

Cummins Power Generation diesel and spark-ignited generator sets are available with sound-attenuated and weather-protective enclosures. Pre-assembled, pre-integrated and delivered as part of the entire power system, these enclosures are designed to speed installation time and reduce costs.

Choose from three levels of sound-attenuation, depending on model size, to comply with even the strictest noise requirements. Enclosures are constructed of steel or aluminum, which is preferred in coastal regions or other environments where corrosion is a concern.



# Features:



- > Three levels of sound attenuation
  - Level I: 70 to 89 d(B)A\*
  - Level II: 63 to 78 d(B)A\*
  - Level III: 68 to 70 d(B)A\*
- > Compact footprint, low profile design
- > Easy access to all major generator and engine control components for servicing
- > Fully-house, enclosed exhaust silencer ensures safety and protects against rust
- > Enclosure, generator set, exhaust system and tank are pre-assembled, pre-integrated and shipped as one package, saving time and labor costs
- > All-steel construction with stainless steel hardware offers durability

- > Upgrade kits
- > Enclosures mounted directly to a sub-base fuel tank or lifting base
- > UL2200-listed
- > Customer options available to meet your application needs

## Enclosure options

- > Aluminum enclosure is wind-rated to 150 mph (per ASCE 7-05 exposure D, category 1 importance factor)
- > Kits available to up-fit existing generator sets or to upgrade existing enclosures with additional sound attenuation
- > Exterior oil and coolant drains with interior valves for ease of service
- > Overhead 2-point lifting brackets (some models)

\* Full load at 7 meters, steel enclosures

Choose from weather protective enclosure or three levels of sound attenuation:

Sound levels (dB(A))*				
kW	Model	Weather-protective	Level I	Level II
<b>Diesel</b>				
10	DSKAA	78	68	65
15	DSKAB	81	69	66
20	DSKBA	80	70	67
25	DSKFA	82	72	69
35	DGBB	82	71	63
35	DGGD	81	72	66
40	DGBC	82	72	63
40	DGHD	79	71	64
50	DGCA	83	72	66
50	DGHE	79	70	65
60	DGCB	84	73	67
60	DSFAD	87	79	71
80	DGCG	84	76	67
80	DSFAE	87	82	72
100	DGDB	86	77	70
100	DSGAA*	87	-	73
100	DSHAF	95	88	78
125	DGDK	86	80	71
125	DSGAB*	87	-	74
125	DSHAE	95	88	78
150	DGFA	89	77	72
150	DSGAC*	88	-	75
150	DSHAA	95	88	78
175	DGFB	90	78	72
175	DSHAB	95	88	78
200	DGFC	91	80	74
200	DSHAC	95	88	78
230	DGFS	91	81	75
230	DSHAD	96	89	78
250	DQDAA	90	86	71
275	DQDAB	89	86	71
275	DQHAA	86	85	74
300	DFCB	86	84	71
300	DQDAC	89	86	71
300	DQHAB	89	88	76
350	DFCC	87	85	72
350	DFEG	85	83	72
400	DFCE	89	85	73
400	DFEG	89	85	73
450	DFEJ	87	84	73
500	DFEK	88	85	76
600	DFGB	85	78	74
600	DQCA	87	79	74
750	DFGE	87	80	75
750	DFHA	91	81	77
750	DQCB	87	79	74
750	DQFAA	89	79	75
800	DFHB	91	81	77
800	DQCC	87	79	74
800	DQFAB	89	79	75
900	DFHC	93	83	78
900	DQFAC	88	80	76
1000	DFHD	90	80	76
1000	DQFAD	90	80	76

Sound levels (dB(A))*				
kW	Model	Weather-protective	Level I	Level II
<b>Spark-ignited</b>				
20	GGMA	77	N/A	66
25	GGMB	78	N/A	66
30	GGMC	79	N/A	67
35	GGFD	80	73	65
42/47	GGFE	83	73	66
60	GGHE	86	77	68
70/75	GGHF	87	77	69
85	GGHG	85	79	75
100	GGHH	86	80	76
125	GGLA	85	79	75
150	GGLB	85	79	75

**\* Also available Level III**

100 kW	DSGAA	68 dB(A)
125 kW	DSGAB	69 dB(A)
150 kW	DSGAC	70 dB(A)



Diesel generator sets from 100 to 150 kW (models **DSGAA**, **DSGAB**, **DSGAC**) are available in **Level III** sound attenuation.

Shown: 100 kW Tier 3 diesel generator set (model DSGAA).

\* Full load at 7 meters, steel enclosures

Diesel package dimensions (in.)									
Tank capacity (gal.)	Weather-protective			Level I			Level II, III		
	Length	Width	Height	Length	Width	Height	Length	Width	Height
<b>35-80 kW</b>									
70	83	40	63	83	40	81	102	40	81
140	83	40	71	83	40	89	102	40	89
<b>100-230 kW</b>									
109	105	40	67	108	40	85	142	40	87
173	105	40	72	108	40	90	142	40	92
309	105	44	87	N/A	N/A	N/A	145	43	97
336	105	40	86	108	40	104	142	40	106
<b>230-500 kW</b>									
Lifting base	188	82	100	188	82	100	222	82	100
300	188	82	104	188	82	104	222	82	104
400	188	82	106	188	82	106	222	82	106
500	188	82	108	188	82	108	222	82	108
600	188	82	111	188	82	111	222	82	111
660	188	82	113	188	82	113	222	82	113
720	188	82	114	188	82	114	222	82	114
850	188	82	118	188	82	118	222	82	118
1470	200	82	128	200	82	128	200	82	128
1700	234	82	128	234	82	128	234	82	128
<b>600-1000 kW</b>									
200	260	98	133	303	98	133	315	98	133
660	260	98	133	303	98	133	315	98	133
1000	260	98	137	303	98	137	315	98	137
1500	260	98	142	303	98	142	315	98	142
2000	280	98	142	320	98	142	320	98	142
2400	332	98	142	330	98	142	332	98	142

Spark-ignited package dimensions (in.)									
Model number	Weather-protective			Level I			Level II		
	Length	Width	Height	Length	Width	Height	Length	Width	Height
<b>20 kW</b>									
GGMA	65	30	46	N/A	N/A	N/A	85	30	47
<b>25 kW</b>									
GGMB	65	30	46	N/A	N/A	N/A	85	30	47
<b>30 kW</b>									
GGMC	65	30	46	N/A	N/A	N/A	85	30	47
<b>35 kW</b>									
GGFD	83	40	54	83	40	72	83	40	72
<b>45 kW</b>									
GGFE	83	40	54	83	40	72	83	40	72
<b>60 kW</b>									
GGHE	83	40	54	83	40	72	83	40	72
<b>70 kW</b>									
GGHF	83	40	54	83	40	72	83	40	72
<b>85 kW</b>									
GGHG	105	40	70	105	60	70	142	60	70
<b>100 kW</b>									
GGHH	105	40	70	105	60	70	142	60	70
<b>125 kW</b>									
GGLA	105	40	70	105	60	70	142	60	70
<b>150 kW</b>									
GGLB	105	40	70	105	60	70	142	60	70

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Package listed to UL2200

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**Power Generation**



March 10, 2025

**AGENCY REFERRAL FORM**

RETURN by **March 26, 2025** to Corinna Sandmeier (cgsandmeier@menlopark.gov)

Ron LaFrance, Building Official (RjLaFrance@menlopark.gov)

City of Menlo Park Building Division

**RE: 201, 301 and 333 Ravenswood Ave. and 555 and 565 Middlefield Rd. - masterplan project**

<b>Business Name</b>	Parkline
<b>Description</b>	Proposed 64-acre mixed-use masterplan Project to comprehensively redevelop the SRI campus and 201 Ravenswood Avenue with a mix of residential (up to 800 units) and office/research and development (R&D) uses with limited restaurant and retail components. There would be no net new non-residential square footage. The project would include decommissioning of the existing 6-megawatt natural gas power plant, pedestrian and bicycle connections through the site, and publicly-accessible open space. For more information, please see menlopark.gov/parkline.
<b>Applicant Contact Information</b>	Mark Murray, (650)388-6508 mark@lane-partners.com

- ☐ The hazardous materials listed are not of sufficient quantity to require approval by this Division.
- ☐ The Building Division has reviewed the applicant's plans and listed hazardous materials/chemicals and has found that the proposal meets all applicable California Building Code requirements.
- ☒ The Building Division has reviewed the applicant's plans and use of listed hazardous materials/chemicals outlined, and suggests conditions and mitigation measures (below) to be made a part of the City's permit approval.

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

<b>Printed Name/ Date</b>	Ron La France 6/18/25
<b>Signature</b>	<i>Ron La France</i>





<b>Comments</b>	
-----------------	--

<b>RE: 201, 301 and 333 Ravenswood Ave. and 555 and 565 Middlefield Rd. - masterplan project (cont.)</b>	
--	--

<b>Additional Comments</b>	
	This approval is tentative until a more complete Haz mat plan can be provided

**From:** [Johnston, Jon](#)  
**To:** [Sandmeier, Corinna D](#)  
**Cc:** [Saxton, William](#)  
**Subject:** RE: Parkline - hazmat review for diesel generators  
**Date:** Wednesday, March 12, 2025 11:55:13 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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Corinna,

The plan is conceptually fine and does trigger Fire amount thresholds permit amounts. This will require the following:

1. HMBP and HMIS with SMC Environmental Health and MPFPD
2. Building permit and Fire permit for installation to current codes. Location approvals will be based upon building window and door openings, building ratings, and access to refueling.
3. Operational permit with Menlo Park Fire.

Please send us any form we may need to sign if needed to proceed.

Thanks,

Jon



**Jon Johnston**

**Division Chief/Fire Marshal**

Menlo Park Fire Protection District | 170 Middlefield Road | Menlo Park, CA 94025  
(650) 688-8431  
[jjohnston@menlofire.gov](mailto:jjohnston@menlofire.gov)

**Mission Statement: To protect and preserve life and property from the impact of fire, disaster, injury and illness.**

[menlofire.org](http://menlofire.org)



---

**From:** Sandmeier, Corinna D <[cdsandmeier@menlopark.gov](mailto:cdsandmeier@menlopark.gov)>  
**Sent:** Tuesday, March 11, 2025 3:29 PM  
**To:** Johnston, Jon <[JJohnston@menlofire.gov](mailto:JJohnston@menlofire.gov)>  
**Cc:** Saxton, William <[WSaxton@menlofire.gov](mailto:WSaxton@menlofire.gov)>  
**Subject:** RE: Parkline - hazmat review for diesel generators

Email 4



March 10, 2025

## AGENCY REFERRAL FORM

RETURN by **March 26, 2025** to Corinna Sandmeier (cdsandmeier@menlopark.gov)

Daniel Rompf, Hazardous Materials Specialist  
San Mateo County Environmental Health Services Division  
[drompf@smcgov.org](mailto:drompf@smcgov.org)

**RE: 201, 301 and 333 Ravenswood Ave. and 555 and 565 Middlefield Rd. - masterplan project**

**Business Name** Parkline

<b>Description</b>	Proposed 64-acre mixed-use masterplan Project to comprehensively redevelop the SRI campus and 201 Ravenswood Avenue with a mix of residential (up to 800 units) and office/research and development (R&D) uses with limited restaurant and retail components. There would be no net new non-residential square footage. The project would include decommissioning of the existing 6-megawatt natural gas power plant, pedestrian and bicycle connections through the site, and publicly-accessible open space. For more information, please see <a href="http://menlopark.gov/parkline">menlopark.gov/parkline</a> .
<b>Applicant Contact Information</b>	Mark Murray, (650)388-6508 <a href="mailto:mark@lane-partners.com">mark@lane-partners.com</a>

- ☐ The hazardous materials listed are not of sufficient quantity to require approval by this agency.
- ☒ The Health Division has reviewed the applicant's plans and listed hazardous materials/chemicals and has found that the proposal meets all applicable codes.
- ☐ The Health Division has reviewed the applicant's plans and use of listed hazardous materials/chemicals outlined, and suggests conditions and mitigation measures (below) to be made a part of the City's permit approval. The Health Division will inspect the facility once it is in operation to assure compliance with applicable laws and regulations.



## Community Development

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

<b>Printed Name/ Date</b>	Dan Rompf 3/11/2025
<b>Signature</b>	<i>Daniel Rompf</i>
<b>Comments</b>	Reviewed proposed plans, see comments below:

<b>RE: 201, 301 and 333 Ravenswood Ave. and 555 and 565 Middlefield Rd. - masterplan project</b>	
<b>Additional Comments</b>	<p>Facility will be installing approximately 13 diesel gensets on the proposed property. These gensets will have double wall fuel storage tanks. The facility will need to get a permit with San Mateo County EH CUPA, for hazmat storage and for Aboveground Petroleum Storage program. This will also require completing an SPCC plan. Tier I/II plans can be self-certified depending on total fuel storage onsite. Facility will also need to submit an HMBP in CERS for hazmat inventory on-site. Contact Dan Rompf at Environmental Health with any questions - 650-339-0327. <a href="mailto:drompf@smcgov.org">drompf@smcgov.org</a></p> <p>If the generators are connected to the city gas supply, rather than diesel fuel tanks, they are exempt from these regulations.</p>



March 10, 2025

## AGENCY REFERRAL FORM

RETURN by **March 26, 2025** to Corinna Sandmeier (cgsandmeier@menlopark.gov)

Jed Beyer, Water Quality Manager  
West Bay Sanitary District  
[jbeyer@westbaysanitary.org](mailto:jbeyer@westbaysanitary.org)

**RE: 201, 301 and 333 Ravenswood Ave. and 555 and 565 Middlefield Rd. - masterplan project**

<b>Business Name</b>	Parkline
<b>Description</b>	Proposed 64-acre mixed-use masterplan Project to comprehensively redevelop the SRI campus and 201 Ravenswood Avenue with a mix of residential (up to 800 units) and office/research and development (R&D) uses with limited restaurant and retail components. There would be no net new non-residential square footage. The project would include decommissioning of the existing 6-megawatt natural gas power plant, pedestrian and bicycle connections through the site, and publicly-accessible open space. For more information, please see <a href="http://menlopark.gov/parkline">menlopark.gov/parkline</a> .
<b>Applicant Contact Information</b>	Mark Murray, (650)388-6508 <a href="mailto:mark@lane-partners.com">mark@lane-partners.com</a>

- ☐ The hazardous materials listed are not of sufficient quantity to require approval by this agency.
- ☒ The Sanitary District has reviewed the applicant's plans and listed hazardous materials/chemicals and has found that the proposal meets all applicable codes.



## Community Development

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

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

<b>Printed Name/ Date</b>	Jed Beyer
<b>Signature</b>	<i>Jed Beyer</i>
<b>Comments</b>	

<b>RE: 201, 301 and 333 Ravenswood Ave. and 555 and 565 Middlefield Rd. - masterplan project (PLN2019-00000) (cont.)</b>	
<b>Additional Comments</b>	This review is for the generator submission package only.





LEGEND	
	EXISTING
	OFFICE / R&D / OTHER VEHICULAR ROUTE
	SEMINARY DRIVE CONNECTION DESIGN UNDER STUDY
	OFFICE / R&D / OTHER PARKING ROUTE
	RESIDENTIAL PARKING ROUTE
	OFFICE / R&D MAIN ENTRY
	RESIDENTIAL MAIN ENTRY
	OFFICE / R&D PASSENGER DROP-OFF / RIDESHARE / DELIVERY / SHORT-TERM PARKING ENTRY *
	RESIDENTIAL PASSENGER DROP-OFF / RIDESHARE / DELIVERY / SHORT-TERM PARKING ENTRY *
	OFFICE / R&D LOADING DOCK
	RESIDENTIAL SERVICE LOADING **
	OFFICE / R&D STRUCTURED PARKING ENTRANCE
	RESIDENTIAL PARKING ENTRANCE
	RESIDENTIAL TRASH PICK-UP - TRASH STORAGE INSIDE OF BUILDING
	INTERNAL SHUTTLE BUS DROP-OFF
	STOP SIGN
	TRAFFIC LIGHT

- NOTES:
- SEE C5.0 FOR EMERGENCY VEHICLE ACCESS PLAN.
  - SEE CIVIL AND LANDSCAPE DRAWINGS FOR PAVING INFORMATION.
- \* PROPOSED WIDTHS MINIMUMS:
- PROPOSED WIDTHS OF THE PASSENGER LOADING / DROP-OFF TO BE MINIMUM 8'-0" (+ 5'-0" HATCH ZONE FOR ACCESSIBLE) X 20'-0".
  - PROPOSED WIDTHS FOR PARKING ENTRIES TO BE MINIMUM 12'-0" FOR ONE-WAY DRIVEWAY, AND MINIMUM 24'-0" FOR TWO-WAY DRIVEWAY.
- \*\* PROPOSED MINIMUM 10' X 50' TURNOUT SPACE BY LOOP ROAD, FOR RESIDENTIAL SERVICE LOADING, I.E. MOVE-IN/ MOVE-OUT.
- \*\*\* ACCESS FROM RESIDENTIAL 2 GARAGE TOWARD LAUREL STREET WILL BE RESTRICTED. VEHICLE TRAFFIC WILL PRIMARILY FLOW INTO THE GARAGE FROM LAUREL STREET, EXITING TOWARD LAUREL STREET WILL NOT BE PERMITTED AND WILL INSTEAD BE DIRECTED TO THE LOOP ROAD. ONLY LIMITED NUMBER OF VEHICLES WILL BE ALLOWED TO EXIT TOWARD LAUREL STREET, WHICH INCLUDE VEHICLES PARKED IN:
- THE EXTERIOR PARKING / LOADING / PASSENGER PICK-UP SPACES IN THE CIRCULAR DROP-OFF AREA ADJACENT TO LAUREL STREET
  - SEVERAL DESIGNATED "FUTURE NEIGHBOR" PARKING SPACES WITHIN THE GARAGE (NO MORE THAN 5 PARKING SPACES)

Scale: 1" = 100'-0"







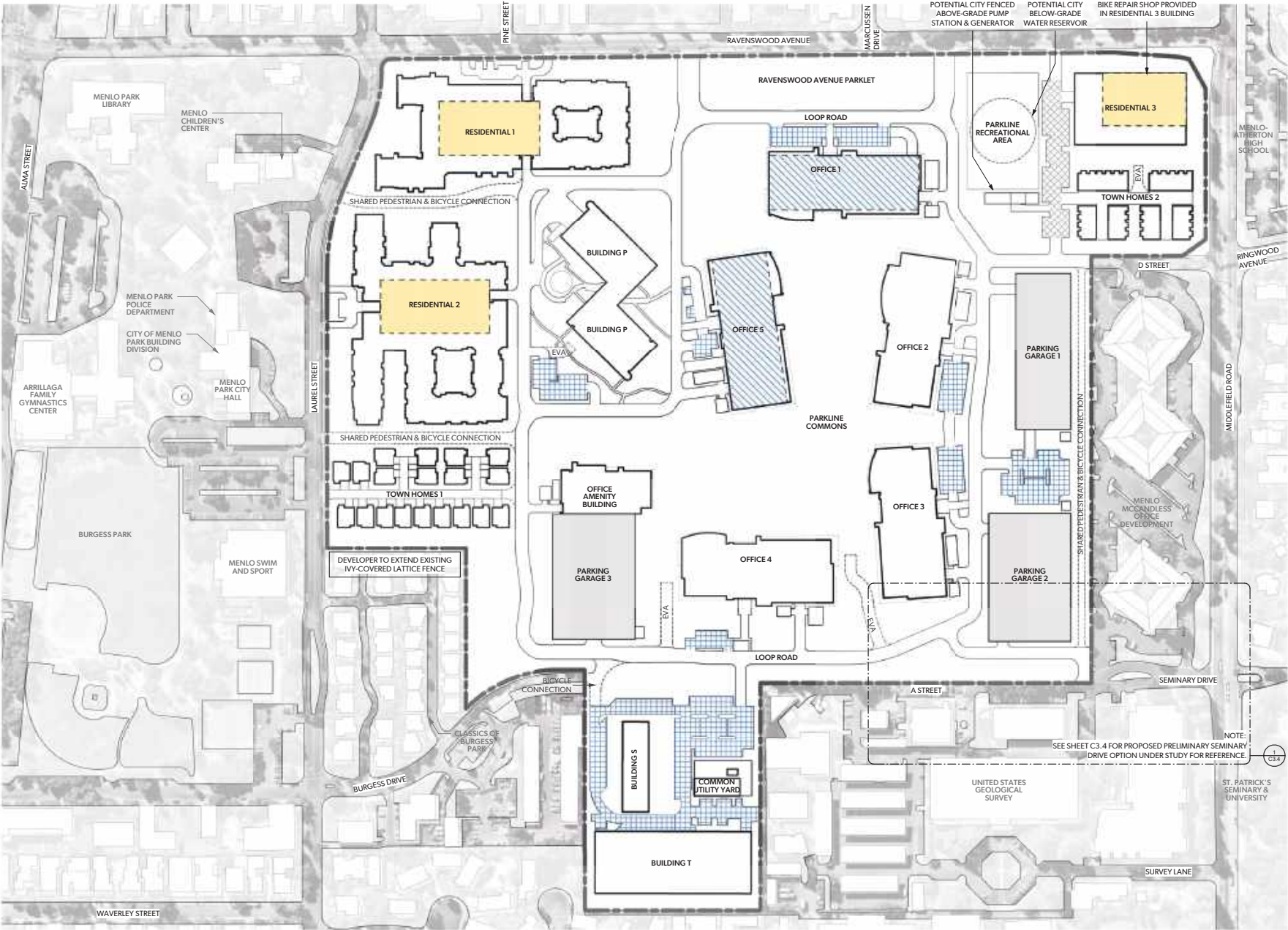
## LEGEND

- ↔ PROPOSED CLASS I - SHARED USE PATH - SHARED USE PATH IS FOR BOTH PEDESTRIAN AND BICYCLE\* (INTERNAL)
- ↔ PROPOSED PRIMARY PEDESTRIAN CIRCULATION\*
- ↔ PROPOSED SECONDARY PEDESTRIAN CIRCULATION\*
- ↔ EXISTING PEDESTRIAN CIRCULATION
- PEDESTRIAN CROSSWALK - ON-SITE
- PEDESTRIAN CROSSWALK - OFF-SITE
- RESIDENTIAL BUILDING LOBBY/AMENITY

\*Proposed pedestrian and shared use path to be pour-in-place concrete

NOTE:  
SEE SHEET C3.4 FOR PROPOSED PRELIMINARY SEMINARY DRIVE OPTION UNDER STUDY FOR REFERENCE.





PARKING SPACES	
RESIDENTIAL (BASED ON 800 DUs)	
BUILDING	PROPOSED (MIN.)
RESIDENTIAL 1	375
RESIDENTIAL 2	375
RESIDENTIAL 3	77*
TOWN HOMES 1	39 (2 SPACES PER UNIT)
TOWN HOMES 2	54 (2 SPACES PER UNIT)
SURFACE PARKING	0
TOTAL RESIDENTIAL PARKING	919
* UP TO 116 ADDITIONAL SHARED SPACES MAY BE AVAILABLE IN PARKING GARAGE 1.	

OFFICE / R&D (BASED ON 1,380,332 SF)	
BUILDING	PROPOSED (MIN.)
PARKING GARAGE 1	850
PARKING GARAGE 2	835
PARKING GARAGE 3	645
TOTAL STRUCTURED PARKING	2,330
STRUCTURED PARKING	2,330
OFFICE BASEMENT PARKING	180
SURFACE PARKING	290
TOTAL OFFICE / R&D PARKING	2,800
TOTAL PARKING	3,719

- NOTES:
1. PROPOSED PARKING DISTRIBUTION IS CONCEPTUAL AND MAY BE SUBJECT TO CHANGE.
  2. PARKING RATIO IS AS FOLLOWS:
    - OFFICE / R&D: 2 SPACES / 1,000 SF
    - RESIDENTIAL (EXCL. RESIDENTIAL 3): 1.25 SPACE / DU
    - RESIDENTIAL 3: 0.5 SPACE / DU
    - (+ ADD'L SHARED PARKING AT 1.25)
    - TOWN HOMES: 2.0 SPACE / DU

LEGEND

- RESIDENTIAL PODIUM PARKING
- OFFICE / R&D BELOW GRADE PARKING
- OFFICE / R&D SURFACE PARKING
- PARKING GARAGE
- OTHER SURFACE PARKING

(APPROXIMATELY 56 PARKING SPACES ARE PROPOSED NEXT TO THE PARKLINE RECREATION AREA. PARKING TO BE AVAILABLE TO THE PUBLIC ON A FIRST COME, FIRST SERVED BASIS.)





# Parkline Transportation Demand Management (TDM) Plan

Prepared for:  
Lane Partners LLC / SRI International

August 6, 2025

SJ21-2095

**Fehr & Peers**

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# 1. Introduction

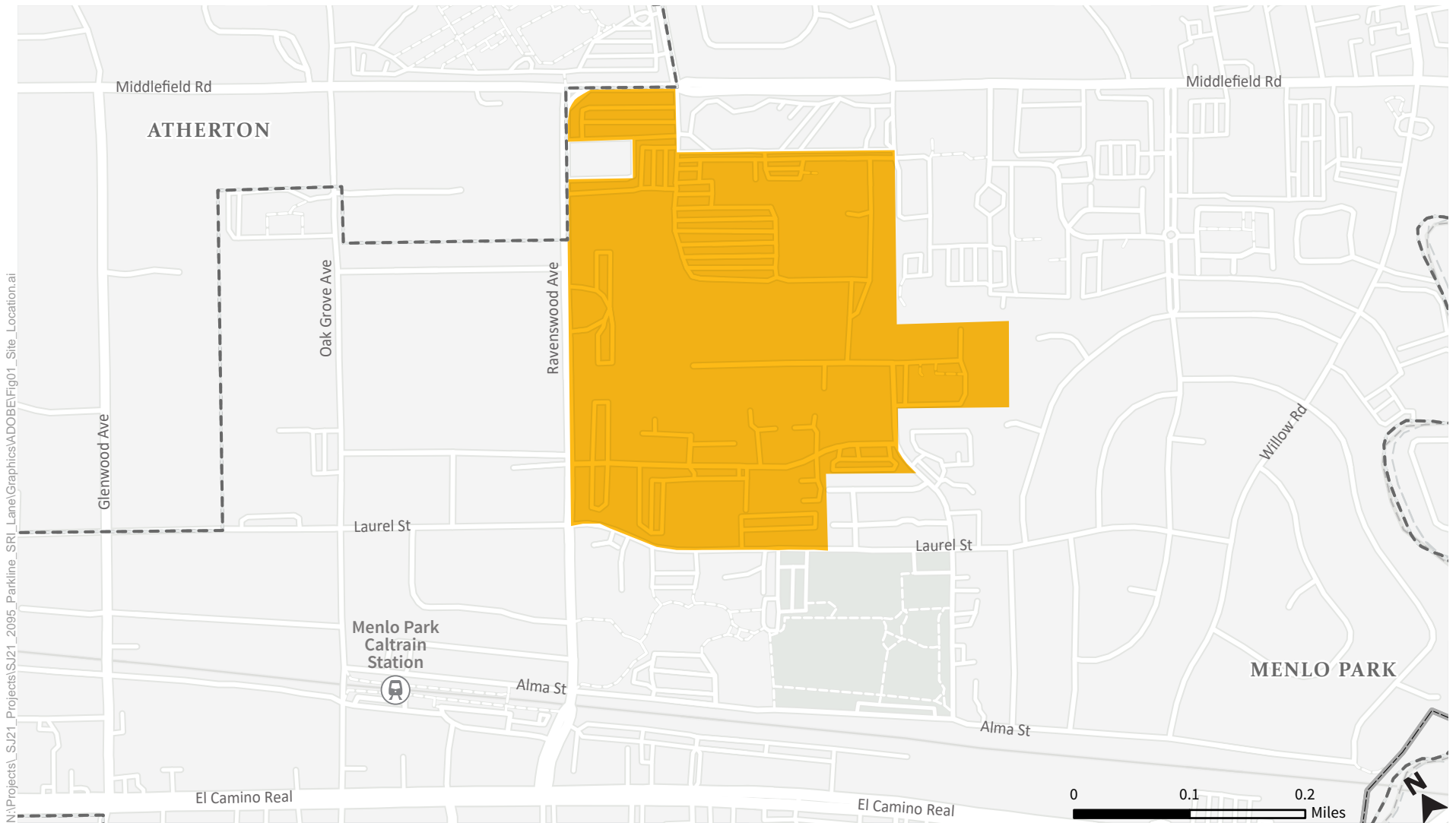
Parkline is located within the City of Menlo Park, near the City's downtown and close to City Hall and Burgess Park. The site is within one half-mile of Menlo Park Caltrain Station. Parkline will transform the existing Stanford Research Institute (SRI) International campus into an open and inviting transit-oriented mixed-use neighborhood including a new sustainable office/research and development (R&D) campus with no net increase in commercial square footage, new housing units at a range of affordability levels, new bicycle, and pedestrian connections, and open space. **Figure 1** shows the site location and the transportation network surrounding Parkline.

This Transportation Demand Management (TDM) Plan documents the TDM measures proposed for the residential and office/R&D components of Parkline. The primary purpose of any TDM plan is to lower the amount of development-generated vehicle traffic by creating measures, strategies, incentives, and policies to shift workers and residents from driving alone to using other travel modes including transit, carpooling, ridesharing, cycling, and walking. TDM strategies can include informational resources, physical site enhancements, monetary incentives, and more. In addition to reducing vehicles trips, the TDM Plan can reduce the parking demand of residents and office workers. This report presents the comprehensive TDM Plan for Parkline.

The existing and proposed transit, bicycle, and pedestrian facilities near the Parkline site are illustrated in this document to provide transportation context. The TDM Plan describes how Parkline's attributes such as the site's location (adjacent roadways and transit access), land uses (residential and office/R&D), physical design, and proposed improvements support alternative modes of transportation that supplement the proposed TDM measures provided to the Parkline employees and residents.

## 1.1 Project & Project Variant Descriptions

**Figure 2a** shows the proposed Parkline site plan. Parkline will include a new office/research and development (R&D) campus with no increase in office/R&D square footage compared to existing



 Project Area

Figure 1  
Site Location



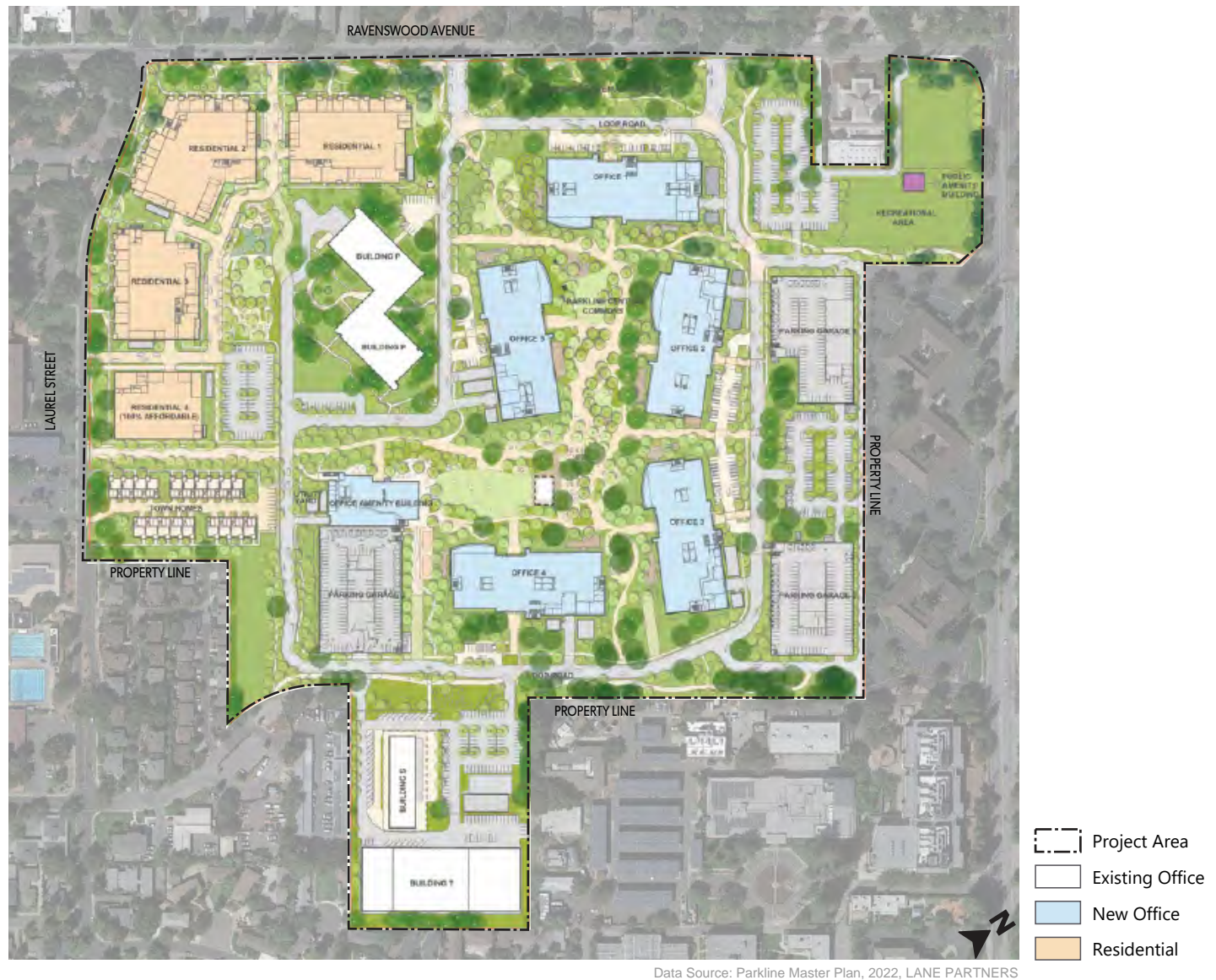


Figure 2a  
Parkline - Proposed Project Site Plan



conditions; up to 550 new rental dwelling units at a range of affordability levels (comprised of 450 multi-family units and townhomes, and a proposed land dedication to an affordable housing developer that could accommodate up to 100 affordable units); new bicycle and pedestrian connections; approximately 26 acres of Parkline to be available as open space; removal and replacement of trees; and decommissioning of a 6 megawatt natural gas cogeneration plant.

In total, Parkline will include approximately 1,768,802 square feet (sf) of mixed-use development, with approximately 1,093,602 sf of office/R&D uses and approximately 675,200 sf of residential uses. Parkline will demolish all buildings on SRI International's Campus, excluding Buildings P, S, and T, which would remain onsite and be operated by SRI International and its tenants.

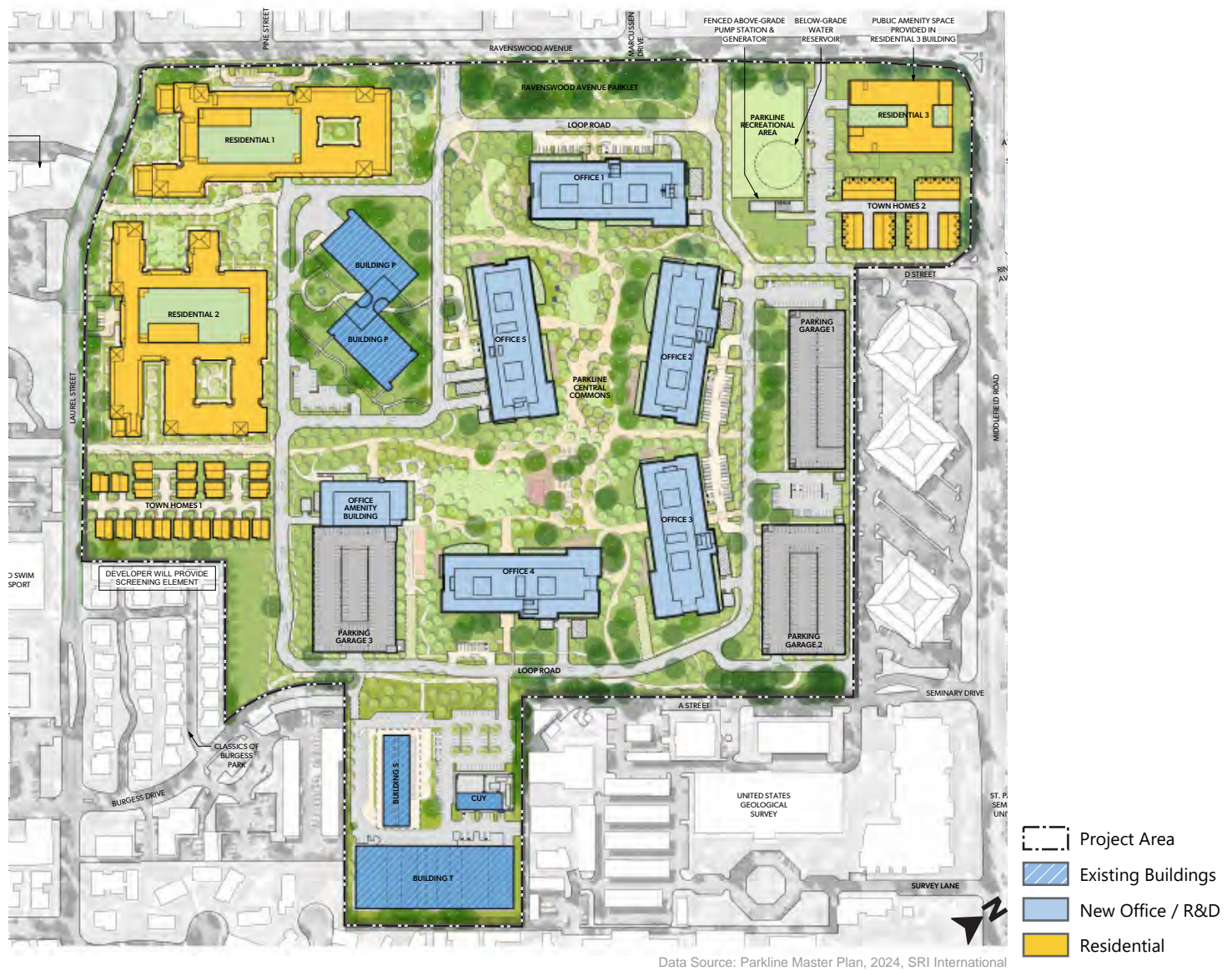
The City is also evaluating a variant, called the Increased Development Variant, as part of the Environmental Impact Report being prepared for Parkline pursuant to the California Environmental Quality Act. The Increased Development Variant, **Figure 2b**, is a variation of the Parkline proposal located at the same site (although the site would be slightly expanded), generally with the same objectives, background, and development controls, but with the following differences:

- 1) The variant site would include the parcel at 201 Ravenswood Avenue to create a continuous frontage area along Ravenswood Avenue and increase the overall site by approximately 43,762 square feet (sf) (approximately 1.0 acre), for a total of approximately 64.2 acres;
- 2) The variant would include up to 250 additional residential rental dwelling units compared to the original Parkline proposal (an increase from 550 to 800 units, inclusive of up to 154 units to be developed by an affordable housing developer);
- 3) The variant would reduce the amount of commercial space to be developed to 1 million sf, inclusive of the existing Buildings P, S, and T.
- 4) The variant would reduce the underground parking footprint within the site, both by removing underground parking from the multifamily residential buildings in the residential area and removing the underground parking connection between office/research-and-development (R&D) Building O1 and Building O5. As a result, Parking Garage (PG) 1 and PG2 increase in square footage and height compared to the original Parkline proposal and the number of structured spaces increases by 400 (with no change in the total number of parking spaces proposed for the office/R&D buildings); and
- 5) The variant would include an approximately 2- to 3-million-gallon emergency water reservoir that would be buried below grade in the northeast area of the site, in addition to a small pump station and related improvements that would be built at grade. It would be built and operated by the City.

The variant would not differ from many of the basic characteristics of the Parkline proposal, particularly with respect to the commercial component. For example, total office/R&D development would remain the same. Certain residential uses, including the affordable housing site and a limited number of townhome units, would shift to the corner of the site nearest to the intersection of Middlefield Avenue and Ravenswood Avenue. In addition, the existing buildings associated with First Church of Christ, Scientist and Alpha Kids Academy (Chapel buildings) located at 201 Ravenswood would be demolished.

The variant is the preferred version of the project by the Project Sponsor.

The TDM Plan will apply to the Parkline land uses as ultimately approved by the City.



Data Source: Parkline Master Plan, 2024, SRI International

Figure 2b  
Parkline - Project Variant Site Plan

## 2. Site Context – Transportation Services

The Parkline site is well served by the existing transportation system, which includes roadways, pedestrian and bicycle facilities, and transit services (i.e., Caltrain, SamTrans and Menlo Park community shuttles). The existing transit, bicycle, and pedestrian facilities, and planned Parkline improvements that will support travel to the site by modes of transportation other than driving alone, are described below. The data presented represents transit operating conditions based on the current published schedules.

### 2.1 Transit Service

Parkline is near several transit service options, including Caltrain, SamTrans and Menlo Park community shuttles. The City of Menlo Park encourages the use of transit as an alternative mode of transportation and is served by two major transit providers: San Mateo County Transit District (SamTrans) and Caltrain. SamTrans provides bus service throughout San Mateo County and into parts of San Francisco and Palo Alto. Caltrain provides commuter rail service between San Francisco and San José. In addition, Menlo Park operates community shuttles to Belle Haven / Bohannon Drive area, Sharon Heights, and in between Caltrain and Ivy Drive. The community shuttles offer connections with other regional transit agencies like Caltrain, SamTrans, and VTA. Additionally, the Menlo Park community shuttle includes the Shopper's Shuttle program, which is a door-to-door service for people who require extra assistance. The Shopper's Shuttle service operates three days a week for travel within Menlo Park, Palo Alto, and Redwood City. Paratransit services are also available for seniors and people with disabilities. The transit district also offers Redi-Wheels paratransit service for persons with disabilities who are unable to ride SamTrans' regular buses.

**Figure 3** shows the existing transit bus routes and bus stops serving Parkline. **Table 1** summarizes hours of operation and service frequencies for the bus routes nearest the site.

#### 2.1.1 Caltrain

Caltrain provides weekday commuter rail service between San José and San Francisco. There are currently 52 trains traveling northbound from San José to San Francisco and 52 trains traveling southbound from San Francisco to San José each weekday. A total of 75 trains serve the Menlo Park station each weekday.



The Caltrain weekday service in Menlo Park includes limited and local service. Limited service is an express service that stops at limited number of stations between San Francisco and San José, improving travel times for patrons. Local service stops at all stations, providing greater geographic coverage, but travel times are slower. There are 31 limited trains and 44 local trains serving Menlo Park on a weekday. The

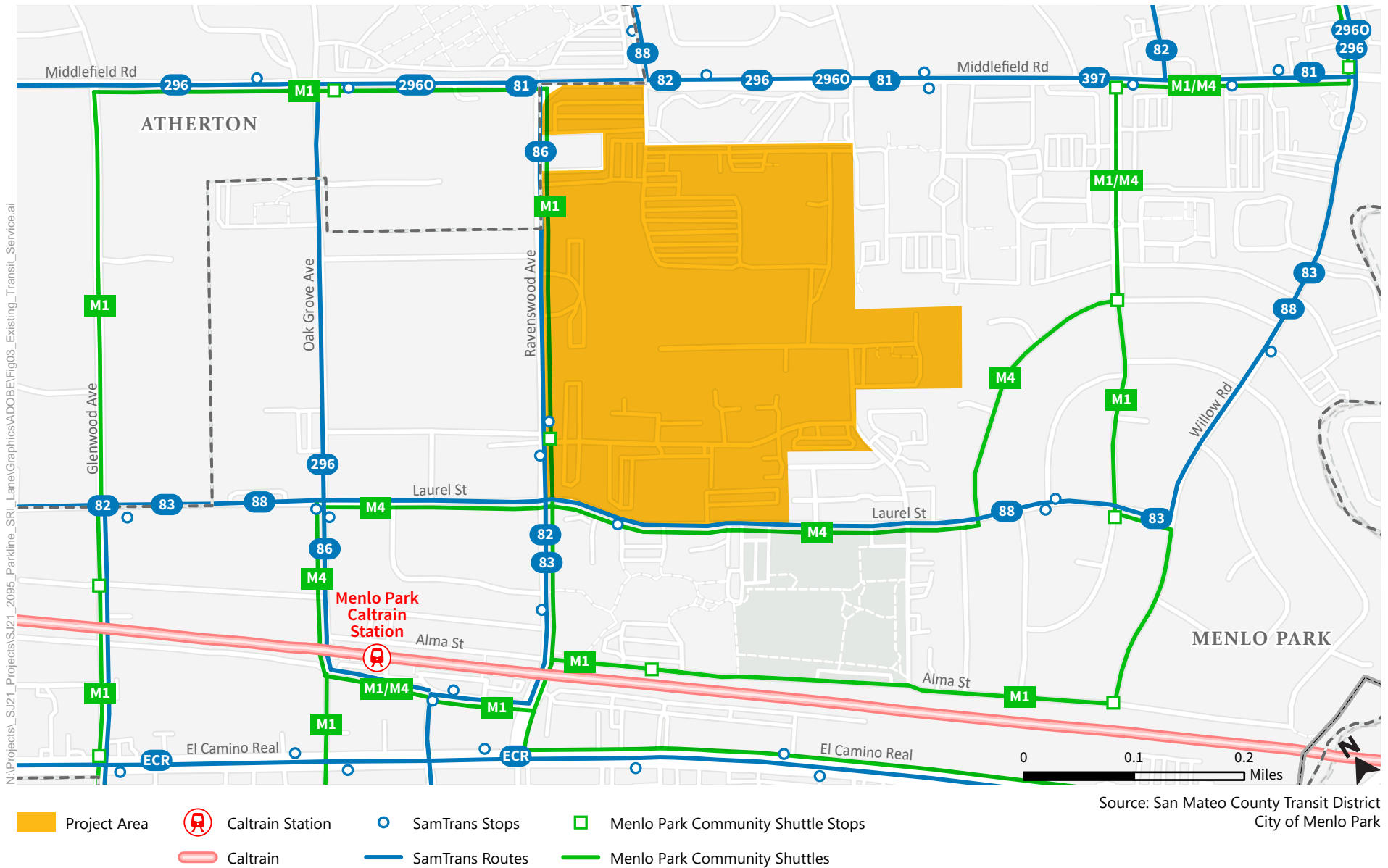


Figure 3  
Existing Transit Service

**Table 1: Nearby Transit Services**

Route	From	To	Weekdays		Weekends		Notes
			Operating Hours	Peak Headway (minutes)	Operating Hours	Headway (min)	
Caltrain Service							
Northbound	San José	San Francisco	4:28 am–11:12 pm	24	7:15 am–10:28 pm	60	
Southbound	San Francisco	San José	4:51 am – 12:05 am	24	7:47 am–11:13 pm	60	
SamTrans							
ECR NB	Palo Alto	Daly City	4:05 am – 11:50 pm	15	4:50 am–11:50 pm	20	
ECR SB	Daly City	Palo Alto	4:40 am – 12:15 am	15– 20	5:40 am–12:40 am	20	
Route 397	Drumm/Clay	Palo Alto Transit Center	3:30am–6:15 am	60	3:30am–6:15 am	60	N/A during mid-day or evenings
Route 296	Bayshore/Donohoe	Redwood City Transit Center	5:15 am–9:56 pm	15	8:31am – 7:35 pm	30	
Route 82	Bay/Marsh	Hillview Middle School	7:40 am & 3:17 pm	N/A	No Service		School days only
Route 83	Bay/Menlo Oaks	Hillview Middle School	7:28 am & 3:18 pm	N/A	No Service		School days only
Route 88	Bay/Marsh	Encinal School	2:05 pm & 3:15 pm	N/A	No Service		School days only
Community Shuttles			Morning	Afternoon			
M1– Crosstown to/from Sharon Heights	Terminal and Del Norte	Menlo Commons	8:15 am–10:49 am	12:07 pm – 3:27 pm	No Service		Free of Cost
M1– Crosstown to/from Belle Haven	Sharon Hts. Shopping Center	Terminal and Del Norte	9:00 am–10:01 am	12:55 pm – 4:23 pm	No Service		Free of Cost
M4– Willow Road Shuttle	Menlo Park Caltrain Station	Menlo Park Caltrain Station	6:41 am–9:47 am	3:58 pm–5:21 pm	No Service		Free of Cost
Shoppers’ Shuttle	Home	Multiple facilities and back to home	Tue & Wed 9:30 am–1:30 pm	N/A	Only on Saturdays 9:30 am– 1:30 pm		Free of Cost

Source: Fehr &amp; Peers, August 2023.



Menlo Park Downtown station is located less than one half mile (~2,500 feet) west of Parkline and can be accessed by a ten-minute walk or five-minute bicycle ride.

### 2.1.2 SamTrans Bus Service

SamTrans is a public transportation agency that provides bus service throughout San Mateo County including service in Menlo Park. SamTrans also operates commuter shuttles to Caltrain and BART stations as well as community shuttles in several local jurisdictions. SamTrans operates six regularly scheduled routes that either directly connect to or are within a short walking distance (less than one half-mile) of Parkline. Five of the routes provide service to Parkline along Middlefield Road, Ravenswood Avenue, or Laurel Street. The fifth route operates on El Camino Real.



Routes 82, 83, and 88 provide local service within the City of Menlo Park and Atherton, and only operate on days school is in session. The other three routes provide regional or subregional service. Routes 296 and 397 operate on Middlefield Road and serve East Palo Alto, west Menlo Park, and extends into Redwood City connecting to the downtown Caltrain Station. Route ECR provides service along El Camino Real from the Palo Alto Transit Center in the south to Daly City BART Station in the north.

### 2.1.3 Menlo Park Community Shuttles

The Menlo Park community shuttle service has been in operation since 1989 and is funded through grants from San Mateo City/County Association of Governments, Bay Area Air Quality Management District, and the City of Menlo Park. There are a total of five community shuttles routes: M1 Crosstown Shuttle, M3 Marsh Road Shuttle, M4 Willow Road Shuttle, Menlo Gateway Shuttle, and Shoppers' Shuttle. Three of the shuttles could be utilized by future Parkline residents and workers. With route modifications, M1 Crosstown Shuttle and M4 Willow Road Shuttle could serve Parkline. Residents of Parkline would also have access to the Shopper's Shuttle.



The M1 Crosstown Shuttle route runs between the Belle Haven neighborhood in east Menlo Park to the Menlo Commons/Sharon Height Shopping Center in west Menlo Park. The shuttle circulates through downtown Menlo Park and connects with both the Menlo Park and Palo Alto Caltrain stations. The current route does not directly connect to Parkline. The closest stops are located south and west of Parkline along Linfield Drive and Alma Street.

The M4 Willow Road Shuttle route runs between the Menlo Park Caltrain station and the business parks located along O'Brien Drive. While this shuttle travels on Laurel Street, there are no existing shuttle stops on Parkline frontages. The M4 shuttle schedule operates Monday through Friday to coincide with the peak period Caltrain schedule.

Shoppers' Shuttle is an on-demand, door-to-door service that provides trips to multiple destinations in Menlo Park, Palo Alto, and Redwood City. Reservation-only service is only available on limited number of days for a limited number of hours.

### 2.1.4 Paratransit

SamTrans paratransit service is provided to eligible individuals with disabilities who are prevented from using regular transit services. SamTrans provides paratransit service using Redi-Wheels on the bayside of the county and RediCoast on the coast side. Parkline residents and employees that live within San Mateo County would be eligible to use this ADA paratransit service to reach nearby destinations within the county.



SamTrans' Peninsula Rides provides seniors and those with accessibility needs in San Mateo County with the resources to stay mobile and get around the community. There are other services specifically for seniors besides public transit or shuttles: Senior Center Services transport seniors to and from their homes to designated senior centers; and there are many other community services at a reasonable cost for people who require extra assistance.

## 2.2 Existing Pedestrian and Bicycle Facilities

### 2.2.1 Existing Pedestrian Facilities

Parkline's perimeter is served by a range of pedestrian facilities near including sidewalks, crosswalks, curb ramps, and pedestrian signals. There are continuous sidewalks on both sides of the roadways on Laurel Street and Middlefield Road along Parkline frontages. On Ravenswood Avenue there is a continuous sidewalk on the south side of the roadway. On the north side of Ravenswood Avenue, a sidewalk extends between Laurel Street and Marcussen Drive; however, there is no sidewalk between Marcussen Drive and Middlefield Road. This section of roadway is within the Town of Atherton, which does not provide sidewalks on most of its streets.

**Table 2** summarizes locations of existing pedestrian crosswalks at the intersections adjacent to Parkline. Crosswalks are located at the signalized intersections adjoining the site. The intersection of Middlefield Road/Ravenswood Avenue does not have a crosswalk on the north approach due to the signal phasing. In addition, there are no existing sidewalks on Ravenswood Avenue and Middlefield Road on the northwest corner of the intersection (within the Town of Atherton). The intersections of Pine Street/Ravenswood Avenue and Ringwood Avenue/Ravenswood Avenue have crosswalks on all approaches.

There are no crosswalks at the two of the stop-sign controlled intersections: Pine Street/Ravenswood Avenue and Marcussen Drive/Ravenswood Avenue. At the stop-sign controlled intersection of Seminary Drive/Middlefield Road there is only one crosswalk, on the east approach on Seminary Drive.

The intersection of Alma Street/Ravenswood Avenue provides access to the Menlo Park Caltrain Station. There are crosswalks on three of the approaches. On the east approach on Ravenswood there is a high-visibility crosswalk with a pedestrian activated flashing beacon.

**Table 2: Existing Pedestrian Crosswalk Locations**

Intersection	Intersection Control	North Approach	East Approach	South Approach	West Approach
Laurel Street & Ravenswood Avenue	Signal	Yes	Yes	Yes	Yes
Pine Street & Ravenswood Avenue	Side Street Stop Sign	No	No	No	No
Marcussen Drive & Ravenswood Avenue	Side Street Stop Sign	No	No	No	No
Middlefield Road & Ravenswood Avenue <sup>1</sup>	Signal	No	NA	Yes	Yes
Middlefield Road & Ringwood Avenue <sup>1</sup>	Signal	Yes	Yes	Yes	Yes
Middlefield Road & Seminary Drive	Side Street Stop Sign	No	Yes	No	No
Alma Street & Ravenswood Avenue <sup>2</sup>	Side Street Stop Sign	Yes	Yes	Yes	No

1 – Designated school crosswalks with yellow striping.

2 – The Alma Street & Ravenswood Avenue crosswalks provide access to the Meno Park Caltrain Station.

NA – Not applicable.

Source: Fehr & Peers, August 2023.

There are no existing mid-block crosswalks on the perimeter or the site. On Ravenswood there are no mid-block crosswalks between Laurel Street and Middlefield Road. On Middlefield Road there are no mid-block crosswalks between Ringwood Avenue and Linfield Avenue. On Laurel Street there are no mid-block crosswalks between Ravenswood Avenue and Burgess Drive.

### Planned Pedestrian Improvements

The City of Menlo Park Transportation Master Plan, adopted by the Menlo Park City Council on November 17, 2020, establishes a detailed vision, sets goals and performance metrics for network performance, and outlines an implementation strategy for improvements to be implemented locally and for local contributions towards regional improvements. Many of the improvements identified in the Transportation Master Plan are focused on enhancing access to Menlo-Atherton High School.

The Transportation Master Plan identifies a range of planned pedestrian and bicycle improvements within the City, including several Tier 1 pedestrian and bicycle improvements near Parkline, most of which are planned along Middlefield Road. The key pedestrian projects surrounding Parkline include the following:

*TMP #63 – Middlefield Road & Ravenswood Avenue – Remove eastbound Ravenswood Avenue channelized right-turn lane, install right-turn overlap phase, modify signal timing, install crosswalk and cross-bike markings on north Middlefield Road leg, install bike signal. Construct “jughandle” bicycle left-turn on east side of Middlefield Road to allow bicycle left-turns onto Ravenswood Avenue. Install “bicycle leaning rail” with push button for bicycles to initiate crossing phase on “jughandle” left-turn.*

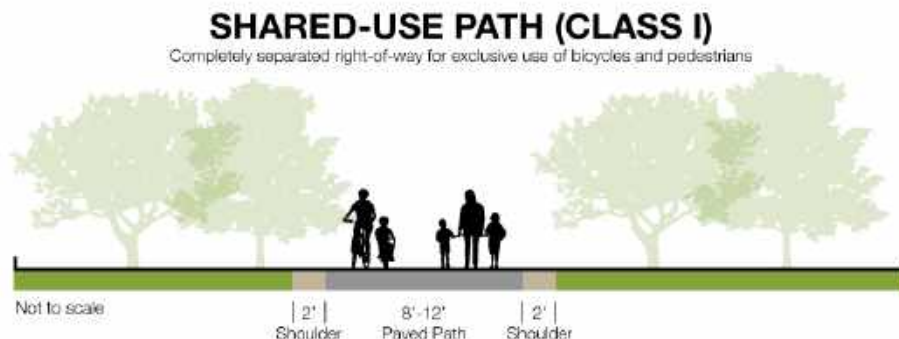


- **TMP #64 – Middlefield Road & Ringwood Avenue** – Remove southbound Middlefield Road channelized right turn. Reconstruct curb ramp and reduce curb radius on northwest corner. Replace crosswalks on north and west legs. Install two-stage left-turn queue boxes for cyclists traveling from Middlefield Road to Ringwood Avenue.
- **TMP #65 – Middlefield Road & Linfield Drive-Santa Monica Avenue** – Install High Intensity Activated Crosswalk (HAWK) or traffic signal with emergency pre-emption on Middlefield Road at Linfield Drive/Santa Monica Avenue. Install “Keep Clear” striping at Menlo Fire Protection District Station No. 1. Close sidewalk/pathway gap on eastern side of Middlefield Road between Linfield Drive and Santa Monica Avenue. Coordinate with Menlo Fire Protection District.

## 2.2.2 Existing and Proposed Bicycle Facilities

The California Department of Transportation (Caltrans) recognizes four classifications of bicycle facilities:

- **Class I Shared-Use Path**, commonly referred to as a Bikeway or Bike Path, is a facility separated from automobile traffic for the exclusive use of bicyclists. Class I facilities can be designed to accommodate other modes of transportation, including pedestrians and equestrians, in which case they are referred to as shared use paths.



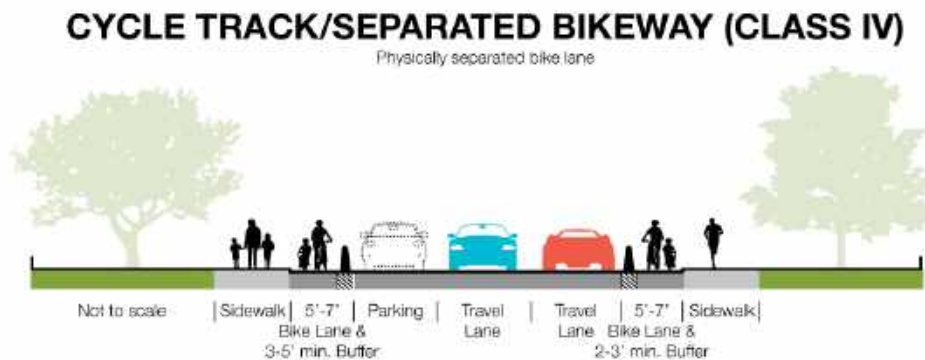
- **Class II Bicycle Lane** is a dedicated facility for bicyclists immediately adjacent to automobile traffic. Class II facilities are identified with striping, pavement markings, and signage, and can be modified with a painted buffer to become a buffered bicycle lane (Class II)



**Class III Bicycle Route** is an on-street route where bicyclists and automobiles share the road. They are identified with pavement markings and signage and are typically assigned to low-volume and/or low-speed streets.



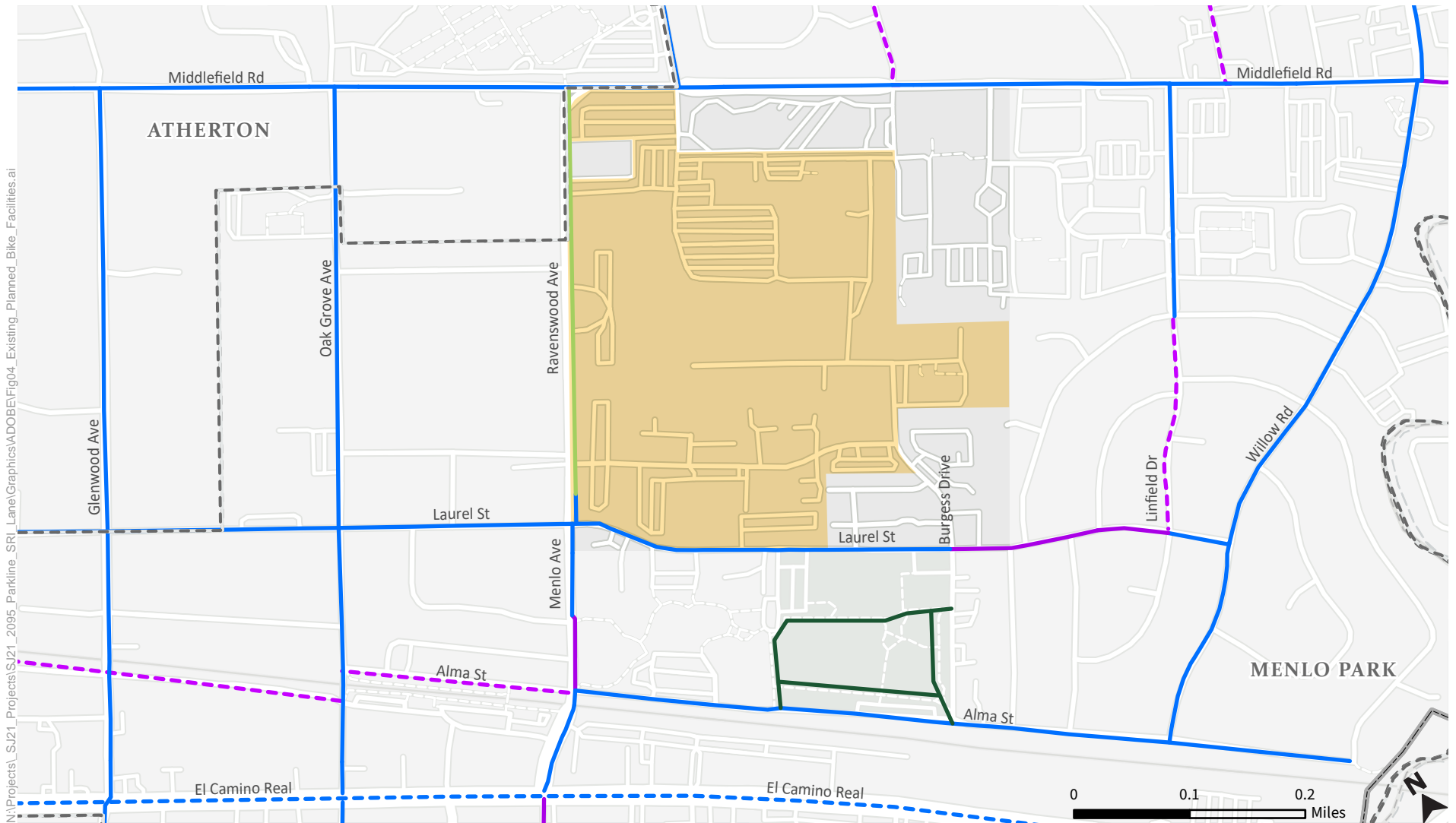
- **Class IV Cycle Track or Separated Bikeway**, commonly referred to as a protected bicycle lane, is a facility that combines elements of Class I and Class II facilities. They offer an exclusive bicycle route immediately adjacent to a roadway like a Class II facility but provide physical separation from traffic with plastic delineators, raised curb, parked automobiles, or other treatments.










As shown in **Figure 4**, there are existing Class II and Class IV bicycle facilities on the roadways bounding Parkline. Ravenswood Avenue has Class IV separated bicycle lanes between Laurel Street and Middlefield Road. Laurel Street and Middlefield Road both have Class II bicycle lanes. The bicycle lanes on Laurel extend from Burgess Drive in the south to Encinal Avenue in the north. The bicycle lanes on Middlefield Road extend from the Menlo Park city limits in the south into the City of Redwood City in the north (passing through the Town of Atherton).

### Planned Bicycle Improvements

As also shown in **Figure 4**, there are four Transportation Master Plan Tier 1 bicycle improvements planned near Parkline. (Note that **Figure 4** shows only planned bicycle improvements as included in the Transportation Master Plan; Parkline proposes additional bicycle improvements, which are further shown in **Figure 5**.) One of the planned improvements was recently implemented by the City of Menlo Park:



Source: City of Menlo Park Transportation Master Plan (2020)

- |  |  |  |
|--|--|--|
|  Project Area | <b>Existing Bike Facilities</b>  | <b>Planned Bike Facilities</b>   |
|  |  Class I Bike Path          |  Class II Bike Lane   |
|  |  Class II Bike Lane         |  Class III Bike Route |
|  |  Class III Bike Route       |  |
|  |  Class IV Separated Bikeway |  |

◆ Bicycle & pedestrian facilities proposed by Parkline project are shown on Figure 5

Figure 4  
Existing and Planned Regional Bicycle Facilities

- *TMP #74 – Ravenswood Avenue & Laurel Street – Remove parking south of Ravenswood Avenue on west side of Laurel Street for approximately 150 feet and shift northbound lanes to establish a Class II bicycle lane. Widen and modify eastbound Ravenswood Avenue to shared thru-left lane and a right turn lane. Upgrade existing crosswalks to high-visibility. Modify southbound Laurel Street to a left-turn lane and a shared thru-right lane. Maintain existing Class II bicycle lanes. Remove parking on west side of Laurel Street north of Ravenswood Avenue for approximately 100 feet.*

The other planned improvements that have not been implemented by the City of Menlo Park are:

- *TMP #75 – Laurel Street from Burgess Drive to Willow Road – Establish Class II bicycle lanes (requires removal of parking on both sides of the street).*
- *TMP #79 – Alma Street from Ravenswood Avenue to Burgess Drive – Install sidewalk on the east side of Alma Street to connect to Burgess Park path. Upgrade crosswalks to high-visibility.*
- *TMP #81 – Middle Avenue Caltrain Crossing – Construct pedestrian and bicycle crossing at El Camino Real/Middle Avenue intersection. Connect to future plaza, to be funded and constructed via private development (Middle Plaza). Install pedestrian crossing improvements across Alma Street from Caltrain Crossing to Burgess Park.*

### 2.2.3 Existing Roadway Network

The roadway network near Parkline consists of local and state facilities. As shown in **Figure 1**, direct access to the site is via seven existing driveways located on Ravenswood Avenue, Middlefield Avenue, and Laurel Street. There are four driveways located on Ravenswood Avenue, one driveway on Middlefield Road, and two driveways on Laurel Street. The following sections describe roadway connections between the site and local and regional networks.

*US 101* is a north-south freeway located north of Parkline with four to five travel lanes in each direction. One travel lane in each direction is designated as an express (toll) lane that high occupancy (HOV) vehicles can use for free or a reduced toll. Solo drivers can pay a toll to use the lane. US 101 extends from San Francisco to Gilroy in the Bay Area. Access to Parkline from US 101 is via Willow Road or Marsh Road.

*Willow Road* is an east-west roadway that extends from the Bayfront Expressway in the east to Alma Street in the west. Willow Road has a four-lane cross-section between Bayfront Expressway and US 101, and a two-lane cross-section from US 101 to Alma Street. Access to Parkline from Willow Road is via Middlefield Road.

*Marsh Road* is an east-west roadway that extends from Bayfront Expressway in the east to Middlefield Road in the west. Marsh Road is four- to six-lanes between Bayfront Expressway and Bay Road. Marsh Road becomes a two-lane road west of Bay Road, extending to Middlefield Road.

*Middlefield Avenue* is a north-south roadway that runs from Palo Alto to Redwood City. Middlefield Road is a two- to four-lane road that extends from the Menlo Park city limits in the south into the City

of Redwood City in the north (traversing the Town of Atherton). Most of Middlefield Road is a two-lane roadway; however, the roadway widens to four lanes at key intersections including Ringwood Avenue, Linfield Drive, and Willow Road.

*Ravenswood Avenue* is an east-west roadway on the north side of Parkline extending from Middlefield Road into downtown Menlo Park. It is a two-lane road from Middlefield Road to the Caltrain crossing widening to four-lanes at El Camino Real.

*Laurel Street* is a north-south two-lane roadway that extends from Willow Road in the south to Encinal Avenue in the north. Laurel Street is the western frontage of Parkline. The section of Laurel between Willow Road and Ravenswood Road has traffic calming devices installed to reduce traffic volumes in the residential areas.

*Ringwood Avenue* is an east-west two-lane road that extends from Bay Road to Middlefield Road. The western approach of the Ringwood Avenue and Middlefield Road intersection is an existing site entrance.

*El Camino Real (State Highway 82)* is a north-south arterial that extends from San José in the south to San Francisco in the north. El Camino Real is four- to six-lanes and passes through Menlo Park. El Camino Real is part of the state highway system; therefore, El Camino Real is maintained and managed by the California Department of Transportation (Caltrans).

### **Planned Roadway Improvements**

Most of the Menlo Park Transportation Master Plan Tier 1 improvements are focused on pedestrian, bicycle, and local roadway safety improvements. However, there is one major roadway improvement planned near Parkline: the Caltrain Grade Separation project. The City of Menlo Park is working with the San Mateo County Transportation Authority on funding for the design and environmental phase. The Menlo Park grade separation project is a pipeline project identified within the Measure A grade separation program. The City is working with Caltrain on an agreement to pursue these design and environmental review phases of work, which will be led by Caltrain in coordination with the City.

# 3. TDM Measures & Strategies

## 3.1 Overview of TDM Strategies

There are numerous TDM strategies that can encourage residents and workers to use modes of transportation other than driving alone and, therefore, reduce the vehicle miles traveled (VMT) and parking demand generated by a development. TDM strategies fall into two categories: physical design features and operational TDM programs.

Physical design features encourage users to reduce the amount of driving they do by making alternatives more attractive. These strategies can include combining residential, retail and office uses, building design features such as showers and changing areas for bicycle and pedestrian commuters, and providing pedestrian and bicycle facilities.

Operational TDM programs are offered by the landowner, employers (tenants), and residential building managers on an ongoing basis to reduce vehicle trips. Cities often require land owners to pass down TDM requirements to property managers and office tenants through lease agreements.

TDM programs promote the use of transit, carpooling, vanpooling, biking, and walking to reduce vehicle trips, complementing physical design features.

Each TDM strategy has an associated range of effectiveness in reducing vehicle trips; combined, they provide an overall range of effectiveness. The overall effectiveness is not simply additive when strategies are combined since some programs target the same users and/or use similar approaches to affect user behavior.

## 3.2 Parkline TDM Requirements

There is no specific Citywide or other TDM ordinance that is directly applicable to Parkline; however, as a transit-oriented development, Parkline proposes to incorporate a robust TDM Plan to reduce vehicle trips and, thereby, reduce vehicle miles traveled (VMT). As further detailed below, Parkline will incorporate TDM measures yielding a 25% reduction from the ITE standard rates for Project-related residential trips (excluding detached townhomes) and 28% reduction from the ITE standard rates for Project-related general office and research and development (R&D) trips, which exceeds C/CAG's requirements and is required in order to ensure a less than significant VMT impact. Though the Draft EIR evaluated a 25%/28% trip reduction, the City of Menlo Park staff have recommended a 35% trip reduction from the ITE standard rates for the purposes of establishing trip reduction targets and monitoring.

### 3.2.1 Trip Reduction Targets

The trip reduction targets/caps for future TDM Plan monitoring will be calculated based on the land uses approved for the Parkline development. The City of Menlo Park has a practice of applying TDM trip reductions after considering any internal trip reductions for mixed use developments (i.e., Menlo Park does not allow for TDM reductions based on land use decisions such as proposing mixed use developments which reduce trips due to internal capture). Therefore, Parkline will be required to have an effective 38% trip reduction for residential trips (excluding detached townhomes) and 38%



for office/R&D trips after accounting for trip internalization, due to the mixed-use nature of the Project (office and residential uses). The estimated trip reduction due to internal capture is approximately 3%.

### 3.2.2 Regulatory Framework for Parkline TDM Strategy

There is no specific City of Menlo Park TDM ordinance applicable to Parkline; as such, this TDM Plan has been developed consistent with the *Transportation Demand Management (TDM) Policy* as set forth by the County and City Association of Governments (C/CAG). C/CAG is the regional transportation planning agency for San Mateo County. C/CAG is responsible for overseeing the San Mateo Congestion Management Program (CMP), which includes the Land Use Impact Analysis Program Policy, also known as the “TDM Policy.” As of January 1, 2022, C/CAG’s *Transportation Demand Management (TDM) Policy* requires that local jurisdictions in San Mateo County, including the City of Menlo Park, notify C/CAG of any new development project that is estimated to generate at least 100 Average Daily Trips (ADT). Jurisdictions may apply for exemption if their local TDM policy equals or exceeds that of C/CAG’s.

The City of Menlo Park has not updated its local TDM guidelines since C/CAG updated its countywide policy. However, our understanding is that the City of Menlo Park intends to follow the recommended process in the updated C/CAG Countywide TDM Policy (January 2022) when evaluating Parkline’s TDM Plan. As such, the TDM Plan for Parkline utilizes C/CAG’s TDM Policy guidelines. While C/CAG’s TDM Policy would only apply a 25% trip reduction standard because Parkline qualifies as a transit-oriented development (TOD) project, the City of Menlo Park is seeking to impose a higher 35% trip reduction target which is reflected in the attached monitoring plan.

### 3.2.3 Commute.org Certification

C/CAG has teamed with Commute.org to establish a *Certified Development Program* to certify TDM plans. The *Certified Development Program* is designed to provide developers with projects in San Mateo County with a formal certification of their active participation in Commute.org programs and services. Generally, active participation may be a requirement for developments that are subject to the C/CAG Countywide TDM Policy and may also be a TDM requirement imposed on developers by jurisdictions that are not subject to the C/CAG policy. The goal of the *Certified Development Program* is to provide developers access to a set of TDM programs and services that can be integrated into other tools they will use to reduce VMT, and trip counts to new commercial, residential, or mixed-use developments in San Mateo County.

Parkline intends to participate in the Commute.org programs and seek certification through the *Certified Development Program*. The Commute.org TDM certification process includes the following steps:

- Register with Commute.org and provide the required information.
- Consult with Commute.org staff to verify the certification process and requirements for active participation.
- Submit a signed Letter of Commitment confirming that the developer and/or their successor(s) will be active participants with Commute.org.
- Provide a copy of the C/CAG TDM Policy Checklist or equivalent documentation from local jurisdiction (if applicable).

- Receive a Pre-Certification Letter from Commute.org that confirms registration and commitment to active participation. Commute.org will send a letter to the developer and appropriate jurisdiction contact. This letter must be submitted to C/CAG along with the TDM Checklist (if applicable).
- Achieve certification status within six months of receiving Certificate of Occupancy. Requires completion of Commute.org program training and submittal of initial TDM Survey.
- Maintain annual certification status with Commute.org by complying with the requirements for active participation.

### 3.3 Proposed TDM Measures for Parkline

**Table 3** provides a comprehensive list of TDM strategies that could be used by Parkline to reduce vehicle trips and, thereby, reduce vehicle miles traveled (VMT). Because Parkline includes both residential and commercial components, the list of TDM strategies includes certain measures that would apply to just the residential or commercial (office / R&D) component, and certain strategies that would apply to both.

**Table 3** includes a strategy name and description followed by five columns. The columns indicate the following:

- **C/CAG** – Whether the strategy is included in the County and City Association of Governments (C/CAG) check list used by Commute.org to certify development projects in San Mateo. The City of Menlo Park requires new development projects to obtain Commute.org certification.
- **VMT Reduction Potential** – The range of VMT reduction that a given TDM strategy may achieve based on data from the *Handbook for Analysis Greenhouse Gas Emission Reductions* (California Air Pollution Control Officers Association, 2021) and other published sources.
- **Residential TDM** – Whether the physical design feature or TDM strategy is applicable to Parkline’s residential component (excluding detached townhomes).
- **Office/R&D TDM** – Whether the physical design feature or TDM strategy is applicable to Parkline’s office/R&D component.
- **Owner/Property Management** – Whether the office TDM feature, or strategy is implemented by the property owner or property management. Ongoing residential and commercial TDM programs are typically enforced through lease agreements and managed by property management, often through an assigned TDM Coordinator.
- **Office/R&D Tenant** – Whether the office TDM feature, or strategy is implemented by the office/R&D tenant. These are typically strategies that require direct coordination with the employee such as payroll deductions.

The proposed TDM measures in **Table 3** represent a toolbox of options that can be used by Parkline to meet the required trip reductions for residential and office/R&D uses. As a general matter, TDM plans need to be flexible to meet the changing needs and travel behavior of the end users. Programs that start out reducing trips may grow ineffective and should be replaced with other programs. In



addition, new TDM programs may arise due to changes in technologies, innovations in travel modes, or public policies that support alternative modes of travel. Therefore, the Parkline TDM plan should be considered a living document that can be updated as needed.

**Table 3: Proposed TDM Measures for Parkline**

TDM Measure	Description	C/CAG	VMT Reduction Potential <sup>1</sup>	Residential TDM	Office/R&D TDM	
					Owner/Property Management <sup>2</sup>	Tenants
<b><i>Bicycle and Pedestrian</i></b>						
Provide bicycle parking (short-term, on-sidewalk or similar)	Provide traditional bike racks designed for short-term parking, in a visible publicly accessible space.	✓	0.1% – 1.6%		✓	
Provide on-site bicycle maintenance services	Include dedicated space for a bicycle repair shop or agree to provide concierge service for individuals to drop off bicycles for repairs and pick them up later.	✓	Unknown		✓	
Fund bicycle lanes / expansion of bicycle network	Construct or improve a bicycle lane facility (Class I, II, III, or IV) that connects to a larger existing bikeway network. This encourages mode shift from parallel roadways to bicycles, displacing VMT. <ul style="list-style-type: none"><li>Class I – Bicycle &amp; pedestrian path parallel to Ravenswood Av extending from Laurel St to Middlefield Rd (at Ringwood)</li><li>Class IV – Cycle Track along project frontage on Laurel St from Ravenswood to property line</li><li>Class I – Bicycle &amp; pedestrian path connecting Burgess Dr and Middlefield Rd on east side of the property</li><li>Class I – Bicycle &amp; pedestrian path connecting between Laurel St and internal circulation roadway</li><li>Class II or III – Internal circulation (loop) will included either Class II (bike lanes) or III (sharrows) to accommodate bicycles</li></ul>	✓	0.2% – 0.8%	✓	✓	
Provide bicycle parking (long-term, secure)	Provide secure bicycle parking in either a dedicated room, via bicycle lockers, or a bike station incorporated into the project.	✓	0.1% – 1.6%	✓	✓	
Provide on-site bicycle repair station	Provide a bicycle repair station that includes basic tools and space for common repair tasks. This may include a stand, air pump, tire lever, wrenches, and other common bicycle maintenance tools.	✓	0.1% – 1.6%	✓	✓	
Provide showers and lockers	Provide space for active transportation users to shower, change, and store any equipment they use during their commute.	✓	0.1% – 2.8%		✓	

TDM Measure	Description	C/CAG	VMT Reduction Potential <sup>1</sup>	Residential TDM	Office/R&D TDM	
					Owner/Property Management <sup>2</sup>	Tenants
Provide pedestrian network improvements	Improve pedestrian spaces both within the project and on roadways approaching the project. Improvements may include providing sidewalks on both sides of the street, incorporating ADA-compliant improvements, and providing sidewalk amenities such as trees, plants, and benches, and otherwise improving the pedestrian experience.	✓	0.5% to 6.4%	✓	✓	
Provide traffic calming measures	Roadways will be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features may include marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.		0.25 – 1.0%	✓	✓	
Enhanced Program: Maintain fleet of bicycles	Maintain a fleet of bicycles for use by project residents or employees only. While like bike share, this system is not open to the public, and may be more informal; for instance, a residential development with a shared bike room that includes a few building-owned bicycles.		0.02%	✓	✓	
<b>Land Use and Design</b>						
Integrate affordable and below-market-rate housing	Incorporate affordable housing into the development program. Affordable housing can be defined as housing affordable to households earning less than 80% of the area median income. Affordable or below-market-rate housing can comprise anywhere from a small percentage to 100% of total residential units in a project. Because lower income households tend to generate less VMT per person, this may reduce vehicle trips.		Up to 28.6% (relative to market rate single family housing)	✓		
Locate project near bike path/bike lane or another non-auto corridor	Locate project on a roadway that has existing high-quality bicycle and pedestrian infrastructure, such as bike lanes (class I, II, or IV). Project may also be oriented toward a dedicated bus facility (such as BRT), light rail line or commuter rail; in this instance, orientation means that the site's primary and easiest form of access should be from the transit corridor, and that the transit corridor should not have competing automotive traffic.		0.25 – 0.5%	✓	✓	

TDM Measure	Description	C/CAG	VMT Reduction Potential <sup>1</sup>	Residential TDM	Office/R&D TDM	
					Owner/Property Management <sup>2</sup>	Tenants
Provide delivery-supportive amenities	Designate a central package room or package area where deliveries can be safely kept until picked up by a resident or employee. This helps to reduce excessive driving by delivery vehicles and may help residents to be zero car households.	✓	Unknown	✓		
Provide multimodal wayfinding signage	Indicate via prominent and well-designed signage the best walking and bicycling routes to major destinations, distances and walk/bike times to those destinations, locations of transit stops (including all relevant bus, rail, or shuttle services) and high-level information on those transit services.		Unknown	✓	✓	
Improve design of development	The project will include improved design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile.	✓	3.0 – 21.3%	✓	✓	
<b>Shared Mobility</b>						
Implement a car-sharing program	Deploy car-share vehicles in the project area / community. Carshare vehicles are automobiles that can be rented on a short-term basis and may be either point-to-point or roundtrip. Access to carshare vehicles can help reduce the need for a private car and can result in decreased vehicle ownership.	✓	0.15% – 0.7%	✓	✓	
<i>Enhanced:</i> Provide bicycle and/or scooter sharing program subsidy	Fully or partially pay for tenants'/employees'/students' yearly membership fee and insurance associated with bike-sharing.	✓	Unknown	✓	✓	✓
<b>Ridesharing</b>						
Provide carpool subsidies	Provide subsidies in the form of cash or gas cards to individuals carpooling to/from work.	✓	0.0 – 8.0%		✓	✓
Preferential Carpool Parking Spaces	Provide carpool parking spaces near building entrances to incentivize carpool use.		0.0 – 8.0%		✓	✓

TDM Measure	Description	C/CAG	VMT Reduction Potential <sup>1</sup>	Residential TDM	Office/R&D TDM	
					Owner/Property Management <sup>2</sup>	Tenants
<b>Parking</b>						
Unbundle parking costs.	For residential developments, require that parking spaces be paid for separately from the primary mortgage/HOA dues/rent. This effectively reduces housing costs for households with no cars / fewer cars		2.6 – 15.7%	✓		
<b>Transit and Shuttle</b>						
Pre-Tax Commuter Benefits (tenant or employer action)	Provide employees the opportunity to enroll in WageWorks or other services to help with pre-tax commuter savings. This strategy allows employees to deduct monthly transit passes or other amounts using pre-tax dollars. This can help to lower payroll taxes and allows employees to save on transit costs.	✓	0% – 1.5%			✓
Promote real-time transportation apps	Provide information on transportation apps that residents and workers can use to find out information on schedules and departure times to facilitate trip planning		Unknown	✓	✓	✓
Provide subsidies for transit riders	Provide subsidies in the form of cash, transit passes, or contributions to a regional fare card to transit riders. An employer typically implements this program.	✓	Up to 20%	✓	✓	
Provide shuttle services (last mile service to Caltrain or midday services to downtown Menlo Park)	Provide a publicly available shuttle service between a regional transit facility and employment, residential, or shopping centers located 1–5 miles away.	✓	0.1% to 8.2%	✓	✓	
<b>Marketing</b>						
Provide TDM coordinator (owner, property management, and/or tenants)	Designate a staff person as the site wide TDM coordinator to develop, monitor, and publicize TDM activities. The site TDM coordinator will work with the designated TDM coordinators identified by building property managers and individual tenants (employers).	✓	Unknown	✓	✓	
Actively Participate in Commute.org or a local Transportation Management Association (TMA)	Participation in a TMA allows all members to benefit from the economies of scale when it comes to mutually funded TDM programs or marketing activities. Programs could include Caltrain shuttles, guaranteed rides home (see below) and transit agency coordination.	✓	Unknown	✓	✓	

TDM Measure	Description	C/CAG	VMT Reduction Potential <sup>1</sup>	Residential TDM	Office/R&D TDM	
					Owner/Property Management <sup>2</sup>	Tenants
Provide guaranteed ride home ( <i>Commute.org provides this service in San Mateo County for a fee</i> )	Provide free (or reimbursed) taxi, Lyft, or Uber rides home for employees that used transit or carpooling to reach work and must travel home either mid-day due to an emergency, at a time other than their carpool, or after transit service has concluded. This helps address uncertainty for individuals considering using alternative modes.	✓	Unknown		✓	
Provide move-in / new hire packets on transportation options	Provide standardized materials including information on transit routes and schedules, bicycle pathways, available commuter facilities, subsidies, parking cash-out, and any other commuter programs available.		Unknown	✓	✓	
Provide one-on-one trip planning	Offer one-on-one sessions to employees/residents to discuss commute options specific to their commute and provide them with a plan. This may also include information on relevant subsidies or bicycle facilities. Like "intensive targeted marketing program" but typically relies on voluntary sign-up for information sessions.		Unknown		✓	
Provide on-demand ridesharing ( <i>tenant action</i> )	Provide access to and/or promote an app that allows drivers and potential carpoolers to identify each other on a short term or occasional basis (as compared to traditional carpooling/ridesharing where carpools tend to adhere to a regular schedule)		0.0 – 8.0%			✓
Provide TNC vouchers or discounts for pooled trips only ( <i>tenant action</i> )	Provide subsidies or credits in popular ride-hailing apps (such as Uber or Lyft) for pooled trips only, encouraging employees or residents to select the pooled option for such trips.	✓	Unknown	✓		✓
Encourage telecommuting and alternative work schedules ( <i>tenant action</i> )	Allow and encourage employees to telecommute or adopt alternative work schedules. Examples may include working from home a certain share of the time or working a 9/80 or 4/40 work week.	✓	Up to 5.5%			✓

1 – Range of VMT reduction for the individual program or activity based on the *Handbook for Analysis Greenhouse Gas Emission Reductions* (California Air Pollution Control Officers Association, 2021) and other published research. Unknown indicates that no value is assigned to the individual strategy; however, these strategies are components that complement other programs and make them more effective.

2 – Owners / Property Managers refers to actions that would be implemented by the property owner and/or property managers. For example, the property owner is responsible for the design features built into the property. Property managers are responsible for implementing programs for their development and collaborating with tenants to implement TDM programs.

Source: Fehr & Peers, August 2023

This TDM Plan will be updated later to include a monitoring plan that demonstrates how Parkline proposes to monitor ongoing compliance and to measure the effectiveness of the office/R&D and residential TDM components.

### 3.3.1 Proposed Parkline Pedestrian and Bicycle Facilities, and Reduced Parking Ratios

Under existing conditions, the Parkline site is currently closed to the public and surrounded by a secured perimeter, thereby limiting bicycle and pedestrian connectivity. The existing bicycle and pedestrian facilities are limited to on-street bicycle lanes and narrow sidewalks along the perimeter of the site's roadway frontages within the public right-of-way. Parkline would eliminate the existing security perimeter and would open the site to the surrounding community by creating accessible and safe multi-modal pathways, allowing bicyclists and pedestrians to circulate throughout the site. These bicycle and pedestrian pathways would be located along the perimeter of Parkline and throughout the interior of the site to create east-west bicycle and pedestrian linkages that would connect through Parkline to Burgess Park, the future Caltrain undercrossing, and the Menlo Park downtown area.

**Figure 5** shows the planned pedestrian and bicycle facilities that will be included in Parkline. With the consolidation of the office/R&D space into fewer buildings, the open space created will allow pedestrians and bicyclists to travel throughout the site on a new network of paths and sidewalks. **Figure 5** also shows the location and amount of short-term and long-term bicycle parking, which is designed to meet the City of Menlo Park's bicycle parking requirements, and to meet or exceed the bicycle parking requirement under the Cal Green standards.

In addition to creating a new internal bicycle network and providing bicycle parking, Parkline proposes to provide five do-it-yourself (DIY) bicycle repair stations and provide staffed bicycle maintenance services on-site. **Figure 5** shows the conceptual locations of these bicycle repair facilities; the final location and design will be determined through the review and approval process. Three of the DIY repair stations are anticipated to be located on the western perimeter of the site where bicyclists enter and exit the internal bicycle network. Another DIY repair station would be located on the eastern side of the site near parking structures. The last DIY repair station would be located adjacent to the bicycle maintenance service center.

With respect to parking, under existing conditions, onsite parking for the SRI International Campus is provided primarily in large surface parking areas, resulting in extensive impervious areas and limited opportunities for landscaping and accessible open space. Parkline would demolish existing surface parking areas, and instead would provide three above-ground parking garages, two one-level below-ground parking garages, podium parking, and limited surface parking to provide parking for all uses. Parkline proposes low parking ratios that are consistent with other transit-oriented projects within the City and reflect Parkline's proximity to the Menlo Park Caltrain station and implementation of this TDM Plan. Reduced parking ratios are well regarded as a key strategy in reducing vehicle trips and resulting VMT.



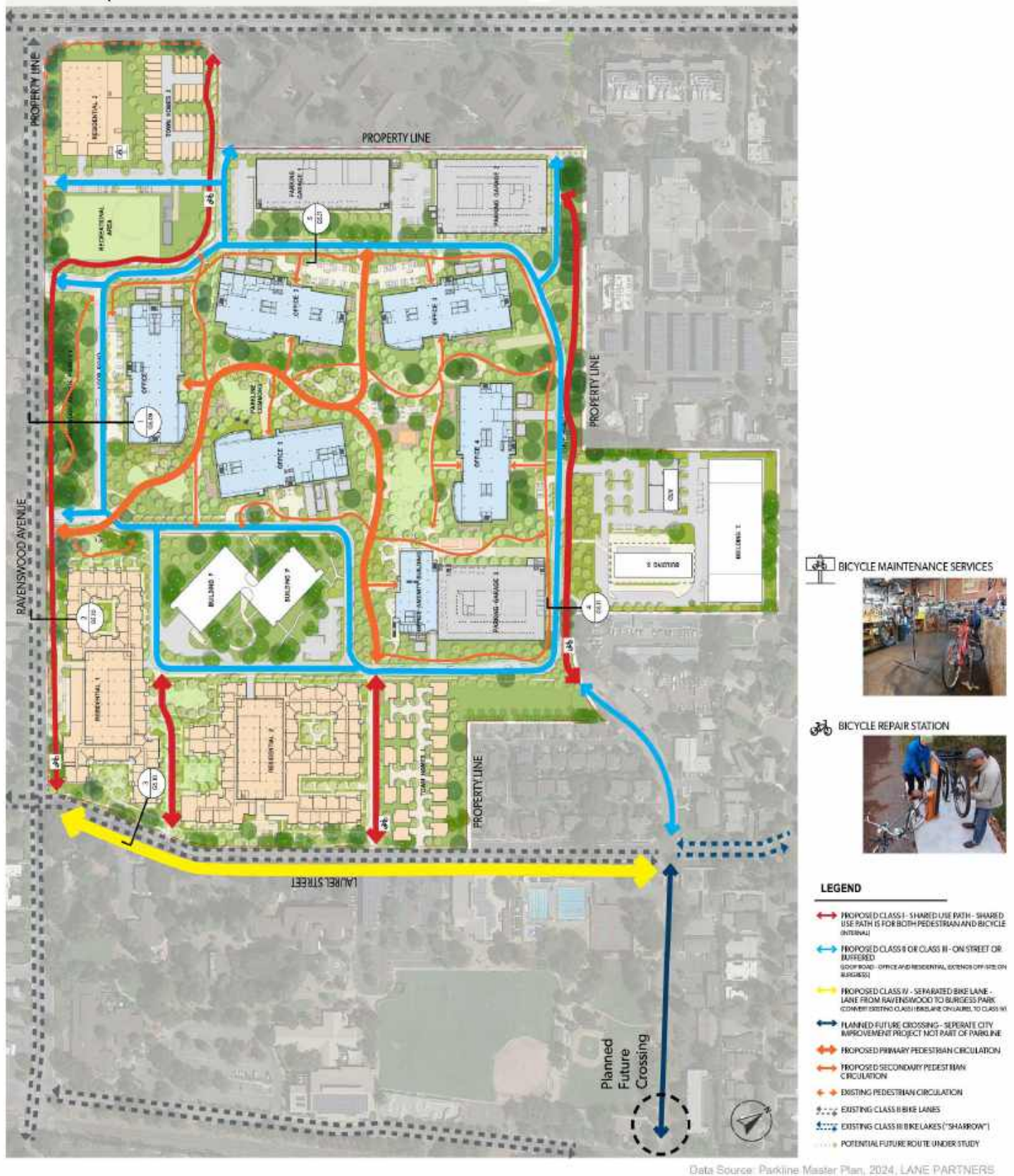


Figure 5  
Project Bicycle Facilities



Parkline’s parking ratio is 1.25 spaces per multifamily unit; 0.5 space per BMR unit within the dedicated area for the 100% affordable units; and 2 spaces per 1,000 SF for commercial office/R&D uses.<sup>1</sup>

### 3.3.2 Parkline C/CAG TDM Policy Checklist Compliance

Fehr & Peers evaluated the residential and office/R&D components of Parkline using the appropriate C/CAG TDM Policy Checklist. Based on the size of the residential and office/R&D components, Parkline falls into the following land use categories for purposes of the C/CAG TDM Policy:

- **Residential (Multi-Family) Land Use: Large Project** with average daily trips (ADT) of >500 trips and more than 50 dwelling units.
- **Non-Residential (Office, Industrial, Institutional) Land Use: Large Project** with ADT of >500 trips and more than 50,000 square feet.

Parkline qualifies as a transit oriented development (TOD) since it is located less than one half-mile from high quality transit service (Caltrain). The C/CAG TDM Checklist trip reduction target for TOD projects is 25%. Notwithstanding C/CAG’s standards, the City of Menlo Park is imposing a higher trip reduction target of 35%.

The estimated trip reduction for Parkline’s residential component from the C/CAG TDM Checklist Required and Additional Recommended Measures yielded 30.0%. The estimated trip reduction for Parkline’s office/R&D component from the Required and Additional Recommended measures yielded 35.5%. These levels of trip reductions were achieved without the provision of transit passes/subsidies for employees and residents. However, Parkline proposes to provide transit passes or subsidies, therefore, the total reductions would be anticipated to result in further trip reductions of 40.0% and 45.5%, respectively. **Table 4** shows the C/CAG checklist scoring for each of the Parkline components with and without transit passes or subsidies. The completed C/CAG TDM checklists are included in **Appendix A**.

**Table 4: C/CAG TDM Checklist Scores**

Land Use	Provide Transit Passes	Required Measures	Additional Recommended Measures	Total Reduction	C/CAG Target Reduction
Residential (Multi-Family): Large Project	Yes	18.5%	21.5%	40.0%	25%
Non-Residential (Office): Large Project	Yes	25.0%	20.5%	45.5%	25%

Source: Fehr & Peers, January 2024.

<sup>1</sup> For reference, the default parking requirement for the C-1 zoning district is 1 space per 200 SF

## 4. TDM Monitoring Plan

For purposes of this TDM Monitoring Plan for the Parkline Project (the “Project”), consistent with the Site Trip Threshold Table (the “Trip Thresholds Table”) attached hereto as Exhibit A, the entire Project shall be assigned a total of:

- (a) 9,130 Daily Trips, with 6,864 Daily Trips allocated to the commercial component of the Project and 2,266 Daily Trips allocated to the residential component (excluding the detached TH1 townhomes) of the Project.
- (b) 845 AM Peak Hour Trips, with 649 AM Peak Hour Trips allocated to the commercial component of the Project and 196 AM Peak Hour Trips allocated to the residential component (excluding the detached TH1 townhomes) of the Project, and
- (c) 816 PM Peak Hour Trips, with 615 PM Peak Hour Trips allocated to the commercial component of the Project and 201 PM Peak Hour Trips allocated to the residential component (excluding the detached TH1 townhomes) of the Project.

The Trip Thresholds Table reflects reductions to standard ITE trip generation rates due to:

- (a) calculated internalization reduction of 4.7% for the Daily Trips, 3.1% for AM Peak Hour Trips and 3.4% for PM Peak Hour Trips for commercial and multi-family internal trips, and
- (b) a reduction for implementation of TDM measures equivalent to 35% reduction in trips applied after the trip reduction for internalization.

The Trip Thresholds Table does not reflect trip exclusions that will be allowed to account for cut-through traffic and trips to the public park. A separate analysis will need to be prepared by the applicant for the City’s review and approval to arrive at an estimate of excluded trips that would apply to the Project and factored into the annual monitoring accordingly. That analysis may be submitted by the applicant any time after the first project component becomes operational and then updated by the applicant no more than once a year if travel patterns change, at applicant’s election. The Project applicant and its successors would be responsible for preparing any updates to the analysis for the City’s review and approval. Prior to issuance of a certificate of occupancy, the Applicant shall confirm the land uses and sizes in the Trip Thresholds Table with the trip thresholds being revised as applicable to reflect the land uses and sizes associated with the phase of the project seeking a certificate of occupancy, as well as estimated sizes associated with unbuilt phases of the project.

The trip thresholds will be applicable to the Site as follows:

- (a) upon the issuance of a certificate of occupancy for the first residential component of the Project, the trip thresholds for all residential trips will be in effect.
- (b) upon the issuance of a certificate of occupancy for the first commercial component of the Project, the trip thresholds for all commercial trips will be in effect including existing buildings P, S and T.

- (c) if a certificate of occupancy has been issued for the first residential component and the first commercial component, then the trip thresholds for the entire site will be in effect.

Assuming complete buildout of the Project, the Site shall be monitored as a whole on an annual basis using driveway counts at all site entrances as shown on the Site plan attached hereto as Exhibit B (the "Master Plan Buildout Monitoring Locations"). The counts shall be collected at the Monitoring Locations over three weekdays during non-holiday weeks and in good weather. When only Phase 1a or Phase 1a and 1b are occupied, the driveway counts will be monitored as shown on Exhibits B-1 and B-2, respectively. To account for the portion of the Project that has been constructed and authorized for occupancy, prior to commencing an annual monitoring event of driveway counts, the Project applicant shall confirm in writing with City the Site Monitoring Locations to be monitored.

Commencing one (1) calendar year following the issuance of a certificate of occupancy for either the first residential or commercial component of the Project, and annually thereafter in conjunction with the Development Agreement annual reviews to the extent possible, the Project applicant shall submit and file with the City a report prepared by its transportation consultant which:

- (i) identifies the Site Monitoring Locations approved by the City for the annual monitoring event,
- (ii) describes the vehicle trip monitoring protocol and methodology used by the consultant,
- (iii) contains all the vehicle trip monitoring data collected from each of the Site Monitoring Locations during the monitoring period,
- (iv) provides an analysis and determination of the Daily, AM and PM peak hour vehicle trips generated by the entire Project and the residential and commercial components of the Project during the monitoring period,
- (v) identifies any irregularities that occurred with any vehicle trip data collected, whether any such data was or was not included in the determination of the Daily, AM and PM peak hour vehicle trips generated by the residential and commercial components of the Project during the monitoring period, and the justification for including or excluding such data, and
- (vi) provides a determination of the number of Daily, AM Peak and PM Peak hour trips generated during the monitoring period that are in excess of the Trip Thresholds Table, if any.

If the Project is found to exceed the trip thresholds, then the Project applicant and its successors and assigns shall prepare a plan of additional transportation demand management measures necessary to bring the number of trips attributable to the Project into compliance with the trip thresholds within 90 days of being notified by the City and shall implement said plan within 180 days from said notification.

If a second, consecutive annual traffic count shows that actual trips exceed the trip thresholds, then additional analysis would be conducted to determine whether the exceedances are being contributed by the residential component or the office/R&D component of the Project. If the

office/R&D components are determined to exceed their portion of the trip thresholds allocated in the Trip Thresholds Table, then the property owner(s) of the office/R&D component shall pay a penalty per excess office/R&D trip recorded during that second consecutive annual traffic count in accordance with the following tiered schedule:

#### **Applicability Penalty Amount**

<b>Penalty Tier<sup>1</sup></b>	<b>Applicability</b>	<b>Penalty Amount</b>
Tier 1	Applies for trips up to 5% more than the daily, AM or PM peak hour threshold	\$150 per trip
Tier 2	Applies for trips more than 5% and less than 15% of the daily, AM or PM peak hour thresholds	\$300 per trip
Tier 3	Applies for trips more than 15% of the daily, AM or PM peak hour thresholds	\$600 per trip

<sup>1</sup> Only one tier is applicable for any given violation

The base per trip fines as outlined above shall be effective as of January 1, 2025 and shall be adjusted annually as of the first day of January of each year based on the increase in the Consumer Price Index for All Urban All Items Consumers in the San Francisco– Oakland–San Jose Metropolitan Area [1982–84=100] between October of the year prior to the effective date of the increase and October of the year prior. Revenues from the payment of penalties under this provision are due to the City within 30 days of issuance of the invoice and the City shall use the money for transportation programs that improve safety or reduce car-dependent trips within the City of Menlo Park. Monetary penalties shall continue to apply for each consecutive year the trip threshold is exceeded. If a subsequent annual trip count is below the daily, AM and PM peak hour threshold, no annual penalty shall apply until at least two consecutive annual counts exceed the trip thresholds. This condition shall be in effect for the life of the project.

If the project pays a penalty for five consecutive years and the Project applicant and its successors and assigns have attempted multiple TDM measures to the satisfaction of the City's Transportation Division, the Trip Thresholds may be modified. The modifications would be approved by the City's Public Works Director or designee and shall not exceed the internal trip reduction shown in the Trip Thresholds table. The determination of the Public Works Director or designee may be appealed by the Project applicant and its successors and assigns to the City Manager, whose decision shall be final. The adjusted Trip Thresholds, if implemented, shall become the basis for assessing penalties as described above. If one or more of the residential components of the Project are found to exceed their portion of the trip thresholds, then the homeowners' association for the applicable residential component of the Project shall submit a detailed mitigation and monitoring plan identifying steps to be taken to bring their component of the Project into compliance with the maximum Daily, AM and PM trips identified in the trip generation analysis and TDM program.

# Appendix A

## C/CAG TDM Checklists

## Parkline C/CAG Large Residential TDM Checklist



# TDM Checklist

ccagtdm.org

## Residential (Multi-Family) Land Use: Large Project

Page 1 of 2

500+ ADT; ~50+ Units

### About this Form

Any new development project anticipated to generate at least 100 average daily trips is subject to the C/CAG TDM Policy and must complete a TDM Checklist and implement associated measures to mitigate traffic impacts. [Read more at ccagtdm.org](https://ccagtdm.org)



#### Questions?

[support@ccagtdm.org](mailto:support@ccagtdm.org)

### A

### Applicant Information

Project Address		Contact First and Last Name								
<input type="text"/>		<input type="text"/>								
Parcel Number	Application Date	Contact Phone Address								
<input type="text"/>	<table><tr><td>D</td><td>D</td><td>M</td><td>M</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td></tr></table>	D	D	M	M	Y	Y	Y	Y	<input type="text"/>
D	D	M	M	Y	Y	Y	Y			
Project Jurisdiction		Contact Email Address								
<input type="text"/>		<input type="text"/>								

### B Trip Reduction Target

Select one option based on your project's distance to high quality transit

[Read more about high quality transit at ccagtdm.org/high-quality-transit](https://ccagtdm.org/high-quality-transit)

Identify your project type

#### ☐ TOD

Less than 1/2-mile from high quality transit service

**25% Trip Reduction Required**

#### ☐ Transit Proximate

1/2 to 3 miles from high quality transit service

**35% Trip Reduction Required**

#### ☐ Non-Transit Proximate

More than 3 miles from high quality transit service

**35% Trip Reduction Required**

### C

### Required Measures

You must select all measures that apply for your project type

[Click on each measure's title for more information](#)

Measure	Project Types	Percentage	Yes
1 <b><u>M2 – Orientation, Education, Promotional Programs and/or Materials</u></b> Offer new residents an orientation or education program or materials.	ALL	1%	<input type="checkbox"/>
2 <b><u>M3 – TDM Coordinator/Contact Person</u></b> Provide TDM coordinator/liaison for tenants. May be contracted through 3rd party provider, such as Commute.org.	ALL	0.5%	<input type="checkbox"/>
3 <b><u>M4 – Actively Participate in Commute.org or Transportation Management Association (TMA) Equivalent</u></b> Obtain certification of registration from Commute.org or equivalent TMA incorporation documents. Select only one based on Project Type	TOD & Non-transit Proximate	5%	<input type="checkbox"/>
	Transit Proximate	15%	<input type="checkbox"/>
4 <b><u>M6 – Transit or Ridesharing Passes/Subsidies</u></b> Offer tenants passes or subsidies for monthly public transit or ridesharing costs incurred, equivalent to 30% of value or \$50 – whichever is lower.	ALL	10%	<input type="checkbox"/>
5 <b><u>M8 – Secure Bicycle Storage</u></b> Comply with CalGREEN minimum bicycle parking requirements.	ALL	1%	<input type="checkbox"/>
6 <b><u>M9 – Design Streets to Encourage Bike/Ped Access</u></b> Design adjacent streets or roadways to facilitate multimodal travel.	ALL	1%	<input type="checkbox"/>
7	<b>Total from Required Measures</b> Sum percentages from each selected measure from rows 1–6		<input type="text"/> %

Form Continues on Page 2 →

### D Additional Recommended

Select enough to meet the trip reduction target from section B

Click on each measure's title for more information

Measure	Project Types	Percentage	Yes
8 <b>M5 – Carpool or Vanpool Program</b> Establish carpool/vanpool program for tenants and register program with Commute.org.	ALL	2%	<input type="checkbox"/>
9 <b>M10 – Delivery Amenities</b> Offer delivery amenities, including dedicated receipt and storage areas, to reduce need for multiple trips to conduct similar business.	ALL	1%	<input type="checkbox"/>
10 <b>M11 – Family-supportive Amenities</b> On-site secure storage of personal car seats, strollers, cargo bicycles, or other large bicycles. Property owners can also provide shared building equipment, such as shopping carts or cargo bicycles for check out by residents.	ALL	3%	<input type="checkbox"/>
11 <b>M14 – Paid Parking at Market Rate</b> Offer hourly/daily parking rates proportional to monthly rate or equivalent to cost of transit fare.	ALL	25%	<input type="checkbox"/>
12 <b>M15 – Reduced Parking</b> Provide off-street parking at least 10% below locally-required minimums, or else below the locally-permitted parking maximums. Consideration may be required of potential spillover parking into surrounding areas.	ALL	10%	<input type="checkbox"/>
13 <b>M17 – Developer TDM Fee/TDM Fund</b> Voluntary impact fee payment on a per unit or square footage basis, to fund the implementation of TDM programs.	ALL	4%	<input type="checkbox"/>
14 <b>M18 – Car Share On-Site</b> Provide on-site car share or vehicle fleets.	ALL	1%	<input type="checkbox"/>
15 <b>M19 – Land Dedication or Capital Improvements for Transit</b> Contribute space on, or adjacent to, the project site for transit improvements. Select one or more	<div> Bus Pullout Space 1% <input type="checkbox"/>  Bus Shelter 1% <input type="checkbox"/>  Visual/Electrical Improvements (i.e., Lighting, Signage) 1% <input type="checkbox"/>  Other (i.e., Micromobility Parking Zone, TNC Loading Zone) 1% <input type="checkbox"/> </div> ALL	<div> <input type="text"/> %  Total percentages selected </div>	<input type="checkbox"/>
16 <b>M20 – Shuttle Program/Shuttle Consortium/Fund Transit Service</b> Establish a shuttle service to regional transit hubs or commercial centers. Shuttle service should be provided free of charge to employees and guests.	Non-transit Proximate	10%	<input type="checkbox"/>
17 <b>M21 – Bike/Scooter Share On-Site</b> Allocate space for bike/scooter share parking.	All	1%	<input type="checkbox"/>
18 <b>M22 – Active Transportation Subsidies</b> Offer biking/walking incentives to tenants, such as gift card/product raffles.	All	2%	<input type="checkbox"/>
19 <b>M23 – Gap Closure</b> Construct or enhance quality of biking and walking facilities to/from site to existing trails, bikeways, and/or adjacent streets.	All	7%	<input type="checkbox"/>
20 <b>M24 – Bike Repair Station</b> Offer on-site bike repair space/tools in visible, secure area.	All	0.5%	<input type="checkbox"/>
21 <b>M26 – Pedestrian Oriented Uses &amp; Amenities on Ground Floor</b> Provide on-site, visible amenities to tenants and guests, such as cafes, gyms, childcare, retail.	All	3%	<input type="checkbox"/>
22	<b>Total from Additional Measures</b> Sum percentages from each selected measure from rows 8 – 21		<input type="text"/> %

### E Project Totals

Percentage from Required Measures  
Section C Row 7
 %

+ Percentage from Additional Measures  
Section D Row 22
 %

---

Total Percentage from all Selected Measures  
Sum of required and additional measures
 %

Trip Reduction Target  
Copy from Section B
 %

Total Percentage from all selected measures must be greater than or equal to Trip Reduction Target

### F Submit Checklist



See [ccagtdm.org/submission](https://ccagtdm.org/submission) for how to submit this form.

### Questions?



Email Us  
[support@ccagtdm.org](mailto:support@ccagtdm.org)



Visit Our Website  
[ccagtdm.org](https://ccagtdm.org)



## Parkline C/CAG Large Non-Residential TDM Checklist



# TDM Checklist

ccagtdm.org

Non-Residential (Office, Industrial, Institutional) Land Use:  
Large Project

500+ ADT; ~50,000+ sq ft

Page 1 of 2

## About this Form

Any new development project anticipated to generate at least 100 average daily trips is subject to the C/CAG TDM Policy and must complete a TDM Checklist and implement associated measures to mitigate traffic impacts. [Read more at ccagtdm.org](https://ccagtdm.org)



### Questions?

[support@ccagtdm.org](mailto:support@ccagtdm.org)

## A Applicant Information

Project Address		Contact First and Last Name								
<input type="text"/>		<input type="text"/>								
Parcel Number	Application Date	Contact Phone Address								
<input type="text"/>	<table><tr><td>D</td><td>D</td><td>M</td><td>M</td><td>Y</td><td>Y</td><td>Y</td><td>Y</td></tr></table>	D	D	M	M	Y	Y	Y	Y	<input type="text"/>
D	D	M	M	Y	Y	Y	Y			
Project Jurisdiction		Contact Email Address								
<input type="text"/>		<input type="text"/>								

## B Trip Reduction Target

Select one option based on your project's distance to high quality transit

[Read more about high quality transit at ccagtdm.org/high-quality-transit](https://ccagtdm.org/high-quality-transit)

Identify your project type

☐ TOD

Less than 1/2-mile from high quality transit service

**25% Trip Reduction Required**

☐ Transit Proximate

1/2 to 3 miles from high quality transit service

**35% Trip Reduction Required**

☐ Non-Transit Proximate

More than 3 miles from high quality transit service

**35% Trip Reduction Required**

## C Required Measures

You must select all measures that apply for your project type

[Click on each measure's title for more information](#)

Measure	Project Types	Percentage	Yes
1 <b><u>M1 - Free/Preferential Parking for Carpools</u></b> Provide free or preferential parking, including reserved spaces or spaces near an entrance or other desirable location, to incentivize ridesharing.	ALL	1%	<input type="checkbox"/>
2 <b><u>M3 - TDM Coordinator/Contact Person</u></b> Provide TDM coordinator/liaison for tenants. May be contracted through 3rd party provider, such as Commute.org.	ALL	0.5%	<input type="checkbox"/>
3 <b><u>M4 - Actively Participate in Commute.org or Transportation Management Association (TMA) Equivalent</u></b> Obtain certification of registration from Commute.org or equivalent TMA incorporation documents. Select only one based on Project Type	TOD & Non-transit Proximate	6.5%	<input type="checkbox"/>
	Transit Proximate	16.5%	<input type="checkbox"/>
4 <b><u>M5 - Carpool or Vanpool Program</u></b> Establish carpool/vanpool program for tenants and register program with Commute.org.	ALL	2%	<input type="checkbox"/>
5 <b><u>M6 - Transit or Ridesharing Passes/Subsidies</u></b> Offer tenants passes or subsidies for monthly public transit or ridesharing costs incurred, equivalent to 30% of value or \$50 - whichever is lower.	ALL	10%	<input type="checkbox"/>
6 <b><u>M7 - Pre-Tax Transportation Benefits</u></b> Offer option for tenants to participate in a pre-tax transit program to encourage the use of sustainable transportation modes and leverage pre-tax income to pay for commute trip costs.	ALL	1%	<input type="checkbox"/>
7 <b><u>M8 - Secure Bicycle Storage</u></b> Comply with CalGREEN minimum bicycle parking requirements.	ALL	1%	<input type="checkbox"/>
8 <b><u>M9 - Design Streets to Encourage Bike/Ped Access</u></b> Design adjacent streets or roadways to facilitate multimodal travel.	ALL	1%	<input type="checkbox"/>
9 <b><u>M25 - Showers, Lockers, and Changing Rooms for Cyclists</u></b> These amenities serve as end of trip facilities for employees arriving by bike or other active transportation forms.	ALL	2%	<input type="checkbox"/>
10	Total from Required Measures Sum percentages from each selected measure from rows 1-9		
		<input type="text"/>	%

Form Continues on Page 2 →

### D Additional Recommended

Select enough to meet the trip reduction target from section B

[Click on each measure's title for more information](#)

Measure	Project Types	Percentage	Yes
<b>11 M12 – Flex Time, Compressed Work Week, Telecommute</b> Flex time allows employees some flexibility in their daily work schedules. Compressed work week allows employees to work fewer but longer days. Telecommuting functions similarly, allowing employees to work from home rather than the office, reducing vehicle travel on the days they work remotely.	ALL	5%	<input type="checkbox"/>
<b>12 M14 – Paid Parking at Market Rate</b> Offer hourly/daily parking rates proportional to monthly rate or equivalent to cost of transit fare.	ALL	25%	<input type="checkbox"/>
<b>13 M15 – Reduced Parking</b> Provide off-street parking at least 10% below locally-required minimums, or else below the locally-permitted parking maximums. Consideration may be required of potential spillover parking into surrounding areas.	ALL	10%	<input type="checkbox"/>
<b>14 M16 – Short-Term Daily Parking</b> Offer daily or hourly parking rates that are proportional to the monthly rate or approximately the cost of a transit fare.	ALL	2%	<input type="checkbox"/>
<b>15 M17 – Developer TDM Fee/TDM Fund</b> Voluntary impact fee payment on a per unit or square footage basis, to fund the implementation of TDM programs.	ALL	4%	<input type="checkbox"/>
<b>16 M18 – Car Share On-Site</b> Provide on-site car share or vehicle fleets.	ALL	1%	<input type="checkbox"/>
<b>17 M19 – Land Dedication or Capital Improvements for Transit</b> Contribute space on, or adjacent to, the project site for transit improvements. Select one or more	Bus Pullout Space <input type="checkbox"/> 1% Bus Shelter <input type="checkbox"/> 1% Visual/Electrical Improvements (i.e., Lighting, Signage) <input type="checkbox"/> 1% Other (i.e., Micromobility Parking Zone, TNC Loading Zone) <input type="checkbox"/> 1%	ALL → <input type="text"/> % Total percentages selected	<input type="checkbox"/>
<b>18 M20 – Shuttle Program/Shuttle Consortium/Fund Transit Service</b> Establish a shuttle service to regional transit hubs or commercial centers. Shuttle service should be provided free of charge to employees and guests.	Non-transit Proximate	10%	<input type="checkbox"/>
<b>19 M21 – Bike/Scooter Share On-Site</b> Allocate space for bike/scooter share parking.	All	1%	<input type="checkbox"/>
<b>20 M22 – Active Transportation Subsidies</b> Offer biking/walking incentives to tenants, such as gift card/product raffles.	All	2%	<input type="checkbox"/>
<b>21 M23 – Gap Closure</b> Construct or enhance quality of biking and walking facilities to/from site to existing trails, bikeways, and/or adjacent streets.	All	7%	<input type="checkbox"/>
<b>22 M24 – Bike Repair Station</b> Offer on-site bike repair space/tools in visible, secure area.	All	0.5%	<input type="checkbox"/>
<b>23 M26 – Pedestrian Oriented Uses &amp; Amenities on Ground Floor</b> Provide on-site, visible amenities to tenants and guests, such as cafes, gyms, childcare, retail.	All	3%	<input type="checkbox"/>
<b>24</b>	<b>Total from Additional Measures</b> Sum percentages from each selected measure from rows 11 – 23		<input type="text"/> %

### E Project Totals

Percentage from Required Measures  
 Section C Row 10  %

+ Percentage from Additional Measures  
 Section D Row 24  %


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Total Percentage from all Selected Measures  
 Sum of required and additional measures  %


Trip Reduction Target  
 Copy from Section B  %


Total Percentage from all selected measures must be greater than or equal to Trip Reduction Target

### F Submit Checklist


 See [ccagtdm.org/submission](https://ccagtdm.org/submission) for how to submit this form.

### Questions?

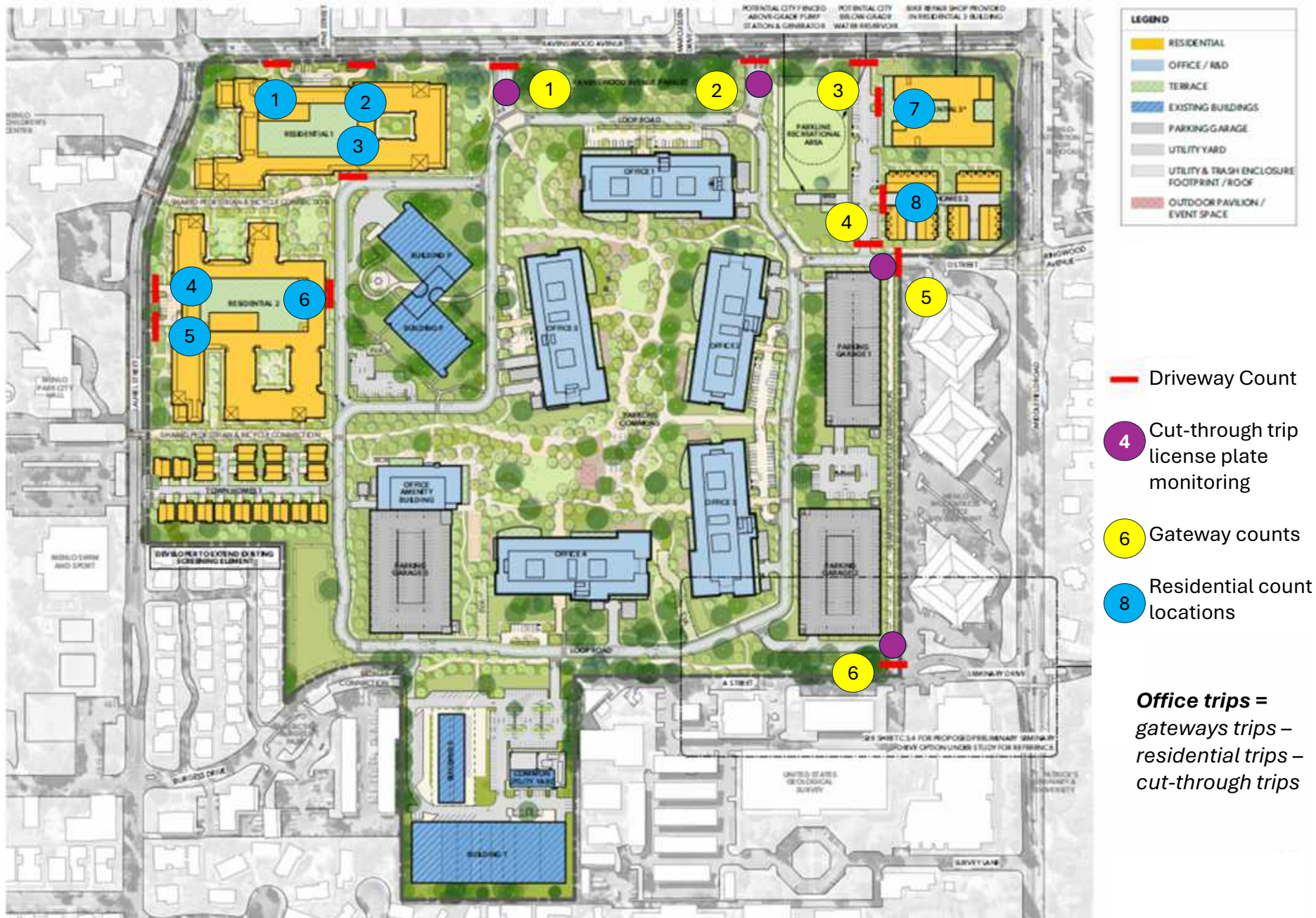

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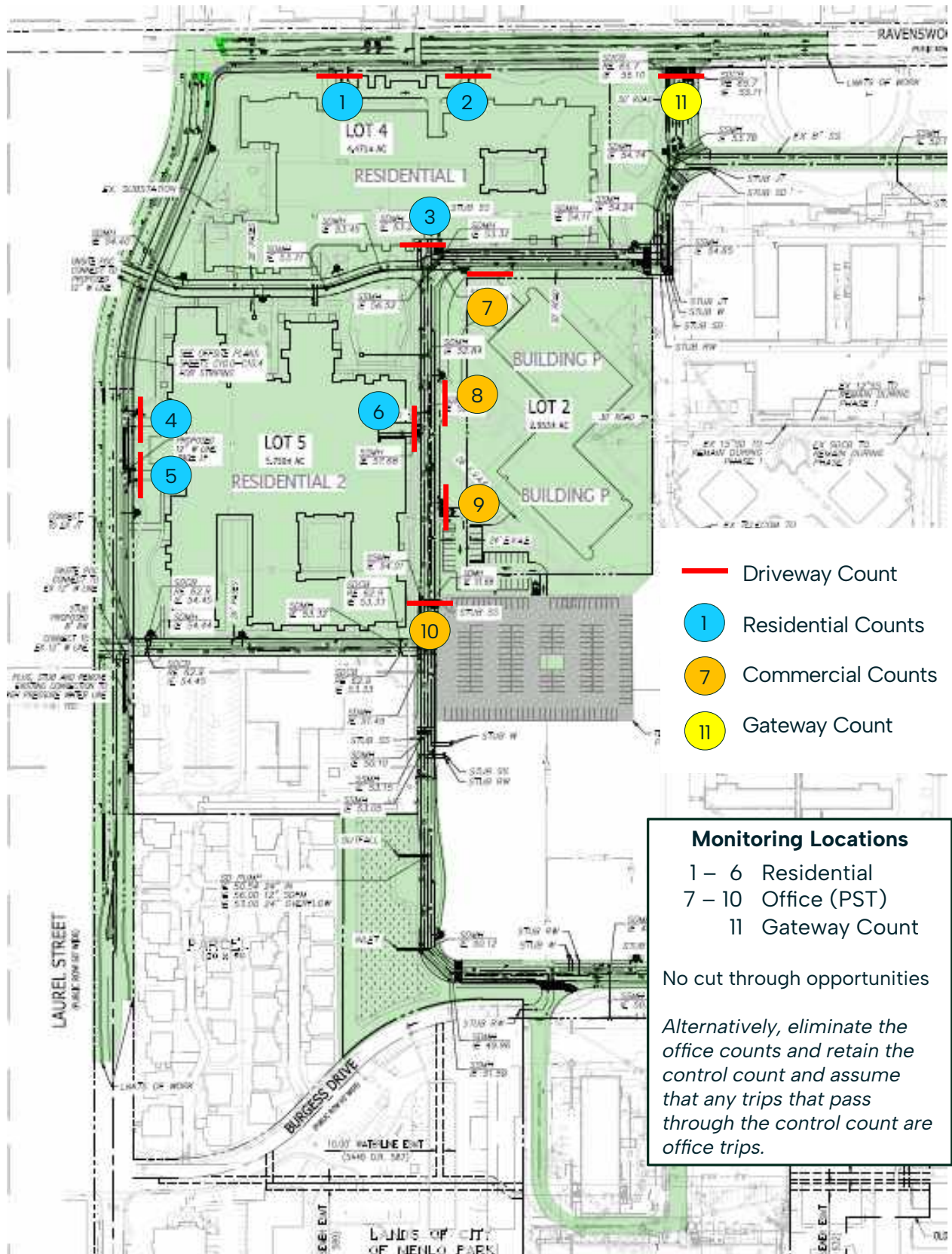
# Appendix B

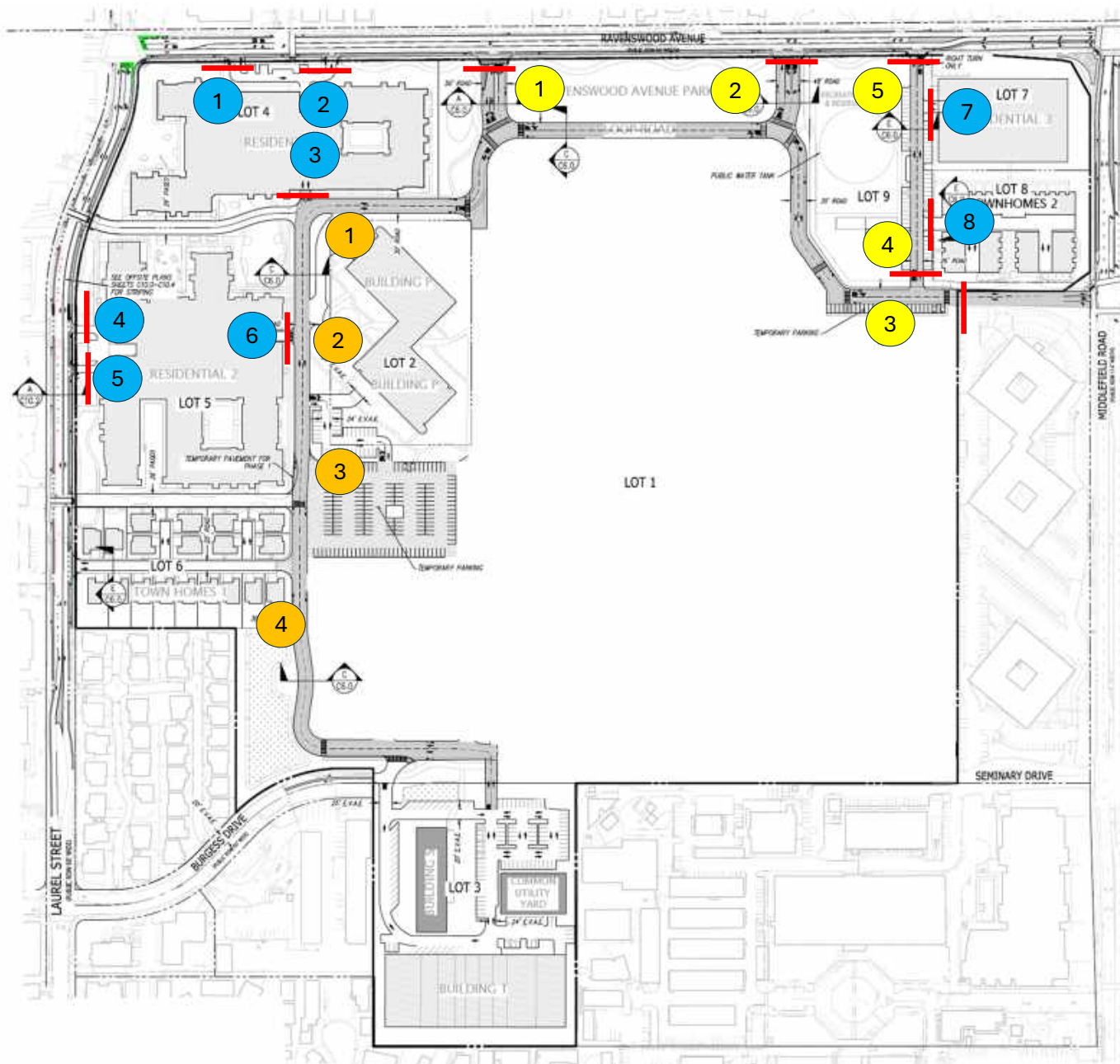
## TDM Monitoring Plan Exhibits

- Exhibit B Master Plan Buildout Monitoring Locations
- Exhibit B-1 Phase 1a Monitoring Locations
- Exhibit B-2 Phase 1b Monitoring Locations









- Driveway Count
- Gateway counts
- Residential count locations
- P, S, & T counts  
(alternatively office trips could be calculated using the gateway and residential counts)

**Monitoring Locations**

- 1 – 8 Residential
- 1 – 5 Gateways
- 1 – 4 Office P,S,&T
- 17 Total Count

Cut through trips are unlikely in Phase 1b. Monitoring would begin when the first new office building(s) are occupied.

# Parkline Project Proposed Transportation Demand Management (TDM) Monitoring Plan<sup>1</sup>

For purposes of this TDM Monitoring Plan for the Parkline Project (the “Project”), consistent with the Site Trip Threshold Table (the “Trip Thresholds Table”) attached hereto as Exhibit A which reflects the “variant” as modified by the Project Sponsor’s proposal to cap the amount of non-residential commercial square footage to 1 million sf, the entire Project shall be assigned a total of:

- (a) 9,130 Daily Trips, with 6,864 Daily Trips allocated to the commercial component of the Project and 2,266 Daily Trips allocated to the residential component (excluding the detached TH1 townhomes) of the Project.
- (b) 845 AM Peak Hour Trips, with 649 AM Peak Hour Trips allocated to the commercial component of the Project and 196 AM Peak Hour Trips allocated to the residential component (excluding the detached TH1 townhomes) of the Project, and
- (c) 816 PM Peak Hour Trips, with 615 PM Peak Hour Trips allocated to the commercial component of the Project and 201 PM Peak Hour Trips allocated to the residential component (excluding the detached TH1 townhomes) of the Project.

The Trip Thresholds Table reflects reductions to standard ITE trip generation rates due to:

- (a) calculated internalization reduction of 4.7% for the Daily Trips, 3.1% for AM Peak Hour Trips and 3.4% for PM Peak Hour Trips for commercial and multi-family internal trips, and
- (b) a reduction for implementation of TDM measures equivalent to 35% reduction in trips applied after the trip reduction for internalization.

The Trip Thresholds Table does not reflect trip exclusions that will be allowed to account for cut-through traffic and trips to the public park. A separate analysis will need to be prepared by the applicant for the City’s review and approval to arrive at an estimate of excluded trips that would apply to the Project and factored into the annual monitoring accordingly. That analysis may be submitted by the applicant any time after the first project component becomes operational and then updated by the applicant no more than once a year if travel patterns change, at applicant’s election. The Project applicant and its successors would be responsible for preparing any updates to the analysis for the City’s review and approval. Prior to issuance of a certificate of occupancy, the Applicant shall confirm the land uses and sizes in the Trip Thresholds Table with the trip thresholds being revised as applicable to reflect the land uses and sizes associated with the phase of the project seeking a certificate of occupancy, as well as estimated sizes associated with unbuilt phases of the project.

The trip thresholds will be applicable to the Site as follows:

- (a) upon the issuance of a certificate of occupancy for the first residential component of the Project, the trip thresholds for all residential trips will be in effect.

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<sup>1</sup> This proposed TDM Monitoring Plan is included as Section 4 of the Parkline Transportation Demand Management (TDM) Plan.



- (b) upon the issuance of a certificate of occupancy for the first commercial component of the Project, the trip thresholds for all commercial trips will be in effect including existing buildings P, S and T.
- (c) if a certificate of occupancy has been issued for the first residential component and the first commercial component, then the trip thresholds for the entire site will be in effect.

Assuming complete buildout of the Project, the Site shall be monitored as a whole on an annual basis using driveway counts at all site entrances as shown on the Site plan attached hereto as Exhibit B (the "Master Plan Buildout Monitoring Locations"). The counts shall be collected at the Monitoring Locations over three weekdays during non-holiday weeks and in good weather. When only Phase 1a or Phase 1a and 1b are occupied, the driveway counts will be monitored as shown on Exhibits B-1 and B-2, respectively. To account for the portion of the Project that has been constructed and authorized for occupancy, prior to commencing an annual monitoring event of driveway counts, the Project applicant shall confirm in writing with City the Site Monitoring Locations to be monitored.

Commencing one (1) calendar year following the issuance of a certificate of occupancy for either the first residential or commercial component of the Project, and annually thereafter in conjunction with the Development Agreement annual reviews to the extent possible, the Project applicant shall submit and file with the City a report prepared by its transportation consultant which:

- (i) identifies the Site Monitoring Locations approved by the City for the annual monitoring event,
- (ii) describes the vehicle trip monitoring protocol and methodology used by the consultant,
- (iii) contains all of the vehicle trip monitoring data collected from each of the Site Monitoring Locations during the monitoring period,
- (iv) provides an analysis and determination of the Daily, AM and PM peak hour vehicle trips generated by the entire Project and the residential and commercial components of the Project during the monitoring period,
- (v) identifies any irregularities that occurred with any vehicle trip data collected, whether any such data was or was not included in the determination of the Daily, AM and PM peak hour vehicle trips generated by the residential and commercial components of the Project during the monitoring period, and the justification for including or excluding such data, and
- (vi) provides a determination of the number of Daily, AM Peak and PM Peak hour trips generated during the monitoring period that are in excess of the Trip Thresholds Table, if any.

If the Project is found to exceed the trip thresholds, then the Project applicant and its successors and assigns shall prepare a plan of additional transportation demand management measures necessary to bring the number of trips attributable to the Project into compliance with the trip thresholds within 90 days of being notified by the City and shall implement said plan within 180 days from said notification.

If a second, consecutive annual traffic count shows that actual trips exceed the trip thresholds, then additional analysis would be conducted to determine whether the exceedances are being contributed by the residential component or the office/R&D component of the Project. If the office/R&D components are determined to exceed their portion of the trip thresholds allocated in the Trip

Thresholds Table, then the property owner(s) of the office/R&D component shall pay a penalty per excess office/R&D trip recorded during that second consecutive annual traffic count in accordance with the following tiered schedule:

#### **Applicability Penalty Amount**

<b>Penalty Tier<sup>1</sup></b>	<b>Applicability</b>	<b>Penalty Amount</b>
Tier 1	Applies for trips up to 5% more than the daily, AM or PM peak hour threshold	\$150 per trip
Tier 2	Applies for trips more than 5% and less than 15% of the daily, AM or PM peak hour thresholds	\$300 per trip
Tier 3	Applies for trips more than 15% of the daily, AM or PM peak hour thresholds	\$600 per trip

<sup>1</sup> Only one tier is applicable for any given violation

The base per trip fines as outlined above shall be effective as of January 1, 2025 and shall be adjusted annually as of the first day of January of each year based on the increase in the Consumer Price Index for All Urban All Items Consumers in the San Francisco– Oakland–San Jose Metropolitan Area [1982–84=100] between October of the year prior to the effective date of the increase and October of the year prior. Revenues from the payment of penalties under this provision are due to the City within 30 days of issuance of the invoice and the City shall use the money for transportation programs that improve safety or reduce car-dependent trips within the City of Menlo Park. Monetary penalties shall continue to apply for each consecutive year the trip threshold is exceeded. If a subsequent annual trip count is below the daily, AM and PM peak hour threshold, no annual penalty shall apply until at least two consecutive annual counts exceed the trip thresholds. This condition shall be in effect for the life of the project.

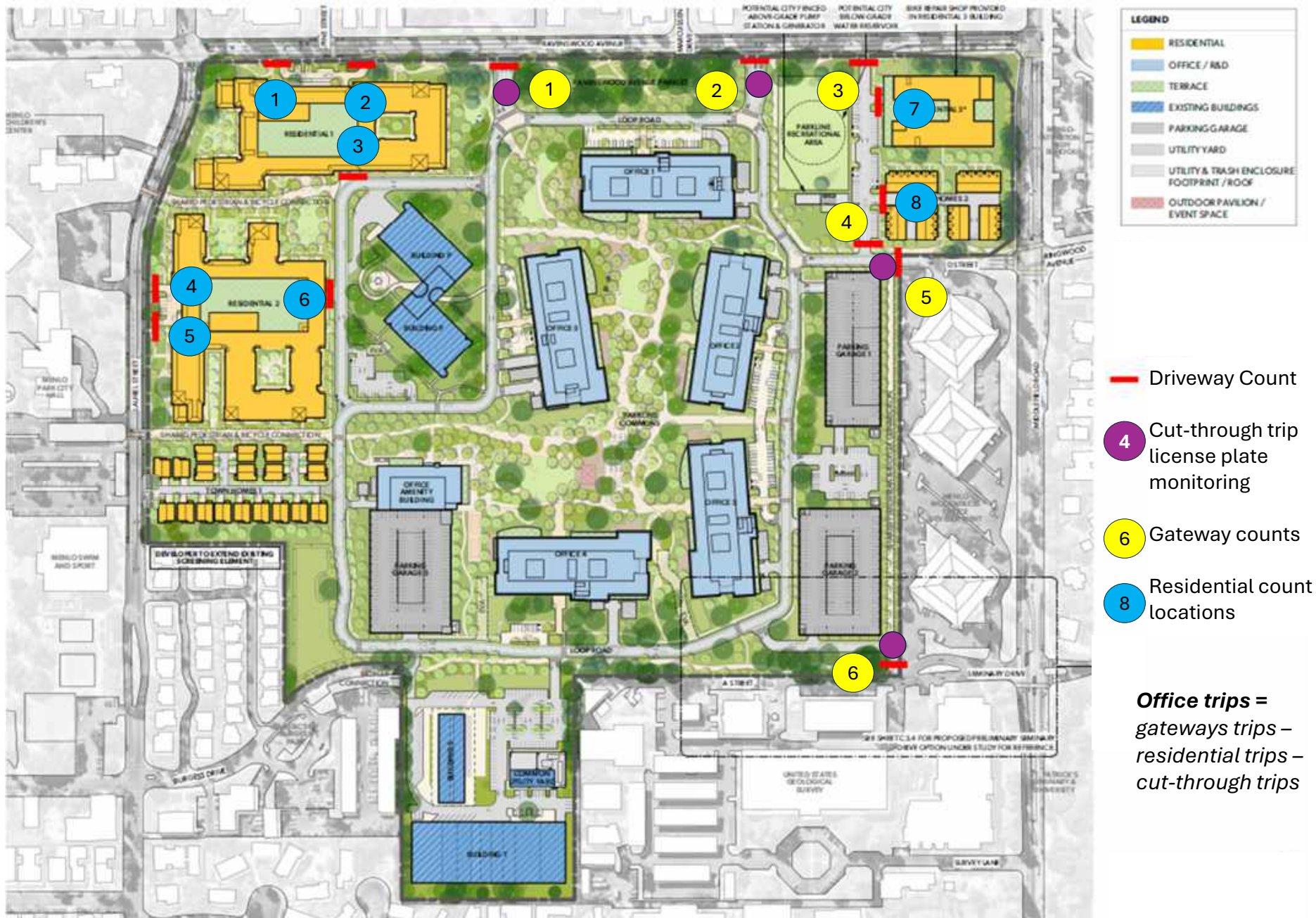
If the project pays a penalty for five consecutive years and the Project applicant and its successors and assigns have attempted multiple TDM measures to the satisfaction of the City’s Transportation Division, the Trip Thresholds may be modified. The modifications would be approved by the City’s Public Works Director or designee and shall not exceed the internal trip reduction shown in the Trip Thresholds table. The determination of the Public Works Director or designee may be appealed by the Project applicant and its successors and assigns to the City Manager, whose decision shall be final. The adjusted Trip Thresholds, if implemented, shall become the basis for assessing penalties as described above. If one or more of the residential components of the Project are found to exceed their portion of the trip thresholds, then the homeowners’ association for the applicable residential component of the Project shall submit a detailed mitigation and monitoring plan identifying steps to be taken to bring their component of the Project into compliance with the maximum Daily, AM and PM trips identified in the trip generation analysis and TDM program.

**Exhibit A Site Trip Thresholds Table**

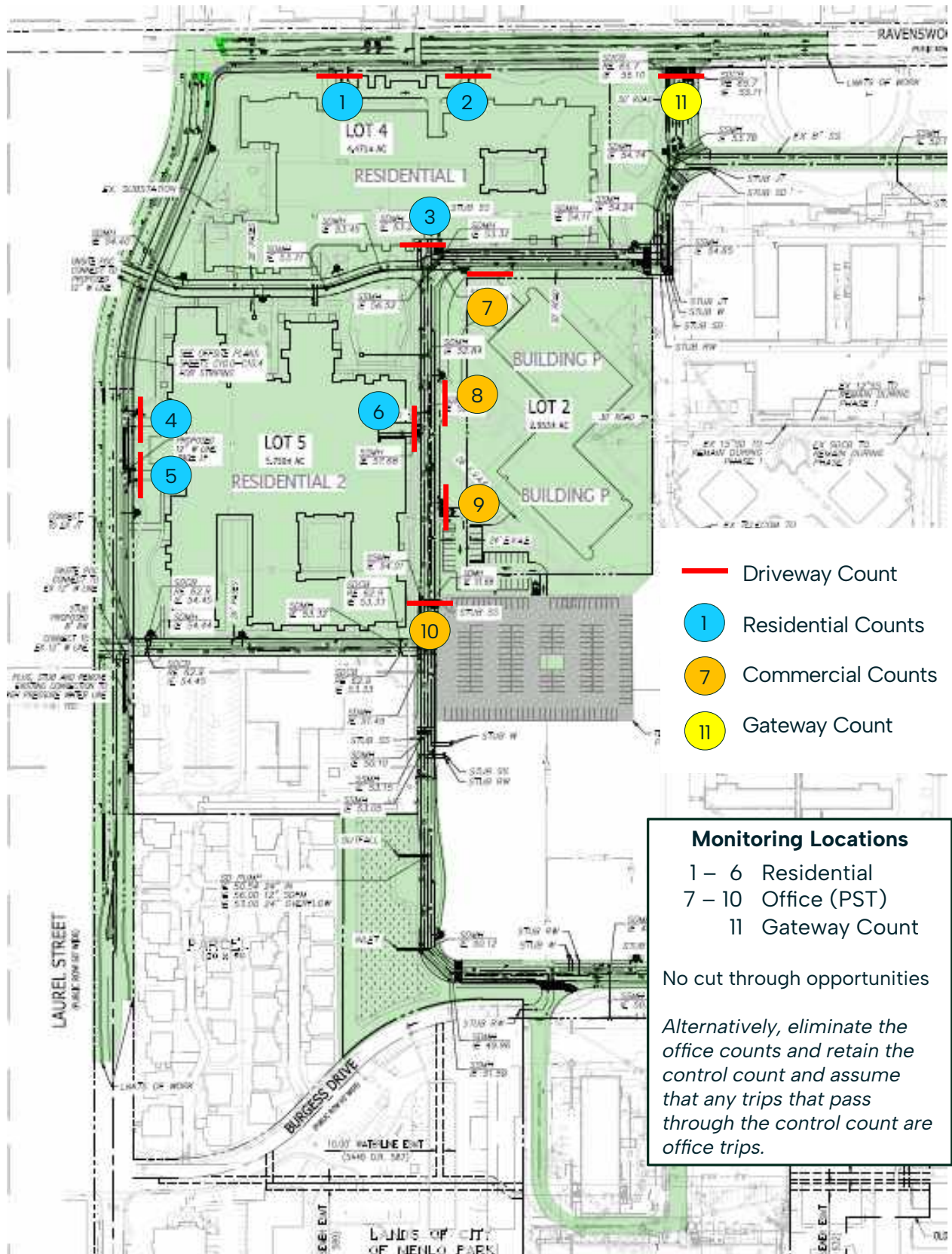
Land Use	Code <sup>1</sup>	Size	Units	Daily	AM Peak	PM Peak
R&D (new construction)	760	713,270	sf	7,903	735	699
Existing R&D (Buildings P, S, & T) <sup>2</sup>	760	286,730	sf	3,177	295	281
Total				11,080	1,030	980
Internalization Reduction calculated from Table 18. DEIR TIA. Page 99.				4.7%	3.1%	3.4%
Internalization Reduction Trips				521	32	33
TDM reduction				35%	35%	35%
TDM reduction Trips				3,696	349	331
Net Commercial Trip Target				6,864	649	615
Multifamily Apartments (R1)	221	300	du	1,362	111	117
Multifamily Apartments (R2)	221	300	du	1,362	111	117
Multifamily Townhomes (TH1)	Excluded from Trip Cap					
Multifamily Townhomes (TH2)	215	27	du	194	13	15
Affordable BMR Housing <sup>1</sup>	223	154	du	741	77	71
Total		800	du	3,659	312	320
Internalization Reduction				4.7%	3.1%	3.4%
Internalization Reduction Trips				172	10	11
TDM reduction Target				35%	35%	35%
TDM reduction Trips				1,221	106	108
Net Residential Vehicle Trip Target				2,266	196	201
<b>Total Site Trip Threshold</b>				<b>9,130</b>	<b>845</b>	<b>816</b>

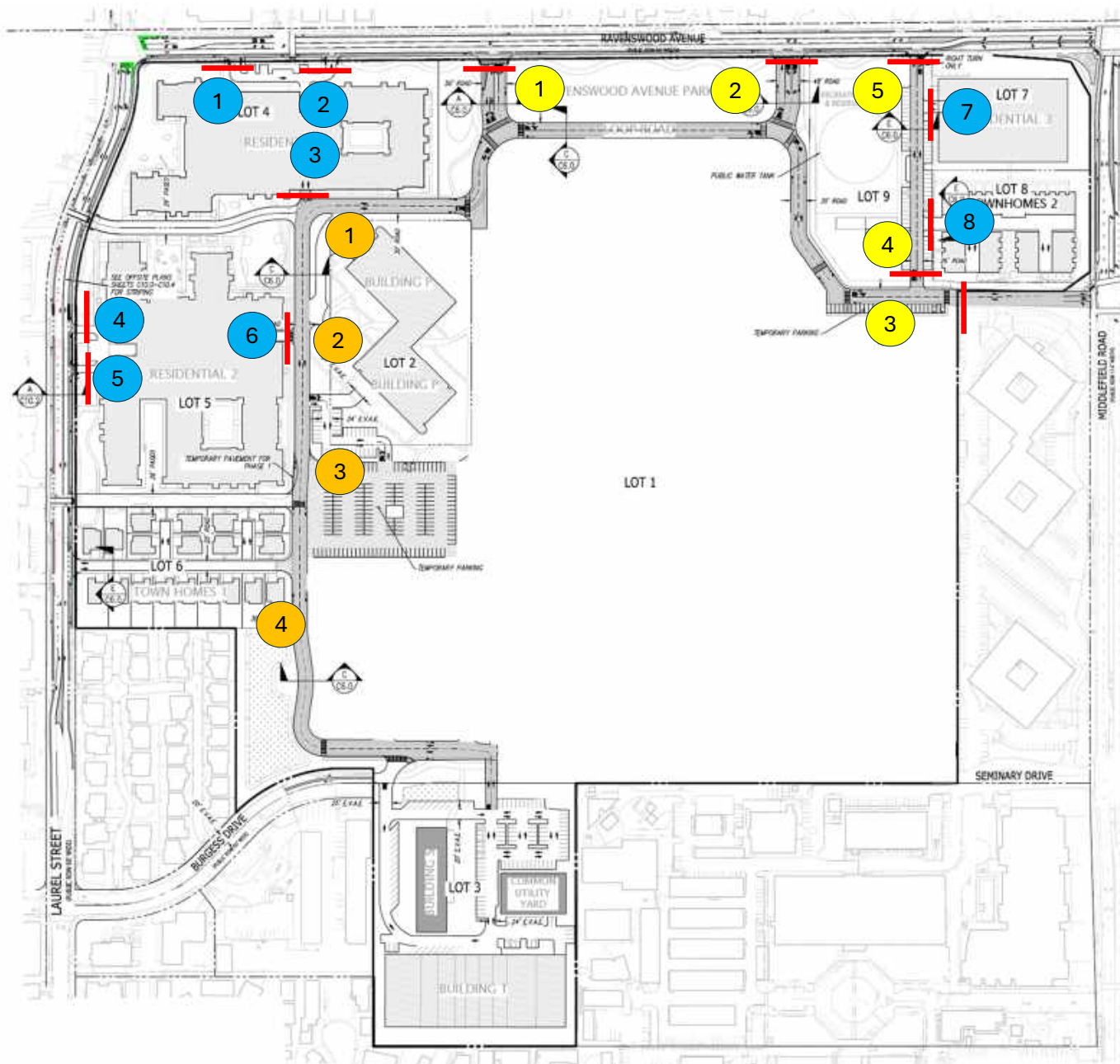
1- Land use code from the ITE Trip Generation Manual, 11<sup>th</sup> Edition

2 – Trips for existing buildings (P, S, & T) will be subject to the TDM plan and included in the TDM monitoring. ITE rates were used to estimate their trip generation.









- Driveway Count
- Gateway counts
- Residential count locations
- P, S, & T counts  
(alternatively office trips could be calculated using the gateway and residential counts)

**Monitoring Locations**

- 1 – 8 Residential
- 1 – 5 Gateways
- 1 – 4 Office P,S,&T
- 17 Total Count

Cut through trips are unlikely in Phase 1b. Monitoring would begin when the first new office building(s) are occupied.



February 17, 2025

Kyle Perata, Assistant Community Development Director  
Corinna Sandmeier, Senior Planner  
City of Menlo Park  
701 Laurel Street  
Menlo Park, CA 94025

**Re: Parkline – Below Market Rate Housing Proposal**

Dear Kyle and Corinna:

On behalf of LPGS Menlo LLC (LPGS Menlo), we are pleased to provide this updated Below Market Rate (BMR) Housing Proposal for the Parkline Project. Parkline will transform the outdated SRI research and development park that is closed to the public into an inviting mixed-use neighborhood with a sustainable office/R&D campus, interspersed with trails and open space. We are particularly proud that the Project will contribute significantly to the City's state housing obligations and will go a long way in helping the City address the ongoing regional housing crisis by delivering 800 new units across a range of unit types and sizes.

Over the last few years of Project design and refinement, our team has worked diligently to respond to feedback provided by City and community stakeholders which has resulted in changes to the site plan, including the delivery of substantially more housing onsite than originally proposed. Based on input received from City officials in early 2023, we significantly revised the site plan to incorporate 800 units. We were also able to successfully negotiate an option agreement to purchase the existing Christian Science Church's property located at the northeastern corner of the site, which allowed us to further improve the site plan and achieve the increased residential density requested by City stakeholders, while distributing density across the site in a manner that is compatible with the surrounding neighborhoods. Taken all together, Parkline's residential program will deliver significant new housing opportunities within proximity to transit, bicycle trails, and Menlo Park's downtown.

**We are very proud that, at buildout, the Project will provide up to 31% of its total units as income-restricted affordable housing – yielding over double the City's inclusionary requirement. As further detailed below, this result is achieved through satisfying the City's inclusionary requirement within the Parkline multifamily buildings and townhomes, along with the land dedication of a 1.63-acre site (via long-term ground lease) to a non-profit housing developer for their use in developing a 100% BMR building of up to 154 units.**

**Section I** below provides an overview of our BMR proposal for Parkline's townhome and multifamily units; **Section II** provides details regarding phasing, unit mix and other information responsive to Staff's comments.



## I. Townhome and Multifamily BMR Rental Units

### a. Parkline BMR Units

As the City is aware, pursuant to the ground lease terms between LPGS Menlo and SRI, the tenure of all residential units within the Project are currently anticipated to be rental only. LPGS Menlo will allocate 15 percent of TH1 units (3 BMR units) and 15 percent of TH2 units (4 BMR units) as low-income rental units, distributed throughout both TH1 and TH2, thereby meeting the requirements of the City's BMR Guidelines.<sup>1</sup> Similarly, each of the R1 and R2 multifamily buildings will incorporate 15 percent BMR units (90 BMR units total, 45 BMR units per 300-unit building). The unit types of the BMR units within these two buildings will be proportional with the overall unit type mix of the market rates units and will be distributed throughout each building, satisfying the City's inclusionary housing requirements. Details regarding the unit-type and sizes of the TH1, TH2, R1 and R2 BMR units are provided below in **Table 2**. All TH1, TH2, R1 and R2 BMR units would have access to the same amenities or services provided to the market-rate units. No deviations from the City's Guidelines are being requested.

With respect to the income mix for the Parkline BMR units in TH1, TH2, R1 and R2, we are requesting flexibility with respect to the final income mix of the BMR units so long as the units achieve an average of 80% AMI as allowed under the BMR Guidelines, subject to Section 4.1.2 of the BMR Guidelines requirement that BMR rents cannot exceed 75% of the market rate rents. The determination regarding unit types, affordability and the specific locations within each building/Project component will be made in connection with the Architectural Control Plan for each building/Project component.

Lastly, LPGS Menlo and SRI are currently discussing a potential change in their business terms that would allow for the attached and detached townhomes in TH1 and TH2 to be offered as for-sale units. Under the current Vesting Tentative Map application, LPGS Menlo has requested that the Map establish individual parcels for TH1 units and authorize a future condominium plan for the TH2 parcel, both of which would facilitate a future "for-sale" scenario for the TH1 and TH2 units. Accordingly, with respect to this BMR proposal, LGPS Menlo is requesting flexibility to accommodate the possibility of creating homeownership opportunities for the TH1 and TH2 units. In the event that LPGS Menlo is ultimately able to offer these units as for-sale units, the unit type mix and distribution would generally remain consistent with the details provided above and the City's Guidelines. The for-sale BMR townhome units would be delivered concurrently with the for-sale market-rate townhome units (e.g., BMR units associated with TH2 would be delivered concurrently with the market rate TH2 units, and BMR units associated with TH1 would be delivered concurrently with the market rate TH1 units). If the for-sale option were to proceed, the only revision to the BMR proposal would be that TH1 and TH2 BMR units under a for-sale scenario would be made available at moderate-income households (rather than at an average 80% AMI as is the case under the rental scenario), which is consistent with the City's standards and BMR Guidelines. The determination as to whether TH1 or TH2 units will be offered for sale will be made prior to finalization of the phased Final Map(s) for those parcels.

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<sup>1</sup> "TH1" refers to the cluster of 19 detached townhome units adjacent to the Burgess Classics neighborhood along Laurel Street. "TH2" refers to the cluster of 27 attached townhomes adjacent to Middlefield. "R1" and "R2" refer to the two 300-unit multifamily apartment buildings located along Laurel Street and Ravenswood. "R3" refers to the parcel that will be dedicated to a non-profit affordable housing developer and is being entitled for up to 154 units.



## b. Building R3 – BMR Dedication

In addition to satisfying the City’s inclusionary requirements for its market-rate housing units, LPGS Menlo will also dedicate the 1.63-acre parcel (Lot 7 on the Vesting Tentative Map) at no cost to a non-profit affordable housing developer via a long-term ground lease following recordation of the first phased Final Map and prior to issuance of the first building permit for vertical construction. The selected non-profit affordable housing developer will be responsible for constructing and operating the R3 building. LPGS Menlo will solely be responsible for dedicating the land, and for obtaining entitlements and environmental clearance under CEQA for up to 154 BMR units.

The R3 building is envisioned to deliver a family-focused community with a minimum of 25% two-bedroom and 25% three-bedroom units. It is possible that a portion of the R3 building units will also provide services to special needs populations. At this time, the anticipated affordability level is 60% AMI. It is important to emphasize that the final unit mix, program features and amenities (such as any special-needs offerings), and income level will be determined by the selected non-profit affordable housing developer. However, for CEQA and entitlement purposes, the anticipated unit count and unit type mix of R3 is provided in **Table 3** below.

## II. Parkline BMR Housing Proposal Summary

This section provides a summary of our overall BMR proposal, including details responsive to numerous comments provided by staff on earlier versions of this proposal. **Table 1** below provides a summary of the anticipated sequencing and phasing of Parkline’s BMR units. **Tables 2** through **4** below provide a summary of the number of units, unit type mixes, and unit square footages of both the market rate and BMR units. Lastly, **Table 5** provides a summary of the BMR proposal per building/Project component.

**Table 1: Summary of Parkline BMR Proposal and Phasing**

Phase	Parkline Construction Scope	BMR Component
<b>Phase 1a</b>	R1 Multifamily Rental Building	45 BMR Rental Units
	R2 Multifamily Rental Building	45 BMR Rental Units
<b>Phase 1b</b>	Site Preparation	Delivery of 7 BMR townhomes
	Construct TH 1 Detached Market Rate & BMR Townhomes	Land dedication of 1.63 acres for development of up to 154 BMR rental units to be constructed by Non-Profit Housing Developer. Dedication to occur following recordation of first phased Final Map and prior to issuance of first building permit for vertical construction.
	Construct TH 2 Attached Market Rate & BMR Townhomes	
	Dedicate R3 Parcel to Non-Profit Housing Developer for development of up to 154 units	
<b>Total</b>	<b>800 Total Units</b>	<b>Up to 251 BMR Units</b>

**Table 2: Parkline Market Rate and BMR Unit Types (Not Incl. R3 Dedication)**

Unit Types (No R3) <sup>1</sup>	Area (SF)	Total Units	Percent of Total Project	Total BMR Units	Percent of Total BMR Units within Project
Studio/1Bath	550-650	46	7.1%	7	7.2%
1Bedroom/1Bath	700-900	253	39.2%	38	39.18%
2Bedroom/2Bath	1,000-1,250	257	39.8%	39	40.21%
3Bedroom/2Bath	1,300-1,450	44	6.8%	6	6.2%
4Bedroom/3Bath (TH2, Attached)	2,000-2,500	27	4.2%	4	4.1%
4Bedroom/3Bath (TH 1, Detached)	2,500-3,000	19	2.9%	3	3.1%
<b>Total Units</b>		<b>646</b>		<b>97</b>	

<sup>1</sup>4Bedroom/3Bath unit types are limited to TH1 and TH2; all other unit types shown in this table are within R1 and R2. BMR units would be distributed within each building/Project component and would include proportional unit types based on the unit type mix of that building/Project component. Final unit types and sizes will be determined during the Architectural Control process for each building/Project component.

**Table 3: Anticipated BMR Unit Types in Building R3 (Land Dedication)<sup>1</sup>**

Unit Types	Area (SF)	Total Units	Percentage of Dwelling Units
1Bedroom/1Bath	500-600	70	45.5%
2Bedroom/1Bath	800-850	42	27.3%
3Bedroom/2Bath	1,000 – 1,200	42	27.3%
<b>Total Units</b>	<b>178,000</b>	<b>154</b>	<b>100%</b>

<sup>1</sup>The final unit and income mix of the BMR units in the R3 building will be determined by the non-profit affordable housing developer after dedication.

**Table 4: Summary of All Parkline Residential Units (Including R3 Dedication)**

Unit Types (With R3)	Area (SF)	Total Units	Percent of Total Project	Total BMR Units	Percent of Total BMR Units within Project
Studio/1Bath	550-650	46	5.7%	7	2.79%
1Bedroom/1Bath	700-900	323	40.3%	108	43.03%
2Bedroom/2Bath	1,000-1,250	299	37.3%	81	32.30%
3Bedroom/2Bath	1,300-1,450	86	10.7%	48	19.12%
4Bedroom/3Bath (TH2, Attached)	2,000-2,500	27	3.4%	4	1.6%
4Bedroom/3Bath (TH 1, Detached)	2,500-3,000	19	2.3%	3	1.2%
<b>Total Units</b>		<b>800</b>		<b>251</b>	

**Table 5: Summary of Parkline BMR Units Per Building/Project Component**

<b>Parkline Building</b>	<b>Phase</b>	<b>BMR Proposal</b>	
<b>R1 Building (Multifamily)</b>	Phase 1a	<ul style="list-style-type: none"> <li>- Total Number of Units: 300</li> <li>- Proposed market rate units: 255</li> <li>- Total number of BMR units: 45</li> <li>- Unit square footages: 550-1,450 sf</li> <li>- BMR Unit Types: See Table 2 above</li> <li>- Affordability level: Average 80% AMI, subject to BMR Guidelines Section 4.1.2</li> </ul>	
<b>R2 Building (Multifamily)</b>	Phase 1a	<ul style="list-style-type: none"> <li>- Total Number of Units: 300</li> <li>- Proposed market rate units: 255</li> <li>- Total number of BMR units: 45</li> <li>- Unit square footages: 550-1,450 sf</li> <li>- BMR Unit Types: See Table 2 above</li> <li>- Affordability level: Average 80% AMI, subject to BMR Guidelines Section 4.1.2</li> </ul>	
<b>R3 Building (100% BMR, Dedicated)</b>	Dedication at Phase 1a	<ul style="list-style-type: none"> <li>- Total Number of Units: 154</li> <li>- Proposed market rate units: 0</li> <li>- Total number of BMR units: 154</li> <li>- Unit square footages: 500-1,200 sf</li> <li>- Unit Types: See Table 3 above</li> <li>- Anticipated Affordability level: 60% of AMI</li> </ul>	
<b>TH 1 (19 Detached Townhomes)</b>	Phase 1b	<ul style="list-style-type: none"> <li>- Total Number of Units: 19</li> <li>- Proposed market rate units: 16</li> <li>- Total number of BMR units: 3</li> <li>- Unit square footages: 2,000-3,000 sf</li> <li>- Unit Types: 4Bedroom/3Bath</li> <li>- Affordability level: Average 80% AMI, subject to BMR Guidelines Section 4.1.2</li> </ul>	
<b>TH 2 (27 Attached Townhomes)</b>	Phase 1b	<ul style="list-style-type: none"> <li>- Total Number of Units: 27</li> <li>- Proposed market rate units: 23</li> <li>- Total number of BMR units: 4</li> <li>- Unit square footages: 2,000-3,000 sf</li> <li>- Unit Types: 4Bedroom/3Bath</li> <li>- Affordability level: Average 80% AMI, subject to BMR Guidelines Section 4.1.2</li> </ul>	
<b>Total</b>		<b>800 Total Units (Market Rate + BMR)</b>	<b>251 BMR Units (31.3% of Total Units)</b>

Please note that this BMR proposal is not intended to establish a strict phasing schedule for the Parkline project. LPGS Menlo reserves the right to (1) reverse sequence of R1 and R2 (i.e., start construction of R2 before R1), and (2) accelerate the construction of TH1 and/or TH2 such that construction could commence before R1 and R2. Regardless of specific phasing, the BMR proposal would yield concurrent delivery of BMR units to meet the 15% requirement per building/Project component. Phasing and milestones will also be addressed as part of the ongoing Development Agreement negotiations.

\* \* \*

Thank you for your time and attention reviewing our updated BMR Housing Proposal. We look forward to further discussions and continuing to work with the City on this exciting Project. Please let us know of any further questions or comments.

Sincerely,

A handwritten signature in blue ink, appearing to read 'mjm', is positioned above the typed name Mark Murray.

Mark Murray  
Principal, Lane Partners  
On behalf of LPGS Menlo LLC

cc: Justin Murphy, City Manager  
Nira Doherty, City Attorney  
Mary Wagner, Assistant City Attorney  
Mike Biddle, Assistant City Attorney

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

**RECORDING REQUESTED BY  
AND WHEN RECORDED MAIL TO:**

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

**PARKLINE PROJECT WIDE AFFORDABLE HOUSING AGREEMENT**

**THIS PARKLINE PROJECT WIDE AFFORDABLE HOUSING AGREEMENT** (“**Agreement**”) is made as of this \_\_\_\_ day of \_\_\_\_\_, 202\_\_, by and between LPGS Menlo, LLC, a Delaware limited liability company (“**Project Wide Developer**”) and the City of Menlo Park, a California municipal corporation (“**City**”) (each individually a “**Party**” and together the “**Parties**”), with reference to the following facts.

**RECITALS**

The following Recitals are a substantive part of and are hereby incorporated into this Agreement. For ease of reference, capitalized terms used within this Agreement are identified here, and if not otherwise defined, are defined in Section 1 of this Agreement.

A. SRI International, a 501 (c)(3) nonprofit scientific research institute (“**SRI**”), owns real property commonly known as 301 and 333 Ravenswood Avenue and 555 and 565 Middlefield Road in the City of Menlo Park, County of San Mateo, identified as Assessor Parcel Numbers 062-390-660; 062-390-670; 062-390-730; 062-390-760; and 062-390-780 (the “**SRI Property**”).

B. SRI and Project Wide Developer have entered into that certain [**Ground Lease Option Agreement**] dated \_\_\_\_\_, 202\_\_ (“**Ground Lease**”), regarding the SRI Property, but excepting therefrom that portion of the SRI Property encompassing existing buildings P, S and T, to be retained by SRI (“**Buildings PS&T Property**”). Hereinafter, the SRI Property, excepting therefrom the Buildings PS&T Property, shall be referred to as the “**Ground Lease Property**” and is more particularly described in **Exhibit A** attached hereto.

C. LPGS 201 Ravenswood, LLC, a Delaware limited liability company, an affiliate of Project Wide Developer, also owns real property adjacent to the Ground Lease Property commonly known as 201 Ravenswood Avenue in the City of Menlo Park, County of San Mateo, identified as Assessor Parcel Number 062-390-050, and more particularly described on **Exhibit B** attached hereto (“**Developer Property**”).

D. Hereinafter, the Ground Lease Property and Developer Property shall be referred

to herein as the “**Property**”, as more particularly described in **Exhibit A** and **Exhibit B** attached hereto. This Parties hereby agree and acknowledge that this Agreement relates to and shall encumber the Property.

E. Development of the Property is governed by, among other items, Menlo Park Municipal Code Chapter 16.96 (“**BMR Ordinance**”) and the Below Market Rate Housing Program Guidelines (“**Guidelines**”).

F. Project Wide Developer applied to City requesting an amendment to the General Plan (“General Plan”) land use element, amendment to the zoning ordinance to add an Administrative, Professional and Research, Special (C-1-S) zoning district, amendment to the zoning map to apply the newly added C-1-S zoning to the Property, rezoning the Property to add a Conditional Development (“X”) Combining District, and approval of a conditional development permit (“CDP”), below market rate (“BMR”) housing agreement, vesting tentative map (“VTM”) to subdivide the Property into thirty seven (37) separate legal parcels, and Development Agreement (collectively, the “**Project Approvals**”), to redevelop the Property with: (i) construction of five new office/R&D buildings of approximately 1,051,600 square feet (SF) and one new amenity building of approximately 40,000 SF to replace 35 buildings of approximately the same amount of square footage combined (i.e. 1,093,602 SF) on the Ground Lease Property to be demolished, along with a church and associated facilities on the Developer Property; (ii) development of up to 800 residential dwelling units within five (5) different groupings of which 251 will be affordable housing units; (iii) provision of approximately 3,719 parking spaces (surface spaces and within three parking garages); (iv) decommissioning and demolition of a 6-megawatt natural gas cogeneration plant; (v) potential development by the City of an underground emergency water reservoir with a capacity of approximately 2 to 3 million gallons beneath public recreational facilities, provision of publicly accessible open space across the campus, and related infrastructure improvements comprising utilities, roadways, pedestrian and bicycle pathways, lighting, and landscaping (“**Project**”).

G. On March 5, 2025, after a duly noticed public hearing, the Housing Commission recommended approval of this Agreement. On \_\_\_\_\_, 2025, after a duly noticed public hearing, the Planning Commission recommended approval of the Project Approvals, inclusive of this Agreement. On \_\_\_\_\_, 2025, after a duly noticed public hearing, and on the recommendation of the Housing Commission and the Planning Commission, the City Council certified the environmental impact report for the Project and approved the Project Approvals, inclusive of this Agreement.

H. The Project Approvals allow for the development of up to 800 residential dwelling units within five (5) different groupings as follows: (i) three hundred (300) multi-family units on an approximately 4.47-acre parcel, identified as Lot 4 on the VTM (the “**R1 Parcel**”); (ii) three hundred (300) multi-family units on an approximately 5.75-acre parcel, identified as Lot 5 on the VTM (the “**R2 Parcel**”); (iii) one hundred fifty four (154) multi-family units on an approximately 1.63-acre parcel, identified as Lot 7 on the VTM (the “**R3 Parcel**”); (iv) nineteen (19) detached townhome units each located on separate parcels of varying sizes, identified as Lot 10 through Lot 28 on the VTM (the “**TH1 Parcels**”); and (v) twenty seven (27) attached townhome units on an approximately 1.63-acre parcel, identified as Lot 8 on the VTM (the “**TH2 Parcel**”). The R1

Parcel, R2 Parcel, R3 Parcel, TH1 Parcels and TH2 Parcel are each a Development Parcel as defined below.

I. The Project Approvals further provide that in accordance with the BMR Ordinance and the Guidelines, fifteen percent (15%) of the residential dwelling units constructed on the R1 Parcel, R2 Parcel, TH1 Parcels and TH2 Parcel, for a combined total of ninety seven (97) residential dwelling units, shall each be developed and made available for use and occupancy at rents affordable to low income households (the “**BMR Rental Units**”) or, as allowed by Section 4.1.2 of the Guidelines, the affordability level of BMR Rental Units within a Development Parcel shall achieve an average affordability of no more than eighty percent (80%) of Area Median Income, provided the rent of any BMR Rental Unit shall not exceed 75% of comparable market rate rent (the “**Affordability Equivalency**”).

J. The Project Approvals further allow the Project Wide Developer to elect to provide the seven (7) BMR Rental Units to be constructed on TH1 Parcels and TH2 Parcel for-sale to and at sale prices affordable to households earning one hundred twenty percent (120%) of Area Median Income (the “**BMR Ownership Units**”) instead and in-lieu of being available for use and occupancy as a BMR Rental Unit as outlined in Recital I above.

K. The Project Approvals further provide that all of the residential dwelling units on the R3 Parcel shall be constructed by a separate non-profit developer of affordable housing (“**Affordable Housing Developer**”) and shall be developed and made available for use and occupancy at rents affordable to households earning no more than 60% of Area Median Income (the “**60% AMI Units**”).

L. The Project Approvals require the Project Wide Developer to provide the BMR Rental Units, and the BMR Ownership Units if elected by Project Wide Developer, and the 60% AMI Units (collectively, hereinafter the “**Affordable Housing Units**”) as described herein. In accordance with the Project Approvals, Project Wide Developer is required to execute and record an approved BMR housing agreement concurrently with the recordation of the Development Agreement and CDP for the Project against the Property. This Agreement is intended to satisfy that requirement.

M. This Agreement will serve to memorialize the following: (i) Project Wide Developer’s agreement to provide the Affordable Housing Units within the Project needed to satisfy the requirements of the Project Approvals, BMR Ordinance, and Guidelines; (ii) the time frame for the designation of the location, unit composition (number of bedrooms, bathrooms, square footage), and affordability level applicable to the Affordable Housing Units; (iii) the time frame for election by Project Wide Developer whether to deliver Affordable Housing Units in TH1 Parcels and TH2 Parcel as BMR Rental Units or BMR Ownership Units; (iv) the time frame for Project Wide Developer to elect to apply an Affordability Equivalency to BMR Rental Units on a Development Parcel; (v) the time frame for the construction of the Affordable Housing Units; (vi) the restriction of the Affordable Housing Units by the recordation of the Declarations (as defined below), in favor of the City and in a form approved by City, as set forth in **Exhibit C** attached hereto for BMR Rental Units and 60% AMI Units and as set forth in **Exhibit D** attached hereto for BMR Ownership Units, assuring affordability for the required term; and (vii) other issues

related to the provision of Affordable Housing Units on the Property.

NOW, THEREFORE, in consideration of the foregoing and other good and valuable consideration, Project Wide Developer hereby declares and the City hereby agrees as follows:

1. **Definitions.** The following terms shall have the meanings ascribed to them in this Section 1:

- (a) **“Affordability Equivalency”** is defined in Recital I.
- (b) **“Affordability Level”** means whether a BMR Rental Unit or BMR Ownership Unit is restricted for rental or sale to, respectively, household of extremely low income, very low income, low income, or moderate income, as those terms are defined more specifically in the Pro Forma Declaration attached hereto as Exhibit “C”, applicable to BMR Rental Units, and Exhibit “D”, applicable to BMR Ownership Units.
- (c) **“Affordable Housing Developer”** is defined in Recital K.
- (d) **“Affordable Housing Units”** is defined in Recital L.
- (e) **“Agreement”** means this Project Wide Affordable Housing Agreement.
- (f) **“Area Median Income”** or **“AMI”** means the area median income for San Mateo County, as published and periodically updated by the U.S. Department of Housing and Urban Development (**“HUD”**), adjusted for assumed household size.
- (g) **“BMR Ordinance”** has that meaning ascribed to it in Recital E.
- (h) **“BMR Ownership Units”** is defined in Recital J.
- (i) **“BMR Rental Units”** is defined in Recital I.
- (j) **“Building Permit(s)”** means a permit for the actual structure(s) of a Development Parcel, as that term is defined herein, in which residential rental units shall be developed and/or permits for any site preparation construction work, which may include but not be limited to make-ready utility installation; demolition, excavation, shoring and grading; and/or foundation installation.
- (k) **“Buildings PS&T Property”** is defined in Recital B.
- (l) **“City”** means the City of Menlo Park, a municipal corporation.
- (m) **“Declaration”** means the Below Market Rate Housing Agreement and Declaration of Restrictive Covenants recorded in Senior Position against a Development Parcel(s) sufficient to accommodate construction of the Affordable Housing Units applicable to the Development Parcel. The Declaration shall be in substantially the same form as the Pro Forma Declaration attached hereto as Exhibit “C” or Exhibit “D”, with the form attached as Exhibit “C” used for the 60% AMI Units constructed on the R3 Parcel and the BMR Rental Units constructed on the R1 Parcel, R2 Parcel, TH1 Parcels and TH2 Parcel, and, if elected by the Project Wide Developer, the form attached as Exhibit “D” shall be used for the BMR Ownership Units constructed on the TH1 Parcels and TH2 Parcel. The term Declaration includes the First Development Parcel Declaration as defined in Section 5(a) below. Each Declaration shall be made by the owner of the Development Parcel at the time such Declaration is recorded; for the avoidance of doubt, “owner” may refer to a ground lessee or sub-ground lessee
- (n) **“Developer Parcel”** is defined in Recital C and more particularly described in the legal description attached hereto as Exhibit B.
- (o) **“Development Parcel”** means the R1 Parcel, R2 Parcel, R3 Parcel, TH1 Parcel, and TH2 Parcel within the Property upon which any group of Market Rate Units, Affordable Housing



Units, and/or improvements for which Building Permits are being concurrently requested by the Project Wide Developer are located and shall include the First Development Parcel, R3 Development Parcel, and any Subsequent Development Parcel, as such terms are defined herein.

(p) **“First Development Parcel”** shall mean and refer to the first Development Parcel to be developed.

(q) **“Ground Lease”** is defined in Recital B.

(r) **“Ground Lease Property”** is defined in Recital B and more particularly described in the legal description attached hereto as Exhibit A.

(s) **“Guidelines”** has that meaning ascribed to it in Recital E.

(t) **“Market Rate Units”** means the rental or ownership residential units that Project Wide Developer will develop on the R1 Parcel, R2 Parcel, TH1 Parcel and TH2 Parcel within the Property that are not constricted by affordability rules under a Declaration and are permitted under the Project Approvals.

(u) **“Parkline Master Plan”** means the plans submitted by Project Wide Developer dated \_\_\_\_\_, 202\_\_, consisting of \_\_\_\_ plan sheets and Appendices 1 through 10, recommended for approval by the Planning Commission on April \_\_\_\_, 2025 and approved by the City Council on [date]

(v) **“Parties”** means the City and Project Wide Developer.

(w) **“Party”** means the City or Project Wide Developer.

(x) **“Project”** is defined in Recital F.

(y) **“Project Approvals”** is defined in Recital F.

(z) **“Project Wide Developer”** means LPGS Menlo, LLC, a Delaware limited liability company.

(aa) **“Property”** is defined in Recital D, and more particularly described in the legal descriptions attached hereto as Exhibit A and Exhibit B.

(bb) **“Required Affordable Units”** means the number of Affordable Housing Units which, as of the date of issuance of the first Building Permit for any particular Development Parcel, Project Wide Developer is required to construct pursuant to Section 2(c) of this Agreement.

(cc) **“R3 Development Parcel”** shall mean and refer to the R3 Parcel to be developed as part of the Project.

(dd) **“R1 Parcel”** is defined in Recital H.

(ee) **“R2 Parcel”** is defined in Recital H.

(ff) **“R3 Parcel”** is defined in Recital H.

(gg) **“Senior Position”** means that the document is recorded against the Property such that it is senior in recording priority to all mortgages, deeds of trust or other liens, excluding property taxes.

(hh) **“SRI”** means SRI International, a 501 (c)(3) nonprofit scientific research institute.

(ii) **“SRI Property”** has the meaning ascribed to it in Recital A.

(jj) **“Subsequent Development Parcel”** shall mean and refer to each of the Development Parcels to be developed as part of the Project subsequent to the First Development Parcel.

(kk) **“Targeted Household”** means, (a) with respect to the BMR Rental Units either (i) those households whose aggregate gross annual income does not exceed eighty percent (80%) of Area Median Income, as adjusted for family size, or (ii) if an Affordability Equivalency is applicable, those households whose aggregate gross annual income does not exceed one hundred twenty percent (120%) of Area Median Income, as adjusted for family size; (b) with respect to

BMR Ownership Units those households whose aggregate gross annual income does not exceed one hundred twenty percent (120%) of Area Median Income, as adjusted for family size; and (c) for 60% AMI Units, those households whose aggregate gross annual income does not exceed sixty percent (60%) of Area Median Income, as adjusted for family size.

(ll) “**TH1 Parcels**” is defined in Recital H.

(mm) “**TH2 Parcel**” is defined in Recital H.

(nn) Other terms referenced in this Agreement in “quotations” have the meanings ascribed to them in this Agreement.

(oo) “**60% AMI Units**” are defined in Recital K.

2. Design, Construction and Occupancy Schedule for Affordable Housing Units. Project Wide Developer shall have no obligation to commence construction of the Affordable Housing Units except in accordance with the following schedule.

(a) First Development Parcel. Prior to the commencement of vertical construction of any portion of the Project on the Property, Project Wide Developer and/or a successor owner of any portion of the Project shall obtain Building Permits for all of the Required Affordable Units for the First Development Parcel, and shall proceed to diligently commence and pursue construction of such Affordable Housing Units associated with that First Development Parcel.

(b) Subsequent Development Parcel(s). Prior to the commencement of construction of any Subsequent Development Parcel, Project Wide Developer and/or a successor owner of such Subsequent Development Parcel shall obtain Building Permits for all of the Required Affordable Units for such Subsequent Development Parcel, and shall proceed to diligently commence and pursue construction of such Affordable Housing Units associated with that Subsequent Development Parcel. It is acknowledged that there may be more than one Subsequent Development Parcel.

(c) Construction of Affordable Housing Units. With respect to each Development Parcel, Project Wide Developer and/or a successor owner of such Development Parcel shall obtain Building Permits (and thereafter construct and complete pursuant to Sections 2(a) and 2(b), above) for the Required Affordable Units in relation to such Development Parcel, all as provided in Exhibit “F” attached hereto. Exhibit “F” sets forth the required number of affordable units for each of R1 Parcel, R2 Parcel, TH1 Parcels and TH2 Parcel in order to comply with the City’s fifteen percent inclusionary requirement, and is not intended to establish a construction phasing schedule or otherwise dictate the sequence in which individual Development Parcels are developed. Notwithstanding anything to the contrary in this Agreement, the precise unit counts shown on Exhibit “F” may be amended or updated with the mutual approval of the City and the Project Wide Developer through the architectural control permitting process for a given Development Parcel, provided that at least 15% of the total number of units provided on a given Development Parcel including Market Rate Units are Affordable Units (i.e., for R1 Parcel, R2 Parcel, TH1 Parcels and TH2 Parcel) and not less than 100% of the total number of units provided on the R3 Parcel are Affordable Units (subject to any applicable requirements for a single manager’s unit).

3. Building Permits. Issuance of Building Permits for any Development Parcel, and a corresponding release of this Agreement from the property comprising such Development Parcel,

shall not be allowed until Project Wide Developer causes a Development Parcel sufficient to accommodate construction of the Affordable Housing Units applicable to such Development Parcel to be encumbered by a Declaration in Senior Position.

4. Effect of Sale of Parcel by Project Wide Developer. If a Development Parcel(s) within the Project is sold or otherwise transferred by Project Wide Developer, every such Development Parcel sold or transferred shall (at the time the owner thereof obtains Building Permits for residential rental or for-sale units on such Development Parcel(s)) be included, for purposes of this Agreement, in the delivery of Affordable Housing Units and Market Rate Units as provided in Exhibit "F" attached hereto. Any such sale or transfer by the Project Wide Developer shall also be subject to the provisions of Section 11 of this Agreement.

5. Declarations of Covenants, Conditions and Restrictions. The Project Wide Developer, and/or a successor owner of any applicable portion of the Project, shall timely execute and record Declarations as and when required by this Agreement.

(a) First Development Parcel Declaration. Prior to the first date upon which Building Permits for Market Rate Units in the First Development Parcel are first issued, Project Wide Developer shall execute, acknowledge and deliver a "First Development Parcel Declaration" to the title company, who will cause the First Development Parcel Declaration to be recorded in Senior Priority against the parcel(s) described in such First Development Parcel Declaration. The First Development Parcel Declaration shall ensure that the required number of Affordable Housing Units applicable to the First Development Parcel (as provided on Exhibit "F" attached hereto) will be owned, operated, leased, rented, maintained, and occupied as Affordable Housing Units for the term of the First Development Parcel Declaration. At the time the First Development Parcel Declaration is executed, the City shall execute a release of this Agreement for all of the parcel(s) comprising the First Development Parcel. Such release shall be in the form attached hereto as Exhibit "E".

(b) Subsequent Development Parcel Declaration. Prior to the issuance of Building Permits for any Market Rate Units in any Subsequent Development Parcel, Project Wide Developer shall execute, acknowledge and deliver a "Subsequent Development Parcel Declaration" to the title company, who will cause the Subsequent Development Parcel Declaration to be recorded in Senior Priority against the parcel(s) described in such Subsequent Development Parcel Declaration. The Subsequent Development Parcel Declaration shall ensure that the required number of Affordable Housing Units applicable to the Subsequent Development Parcel (as provided on Exhibit "F" attached hereto) will be owned, operated, leased, rented, maintained, and occupied as Affordable Housing Units for the term of the Subsequent Development Parcel Declaration. At the time a Declaration for such Subsequent Development Parcel is executed, the City shall execute a release of this Agreement for all of the parcel(s) comprising such Subsequent Development Parcel. Such release shall be in the form attached hereto as Exhibit "E".

(c) R3 Development Parcel Declaration. Prior to the issuance of Building Permits for any Affordable Housing Units on the R3 Development Parcel, the Project Wide Developer shall execute, acknowledge and deliver a "R3 Development Parcel Declaration" to the title company, who will cause the R3 Development Parcel Declaration to be recorded in Senior Priority against

the R3 Development Parcel described in such R3 Development Parcel Declaration. The R3 Development Parcel Declaration shall ensure that the required number of Affordable Housing Units applicable to the R3 Parcel (as provided on Exhibit “F” attached hereto) will be owned, operated, leased, rented, maintained, and occupied as Affordable Housing Units for the term of the R3 Development Parcel Declaration. At the time a Declaration for the R3 Development Parcel is executed, the City shall execute a release of this Agreement for the R3 Development Parcel. Such release shall be in the form attached hereto as Exhibit “E”.

(d) Restrictions. Each Declaration shall be in substantially the same form as the Pro Forma Declaration attached hereto as Exhibit “C” or Exhibit “D”, with the form attached as Exhibit “C” used for 60% AMI Units constructed on R3 Parcel and BMR Rental Units constructed on the R1 Parcel, R2 Parcel, TH1 Parcels and TH2 Parcel, or, if elected by the Project Wide Developer, the form attached as Exhibit “D” shall be used for the BMR Ownership Units constructed on the TH1 Parcels and TH2 Parcel. Project Wide Developer shall determine whether the Affordable Housing Units on TH1 Parcels and TH2 Parcel will be BMR Rental Units or BMR Ownership Units and provide written notice thereof to City prior to the earlier of filing of a final subdivision map applicable to TH1 Parcels and TH2 Parcel or issuance of Building Permits for TH1 Parcels and TH2 Parcel. Each Declaration shall provide for the location, unit composition (number of bedrooms, bathrooms, square footage), and Affordability Level applicable to the Affordable Housing Units on each Development Parcel, and restrict the occupancy, and rents paid (or sales price paid) by the Targeted Households (collectively, the “**Restrictions**”) in accordance with the provisions of the BMR Ordinance, Guidelines, and this Agreement; further, the Restrictions applicable to a Development Parcel, excepting the actual rent or purchase price applicable to the lease of a BMR Rental Unit or sale of a BMR Ownership Unit, respectively, shall be determined in connection with and as a condition of an architectural control permit required for issuance of a Building Permit. In addition, if Project Wide Developer desires to apply an Affordability Equivalency to BMR Rental Units on a Development Parcel, said election must be made in connection with and as a condition of an architectural control permit required for issuance of a Building Permit; further, the Affordability Equivalency may only be applied to BMR Units to be constructed on one separate Development Parcel and not in combination between BMR Units to be constructed on more than one Development Parcel.

6. Recordation. This Agreement shall be recorded against the Property in the Office of the County Recorder for the County of San Mateo in Senior Position; but subject to the release provisions of Sections 5(a), 5(b) and 5(c) above, and Section 16 below.

7. Indemnity. Project Wide Developer agrees to indemnify and hold harmless the City, and any and all of its members, officers, agents, servants, or employees (the “Indemnitees”) from and against all claims, liens, claims of lien, losses, damages, costs, and expenses, whether direct or indirect, arising in any way from the default by Project Wide Developer in the performance of its obligations under this Agreement; provided, however, that Project Wide Developer shall not be required to indemnify, defend or hold harmless any of the Indemnitees from claims, losses, damages, costs and expenses related to the negligence or willful misconduct of any of the Indemnitees.

8. Marketing Requirements. Project Wide Developer shall follow any applicable marketing requirements and procedures of the Guidelines.

9. Breach/Default. If Project Wide Developer is in material breach of the terms set forth in this Agreement and Project Wide Developer does not take action to correct such violation within 60 days of written notice of such failure from the City (or 180 days in the event such violation cannot reasonably be cured within 60 days and Project Wide Developer is diligently pursuing such cure), the City shall be entitled to all of its rights and remedies set forth herein and at law and in equity.

10. Covenants to Run With the Land. Project Wide Developer agrees that all of its obligations hereunder shall constitute covenants, which shall run with the land and shall be binding upon the Property and upon every person having any interest therein at any time and from time to time during the term of this Agreement. Further, Project Wide Developer agrees that, if a court of competent jurisdiction determines that the obligations set forth herein do not qualify as covenants running with the land, they shall be enforced as equitable servitudes.

11. Successors and Assigns. This Agreement shall inure to the benefit of, and be binding upon, the parties hereto, and their respective heirs, successors and assigns. Project Wide Developer shall not sell, transfer or otherwise dispose of the Property or any Development Parcel, unless: (i) the proposed transferee enters into a Declaration as described in Section 5 hereof or (ii) the proposed transferee shall have executed and delivered to the City an express written assumption of all of Project Wide Developer's obligations under this Agreement as they relate to such acquired real property, on a form substantially similar to the Pro Forma Assignment and Assumption Agreement attached hereto as Exhibit "G". Upon any sale of any portion of the Property permitted by the preceding sentence, with respect solely to the transferred property, Project Wide Developer will be released from further obligations relating to such transferred property (and under any Declaration or other documentation related hereto). The foregoing restrictions on sale and transfer shall not apply to the granting of easements, rights-of-way, and similar conveyances in connection with the development of the Project which are not in the nature of a sale of one or more legal parcels. Upon assignment and assumption by a successor entity, as approved by the City, Project Wide Developer shall be released from all further responsibility under the terms of this Agreement as to the subject parcel(s) so conveyed. The successors and assigns of the Project Wide Developer shall enter into and execute such other and further documents as the City shall reasonably require, as from time to time, may be needed to effectuate the affordable housing requirements of the Guidelines or as otherwise required or allowed by law.

12. Standing, Equitable Remedies; Cumulative Remedies. Project Wide Developer expressly agrees and declares that the City and/or its successors shall be the proper parties and shall have standing to initiate and pursue any and all actions or proceedings, at law or in equity, to enforce the provisions hereof and/or to recover damages for any default hereunder, notwithstanding the fact that such damages or the detriment arising from such a default may have actually been suffered by some other person or by the public at large. Nothing in this subparagraph, and no recovery to the City, shall restrict or limit the rights or remedies of persons or entities other than the City, against Project Wide Developer in connection with the same or related acts by Project Wide Developer. Neither Project Wide Developer, nor any tenant or occupant of the Property, shall have

any claim or right of action against the City based on any alleged failure of the City to perform or enforce the terms of this Agreement, except that Project Wide Developer may reasonably rely upon City's tenant eligibility determination, and provided further that Project Wide Developer may pursue a claim of specific performance against the City in the event the City improperly withholds a release of a Development Parcel from this Agreement after a Declaration has been recorded against such Development Parcel according to the terms of this Agreement.

13. Certificate of Compliance. The City shall provide Project Wide Developer upon request with recordable evidence that a particular parcel(s) of real property within the Project has satisfied all applicable requirements under this Agreement, or has been developed in a manner which makes this Agreement inapplicable thereto, and which instrument shall have the effect of making this Agreement no longer a lien or encumbrance upon title to such parcel(s) or condominium(s).

14. Term. This Agreement and the covenants and restrictions contained herein shall, subject to the provisions above relating to release hereof, remain in effect as a lien and charge against each legal parcel within the Property until the date of recordation of the final Declaration for the final Subsequent Development Parcel for the Property, at which time this Agreement shall be terminated. Upon the termination of this Agreement, the Parties agree to execute and record appropriate instruments to release and discharge this Agreement; provided, however, the execution and recordation of such instruments shall not be necessary or a prerequisite to the termination of this Agreement upon the expiration of the term.

15. Severability. In the event that any provision or covenant of this Agreement is held by a court of competent jurisdiction to be invalid or unenforceable, then it shall be severed from the remaining portions of this Agreement which shall remain in full force and effect.

16. Release of Non-Residential Parcels. This Agreement is entered into to provide for the development of Affordable Housing Units on the Development Parcels containing Affordable Housing Units. Those portions of the Project not containing the Development Parcels shall be released from this Agreement upon the earlier of (i) the recording of a parcel or final map for said portions of the Project not containing the Development Parcels, which map substantially conforms to the Parkline Master Plan or (ii) the issuance of a demolition or building permit for the development of any portion of the Project not containing the Development Parcels. Such release shall be in the form of the Pro Forma Partial Release attached hereto as Exhibit "E".

17. General Provisions.

(a) Integration. The undersigned, and each of them, acknowledge and represent that no promise or inducement not expressed in this Agreement has been made in connection with this Agreement. This Agreement contains the entire agreement and understanding between the parties as to its subject matter.

(b) Waiver and Amendment. No provision of this Agreement, or breach of any provision, can be waived except in writing. Waiver of any provision or breach shall not be deemed to be a waiver of any other provision, or of any subsequent breach of the same or other provision.

Except as otherwise provided herein, this Agreement may be amended, modified or rescinded only in writing signed by Project Wide Developer and the City.

(c) Time of Essence. Time is expressly declared to be of the essence in this Agreement, and of every provision in which time is an element.

(d) Captions. Paragraph titles and captions contained in this Agreement are inserted as a matter of convenience and for reference, and are not a substantive part of this Agreement.

(e) Further Assurances. The parties each agree to sign any additional documents, which are reasonably necessary to carry out this Agreement or to accomplish its intent.

(f) Benefit and Burden. This Agreement shall be binding upon and inure to the benefit of the parties and their respective heirs, representatives, successors and assigns. This Agreement is not intended to benefit any person other than the parties hereto.

(g) Governing Law. This Agreement has been entered into in the State of California, and shall be interpreted and enforced under California law.

(h) Attorneys' Fees. The prevailing party in any action, including, but not limited to, arbitration, a petition for writ of mandate, and/or an action for declaratory relief, brought to enforce, interpret or reform the provisions of this Agreement shall be entitled to reasonable attorneys' fees and costs (including, but not limited to, experts' fees and costs and trustees' fees, and including "costs" regardless of whether recoverable as such under any statute) incurred in such action.

(i) Signatures. This Agreement may be executed in any number of counterparts and, as so executed, the counterparts shall constitute one and the same Agreement. All individuals signing this Agreement for a party which is a corporation, limited liability company, partnership or other legal entity, or signing under a power of attorney, or as a trustee, guardian, conservator, or in any other legal capacity, covenant to the City that they have the necessary capacity and authority to act for, sign and bind the respective entity or principal on whose behalf they are signing.

(j) Notices. All notices given pursuant to this Agreement or law shall be written. Notices shall be delivered with all delivery or postal charges prepaid. Notices may be given personally; by electronic mail; by United States first-class mail; by United States certified or registered mail; or by other recognized overnight service. Notices shall be deemed received on the date of personal delivery transmission; on the date shown on a signed return receipt or acknowledgment of delivery; or, if delivery is refused or notice is sent by regular mail, seventy-two (72) hours after deposit thereof with the U.S. Postal Service. Until a party gives notice of a change, notices shall be sent to:

If to the City:

City of Menlo Park  
701 Laurel Street  
Menlo Park, CA 94025

Attention: City Clerk  
E-mail:

If to Project Wide Developer: LPGS Menlo, LLC

\_\_\_\_\_  
\_\_\_\_\_  
Attn: \_\_\_\_\_  
E-mail:

With a copy to: Coblentz Patch Duffy & Bass LLP  
1 Montgomery Street, Suite 3000  
San Francisco, CA 94104  
Attn: Frank Petrilli, Esq.  
E-mail: fpetrilli@coblentzlaw.com

(k) Mortgagees Protection. No violation or breach of the covenants, conditions, restrictions, provisions or limitations contained in this Agreement shall defeat or render invalid or in any way impair the lien or charge of any permitted deed of trust recorded on the Property provided, however, that any subsequent owner of the Property shall be bound by the covenants, conditions, restrictions, limitations and provisions of this Agreement, whether such owner's title was acquired by foreclosure, deed in lieu of foreclosure, trustee's sale or otherwise.

(l) Actions of Parties to be Reasonable. Each party to this Agreement agrees that it shall act reasonably in granting or withholding any consent or approval required by this Agreement and/or any other legal document executed in connection with this Agreement or in connection with the development of the Project.

(m) Estoppel Certificate. Upon the request of the Project Wide Developer, the City shall, through the City Manager, provide Project Wide Developer and any potential lender or purchaser, with an estoppel certificate by which the City confirms that Project Wide Developer is not in default hereof, or setting forth such defaults, and confirming such other factual matters as Project Wide Developer or such potential lender or purchaser may reasonably request and the addressees of such estoppel certificates shall be entitled to rely upon the information contained therein.

[This Space Intentionally Left Blank]



IN WITNESS WHEREOF, the Project Wide Developer has caused this Agreement to be executed as of the date first written above.

**PROJECT WIDE DEVELOPER:**

LPGS MENLO, LLC, a Delaware limited liability company

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

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

Its: \_\_\_\_\_

**CITY:**

CITY OF MENLO PARK, a California municipal corporation

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

Name: Justin I.C. Murphy

Title: City Manager

**ATTEST:**

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

Date: \_\_\_\_\_

ACKNOWLEDGMENT

State of California            )  
  )  
County of Mateo                )

On \_\_\_\_\_, 20\_\_\_\_ before me, \_\_\_\_\_,  
personally appeared \_\_\_\_\_  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_ (Seal)

ACKNOWLEDGMENT

State of California            )  
  )  
County of San Mateo         )

On \_\_\_\_\_, 20\_\_\_\_ before me, \_\_\_\_\_,  
personally appeared \_\_\_\_\_  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_ (Seal)

**Exhibit “A”**

**Legal Description  
Ground Lease Property**

**Exhibit “B”**

**Legal Description  
Developer Property**

**“Exhibit C”**

**Pro Forma Below Market Rate Housing Agreement and  
Declaration of Restrictive Covenants  
(BMR Rental Units)**

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

**RECORDING REQUESTED BY  
AND WHEN RECORDED MAIL TO:**

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

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APN: [\_\_\_\_\_]

**BELOW MARKET RATE HOUSING AGREEMENT  
AND DECLARATION OF RESTRICTIVE COVENANTS**

**(Parkline Project – BMR Rental Units - Parcel [R1/R2/R3/TH1/TH2])**

**THIS BELOW MARKET RATE HOUSING AGREEMENT AND DECLARATION OF RESTRICTIVE COVENANTS (“Agreement”)** is entered into as of \_\_\_\_\_, 20\_\_, by and between the City of Menlo Park, a California municipal corporation (“**City**”), and \_\_\_\_\_, a \_\_\_\_\_ (“**Owner**”). City and Owner may be referred to individually as a “**Party**” or collectively as the “**Parties**” in this Agreement.

**RECITALS**

A. Owner is the ground lessee of certain real property located in the City of Menlo Park, California, as more particularly described in the legal description attached hereto as Exhibit A and incorporated herein by this reference (the “**Property**”).

B. The Property is subject to that certain Development Agreement, dated \_\_\_\_\_, 20\_\_, by and between LPGS Menlo, LLC, a Delaware limited liability company, and City, and recorded in the Official Records in the Office of the San Mateo County Recorder, California, on \_\_\_\_\_, 20\_\_, as Instrument No. \_\_\_\_\_ (the “**Development Agreement**”).

C. Further, as required by the Development Agreement, the Property was subject to that certain Parkline Project Wide Affordable Housing Agreement, dated \_\_\_\_\_, 20\_\_, by and between Owner’s predecessor-in-interest, LPGS Menlo, LLC, a Delaware limited liability company (the “**Project Wide Developer**”), and City, and recorded in the Official Records in the Office of the San Mateo County Recorder, California, on \_\_\_\_\_, 20\_\_, as Instrument No. \_\_\_\_\_ (the “**Parkline Housing Agreement**”). The Property is a Development Parcel as described in the Parkline Housing Agreement.

D. In accordance with the Parkline Housing Agreement, Owner has secured approval from City of an architectural control permit allowing for the development and construction of [insert number] of [multi-family residential units / attached townhomes / detached townhomes] on

the Property, as well as associated open space, circulation, parking and infrastructure improvements (the “**Project**”), of which [insert number] shall be developed and made available for use and occupancy at affordable rents (the “**BMR Rental Units**”) as follows: [insert number] extremely low income units (“**ELI Units**”), [insert number] very low income units (“**VLI Units**”), [insert number] low income units (“**LI Units**”), and [insert number] moderate income units (“**MI Units**”). As determined in connection with and as a condition of the aforementioned architectural control permit, the allocation of BMR Rental Units across affordability level and unit composition (number of bedrooms, bathrooms, square footage) in the Project is more particularly described in Exhibit B attached hereto and incorporated herein by this reference; further, the location of the BMR Rental Units within the Project are depicted on Exhibit C, attached hereto and incorporated herein by this reference.

E. As required by the Project Wide Affordable Housing Agreement, which has been released as an encumbrance against the Property contemporaneously with the imposition of the requirements of this Agreement, Owner has agreed to observe all the terms and conditions set forth below for purposes of development and operation of the BMR Rental Units. This Agreement will ensure the Project’s continuing affordability.

**NOW, THEREFORE**, the Parties hereto agree as follows. The recitals are incorporated into this Agreement by this reference.

## **1. CONSTRUCTION OF THE IMPROVEMENTS.**

**1.1 Construction of the Project.** Owner agrees to construct the Project in accordance with the Menlo Park Municipal Code and all other applicable state and local building codes, development standards, ordinances and zoning ordinances.

**1.2 City and Other Governmental Permits.** Before commencement of the Project, Owner shall secure or cause its contractor to secure any and all permits which may be required by the City or any other governmental agency affected by such construction, including without limitation building permits. Owner shall pay all necessary fees and timely submit to the City final drawings with final corrections to obtain such permits; City staff will, without incurring liability or expense therefore, process applications in the ordinary course of business for the issuance of building permits and certificates of occupancy for construction that meets the requirements of the Menlo Park Municipal Code, and all other applicable laws and regulations.

**1.3 Compliance with Laws.** Owner shall carry out the design, construction and operation of the Project in conformity with all applicable laws, including all applicable state labor standards, City zoning and development standards, building, plumbing, mechanical and electrical codes, and all other provisions of the Menlo Park Municipal Code, and all applicable disabled and handicapped access requirements, including without limitation the Americans With Disabilities Act, 42 U.S.C. Section 12101, *et seq.*, Government Code Section 4450, *et seq.*, Government Code Section 11135, *et seq.*, and the Unruh Civil Rights Act, Civil Code Section 51, *et seq.*

## **2. OPERATION OF THE BMR RENTAL UNITS**

**2.1 Affordability Period.** This Agreement shall remain in effect and the Property shall be subject to the requirements of this Agreement from the date that the City issues a final certificate



occupancy for the Project (the “**Effective Date**”) until the 55th anniversary of such Effective Date. The duration of this requirement shall be known as the “**Affordability Period**.”

**2.2 Maintenance.** Owner shall comply with every condition of the Project Approvals as defined in the Development Agreement and as applicable to the Project and shall, at all times, maintain the Project and the Property in good repair and working order, reasonable wear and tear excepted, and in a safe and sanitary condition, and from time to time shall make all necessary and proper repairs, renewals, and replacements to keep the Project and the Property in a good, clean, safe, and sanitary condition.

**2.3 Monitoring and Recordkeeping.** Throughout the Affordability Period, Owner shall comply with all applicable recordkeeping and monitoring requirements set forth in the Below Market Rate Housing Program Guidelines (“**Guidelines**”), promulgated by City pursuant to Menlo Park Municipal Code Chapter 16.96 (“**BMR Ordinance**”), as such Guidelines may be amended from time to time. City shall have the right to inspect the books and records of Owner and its rental agent or bookkeeper upon reasonable notice during normal business hours. Representatives of the City shall be entitled to enter the Property, upon at least 48-hour prior written notice, which can be provided via email, to monitor compliance with this Agreement, to inspect the records of the Project with respect to the BMR Rental Units, and to conduct, or cause to be conducted, an independent audit or inspection of such records. Owner agrees to cooperate with the City in making the Property available for such inspection or audit. Owner agrees to maintain records in businesslike manner, and to maintain such records for a minimum of five (5) years from their creation during the Affordability Period.

**2.4 Non-Discrimination Covenants.** Owner covenants by and for itself, its successors and assigns, and all persons claiming under or through them that there shall be no discrimination against or segregation of any person or group of persons on account of race, color, religion, sex, marital status, familial status, disability, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the Property, nor establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees, or vendees in the Property. Owner shall include such provision in all deeds, leases, contracts and other instruments executed by Owner, and shall enforce the same diligently and in good faith.

a. In deeds, the following language shall appear:

(1) Grantee herein covenants by and for itself, its successors and assigns, and all persons claiming under or through it, that there shall be no discrimination against or segregation of a person or of a group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the property herein conveyed nor shall the grantee or any person claiming under or through the grantee establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location,

number, use or occupancy of tenants, lessees, subtenants, sublessees or vendees in the property herein conveyed. The foregoing covenant shall run with the land.

(2) Notwithstanding paragraph (1), with respect to familial status, paragraph (1) shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the Government Code. With respect to familial status, nothing in paragraph (1) shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11 and 799.5 of the Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the Civil Code and subdivisions (n), (o), and (p) of Section 12955 of the Government Code shall apply to paragraph (1).

b. In leases, the following language shall appear:

(1) The lessee herein covenants by and for the lessee and lessee's heirs, personal representatives and assigns, and all persons claiming under the lessee or through the lessee, that this lease is made subject to the condition that there shall be no discrimination against or segregation of any person or of a group of persons on account of race, color, creed, religion, sex, sexual orientation, marital status, national origin, ancestry or disability in the leasing, subleasing, transferring, use, occupancy, tenure or enjoyment of the property herein leased nor shall the lessee or any person claiming under or through the lessee establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, sublessees, subtenants, or vendees in the property herein leased.

(2) Notwithstanding paragraph (1), with respect to familial status, paragraph (1) shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the Government Code. With respect to familial status, nothing in paragraph (1) shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11 and 799.5 of the Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the Civil Code and subdivisions (n), (o), and (p) of Section 12955 of the Government Code shall apply to paragraph (1).

c. In contracts pertaining to management of the Project, the following language, or substantially similar language prohibiting discrimination and segregation shall appear:

(1) There shall be no discrimination against or segregation of any person or group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the property nor shall the transferee or any person claiming

under or through the transferee establish or permit any such practice or practices of discrimination or segregation with reference to selection, location, number, use or occupancy of tenants, lessee, subtenants, sublessees or vendees of the land.

(2) Notwithstanding paragraph (1), with respect to familial status, paragraph (1) shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the Government Code. With respect to familial status, nothing in paragraph (1) shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11 and 799.5 of the Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the Civil Code and subdivisions (n), (o), and (p) of Section 12955 of the Government Code shall apply to paragraph (1).

**2.5 Recording; Senior Lien.** This Agreement shall be recorded against the Property in the Official Records of the County of San Mateo such that it is senior in recording priority to all mortgages, deeds of trust or other liens, excluding property taxes. This Agreement shall run with the land.

### **3. THE BMR RENTAL UNITS**

**3.1 BMR Rental Units.** Owner agrees to make available, restrict occupancy to, and lease not less than [\_\_\_\_\_] ( ) BMR Rental Units, inclusive of [\_\_\_\_\_] ( ) ELI Units, [\_\_\_\_\_] ( ) VLI Units, [\_\_\_\_\_] ( ) LI Units, and [\_\_\_\_\_] ( ) MI Units, to Qualifying Households, as hereinafter defined, at an affordable rent, pursuant to the terms set forth below. The BMR Rental Units shall be of a quality comparable to all of the other rental units in the Project. The BMR Rental Units shall be initially distributed as set forth in Exhibit C, attached hereto and incorporated herein by this reference. Thereafter, the location of the individual BMR Rental Units may float to account for the next available unit requirement set forth below and as otherwise necessary for the professional maintenance and operation of the Project provided that the distribution of BMR Rental Units are equitably disbursed throughout the Project and the City's City Manager or Director of Community Development ("**Director**") are notified in writing of any change or relocation of BMR Rental Units by Owner.

**3.2 Qualifying Households.** For purposes of this Agreement, "**Qualifying Households**" shall mean those households with incomes as follows:

- a. **"ELI Unit" or "Extremely Low Income Unit":** means units restricted to households with incomes of not more than thirty percent (30%) of AMI. "AMI" means the median income for San Mateo County, California, adjusted for Actual Household Size, as published from time to time by the State of California Department of Housing and Community Development in Section 6932 of Title 25 of the California Code of Regulations or successor provision. Qualifying Households shall continue to qualify unless at the time of recertification, the household's income exceeds the Extremely Low Income eligibility requirements, then the tenant shall no longer be qualified. Upon Owner's determination that any such household is no

longer qualified, the unit shall no longer be deemed a ELI Unit, and the Owner shall either (1) make the next available unit, which is comparable in terms of size, features and number of bedrooms, a ELI Unit, or take other actions as may be necessary to ensure that the total required number of ELI Units are rented to Qualifying Households, or (2) if the tenant's income does not exceed the maximum income that would qualify the Tenant as a Very Low Income Household, Low Income Household, or Moderate Income Household, the tenant shall be allowed to remain in the unit at a Very Low Income rent, Low Income rent, or Moderate Income rent, as applicable, and the tenant's rent will be increased accordingly to a Very Low Income rent, Low Income rent, or Moderate Income rent upon the later of sixty (60) days' notice or the renewal of the tenant's lease, and the Owner shall rent the next available unit to an Extremely Low Income Household. Owner shall notify the City annually if Owner substitutes a different unit for one of the designated Extremely Low Income Units pursuant to this paragraph.

- b. **“VLI Unit” or “Very Low Income Unit”**: means units restricted to households with incomes of not more than fifty percent (50%) of AMI. “AMI” means the median income for San Mateo County, California, adjusted for Actual Household Size, as published from time to time by the State of California Department of Housing and Community Development in Section 6932 of Title 25 of the California Code of Regulations or successor provision. Qualifying Households shall continue to qualify unless at the time of recertification, the household's income exceeds the Very Low Income eligibility requirements, then the tenant shall no longer be qualified. Upon Owner's determination that any such household is no longer qualified, the unit shall no longer be deemed a Very Low Income Unit, and the Owner shall either (1) make the next available unit, which is comparable in terms of size, features and number of bedrooms, a Very Low Income Unit, or take other actions as may be necessary to ensure that the total required number of Very Low Income Units are rented to Qualifying Households, or (2) if the tenant's income does not exceed the maximum income that would qualify the Tenant as a Low Income Household or Moderate Income Household, the tenant shall be allowed to remain in the unit at a Low Income rent or Moderate Income rent, as applicable, and the tenant's rent will be increased accordingly to a Low Income rent or Moderate Income rent upon the later of sixty (60) days' notice or the renewal of the tenant's lease, and the Owner shall rent the next available unit to a Very Low Income Household. Owner shall notify the City annually if Owner substitutes a different unit for one of the designated Very Low Income Units pursuant to this paragraph.
- c. **“Low Income Unit”**: means units restricted to households with incomes of not more than eighty percent (80%) of AMI. “AMI” means the median income for San Mateo County, California, adjusted for Actual Household Size, as published from time to time by the State of California Department

of Housing and Community Development in Section 6932 of Title 25 of the California Code of Regulations or successor provision. Qualifying Households shall continue to qualify unless at the time of recertification, the household's income exceeds the Low Income eligibility requirements, then the tenant shall no longer be qualified. Upon Owner's determination that any such household is no longer qualified, the unit shall no longer be deemed a Low Income Unit, and the Owner shall either (1) make the next available unit, which is comparable in terms of size, features and number of bedrooms, a Low Income Unit, or take other actions as may be necessary to ensure that the total required number of Low Income Units are rented to Qualifying Households, or (2) if the tenant's income does not exceed one hundred twenty (120%) of the maximum income that would qualify the Tenant as a Moderate Income Household, the tenant shall be allowed to remain in the unit at a Moderate Income rent and the tenant's rent will be increased to a Moderate Income rent upon the later of sixty (60) days' notice or the renewal of the tenant's lease, and the Owner shall rent the next available unit to a Low Income Household. Owner shall notify the City annually if Owner substitutes a different unit for one of the designated Low Income Units pursuant to this paragraph.

- d. **"Moderate Income Unit"**: means units restricted to households with incomes of not more than one hundred and twenty percent (120%) of AMI. "AMI" means the median income for San Mateo County, California, adjusted for Actual Household Size, as published from time to time by the State of California Department of Housing and Community Development in Section 6932 of Title 25 of the California Code of Regulations or successor provision. Qualifying Households shall continue to qualify unless at the time of recertification, the household's income exceeds the Moderate Income eligibility requirements, then the tenant shall no longer be qualified. Upon Owner's determination that any such household is no longer qualified, the unit shall no longer be deemed a Moderate Income Unit and the Owner shall make the next available unit, which is comparable in terms of size, features and number of bedrooms, a Moderate Income Unit, or take other actions as may be necessary to ensure that the total required number of Moderate Income Units are rented to Qualifying Households. The Tenant shall be notified they are no longer eligible for the BMR unit and tenant's rent will be increased to a market rate rent upon the later of sixty (60) days' notice or the renewal of the tenant's lease, and the Owner shall rent the next available unit to a Moderate Income Household. Owner shall notify the City annually if Owner substitutes a different unit for one of the designated Moderate Income Units pursuant to this paragraph.

**3.3 Income Verification and Annual Report.** On or before July 1 of each year, commencing with the calendar year that the first residential unit in the Project is rented to a tenant, and annually thereafter, Owner shall obtain from each household occupying a BMR Rental Unit and submit to the City an income computation and certification form, completed by a tenant of such unit, which shall certify that the income of each Qualifying Household is truthfully set forth

in the income certification form, in the form proposed by the Owner and approved by the Director (“**Annual Report**”). Owner shall make a good faith effort to verify that each household leasing a BMR Rental Unit meets the income and eligibility restrictions for the BMR Rental Unit by taking the following steps as a part of the verification process: (a) obtain a minimum of the three (3) most current pay stubs for all adults age eighteen (18) or older; (b) obtain an income tax return for the most recent tax year; (c) conduct a credit agency or similar search; (d) obtain the three (3) most current savings and checking account bank statements; (e) obtain an income verification form from the applicant's current employer; (f) obtain an income verification form from the Social Security Administration and/or the California Department of Social Services if the applicant receives assistance from either of such agencies; or (g) if the applicant is unemployed and has no such tax return, obtain another form of independent verification. Copies of tenant income certifications shall be available to the City upon request. The Annual Report shall, at a minimum, include the following information for each BMR Rental Unit: unit number, number of bedrooms, current rent and other charges, dates of any vacancies during the reporting period, number of people residing in the unit, total household Gross Income, and lease commencement and termination dates. The Report shall also provide a statement of the owner’s management policies, communications with the tenants and maintenance of the BMR Rental Unit, including a statement of planned repairs to be made and the dates for the repairs.

**3.4 Affordable Rent.** The maximum Monthly Rent, defined below, chargeable for the BMR Rental Units and paid shall be as follows:

- a. **“Extremely Low Income Household”**: shall be 1/12th of 30 percent of 30 percent of the AMI. The Monthly Rent for an Extremely Low Income Unit rented to an Extremely Low Income Household and paid by the household shall be based on an assumed average occupancy per unit of one person per studio unit, 1.5 persons for a one-bedroom unit, 3 persons for a two-bedroom unit, 4.5 persons for a three-bedroom unit, and 6 persons for a four-bedroom unit, unless otherwise approved by the Director for an unusually large unit with a maximum of two persons per bedroom, plus one.
- b. **“Very Low Income Household”**: shall be 1/12th of 30 percent of 50 percent of the AMI. The Monthly Rent for a Very Low Income Unit rented to a Very Low Income Household and paid by the household shall be based on an assumed average occupancy per unit of one person per studio unit, 1.5 persons for a one-bedroom unit, 3 persons for a two-bedroom unit, 4.5 persons for a three-bedroom unit, and 6 persons for a four-bedroom unit, unless otherwise approved by the Director for an unusually large unit with a maximum of two persons per bedroom, plus one.
- c. **“Low Income Household”**: shall be 1/12th of 30 percent of 80 percent of the AMI. The Monthly Rent for a Low Income Unit rented to a Low Income Household and paid by the household shall be based on an assumed average occupancy per unit of one person per studio unit, 1.5 persons for a one-bedroom unit, 3 persons for a two-bedroom unit, 4.5 persons for a three-bedroom unit, and 6 persons for a four-bedroom unit, unless otherwise



approved by the Director for an unusually large unit with a maximum of two persons per bedroom, plus one.

- d. **“Moderate Income Household”**: shall be 1/12th of 30 percent of 120 percent of the AMI. The Monthly Rent for a Moderate Income Unit rented to a Moderate Income Household and paid by the household shall be based on an assumed average occupancy per unit of one person per studio unit, 1.5 persons for a one- bedroom unit, 3 persons for a two-bedroom unit, 4.5 persons for a three- bedroom unit, and 6 persons for a four-bedroom unit, unless otherwise approved by the Director for an unusually large unit with a maximum of two persons per bedroom, plus one.

For purposes of this Agreement, **“Monthly Rent”** means the total of monthly payments actually made by the household for (a) use and occupancy of each BMR Rental Unit and land and facilities associated therewith, (b) any separately charged fees or service charges assessed by Owner which are required of all tenants, other than security deposits, (c) a reasonable allowance for an adequate level of service of utilities not included in (a) or (b) above, and which are not paid directly by Owner, including parking, garbage collection, sewer, water, electricity, gas and other heating, cooking and refrigeration fuels, but not including telephone or internet service, which reasonable allowance for utilities is set forth in the County of San Mateo’s Utility Allowance Schedule for detached homes, apartments, condominiums and duplexes, and (d) possessory interest, taxes or other fees or charges assessed for use of the land and facilities associated therewith by a public or private entity other than Owner. Pursuant to the Guidelines, in no case shall the Monthly Rent for a BMR Rental Unit exceed 75 percent of comparable market rate rents.

**3.5 Agreement to Limitation on Rents.** Owner acknowledges that the Project is being developed pursuant to Project Approvals as defined in and secured by the Development Agreement. Owner hereby agrees to limit Monthly Rent as provided in this Agreement in consideration of Owner’s receipt of the assistance and assurances provided by the Development Agreement and further agrees that any limitations on Monthly Rents imposed on the BMR Rental Units are in conformance with the Costa- Hawkins Act. Owner further warrants and covenants that the terms of this Agreement are fully enforceable.

**3.6 Lease Requirements.** No later than 180 days prior to the initial lease up of the BMR Rental Units, Owner shall submit a standard lease form to the City for approval by the Director or his/her designee. The City shall reasonably approve such lease form upon finding that such lease form is consistent with this Agreement and contains all of the provisions required pursuant to the Guidelines. The City's failure to respond to Owner's request for approval of the standard lease form within thirty (30) business days of City's receipt of such lease, shall be deemed City's approval of such lease form. Owner shall enter into a written lease, in the form approved by the City, with each new tenant of a BMR Rental Unit prior to a tenant or tenant household’s occupancy of a BMR Rental Unit. Each lease shall be for an initial term of not less than one year which may be renewed pursuant to applicable local and State laws, and shall not contain any of the provisions which are prohibited pursuant to the Guidelines, local, state and Federal laws.

**3.7 Selection of Tenants.** Each BMR Rental Unit shall be leased to tenant(s) selected by Owner who meet all of the requirements provided herein, and, to the extent permitted by law,

with priority given to those eligible households who either live or work in the City of Menlo Park, or meet at least one of the other preferences identified in the Guidelines. The City's BMR Administrator, on behalf of the City will provide to Owner the names of persons who have expressed interest in renting BMR Rental Units for the purposes of adding such interested persons to Owner's waiting list, to be processed in accordance with Owner's customary policies. Owner shall not refuse to lease a BMR Rental Unit to a holder of a certificate or a rental voucher under the Section 8 program or other tenant-based assistance program, who is otherwise qualified to be a tenant in accordance with the approved tenant selection criteria.

#### **4. DEFAULT AND REMEDIES**

**4.1 Events of Default.** The following shall constitute an "Event of Default" by Owner under this Agreement: there shall be a material breach of any condition, covenant, warranty, promise or representation contained in this Agreement and such breach shall continue for a period of thirty (30) days after written notice thereof to the Owner without the Owner curing such breach, or if such breach cannot reasonably be cured within such 30 day period, commencing the cure of such breach within such 30 day period and thereafter diligently proceeding to cure such breach; provided, however, that if a different period or notice requirement is specified for any particular breach under any other paragraph of Section 4 of this Agreement, the specific provision shall control.

**4.2 Remedies.** The occurrence of any Event of Default under Section 4.1 shall give the City the right to proceed with an action in equity to require the Owner to specifically perform its obligations and covenants under this Agreement or to enjoin acts or things which may be unlawful or in violation of the provisions of this Agreement, and the right to terminate this Agreement.

**4.3 Obligations Personal to Owner.** The liability of Owner under this Agreement to any person or entity is limited to Owner's interest in the Project, and the City and any other such persons and entities shall look exclusively thereto for the satisfaction of obligations arising out of this Agreement or any other agreement securing the obligations of Owner under this Agreement. From and after the date of this Agreement, no deficiency or other personal judgment, nor any order or decree of specific performance (other than pertaining to this Agreement, any agreement pertaining to any Project or any other agreement securing Owner's obligations under this Agreement), shall be rendered against Owner, the assets of Owner (other than Owner's interest in the Project), its partners, members, successors, transferees or assigns and each of their respective officers, directors, employees, partners, agents, heirs and personal representatives, as the case may be, in any action or proceeding arising out of this Agreement or any agreement securing the obligations of Owner under this Agreement, or any judgment, order or decree rendered pursuant to any such action or proceeding. No subsequent Owner of the Project shall be liable or obligated for the breach or default of any obligations of Owner under this Agreement on the part of any prior Owner. Such obligations are personal to the person who was the Owner at the time the default or breach was alleged to have occurred and such person shall remain liable for any and all damages occasioned thereby even after such person ceases to be the Owner. Each Owner shall comply with and be fully liable for all obligations the Owner hereunder during its period of ownership of the Project.



**4.4 Force Majeure.** Subject to the party's compliance with the notice requirements as set forth below, performance by either party hereunder shall not be deemed to be in default, and all performance and other dates specified in this Agreement shall be extended, where delays or defaults are due to causes beyond the control and without the fault of the party claiming an extension of time to perform, which may include, without limitation, the following: war, insurrection, strikes, lockouts, riots, floods, earthquakes, fires, assaults, acts of God, acts of the public enemy, epidemics, quarantine restrictions, freight embargoes, lack of transportation, governmental restrictions or priority, litigation, unusually severe weather, inability to secure necessary labor, materials or tools, acts or omissions of the other party, or acts or failures to act of any public or governmental entity (except that the City's acts or failure to act shall not excuse performance of the City hereunder). An extension of the time for any such cause shall be for the period of the enforced delay and shall commence to run from the time of the commencement of the cause, if notice by the party claiming such extension is sent to the other party within 30 days of the commencement of the cause.

**4.5 Attorneys' Fees.** In addition to any other remedies provided hereunder or available pursuant to law, if either party brings an action or proceeding to enforce, protect or establish any right or remedy hereunder, the prevailing party shall be entitled to recover from the other party its costs of suit and reasonable attorneys' fees. This Section shall be interpreted in accordance with California Civil Code Section 1717 and judicial decisions interpreting that statute.

**4.6 Remedies Cumulative.** No right, power, or remedy given by the terms of this Agreement is intended to be exclusive of any other right, power, or remedy; and each and every such right, power, or remedy shall be cumulative and in addition to every other right, power, or remedy given by the terms of any such instrument, or by any statute or otherwise.

**4.7 Waiver of Terms and Conditions.** The City may, in its sole discretion, waive in writing any of the terms and conditions of this Agreement. Waivers of any covenant, term, or condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant, term, or condition.

**4.8 Non-Liability of City Officials and Employees.** No member, official, employee or agent of the City shall be personally liable to Owner or any occupant of any BMR Rental Unit, or any successor in interest, in the event of any default or breach by the City or for any amount which may become due to the Owner or its successors, or on any obligations under the terms of this Agreement.

**4.9 Cure Rights.** Notwithstanding anything to the contrary contained herein, City hereby agrees that any cure of any default made or tendered by (i) Owner's limited partner, or (ii) Owner's senior mortgage lender, shall be deemed to be a cure by Owner and shall be accepted or rejected on the same basis as if made or tendered by Owner.

## **5. GENERAL PROVISIONS**

**5.1 Below Market Rate Guidelines ("Guidelines").** This Agreement incorporates by reference the Guidelines as of the date of this Agreement and any successor sections as the Guidelines may be amended from time to time. In the event of any conflict or ambiguity between

this Agreement, the requirements of state and federal fair housing laws and the Guidelines, the terms and conditions of this Agreement and the requirements of state and federal fair housing laws shall control.

**5.2 Time.** Time is of the essence in this Agreement.

**5.3 Notices.** Unless otherwise indicated in this Agreement, any notice requirement set forth herein shall be deemed to be satisfied three days after mailing of the notice first-class United States certified mail, postage prepaid, or at the time of personal delivery, addressed to the appropriate party as follows:

Owner: [\_\_\_\_\_]
[\_\_\_\_\_]
[\_\_\_\_\_]
Attention: [\_\_\_\_\_]
Email: [\_\_\_\_\_]

City : City of Menlo Park
701 Laurel Street
Menlo Park, California 94025-3483
Attention: City Manager

Such addresses may be changed by notice to the other party given in the same manner as provided above.

**5.4 Successors and Assigns.** This Agreement constitutes a covenant and legal restriction on the Property and shall run with the land, provided the Project remains on the Property, and all of the terms, covenants and conditions of this Agreement shall be binding upon Owner and the permitted successors and assigns of Owner.

**5.5 Intended Beneficiaries.** The City is the intended beneficiary of this Agreement and shall have the sole and exclusive power to enforce this Agreement. It is intended that the City may enforce this Agreement in order to, satisfy its obligations to improve, increase and preserve affordable housing within the City, as required by the Guidelines, and to provide that a certain percentage of new housing is made available at affordable housing cost to persons and families of very low, low and moderate incomes as required by the Guidelines. No other person or persons, other than the City and Owner and their assigns and successors, shall have any right of action hereon.

**5.6 Partial Invalidity.** If any provision of this Agreement shall be declared invalid, illegal, or unenforceable, the validity, legality, and enforceability of the remaining provisions hereof shall not in any way be affected or impaired.

**5.7 Governing Law.** This Agreement and other instruments given pursuant hereto shall be construed in accordance with and be governed by the laws of the State of California. Any references herein to particular statutes or regulations shall be deemed to refer to successor statutes or regulations, or amendments thereto. The venue for any action shall be the County of San Mateo.

**5.8 Amendment.** This Agreement may not be changed orally, but only by agreement in writing signed by Owner and the City.

**5.9 Approvals.** Where an approval or submission is required under this Agreement, such approval or submission shall be valid for purposes of this Agreement only if made in writing. Where this Agreement requires an approval or consent of the City, such approval shall not be unreasonably withheld may be given on behalf of the City by the City Manager or his or her designee. The City Manager or his or her designee is hereby authorized to take such actions as may be necessary or appropriate to implement this Agreement, including without limitation the execution of such documents or agreements as may be contemplated by this Agreement, and amendments which do not substantially change the uses or restrictions hereunder, or substantially add to the costs of the City hereunder.

**5.10 Indemnification.** To the greatest extent permitted by law, Owner shall indemnify, defend (with counsel reasonably approved by City) and hold the City, its heirs, successors and assigns (the “**Indemnitees**”) harmless from and against any and all demands, losses, claims, costs and expenses, and any other liability whatsoever, including without limitation, reasonable accountants’ and attorneys’ fees, charges and expense (collectively, “**Claims**”) arising directly or indirectly, in whole or in part, as a result of or in connection with Owner’s construction, management, or operation of the Property and the Project or any failure to perform any obligation as and when required by this Agreement. Owner’s indemnification obligations under this Section 6.10 shall not extend to Claims to the extent resulting from the gross negligence or willful misconduct of Indemnitees. The provisions of this Section 6.10 shall survive the expiration or earlier termination of this Agreement, but only as to claims arising from events occurring during the Affordability Period.

**5.11 Insurance Coverage.** Throughout the Affordability Period, Owner shall comply with the insurance requirements set forth in Exhibit D, attached hereto and incorporated herein by this reference, and shall, at Owner’s expense, maintain in full force and effect insurance coverage as specified in Exhibit D.

**5.12 Transfer and Encumbrance.**

**5.12.1 Restrictions on Transfer and Encumbrance.** During the term of this Agreement, except as permitted pursuant to this Agreement, Owner shall not directly or indirectly, voluntarily, involuntarily or by operation of law make or attempt any total or partial sale, transfer, conveyance, assignment or lease (other than a lease of a BMR Rental Unit on an approved form under Section 3.6 hereof to a qualified tenant as described in Section 3.7 hereof) (collectively, “Transfer”) of the whole or any part of any BMR Rental Unit, without the prior written consent of the City, which approval shall not be unreasonably withheld. In addition, prior to the expiration of the term of this Agreement, except as expressly permitted by this Agreement, Owner shall not undergo any significant change of ownership without the prior written approval of City. For purposes of this Agreement, a “significant change of ownership” shall mean a transfer of the beneficial interest of more than twenty-five percent (25%) in aggregate of the present ownership and /or control of Owner, taking all transfers into account on a cumulative basis; provided however, neither the admission of an investor limited partner, nor the transfer by the investor limited partner to subsequent limited partners shall be restricted by this provision.

5.12.2 Permitted Transfers. The prohibitions on Transfer set forth herein shall not be deemed to prevent: (i) the granting of easements or permits to facilitate development of the Property; or (ii) assignments creating security interests for the purpose of financing the acquisition, construction, or permanent financing of the Project or the Property, or Transfers directly resulting from the foreclosure of, or granting of a deed in lieu of foreclosure of, such a security interest.

5.12.3 Requirements for Proposed Transfers. The City may, in the exercise of its reasonable discretion, consent to a proposed Transfer of this Agreement and/or a BMR Rental Unit if all of the following requirements are met (provided however, the requirements of this Section 5.12.3 shall not apply to Transfers described in clauses (i) or (ii) of Section 5.12.2.

(i) The proposed transferee demonstrates to the City's satisfaction that it has the qualifications, experience and financial resources necessary and adequate as may be reasonably determined by the City to competently complete and manage the Project and to otherwise fulfill the obligations undertaken by the Owner under this Agreement.

(ii) The Owner and the proposed transferee shall submit for City review and approval all instruments and other legal documents proposed to effect any Transfer of all or any part of or interest in the BMR Rental Unit or this Agreement together with such documentation of the proposed transferee's qualifications and development capacity as the City may reasonably request.

(iii) The proposed transferee shall expressly assume all of the rights and obligations of the Owner under this Agreement arising after the effective date of the Transfer and all obligations of Owner arising prior to the effective date of the Transfer (unless Owner expressly remains responsible for such obligations) and shall agree to be subject to and assume all of Owner's obligations pursuant to conditions, and restrictions set forth in this Agreement.

(iv) The Transfer shall be effectuated pursuant to a written instrument satisfactory to the City in form recordable in the Official Records.

Consent to any proposed Transfer may be given by the City's Authorized Representative unless the City's Authorized Representative, in his or her discretion, refers the matter of approval to the City Council. If the City has not rejected a proposed Transfer or requested additional information regarding a proposed Transfer in writing within forty-five (45) days following City's receipt of written request by Owner, the proposed Transfer shall be deemed approved.

5.13 Effect of Transfer without City Consent. In the absence of specific written agreement by the City, no Transfer of any BMR Rental Unit shall be deemed to relieve the Owner or any other party from any obligation under this Agreement. This Section 5.13 shall not apply to Transfers described in clauses (i) and (ii) of Section 5.12.2.

5.14 Recovery of City Costs. Owner shall reimburse City for all reasonable City costs, including but not limited to reasonable attorneys' fees, incurred in reviewing instruments and other legal documents proposed to effect a Transfer under this Agreement and in reviewing the qualifications and financial resources of a proposed successor, assignee, or transferee within ten (10) days following City's delivery to Owner of an invoice detailing such costs.

5.15 Satisfaction of Project Wide Affordable Housing Agreement Requirements. The City hereby acknowledges and agrees that Owner's execution and delivery of this Agreement and the performance of Owner's obligations herein, satisfies Project Wide Developer's obligation to execute and record a Below Market Rate Housing Agreement and Declaration of Restrictive Covenants against the Property as set forth in Section 5 of the Project Wide Affordable Housing Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date and year set forth above.

SIGNATURES ON FOLLOWING PAGE(S).

**OWNER:**

[\_\_\_\_\_], a [\_\_\_\_\_]

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

Its:

**CITY:**

**CITY OF MENLO PARK**, a California municipal corporation

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

City Manager

**ATTEST:**

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

City Clerk

**List of Exhibits:**

Exhibit A: Property Legal Description

Exhibit B: Allocation of the BMR Rental Units

Exhibit C: BMR Rental Unit Locations

Exhibit D: Insurance Requirements

**Exhibit A**  
**Property Legal Description**

[Insert Legal Description for R1 Parcel, R2 Parcel, R3 Parcel, TH1 Parcels or TH2 Parcel]

**Exhibit B**  
**Allocation of BMR Rental Units in the Project**

<b>BMR Rental Units</b>	Extremely Low Income	Very Low Income	Low Income	Moderate Income
Studio apartment				
1 bedroom apartment				
2 bedroom apartment				
3 bedroom apartment				
<b>Total – BMR Rental Units</b>				



**Exhibit C**  
**BMR Rental Unit Locations**

ExhibitD  
Insurance Requirements

Prior to initiating work on the Project and continuing throughout the Affordability Period, Owner shall obtain and maintain the following policies of insurance and shall comply with all provisions set forth in this Exhibit.

1. General Requirements. Owner shall procure and maintain the following insurance providing coverage against claims for injuries to persons or damages to property that may arise from or in connection with the Project, construction, management, or operation of the Property by the Owner or the Owner's agents, representatives, employees and contractors, or subcontractors, including the following:

(a) Commercial General Liability: The Owner and all contractors working on behalf of Owner on the Property shall maintain a commercial general liability policy in an occurrence policy for protection against all claims arising from injury to person or persons not in the employ of the Owner and against all claims resulting from damage to any property due to any act or omission of the Owner, its agents, or employees in the conduct or operation of the work or the execution of this Agreement. Such insurance shall include products and completed operations liability, blanket contractual liability, personal injury liability, and broad form property damage coverage. Coverage shall be at least as broad as Insurance Services Office Commercial General Liability coverage.

(b) Commercial Automobile Liability: The Owner and all contractors working on behalf of Owner on the Property shall maintain insurance for protection against all claims arising from the use of vehicles, owned, hired, non-owned, or any other vehicle in connection with the Project, construction, operation or management of the Property. Such insurance shall cover the use of automobiles and trucks on and off the site of the Property. Coverage shall be at least as broad as Insurance Services Office covering Commercial Automobile Liability, any auto, owned, non-owned and hired auto.

(c) Workers' Compensation Insurance: The Owner (and the general partners thereof) shall furnish or cause to be furnished to City evidence satisfactory to City that Owner (and the general partners thereof), and any contractor with whom Owner has contracted for the performance of work on the Property or otherwise pursuant to this Agreement, shall maintain Workers' Compensation Insurance as required by the State of California and Employer's Liability Insurance.

(d) Builder's Risk: Upon commencement of any construction work on the Property, Owner and all contractors working on behalf of Owner shall maintain a policy of builder's all-risk insurance in an amount not less than the full insurable cost of the Project on a replacement cost basis naming City as loss payee as its interests may appear.

(e) Professional Liability/Errors and Omissions: Owner shall require any architects, engineers, and general contractors working on the Property to maintain Professional Liability/Errors and Omissions insurance with limits not less than Two Million Dollars (\$2,000,000) each claim. Certificates evidencing this coverage must reference both the Owner and the Indemnitees. If the professional liability/errors and omissions insurance is written on a

claims made form: (i) the retroactive date must be shown and must be before the Effective Date, (ii) insurance must be maintained and evidence of insurance must be provided for at least three (3) years after completion of Project construction, and (iii) if coverage is cancelled or non-renewed and not replaced with another claims made policy form with a retroactive date prior to the Effective Date, Owner must purchase, or require the provision of, extended period coverage for a minimum of three (3) years after completion of construction.

(f) Property: Owner shall maintain property insurance covering all risks of loss, including earthquake and flood (if required) for 100% of the replacement value of the Project with deductible, if any, in an amount acceptable to City, naming City as loss payee as its interests may appear.

2. Minimum Limits; Adjustments. Insurance shall be maintained with limits no less than the following:

(a) Commercial General Liability and Property Damage: \$2,000,000 per occurrence and \$5,000,000 annual aggregate for bodily injury, personal injury and property damage; provided however, with City's advance written approval, subcontractors may maintain liability coverage with limits not less than \$1,000,000 per occurrence, \$2,000,000 annual aggregate.

(b) Products and Completed Operations: \$3,000,000 per occurrence/aggregate.

(c) Commercial Automobile Liability: \$2,000,000 combined single limit.

(d) Employer's Liability:

Bodily Injury by Accident - \$1,000,000 each accident.

Bodily Injury by Disease - \$1,000,000 policy limit.

Bodily Injury by Disease - \$1,000,000 each employee.

(e) Professional Liability/Errors and Omissions: \$2,000,000 per occurrence or claim. If the policy provides coverage on a claims-made basis, the retroactive date must be shown and must be before the date of the Agreement or the beginning of the contract work.

Coverage limits, and if necessary, the terms and conditions of insurance, shall be reasonably adjusted from time to time (not less than every five (5) years after the Effective Date nor more than once in every three (3) year period) to address changes in circumstance, including, but not limited to, changes in inflation and the litigation climate in California. City shall give written notice to Owner of any such adjustments, and Owner shall provide City with amended or new insurance certificates or endorsements evidencing compliance with such adjustments within thirty (30) days following receipt of such notice.

3. Deductibles and Self-Insured Retention. Any deductibles or self-insured retention must be declared to, and approved by, the City. Payment of all deductibles and self-insured retentions will

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be the responsibility of Owner. If the City determines that such deductibles or retentions are unreasonably high, either the insurer shall reduce or eliminate such deductibles or self-insurance retentions as respects the Indemnitees or Owner shall procure a bond guaranteeing payment of losses and related investigations, claims administration and defense.

4. Additional Requirements. The required general liability and automobile policies shall contain, or be endorsed to contain, the following provisions:

(a) The Indemnitees are to be covered as Additional Insureds as respects: liability arising out of activities performed by or on behalf of the Owner; products and completed operations of the Owner; premises owned, occupied or used by the Owner; or automobiles owned, leased, hired or borrowed by the Owner. The coverage shall contain no special limitations on the scope of protection afforded to the Indemnitees. Additional insured endorsements for the general liability coverage shall use Insurance Services Office (ISO) Form No. CG 20 09 11 85 or CG 20 10 11 85, or equivalent, including (if used together) CG 2010 10 01 and CG 2037 10 01; but shall not use the following forms: CG 20 10 10 93 or 03 94.

(b) All insurance shall be primary insurance as respects the Indemnitees. Any insurance or self-insurance maintained by the Indemnitees shall be excess of the Owner's/contractor's insurance and shall not contribute with it.

(c) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the Indemnitees.

(d) The Owner's insurance shall apply separately to each insured against whom claim is made or suit is brought except, with respect to the limits of the insurer's liability.

(e) Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City.

(f) If any insurance policy or coverage required hereunder is canceled or reduced, Owner shall, within five (5) days after receipt of notice of such cancellation or reduction in coverage, but in no event later than the effective date of cancellation or reduction, file with City a certificate showing that the required insurance has been reinstated or provided through another insurance company or companies. Upon failure to so file such certificate, City may, without further notice and at its option, procure such insurance coverage at Owner's expense, and Owner shall promptly reimburse City for such expense upon receipt of billing from City.

(g) Owner agrees to waive subrogation rights for commercial general liability, automobile liability and worker's compensation against Indemnitees regardless of the applicability of any insurance proceeds, and to require all contractors, subcontractors or others involved in any way with any construction on the Property to do likewise. Each insurance policy shall contain a waiver of subrogation for the benefit of City. If any required insurance is provided under a form

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of coverage that includes an annual aggregate limit or provides that claims investigation or legal defense costs are included in such annual aggregate limit, such annual aggregate limit shall be three times the applicable occurrence limits specified above.

(h) It shall be a requirement under this Agreement that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirement and/or limits shall be available to the additional insured. Furthermore, the requirement for coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater. For all liability insurance required by this Agreement, Owner (and Owner's contractors, as applicable) shall obtain endorsements that name the Indemnitees as additional insured in the full amount of all applicable policies, notwithstanding any lesser minimum limits specified in this Agreement. This Agreement requires Owner (and Owner's contractors, as applicable) to obtain and provide for the benefit of the Indemnitees, additional insured coverage in the same amount of insurance carried by Owner (or Owner's contractors, as applicable), but in no event less than the minimum amounts specified in this Agreement. In the event that Owner (or Owner's contractors as applicable) obtains insurance policies that provide liability coverage in excess of the amounts specified in this Agreement, the actual limits provided by such policies shall be deemed to be the amounts required under this Agreement. Without limiting the foregoing, the limits of liability coverage specified in this Agreement are not intended, nor shall they operate, to limit City's ability to recover amounts in excess of the minimum amounts specified in this Agreement.

(i) The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the City before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

5. Acceptability of Insurers. Companies writing the insurance required hereunder shall be licensed to do business in the State of California. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A: VII.

6. Verification of Coverage. Prior to the Effective Date of this Agreement, Owner shall furnish City with certificates of insurance in form acceptable to City evidencing the insurance coverage required under paragraphs (a), (b), (c), and (e) of Section 1 above, duly executed endorsements evidencing the Indemnitees' status as additional insured, and all other endorsements and coverage required hereunder pertaining to such coverage. Prior to commencement of any construction work on the Property, Owner shall furnish City with certificates of insurance in form acceptable to City evidencing the insurance coverage required under paragraphs (d) and (g) of Section 1 above. Prior to City's issuance of a final certificate of occupancy or equivalent for the Project, Owner shall furnish City with certificates of insurance in form acceptable to City evidencing the insurance coverage required under paragraph (f) of Section 1 above. Owner shall furnish the City with original endorsements effecting coverage required by this clause. The endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf.

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7. Insurance Certificates and Endorsements. Owner shall submit to the City all of the necessary insurance documents, including the applicable amendatory endorsements (or copies of the applicable policy language effecting coverage required by this clause) and a copy of the Declarations and Endorsement Page of required Owner policies listing all required policy endorsements to the City. Insurance Certificates and Endorsements are to be received and approved by the City within the time periods specified in Section 6 above. Should Owner cease to have insurance as required at any time, all work by Owner pursuant to this Agreement shall cease until insurance acceptable to the City is provided. Upon City's request, Owner shall, within thirty (30) days of the request, provide or arrange for the insurer to provide to City, complete certified copies of all insurance policies required under this Agreement. City's failure to make such request shall not constitute a waiver of the right to require delivery of the policies in the future.

**Exhibit “D”**

**Pro Forma Below Market Rate Housing Agreement and  
Declaration of Restrictive Covenants  
(BMR Ownership Units)**

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

**RECORDING REQUESTED BY AND WHEN RECORDED MAIL TO:**

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

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**BELOW MARKET RATE HOUSING AGREEMENT AND DECLARATION OF  
RESTRICTIVE COVENANTS**

**(Parkline Project – BMR Ownership Units – Parcel [TH1/TH2])**

**THIS BELOW MARKET RATE HOUSING AGREEMENT AND DECLARATION OF RESTRICTIVE COVENANTS (“Agreement”)** is entered into as of \_\_\_\_\_, 20\_\_, by and between the City of Menlo Park, a California municipal corporation (“**City**”), and [\_\_\_\_\_] a [\_\_\_\_\_] (“**Owner**”). City and Owner may be referred to individually as a “**Party**” or collectively as the “**Parties**” in this Agreement.

**RECITALS**

A. Owner is the owner of fee title of certain real property located in the City of Menlo Park, California, as more particularly described in the legal description attached hereto as Exhibit A and incorporated herein by this reference (the “**Property**”).

B. The Property is subject to that certain Development Agreement, dated \_\_\_\_\_, 20\_\_, by and between LPGS Menlo, LLC, a Delaware limited liability company, and City, and recorded in the Official Records in the Office of the San Mateo County Recorder, California, on \_\_\_\_\_, 20\_\_, as Instrument No. \_\_\_\_\_ (the “**Development Agreement**”).

C. Further, as required by the Development Agreement, the Property was subject to that certain Parkline Project Wide Affordable Housing Agreement, dated \_\_\_\_\_, 20\_\_, by and between Owner’s predecessor-in-interest, LPGS Menlo, LLC, a Delaware limited liability company (the “**Project Wide Developer**”), and City, and recorded in the Official Records in the Office of the San Mateo County Recorder, California, on \_\_\_\_\_, 20\_\_, as Instrument No. \_\_\_\_\_ (the “**Parkline Housing Agreement**”). The Property is a Development Parcel as described in the Parkline Housing Agreement.

D. In accordance with the Parkline Housing Agreement, Owner or Owner’s predecessor-in-interest has secured approval from City of an architectural control permit allowing for the development and construction of [insert number] of [attached townhomes / detached townhomes] on the Property, as well as associated open space, circulation, parking and infrastructure improvements (the “**Project**”), of which [insert number] shall be developed and



made available for sale to and at sale prices affordable to households earning up to one hundred twenty percent (120%) of Area Median Income (the “**BMR Ownership Units**”). As determined in connection with and as a condition of the aforementioned architectural control permit, the unit composition (number of bedrooms, bathrooms, square footage) of BMR Ownership Units in the Project is more particularly described in Exhibit B attached hereto and incorporated herein by this reference; further, the location of the BMR Ownership Units within the Project are depicted on Exhibit C, attached hereto and incorporated herein by this reference.

A. As required by the Project Wide Affordable Housing Agreement, which has been released as an encumbrance against the Property contemporaneously with the imposition of the requirements of this Agreement, Owner has agreed to observe all the terms and conditions set forth below for purposes of developing, operating, marketing and selling the BMR Ownership Units. This Agreement will ensure the Project’s continuing affordability.

**NOW, THEREFORE**, the Parties hereto agree as follows. The recitals are incorporated into this Agreement by this reference.

## **1. CONSTRUCTION OF THE IMPROVEMENTS.**

**1.1 Construction of the Project.** Owner agrees to construct the Project in accordance with all applicable provisions of the Menlo Park Municipal Code and all other applicable state and local building codes, development standards, ordinances and zoning ordinances.

**1.2 City and Other Governmental Permits.** Before commencement of the Project, Owner shall secure or cause its contractor to secure any and all permits which may be required by the City or any other governmental agency affected by such construction, including without limitation building permits. Owner shall pay all necessary fees and timely submit to the City final drawings with final corrections to obtain such permits; City staff will, without incurring liability or expense therefore, process applications in the ordinary course of business for the issuance of building permits and certificates of occupancy for construction that meets the requirements of the Menlo Park Municipal Code, and all other applicable laws and regulations.

**1.3 Compliance with Laws.** Owner shall carry out the design, construction and operation of the Project in conformity with all applicable laws, including all applicable state labor standards, all applicable City zoning and development standards, building, plumbing, mechanical and electrical codes, and all other applicable provisions of the Menlo Park Municipal Code, and all applicable disabled and handicapped access requirements, including without limitation the Americans With Disabilities Act, 42 U.S.C. Section 12101, *et seq.*, Government Code Section 4450, *et seq.*, Government Code Section 11135, *et seq.*, and the Unruh Civil Rights Act, Civil Code Section 51, *et seq.*

## **2. THE BMR OWNERSHIP UNITS**

**2.1 Maintenance.** Owner shall comply with every condition of the Project Approvals, as defined in the Development Agreement, as applicable to the Project and shall, at all times, maintain or cause the homeowners’ association for the Project and the Property to maintain the Project and Property in good repair and working order, reasonable wear and tear excepted, and in

a safe and sanitary condition, and from time to time shall make all necessary and proper repairs, renewals and replacements to keep the Project, Property and the BMR Ownership Units in a good, clean, safe, and sanitary condition. Without limiting the foregoing, Owner agrees to maintain or cause the homeowners' association for the Property to maintain the Property (including without limitation, landscaping, driveways, parking areas, and walkways) in a condition free of all waste, nuisance, debris, unmaintained landscaping, graffiti, disrepair, abandoned vehicles/appliances, and illegal activity, and shall take all reasonable steps to prevent the same from occurring on the Property. Owner shall prevent and/or rectify any physical deterioration of the BMR Ownership Units and shall make or shall cause the homeowners' association for the Property to make all repairs, renewals and replacements necessary to keep the Property in good condition and repair, ordinary wear and tear excepted.

**2.2 Monitoring and Recordkeeping.** During the Term of this Agreement, Owner shall comply with all applicable recordkeeping and monitoring requirements set forth in the Below Market Rate Housing Program Guidelines (“**Guidelines**”), promulgated by City pursuant to Menlo Park Municipal Code Chapter 16.96 (“**BMR Ordinance**”), as such Guidelines may be amended from time to time. City shall have the right to inspect the books and records of Owner and its real estate agent or bookkeeper with respect to the BMR Ownership Units upon reasonable notice during normal business hours. Representatives of the City shall be entitled to enter the Property, upon at least 48-hour prior written notice, which can be provided via email, to monitor compliance with this Agreement, to inspect the records of the Project with respect to the BMR Ownership Units, and to conduct, or cause to be conducted, an independent audit or inspection of such records. Owner agrees to cooperate with the City in making the Property available for such inspection or audit. Owner agrees to maintain records in businesslike manner, and to maintain such records for a minimum of five (5) years after the date of sale of the last BMR Ownership Unit.

**2.3 Non-Discrimination Covenants.** Owner covenants by and for itself, its successors and assigns, and all persons claiming under or through them that there shall be no discrimination against or segregation of any person or group of persons on account of race, color, religion, sex, marital status, familial status, disability, national origin, ancestry or other class protected by Applicable Laws in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the Property, nor shall Owner establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees or vendees in the BMR Ownership Units. Owner shall include such provision in all deeds, leases, contracts and other instruments executed by Owner, and shall enforce the same diligently and in good faith.

a. Grant Deed. The following language shall appear in each BMR Ownership Unit grant deed:

(1) Grantee herein covenants by and for itself, its successors and assigns, and all persons claiming under or through it, that there shall be no discrimination against or segregation of a person or of a group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the property herein conveyed nor shall the grantee or any person claiming under or

through the grantee establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees or vendees in the property herein conveyed. The foregoing covenant shall run with the land.

(2) Notwithstanding paragraph (1), with respect to familial status, paragraph (1) shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the Government Code. With respect to familial status, nothing in paragraph (1) shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11 and 799.5 of the Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the Civil Code and subdivisions (n), (o), and (p) of Section 12955 of the Government Code shall apply to paragraph (1).

b. Contracts. In contracts pertaining to management, construction, maintenance or other element of the Project, the following language, or substantially similar language prohibiting discrimination and segregation shall appear:

(1) There shall be no discrimination against or segregation of any person or group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the property nor shall the transferee or any person claiming under or through the transferee establish or permit any such practice or practices of discrimination or segregation with reference to selection, location, number, use or occupancy of tenants, lessee, subtenants, sublessees or vendees of the land.

(2) Notwithstanding paragraph (1), with respect to familial status, paragraph (1) shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the Government Code. With respect to familial status, nothing in paragraph (1) shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11 and 799.5 of the Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the Civil Code and subdivisions (n), (o), and (p) of Section 12955 of the Government Code shall apply to paragraph (1).

**2.4 Recording; Senior Lien.** This Agreement shall be recorded against the Property in the Official Records of the County of San Mateo such that it is senior in recording priority to all mortgages, deeds of trust or other liens, excluding property taxes. This Agreement shall run with the land.

### **3. OPERATION OF THE BMR OWNERSHIP UNITS**

**3.1 BMR Ownership Units.** Owner agrees to make available, restrict sale and transfer to, and sell not less than [four/three] (4/3) BMR Ownership Units to Eligible Buyers, as hereinafter defined, at a sales price not to exceed the Maximum Sales Price as determined in accordance with the Guidelines. The BMR Ownership Units shall be of a quality comparable to all of the other units in the Project. The BMR Ownership Units shall be distributed as set forth in Exhibit C, attached hereto and incorporated herein by this reference.

**3.2 Sale to Moderate Income Households.** Each BMR Ownership Unit shall be sold to an Eligible Buyer at a sales price not to exceed the “Maximum Sales Price,” as determined in accordance with the Guidelines. The BMR Ownership Units shall be affordable to Eligible Buyers which (a) are Moderate Income Households and (b) meet all of the requirements set forth in the Guidelines and are of the smallest household size eligible for the applicable BMR Ownership Unit on the BMR waiting list maintained by the City on the date that the Maximum Sales Price are set, as more particularly described in the Guidelines (“**Eligible Buyer**”). “**Moderate-Income Household**” means a household, as described in the Guidelines, whose Gross Income does not exceed the qualifying limit for moderate income households for San Mateo County as established and amended from time to time by HUD pursuant to Section 8 of the United States Housing Act of 1937 and published by the State of California Department of Housing and Community Development (“**HCD**”) pursuant to Section 50079.5 of the California Health and Safety Code, adjusted for Actual Household Size.

**3.3 Buyer Selection and Sales Process.** The eligibility requirements for buyers of the BMR Ownership Units, the selection process for buyers of the BMR Ownership Units, the purchase process and sale procedures, and the occupancy requirements for the BMR Ownership Units are all set forth in the Guidelines. Owner shall independently conduct the sales and marketing functions for the sale of each BMR Ownership Unit in accordance with the terms and conditions of the Guidelines and this Agreement and at no additional cost to City. Notwithstanding the foregoing, if Owner uses a third-party broker or lender in marketing the BMR Ownership Units for the initial sale or a subsequent sale, Owner agrees to use a realtor or broker that has experience in marketing below market-rate units that require homebuyers to meet income qualifications and that require recordation of Resale Restriction Agreements limiting appreciation on future sales, and agrees to use a realtor or broker that is on City’s approved list of realtors/brokers with such experience, if City maintains such a list. In addition, Owner agrees that the purchase of BMR Ownership Units will be financed by lenders that are familiar with affordable housing programs that impose resale price restrictions, and agrees to work with lenders listed on the City’s approved list of lenders with such experience if City maintains such a list.

**3.4 Term.** This Agreement shall remain effective and fully binding until the earlier of its ninety-ninth anniversary of the Effective Date or the initial sale of all BMR Ownership Units in accordance with the provisions of this Agreement (“**Term**”); provided however, that upon initial sale of each BMR Ownership Unit to an Eligible Buyer and recordation of a fully executed Resale Restriction Agreement, such BMR Ownership Unit shall be released from this Agreement, and Owner’s obligations under this Agreement with respect to each such BMR Unit shall terminate unless otherwise provided for herein. Upon the termination of this Agreement, the Parties agree to execute and record appropriate instruments to release and discharge this Agreement; provided, however, the execution and recordation of such instruments shall not be necessary or a prerequisite to the termination of this Agreement upon the expiration of the term

**3.5 Third Party Purchasers.** The execution and delivery of this Agreement shall not be deemed to be for the benefit of the third party purchasers of a BMR Ownership Unit or any other third party and any and all obligations and responsibilities of Owner under this Agreement are to City for whose benefit this Agreement has been entered into. No third party purchaser of a BMR Ownership Unit, homeowners’ association or any other third party shall obtain any rights or standing to complain that a BMR Ownership Unit was not constructed, designed, sold or conveyed

in accordance with this Agreement, the BMR Ordinance and/or the Guidelines as a result of this Agreement. Furthermore, the acceptance of this Agreement by City, the acceptance of the interior specifications for a BMR Ownership Unit, and the conveyance of a BMR Ownership Unit to an Eligible Buyer shall conclusively indicate that Owner has complied with this Agreement, the BMR Ordinance and the Guidelines.

**3.6 Conditions of Transfer.** For purposes of this Agreement, “**transfer**” shall mean any voluntary or involuntary sale, assignment or transfer of ownership or any interest in a BMR Ownership Unit, including, but not limited to, a fee simple interest, joint tenancy interest, or life estate. A “transfer” shall also include any assignment or transfer of ownership or any interest in a BMR Ownership Unit into or out of trust and shall include the recording of one or more deeds of trust against a BMR Ownership Unit to secure one or more loans or to refinance an existing loan. There shall be no transfer of a BMR Ownership Unit to any person or entity, except with the express written consent of Owner and City or its designee, which consent shall be consistent with the terms of this Agreement and City’s goal of creating, preserving, maintaining and protecting housing in Menlo Park for persons of moderate-income. Any transfer of a BMR Ownership Unit shall be subject to the conditions set forth in this Agreement. Nothing in this Agreement shall prohibit the sale and/or purchase of a BMR Ownership Unit to an Eligible Buyer if the City fails to make a determination of household eligibility within the time limits set forth in section 3.3(b) of this Agreement.

**3.7 Prohibited Transfer/Default.** Any transfer which is not in substantial compliance with the above conditions shall be deemed a “**Prohibited Transfer**”. Upon receipt of any evidence of a Prohibited Transfer or any other violation of the terms of this Agreement, City shall give written notice to Owner specifying the nature of the violation. If the violation is not corrected to the satisfaction of City within ten (10) business days after the date of the notice, or within such further time as City reasonably determines is necessary to correct the violation, City may declare a default under this Agreement. Upon the declaration of a default, City may apply to a court of competent jurisdiction for specific performance of the Agreement, for an injunction prohibiting a proposed sale or transfer in violation of this Agreement, for a declaration that the Prohibited Transfer is void, or for any such other relief as may be appropriate under the circumstances. Owner shall reimburse City for all reasonable City costs, including but not limited to attorneys’ fees, incurred in reviewing instruments and other legal documents proposed to effect a Transfer under this Agreement and in reviewing the qualifications and financial resources of a proposed successor, assignee, or transferee within ten (10) business days following City’s delivery to Owner of an invoice detailing such costs.

**3.8 Owner Occupancy.** Prospective purchasers of a BMR Ownership Unit must sign a written statement acknowledging their agreement that the BMR Ownership Unit must be occupied as the purchaser’s principal residence and that the BMR Ownership Unit may not be rented or leased (including short term leases, such as through Airbnb or comparable rental platform), except as allowed under the Resale Restriction Agreement. Further, each purchaser of a BMR Ownership Unit must annually sign a written statement certifying compliance with the foregoing requirements.

**3.9 Senior Lien Holder.** Any attempt to transfer title or any interest therein in violation of these covenants shall be void, provided, however, that any deed restrictions herein shall be



subordinate to any mortgage (“**First Deed of Trust**”) held by a Senior Lien Holder and/or a federally or state chartered bank or savings and loan association qualified to do business in the State of California which mortgage was obtained at the time owner purchased the BMR Ownership Unit (“**Senior Lien Holder**”). City and Owner acknowledge and agree that this Agreement is subject and subordinate in all respects to the liens, terms, covenants and conditions of the First Deed of Trust and to all advances heretofore made or which may hereafter be made pursuant to the First Deed of Trust held by a Senior Lien Holder including all sums advanced for the purpose of (a) protecting or further securing the lien of the First Deed of Trust, curing defaults by Owner under the First Deed of Trust or for any other purpose expressly permitted by the First Deed of Trust, or (b) constructing, renovating, repairing, furnishing, fixturing or equipping a BMR Ownership Unit. The terms and provisions of the First Deed of Trust are paramount and controlling, and they supersede any other terms and provisions hereof in conflict therewith. In the event of a foreclosure or deed in lieu of foreclosure of the First Deed of Trust, any provisions herein or any provisions in any other collateral agreement restricting the use of a BMR Ownership Unit to moderate income households or otherwise restricting Owner’s ability to sell a BMR Ownership Unit shall have no further force or effect on subsequent owners or purchasers of the BMR Ownership Unit. Any person, including his or her successors or assigns (other than Owner or a related entity of Owner), receiving title to a BMR Ownership Unit through a foreclosure or deed in lieu of foreclosure of the First Deed of Trust shall receive title to that BMR Ownership Unit free and clear from such restrictions. Further, if the Senior Lien Holder acquires title to a BMR Ownership Unit pursuant to a deed in lieu of foreclosure, the lien of this Agreement shall automatically terminate upon the Senior Lien Holder’s acquisition of title, provided that (i) City was given written notice of a default under the First Deed of Trust, (ii) City was given a reasonable period of time under the First Deed of Trust to cure the default, and (iii) City did not timely cure the default or diligently pursue a cure of the default as determined by the Senior Lien Holder, within a minimum sixty (60) day period to be provided in such notice of default sent to City. Any and all deeds of trust recorded against a BMR Ownership Unit, other than the First Deed of Trust held by the Senior Lien Holder and/or such Senior Lien Holder’s successor or assignee of its interest, shall be subordinate and subject to the terms and provisions of this Agreement.

**3.10 Resale Restriction Agreement and Right of First Refusal.** Each subsequent buyer of a BMR Ownership Unit shall (a) execute and record a Buyer’s Occupancy And Resale Restriction Agreement With Right Of First Refusal (the “**Resale Restriction Agreement**”), substantially in the form attached hereto as Exhibit D and incorporated herein by this reference, (b) execute and deliver to City the Promissory Note Secured By Deed of Trust (the “**Promissory Note**”), substantially in the form attached hereto as Exhibit E and incorporated herein by this reference, (c) execute and record a Deed of Trust And Security Agreement (the “**Deed of Trust**”), substantially in the form attached hereto as Exhibit F and incorporated herein by this reference. The Resale Restriction Agreement and Deed of Trust must be recorded against that BMR Ownership Unit at the closing of the applicable purchase and sale of the BMR Ownership Unit. Among other things, the Resale Restriction Agreement provides that for a term in fifty-five (55) years, subsequent sales of a BMR Ownership Unit may only be made at no more than the then Affordable Sales Price (as determined by Owner and approved by City) to an Eligible Buyer that qualifies as a Moderate Income Household, that the buyer must occupy the BMR Ownership Unit as its principal residence, that the BMR Ownership Unit may not be rented or leased except as may be allowed under the Resale Restriction Agreement, that the buyer may not make the BMR Ownership Unit available for short term rentals, and that the buyer is required to annually sign a

written statement certifying compliance with all of the foregoing requirements; further, if an escrow for a subsequent sale of a BMR Ownership Unit is not opened within ninety (90) days of the date of a Listing Agreement, as defined in the Resale Restriction Agreement, the City or its designee shall have a right of first refusal to purchase the BMR Ownership Unit. In connection with the sale of a BMR Ownership Unit, City may, in its discretion, require prospective buyers to (i) be pre-qualified by City or its designee, (ii) execute a disclosure agreement that explains the provisions of the Resale Restriction Agreement, (iii) execute and deliver to City a Promissory Note that secures buyer's obligation to pay City Excess Sales Proceeds and Excess Rental Proceeds, as defined in the Resale Restriction Agreement, and if applicable, and (iv) execute and record the Deed of Trust that secures performance of the Promissory Note. Concurrently with the recordation of the first Resale Restriction Agreement and Deed of Trust applicable to a BMR Ownership Unit, City shall execute and cause to be recorded an instrument releasing and reconveying this Agreement with respect to such BMR Ownership Unit, so that the particular BMR Ownership Unit will no longer be encumbered by this Agreement.

#### **4. DEFAULT AND REMEDIES**

**4.1 Events of Default.** The following shall constitute an "Event of Default" by Owner under this Agreement: there shall be a material breach of any condition, covenant, warranty, promise or representation contained in this Agreement and such breach shall continue for a period of thirty (30) days after written notice thereof to the Owner without the Owner curing such breach, or if such breach cannot reasonably be cured within such 30 day period, commencing the cure of such breach within such 30 day period and thereafter diligently proceeding to cure such breach; provided, however, that if a different period or notice requirement is specified for any particular breach under any other paragraph of Section 4 of this Agreement, the specific provision shall control.

**4.2 Remedies.** The occurrence of any Event of Default under this Agreement shall give the City the right to proceed with an action in equity to require the Owner to specifically perform its obligations and covenants under this Agreement or to enjoin acts or things which may be unlawful or in violation of the provisions of this Agreement, and the right to terminate this Agreement.

**4.3 Obligations Personal to Owner.** The liability of Owner under this Agreement to any person or entity is limited to Owner's interest in the Project, and the City and any other such persons and entities shall look exclusively thereto for the satisfaction of obligations arising out of this Agreement or any other agreement securing the obligations of Owner under this Agreement. From and after the date of this Agreement, no deficiency or other personal judgment, nor any order or decree of specific performance (other than pertaining to this Agreement, any agreement pertaining to any Project or any other agreement securing Owner's obligations under this Agreement), shall be rendered against Owner, the assets of Owner (other than Owner's interest in the Project), its partners, members, successors, transferees or assigns and each of their respective officers, directors, employees, partners, agents, heirs and personal representatives, as the case may be, in any action or proceeding arising out of this Agreement or any agreement securing the obligations of Owner under this Agreement, or any judgment, order or decree rendered pursuant to any such action or proceeding. No subsequent Owner of the Project shall be liable or obligated for the breach or default of any obligations of Owner under this Agreement on the part of any prior

Owner. Such obligations are personal to the person who was the Owner at the time the default or breach was alleged to have occurred and such person shall remain liable for any and all damages occasioned thereby even after such person ceases to be the Owner. Each Owner shall comply with and be fully liable for all obligations of the Owner hereunder during its period of ownership of the Project.

**4.4 Force Majeure.** Subject to the party's compliance with the notice requirements as set forth below, performance by either party hereunder shall not be deemed to be in default, and all performance and other dates specified in this Agreement shall be extended, where delays or defaults are due to causes beyond the control and without the fault of the party claiming an extension of time to perform, which may include, without limitation, the following: war, insurrection, strikes, lockouts, riots, floods, earthquakes, fires, assaults, acts of God, acts of the public enemy, epidemics, quarantine restrictions, freight embargoes, lack of transportation, governmental restrictions or priority, litigation, unusually severe weather, inability to secure necessary labor, materials or tools, acts or omissions of the other party, or acts or failures to act of any public or governmental entity (except that the City's acts or failure to act shall not excuse performance of the City hereunder). An extension of the time for any such cause shall be for the period of the enforced delay and shall commence to run from the time of the commencement of the cause, if notice by the party claiming such extension is sent to the other party within 30 days of the commencement of the cause.

**4.5 Attorneys' Fees.** In addition to any other remedies provided hereunder or available pursuant to law, if either party brings an action or proceeding to enforce, protect or establish any right or remedy hereunder, the prevailing party shall be entitled to recover from the other party its costs of suit and reasonable attorneys' fees. This Section shall be interpreted in accordance with California Civil Code Section 1717 and judicial decisions interpreting that statute.

**4.6 Remedies Cumulative.** No right, power, or remedy given by the terms of this Agreement is intended to be exclusive of any other right, power, or remedy; and each and every such right, power, or remedy shall be cumulative and in addition to every other right, power, or remedy given by the terms of any such instrument, or by any statute or otherwise.

**4.7 Waiver of Terms and Conditions.** The City may, in its sole discretion, waive in writing any of the terms and conditions of this Agreement. Waivers of any covenant, term, or condition contained herein shall not be construed as a waiver of any subsequent breach of the same covenant, term, or condition.

**4.8 Non-Liability of City Officials and Employees.** No member, official, employee or agent of the City shall be personally liable to Owner or any occupant of any BMR Ownership Unit, or any successor in interest, in the event of any default or breach by the City or for any amount which may become due to the Owner or its successors, or on any obligations under the terms of this Agreement.

**4.9 Cure Rights.** Notwithstanding anything to the contrary contained herein, City hereby agrees that any cure of any default made or tendered by (i) Owner's limited partner, or (ii) Owner's senior mortgage lender, shall be deemed to be a cure by Owner and shall be accepted or rejected on the same basis as if made or tendered by Owner.



## 5. GENERAL PROVISIONS

**5.1 Guidelines.** This Agreement incorporates by reference the Guidelines as of the date of this Agreement and any applicable successor sections as the Guidelines may be amended from time to time. In the event of any conflict or ambiguity between this Agreement, the requirements of state and federal fair housing laws and the Guidelines, the terms and conditions of this Agreement and the requirements of state and federal fair housing laws shall control.

**5.2 Time.** Time is of the essence in this Agreement.

**5.3 Notices.** Unless otherwise indicated in this Agreement, any notice requirement set forth herein shall be deemed to be satisfied three days after mailing of the notice first-class United States certified mail, postage prepaid, or at the time of personal delivery, addressed to the appropriate party as follows:

Owner:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Attention: \_\_\_\_\_  
Email: [\_\_\_\_\_]

City :

City of Menlo Park  
701 Laurel Street  
Menlo Park, California 94025  
Attention: City Clerk

With a Copy to:

Nira Doherty  
Burke Williams & Sorensen, LLP  
181 Third Street  
San Rafael, California 94901

Such addresses may be changed by notice to the other party given in the same manner as provided above.

**5.4 Successors and Assigns.** This Agreement constitutes a covenant and legal restriction on the Property and shall run with the land, provided the Project remains on the Property, and all of the terms, covenants and conditions of this Agreement shall be binding upon Owner and the permitted successors and assigns of Owner.

**5.5 Intended Beneficiaries.** The City is the intended beneficiary of this Agreement and shall have the sole and exclusive power to enforce this Agreement. It is intended that the City may enforce this Agreement in order to, satisfy its obligations to improve, increase and preserve affordable housing within the City, as required by the Guidelines, and to provide that a certain percentage of new housing is made available at affordable housing cost to persons and families of very low, low and moderate incomes as required by the Guidelines. No other person or persons, other than the City and Owner and their assigns and successors, shall have any right of action hereon.

**5.6 Partial Invalidity.** If any provision of this Agreement shall be declared invalid, illegal, or unenforceable, the validity, legality, and enforceability of the remaining provisions hereof shall not in any way be affected or impaired.

**5.7 Governing Law.** This Agreement and other instruments given pursuant hereto shall be construed in accordance with and be governed by the laws of the State of California. Any references herein to particular statutes or regulations shall be deemed to refer to successor statutes or regulations, or amendments thereto. The venue for any action shall be the County of San Mateo.

**5.8 Amendment.** This Agreement may not be changed orally, but only by agreement in writing signed by Owner and the City.

**5.9 Approvals.** Where an approval or submission is required under this Agreement, such approval or submission shall be valid for purposes of this Agreement only if made in writing. Where this Agreement requires an approval or consent of the City, such approval shall not be unreasonably withheld and may be given on behalf of the City by the City Manager or his or her designee. The City Manager or his or her designee is hereby authorized to take such actions as may be necessary or appropriate to implement this Agreement, including without limitation the execution of such documents or agreements as may be contemplated by this Agreement, and amendments which do not substantially change the uses or restrictions hereunder, or substantially add to the costs of the City hereunder.

**5.10 Indemnification.** To the greatest extent permitted by law, Owner shall indemnify, defend (with counsel reasonably approved by City) and hold the City, its heirs, successors and assigns (the “**Indemnitees**”) harmless from and against any and all demands, losses, claims, costs and expenses, and any other liability whatsoever, including without limitation, reasonable accountants’ and attorneys’ fees, charges and expense (collectively, “**Claims**”) arising directly or indirectly, in whole or in part, as a result of or in connection with Owner’s construction, management, or operation of the Property and the Project or any failure to perform any obligation as and when required by this Agreement. Owner’s indemnification obligations under this Section 7.10 shall not extend to Claims to the extent resulting from the gross negligence or willful misconduct of Indemnitees. The provisions of this Section 7.10 shall survive the expiration or earlier termination of this Agreement, but only as to claims arising from events occurring during the Affordability Period

**5.11 Insurance Coverage.** Throughout the Affordability Period, Owner shall comply with the insurance requirements set forth in Exhibit C, attached hereto and incorporated herein by this reference, and shall, at Owner’s expense, maintain in full force and effect insurance coverage as specified in Exhibit C.

**5.12 Recovery of City Costs.** Owner shall reimburse City for all reasonable City costs, including but not limited to reasonable attorneys’ fees, incurred in reviewing instruments and other legal documents proposed to effect a Transfer under this Agreement and in reviewing the qualifications and financial resources of a proposed successor, assignee, or transferee within ten (10) days following City’s delivery to Owner of an invoice detailing such costs.

**5.13 Satisfaction of Project Wide Affordable Housing Agreement Requirements.**

The City hereby acknowledges and agrees that Owner's execution and delivery of this Agreement and the performance of Owner's obligations herein, satisfies Project Wide Developer's obligation to execute and record a Below Market Rate Housing Agreement and Declaration of Restrictive Covenants against the Property as set forth in Section 5 of the Parkline Housing Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date and year set forth above.

SIGNATURES ON FOLLOWING PAGE(S).

**OWNER:**

[\_\_\_\_\_] , a  
[\_\_\_\_\_]

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

Its:

**CITY:**

**CITY OF MENLO PARK**, a California municipal  
corporation

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

City Manager

**ATTEST:**

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

City Clerk

**List of Exhibits:**

Exhibit A: Legal Description  
Exhibit B: BMR Ownership Unit  
Composition  
Exhibit C: Insurance Requirements  
Exhibit D: Resale Restriction  
Agreement  
Exhibit E: Promissory Note  
Exhibit F: Deed of Trust

**EXHIBIT A**  
**LEGAL DESCRIPTION**

## EXHIBIT B

### COMPOSITION OF BMR OWNERSHIP UNITS

Development Parcel	Housing Type and Amount	Moderate Income Units
TH1 Parcels (Lots X, Y, Z of VTM)	3 Detached Townhomes	___ one-bed ___ two-bed ___ three-bed ___ four-bed
TH2 Parcel (Lot 8 of VTM)	4 Attached Townhomes	___ one-bed ___ two-bed ___ three-bed ___ four-bed

## **EXHIBIT C**

### **Insurance Requirements**

Prior to initiating work on the Project and continuing throughout the Affordability Period, Owner shall obtain and maintain the following policies of insurance and shall comply with all provisions set forth in this Exhibit.

1. General Requirements. Owner shall procure and maintain the following insurance providing coverage against claims for injuries to persons or damages to property that may arise from or in connection with the Project, construction, management, or operation of the Property by the Owner or the Owner's agents, representatives, employees and contractors, or subcontractors, including the following:

(a) Commercial General Liability: The Owner and all contractors working on behalf of Owner on the Property shall maintain a commercial general liability policy in an occurrence policy for protection against all claims arising from injury to person or persons not in the employ of the Owner and against all claims resulting from damage to any property due to any act or omission of the Owner, its agents, or employees in the conduct or operation of the work or the execution of this Agreement. Such insurance shall include products and completed operations liability, blanket contractual liability, personal injury liability, and broad form property damage coverage. Coverage shall be at least as broad as Insurance Services Office Commercial General Liability coverage.

(b) Commercial Automobile Liability: The Owner and all contractors working on behalf of Owner on the Property shall maintain insurance for protection against all claims arising from the use of vehicles, owned, hired, non-owned, or any other vehicle in connection with the Project, construction, operation or management of the Property. Such insurance shall cover the use of automobiles and trucks on and off the site of the Property. Coverage shall be at least as broad as Insurance Services Office covering Commercial Automobile Liability, any auto, owned, non-owned and hired auto.

(c) Workers' Compensation Insurance: The Owner (and the general partners thereof) shall furnish or cause to be furnished to City evidence satisfactory to City that Owner (and the general partners thereof), and any contractor with whom Owner has contracted for the performance of work on the Property or otherwise pursuant to this Agreement, shall maintain Workers' Compensation Insurance as required by the State of California and Employer's Liability Insurance.

(d) Builder's Risk: Upon commencement of any construction work on the Property, Owner and all contractors working on behalf of Owner shall maintain a policy of builder's all-risk insurance in an amount not less than the full insurable cost of the Project on a replacement cost basis naming City as loss payee as its interests may appear.

(e) Professional Liability/Errors and Omissions: Owner shall require any architects, engineers, and general contractors working on the Property to maintain Professional Liability/Errors and Omissions insurance with limits not less than Two Million Dollars (\$2,000,000) each claim. Certificates evidencing this coverage must reference both the Owner and the Indemnitees. If the professional liability/errors and omissions insurance is written on a claims made form: (i) the retroactive date must be shown and must be before the Effective Date, (ii) insurance must be maintained and evidence of insurance must be provided for at least three (3) years after completion of Project construction, and (iii) if coverage is cancelled or non-renewed and not replaced with another claims made policy form with a retroactive date prior to the Effective Date, Owner must

purchase, or require the provision of, extended period coverage for a minimum of three (3) years after completion of construction.

(f) Property: Owner shall maintain property insurance covering all risks of loss, including earthquake and flood (if required) for 100% of the replacement value of the Project with deductible, if any, in an amount acceptable to City, naming City as loss payee as its interests may appear.

2. Minimum Limits; Adjustments. Insurance shall be maintained with limits no less than the following:

(a) Commercial General Liability and Property Damage: \$2,000,000 per occurrence and \$5,000,000 annual aggregate for bodily injury, personal injury and property damage; provided however, with City's advance written approval, subcontractors may maintain liability coverage with limits not less than \$1,000,000 per occurrence, \$2,000,000 annual aggregate.

(b) Products and Completed Operations: \$3,000,000 per occurrence/aggregate.

(c) Commercial Automobile Liability: \$2,000,000 combined single limit.

(d) Employer's Liability:

Bodily Injury by Accident - \$1,000,000 each accident. Bodily

Injury by Disease - \$1,000,000 policy limit.

Bodily Injury by Disease - \$1,000,000 each employee.

(e) Professional Liability/Errors and Omissions: \$2,000,000 per occurrence or claim. If the policy provides coverage on a claims-made basis, the retroactive date must be shown and must be before the date of the Agreement or the beginning of the contract work.

Coverage limits, and if necessary, the terms and conditions of insurance, shall be reasonably adjusted from time to time (not less than every five (5) years after the Effective Date nor more than once in every three (3) year period) to address changes in circumstance, including, but not limited to, changes in inflation and the litigation climate in California. City shall give written notice to Owner of any such adjustments, and Owner shall provide City with amended or new insurance certificates or endorsements evidencing compliance with such adjustments within thirty (30) days following receipt of such notice.

3. Deductibles and Self-Insured Retention. Any deductibles or self-insured retention must be declared to, and approved by, the City. Payment of all deductibles and self-insured retentions will be the responsibility of Owner. If the City determines that such deductibles or retentions are unreasonably high, either the insurer shall reduce or eliminate such deductibles or self-insurance retentions as respects the Indemnitees or Owner shall procure a bond guaranteeing payment of losses and related investigations, claims administration and defense.

4. Additional Requirements. The required general liability and automobile policies shall contain, or be endorsed to contain, the following provisions:

(a) The Indemnitees are to be covered as Additional Insureds as respects: liability



arising out of activities performed by or on behalf of the Owner; products and completed operations of the Owner; premises owned, occupied or used by the Owner; or automobiles owned, leased, hired or borrowed by the Owner. The coverage shall contain no special limitations on the scope of protection afforded to the Indemnitees. Additional insured endorsements for the general liability coverage shall use Insurance Services Office (ISO) Form No. CG 20 09 11 85 or CG 20 10 11 85, or equivalent, including (if used together) CG 2010 10 01 and CG 2037 10 01; but shall not use the following forms: CG 20 10 10 93 or 03 94.

(b) All insurance shall be primary insurance as respects the Indemnitees. Any insurance or self-insurance maintained by the Indemnitees shall be excess of the Owner's/contractor's insurance and shall not contribute with it.

(c) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the Indemnitees.

(d) The Owner's insurance shall apply separately to each insured against whom claim is made or suit is brought except, with respect to the limits of the insurer's liability.

(e) Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City.

(f) If any insurance policy or coverage required hereunder is canceled or reduced, Owner shall, within five (5) days after receipt of notice of such cancellation or reduction in coverage, but in no event later than the effective date of cancellation or reduction, file with City a certificate showing that the required insurance has been reinstated or provided through another insurance company or companies. Upon failure to so file such certificate, City may, without further notice and at its option, procure such insurance coverage at Owner's expense, and Owner shall promptly reimburse City for such expense upon receipt of billing from City.

(g) Owner agrees to waive subrogation rights for commercial general liability, automobile liability and worker's compensation against Indemnitees regardless of the applicability of any insurance proceeds, and to require all contractors, subcontractors or others involved in any way with any construction on the Property to do likewise. Each insurance policy shall contain a

waiver of subrogation for the benefit of City. If any required insurance is provided under a form of coverage that includes an annual aggregate limit or provides that claims investigation or legal defense costs are included in such annual aggregate limit, such annual aggregate limit shall be three times the applicable occurrence limits specified above.

(h) It shall be a requirement under this Agreement that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirement and/or limits shall be available to the additional insured. Furthermore, the requirement for coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement, or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater. For all liability insurance required by this Agreement, Owner (and Owner's contractors, as applicable) shall obtain endorsements that name the Indemnitees as additional insured in the full amount of all applicable policies, notwithstanding any lesser minimum limits specified in this Agreement. This Agreement requires Owner (and Owner's contractors, as

applicable) to obtain and provide for the benefit of the Indemnitees, additional insured coverage in the same amount of insurance carried by Owner (or Owner's contractors, as applicable), but in no event less than the minimum amounts specified in this Agreement. In the event that Owner (or Owner's contractors as applicable) obtains insurance policies that provide liability coverage in excess of the amounts specified in this Agreement, the actual limits provided by such policies shall be deemed to be the amounts required under this Agreement. Without limiting the foregoing, the limits of liability coverage specified in this Agreement are not intended, nor shall they operate, to limit City's ability to recover amounts in excess of the minimum amounts specified in this Agreement.

(i) The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of the City before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

5. Acceptability of Insurers. Companies writing the insurance required hereunder shall be licensed to do business in the State of California. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A: VII.

6. Verification of Coverage. Prior to the Effective Date of this Agreement, Owner shall furnish City with certificates of insurance in form acceptable to City evidencing the insurance coverage required under paragraphs (a), (b), (c), and (e) of Section 1 above, duly executed endorsements evidencing the Indemnitees' status as additional insured, and all other endorsements and coverage required hereunder pertaining to such coverage. Prior to commencement of any construction work on the Property, Owner shall furnish City with certificates of insurance in form acceptable to City evidencing the insurance coverage required under paragraphs (d) and (g) of Section 1 above. Prior to City's issuance of a final certificate of occupancy or equivalent for the Project, Owner shall furnish City with certificates of insurance in form acceptable to City evidencing the insurance coverage required under paragraph (f) of Section 1 above. Owner shall furnish the City with original endorsements effecting coverage required by this clause. The endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf.

7. Insurance Certificates and Endorsements. Owner shall submit to the City all of the necessary insurance documents, including the applicable amendatory endorsements (or copies of the applicable policy language effecting coverage required by this clause) and a copy of the Declarations and Endorsement Page of required Owner policies listing all required policy endorsements to the City. Insurance Certificates and Endorsements are to be received and approved by the City within the time periods specified in Section 6 above. Should Owner cease to have insurance as required at any time, all work by Owner pursuant to this Agreement shall cease until insurance acceptable to the City is provided. Upon City's request, Owner shall, within thirty (30) days of the request, provide or arrange for the insurer to provide to City, complete certified copies of all insurance policies required under this Agreement. City's failure to make such request shall not constitute a waiver of the right to require delivery of the policies in the future.

**EXHIBIT D**

**RESALE RESTRICTION AGREEMENT**

*[See Attached]*

RECORDING REQUESTED BY AND  
WHEN RECORDED MAIL TO:

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

APN: \_\_\_\_\_

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Exempt From Recording Fee Per \_\_\_\_\_ *(Space above for Recorder's Use)*  
Government Code Section 27383 And Building Homes And Jobs Trust Fund Fee Per  
Government Code Section 27388.1(a)(2)(D)

BUYER'S OCCUPANCY AND RESALE RESTRICTION AGREEMENT  
WITH RIGHT OF FIRST REFUSAL

CITY OF MENLO PARK  
*(Insert Property Address)*

This Buyer's Occupancy and Resale Restriction Agreement with Right of First Refusal (this "Agreement") is entered into as of \_\_\_\_\_, 20\_\_, by and between the City of Menlo Park, a California municipal corporation (the "City"), and \_\_\_\_\_ (the "Owner").

RECITALS

- A. Pursuant to the terms of that certain Below Market Rate Housing Agreement And Declaration Of Restrictive Covenants (Parkline Masterplan – Parcel [\_\_\_\_]) (the "Restrictive Covenant"), recorded on \_\_\_\_\_, 20\_\_, as Document No. \_\_\_\_\_ in the Official Records of the Office of the San Mateo County Recorder ("Official Records"), that certain property described in Exhibit A to this Agreement (the "Home") was designated as a Ownership BMR Unit, to be made available for sale only to Moderate Income Households at a price not to exceed a Moderate Income Housing Cost for a period of fifty-five (55) years.
- B. Owner is a Moderate Income Household, and is purchasing the Home. As a condition of purchasing the Home, and in exchange for having the opportunity to acquire the Home at a price not to exceed a Moderate Income Housing Cost, Owner is required to enter into this Agreement to ensure the continued affordability of the Home, consistent with the Restrictive Covenant.
- C. This Agreement also provides the City a right of first refusal to purchase the Home at a Restricted Price, given in consideration of the economic benefits to the Owner resulting from the purchase of the Home at a price not to exceed a Moderate Income Housing Cost.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and benefits of this Agreement, the sufficiency of which is hereby acknowledged, the Owner and the City agree as follows:

#### ARTICLE 1. DEFINITIONS AND EXHIBITS

Section 1.1 Definitions. Unless otherwise specified in this Agreement, the following capitalized terms shall have the meanings set forth below:

- (a) "Additional Financing", if obtained by Owner, is defined in Section 2.1.
- (b) "Agreement" is defined in the opening paragraph.
- (c) "Area Median Income" shall mean the median income for San Mateo County, California as determined by the U.S. Department of Housing and Urban Development pursuant to Section 8 of the United States Housing Act of 1937, and as published from time to time by the California Department of Housing and Community Development in Section 6932 of Title 25 of the California Code of Regulations or successor provision published pursuant to California Health and Safety Code Section 50093(c). For purposes of calculating a Moderate Income Housing Cost, Area Median Income shall be adjusted for an assumed household of one person in the case of a studio unit, two persons in the case of a one-bedroom unit, three persons in the case of a two-bedroom unit, four persons in the case of a three-bedroom unit, and one additional person for every additional bedroom thereafter. For purposes of determining whether a household is a Moderate Income Household, Area Median Income shall be adjusted according to the actual size of that household.
- (d) "City" is defined in the opening paragraph.
- (e) "City Deed of Trust" shall mean the deed of trust, the form of which is attached hereto as Exhibit C, executed by the Owner for the benefit of the City and securing the City Note.
- (f) "City Note" shall mean the promissory note, the form of which is attached hereto as Exhibit B, executed by the Owner securing the Owner's payment of Excess Sales Proceeds.
- (g) "Default" is defined in Section 5.1.
- (h) "Excess Sales Proceeds" shall mean the amount by which the gross sales proceeds received by the Owner from a Transfer of the Home exceeds the maximum possible Moderate Income Housing Cost.
- (i) "Fair Market Value" means the value of the Home as determined by an appraisal dated no sooner than thirty (30) days prior to the date of the Owner's Notice of Intent to Sell and prepared by a certified Member of the Appraisal Institute (MAI) chosen by the Owner with experience appraising residential properties in San Mateo County.
- (j) "First Lender Loan" is defined in Section 2.1.

(k) "Form of Release" is defined in Section 4.6(c).

(l) "Home" is defined in Recital A.

(m) "Inheriting Owner" is defined in Section 4.3.

(n) "Listing Agreement" is defined in Section 4.4(c).

(o) "Moderate Income Household" shall mean a household whose gross income upon initial occupancy is no more than one hundred twenty percent (120%) of Area Median Income; provided that "gross income" shall include the combined, gross, pre-tax income of all adult occupants of the household, as calculated under California Code of Regulations, Title 25, Section 6914.

(p) "Moderate Income Housing Cost" shall mean a sales price of the Home calculated to result in a monthly obligation to pay mortgage payments (principal and interest), property taxes, property insurance, mortgage insurance, utilities, and homeowners' association dues (if applicable) in an aggregate amount not greater than one-twelfth of thirty-three percent (33%) of one hundred twenty percent (120%) of Area Median Income, assuming a fixed 30-year mortgage at then-current prevailing interest rates and an assumed down payment of ten percent (10%) of the sales price.

(q) "Official Records" is defined in Recital A.

(r) "Owner" is defined in the opening paragraph.

(s) "Owner's Notice of Intent to Sell" is defined in Section 4.4(a).

(t) "Permitted Transfer" is defined in Section 4.1.

(u) "Proposed Purchaser" is defined in Section 4.4(c).

(v) "Purchase Agreement" is defined in Section 4.6(a).

(w) "Response Notice" is defined in Section 4.4(b)

(x) "Restricted Price" is defined in Section 4.6(a).

(y) "Restrictive Covenant" is defined in Recital A.

(z) "Right of First Refusal" is defined in Section 4.6(a).

(aa) "Spouse" shall mean, (i) an individual legally married to the Owner; (ii) a registered domestic partner of the Owner, pursuant to Family Code Section 297, et seq.; or (iii) a registered domestic partner of the Owner pursuant to any local domestic partner registry created by any city, county, or city and county in California.

(bb) "Transfer" is defined in Section 4.1, and for greater clarity does not include a Permitted Transfer.

Section 1.2 Exhibits. The following exhibits are attached to this Agreement, and are incorporated by this reference:

EXHIBIT A: Legal Description of the Home

EXHIBIT B: Form of City Note

EXHIBIT C: Form of City Deed of Trust

## ARTICLE 2. APPROVED FINANCING; LIEN PRIORITY

Section 2.1 Approved Financing. The City acknowledges that the Owner is acquiring the Home, in part, with a first purchase money loan (the "First Lender Loan"). [The City further acknowledges that the Owner is acquiring the Home with the following additional financing, which has been approved in advance by the City (the "Additional Financing"): \_\_\_\_.]

Section 2.2 Lien Priority. This Agreement is accompanied by the City Note from the Owner to the City pursuant to which the Owner agrees to pay any Excess Sales Proceeds to the City. The City Note is secured by the City Deed of Trust. The City Deed of Trust is subordinate to this Agreement, the First Lender Loan, and the lien of the Additional Financing, if any. However, this Agreement shall be superior to and have lien priority to the lien of the First Lender Loan, Additional Financing, if any, and any other lien, mortgage or deed of trust encumbering the Home.

## ARTICLE 3. OWNER CERTIFICATIONS AND GENERAL OBLIGATIONS

Section 3.1 Owner Certification. The Owner certifies that the financial and other information previously provided in order to qualify to purchase the Home is true and correct as of the date first written above.

Section 3.2 Owner Occupation. The Owner shall occupy the Home as the Owner's principal and sole place of residence within thirty (30) days of close of escrow and for the entire term of this Agreement. The Owner shall be considered as occupying the Home if the Owner is living in the Home for at least ten (10) months out of each calendar year. Owner shall comply with reasonable requests from the City to certify that the Home is occupied as the Owner's principal residence.

Section 3.3 No Rentals. The rental or lease of the Home or any portion thereof for any period of time is prohibited.

Section 3.4 Maintenance.

(a) The Owner shall maintain the Home and all landscaping in good repair and in a neat, clean, sanitary, and orderly condition, in accordance with all applicable laws, so as not to cause any nuisance. The Owner agrees not to commit any waste or to permit deterioration of the Home, and shall make reasonable repairs to the Home as necessary.

(b) The Owner shall pay all homeowners association assessments levied against the Home on or before the due date of the assessment, and shall perform all obligations required in any declaration of covenants, conditions, and restrictions recorded against the Home.

Section 3.5 Insurance. The Owner shall maintain a standard all risk property insurance policy equal to the replacement value of the Home. Additional insurance requirements are set forth in the City Deed of Trust. The Owner shall provide the City with evidence of required insurance coverage upon request. If the Home is damaged or destroyed and the Owner elects not to rebuild or repair the Home, the Owner shall pay the City the portion of any insurance proceeds received by the Owner for such destruction or damage that is in excess of a Moderate Income Housing Cost.

#### ARTICLE 4.RESTRICTIONS ON RESALE OR TRANSFER

Section 4.1 Transfer. Any Transfer of the Home will be subject to the provisions of this Agreement including, without limitation, the exercise of the City's Right of First Refusal. Any Transfer without satisfaction of the provisions of this Agreement shall constitute a Default. For purposes of this Agreement, "Transfer" means any sale, assignment or transfer, voluntary or involuntary, of any interest in the Home, including, but not limited to, a fee simple interest, a joint tenancy interest, a life estate, a leasehold interest, an interest evidenced by a land contract by which possession of the Home is transferred and Owner retains title, any lien or mortgage, or a deed of trust, including any refinancing of the First Lender Loan, Additional Financing, if any, and any other lien, mortgage or deed of trust. A Transfer shall not include any of the following, each instead a "Permitted Transfer":

- (a) To an existing Spouse;
- (b) By an Owner to a Spouse where the Spouse becomes the co-owner of the Home;
- (c) Between Spouses as part of a dissolution proceeding;
- (d) To an existing Spouse by devise or inheritance following the death of the Owner;
- (e) To an existing joint tenant with the right of survivorship upon the death of an Owner, provided the joint tenant(s) are listed as parties to this Agreement as of the date of this Agreement; or
- (f) By Owner to an inter vivos revocable trust in which the Owner is the beneficiary, trustor, and trustee.

Section 4.2 Notice of Permitted Transfer; Other Conditions. Owner shall provide written notice of all Permitted Transfers to the City within thirty (30) days of the date of the Permitted Transfer; and Owner shall continue to occupy the Home as his or her principal place of residence, except where the Permitted Transfer occurs because of the Owner's death, in which event the transferee shall owner-occupy the Home and affirmatively assume Owner's obligations under this Agreement, the City Note, and the City Deed of Trust.



### Section 4.3 Inheritance.

(a) In the event a Transfer occurs by devise or inheritance due to death of the Owner, the administrator of the Owner's estate or the person inheriting the Home shall provide written notice to the City of the Owner's death within sixty (60) days of the date of death.

(b) Prior to taking title to the Home, the person inheriting the Home (the "Inheriting Owner") shall provide the City with income information, to be verified by the City, so that the City may determine if the Inheriting Owner is a Moderate Income Household. If the Inheriting Owner fails to provide required financial information and/or documentation, he or she shall be deemed not to qualify as a Moderate Income Household. If the Inheriting Owner qualifies as a Moderate Income Household, he or she shall succeed to the Owner's interest and obligations under this Agreement, the City Note, and the City Deed of Trust, and new documents shall be executed between the Inheriting Owner and the City and recorded against the Home, and the documents with the Inheriting Owner shall have a remaining term of fifty-five (55) years. If the Inheriting Owner fails to qualify as a Moderate Income Household, he or she shall be required to Transfer the Home as set forth in Section 4.4, below; provided, however that the Inheriting Owner may own and occupy the Home for up to twelve (12) months prior to providing an Owner's Notice of Intent to Sell to the City, and provided further that the Inheriting Owner remains in compliance with the requirements of this Agreement and the City Deed of Trust. The Inheriting Owner shall not be required to occupy the Home during this twelve (12)-month time period, but shall not rent the Home except as provided in Section 3.4 above.

(c) If the Inheriting Owner is a minor child, such Inheriting Owner and his or her legal guardian may occupy the Home for the time period prescribed in Probate Code Section 6500 without the City determining that the legal guardian qualifies as a Moderate Income Household.

(d) For greater clarity, this Section does not apply in the case of a Permitted Transfer resulting from the Owner's death.

### Section 4.4 Sale of the Home.

(a) If the Owner intends to Transfer or vacate the Home, the Owner shall give the City prompt written notice of such intent (the "Owner's Notice of Intent to Sell"). The Owner shall give the Owner's Notice of Intent to Sell prior to taking any affirmative steps to sell the Home, such as listing the Home on the Multiple Listing Service. The Owner's Intent to Sell shall include, (i) the address of the Home; (ii) the date on which the Owner intends to vacate the Home; (iii) the date the Home will be placed on the market; and (iv) the Owner's daytime phone number.

(b) Upon receipt of the Owner's Notice of Intent to Sell, the City shall calculate the Moderate Income Housing Cost, and shall submit such calculation to the Owner within fifteen (15) days of Owner's Notice of Intent to Sell (the "Response Notice").

(c) After delivering the Owner's Notice of Intent to Sell, the Owner shall ensure that the Home is in a saleable condition, and after receipt of the City's Response Notice may take steps to market the Home to a buyer (the "Proposed Purchaser"). Owner shall retain a

real estate agent, real estate broker, or similar professional to assist Owner with the sale of the Home and any commission or other charge of a real estate agent, real estate broker, or similar professional retained by Owner shall be Owner's exclusive obligation, and the City shall not be liable for any such cost. The Owner shall use bona fide good faith efforts to sell the Home in compliance with this Agreement, which shall include listing the Home on the Multiple Listing Service, keeping the Home in an orderly condition, making it available to show agents and prospective buyers, and providing buyers with eligible purchaser requirements, including income qualifications. Owner shall provide to City a fully executed and dated copy of the agreement (the "Listing Agreement") between Owner and the real estate agent, real estate broker, or similar professional engaged by Owner to assist with the sale of the Home within five (5) days of its execution.

(d) Any Proposed Purchaser shall be a Moderate Income Household. The sale shall be at a Moderate Income Housing Cost, and although closing costs shall not be included in the sales price for purposes of determining the maximum sales price, closing costs paid by the Proposed Purchaser shall be reasonable and customary in San Mateo County. The City shall verify that the sale complies with this subsection, as described in Section 4.5, below. As a condition of the City's approval of the sale, the Proposed Purchaser shall agree to sign a promissory note, deed of trust, and buyer's occupancy and resale restriction with right of first refusal substantially similar to this Agreement. It shall be a Default under this Agreement if escrow closes without the foregoing documents being executed by the Proposed Purchaser and recorded as part of the escrow, and certified copies of all of the foregoing documents shall be forwarded to the City within three (3) days of the close of escrow, together with all other information and documentation relating to the escrow that the City may reasonably request.

#### Section 4.5 City Approval of Proposed Sale.

(a) The Owner and the Proposed Purchaser shall provide the following information and documents to the City within ten (10) days of an offer from the Proposed Purchaser:

(1) The name, address and telephone number in writing of the Proposed Purchaser.

(2) A signed financial statement of the Proposed Purchaser in a form acceptable to the City and any other supporting documentation requested by the City. Owner acknowledges that the City may request the following documentation, (i) pay stubs for the most recent pay periods; (ii) income tax returns for the three (3) most recent tax years; (iii) an income verification form from the Proposed Purchaser's current employer; (iv) an income verification form from the Social Security Administration and/or the California Department of Social Services if the applicant receives assistance from either of such agencies; and/or (v) if the Proposed Purchaser is unemployed and has no such tax return, another form of independent verification of income. The financial information shall be used by the City to determine the income eligibility of the Proposed Purchaser.

(3) The proposed sales contract and all other related documents which shall set forth all the terms of the sale of the Home, including a HUD-1 Settlement Statement.

Said documents shall include at least, (i) the sales price; and (ii) the price to be paid by the Proposed Purchaser for the Owner's personal property, if any, for the services of the Owner, if any, and any credits, allowances or other consideration, if any.

(b) Within ten (10) days (excluding weekends and City holidays) of receipt of the documentation and information described in subsection (a) of this Section, the City shall approve or disapprove the Proposed Purchaser and terms of sale. Within ten (10) days of the City's approval, but in any event prior to the close of escrow, the Owner and Proposed Purchase Purchaser shall notify the City of the name of the title company escrow holder for the sale of the Home, the escrow number, and name, address, and phone number of the escrow officer.

#### Section 4.6 City Right of First Refusal; Release.

(a) If an escrow is not opened within ninety (90) days of the date of the Listing Agreement, the City or its designee shall, for a period of ninety (90) additional days, have a right of first refusal (the "Right of First Refusal") to purchase the Home at the lesser of, (i) the Fair Market Value, or (ii) the maximum possible price that is a Moderate Income Housing Cost (the "Restricted Price"). The exercise of the City's Right of First Refusal shall be in the City's sole and absolute discretion, and City shall have no obligation to the Owner, a successor in interest to the Owner, or any other person to exercise the same. The City or its designee shall exercise the Right of First Refusal by delivering notice of the same to the Owner, together with the City's calculation of the Restricted Price and a standard form of California Residential Purchase Agreement And Joint Escrow Instructions (the "Purchase Agreement") prepared by the California Association of Realtors or similar organization, executed by City. Owner shall countersign the Purchase Agreement and promptly return a fully executed copy thereof to the City within five (5) days of receipt. Within sixty (60) days of the date of the Purchase Agreement, the City or its designee shall complete the purchase of the Home, bearing all customary closing costs for buyers in San Mateo County. Owner shall execute any and all documents, instruments and instructions as may reasonably be required by City or escrow to complete the sale of the Home to City or its designee. Thereafter, this Agreement shall be released from the Home.

(b) Notwithstanding subsection (a) of this Section, the Owner may continue to market the Home during the City's period within which to exercise the Right of First Refusal. If the Owner receives an offer on the Home from a Proposed Purchaser during that period, then during the City's review of documentation pursuant to Section 4.5 above, the City may exercise its Right of First Refusal, provided that in that case the City shall be required to pay Owner for the Home the greater of, (i) the Restricted Price, or (ii) the amount of the Proposed Purchaser's offer, not to exceed a Moderate Income Housing Cost.

(c) If the City or designee does not exercise its right of first refusal within the ninety (90) day period set forth in subsection (a) of this Section, then the Owner shall be free to sell the Home to any buyer at any price without restriction or City approval, and the City shall execute and record in the Official Records a release and reconveyance of this Agreement; provided, however, that the Owner shall assign any Excess Sales Proceeds to the City to be used by the City for affordable housing programs.

#### Section 4.7 Refinance and Subordinate Loans.

(a) Any refinancing of the First Lender Loan or the Additional Financing, and any new subordinate loans, shall require the City's approval, which shall not be unreasonably delayed or conditioned, and which shall be granted if such financing is consistent with the requirements of this Section.

(b) The City shall permit a prepayment and refinance of the First Lender Loan, provided that,

(1) Following such refinance, the principal amount of all debt secured by the Home does not exceed the greater of, (i) ninety percent (90%) of the Moderate Income Housing Cost, (ii) the remaining balance on the First Lender Loan, or (iii) such other amount approved in writing by the City in its sole and absolute discretion in order to prevent substantial hardship to the Owner;

(2) The refinanced First Lender Loan is a fully amortized fixed rate loan, is fully documented, has a term not exceeding thirty (30) years, and requires no balloon payments;

(3) If the remaining balance of the original First Lender Loan exceeds ninety percent (90%) of the Moderate Income Housing Cost, then the refinanced First Lender Loan reduces the Owner's principal and interest payments; and

(4) The total new housing cost to the Owner after the refinance does not exceed the Owner's ability to pay, as reasonably determined by City.

(c) Subordinate loans, including second or junior loans and equity lines of credit, are not permitted except as expressly approved by the City in writing. The City shall permit only those subordinate loans that conform to all of the following:

(1) Following the addition of the subordinate loan (calculated assuming a maximum permitted draw on any equity line of credit), the principal amount of all debt secured by the Home shall not exceed the greater of, (i) seventy-five percent (75%) of the Moderate Income Housing Cost, (ii) the remaining balance on the First Lender Loan, or (iii) such other amount approved in writing by the City in its sole and absolute discretion in order to prevent substantial hardship to the Owner; and

(2) The total new housing cost to the Owner does not exceed the Owner's ability to pay, as reasonably determined by City.

#### ARTICLE 5. DEFAULT AND REMEDIES

Section 5.1 Defaults. The following events shall constitute a default ("Default") by the Owner under this Agreement:

(a) Any material misrepresentation by the Owner has occurred to obtain the benefits of purchase of the Home or in connection with any of Owner's obligations under this Agreement;

(b) The Owner fails to occupy the Home as required under Section 3.2, and such failure continues uncured sixty (60) days following written notice by the City;

(c) The Owner rents or leases the Home in violation of Section 3.3 above;

(d) The Owner fails to provide information to the City required under this Agreement necessary to determine the Owner's compliance with the Agreement;

(e) The Owner makes any Transfer in violation of this Agreement, including any refinancing of the First Lender Loan, Additional Financing, if any, and any other lien, mortgage or deed of trust in violation of Section 4.7;

(f) A notice of default is issued under the First Lender Loan or other financing secured by the Home;

(g) A lien is recorded against the Home other than as a result of a Transfer approved by the City, and the Owner fails to discharge the lien within thirty (30) days of its recordation; provided, however, that nothing herein requires the Owner to pay any claims for labor, materials or services which the Owner in good faith disputes and is diligently contesting provided that the Owner shall, within thirty (30) days after the filing of any claim of lien, record in the Official Records, a surety bond in an amount 1 and 1/2 times the amount of such claim item to protect against a claim of lien;

(h) The Owner commits any violation of the City Note or City Deed of Trust not otherwise specified in this Section, subject to any notice and cure provision in such document;

(i) The Owner declares bankruptcy or makes an assignment of assets for the benefit of creditors; and

(j) The Owner otherwise commits a material breach of this Agreement, and such breach remains uncured thirty (30) days following written notice by the City, provided that, if the breach cannot reasonably be cured within thirty (30) days, the Owner shall commence a cure within thirty (30) days, and shall effectuate a cure as soon as reasonably practicable thereafter.

**Section 5.2 Payment of Excess Sales Proceeds.** The Owner acknowledges and agrees to execute the City Note and the City Deed of Trust, and to pay any Excess Sales Proceeds to the City upon Transfer of the Home. This amount shall constitute a debt of the Owner to the City, further evidenced by the City Note and secured by the City Deed of Trust. The Owner acknowledges that the City shall have no obligation to cause termination of this Agreement or reconveyance of the City Deed of Trust until any Excess Sales Proceeds are paid to the City. The City shall use any such proceeds for affordable housing programs. The Owner and the City acknowledge that the formula for calculating the amount of Excess Sales Proceeds due from the

Owner to the City is intended to cause the Owner to receive the same or fewer net sales proceeds from the Sale of the Home at an unrestricted price to a market purchaser (in violation of this Agreement) as the Owner would receive from the sale of the Home at a Moderate Income Housing Cost.

Section 5.3 Remedies. Upon a Default, the City may exercise every remedy available at law, in equity, or under this Agreement (no such remedy being exclusive of any other available remedy), including by declaring Excess Sales Proceeds immediately due and payable, and, without further demand, accelerating payments due under the City Note and exercise the City's power of sale under the City Deed of Trust.

## ARTICLE 6. NOTICE OF DEFAULT AND FORECLOSURE

Section 6.1 Request for Notice. A request for notice of default and any notice of sale under any deed of trust or mortgage with power of sale encumbering the Home shall be recorded by the City in the Official Records. The City may declare a Default under this Agreement upon receipt of any notice given to the City pursuant to Civil Code Section 2924b, and may exercise its rights as provided in Article 5.

Section 6.2 City Cure and Redemption Rights. In the event of default and foreclosure, the City shall have the same right as the Owner to cure defaults and redeem the Home prior to the foreclosure sale. Nothing herein shall be construed as creating any obligation of the City to cure any such default, nor shall this right to cure and redeem operate to extend any time limitations in the default provisions of the underlying deed of trust or mortgage.

Section 6.3 Restriction on Foreclosure Proceeds. If a creditor acquires title to the Home through deed in lieu of foreclosure, a trustee's deed upon sale, or otherwise, the Owner shall not be entitled to proceeds of sale to the extent that such proceeds otherwise payable to the Owner when added to the proceeds paid or credited to the creditor exceed a Moderate Income Housing Cost. The Owner shall instruct the holder of such excess proceeds to pay such proceeds to the City in consideration of the benefits received by the Owner through purchase of the Home under this Agreement.

## ARTICLE 7. CITY NONLIABILITY AND OWNER'S INDEMNITY

Section 7.1 Nonliability for Negligence, Loss, or Damage. The Owner acknowledges and agrees that the relationship between the Owner and the City is solely that of an owner and an administrator of a City housing program, and that the City does not undertake or assume any responsibility for, or duty to, the Owner, to select, review, inspect, supervise, pass judgment on, or inform the Owner of the quality, adequacy, or suitability of the Home or any other matter. The City owes no duty of care to protect Owner against negligent, faulty, inadequate, or defective building or construction or any condition of the Home, and Owner agrees that neither Owner, or Owner's heirs, successors, or assigns, shall ever claim or have or assert any right or action against the City for any loss, damage, or other matter arising out of, or resulting from, any condition of the Home, and will hold the City harmless from any liability, loss, or damage for these things.

Section 7.2 Indemnity. Owner agrees to defend, indemnify, and hold the City harmless from all losses, damages, liabilities, claims, actions, judgments, costs, and reasonable attorneys' fees that the City may incur as a direct or indirect consequence of, (i) any Default by the Owner, (ii) the failure at any time of any of Owner's representations to the City to be true and correct, or (iii) Owner's purchase, ownership, use, or possession of the Home.

Section 7.3 Owner agrees on behalf of itself and its heirs, successors, and assigns, that the provisions of Section 7.1 and 7.2 above shall survive the expiration or termination of this Agreement.

## ARTICLE 8. MISCELLANEOUS PROVISIONS

Section 8.1 Term of Agreement. All the provisions of this Agreement, including the benefits and burdens, run with the land and the Home and this Agreement shall bind, and the benefit hereof shall inure to, the Owner, his or her heirs, legal representatives, executors, successors in interest and assigns, and to the City and its successors for a term of fifty-five (55) years commencing on the date of recordation of this Agreement, or the date of Transfer of the Home to the City or another purchaser in compliance with this Agreement (including execution by the purchaser of a new resale restriction and option to purchase agreement for the benefit of the City). At the expiration of the Term and release of this Agreement, Owner shall no longer be subject to the affordability requirements included in this Agreement. Subject to Section 4.6(c), if the Owner sells the Home in accordance with this Agreement, upon the buyer's execution and recordation of a promissory note, deed of trust, and buyer's occupancy and resale restriction with right of first refusal substantially similar to this Agreement, the City shall cause a completed and executed Form of Release to be recorded against the Home to release the Owner from this Agreement and the City Deed of Trust, and the Owner shall, thereafter, have no further liability under the City Note.

Section 8.2 Nondiscrimination. The Owner covenants by and for itself and its successors and assigns that there shall be no discrimination against or segregation of a person or of a group of persons on account of race, color, religion, creed, age, disability, gender or gender identification, sex, sexual orientation, family or marital status, ancestry, veteran status, or national origin in the sale, transfer, use, occupancy, tenure or enjoyment of the Home, nor shall the Owner or any person claiming under or through the Owner establish or permit any such practice or practices of discrimination or segregation with reference to the use, occupancy, or transfer of the Home. The foregoing covenant shall run with the land.

Section 8.3 Severability. If any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal or unenforceable in any respect, then such provision or provisions shall be deemed severable from the remaining provisions contained in this Agreement, and this Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.

Section 8.4 Controlling Law and Venue. The terms of this Agreement shall be construed according to the laws of the State of California, and venue for any legal action arising out of or pertaining to this Agreement shall be in San Mateo County, California.

Section 8.5 No Waiver. No delay or omission in the exercise of any right or remedy of the City upon any Default by the Owner shall be construed as a waiver of such right, or of a continuing waiver in the case of future Defaults.

Section 8.6 Notices. Wherever this Agreement requires any notice from either party, the notice shall be sent by personal delivery, certified mail, return receipt requested, or express delivery service with a delivery receipt, and shall be deemed effective as of the date received or the date delivery was refused as indicated in a return receipt. Unless otherwise provided by either party by written notice to the other party, notice to the Owner shall be to the address of the Home, and notice to the City shall be to the attention of the City Manager to the then current address of City Hall.

Section 8.7 Covenants Running with the Land.

(a) Owner hereby subjects the Home to the covenants and restrictions set forth in this Agreement. Owner hereby declares his or her express intent that the covenants and restrictions set forth herein shall be deemed covenants running with the land for the term of this Agreement, and shall pass to and be binding upon all parties having any interest in the Home throughout the term of this Agreement. Each and every contract, deed, lease or other instrument covering, conveying or otherwise transferring the Home or any interest therein, as the case may be, shall conclusively be held to have been executed, delivered and accepted subject to this Agreement regardless of whether the other party or parties to such contract have actual knowledge of this Agreement.

(b) The Owner and the City hereby declare their understanding and intent that,

(1) The covenants and restrictions contained in this Agreement shall be construed as covenants running with the land pursuant to Civil Code Section 1468, and not as conditions which might result in forfeiture of title by Owner;

(2) The burden of the covenants and restrictions set forth in this Agreement touch and concern the Home in that the Owner's legal interest in the Home may be rendered less valuable thereby; and

(3) The benefit of the covenants and restrictions set forth in this Agreement touch and concern the land by enhancing and increasing the enjoyment and use of the Home by eligible purchasers, the intended beneficiaries of such covenants and restrictions.

(4) All covenants and restrictions contained herein without regard to technical classification or designation shall be binding upon Owner for the benefit of the City and eligible purchasers, and such covenants and restrictions shall run in favor of such parties for the entire period during which such covenants and restrictions shall be in force and effect, without regard to whether the City is an owner of any land or interest therein to which such covenants and restrictions relate.

Section 8.8 Owner's Acknowledgment of Resale Restriction. Owner hereby acknowledges and agrees that:



(a) Owner hereby subjects the Home to certain restrictions, and limits the price for which Owner may sell the Home and the persons to whom Owner may sell the Home. The resale price limitation, and other provisions contained in this Agreement, restrict the full benefits of owning the Home. Owner may not enjoy the same economic or other benefits from owning the Home that Owner would enjoy if this Agreement did not exist.

(b) Absent the provisions of this Agreement, the Home could not be made available to eligible purchasers at a Moderate Income Housing Cost, including Owner.

(c) Owner understands all of the provisions of this Agreement. Owner accepts and agrees to the provisions of this Agreement with the understanding that this Agreement will remain in full force and effect as to the Home following any Transfer of the Home throughout the term of this Agreement.

(d) OWNER UNDERSTANDS THAT THE DETERMINATION OF THE MAXIMUM RESTRICTED RESALE PRICE OF THE HOME TO AN ELIGIBLE PURCHASER CAN BE MADE ONLY AT THE TIME OF THE PROPOSED TRANSFER, TAKING INTO CONSIDERATION INCREASES IN AREA MEDIAN INCOME AND OTHER FACTORS THAT CANNOT BE ACCURATELY PREDICTED AND THAT THE SALES PRICE PERMITTED HEREUNDER MAY NOT INCREASE OR DECREASE IN THE SAME MANNER AS OTHER SIMILAR REAL PROPERTY WHICH IS NOT ENCUMBERED BY THIS AGREEMENT. OWNER FURTHER ACKNOWLEDGES THAT AT ALL TIMES IN SETTING THE SALES PRICE OF THE HOME THE PRIMARY OBJECTIVE OF THE CITY AND THIS AGREEMENT IS TO PROVIDE HOUSING TO ELIGIBLE PURCHASERS AT AN AFFORDABLE HOUSING COST.

THE MAXIMUM RESTRICTED RESALE PRICE WILL ALMOST CERTAINLY BE LESS THAN OTHER SIMILAR PROPERTIES THAT HAVE NO RESTRICTIONS.

*[Signatures to Follow]*

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

**CITY:**

CITY OF MENLO PARK,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
City Manager

*[Signature Must Be Notarized]*

APPROVED AS TO FORM:

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

ATTEST:

By: \_\_\_\_\_  
City Clerk

**OWNER:**

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

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

*[Signatures Must Be Notarized]*

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA )

COUNTY OF \_\_\_\_\_ )

On \_\_\_\_\_, before me, \_\_\_\_\_, Notary Public, personally appeared \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify UNDER PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA )  
 )  
COUNTY OF \_\_\_\_\_ )

On \_\_\_\_\_, before me, \_\_\_\_\_, Notary Public,  
personally appeared \_\_\_\_\_, who proved to me on the  
basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within  
instrument and acknowledged to me that he/she/they executed the same in his/her/their  
authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or  
the entity upon behalf of which the person(s) acted, executed the instrument.

I certify UNDER PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Name: \_\_\_\_\_  
Notary Public

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA )  
 )  
COUNTY OF \_\_\_\_\_ )

On \_\_\_\_\_, before me, \_\_\_\_\_, Notary Public,  
personally appeared \_\_\_\_\_, who proved to me on the  
basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within  
instrument and acknowledged to me that he/she/they executed the same in his/her/their  
authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or  
the entity upon behalf of which the person(s) acted, executed the instrument.

I certify UNDER PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Name: \_\_\_\_\_  
Notary Public

**EXHIBIT A**  
**LEGAL DESCRIPTION**

**EXHIBIT B**  
**CITY NOTE**

**EXHIBIT C**  
**CITY DEED OF TRUST**



**EXHIBIT E**  
**PROMISSORY NOTE**

*[See Attached]*

NOTICE TO OWNER: THIS DOCUMENT CONTAINS PROVISIONS RESTRICTING  
RESALES AND ASSUMPTIONS.

PROMISSORY NOTE  
SECURED BY DEED OF TRUST

(City of Menlo Park Ownership BMR Unit)

Menlo Park, California

**Excess Sales Proceeds**

**[DATE]**

FOR VALUE RECEIVED, the undersigned owner of the Home,  
\_\_\_\_\_ (the "Owner"), promises to pay the City of Menlo Park, a California  
municipal corporation (the "City"), at 701 Laurel Street, Menlo Park, California 94025, Attn:  
Housing Division, or such other place as the City may designate in writing, any amounts due the  
City as Excess Sales Proceeds pursuant to the Resale Restriction Agreement.

1. Purpose of Note. Owner is purchasing the Home located at  
\_\_\_\_\_ in the City of Menlo Park pursuant to the City of Menlo  
Park's below market rate housing program, which provides for the purchase of homes by  
moderate income households at affordable prices. Because the purchase price has been restricted  
to a moderate income housing cost, the Owner is required and has agreed to execute a Resale  
Restriction Agreement which restricts the price of the Home upon resale and which requires the  
Owner to pay any Excess Sales Proceeds at resale to the City. In addition, the Resale Restriction  
Agreement prohibits the Owner from renting or leasing the Home. This promissory note (the  
"Note") evidences the obligation of the Owner to pay any Excess Sales Proceeds to the City.

2. Definitions. The terms set forth in this section shall have the following meanings  
in this Note.

- (a) "City" shall have the meaning set forth in the opening paragraph hereof.
- (b) "Deed of Trust" shall have the meaning set forth in Section 4 hereof.
- (c) "Excess Sales Proceeds" shall have the meaning set forth in the Resale  
Restriction Agreement.
- (d) "Home" shall mean the dwelling and the real property, on which the  
dwelling is located, which secure the Deed of Trust.
- (e) "Note" shall have the meaning set forth in Section 1 hereof.
- (f) "Owner" shall have the meaning set forth in the opening paragraph hereof.

(g) "Resale Restriction Agreement" shall mean the Buyer's Occupancy And Resale Restriction Agreement With Right of First Refusal executed by the Owner and the City and recorded on \_\_\_\_\_, in the official records of San Mateo County as Instrument No. \_\_\_\_\_, in connection with the Owner's purchase of the Home.

(h) "Term" shall mean the term of this Note, which shall be the same as the term of the Resale Restriction Agreement, as set forth in Section 8.1 of the Resale Restriction Agreement.

(i) "Transfer" shall have the meaning set forth in the Resale Restriction Agreement.

3. Payments. In the event any Excess Sales Proceeds become due and payable under the Resale Restriction Agreement, such amounts shall be immediately due and payable hereunder. Failure to declare such amounts due shall not constitute a waiver on the part of the City to declare them due in the event of a subsequent Transfer.

4. Security. This Note is secured by a deed of trust dated the same date as this Note, executed by the Owner and City and recorded on \_\_\_\_\_, in the official records of San Mateo County as Instrument No. \_\_\_\_\_ (the "Deed of Trust").

5. Due on Transfer. Any amounts due under this Note shall be due and payable in full on the date of any Transfer of the Home.

6. Default and Acceleration. The Owner shall be in default under this Note if he or she is in default under the Resale Restriction Agreement. Upon the occurrence of a default under this Note, the full amount of any Excess Sales Proceeds due under the Resale Agreement shall be immediately due and payable.

7. Nondiscrimination. The Owner covenants by and for itself and its successors and assigns that there shall be no discrimination against or segregation of a person or of a group of persons on account of race, color, religion, creed, age, disability, gender or gender identification, sex, sexual orientation, family or marital status, ancestry, veteran status, or national origin in the sale, transfer, use, occupancy, tenure or enjoyment of the Home, nor shall the Owner or any person claiming under or through the Owner establish or permit any such practice or practices of discrimination or segregation with reference to the use, occupancy, or transfer of the Home.

8. Indemnity. Owner agrees to defend, indemnify, and hold City and its employees, agents, officers, and council members harmless from all losses, damages, liabilities, claims, actions, judgments, costs, and reasonable attorney's fees that the City may incur as a direct or indirect consequence of Owner's failure to perform any obligations as and when required by this Note, the Deed of Trust, or the Resale Restriction Agreement.

9. No Waiver by City. Any failure by the City to pursue its legal and equitable remedies upon default shall not constitute a waiver of the City's right to declare a default and exercise all of its rights under this Note, the Resale Restriction Agreement, and the Deed of Trust. Nor shall acceptance by the City of any payment provided for herein constitute a waiver of the City's right to require prompt payment of any remaining payments owed.

10. Attorney's Fees and Costs. Owner agrees that if any amounts due under this Note are not paid when due, to pay in addition to principal and accrued interest, all costs and expenses of collection and reasonable attorney fees paid or incurred in connection with the collection or enforcement of this Note, whether or not suit is filed.

11. Joint and Several Obligations. This Note is the joint and several obligation of all makers, sureties, guarantors and endorsers, and shall be binding upon them and their successors and assigns.

12. No Offset. Owner hereby waives any rights of offset it now has or may hereafter have against City, its successors and assigns, and agrees to make the payments called for herein in accordance with the terms of this Note.

13. Waiver. Owner and any endorsers or guarantors of this Note, for themselves, their heirs, legal representatives, successors and assigns, respectively, severally waive diligence, presentment, protest, and demand, and notice of protest, notice of dishonor and notice of non-payment of this Note, and expressly waive any rights to be released by reason of any extension of time or change in terms of payment, or change, alteration or release of any security given for the payments hereof, and expressly waive the right to plead any and all statutes of limitations as a defense to any demand on this Note or agreement to pay the same, and jointly and severally agree to pay all costs of collection when incurred, including reasonable attorneys' fees.

14. Notices. All notices required in this Note shall be sent by certified mail, return receipt requested, or express delivery service with a delivery receipt, or personally delivered with a delivery receipt obtained and shall be deemed to be effective as of the date shown on the delivery receipt as the date of delivery, the date delivery was refused, or the date the notice was returned as undeliverable as follows:

To the Owner:

At the address of the Home.

To the City:

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

The parties may subsequently change addresses by providing written notice of the change in address to the other parties in accordance with this Section.

15. Controlling Law. This Note shall be construed in accordance with and be governed by the laws of the State of California.

16. Assignment by City. The City may assign its right to receive the proceeds under this Note to any person and upon notice to the Owner by the City all payments shall be made to the assignee.

17. Severability. If any provision of this Note shall be invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions hereof shall not in any way be affected or impaired thereby.

18. Entire Agreement. This Note (along with the Resale Restriction Agreement and Deed of Trust) sets forth the entire understanding and agreement of the City and the Owner and any amendment, alteration or interpretation of this Note must be in writing signed by both the City and the Owner.

OWNER:

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**EXHIBIT F**  
**DEED OF TRUST**

*[See Attached]*

RECORDING REQUESTED BY AND  
WHEN RECORDED MAIL TO:

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

APN: \_\_\_\_\_

---

Exempt From Recording Fee Per \_\_\_\_\_ *(Space above for Recorder's Use)*  
Government Code Section 27383 and Building Homes & Jobs Trust Fund Fee Per Government  
Code Section 27388.1(a)(2)(D)

DEED OF TRUST  
AND SECURITY AGREEMENT  
*([Insert Property Address])*

THIS DEED OF TRUST AND SECURITY AGREEMENT (this "Deed of Trust") made  
as of \_\_\_\_\_, 20\_\_, among the trustor, \_\_\_\_\_  
\_\_\_\_\_ (the "Owner"), whose address is  
\_\_\_\_\_, and \_\_\_\_\_  
\_\_\_\_\_ (the "Trustee"), and the City of Menlo Park, a California municipal  
corporation (the "City") as Beneficiary.

The Owner, in consideration of the promises herein recited and the trust herein created,  
irrevocably grants, transfers, conveys and assigns to the Trustee, in trust, with power of sale, the  
property located in San Mateo County, State of California, described in the attached Exhibit A  
and more commonly known as: \_\_\_\_\_  
\_\_\_\_\_ Menlo Park, California (the "Property").

TOGETHER with all the improvements now or hereafter erected on the Property, and all  
easements, rights, appurtenances, and all fixtures now or hereafter attached to the Property, all of  
which, including replacements and additions thereto, shall be deemed to be and remain a part of  
the Property covered by this Deed of Trust; and

TOGETHER with all articles of personal property or fixtures now or hereafter attached to  
or used in and about the building or buildings now erected or hereafter to be erected on the  
Property which are necessary to the complete and comfortable use and occupancy of such  
building or buildings for the purposes for which they were or are to be erected, including all  
other goods and chattels and personal property as are ever used or furnished in operating a  
building, or the activities conducted therein, similar to the one herein described and referred to,  
and all renewals or replacements thereof or articles in substitution therefore, whether or not the

same are, or shall be attached to said building or buildings in any manner; and all of the foregoing, together with the Property, is herein referred to as the "Security";

To have and to hold the Security together with acquittances to the Trustee, its successors and assigns forever;

TO SECURE to the City the performance of the covenants and agreements of Owner contained in that certain Buyer's Occupancy And Resale Restriction Agreement With Right of First Refusal executed by and between the Owner and the City of even date herewith (the "Resale Agreement");

TO SECURE to the City the payment of Excess Sales Proceeds (as defined in the Resale Agreement) and Excess Rental Proceeds (as defined in the Resale Agreement) that may become due by Owner to City, which payment obligation is further evidenced by a promissory note executed by the Owner to the City dated of even date herewith (the "Note"); and

TO SECURE the payment of all other sums, with interest thereon, advanced in accordance herewith to protect the security of this Deed of Trust; and the performance of the covenants and agreements of Owner herein contained.

OWNER AND CITY COVENANT AND AGREE AS FOLLOWS:

1. Owner's Estate. That Owner is lawfully seized of the estate hereby conveyed and has the right to grant and convey the Security, that other than this Deed of Trust, the Security is encumbered only by [*amend as necessary to include subordinate acquisition loans*]: (a) that deed of trust executed by Owner in connection with a loan made to Owner by \_\_\_\_\_ (the "First Lender"), securing a promissory note executed by Owner in favor of the First Lender ("First Lender Note"), to assist in the purchase of the Property; and (b) the Resale Agreement. Owner agrees to warrant and defend generally the title to the Security against all claims and demands, subject to any declarations, easements or restrictions listed in a schedule of exceptions to coverage in any title insurance policy insuring the City's interest in the Security. (As used in this Deed of Trust, the term "First Lender" shall include all successors and assigns of the First Lender.)

2. Payment of Excess Sales Proceeds and/or Excess Rental Proceeds. Owner will promptly pay to the City, when and if due pursuant to the Resale Agreement, the Excess Sales Proceeds (as defined in the Resale Agreement) and the Excess Rental Proceeds (as defined in the Resale Agreement).

3. Resale Agreement. Owner will observe and perform all of the covenants and agreements of the Resale Agreement, the Note, and this Deed of Trust.

4. Charges; Liens. Owner will pay all taxes, assessments and other charges, fines and impositions attributable to the Security which may attain a priority over this Deed of Trust, by Owner making any payment, when due, directly to the payee thereof. Upon request by the City, Owner will promptly furnish to the City all notices of amounts due under this paragraph.



In the event Owner makes payment directly, Owner will promptly discharge any lien which has priority over this Deed of Trust; provided, that Owner will not be required to discharge the lien of the deed of trust securing the First Lender Note (the "First Lender Deed of Trust") [*insert any other superior deeds of trust*], or any other lien described in this paragraph, so long as Owner will agree in writing to the payment of the obligation secured by such lien in a manner acceptable to the City, or will, in good faith, contest such lien by, or defend enforcement of such lien in, legal proceedings which operate to prevent the enforcement of the lien or forfeiture of the Security or any part thereof.

5. Hazard Insurance. Owner will keep the Security insured by a standard all risk property insurance policy equal to the replacement value of the Security (adjusted every five (5) years by appraisal, if requested by the City). If the Security is located in a flood plain, Owner shall also obtain flood insurance.

The insurance carrier providing this insurance shall be licensed to do business in the State of California and be chosen by Owner subject to approval by the City.

All insurance policies and renewals thereof will be in a form acceptable to the City and will include a standard mortgagee clause with standard lender's endorsement in favor of the holder of the First Lender Note [*insert any other holder of a note secured by a superior deed of trust in the Property*] and the City as their interests may appear and in a form acceptable to the City. The City shall have the right to hold, or cause its designated agent to hold, the policies and renewals thereof, and Owner shall promptly furnish to the City, or its designated agent, the original insurance policies or certificates of insurance, all renewal notices and all receipts of paid premiums. In the event of loss, Owner will give prompt notice to the insurance carrier and the City or its designated agent. The City, or its designated agent, may make proof of loss if not made promptly by Owner. The City shall receive thirty (30) days advance notice of cancellation of any insurance policies required under this Section 5.

Unless the City and Owner otherwise agree in writing, insurance proceeds, subject to the rights of the First Lender, will be applied to restoration or repair of the Security damaged, provided such restoration or repair is economically feasible and the security of this Deed of Trust is not thereby impaired. If such restoration or repair is not economically feasible or if the security of this Deed of Trust would be impaired, the insurance proceeds will be used to repay any amounts due under the Resale Agreement, with the excess, if any, paid to Owner. If the Security is abandoned by Owner, or if Owner fails to respond to the City, or its designated agent, within thirty (30) days from the date notice is mailed by either of them to Owner that the insurance carrier offers to settle a claim for insurance benefits, the City, or its designated agent, is authorized to collect and apply the insurance proceeds at the City's option either to restoration or repair of the Security or to pay amounts due under the Resale Agreement.

If the Security is acquired by the City, all right, title and interest of Owner in and to any insurance policy and in and to the proceeds thereof resulting from damage to the Security prior to the sale or acquisition will pass to the City to the extent of the sums secured by this Deed of Trust immediately prior to such sale or acquisition, subject to the rights of the First Lender.

6. Preservation and Maintenance of Security. Owner will keep the Security in good repair and in a neat, clean, and orderly condition and will not commit waste or permit impairment or deterioration of the Security. If there arises a condition in contravention of this Section 6, and if the Owner has not cured such condition within thirty (30) days after receiving a notice of such a condition from the City, then in addition to any other rights available to the City, the City shall have the right (but not the obligation) to perform all acts necessary to cure such condition, and to establish or enforce a lien or other encumbrance against the Security to recover its cost of curing.

7. Protection of the City's Security. If Owner fails to perform the covenants and agreements contained in this Deed of Trust or if any action or proceeding is commenced which materially affects the City's interest in the Security, including, but not limited to, default under the First Lender Deed of Trust, eminent domain, insolvency, code enforcement, or arrangements or proceedings involving a bankrupt or decedent, then the City, at the City's option, upon notice to Owner, may make such appearances, disburse such sums and take such action as it determines necessary to protect the City's interest, including but not limited to, disbursement of reasonable attorney's fees and entry upon the Security to make repairs.

Any amounts disbursed by the City pursuant to this paragraph, with interest thereon, will become an indebtedness of Owner secured by this Deed of Trust. Unless Owner and City agree to other terms of payment, such amount will be payable upon notice from the City to Owner requesting payment thereof, and will bear interest from the date of disbursement at the lesser of (i) ten percent (10%); or (ii) the highest rate permissible under applicable law. Nothing contained in this paragraph will require the City to incur any expense or take any action hereunder. Notwithstanding anything to the contrary, the original principal amount shall bear no interest, and the only interest payable will be interest incurred as a result of the application of this Section 7.

8. Inspection. The City may make or cause to be made reasonable entries upon and inspections of the Security; provided that the City will give Owner reasonable notice of inspection.

9. Forbearance by the City Not a Waiver. Any forbearance by the City in exercising any right or remedy will not be a waiver of the exercise of any such right or remedy. The procurement of insurance or the payment of taxes or other liens or charges by the City will not be a waiver of the City's right to require payment of any amounts secured by this Deed of Trust.

10. Remedies Cumulative. All remedies provided in this Deed of Trust are distinct and cumulative to any other right or remedy under this Deed of Trust or any other document, or afforded by law or equity, and may be exercised concurrently, independently or successively.

11. Successors and Assigns Bound. The covenants and agreements herein contained shall bind, and the rights hereunder shall inure to, the respective successors and assigns of the City and Owner subject to the provisions of this Deed of Trust.

12. Joint and Several Liability. All covenants and agreements of Owner shall be joint and several.

13. Notice. Except for any notice required under applicable law to be given in another manner, wherever this Deed of Trust requires any notice from either party, the notice shall be sent by certified mail, return receipt requested, or express delivery service with a delivery receipt, and shall be deemed effective as of the date received or the date delivery was refused as indicated in a return receipt. Unless otherwise provided by either party by written notice to the other party, notice to the Owner shall be to the address of the Property, and notice to the City shall be to the attention of the City Manager to the then current address of City Hall.

14. Governing Law. This Deed of Trust shall be governed by the laws of the State of California.

15. Severability. In the event that any provision or clause of this Deed of Trust or the Resale Agreement conflicts with applicable law, such conflict will not affect other provisions of this Deed of Trust or the Resale Agreement which can be given effect without the conflicting provision, and to this end the provisions of the Deed of Trust and the Resale Agreement are declared to be severable.

16. Captions. The captions and headings in this Deed of Trust are for convenience only and are not to be used to interpret or define the provisions hereof.

17. Nondiscrimination. The Owner covenants by and for itself and its successors and assigns that there shall be no discrimination against or segregation of a person or of a group of persons on account of race, color, religion, creed, age, disability, gender or gender identification, sex, sexual orientation, family or marital status, ancestry, veteran status, or national origin in the sale, transfer, use, occupancy, tenure or enjoyment of the Security, nor shall the Owner or any person claiming under or through the Owner establish or permit any such practice or practices of discrimination or segregation with reference to the use, occupancy, or transfer of the Security. The foregoing covenant shall run with the land.

18. Nonliability for Negligence, Loss, or Damage. Owner acknowledges, understands and agrees that the relationship between Owner and City is solely that of an owner and an administrator of a City affordable housing program, and that City neither undertakes nor assumes any responsibility for or duty to Owner to select, review, inspect, supervise, pass judgment on, or inform Owner of the quality, adequacy or suitability of the Security or any other matter. City owes no duty of care to protect Owner against negligent, faulty, inadequate or defective building or construction or any condition of the Security and Owner agrees that neither Owner, or Owner's heirs, successors or assigns shall ever claim, have or assert any right or action against City for any loss, damage or other matter arising out of or resulting from any condition of the Security and will hold City harmless from any liability, loss or damage for these things.

19. Indemnity. Owner agrees to defend, indemnify, and hold City harmless from all losses, damages, liabilities, claims, actions, judgments, costs, and reasonable attorney's fees that City may incur as a direct or indirect consequence of:

(a) Owner's failure to perform any obligations as and when required by the Resale Agreement and this Deed of Trust; or

(b) the failure at any time of any of Owner's representations or warranties to be true and correct.

20. Acceleration; Remedies. Upon Owner's breach of any covenant or agreement of Owner in this Deed of Trust, including, but not limited to, the covenants to pay, when due, any sums secured by this Deed of Trust, the City, prior to acceleration, will mail by express delivery, return receipt requested notice to Owner specifying: (a) the breach; (b) the action required to cure such breach; (c) a date, not less than thirty (30) days from the date the notice is received by Owner as shown on the return receipt, by which such breach is to be cured; and (d) that failure to cure such breach on or before the date specified in the notice may result in acceleration of the sums secured by this Deed of Trust, a declaration of default under this Deed of Trust and sale of the Security. The notice will also inform Owner of Owner's right to reinstate after acceleration or declaration of default and the right to bring a court action to assert the nonexistence of default or any other defense of Owner to acceleration and sale. If the breach is not cured on or before the date specified in the notice, the City, at the City's option, may: (1) declare all of the sums secured by this Deed of Trust to be immediately due and payable without further demand and may invoke the power of sale and any other remedies permitted by California law; and (2) either in person or by agent, with or without bringing any action or proceeding, or by a receiver appointed by a court, and without regard to the adequacy of its security, enter upon the Security and take possession thereof (or any part thereof) and of any of the Security, in its own name or in the name of Trustee, and do any acts which it deems necessary or desirable to preserve the value or marketability of the Property, or part thereof or interest therein, increase the income therefrom or protect the security thereof. The entering upon and taking possession of the Security shall not cure or waive any breach hereunder or invalidate any act done in response to such breach and, notwithstanding the continuance in possession of the Security, the City shall be entitled to exercise every right provided for in this Deed of Trust, or by law upon occurrence of any uncured breach, including the right to: (A) exercise the power of sale; (B) commence an action to foreclose this Deed of Trust as a mortgage, appoint a receiver, or specifically enforce any of the covenants hereof; (C) deliver to Trustee a written declaration of default and demand for sale, pursuant to the provisions for notice of sale found at California Civil Code Sections 2924, et seq., as amended from time to time; or (D) exercise all other rights and remedies provided herein, in the instruments by which the Owner acquires title to any Security, or in any other document or agreement now or hereafter evidencing, creating or securing all or any portion of the obligations secured hereby, or provided by law.

The City shall be entitled to collect all reasonable costs and expenses incurred in pursuing the remedies provided in this paragraph, including, but not limited to, reasonable attorney's fees.

21. Owner's Right to Reinstate. Notwithstanding the City's acceleration of the sums secured by this Deed of Trust, Owner will have the right to have any proceedings begun by the City to enforce this Deed of Trust discontinued at any time prior to five (5) days before sale of the Security pursuant to the power of sale contained in this Deed of Trust or at any time prior to

entry of a judgment enforcing this Deed of Trust if: (a) Owner pays City all sums which would be then due under this Deed of Trust and no acceleration under this Deed of Trust or the Resale Agreement has occurred; (b) Owner cures all breaches of any other covenants or agreements of Owner contained in the Resale Agreement or this Deed of Trust; (c) Owner pays all reasonable expenses incurred by City and Trustee in enforcing the covenants and agreements of Owner contained in the Resale Agreement, or this Deed of Trust, and in enforcing the City's and Trustee's remedies, including, but not limited to, reasonable attorney's fees; and (d) Owner takes such action as City may reasonably require to assure that the lien of this Deed of Trust, City's interest in the Security and Owner's obligation to comply with the Resale Agreement secured by this Deed of Trust and to pay the sums secured by this Deed of Trust shall continue unimpaired. Upon such payment and cure by Owner, this Deed of Trust and the obligations secured hereby will remain in full force and effect as if no acceleration had occurred.

22. Due on Transfer of the Property. Upon a Transfer (as defined in the Resale Agreement) of the Property or any interest in it, the City shall require immediate payment in full of all sums secured by this Deed of Trust.

23. Reconveyance. Upon performance of all obligations of the Resale Agreement and expiration of its term and upon payment of all sums secured by this Deed of Trust, the City will request Trustee to reconvey the Security and will surrender this Deed of Trust and the Resale Agreement to Trustee. Trustee will reconvey the Security without warranty and without charge to the person or persons legally entitled thereto. Such person or persons will pay all costs of recordation, if any.

24. Substitute Trustee. The City, at the City's option, may from time to time remove Trustee and appoint a successor trustee to any Trustee appointed hereunder. The successor trustee will succeed to all the title, power and duties conferred upon the Trustee herein and by applicable law.

25. Superiority of First Lender Documents. *[Revise as necessary to include any other superior deeds of trust.]* Notwithstanding any provision herein, this Deed of Trust shall not diminish or affect the rights of the First Lender under the First Lender Deed of Trust or any subsequent First Lender deeds of trust hereafter recorded against the Security in compliance with the requirements of Section 4.7 of the Resale Agreement.

Notwithstanding any other provision hereof, the provisions of this Deed of Trust shall be subordinate to the lien of the First Lender Deed of Trust and shall not impair the rights of the First Lender, or such lender's assignee or successor in interest, to exercise its remedies under the First Lender Deed of Trust in the event of default under the First Lender Deed of Trust by the Owner. Such remedies under the First Lender Deed of Trust include the right of foreclosure or acceptance of a deed or assignment in lieu of foreclosure. After such foreclosure or acceptance of a deed in lieu of foreclosure, this Deed of Trust shall be forever terminated and shall have no further effect as to the Property or any transferee thereafter; provided, however, if the holder of such First Lender Deed of Trust acquired title to the Property pursuant to a deed or assignment in lieu of foreclosure and notice of default was recorded against the Property in connection therewith, this Deed of Trust shall automatically terminate upon such acquisition of title,

provided that: (a) the City has been given written notice of default under such First Lender Deed of Trust with a sixty (60)-day cure period, and (b) the City shall not have cured or commenced to cure the default within such sixty (60)-day period or commenced to cure and given its firm commitment to complete the cure in form and substance acceptable to the First Lender.

26. Request for Notice. Owner requests that copies of the notice of default and notice of sale be sent to the City in the manner set forth in Section 13, above.

IN WITNESS WHEREOF, Owner has executed this Deed of Trust as of the date first written above.

---

Owner

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Owner

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA                                 )  
   )  
COUNTY OF \_\_\_\_\_ )

On \_\_\_\_\_, before me, \_\_\_\_\_, Notary Public, personally appeared \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify UNDER PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

\_\_\_\_\_  
Name: \_\_\_\_\_  
Notary Public

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA )  
 )  
COUNTY OF \_\_\_\_\_ )

On \_\_\_\_\_, before me, \_\_\_\_\_, Notary Public, personally appeared \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify UNDER PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Name: \_\_\_\_\_  
Notary Public



## EXHIBIT A

### Legal Description of the Home

The land is situated in the State of California, County of San Mateo, City of Healdsburg, and is described as follows:

**[Insert Legal Description Here.]**

APN: \_\_\_\_\_

**Exhibit “E”**

**Pro Forma Partial Release**

RECORDING REQUESTED BY )  
AND WHEN RECORDED MAIL TO: )  
 )  
City of Menlo Park )  
701 Laurel Street )  
Menlo Park, CA 94025 )  
Attention: City Clerk )  
 )

*Space Above This Line for Recorder's Use Only*  
Exempt from recording fee per Gov. Code § 27383

APN:

**PARTIAL RELEASE OF PROJECT WIDE  
AFFORDABLE HOUSING AGREEMENT**

THIS PARTIAL RELEASE OF PROJECT WIDE AFFORDABLE HOUSING AGREEMENT ("**Partial Release Agreement**") is made and entered into as of \_\_\_\_\_, 20\_\_, by the CITY OF MENLO PARK, a California municipal corporation ("**City**") in favor of LPGS Menlo, LLC, a Delaware limited liability company ("**Project Wide Developer**") and its successors and assigns with reference to the following:

***RECITALS***

A. Pursuant to that certain Project Wide Affordable Housing Agreement executed by Project Wide Developer and City, recorded on \_\_\_\_\_, 20\_\_, as Instrument No. \_\_\_\_\_ in the Official Records of the Office of the San Mateo County Recorder (the "Instrument"), the City imposed certain covenants, conditions and/or restrictions upon the real property described therein, a portion of which is more particularly described in Exhibit A attached hereto (the "**Released Property**").

B. As provided in [Section 5 / Section 16] of the Instrument, the City has agreed to release a portion of the real property from the Instrument.

***AGREEMENT***

NOW, THEREFORE, in consideration of the foregoing Recitals and for other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, City and Project Wide Developer hereby agree that the covenants, conditions and restrictions contained in the Instrument as they relate only to the Released Property are hereby unconditionally and irrevocably released as to the Released Property.

IN WITNESS WHEREOF, the undersigned have entered into this Partial Release Agreement to be effective as of the date first above written.

**[Signatures on following page]**

**CITY:**

**CITY OF MENLO PARK**, a California  
municipal corporation,

By: \_\_\_\_\_  
City Manager

ATTEST:

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

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

**DEVELOPER:**

**LPGS MENLO, LLC**, a Delaware limited  
liability company

By:

Its:

**EXHIBIT A**  
**LEGAL DESCRIPTION OF RELEASED PROPERTY**

APN:

## CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

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A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California     }  
County of Sacramento

On \_\_\_\_\_, before me, \_\_\_\_\_, Notary Public,  
personally appeared \_\_\_\_\_

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

SIGNATURE \_\_\_\_\_

PLACE NOTARY SEAL ABOVE

---

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

### Description of attached document

Title or type of document: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Document Date: \_\_\_\_\_ Number of Pages: \_\_\_\_\_

Signer(s) Other than Named Above: \_\_\_\_\_

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## CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

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A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California     }  
County of Sacramento

On \_\_\_\_\_, before me, \_\_\_\_\_, Notary Public,  
personally appeared \_\_\_\_\_

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

SIGNATURE \_\_\_\_\_

PLACE NOTARY SEAL ABOVE

---

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

### Description of attached document

Title or type of document: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Document Date: \_\_\_\_\_ Number of Pages: \_\_\_\_\_

Signer(s) Other than Named Above: \_\_\_\_\_

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**Exhibit “F”**

	<b>Total Units</b>	<b>Market Rate Units</b>	<b>Affordable Units</b>
<b>R1 Parcel</b>	<b>300</b>	<b>255</b>	<b>45</b>
<b>R2 Parcel</b>	<b>300</b>	<b>255</b>	<b>45</b>
<b>R3 Parcel</b>	<b>154</b>	<b>0</b>	<b>154</b>
<b>TH1 Parcels</b>	<b>19</b>	<b>16</b>	<b>3</b>
<b>TH2 Parcel</b>	<b>27</b>	<b>23</b>	<b>4</b>
<b>Total</b>	<b>800</b>	<b>549</b>	<b>251</b>



**Exhibit “G”**

**Pro Forma Assignment and Assumption Agreement**

RECORDING REQUESTED BY AND  
WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE FOR RECORDER'S USE ONLY

## ASSIGNMENT AND ASSUMPTION OF PARKLINE PROJECT WIDE AFFORDABLE HOUSING AGREEMENT

### (Parkline Master Plan Project)

THIS ASSIGNMENT AND ASSUMPTION OF PARKLINE PROJECT WIDE AFFORDABLE HOUSING AGREEMENT ("**Assignment**") is entered into as of the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ (the "**Assignment Date**") by and among LPGS MENLO, LLC, a Delaware limited liability company ("**Assignor**"), \_\_\_\_\_ ("**Assignee**"), and the City of Menlo Park, a California municipal corporation ("**City**") (each individually a "**Party**" and collectively the "**Parties**").

### RECITALS

A. Assignor and the City have entered into that certain Parkline Project Wide Affordable Housing Agreement dated as of \_\_\_\_\_, 20\_\_\_\_ which was recorded in the Official Records of the Office of the San Mateo County Recorder ("**Official Records**") on \_\_\_\_\_, 20\_\_\_\_ as Instrument No. \_\_\_\_\_ ("**Affordable Housing Agreement**").

B. Assignor is the fee owner and holder of a long-term ground lease of the real property located within the City of Menlo Park, County of San Mateo, State of California, as further described in Exhibit A attached hereto and incorporated herein by reference which constitutes the "**Property**" as defined in the Affordable Housing Agreement and is the "**Project Wide Developer**" as defined in the Affordable Housing Agreement.

C. Assignor desires to transfer its interest in the Property to Assignee concurrently with execution of this Assignment, and Assignee desires to so acquire such interest in the Property from Assignor.

E. Assignor now desires to assign its interests, rights, duties and obligations under the Affordable Housing Agreement to Assignee, and Assignee desires to assume such interests, rights, duties and obligations from Assignor.

NOW, THEREFORE, in exchange for the mutual covenants set forth herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

## AGREEMENT

The introductory paragraph, the Recitals, and all defined terms set forth therein are hereby incorporated into this Assignment as if hereinafter fully and completely rewritten.

1. Defined Terms. Capitalized terms not otherwise defined in this Assignment are as defined in the Affordable Housing Agreement.

2. Assignment and Assumption of Interest. Assignor hereby transfers, assigns and conveys to Assignee, all of Assignor's right, title and interest in and to, and the obligations, duties, responsibilities, conditions and restrictions under, the Affordable Housing Agreement. By accepting this assignment, Assignee, for itself and its successors and assigns, hereby expressly and unconditionally accepts the foregoing assignment, assumes the Affordable Housing Agreement, and expressly agrees for the benefit of City, to pay, perform and discharge all obligations of Assignor under the Affordable Housing Agreement, to comply with all covenants and conditions of Assignor arising from or under the Affordable Housing Agreement, and to comply with all covenants, conditions, representations and warranties of Assignee under this Agreement.

3. Substitution of Assignor. Assignee hereafter shall be substituted for and replace Assignor in the Affordable Housing Agreement and thus whenever the term "**Project Wide Developer**" appears in the Affordable Housing Agreement, it shall hereafter mean Assignee.

4. Assignor and Assignee Agreements, Indemnifications and Waivers.

(a) Assignor represents and warrants as follows:

(i) Affordable Housing Agreement. The Affordable Housing Agreement is unmodified and in full force and effect, and the City has not agreed to any amendment of any provision of the Affordable Housing Agreement.

(ii) No Defaults. To the actual knowledge of Assignor, no default on the part of City, and no breach, event, or failure of condition that, with notice or lapse of time or both, would constitute a default on the part of City, exists under the Affordable Housing Agreement.

(iii) No Set-Offs. To the actual knowledge of Assignor, there are no set-offs or defenses against the enforcement of any right or remedy, or any duty or obligation, of the City or Assignor under the Affordable Housing Agreement.

(iv) Conveyance of Title. As of the Assignment Date, Assignor is conveying a long-term ground lease and fee title to the Property to Assignee.

(b) Assignee represents and warrants as follows:

(i) Assignee is [Insert name of Assignee entity].

(ii) Assignee represents and warrants that, as of the Assignment Date, Assignee:

(A) Is acquiring a long term ground lease and fee title to the Property from Assignor;

(B) Is duly organized and validly existing under the laws of the State of California;

(C) Is qualified and authorized to do business in the State of California and has duly complied with all requirements pertaining thereto; and

(D) Is in good standing and has all necessary powers under the laws of the State of California to own, lease or control property and in all other respects enter into and perform the undertakings and obligations of this.

(c) Assignee further represents and warrants:

(i) That no approvals or consents of any persons are necessary for the execution, delivery or performance of this Assignment by Assignee, except as have been obtained;

(ii) That the execution and delivery of this Assignment and the performance of the obligations of Assignee have been duly authorized by all necessary actions and approvals required;

(iii) That this Assignment is a legal, valid, and binding obligation of Assignee enforceable in accordance with its terms;

(iv) That the execution, delivery, and performance of this Assignment by the Assignee does not and will not materially conflict with, or constitute a material violation or material breach of, or constitute a default under (a) the formation agreements of the Assignee (if any), (b) any law, rule, or regulation binding upon or applicable to Assignee, or (c) any material agreements to which Assignee is a party; and

(v) That Assignee or any person or entity owning or operating the Property, has duly obtained and maintained, or will duly obtain and maintain, all licenses, permits, consents, and approvals required by all applicable governmental authorities to develop, sell, lease, own, and operate Affordable Housing Units on the Property.

(d) Assignor and Assignee each hereby waives and releases, and Assignee hereby agrees to indemnify and hold City harmless, from any and all damages, liabilities, causes of action, claims or potential claims against City (including attorneys' fees and costs) arising out of or resulting from the assignment and assumption of the Affordable Housing Agreement.

(e) Assignor acknowledges and agrees that the Affordable Housing Agreement has been fully assigned to Assignee by this Assignment and, accordingly, that Assignee shall have the exclusive right to assert any claims against City with respect to the Affordable Housing Agreement. Accordingly, without limiting any claims of Assignee

under the Affordable Housing Agreement, Assignor hereby waives any claims or potential claims by Assignor against City to the extent arising solely out of the Affordable Housing Agreement.

5. City Estoppel Provisions. The City hereby represents and warrants to the Assignor and Assignee as follows:

(a) To the extent necessary pursuant to the Affordable Housing Agreement or any document related thereto, City has approved the transfer of the Property to Assignee.

(b) The Affordable Housing Agreement is unmodified and in full force and effect, and the City has not agreed to any amendment of any provision of the Affordable Housing Agreement.

(c) To the actual knowledge of City, no default on the part of Assignor, and no breach, event, or failure of condition that, with notice or lapse of time or both, would constitute a default on the part of Assignor, exists under the Affordable Housing Agreement.

(d) To the actual knowledge of City, there are no set-offs or defenses against the enforcement of any right or remedy, or any duty or obligation, of the City or Assignor under the Affordable Housing Agreement.

6. Governing Law; Venue. This Assignment shall be interpreted and enforced in accordance with the laws of the State of California without regard to principles of conflicts of laws. Any action to enforce or interpret this Assignment shall be filed and litigated exclusively in the Superior Court of San Mateo County, California.

7. Entire Agreement/Amendment. This Assignment constitutes the entire agreement among the Parties with respect to the subject matter hereof, and supersedes all prior written and oral agreements with respect to the matters covered by this Assignment. This Assignment may not be amended except by an instrument in writing signed by each of the Parties.

8. Further Assurances. Each Party shall execute and deliver such other certificates, agreements and documents and take such other actions as may be reasonably required to consummate or implement the transactions contemplated by this Assignment and the Affordable Housing Agreement.

9. Benefit and Liability. Subject to the restrictions on transfer set forth in the Affordable Housing Agreement, this Assignment and all of the terms, covenants, and conditions hereof shall extend to the benefit of and be binding upon the respective successors and permitted assigns of the Parties.

10. Attorneys' Fees. In the event of any litigation pertaining to this Assignment, the losing Party shall pay the prevailing Party's litigation costs and expenses, including without limitation reasonable attorneys' fees.

11. Recordation. Assignor shall cause this Assignment to be recorded in the Official Records of San Mateo County concurrently with the conveyance of title to the Property from Assignor to Assignee, and shall promptly provide conformed copies of the recorded Assignment to City and Assignee.

12. Address for Notices. Assignee's address for notices, demands and communications under the Affordable Housing Agreement is as follows:

[Name of Assignee]  
[Address]  
[Address]  
Attention: Executive Director

13. Captions; Interpretation. The section headings used herein are solely for convenience and shall not be used to interpret this Assignment. The Parties acknowledge that this Assignment is the product of negotiation and compromise on the part of all Parties, and the Parties agree, that since all have participated in the negotiation and drafting of this Assignment, this Assignment shall not be construed as if prepared by one of the Parties, but rather according to its fair meaning as a whole, as if all Parties had prepared it.

14. Severability. If any term, provision, condition or covenant of this Assignment or its application to any Party or circumstances shall be held by a court of competent jurisdiction, to any extent, invalid or unenforceable, the remainder of this Assignment, or the application of the term, provision, condition or covenant to persons or circumstances other than those as to whom or which it is held invalid or unenforceable, shall not be affected, and shall be valid and enforceable to the fullest extent permitted by law unless the rights and obligations of the Parties have been materially altered or abridged thereby.

15. Counterparts. This Assignment may be executed in counterparts, each of which shall, irrespective of the date of its execution and delivery, be deemed an original, and the counterparts together shall constitute one and the same instrument.

IN WITNESS WHEREOF the Parties have executed this Assignment as of the date first set forth above.

**ASSIGNOR:**

LPGS MENLO, LLC,  
a Delaware limited liability company

By: \_\_\_\_\_  
Name:  
Title:

**ASSIGNEE:**

[INSERT NAME]

By: \_\_\_\_\_  
Name:  
Title:

**CITY:**

CITY OF MENLO PARK,  
a California municipal corporation

By: \_\_\_\_\_  
Name:  
Title: City Manager

A Notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA                     )  
   )       SS.  
COUNTY OF \_\_\_\_\_)

On \_\_\_\_\_, before me, \_\_\_\_\_, a Notary Public in and for said State, personally appeared, \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity(ies) upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

\_\_\_\_\_  
Signature of Notary Public

[SEAL]



A Notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA                     )  
   )       SS.  
COUNTY OF \_\_\_\_\_)

On \_\_\_\_\_, before me, \_\_\_\_\_, a Notary Public in and for said State, personally appeared, \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity(ies) upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

\_\_\_\_\_  
Signature of Notary Public

[SEAL]

A Notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA                     )  
   )  
COUNTY OF \_\_\_\_\_)             SS.

On \_\_\_\_\_, before me, \_\_\_\_\_, a Notary Public in and for said State, personally appeared, \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity(ies) upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

\_\_\_\_\_  
Signature of Notary Public

[SEAL]

EXHIBIT A

**DESCRIPTION OF PROPERTY**

The real property situated in the City of Menlo Park, County of San Mateo, State of California, described as follows:

APN:

**RECORDING REQUESTED BY  
AND WHEN RECORDED RETURN TO:**

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

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**DEVELOPMENT AGREEMENT**

by and between the

**CITY OF MENLO PARK,**  
a California municipal corporation

and

**LPGS MENLO, LLC**  
a Delaware limited liability company

regarding the

**PARKLINE MASTER PLAN PROJECT**

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## **LIST OF EXHIBITS**

Exhibit A	Site Map of Property, SRI Property, Buildings P, S & T Property, Church Property
Exhibit B	Legal Description of Property
Exhibit C	Consent of SRI International
Exhibit D	Consent of First Church of Christ, Scientist, Menlo Park, California
Exhibit E	List of Impact Fees
Exhibit F	Parkline Phasing Plan
Exhibit G	Project Site Plan – Full Buildout
Exhibit H	Quimby Act Fees & Credits
Exhibit I	Conceptual Open Space Plan – Phase 1
Exhibit J	Form of Assignment and Assumption Agreement
Exhibit K	Form of POPA (Privately Owned Publicly Accessible) Easement Agreement
Exhibit L	Form of PILOT (Payment In Lieu of Taxes) Agreement



## DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT (“**Agreement**”) dated for reference purposes as of \_\_\_\_\_, 2025, is entered into by and between LPGS MENLO, LLC, a Delaware limited liability company (“**Developer**”), and the CITY OF MENLO PARK, a California municipal corporation (“**City**”). Developer and City are sometimes referred to individually herein as a “**Party**” and collectively as “**Parties**.”

### RECITALS

The following recitals are a substantive part of this Agreement; capitalized terms used herein and not otherwise defined are defined in Section 1.1 of this Agreement.

A. In order to strengthen the public planning process, encourage private participation in comprehensive planning and reduce the economic costs and risk of development, the Legislature of the State of California enacted Section 65864 *et seq.* of the Government Code (“**Development Agreement Statute**”) which authorizes a city and a developer having a legal or equitable interest in real property to enter into a binding, long-term development agreement, establishing certain development rights in the subject property.

B. As authorized by the Development Agreement Statute, the City has adopted Resolution No. 4159 adopting regulations establishing procedures and requirements for consideration of development agreements within the City of Menlo Park (“**Development Agreement Regulations**”). The provisions of the Development Agreement Statute and City’s Development Agreement Regulations are collectively referred to herein as the “**Development Agreement Law**.” This Agreement has been drafted and processed pursuant to the Development Agreement Law.

C. SRI International, a California nonprofit public benefit corporation (“**SRI**”), owns real property commonly known as 301 and 333 Ravenswood Avenue and 555 and 565 Middlefield Road in the City of Menlo Park, County of San Mateo, identified as Assessor Parcel Numbers 062-390-660; 062-390-670; 062-390-730; 062-390-760; and 062-390-780 (the “**SRI Property**”).

D. Developer has entered into that certain Ground Lease Option Agreement dated December 10, 2021 (“**Ground Lease Option**”), with SRI regarding the SRI Property, inclusive of a portion of the SRI Property comprising existing Buildings P, S and T (the “**Buildings P, S and T Property**”), located on APN 062-390-730 and a portion of APN 062-390-780, which SRI will continue to utilize.

E. LPGS 201 Ravenswood, LLC, a Delaware limited liability company (“**LPGS 201**”), an affiliate of Developer, has entered into that certain Purchase and Sale Agreement, dated January 30, 2024 (the “**Purchase Agreement**”), with the First Church of Christ, Scientist, Menlo Park, California a California non-profit corporation (“**Church Owner**”) regarding real property adjacent to the SRI Property commonly known as 201 Ravenswood Avenue in the City of Menlo Park, County of San Mateo, identified as Assessor Parcel Number 062-390-050 (the “**Church Property**”).

F. The SRI Property, inclusive of the Buildings P, S and T Property, and the Church Property shall be referred to herein collectively as the “**Property**”. The Property, including the outline of the SRI Property, Buildings P, S and T Property, and Church Property, are depicted on the “**Site Map**” attached hereto as Exhibit A. The Property is more particularly described in the legal description attached hereto as Exhibit B.

G. This Agreement concerns the Property which comprises: (i) the SRI Property, owned by SRI, subject to the Ground Lease Option between SRI and Developer, and therefore Developer has an equitable interest in the SRI Property; and (ii) the Church Property, located adjacent to the SRI Property, owned by Church Owner, subject to the Purchase Agreement between Church Owner and LPGS 201, an affiliate entity that Developer controls, and therefore Developer has an equitable interest in the Church Property. Further, SRI has consented to the terms of this Agreement with respect to the SRI Property and Church Owner has consented to the terms of this Agreement with respect to the Church Property, as shown on Exhibit C and Exhibit D, respectively (collectively, the “**Consents**”).

H. Developer applied to City (A) requesting (i) an amendment to the General Plan (“**General Plan**”) Land Use Element and Land Use Map, (ii) an amendment to the zoning ordinance to add an Administrative, Professional and Research, Special (C-1-S) zoning district, (iii) an amendment to the zoning map to apply the newly added C-1-S zoning to the Property, (iv) rezoning the Property to add a Conditional Development (“**X**”) Combining District, and (B) requesting approval of (i) a conditional development permit (“**CDP**”), (ii) a below market rate (“**BMR**”) housing agreement, (iii) a vesting tentative map (“**VTM**”) to subdivide the Property, and (iv) a Development Agreement, all in order to redevelop the Property with: (i) construction of five new office/R&D buildings totaling approximately 1,051,600 square feet (“**SF**”) and one new amenity building of approximately 40,000 SF to replace 35 buildings of approximately the same amount of square footage combined (i.e., approximately 1,093,602 SF) on the SRI Property to be demolished, along with a church and associated facilities on the Church Property; (ii) development of up to 800 residential dwelling units within five (5) different groupings of which up to thirty one percent (31%) (approximately 251 units) would be affordable housing units; (iii) provision of approximately 3,719 parking spaces (surface spaces and within three parking garages); (iv) decommissioning and demolition of a 6-megawatt natural gas cogeneration plant; (v) removal of heritage trees and planting of replacement trees; (vi) potential development by the City of an underground emergency water reservoir with a capacity of approximately 2 to 3 million gallons beneath new public recreational facilities, (vii) provision of publicly accessible open space across the campus, and (viii) related infrastructure improvements comprising utilities, roadways, pedestrian and bicycle pathways, lighting, and landscaping (the “**Proposed Project**”).

I. Pursuant to the California Environmental Quality Act and its associated regulations (Public Resources Code Section 21000 *et seq.* and the CEQA Guidelines at California Code of Regulations, Title 14, Section 15000 *et seq.*) (together and as they may be amended, “**CEQA**”), City conducted environmental review of the Proposed Project and prepared and duly processed an Environmental Impact Report (State Clearinghouse No. 2022120058) (“**Project EIR**”).

J. In response to community feedback regarding the Proposed Project, Developer has proposed to modify the Proposed Project by reducing the amount of new non-residential office/R&D building space to a maximum of 1,000,000 SF, inclusive of the approximately 287,000

SF comprising existing Buildings P, S and T. Accordingly, for purposes of this Agreement, the “**Project**” encompasses: (i) construction of office/R&D and other non-residential buildings of up to 1,000,000 SF, inclusive of approximately 287,000 SF in existing Buildings P, S and T, which may be replaced in the future as a Modified Project Approval, defined herein, and inclusive of up to 45,000 SF of commercial/retail space to replace 35 buildings of approximately 1,093,602 SF on the SRI Property to be demolished, along with demolition of a church and associated facilities on the Church Property; (ii) development of up to 800 residential dwelling units within five (5) different groupings of which up to thirty one percent (31%) (approximately 251 units) would be affordable housing units; (iii) provision of parking spaces (consisting of surface spaces and spaces within no more than three parking garages) in accordance with the ratios provided in the Zoning Amendments defined in Recital L.3, below; (iv) decommissioning and demolition of a 6-megawatt natural gas cogeneration plant; (v) removal of heritage trees and planting of replacement trees; (vi) potential development by the City of an underground emergency water reservoir with a capacity of approximately 2 to 3 million gallons beneath new public recreational facilities, (vii) provision of publicly accessible open space across the campus, and (viii) related infrastructure improvements comprising utilities, roadways, pedestrian and bicycle pathways, lighting, and landscaping.

K. This Agreement between City and Developer sets forth, among other things, the applicable fees, policies and zoning requirements that apply to development of the Property and provides Developer with a vested right to develop the Project thereon, as may be modified in accordance with Article 9 herein.

L. Prior to or concurrently with approval of this Agreement, City has taken the following actions in connection with development of the Property (together with this Agreement, the “**Existing Approvals**”).

1. Certification of the Project EIR as adequate under CEQA and adoption of a Mitigation Monitoring and Reporting Program for implementation of mitigation measures specified in the Project EIR (the “**Project MMRP**”), by Resolution No. \_\_\_\_\_, adopted by the City Council on \_\_\_\_\_, 2025.

2. Approval of amendments to the General Plan Land Use Element and Land Use Map to allow the residential density and non-residential floor area proposed for the Project and to change the land use designation of the Church Property, by Resolution No. \_\_\_\_\_, adopted by the City Council on \_\_\_\_\_, 2025 (“**General Plan Amendment**”).

3. Approval of Ordinance No. \_\_\_\_\_ adopted by the City Council on \_\_\_\_\_, 2025, thereby enacting and authorizing the following (collectively, (i), (ii), (iii) and (iv) below, the “**Zoning Amendments**”):

(i) an amendment to the Menlo Park Zoning Ordinance to add an Administrative, Professional and Research, Special (C-1-S) zoning district;

(ii) an amendment to the Menlo Park Zoning Map to apply the newly added C-1-S zoning to the Property;

(iii) an amendment to the Menlo Park Zoning Map to rezone the Property to add a Conditional Development (“X”) Combining District for the Project; and

(iv) a Conditional Development Permit to authorize the Project (the “**Parkline CDP**”), together with the Project Development Regulations and Design Standards (“**Parkline Guidelines**”) and associated conditions of approval (“**Parkline CDP Conditions**”).

4. Approval of Vesting Tentative Map for the Project to merge and re-subdivide existing parcels on the Property, approve dedication of public rights-of-way, parklands and open space and utility easements, and allow filing of multiple final maps for the Project, by Resolution No. \_\_\_\_\_, adopted by the City Council on \_\_\_\_\_, 2025 (“**Parkline VTM**”), together with associated conditions of approval (“**Parkline VTM Conditions**”).

5. Approval of the Project Wide Affordable Housing Agreement specifying terms for Developer to provide onsite reduced-cost housing units, by Resolution No. \_\_\_\_\_, adopted by the City Council on \_\_\_\_\_, 2025 (“**BMR Agreement**”).

6. Approval of this Agreement by Ordinance No. \_\_\_\_ (the “**Enacting Ordinance**”), adopted by the City Council on \_\_\_\_\_, 2025 (the “**Agreement Date**”).

M. City has determined that by entering into this Agreement, City will further the purposes set forth in the Development Agreement Law and City will benefit from the increased range of housing options, employment opportunities, sustainability enhancements, circulation improvements, and open space created by the Project for residents of City.

N. For the reasons recited herein, City and Developer have determined that the Project is a development for which this Agreement is appropriate. This Agreement will eliminate uncertainty regarding Existing Approvals and Subsequent Project Approvals, thereby encouraging planning for, investment in, and commitment to use and development of the Property. Continued use and development of the Property will in turn provide substantial employment, tax, and other public benefits to City, and provide for expanded park, recreation and open space facilities for City residents as well as expanded housing opportunities affordable to varying household income levels, which is a critical City need, thereby achieving the goals and purposes for which the Development Agreement Law was enacted.

O. The terms and conditions of this Agreement have undergone review by City staff, the City’s Planning Commission and the City Council at publicly noticed meetings and have been found to be fair, just and reasonable and in conformance with the Development Agreement Law and the goals, policies, standards, and land use designations specified in the General Plan and, further, the City Council finds that the economic interests of City’s citizens and the public health, safety and welfare will be best served by entering into this Agreement.

P. On August 25, 2025, the Planning Commission, the initial hearing body for purposes of development agreement review, recommended approval of this Agreement to the City Council. Following a duly noticed public hearing, on \_\_\_\_\_, 2025, the City Council introduced the Enacting Ordinance and on \_\_\_\_\_, 2025 the City Council adopted the Enacting Ordinance.

## **A G R E E M E N T**

NOW, THEREFORE, in consideration of the promises, covenants and provisions set forth herein, the receipt and adequacy of which is hereby acknowledged, the Parties agree as follows:

### **ARTICLE 1 DEFINITIONS**

#### Section 1.1    Definitions.

“**Administrative Amendment**” is defined in Section 8.6.

“**Affiliate**” is defined in Section 10.1.

“**Affordable Housing Covenant**” is defined in Section 4.1.B.

“**Affordable Housing Developer**” is defined in Section 5.1.C.

“**Affordable Housing Financing**” is defined in Section 5.1.C.

“**Affordable Housing Land**” is defined in Section 5.1.C.

“**Agreement**” means this Development Agreement.

“**Agreement Date**” means the date of adoption of the Enacting Ordinance as provided in Recital L.6.

“**Applicable City Regulations**” means (a) the permitted uses of the Property, the maximum density and/or total number of residential units, the intensity of use, the maximum height and size of the proposed buildings, provisions for reservation or dedication of land for public purposes, the conditions, terms, restrictions, and requirements for subsequent discretionary actions, the provisions for public improvements, and other terms and conditions of development applicable to the Property as set forth in the Existing Approvals, the General Plan of the City on the Effective Date, the Municipal Code of the City on the Effective Date, and the other ordinances, policies, rules, regulations, guidelines, standards and specifications of the City in effect on the Effective Date; (b) New City Laws that apply to the Property as set forth in Section 3.1, 3.3C, or 3.3D herein; and (c) regulations that apply to the Property as set forth in Section 3.3A and B herein.

“**Applicable Law**” means (a) all State and Federal laws and regulations applicable to the Property and the Project as enacted, adopted and amended from time to time and (b) the Applicable City Regulations.

“**Assignment and Assumption Agreement**” is defined in Section 10.1 and a form thereof attached hereto as Exhibit J.

“**BMR Agreement**” is defined in Recital L.5.

“**BMR Ordinance**” means Menlo Park Municipal Code Chapter 16.96, as it may be amended from time to time.

“**BMR Guidelines**” means the guidelines promulgated and adopted by the City pursuant to the BMR Ordinance, as it may be amended from time to time.

“**BSL**” is an acronym for and means biosafety level.

“**BSL 3 Facility**” is defined in Section 3.11.

“**Buildings P, S and T Property**” is defined in Recital D and depicted on the Site Map attached hereto as Exhibit A.

“**Building Permit**”, when capitalized in this Agreement, means a City-issued building permit for construction (including any permanent elements of the basement above the lowest level basement slab); permits for demolition or grading shall not constitute a Building Permit.

“**CEQA**” is defined in Recital I.

“**Certificate of Occupancy**” means a certificate issued by City evidencing construction completion under a City-issued Building Permit following an approved final inspection of the applicable building, structure or improvements which allows occupancy of the associated building, structure or improvement. For purposes of this Agreement, “Certificate of Occupancy” does not include a Temporary Certificate of Occupancy

“**CFDs**” is defined in Section 4.2.A.

“**CFD Bonds**” is defined in Section 4.2.C.

“**CFD Facilities**” is defined in Section 4.2.B.

“**Changes in the Law**” is defined in Section 3.8.

“**Church Owner**” is defined in Recital E and means the First Church of Christ, Scientist, Menlo Park.

“**Church Property**” is defined in Recital E and depicted on the Site Map attached hereto as Exhibit A.

“**City**” means the City of Menlo Park, a California municipal corporation.

“**City Council**” means the City Council of the City of Menlo Park.

“**City Parties**” and “**City Party**” are defined in Section 12.17.

“**City Shuttle**” is defined in Section 5.1.A.

“**Claims**” means liabilities, obligations, orders, claims, damages, fines, penalties, and expenses, including reasonable attorneys’ fees and costs.

**“Commence Construction”** or **“Commencement of Construction”** as used in the Parkline Phasing Plan means the issuance of a Building Permit by City for vertical improvements, mobilization of construction equipment and workers on-site, and commencement of actual vertical construction activities thereon (i.e. not just pouring slabs and foundations) under such Building Permit.

**“Complete Construction”** or **“Completion of Construction”** means the completion of a final inspection by the City of the specified portion of the specified work or Improvement.

**“Connection Fees”** means those fees charged by City or by a utility provider to utility users as a cost for connecting to water, sanitary sewer and other applicable utilities.

**“Consents”** are defined in Recital G.

**“Control”, “Controlling”, “Controlled”, and “Common Control”** are defined in Section 10.1.

**“CPI”** means Consumer Price Index for All Urban Consumers published by the Bureau of Labor Statistics of the United States Department of Labor or its successors, San Francisco-Oakland-Hayward, All Items (1982-84 = 100), or any successor index thereto designated by the Bureau of Labor Statistics or its successor.

**“CPI Adjustment”** means an adjustment of each dollar amount that is subject to CPI Adjustment under this Agreement and is made by multiplying the dollar amount being adjusted by the sum of (a) one hundred percent, plus (b) the CPI Increase.

**“CPI Increase”** means the percentage increase, if any (but not decrease, if any) between the CPI for the calendar month that is three months prior to the effective date of adjustment and the CPI for the calendar month that is fifteen months prior to the effective date of adjustment.

**“Default”** is defined in Section 11.1.

**“Deferred Improvement Agreement”** is defined in Section 4.1.B.

**“Developer”** means LPGS MENLO, LLC, a Delaware limited liability company, and its permitted assignees and successors-in-interest under this Agreement.

**“Developer Parties”** and **“Developer Party”** are defined in Section 12.17.

**“Development Agreement Law”** is defined in Recital B.

**“Development Agreement Regulations”** is defined in Recital B.

**“Development Agreement Statute”** is defined in Recital A.

**“Effective Date”** shall be [\_\_\_\_\_, 202\_], which date is thirty (30) days after the Agreement Date.

**“Emergency Water Reservoir”** is defined in Section 5.1.D.

**“Enacting Ordinance”** is defined in Recital L.6.

**“Event Area”** is defined in Section 5.1.B.

**“Exactions”** means exactions imposed by City as a condition of developing the Project, including requirements for acquisition, dedication or reservation of land; and obligations to construct on-site or off-site public and private infrastructure improvements such as roadways, utilities or other improvements necessary to support the Project, whether such exactions constitute subdivision improvements, mitigation measures in connection with CEQA review of the Project, or impositions made under Applicable City Regulations. For purposes of this Agreement, Exactions do not include Impact Fees.

**“Exemptions”** is defined in Section 5.3.

**“Existing Approvals”** is defined in Recital L.

**“Extension Conditions”** is defined in Section 2.2A(5).

**“Extension Request”** is defined in Section 2.2A(5).

**“Fair Share”** is defined in Section 4.1F.

**“Final Approval”** means that (i) all applicable appeal periods for the filing of any Litigation Challenge challenging the issuance or effectiveness of any of the Project Approvals, including the Project EIR, or this Agreement shall have expired and no such appeal shall have been filed, or if a Litigation Challenge is filed, the Project Approvals, including the Project EIR, or this Agreement, as applicable, shall have been upheld by a final decision without adverse effect on the applicable Project Approval, including the Project EIR, or this Agreement and the entry of a final judgment, order or ruling upholding the applicable Project Approval, including the Project EIR, or this Agreement; and (ii) if a referendum petition relating to any Project Approval or this Agreement is timely and duly circulated and filed, certified as valid and City holds an election, the date the election results on the ballot measure are certified by City in the manner provided by Applicable City Regulations reflecting the approval by voters of the referenced Project Approval or this Agreement.

**“First Certificate of Occupancy”** means the first to occur of either (i) City approval of a Temporary Certificate of Occupancy, or (ii) City approval of a Certificate of Occupancy.

**“First Extension”** is defined in Section 2.2A(2).

**“Force Majeure Delay”** is defined in Section 2.2C.



**“General Plan”** means the General Plan of the City of Menlo Park in effect as of the Agreement Date.

**“General Plan Amendment”** is defined in Recital L.2.

**“Government Offices”** is defined in Section 2.2C.

**“Ground Lease Option”** is defined in Recital D.

**“Impact Fee Resolutions”** means Menlo Park City Council Resolution Nos. 6533 and 5823, and those future Menlo Park City Council Resolutions implementing Impact Fee changes.

**“Impact Fees”** means monetary fees and impositions or equivalent in-kind obligations, other than taxes and assessments, charged by City in connection with a development project for the purpose of funding or defraying all or a portion of the cost of mitigating the impacts of a development project or the development of the public facilities and services related to a development project and any “fee” as that term is defined by Government Code Section 66000(b), including those fees set forth in Exhibit E. For purposes of this Agreement, a monetary fee or imposition that meets both the definition of an Impact Fee and the definition of an Exaction will be considered an Impact Fee.

**“Impact Fee Limitation Period”** is defined in Section 4.1A.

**“Improvement”** means all physical improvements required or permitted to be made under the Existing Approvals or Subsequent Project Approvals.

**“Improvement Plans”** is defined in Section 3.3B.

**“Initial Term”** is defined in Section 2.2A(1).

**“Insubstantial Amendment”** is defined in Section 8.2.

**“Local CFD Policies”** is defined in Section 4.2.A.

**“Litigation Challenge”** is defined in Section 9.6B.

**“LPGS 201”** is defined in Recital E and means LPGS 201 Ravenswood, LLC, a Delaware limited liability company.

**“Modified Project Approval”** means modification of the Parkline CDP or Parkline VTM sought by Developer during the Initial Term as a result of: (i) a redesign of the Project Site Plan, attached hereto as Exhibit G, to accommodate the reduction of non-residential square footage to a maximum of 1,000,000 SF, inclusive of the existing 287,000 SF in Buildings P, S and T, and inclusive of up to 45,000 SF of commercial amenity or retail space; or (ii) a redesign of the Project Site Plan to accommodate the cessation of use of Building P or Buildings S and T by SRI and any tenants therein and associated demolition and redevelopment thereof, subject to the Modified Project Approval Conditions; or (iii) a combination of (i) and (ii) above. A Modified

Project Approval (a) may include modification of the dimensions and locations of particular project features (e.g. Event Area, Publicly Accessible Restroom), provided that the overall size and intended uses of the features are not reduced thereby, and (b) shall include a modification to the Project Site Plan governed by the Parkline CDP that depicts and details how the 1,000,000 SF of non-residential square footage will be accounted for on the Property.

**“Modified Project Approval Conditions”** means (i) the changes sought in connection with a Modified Project Approval primarily involve increasing the amount of residential units which shall be subject to compliance with the City’s BMR Ordinance and BMR Guidelines and Applicable Law and shall include no less than six hundred (600) multifamily residential units within the Project; (ii) the amount of any non-residential use proposed or approved as part of such Modified Project Approval shall be no more than 1,000,000 SF; (iii) notwithstanding any provision in this Agreement to the contrary, including Section 3.13, all residential and non-residential buildings approved as part of the Modified Project Approval shall comply with Section 16.35.110 of the C-1-S zoning and the Reach Code, as it may be amended from time to time, and shall be all electric; (iv) upon approval of the Modified Project Approval, the amount of non-residential square footage as reflected in the revised Project Site Plan governed by the revised Parkline CDP shall constitute the maximum amount of non-residential SF permitted in the Project; (v) the Modified Project Approval will be subject to review under CEQA and any additionally required City analysis (e.g. Transportation Impact Analysis, Fiscal Impact Analysis, etc.) required by Applicable Law; and (vi) there are no material reductions to the community benefits described in Article 5 of this Agreement being proposed.

**“Mortgage”** is defined in Section 7.1.

**“Mortgagee”** is defined in Section 7.1.

**“Multifamily Building”** or **“Multifamily Residential Units”** have the same meaning as “multiple dwelling” as defined in Menlo Park Municipal Code section 16.04.260.

**“Municipal Code”** means the Municipal Code of the City of Menlo Park, as it may be amended from time to time.

**“New City Laws”** means and includes any ordinances, resolutions, orders, rules, official policies, standards, specifications, guidelines or other regulations, which are promulgated or adopted by the City (including but not limited to any City agency, body, department, officer or employee) or its electorate (through the power of initiative or otherwise) and become effective after the Effective Date.

**“Notice”** is defined in Section 12.5.

**“Offer of Dedication”** is defined in Section 4.1.B.

**“Official Records”** is defined in Section 4.1.B.

**“Operating Memoranda”** is defined in Section 8.6.

**“Optional Shuttle Fee”** is defined in Section 5.1.A.

**“Other Agency Fees”** is defined in Section 4.1E.

**“Other Agency Subsequent Project Approvals”** means Subsequent Project Approvals to be obtained from entities other than City.

**“Park Maintenance Agreement”** is defined in Section 5.1.F.

**“Park Maintenance Fee”** is defined in Section 5.1.F.

**“Park Opening”** is defined in Section 5.1.F.

**“Parkline CDP”** is defined in Recital L.3.(iv).

**“Parkline CDP Conditions”** is defined in Recital L.3.(iv).

**“Parkline Community Benefits”** is defined in Section 5.1.

**“Parkline Guidelines”** is defined in Recital L.3.(iv).

**“Parkline Phasing Plan”** is defined in Section 3.7 and attached hereto as Exhibit F.

**“Parkline Shuttle”** is defined in Section 5.1.A.

**“Parkline VTM”** is defined in Recital L.4.

**“Parkline VTM Conditions”** is defined in Recital L.4.

**“Party”** and **“Parties”** means, respectively, City or Developer individually and City and Developer collectively.

**“PILOT Agreement”** is defined in Section 5.3 and a form thereof attached hereto as Exhibit L.

**“Planning Commission”** means the Planning Commission of the City of Menlo Park.

**“POPA Easement Agreement”** is defined in Section 4.1.B and a form thereof attached hereto as Exhibit K.

**“POPA Use Agreement”** is defined in Section 5.1.B.

**“Pre-Approved Transfers”** are defined in Section 10.1B.

**“Prevailing Wage Components”** is defined in Section 4.4A.

**“Prevailing Wage Laws”** is defined in Section 4.4A.

**“Processing Fees”** means all fees charged on a City-wide basis to cover the cost of City processing of development project applications, including any required supplemental or other further CEQA review, plan checking (time and materials), inspection and monitoring for land use approvals, design review, grading and building permits, fees set forth in the City Master Fee Schedule, and fees for other permits and entitlements required to implement the Project, in each case which are in effect at the time those permits, approvals or entitlements are applied for, which fees are intended to cover the City’s actual and reasonable costs of processing the foregoing, and which are not Impact Fees or Exactions.

**“Proposed Project”** is defined in Recital H.

**“Project”** is defined in Recital J.

**“Project Approvals”** means the Existing Approvals and, when and as approved in accordance with the terms of this Agreement, the Subsequent Project Approvals, as such Project Approvals may be modified or amended.

**“Project EIR”** is defined in Recital I.

**“Project MMRP”** is defined in Recital L.1.

**“Property”** is defined in Recital F, depicted on the Site Map attached hereto as Exhibit A, and more particularly described in the legal description attached hereto as Exhibit B.

**“Public Park Parcel”** is defined in Section 4.1.B.

**“Public Restroom”** is defined in Section 5.1.G.

**“Public Restroom Access Easement”** is defined in Section 5.1.G.

**“Purchase Agreement”** is defined in Recital E.

**“Quimby Act”** is defined in Section 4.1.B.

**“Quimby Act Fees & Credits”** is defined in Section 4.1.B and the table applicable to the Project is attached hereto as Exhibit H.

**“Reach Code”** means those provisions of the Menlo Park Municipal Code set forth in Chapter 12.16, pursuant to Ordinance No. 1093, as said provisions may be amended.

**“Rec-In-Lieu Fees”** is defined in Section 4.1.B.

**“Recycled Water Easement”** is defined in Section 5.1.H.

**“Recycled Water Facilities”** is defined in Section 5.1.H.

**“Replacement Cost”** means the expenses required to rebuild a structure to its original size, quality, and functionality, and includes and excludes, the following:

Replacement Cost includes:

- Construction materials and labor: The expenses of materials, supplies, and labor needed to rebuild or repair the structure.
- Overhead and profit: The general contractor's overhead costs and profit margins are factored into the estimate.
- Building code upgrades: The cost to bring the rebuilt structure up to current building codes and regulations.
- Costs associated with rebuilding: The cost of demolition and debris removal costs, permit fees, and professional fees for architects, engineers, or others for design services.
- Site work required for the repair or replacement of landscaping or other improvements anticipated to be damaged or removed in connection with the construction of the building.
- Fees paid for inspection and testing services.

Replacement Cost excludes:

- Land value: Replacement cost does not include the value of the land the building sits on.
- Depreciation: Replacement cost does not deduct for depreciation.
- Site work beyond five feet from the building footprint, including landscaping and other work that is not directly involved in constructing the building itself, except with respect to any site work required for the repair or replacement of landscaping or other improvements anticipated to be damaged or removed in connection with the construction of the building.

**“Residential Component”** means each residential building, or cluster of residential buildings in the case of the attached and detached townhomes, within the Project, as described in the Phasing Plan attached in Exhibit F. For example, each multifamily apartment building would be considered its own Residential Component.

**“Second Extension”** is defined in Section 2.2A(2).

**“Severe Economic Recession”** means a five percent (5%) decline in nonfarm employment from peak nonfarm employment over a period of eighteen (18) months as measured by the Bureau of Labor Statistics Current Employment Statistics (“Statistics”) for the San Francisco-Redwood City-South San Francisco Metropolitan Division. Severe Economic Recession shall commence upon Developers’ notification to the City of the Severe Economic Recession, together with appropriate backup evidence. Severe Economic Recession shall continue prospectively on a quarterly basis and remain in effect until nonfarm employment as measured by the Statistics increases for three (3) successive quarters or surpasses peak nonfarm employment (whichever comes first), provided that the cumulative total Severe Economic Recession shall not exceed forty-eight (48) months. If the Statistics are discontinued, Developer and the City shall approve a substitute data source that tracks the employment market with as close a geography as possible to the San Francisco-Redwood City-South San Francisco Metropolitan Division.

**“SF”** is defined in Recital H.

**“Shuttle Service”** is defined in Section 5.1.A.

**“Shuttle Service Commencement”** is defined in Section 5.1.A.

**“Shuttle Service Term”** is defined in Section 5.1.A.

**“Site Map”** is defined in Recital F and attached hereto as Exhibit A.

**“Special Tax”** is defined in Section 4.2.D.

**“SRI”** is defined in Recital C and means SRI International, a California nonprofit public benefit corporation.

**“SRI Affiliate”** means a nonprofit Controlled by SRI.

**“SRI Property”** is defined in Recital C and depicted on the Site Map attached hereto as Exhibit A.

**“Subsequent Project Approvals”** is defined in Section 9.1.

**“TDM Plan”** is defined in Section 5.1.A.

**“Temporary Certificate of Occupancy”** means City approval of occupancy or partial occupancy of a building or improvement for up to 180 days or the maximum amount of time as established in the California Building Code in effect at the time of Building Permit application when construction has been substantially completed and no life safety hazards remain as determined by the Building Official.

**“Term”** is defined in Section 2.2.A.

**“Transfer”** is defined in Section 10.1.

**“Transferee”** is defined in Section 10.1.

**“Transferor”** is defined in Section 10.1.

**“Transportation Fee”** is defined in Section 5.1.E.

**“Zoning Amendments”** is defined in Recital L.3.

**“60% AMI Units”** means residential units available and affordable to and occupied by households whose income is no greater than sixty percent (60%) of Area Median Income in accordance with the terms of the BMR Agreement.

## **ARTICLE 2 EFFECTIVE DATE AND TERM; REPRESENTATIONS AND WARRANTIES**

Section 2.1    Effective Date. This Agreement shall become effective upon the Effective Date.

Section 2.2    Term.

A. Term of Agreement. Except as to those obligations that expressly extend beyond the stated Term of this Agreement, the “**Term**” of this Agreement shall commence as of the Effective Date and shall continue for the Initial Term as defined in sub-section (1) below, plus the duration of any City-approved extension as provided in sub-section (2) below, or until earlier terminated by mutual consent of the Parties or as otherwise provided by this Agreement.

(1) Initial Term of Agreement. The “**Initial Term**” of this Agreement shall be eight (8) years, commencing on the Effective Date and expiring on the eighth (8th) anniversary thereof, unless this Agreement is otherwise terminated or extended in accordance with the provisions of this Agreement.

(2) Two 6-Year Extensions. Subject to the terms and conditions in this Section 2.2, Developer shall have the right to extend the Initial Term for two additional six (6)-year periods (hereinafter, the “**First Extension**” and “**Second Extension**”). In order to obtain the First Extension and Second Extension, Developer must be in compliance with all of its obligations set forth in this Agreement and Project Approvals, and the respective conditions described in sub-section (3) and sub-section (4) below must be satisfied.

(3) First Extension Requirements. In addition to the conditions in sub-section (2) above, in order to obtain the First Extension, Developer must have secured two (2) points in accordance with the Parkline Phasing Plan.

(4) Second Extension Requirements. In addition to the conditions in sub-section (2) above, in order to obtain the Second Extension, (a) Developer must have secured two (2) points (four (4) points total when combined with the First Extension’s points) in accordance with the Parkline Phasing Plan, (b) a Certificate of Occupancy for three (3) Residential Components; and (c) roof framing completed for one additional Residential Component.

(5) Extension Request. If Developer desires to seek the First Extension or Second Extension, Developer must submit a letter addressed to the City Manager requesting such First Extension or Second Extension at least 180 days prior to the date that the then applicable Term would expire (the “**Extension Request**”). The Extension Request shall include documentation in a form reasonably acceptable to City demonstrating that the applicable conditions for an Extension described in sub-sections (2), (3) and (4) above (“**Extension Conditions**”) have been satisfied, or will be satisfied prior to the date that the then applicable Term otherwise would expire.

(6) Extension Review. Within forty-five (45) days of receipt of an Extension Request and accompanying documentation, the City Manager shall determine whether the Extension Conditions have been satisfied, including whether Developer is in compliance with this Agreement. Except as otherwise provided in this Section 2.2, the determination whether Developer is in compliance with this Agreement shall be undertaken in a manner consistent with the annual review process described in Section 6.1 below, and the City Manager may rely upon a recently completed Annual Review in order to make that compliance determination. If the City Manager determines Developer is not in compliance with this Agreement through such review process, then the City Manager shall describe in reasonable detail the reasons for non-compliance and the steps required to satisfy the Extension Conditions, and Developer shall have the

opportunity to cure such non-compliance prior to the last date that the Extension Request is to be decided. If City Manager concludes that the Extension Conditions have been satisfied, then he or she shall grant the Extension Request and provide written notice, in a recordable form, that the Agreement has been extended for the extension period, and the Initial Term shall be extended accordingly. If the City Manager determines the Extension Conditions have not been satisfied or if there is any dispute regarding the steps required to satisfy the Extension Conditions, then the Developer shall have ten (10) business days to present to the City Manager a letter providing written notice of the Developer's appeal of the City Manager's determination to the City Council. The City Council shall hear such an appeal within sixty (60) days of the City Manager's receipt of the letter providing written notice of the appeal, and the City Council shall decide such appeal no later than thirty (30) days before the date upon which the then applicable Term otherwise would expire. If the City Council determines Developer is in compliance with this Agreement and all of the applicable Extension Conditions have been satisfied, then, the City Council shall direct the City Manager to grant the Extension Request and direct the City Manager to provide Developer written notice, in a recordable form, that the applicable Extension Request has been granted and the then applicable Term shall be extended accordingly (with such extension retroactive to the expiration of the Term if applicable). If the City Council determines Developer is not in compliance with this Agreement or one or more of the other applicable Extension Conditions have not been satisfied, then the City Council shall document such findings in its action denying the Extension Request. The City Council's decision shall be final, subject to Developer's ability to pursue available remedies as provided in Section 11.3 below. If the last day of the Term occurs prior to the conclusion of the extension review process, then the Term shall be automatically extended without the need for further action by any of the Parties until the conclusion of the extension review whereupon the extension of the Term pursuant to the extension review process shall become effective or, if the Term is not extended pursuant to the extension review process, then the automatic extension shall cease upon the date of the final determination that the Term will not be extended.

(7) Memorandum of Extension. Within ten days after the written request of either Party hereto, City and Developer agree to execute, acknowledge and record in the Official Records of San Mateo County a memorandum evidencing any approved Extension of the Term pursuant to this Section 2.2.

B. Effect of Termination. Upon the expiration of the Term, this Agreement shall be deemed terminated and of no further force and effect, subject, however, to the provisions set forth in Section 11.7 below.

C. Enforced Delay; Extension of Times of Performance. Subject to the limitations set forth below, the Term of this Agreement and the Project Approvals, and the time within which either Party shall be required to perform any act under this Agreement, shall be extended by a period of time equal to the number of days during which performance of such act is delayed unavoidably and beyond the reasonable control of the Party seeking the delay by strikes, lock outs and other labor difficulties; acts of God; unusually severe weather, but only to the extent that such weather or its effects (including, without limitation, dry out time) result in delays that cumulatively exceed twenty (20) days for any winter season occurring after commencement of construction of the Project; failure or inability to secure materials or labor by reason of priority or similar regulations or order of any governmental or regulatory body; any development moratorium



or any action of other public agencies that regulate land use, development or the provision of services that prevents, prohibits or delays construction of the Project, including without limitation any extension authorized by Government Code Section 66463.5(d); acts of the public enemy; civil disturbances; wars; acts of terrorism; insurrection; riots; floods; earthquakes; fires; unavoidable casualties; epidemics; pandemics; quarantine restrictions; freight embargoes; government restrictions, or litigation; government mandated shutdowns or government closure (meaning any of the following events: (a) the governmental offices where any action required under this Agreement (collectively, “**Government Offices**”) are not open for business and any Government Offices’ systems are not operational such that such action cannot occur; (b) any other third party is not open for business such that its services required as necessary for a Party to perform obligations under this Agreement cannot be performed; (c) overnight couriers are not operating such that any documents cannot be delivered to the extent such documents are required to be originals; or (d) financial institutions or wire transfer systems are not operating, such that, as part of consummation of financial transactions contemplated hereby cannot occur; a Severe Economic Recession, defined below; any other cause beyond the reasonable control of Developer which substantially interferes with carrying out the development of the Project; or delays in securing Final Approval, as well as Litigation Challenges which enjoin construction or other work on the Project or any portion thereof or would cause a reasonably prudent developer either to forbear from commencing construction or other work on the Project or portion thereof or to suspend construction or other work (each a “**Force Majeure Delay**”). An extension of time for any such Force Majeure Delay, other than a Severe Economic Recession, shall be for the period of the enforced delay and shall commence to run from the time of the commencement of the cause, if Notice by the Party claiming such extension is sent to the other Party within sixty (60) days of the commencement of the cause. If Notice is sent after such sixty (60) day period, then the extension shall commence to run no sooner than sixty (60) days prior to the giving of such Notice. Notwithstanding the foregoing, in the case of Force Majeure Delay due to delays in securing Final Approvals or Litigation Challenges, the Force Majeure Delay shall terminate three (3) months after a final settlement or non-appealable judgment is issued or affirmed. Times of performance under this Agreement may also be extended in writing by the mutual agreement of the City Manager and Developer, however any such extension that effectuates an extension of the Term of this Agreement shall require the approval of the City Council in accordance with the Development Agreement Law. Developer’s inability or failure to obtain financing shall not be deemed to be a cause outside the reasonable control of the Developer and shall not be the basis for an excused delay.

Section 2.3 City Representations and Warranties. City represents and warrants to Developer that:

A. City is a municipal corporation, and has all necessary powers under the laws of the State of California to enter into and perform the undertakings and obligations of City under this Agreement.

B. The execution and delivery of this Agreement and the performance of the obligations of City hereunder have been duly authorized by all necessary City Council action and all necessary approvals have been obtained.

C. This Agreement is a valid obligation of City and is enforceable in accordance with its terms.

The foregoing representations and warranties are made as of the Agreement Date. During the Term of this Agreement, City shall, upon learning of any fact or condition that would cause any of the warranties and representations in this Section 2.3 not to be true, immediately give written Notice of such fact or condition to Developer.

Section 2.4 Developer Representations and Warranties. Developer represents and warrants to City that:

A. Developer is duly organized, validly existing and in good standing under the laws of the State of Delaware, is authorized to do business in the State of California, and has all necessary powers under the laws of the State of California to own property interests and in all other respects enter into and perform the undertakings and obligations of Developer under this Agreement.

B. The execution and delivery of this Agreement and the performance of the obligations of Developer hereunder have been duly authorized by all necessary corporate, partnership or company action and all necessary shareholder, member or partner approvals have been obtained.

C. The Consents executed in connection with this Agreement are valid and binding and remain in full force and effect during the Term of this Agreement unless and until Developer acquires and holds fee title to the real property subject to the Consents.

D. This Agreement is a valid obligation of Developer and is enforceable in accordance with its terms.

E. Developer has not (i) made a general assignment for the benefit of creditors, (ii) filed any voluntary petition in bankruptcy or suffered the filing of any involuntary petition by Developer's creditors, (iii) suffered the appointment of a receiver to take possession of all, or substantially all, of Developer's assets, (iv) suffered the attachment or other judicial seizure of all, or substantially all, of Developer's assets, (v) admitted in writing its inability to pay its debts as they come due, or (vi) made an offer of settlement, extension or composition to its creditors generally.

The foregoing representations and warranties are made as of the Agreement Date. During the Term of this Agreement, Developer shall, upon having actual knowledge of any fact or condition that would cause any of the warranties and representations in this Section 2.4 not to be true, promptly give written Notice of such fact or condition to City.

### **ARTICLE 3 DEVELOPMENT OF PROPERTY**

Section 3.1 Vested Rights. City hereby grants to Developer a vested right to develop, construct and use the Project on the Property, including all on-site and off-site improvements authorized by, and in accordance with, the Project Approvals. Except as otherwise provided in this Agreement, no New City Laws that prevent or impede development of the Project or that conflict with this Agreement or the Project Approvals shall apply to the Project or the Property. For purposes of this Section 3.1, Section 3.3, and Section 3.6, the word "conflict" is defined to include, but is not limited to, any modification that purports to: (i) impose greater or different

restrictions other than as permitted by Applicable Law, Changes in the Law, and the Project Approvals upon any aspect of the Project, including but not limited to the permitted uses of the Property, excepting therefrom any limitations on allowable BSL 3 Facilities or BSL 4 Facilities, the maximum and minimum density and intensity of use (including but not limited to floor area ratios of buildings and the overall maximum size of allowed uses), or the maximum height and size of proposed buildings; (ii) impose requirements for reservation or dedication of land for public purposes or requirements for infrastructure, public improvements, or public utilities, other than as provided in the Project Approvals; (iii) impose conditions upon development of the Property other than as permitted by Applicable Law, Changes in the Law, and the Project Approvals; (iv) limit or control the timing, phasing, sequencing, or rate of development of the Property; (v) limit the location of building sites, grading or other improvements on the Property in a manner that is inconsistent with the Project Approvals; (vi) limit or control the ability to obtain public utilities, services, infrastructure, or facilities (provided, however, nothing herein shall be deemed to exempt the Project or the Property from any water use rationing requirements that may be imposed on a City-wide basis from time to time in the future or be construed as a reservation of any existing sanitary sewer or potable water capacity); (vii) require the issuance of additional permits or approvals by the City other than those required by Applicable Law and the Existing Approvals; (viii) add new Impact Fees; (ix) apply to the Project any New City Laws that are not uniformly applied on a City-wide basis to all substantially similar types of development projects and project sites; (x) impose against the Project any condition, dedication or other Exaction not specifically authorized by Applicable Law or the Existing Approvals; or (xi) impose against the Project any obligations regarding the construction of or provision of below market rate units not specifically required by the Project Approvals. To the extent that New City Laws conflict with the vested rights granted pursuant to this Agreement, they shall not apply to the Property or the Project, except as provided in Section 3.3, below.

Section 3.2 Development and Design Standards. The Project shall be developed in conformance with the Project Approvals and Applicable City Regulations and the yet-to-be adopted Subsequent Project Approvals. The permitted uses, density and intensity of development, maximum height and size of proposed buildings and development standards shall all be in accordance with the Project Approvals and Applicable City Regulations. Project design and materials will need to meet the development regulations and design standards outlined in general terms in the Parkline Guidelines adopted as part of the Parkline CDP. City's review of applications for Subsequent Project Approvals shall be in accordance with the Project Approvals and the Applicable City Regulations.

Section 3.3 Reservations of Authority. Notwithstanding any other provision of this Agreement to the contrary, the following regulations and provisions shall apply to the development of the Project:

A. Regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals and any other matter of procedure then applicable in City at the time of permit application.

B. Regulations governing construction standards and specifications, including City's building code, plumbing code, mechanical code, electrical code, fire code and grading code, and all other uniform construction codes then applicable in City at the time of Building Permit

application. Local modifications to the Building Code that take effect after the submittal of plans, specifications and estimates for Project-serving improvements (both on- and off-site) for the Project (“**Improvement Plans**”) shall not apply to such Improvement Plans unless required (i) by the then-current version of the California Building Code, (ii) to comply with State or Federal Law, or (iii) to avoid a specific, adverse impact upon the public health or safety. As used in this paragraph, a “specific, adverse impact” means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the Improvement Plans were submitted.

C. New City Laws applicable to the Property or Project, which do not conflict with this Agreement, including Developer’s vested rights under Section 3.1 above.

D. New City Laws that may be in conflict with this Agreement, but which are necessary to protect persons or property from dangerous or hazardous conditions that create a threat to the public health or safety or create a physical risk, based on findings by the City Council identifying the dangerous or hazardous conditions requiring such changes in the law, where there are no feasible alternatives to the imposition of such changes, and how such changes would alleviate the dangerous or hazardous condition.

E. Exactions permitted by Section 9.2 of this Agreement.

Section 3.4 Regulation by Other Public Agencies. Developer acknowledges and agrees that the State of California Department of Transportation, SamTrans, West Bay Sanitary District, Menlo Park Fire Protection District, Cal Water, the California Building Standards Commission, and other public agencies not within the control of City may possess authority to regulate aspects of the development of the Property separately from or jointly with City, and this Agreement does not limit the authority of such other public agencies. Developer shall use reasonable diligence in applying for all such other permits and approvals as may be required by other governmental or quasi-governmental entities in connection with the development of, or the provision of services to, the Project. Developer shall also pay all required fees when due to such public agencies. Developer acknowledges that City does not control the amount of any such fees. City shall reasonably cooperate with Developer in Developer’s effort to obtain such permits and approvals; provided, however, City shall have no obligation to incur any costs, without compensation or reimbursement by Developer, or to amend any policy, regulation or ordinance of City in connection therewith.

Section 3.5 Life of Project Approvals. The term of any and all Project Approvals shall automatically be extended for the longer of the Term of this Agreement or the term otherwise applicable to such Project Approvals.

Section 3.6 Initiatives. Except as to those New City Laws described in Section 3.3D (which may be enacted or imposed by initiative or referendum), if any New City Law is enacted or imposed by an initiative or referendum, which New City Law would conflict with the Project Approvals or this Agreement or reduce the development rights or assurances provided by this Agreement, then such New City Law shall not apply to the Property or Project; provided, however, the Parties acknowledge that City’s approval of this Agreement is a legislative action subject to referendum. Without limiting the generality of the foregoing, no moratorium or other limitation

(whether relating to the rate, timing, phasing or sequencing of development, whether imposed by ordinance, initiative, resolution, policy, order, or otherwise, and whether enacted by the City Council, an agency of City, the electorate, or otherwise) affecting subdivision maps, use permits, building permits, occupancy permits, or other entitlements to use that are approved or to be approved, issued or granted by City shall apply to the Property or Project. Developer agrees and understands that City does not have authority or jurisdiction over any other public agency's ability to grant governmental approvals or permits or to impose a moratorium or other limitations that may affect the Project. City shall reasonably cooperate with Developer and, at Developer's expense, shall undertake such actions as may be necessary to ensure this Agreement remains in full force and effect. City, except to submit to vote of the electorate initiatives and referendums required by law to be placed on a ballot and fulfill any legal responsibility to defend a ballot measure passed by its voters, shall not support, adopt or enact any New City Law, or take any other action which would violate the express provisions or spirit and intent of this Agreement. Notwithstanding the foregoing, both parties agree and understand that first amendment rights of individual elected and appointed officials to take positions on ballot measures shall not be curtailed by this provision.

**Section 3.7 Timing of Development.** The timing of development of the Project shall be undertaken in accordance with the **"Parkline Phasing Plan,"** attached hereto as Exhibit F. The Parkline Phasing Plan sets forth a milestone schedule that constrains Developer's ability to develop non-residential uses until after certain development milestones for the Project's residential uses are satisfied. Modifications may be made to the timing set forth in the Parkline Phasing Plan through an Operating Memorandum to this Development Agreement, approved pursuant to Section 8.7, and, in relation to the location and names of buildings, as a Modified Project Approval pursuant to Article 9, provided that the modifications do not materially change or impair the objective of the Phasing Plan to meter non-residential office/R&D square footage based on achieving specific milestones for the Project's Residential Components.

Notwithstanding the milestone schedule within the Parkline Phasing Plan, (i) if the Project has achieved at least two points in accordance with the Parking Phasing Plan, which authorizes Developer to construct up to 500,000 SF of non-residential office/R&D space, and (ii) if the Developer furnishes to City a copy of a fully executed lease, which may have confidential business terms redacted, or other evidence of a fully executed lease acceptable to the City Attorney, for the buildout and occupancy of more non-residential square footage than Developer has secured the right to construct in order to accommodate the tenant's requirements, then a one-time exception will be made to allow Developer to construct up to an additional 250,000 SF more than it has secured the right to under the Phasing Plan.

Subject to the foregoing limitations and the terms and conditions in this Agreement, including the Parkline Phasing Plan, the Parties acknowledge that (i) Developer shall have no obligation to develop or construct the Project or any component of the Project, and if Developer does not proceed with development or construction of the Project, then Developer shall not be obligated under Article 5 of this Agreement, and (ii) Developer cannot guarantee the exact timing of any Phase or the sequence of development within a Phase and whether certain development will be constructed at all. Such decisions depend upon numerous factors which are not all within the control of Developer. It is the intent of City and Developer that, notwithstanding any future amendment to the Applicable City Regulations or the adoption of any ordinance, resolution, order,

policy, plan, rule, procedure, standards, specifications, guidelines, or other regulations (whether amended or adopted by means of an ordinance, initiative, resolution, policy, order, or moratorium), Developer, subject to the terms of this Agreement, including the Parkline Phasing Plan, may develop the Project at such rate and times as Developer deems appropriate within the exercise of its sole and subjective business judgment.

However, and not in limitation of any of the foregoing, since the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo*, 37 Cal.3d 465 (1984) that the failure of the parties therein to consider, and expressly provide for, the timing of development resulted in a later-adopted initiative restricting the timing of development to prevail over such parties' agreement, it is the desire of the Parties hereto to avoid that result. Therefore, notwithstanding the adoption of an initiative after the Effective Date by City's electorate to the contrary, the Parties acknowledge that, except as otherwise provided for in the Project Approvals and in this Agreement, Developer shall have the vested right (but not the obligation) to develop the Project to such extent, in such order, at such rate, and at such times as Developer deems appropriate in the exercise of its business judgment and consistent with the terms of this Agreement. City acknowledges that such a right is consistent with the intent, purpose, and understanding of the Parties to this Agreement, and that without such a right, Developer's development of the Project would be subject to the uncertainties sought to be avoided by the Development Agreement Statute and this Agreement.

Section 3.8 Changes in the Law. As provided in Section 65869.5 of the Development Agreement Law, this Agreement shall not preclude the applicability to the Project of changes in laws, regulations, plans or policies, to the extent that such changes are specifically mandated and required by changes in State or Federal laws or by changes in laws, regulations, plans or policies of special districts or other governmental entities, other than the City, created or operating pursuant to the laws of the State of California ("**Changes in the Law**"). In the event Changes in the Law will prevent or preclude compliance with one or more provisions of this Agreement, the Parties shall meet and confer in good faith in order to determine whether such provisions of this Agreement shall be modified or suspended, or performance thereof advanced or delayed, as may be necessary to either comply with or avoid Changes in the Law. Following the meeting between the Parties, the provisions of this Agreement may, to the extent feasible, and upon mutual agreement of the Parties, be modified or suspended, but only to the minimum extent necessary to comply with or avoid such Changes in the Law. In such event, this Agreement together with any required modifications shall continue in full force and effect. In the event that the Changes in the Law operate to frustrate irremediably and materially the vesting of development rights to the Project as set forth in this Agreement, Developer may terminate this Agreement by Notice to City. Nothing in this Agreement shall preclude Developer from contesting by any available means (including administrative or judicial proceedings) such Changes in the Law or their applicability to the Project and, in the event that such challenge is successful, this Agreement shall remain unmodified and in full force and effect and times of performance extended in accordance with Section 2.2C, unless the Parties mutually agree otherwise.

Section 3.9 Expansion of Development Rights. If any New City Laws or Changes in Law expand, extend, enlarge or broaden Developer's rights to develop the Project, then, (a) if such law is mandatory, the provisions of this Agreement shall be modified as may be necessary to comply or conform with such new law, and (b) if such law is permissive, the provisions of this Agreement may be modified, upon the mutual agreement of Developer and City. Immediately

after enactment of any such new law, upon Developer's request, the Parties shall meet and confer in good faith for a period not exceeding sixty (60) days (unless such period is extended by mutual written consent of the Parties) to prepare such modification in the case of a mandatory law or to discuss whether to prepare a proposed modification in the case of a permissive law. Developer shall have the right to challenge City's refusal to apply any new law mandating expansion of Developer's rights under this Agreement, and in the event such challenge is successful, this Development Agreement shall be modified to comply with, or conform to, the new law.

Section 3.10 No Reservation of Sanitary Sewer or Potable Water Capacity. City has found that there will be sufficient potable water and sanitary sewer capacity to serve future development contemplated by the General Plan, including the Project. However, as noted in Section 3.1 below, nothing in this Agreement is intended to exempt the Project or the Property from any water use conservation or rationing requirements that may be imposed on a City-wide basis from time to time in the future or be construed as a reservation of any existing sanitary sewer or potable water capacity. In the event Developer's lenders or financing partners request issuance of water and/or sanitary sewer "will serve" letters as a condition of providing debt or equity financing for the Project, City agrees to consider in good faith issuing such letters on terms reasonably acceptable to City, as determined in its sole discretion.

Section 3.11 Biosafety Levels. As of the Agreement Date, SRI operates and maintains two small laboratories on the Property, occupying less than 2,000 SF combined within Building P and Building T and permitted under Applicable Law to conduct BSL 3 level research (each a "**BSL 3 Facility**"). Developer shall cause SRI to refrain from (i) seeking to expand the size of either BSL 3 Facility and (ii) to complete the decertification process of (a) the BSL 3 Facility located in Building T no later than January 1, 2027 and (b) the BSL 3 Facility located in Building P prior to the issuance of the First Certificate of Occupancy for the first Residential Component of the Project. Developer acknowledges and agrees that it shall not develop, construct or operate any new BSL 3 Facilities or BSL 4 Facilities as part of the Project.

Section 3.12 Reach Code. Notwithstanding the effect of Applicable Law on the enforceability of the Reach Code on the Project, Developer shall design and construct all Improvements authorized by the Project Approvals in conformance with the Reach Code, as it may be amended from time to time and which is in effect as of the date of submittal of a Building Permit application applicable to the Improvement. In addition, except as set forth in Section 5.1 I. regarding the use of generators, regardless of whether or not it is included in the Reach Code, Developer agrees that all new buildings that are part of the Project will be all-electric and will not utilize natural gas.

Section 3.13 Buildings P, S and T. Subject to the continued compliance with Section 3.11, and the extension of the Offer of Dedication in accordance with Section 4.2, any Subsequent Project Approval relating solely to Building P or Buildings S and T, excepting any Modified Project Approval, shall not be required to comply with the terms of Section 16.35.110 of the C-1-S zoning or the Reach Code, as it may be amended from time to time and which is in effect as of the date of submittal of a Building Permit application submitted pursuant to such Subsequent Project Approval, and SRI shall retain the right to continue its use of Building P and Buildings S and T for research and development and office uses, as well as the supporting utility yard and surface parking for its use. The foregoing notwithstanding, any Subsequent Project Approval

relating solely to Building P or Buildings S and T, including any Modified Project Approval, which results in structural alterations, including replacements of exterior walls, electrical fixtures, or plumbing, that cost more than 50 percent of the Replacement Cost of the existing building or buildings, shall comply with the terms of Section 16.35.110 of the C-1-S zoning and the Reach Code, as it may be amended from time to time, except as set forth in Section 3.12, and which is in effect as of the date of submittal of a Building Permit application submitted pursuant to such Subsequent Project Approval. In addition, if SRI undertakes multiple alterations, additions, or improvements to Building P or Buildings S and T over a cumulative period of five years (60 months) that, when aggregated, equal or exceed 50 percent of the Replacement Cost of the building or buildings, then compliance with Section 16.35.110 of the C-1-S zoning and the Reach Code shall also be required in connection with the Building Permit for the improvement that causes the cumulative total to reach or exceed the 50 percent threshold. The existing 6-megawatt natural gas cogeneration plant shall be decommissioned and demolished prior to issuance of a First Certificate of Occupancy for the Residential Component constructed on Lot 4 (R1) or Lot 5 (R2).

Developer hereby acknowledges and agrees that the rights and benefits afforded to Buildings P, S and T pursuant to this Section 3.13, which are currently located on the Building P, S and T Property as of the Effective Date, are personal to SRI, shall not run with the land, and may not be transferred or assigned to any third parties, including Developer, other than to an SRI Affiliate, and any attempt to do so shall be void and unenforceable against City, shall constitute an amendment to this Agreement to effectuate the removal, rescission and termination of this Section 3.13, and shall constitute a default under this Agreement. Developer hereby agrees to execute an amendment to this Agreement as may be desired by City to memorialize the removal, rescission and termination of this Section 3.13.

Section 3.14 Buildings S and T and City Corporation Yard. In the event of the cessation of use of Buildings S and T by SRI and any and all tenants therein and the acquisition of the underlying real property by Developer, Developer agrees that any Subsequent Project Approval related to the redevelopment of said real property underlying Buildings S and T shall require Developer to reasonably cooperate and coordinate with City in relation to the design and planning for potential redevelopment of the adjacent lands of the City (Corporation Yard), as well as the former USGS site, if said USGS site has not already been redeveloped, to the extent related to the ultimate design and configuration of Seminary Drive. Such coordination and cooperation shall be advisory and informational in nature only, and shall not require Developer to perform or fund any off-site improvements, studies, or designs related to the Corporation Yard or the USGS Site, to materially modify Developer's site plans or proposed design, or to engage in any cost-sharing arrangement not addressed in the Existing Approvals. Further, in connection with any such Subsequent Project Approval related thereto, Developer shall, in good faith, consider the abandonment of existing water and sewer line easements benefitting Buildings S and T and encumbering the Corporation Yard. Separate and apart from any Subsequent Project Approval related to the redevelopment of said real property underlying Buildings S and T, if the City independently initiates redevelopment or improvement of the Corporation Yard or Burgess Drive in the future while Buildings S and T remain occupied and needs SRI's cooperation to effectuate the abandonment of said existing water and sewer line easements, then Developer shall cause SRI to reasonably cooperate with City to effectuate such abandonment, provided replacement water and sewer service is provided to Buildings S and T and any replacement easements required for



relocated water and sewer service lines are provided to SRI without cost, liability or obligation on the part of Developer or SRI.

Section 3.15 Project Approvals and Applicable City Regulations. Prior to the Effective Date, the Parties shall have prepared two (2) sets of the Existing Approvals and Applicable City Regulations, one (1) set for City and one (1) set for Developer, to which shall be added from time to time, Subsequent Project Approvals, so that if it becomes necessary in the future to refer to any of the Project Approvals or Applicable City Regulations, there will be a common set available to the Parties. Failure to include in the sets of Project Approvals and Applicable City Regulations any rule, regulation, policy, standard or specification that is within the Applicable City Regulations and Project Approvals as described in this Agreement shall not affect the applicability of such rule, regulation, policy, standard or specification.

#### **ARTICLE 4 OTHER RIGHTS AND OBLIGATIONS OF THE PARTIES**

##### Section 4.1 Developer Fees.

A. Impact Fees. City understands that the assurances given by City to Developer concerning Impact Fees set forth below are a material consideration for Developer agreeing to enter into this Agreement, to pay the Impact Fees set forth in this Agreement and the Existing Approvals, and to provide the public benefits as described in this Agreement. For the period commencing on the Effective Date and continuing until expiration of the Impact Fee Limitation Period (defined below), Developer shall pay when due all existing Impact Fees applicable to the Project in accordance with this Agreement in effect as of the Agreement Date at the lower of (i) the rates in effect as of the Agreement Date, including all existing fee escalation provisions in effect as of the Agreement Date, or (ii) the rates in effect when such existing Impact Fees are due and payable, and shall not be required to pay any escalations in such Impact Fees in excess of the fee escalation provisions in any Impact Fee in effect as of the Agreement Date or new Impact Fees enacted or established after the Agreement Date. As used herein, the term “**Impact Fee Limitation Period**” means the period commencing on the Agreement Date and expiring on expiration of the Initial Term. Following expiration of the Impact Fee Limitation Period, individual components and phases of the Project not yet undertaken (i.e., that have not established vested rights under common law or Applicable Law as a result of the type and amount of construction performed as of such expiration date), with no retroactive application to other portions of the Project that have been completed or are then under construction, shall be subject to all Impact Fees in effect at the time such fees are due and payable. Except as otherwise provided in this Section 4.1A above, Developer agrees to pay, as and when due, any and all existing, new, increased or modified Impact Fees, at the rates then in effect at the time Building Permits are issued on any or all portions of the Project, so long as any new fees or increases in existing fees from the amount existing as of the Agreement Date are uniformly applied by City to all substantially similar types of development projects and properties (e.g., all office projects, all multifamily residential projects, all retail projects, or all hotel projects) and are consistent with the provisions of applicable California law, including the provisions of Government Code Section 66000 *et seq.*, and all applicable nexus and rough proportionality tests and other legal requirements. Developer retains all rights to protest an imposition, fee, dedication, reservation, or other exaction, as set forth in California Government Code Section 66020.

B. Quimby Act Fees. The Project involves the subdivision of land resulting in 37 parcels, 23 of which (i.e. Lots 4, 5, 7, 8, 10 – 28) are for residential development, and thus is subject to the provisions of Government Code Section 66477 (the “**Quimby Act**”), as authorized and implemented pursuant to Menlo Park Municipal Code Section 15.16.020. As noted in Recital L.4. of this Agreement, one of the Existing Approvals includes the approval of the Parkline VTM. Accordingly, the dedication of land or the payment of fees (“**Rec-In-Lieu Fees**”), or a combination of both, for park and recreational purposes shall be required as a condition to the approval of the Parkline VTM; however, if the subdivision involves 50 parcels or less, as is the case with the Parkline VTM, then only the payment of Rec-In-Lieu Fees may be required. Therefore, the Parties desire to allow for a combination of the dedication of land and the payment of Rec-In-Lieu Fees by Developer to City as provided herein to satisfy the Project’s obligations under the Quimby Act.

Attached to this Agreement as Exhibit H is a table labeled “**Quimby Act Fee & Credits**” which identifies the number of residential units authorized by the Existing Approvals for development on each parcel, the applicable Rec-In-Lieu Fee per residential unit, and the total amount of the Rec-In-Lieu Fee applicable to each parcel of land authorized by the Existing Approvals for residential development, as well as the value of credit to be applied for land dedication and/or grant of easement for open space purposes.

Developer shall be obligated to pay the Rec-In-Lieu Fee applicable to Lot 4 (R1), Lot 5 (R2), Lot 7 (R3), Lot 8 (TH2), and Lots 10 through 28 (TH1) as shown on Exhibit H upon the filing and recording of a final subdivision map (or maps, in the case of phased maps) for each of said parcels.

As a partial satisfaction against the obligation to pay the Rec-In-Lieu Fee applicable to Lot 4 (R1) and Lot 5 (R2), concurrent with the filing and recording of a final subdivision map for Lot 4 (R1) and Lot 5 (R2), Developer shall execute and record in the official records of the Office of the San Mateo County Recorder (the “**Official Records**”) (i) an Irrevocable Offer To Dedicate (the “**Offer of Dedication**”) fee title to Lot 9 to the City, comprising approximately 2.65 acres of land for park and recreational purposes (the “**Public Park Parcel**”), subject to the terms of a Deferred Improvement Agreement (“**Deferred Improvement Agreement**”), related to the deferred demolition of site buildings and improvements, clearing and grading of the Church Property and the Public Park Parcel, both in a form and substance satisfactory to the City Attorney, as determined in her or his sole discretion, and (ii) a Privately Owned and Publicly Accessible Open Space Easement Agreement (the “**POPA Easement Agreement**”), substantially in the form attached hereto as Exhibit K, encumbering approximately 1.95 acres of land for park and open space purposes, as depicted in the Conceptual Open Space Plan – Phase 1, attached hereto as Exhibit I. The Parties acknowledge and agree that, in addition to other terms and conditions as may be required by the City Attorney, the Deferred Improvement Agreement shall provide that Developer’s obligation thereunder shall be secured by appropriate performance and payment bonds and that Developer shall be required to commence demolition no later than January 1, 2029, and to complete the demolition work and rough grading thereof no later than one hundred and eighty (180) days after commencement.

Upon recording of the Offer of Dedication, Deferred Improvement Agreement, and POPA Easement Agreement in the Official Records, Developer shall be credited the amounts shown on Exhibit H against the Rec-In-Lieu Fee applicable to Lot 4 (R1) and Lot 5 (R2). The Parties

acknowledge and agree that (i) the area comprising the Public Park Parcel shall be credited towards the amount of publicly accessible open space required of the Project pursuant to the Zoning Amendments applicable to the Property and (ii) that the credit of 1.95 acres pursuant to the POPA Easement Agreement against the Rec-In-Lieu Fees is being provided because that is the amount of area being provided by the Project in excess of publicly accessible open space required of the Project pursuant to the Zoning Amendments applicable to the Property.

Further, as an additional contribution to satisfy the Rec-In-Lieu Fee applicable to Lot 4 (R1) and Lot 5 (R2), Developer shall pay to City the sum of Four Million Seven Hundred Thousand and 00/100 Dollars (\$4,700,000.00) as follows:

(i) **Early Planning Contribution:** Concurrently with the earlier of (a) recordation of the first final subdivision map for the Project, or (b) submittal of the first architectural control plan application for any component of the Project, Developer shall pay to City One Hundred Thousand and 00/100 Dollars (\$100,000.00) for City's use in conducting community outreach regarding the scope of park and recreational improvements to be designed and constructed on the Public Park Parcel.

(ii) **Design Contribution:** Provided that Developer has submitted a building permit application for the first Residential Component of the Project, Developer shall pay to City Six Hundred Thousand and 00/100 Dollars (\$600,000.00) within thirty (30) days following written notice from the City that it has awarded a contract to a firm for the preparation of design and construction plans for the Public Park Parcel improvements, which such date shall be no earlier than January 1, 2027.

(iii) **Construction Contribution:** Provided that Developer has been issued a Building Permit for the first Residential Component of the Project by January 1, 2029, Developer shall pay to City Four Million and 00/100 Dollars (\$4,000,000.00) upon the earlier of (a) issuance of any Building Permit for vertical construction (core and shell) of the first new non-residential building within the Project (excluding permits for repair, maintenance, or rehabilitation of Buildings P, S, or T), or (b) January 1, 2029. Notwithstanding the foregoing, if Developer has not been issued a building permit for the first residential component of the Project by January 1, 2029, then the \$4,000,000.00 payment described in subsection (iii) shall not be due on that date, but shall instead become due and payable concurrently with the issuance of the first building permit for vertical construction of a Residential Component.

As a credit against the obligation to pay the Rec-In-Lieu Fee applicable to Lot 7 (R3), concurrent with the filing and recording of a final subdivision map for Lot 7 (R3), Developer shall (i) comply with the requirements of Section 5.1 C and (ii) execute and record in the Official Records an Affordable Housing Agreement And Declaration of Restrictive Covenants ("**Affordable Housing Covenant**") against Lot 7 (R3), in a form and substance consistent with the BMR Agreement, to require all residential units constructed thereon to be 60% AMI Units for a period no less than 55 years from the date of issuance of a Certificate of Occupancy for the residential units constructed thereon. Upon compliance with Section 5.1 C and recording of the Affordable Housing Covenant in the Official Records against Lot 7 (R3), City agrees to waive the Rec In-Lieu fee applicable to Lot 7 (R3).

The Rec-In-Lieu Fee applicable to Lot 8 (TH2) and Lots 10 through 28 (TH1) shall be due and payable prior to issuance of a Building Permit for the residential unit or units constructed thereon or as provided by Applicable Law.

Developer's Quimby Act obligations with respect to the Existing Approvals shall be fully satisfied upon compliance with the terms set forth in this Section. The City shall not unilaterally increase the Rec-In-Lieu Fees or reassess the credits set forth in Exhibit H for any parcel for which a final subdivision map has been recorded and Building Permits for a Residential Component in accordance with the Project Approvals have been issued, or where Rec-In-Lieu Fees have been satisfied, in accordance with this Agreement.

Notwithstanding the above, if the Parkline VTM is amended as part of a Subsequent Project Approval which results in additional parcels providing for residential development, said Subsequent Project Approval shall be subject to the Rec-In-Lieu Fee requirements in Menlo Park Municipal Code Section 15.16.020 and the Quimby Act. Exhibit H shall be modified, as needed, to reflect changes resulting from the amendment to the Parkline VTM. The modification to Exhibit H may be approved by the City Manager without an amendment to this Agreement, provided: (a) the Rec-In-Lieu Fee applicable to each additional residential unit is calculated in accordance with the then applicable rate adopted by the City in effect upon approval of the amendment to the Parkline VTM; and (b) the Rec-In-Lieu Fee is satisfied in accordance with the provisions of Menlo Park Municipal Code Section 15.16.020. In addition, if the size of the Public Park Parcel increases as a result of a Modified Project Approval, the credit for said dedication as reflected on Exhibit H shall be replaced with the product resulting from multiplying the acreage of the modified Public Park Parcel by Eleven Million Eight Hundred Thousand Dollars (\$11,800,000.00) per acre.

C. Processing Fees. City may charge and Developer agrees to pay all Processing Fees that are in effect on a City-wide basis at the time applications are submitted for permits, approvals or entitlements.

D. Connection Fees. Developer shall pay connection fees assessed by utility providers and other agencies assessing such fees at the rates in effect from time to time.

E. Other Agency Fees. Nothing in this Agreement shall preclude City from collecting fees from Developer that are lawfully imposed on the Project by another agency having jurisdiction over the Project, which the City is required to collect pursuant to Applicable Law ("**Other Agency Fees**").

F. Reimbursements from Other Developers. To the extent that Developer provides any dedications or constructs public transportation facilities or infrastructure, the cost of which is in excess of Developer's "fair share" cost of such public transportation infrastructure improvements and such work is not eligible for fee credits or other reimbursement by the City, as provided above, then for a period of five (5) years following the City's acceptance of the public transportation infrastructure improvements constructed by Developer, the City shall use its good faith efforts to condition projects to be constructed by other parties benefiting from such transportation infrastructure to enter into infrastructure-item-specific reimbursement agreements for the portion of the cost of any dedications, public facilities and/or infrastructure the City may require the Developer to construct as conditions of the Project Approvals to the extent that they

exceed the Project's "fair share." Where projects to be constructed by other parties have been conditioned to construct a portion of, or pay a fair share fee for, public improvements being constructed by Developer, then City shall use good faith efforts to cause such third-party developers to reimburse Developer for the applicable third-party developer's fair share of the improvement costs incurred by Developer, in an amount consistent with such third-party developer's prior approvals. **"Fair Share"** means a proportionate share of the total cost, burden, or obligation to construct, fund, or provide a transportation facility, improvement, or service, as determined based on a reasonable method of apportionment that accounts for the extent of project impacts generated, or demand created by the Project (or applicable portion thereof), such as trip generation, number of residential units or SF of non-residential uses, acreage or frontage, or similar factors. The provisions of this Paragraph shall only apply to Non-TIF Intersection Improvements required by Sections 13.5.2 and 13.5.3 of the Parkline CDP and Other Off-Site Improvements required by Section 13.6 of the Parkline CDP and shall not apply to the Project Frontage Improvements required by Section 13.1 of the Parkline CDP, TIF In Lieu Improvements required by Section 13.4 of the Parkline CDP, and Non-TIF Intersection Improvements required by Sections 13.5.1 and 13.5.4 of the Parkline CDP.

#### Section 4.2    CFDs.

A.     Local CFD Policies and CFD Formation. City agrees to consider adopting a local policy pursuant to Government Code Section 53312.7 (**"Local CFD Policies"**) to authorize the formation of Community Facilities Districts pursuant to the Mello-Roos Act (Government Code Section 53311 *et seq.*) (**"CFDs"**) to serve residential and mixed use projects and the issuance of bonds to finance eligible public facilities. If Local CFD Policies are adopted and Developer files a petition requesting that City form a CFD to serve the Project, the Parties shall cooperate in good faith to establish a CFD to serve the Project. The boundaries of the CFD shall be coextensive with those of the Property, unless the Parties otherwise agree. Upon the filing of a petition by Developer pursuant to Government Code Section 53318(c), the City Council shall consider adoption of a resolution of intention to establish the CFD and, following adoption, City shall use good faith, diligent efforts, in compliance with Government Code Sections 53318 *et seq.*, to establish and implement the CFD pursuant to the terms of this Agreement, including scheduling of necessary public hearings and adoption of a resolution of formation. Developer shall cooperate with City in the formation of the CFD including the timely submission of all petitions, waivers and consents.

B.     CFD Facilities. Subject to caps on the total amount of net CFD Bond proceeds and the total tax and assessment rate set forth in subsections D and E below, the CFD shall finance the design and acquisition or construction of those facilities necessary for development of the Project, which may lawfully be financed under the Mello-Roos Act and other applicable law (**"CFD Facilities"**).

C.     Issuance of CFD Bonds. Upon successful formation of the CFD and approval of the Special Tax, and subject to the restrictions in this Subsection C and in Subsection D below, bonds shall be issued (**"CFD Bonds"**), the proceeds of which shall be used to finance the CFD Facilities, to the extent the CFD Facilities, or portion thereof, legally and feasibly may be financed utilizing this method of financing.

D. Special Tax. The CFD shall be authorized to levy, and Developer shall approve (by affirmative vote or other legally acceptable method), a tax (“**Special Tax**”) in accordance with the rate and method of apportionment of such Special Tax approved in the completed proceedings for the CFD. The Special Tax so set shall be in an amount such that, at the time the rate and method of apportionment of the Special Tax is approved, the estimated total annual taxes and assessments to be levied on each taxable parcel within the CFD district shall not exceed 2% of the parcel's projected assessed valuation based on a reasonable estimate of the sale price for the parcel and the residential or commercial unit to be constructed thereon, which estimated sale price has been approved by the City Manager or his or her designee in his or her reasonable discretion.

E. City's Reservation of Discretion. It is expressly acknowledged, understood and agreed by the Parties that notwithstanding any of the foregoing obligations set forth in this section, (i) City reserves full and complete discretion with respect to any adoption of Local CFD Policies and all legally required findings that must be made in connection with formation of a CFD, (ii) nothing in this Agreement is intended to or shall limit City's ability to adopt or refuse to adopt the Local CFD Policies or adopt legally required findings with respect to formation of the CFD, and (iii) nothing in this Agreement is intended to or shall prejudice or commit to City regarding the findings and determinations to be made with respect thereto.

F. Costs If No CFD Formed. In the event that City is unwilling to adopt the Local CFD Policies or is unable to make the legally required findings in connection with the formation of the CFD and the issuance of CFD Bonds for any reason, City shall not be liable for any resulting costs to Developer.

G. Developer's Consent. Subject to Developer filing a petition requesting that City form a CFD to serve the Project and City agreeing to adopt Local CFD Policies, and subject to caps on the total amount of net CFD Bond proceeds and the total tax and assessment rate set forth in subsections D and E above and Developer's approval of the rate and method of apportionment of the Special Tax, which approval shall not be unreasonably withheld, delayed or conditioned, Developer irrevocably consents to the formation of the CFD, the issuance of the CFD Bonds, the imposition of the Special Tax against the Property at rates and pursuant to a method of apportionment appropriate to fund the debt service on the CFD Bonds sold to finance the CFD Facilities, and agrees not to protest or object to formation of the CFD or levy of an appropriate Special Tax consistent herewith. Developer has agreed to the financing provisions set forth in this Section 4.3 and to perform the obligations hereunder, following Developer's filing of a petition pursuant to Government Code section 53318(c), in exchange for the consideration and benefits provided to Developer by City under this Agreement, including the vested right to develop the Property. Developer acknowledges and agrees that CFD Bonds shall not be issued to fund any on-site public improvements or any other infrastructure or fees other than the CFD Facilities, or portion thereof, which may lawfully be financed under the Mello-Roos Act and other applicable law.

H. Limited Liability of City. Notwithstanding any other provision of this Agreement, City shall not be liable for or obligated to pay any costs or expenses in connection with the CFD or the CFD Facilities except to the extent monies are available (from Advanced Costs, proceeds of CFD Bonds, or Special Taxes) and specifically authorized by law for payment of such costs or expenses.

Section 4.3 Public Infrastructure. City shall use good faith, diligent efforts to work with Developer to ensure that all public infrastructure required in connection with the Project is expeditiously reviewed and considered for acceptance by City on a phased basis as discrete components of the public infrastructure are completed. Developer may offer dedication of public infrastructure in phases, and City shall not unreasonably withhold, condition or delay acceptance of such phased dedications, or refuse phased releases of bonds or other security, so long as all other conditions for acceptance have been satisfied. Developer's obligation to construct the public improvements shall be set forth in one or more public improvement agreements to be entered into by the Parties on or before approval of final subdivision maps for the Project. Upon acceptance of the public improvements, or components thereof, City shall release to Developer any bonds or other security posted in connection with performance thereof, other than warranty period security, as more fully provided in the applicable improvement agreements between City and Developer. Except as specifically provided herein, Developer shall have no obligation to maintain the public infrastructure following City's acceptance thereof.

Section 4.4 City Responsibility for Public Park Improvements. Except as otherwise expressly set forth in this Agreement, including the Offer of Dedication and payment of funding contributions per Section 4.1 and payment of Park Maintenance Fee per Section 5.1F, the City shall be responsible, at its sole cost and expense, for all aspects of the planning, design, construction, and long-term operation and maintenance of the public park to be developed on the Public Park Parcel, and all funds contributed by Developer pursuant to Section 4.1 shall be accounted for by City in accordance with the requirements of Section 15.16.020 of the Menlo Park Municipal Code. Developer shall have no obligation or liability whatsoever for the design, construction, maintenance, operation, or repair of the park improvements, and shall have no responsibility for any delays, cost overruns, or modifications to the park design, programming, construction schedule, or implementation process undertaken by the City.

Notwithstanding the foregoing, Developer shall, upon request by the City, reasonably cooperate with City staff and consultants to facilitate coordination and interface between the park improvements and the Project infrastructure (such as grading transitions, utility connections, or circulation patterns); provided, however, that such cooperation shall not require Developer to incur any out-of-pocket costs or to assume responsibility for park design, permitting, or construction, except as otherwise expressly required by this Agreement.

Section 4.5 Prevailing Wage Requirements.

A. To the extent applicable, Developer shall comply with, and cause its contractors and subcontractors to comply with, all State Labor Code requirements and implementing regulations of the Department of Industrial Relations pertaining to "public works," including the payment of prevailing wages (collectively, "**Prevailing Wage Laws**"). Developer shall require the contractor(s) for any portion of the Improvements subject to Prevailing Wage Laws ("**Prevailing Wage Components**") to submit, upon request by City, certified copies of payroll records to City at the Property or at another location within City, and to maintain and make records available to City and its designees for inspection and copying to ensure compliance with Prevailing Wage Laws. Developer shall also include in each of its contractor agreements, a provision in form acceptable to City, obligating the contractor to require its contractors and/or subcontractors to comply with Prevailing Wage Laws in connection with the Prevailing Wage Components, and to

submit, upon request by City, certified copies of payroll records to City and to maintain and make such payroll records available to City and its designees for inspection and copying during regular business hours at the Property or at another location within the City.

B. Developer shall defend (with counsel reasonably acceptable to the City), indemnify, assume all responsibility for, and hold harmless City Parties from and against any and all present and future Claims arising out of or in any way connected with Developer's or its contractors' or subcontractors' obligations to comply with all Prevailing Wage Laws, including all Claims that may be made by contractors, subcontractors or other third party claimants pursuant to Labor Code sections 1726 and 1781.

C. Developer hereby waives and releases City Parties from any and all manner of Claims or other compensation whatsoever, in law or equity, of whatever kind or nature, whether known or unknown, direct or indirect, foreseeable or unforeseeable, absolute or contingent, now existing or which may in the future arise, including lost business opportunities or economic advantage, and special and consequential damages, arising out of, directly or indirectly, or in any way connected with Developer's obligation to comply with all Prevailing Wage Laws. Developer is aware of and familiar with the provisions of Section 1542 of the California Civil Code which provides as follows:

“A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR OR RELEASING PARTY DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE AND THAT, IF KNOWN BY HIM OR HER WOULD HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASED PARTY.”

INITIALS: DEVELOPER \_\_\_\_\_

As such relates to this 0, Developer hereby waives and relinquishes all rights and benefits which it may have under Section 1542 of the California Civil Code.

Section 4.6 Taxes and Assessments. Developer covenants and agrees to pay prior to delinquency all existing taxes and assessments and any and all new taxes or assessments that are adopted after the Agreement Date at the rates imposed by City from time to time, subject to the limitations in this Section 4.6. As of the Agreement Date, City is unaware of any pending efforts to initiate or consider applications for new or increased special taxes or assessments covering the Property, or any portion thereof. City shall retain the ability to initiate or process applications for the formation of new assessment districts or imposition of new taxes covering all or any portion of the Property. City may impose new taxes and assessments on the Property in accordance with the then applicable laws and this Agreement, but only if such taxes or assessments are adopted by or after Citywide voter approval, or approval by landowners subject to such taxes or assessments, and are imposed on other land and projects of the same category within the jurisdiction of City in a reasonably proportional manner as determined by City, and, as to assessments, only if the impact thereof does not fall disproportionately on the Property as compared to the benefits accruing to the Property as indicated in the engineers report for such assessment district. Nothing herein shall be



construed so as to limit Developer from exercising whatever rights it may otherwise have in connection with protesting or otherwise objecting to the imposition of taxes or assessments on the Property. In the event an assessment district is lawfully formed to provide funding for services, improvements, maintenance or facilities that are substantially the same as those services, improvements, maintenance or facilities being funded by the Impact Fees to be paid by Developer under the Project Approvals or this Agreement, such Impact Fees to be paid by Developer shall be subject to reduction/credit in an amount equal to developer's new or increased assessment under the assessment district.

## ARTICLE 5 PARKLINE COMMUNITY BENEFITS

In consideration of the rights and benefits conferred by City to Developer under this Agreement, and to the extent Developer pursues subdividing the Property and construction of the Project, Developer shall perform and provide the obligations described in this Article 5. The Parties acknowledge and agree that some of the obligations described in this Article 5 exceed those dedications, conditions, and exactions that may be imposed under Applicable Law and would not otherwise be achievable without the express agreement of Developer.

Section 5.1 Community Benefits. This Agreement documents the requirements for and governs the delivery of all community benefits for the Project. Developer shall implement the community benefits set forth in this Section 5.1, (collectively, "**Parkline Community Benefits**") at the times and subject to the conditions set forth herein. Developer's failure to provide any of the Parkline Community Benefits as set forth in this Section 5.1 and by the times set forth herein and in Section 11.1 below following City's notice to Developer of such failure, shall be a Default.

A. Parkline Shuttle. In connection with the transportation demand management plan ("**TDM Plan**") required pursuant to the Parkline CDP, and as a condition thereof, Developer shall provide or cause to be provided a shuttle service to transport residents and other occupants at the Project to and from the Property and the Menlo Park Caltrain station (the "**Shuttle Service**"), commencing no later than issuance of a First Certificate of Occupancy for the first non-residential building ("**Shuttle Service Commencement**"), by either (i) funding the operation and maintenance of a separate and independent Shuttle Service for the Project ("**Parkline Shuttle**"), or (ii) paying to City annually the sum of Fifty Thousand and 00/100 Dollars (\$50,000.00) ("**Optional Shuttle Fee**"), subject to an annual CPI Adjustment, exclusively towards the cost of City operated shuttles ("**City Shuttles**") that serve the Property, such as the Willow Road Shuttle and Menlo Park Middy. Developer shall provide written notice to the City of its initial election under this Section 5.1A no later than ninety (90) days prior to the anticipated date of issuance of the First Certificate of Occupancy for the first non-residential building. Developer may, on an annual basis, change its elected method of compliance under this Section (i.e., switch between Parkline Shuttle and Optional Shuttle Fee), by providing written notice to the City no less than sixty (60) days prior to the proposed effective date of the change. If Developer elects to pay the Optional Shuttle Fee for the upcoming year, the notice shall be accompanied with payment of the then applicable Optional Shuttle Fee, as adjusted by the annual CPI Adjustment.

If Developer elects to fund, operate and maintain a separate and independent Parkline Shuttle, it shall (i) use 100% electric vehicles, (ii) coordinate reasonable outreach with City on Parkline Shuttle routing, frequency, and design to avoid duplicating service or inefficiency with

transfers between the Parkline Shuttle and City Shuttles, and (iii) prepare an annual report on Parkline Shuttle ridership and other metrics such as timeliness of shuttle arrivals to facilitate City evaluation of the Parkline Shuttle which may, at Developer's election, be consolidated with any annual TDM plan monitoring and reporting requirements.

Regardless of whether Developer elects to fund, operate and maintain a separate independent Parkline Shuttle or pay the Optional Shuttle Fee towards the City Shuttles, Developer shall:

- (1) Coordinate with City to ensure that publicly operated buses (e.g., Willow Road Shuttle, Menlo Park Midday, commute.org, SamTrans) have access to the Property and are provided bus stops and signage at reasonable locations within the Project, to be approved by City, for public transit systems; and
- (2) Participate in the City's shuttle study as a stakeholder.

Notwithstanding the expiration of the term of this Agreement, the Developer's obligation to provide or fund the Shuttle Service shall remain in effect for a period of twenty (20) years following the date of Shuttle Service Commencement (the "**Shuttle Service Term**"), and shall be enforceable as a condition of approval of the TDM or as an equitable servitude on the Property that shall run with the land. During the Shuttle Service Term, the Parties agree to engage in a good faith meet and confer process to evaluate whether Shuttle Service remains warranted based on ridership trends, service utilization, and overall TDM performance. The Parties may mutually agree to extend, modify, or discontinue the Shuttle Service obligations based on such evaluation.

Notwithstanding the foregoing, if at any time during the Shuttle Service Term, the City and Developer mutually determine, based on ridership data, utilization reports, overall TDM performance, or other relevant performance metrics, that the Shuttle Service is underutilized or no longer an effective transportation solution for the Project, the Parties may agree in writing to discontinue the Shuttle Service and instead redirect the Optional Shuttle Fee to fund other transportation-related programs or improvements that directly benefit residents or occupants of the Project. Such alternative uses may include but are not limited to: mobility-as-a-service subsidies, on-demand transit solutions, bicycle infrastructure, transit passes, or micromobility infrastructure serving the Project area. Any such changes may be approved by the City Manager as an Operating Memorandum.

**B     Publicly Accessible Event Area.**     As part of the non-residential components of the Project, Developer shall design and construct a publicly accessible open space area (the "**Event Area**") with a multi-use plaza, and with flexibility for the final location to be determined by Developer within the Property through Subsequent Approvals and in a manner compatible with adjacent land uses and phasing. Developer's obligation to construct and complete the Event Area shall arise upon issuance of the first Building Permit for a non-residential building in the Project, and shall be completed prior to the issuance of the First Certificate of Occupancy for such new non-residential building. The Event Area shall be privately owned and maintained by Developer, or an owner's association established by Developer, but shall be made publicly accessible through a Privately Owned and Publicly Accessible Open Space Use Agreement (the "**POPA Use Agreement**"), which shall be negotiated by the Parties and recorded prior to the issuance of the

First Certificate of Occupancy for such new non-residential building. Developer shall retain the right to establish reasonable rules and regulations governing public access and use, including but not limited to permitted hours, activities, noise limits, and temporary closures for maintenance, private events, or safety. Developer shall make the Event Area reasonably available from time to time for community programming or public events, such as farmers markets, food truck festivals, or movie nights. Additionally, the City shall have the right to use the Event Area for up to one (1) public event per calendar month, subject to:

- At least 30 days' prior written notice to Developer;
- Developer approval of event timing and logistics (not to be unreasonably withheld);
- City's compliance with Developer's applicable rules and regulations; and
- Execution of a short-form license or event agreement (as needed), including requirements for insurance, security, and waste management.

City shall be responsible for cleaning and repairing any damage caused by its events. Developer, or an owners' association to be formed by Developer, shall own, operate, maintain and repair the Event Area in good and workmanlike condition, and otherwise in accordance with all Applicable Laws and any Project Approvals, all at no cost to City. Developer shall otherwise be solely responsible for ongoing operation, maintenance, and repair of the Event Area in a manner consistent with other privately owned open spaces in the region, and at no cost to the City.

C. Affordable Housing Land Dedication. In connection with the recording of the first final subdivision map in accordance with the Parkline VTM, Developer shall dedicate an approximately 1.6 acre site, preliminarily identified as Lot 7 on the Parkline VTM and R3 on the Project Site Plan (the "**Affordable Housing Land**"), at no cost or expense, to a reputable non-profit affordable housing developer, to be selected by Developer in its sole discretion, provided that such entity demonstrates verifiable experience successfully developing, operating and maintaining affordable housing developments in the greater San Francisco Bay Area (the "**Affordable Housing Developer**"). The agreement between Developer and Affordable Housing Developer providing for the dedication of the Affordable Housing Land shall be subject to the terms of the BMR Agreement and shall commit Affordable Housing Developer to develop up to 154 affordable housing units thereon, subject to available funding. Further, said agreement shall require Affordable Housing Developer to submit plans to the City for an architectural control permit applicable to the Affordable Housing Land within twelve (12) months of the date of recording of the first final subdivision map noted above, to submit plans to secure Building Permits for construction of residential Improvements on the Affordable Housing Land within eighteen (18) months following the approval of the architectural control permit, and to diligently pursue available local, state and/or federal funding and/or tax credit financing (the "**Affordable Housing Financing**") as may be necessary to finance the construction of affordable units on the Affordable Housing Land. The Parties acknowledge and agree that the timing of construction commencement for the residential improvements on the Affordable Housing Land will be contingent on the Affordable Housing Developer securing sufficient Affordable Housing Financing, which is outside the control of the Developer and the Affordable Housing Developer. As such, the failure to obtain financing or begin construction within a defined period shall not constitute a breach of

this Agreement, provided the Affordable Housing Developer has complied with the requirements above and is continuously making good faith efforts to secure the required financing and approvals.

D. Emergency Water Reservoir. The Project EIR included an evaluation of the construction of an 2-3 million gallon underground emergency water reservoir (the “**Emergency Water Reservoir**”) beneath the Public Park Parcel, which is subject to the Offer of Dedication for park and recreational purposes as described in Section 4.1.B. Developer acknowledges and agrees that the terms of the dedication of the Public Park Parcel to the City pursuant to the Offer of Dedication shall not contain any restraint or limitation on the ability of City to design, construct, install, operate, maintain, repair, rehabilitate, or replace the Emergency Water Reservoir within the Public Park Parcel, as City may decide as fee owner of the Public Park Parcel upon City acceptance of the Offer of Dedication. City agrees to coordinate with Developer in good faith regarding the timing and logistics of any future construction of the Emergency Water Reservoir, including the review of design plans, construction means and methods, and the proposed phasing of improvements; the foregoing notwithstanding, City shall retain full authority, control and sole discretion regarding the design plans, construction means and methods, and phasing of improvements related to the Emergency Park Reservoir. The City shall be required to comply with applicable mitigation measures from the Project EIR as they relate to construction and operation of the Emergency Water Reservoir. The Parties further agree that temporary unavailability or excavation of the Public Park Parcel to facilitate the Emergency Water Reservoir shall not reduce or eliminate the Developer’s entitlement to a credit against the Rec-In-Lieu Fee under this Agreement.

E. Transportation Fee; Transportation Collaboration. Prior to the issuance of a Building Permit for the construction of the first non-residential building of the Project, excepting the commercial amenity building, Developer shall pay to City the sum of Two Million and 00/100 Dollars (\$2,0000,000.00) (the “**Transportation Fee**”). The Transportation Fee shall be used by City for transportation related improvements located within a ½ mile perimeter of the Property, as determined by City in its sole discretion. Further, separate and apart from any legal obligation set forth in the Project Approvals, Developer agrees to reasonably collaborate in good faith with City as a stakeholder in broader traffic mitigation strategy discussions aimed at reducing single-occupancy vehicle trips within the vicinity of the City’s downtown area and in the vicinity of the Property. Such collaboration shall be limited to participation in meetings, workshops, or planning activities coordinated by the City or its consultants and the sharing of information reasonably available to Developer. Nothing in this paragraph shall obligate Developer to incur any out-of-pocket costs (excepting such costs as may be incurred to meaningfully participate in the aforementioned collaborative efforts), undertake any mitigation measures beyond those already required under the Project Approvals, or commit to any additional improvements, financial contributions, or operational obligations unless separately agreed to in writing by Developer in its sole discretion.

F. Park Maintenance Fee. Concurrent with the recording of the final subdivision map creating the Public Park Parcel, Developer and City shall enter into an agreement (the “**Park Maintenance Agreement**”), memorializing Developer’s obligation to reimburse the City for the costs of maintenance and repair of the public park to be constructed on the Public Park Parcel, in the amount of Seventy Thousand Dollars (\$70,000.00) per calendar year (the “**Park Maintenance Fee**”), subject to an annual CPI adjustment. The term of the Park Maintenance Agreement shall be

for a period of twenty (20) years following the date of the Park Opening. The Park Maintenance Fee shall be paid on an annual basis and such payment shall be due and payable thirty (30) days prior to the annual anniversary of the Park Opening. For purposes of this Section 5.1F, “**Park Opening**” shall mean either (i) July 1<sup>st</sup> of the year in which the public park is completed and opened to the public if within the months of January through June, or (ii) January 1 of the year following in which the public park is completed and opened to the public if within the months of July through December. In the event the size of the Public Park Parcel increases as a result of a Modified Project Approval, the Park Maintenance Fee shall be increased by multiplying said Park Maintenance Fee by the quotient arrived at by dividing the size of the modified Public Park Parcel, as reflected in square feet, by 115,434 square feet, the size of Lot 9 of the Parkline VTM.

G. Publicly Accessible Restroom. Prior to the issuance of the First Certificate of Occupancy for Parking Garage PG-1 (“**PG-1**”), Developer shall design and construct, at its sole cost, a public restroom facility (the “**Public Restroom**”) within PG-1, as generally depicted on Exhibit G, in a location to be determined by Developer in its sole discretion, in consultation with City staff. Developer may change the initial location of the Public Restroom or relocate the Public Restroom to another publicly accessible location within a non-residential building provided that the alternative location is within reasonable walking distance of the Public Park Parcel (i.e., is proximate to the Public Park Parcel), subject to the prior written consent of the City, which shall not be unreasonably withheld, conditioned, or delayed. Any such relocation shall not require an amendment to this Agreement, but shall be documented in an Operating Memorandum and shown on an updated site plan. Prior to the issuance of the First Certificate of Occupancy for PG-1, as shown on Exhibit G, Developer shall grant to City a non-exclusive public access and use easement, in a commercially reasonable form (the “**Public Restroom Access Easement**”), for the purpose of providing the general public with rights of access to and use of the Public Restroom, subject to Developer’s reasonable rules and regulations. The Public Restroom Access Easement shall be for the benefit of the City and the general public as an easement in gross, and it is a covenant that shall run with the land. The Public Restroom shall be designed and constructed in conformance with the Project Approvals applicable to the Public Restroom, inclusive of all accessibility standards under state and federal law, and shall contain no less than two single-occupancy all-gender, ADA accessible restrooms with a toilet, toilet paper dispenser, sink, wash basin, soap dispenser, paper towel dispenser and/or hand dryer, mirror, other restroom amenities customarily provided within other public restrooms in the City, and gender neutral ADA bathroom signage. The Public Restroom Access Easement shall permit public entry into and use of the amenities provided within the Public Restroom, and Developer shall be responsible to unlock the Public Restroom no later than 8:00 am in the morning every day and to lock and secure the Public Restroom no earlier than 30 minutes after dusk every day. Developer shall be responsible for the maintenance, repair and replacement, at its sole cost and expense, of the facilities and improvements comprising the Public Restroom, which Developer shall keep in a good, safe and usable condition, in good repair, and shall provide for janitorial maintenance of the facilities and improvements comprising the Public Restroom no less frequently than once every day, subject to temporary closures for maintenance, safety, or vandalism response. Developer may implement such security, lighting, signage, and other measures as it deems appropriate. In no event shall the City have any responsibility for the maintenance, repair or replacement of the Public Restroom. The Public Restroom Access Easement shall provide Developer with the right to change the location of the Public Restroom or relocate the Public Restroom to another publicly accessible location within a non-residential

building provided that the alternative location is within reasonable walking distance of the Public Park Parcel as agreed to by City.

H. Recycled Water Facilities. In connection with the design and construction of the internal loop road system serving the Project, Developer shall design, install and construct recycled water piping and infrastructure within said internal loop road system (the “**Recycled Water Facilities**”), subject to the review and approval of the West Bay Sanitary District, which approval shall be provided to the City for its records, which shall have three points of connection along Laurel Street, Middlefield Road, and Burgess Drive. Further, Developer shall grant to West Bay Sanitary District a commercially reasonable form of public utility easement (the “**Recycled Water Easement**”) on, over and across the alignment of the Recycled Water Facilities for the purpose of providing West Bay Sanitary District with rights to use, operate, maintain, repair, and replace the Recycled Water Facilities, at their sole cost and expense. The terms of the Recycled Water Easement shall provide Developer with the ability to cause West Bay Sanitary District to relocate the alignment of the Recycled Water Facilities within the Recycled Water Easement, provided such work is undertaken at Developer’s sole cost and expense, West Bay Sanitary District and City are afforded the right to review and approve plans and specifications related to such relocation activities, and Developer provides West Bay Sanitary District with a replacement easement for the relocated Recycled Water Facilities. Developer shall not be required to construct any off-site recycled water infrastructure apart from connecting the Recycled Water Facilities to recycled water infrastructure delivered by West Bay Sanitary District when it becomes available. West Bay Sanitary District and/or City shall be solely responsible for establishing any utility connections to the two stubbed points of connection provided at Laurel Street and Burgess Drive.

I. Non-Diesel Backup Generators. The Parties acknowledge that while the Project will be developed as an all-electric campus with all-electric residential units and all-electric non-residential buildings, certain portions of the Project will require, and the Project Approvals will allow, the utilization of diesel backup generators in the event of a power outage. Nevertheless, Developer agrees to utilize non-diesel backup generators, if and when a reliable technology becomes available that can achieve the Project electrical load requirements and work with the electrical and mechanical infrastructure/service of the Project without redesign, and provided the cost to procure and operate such new generators is no more than 5% above the cost to procure and operate a traditional diesel backup generator. Developer’s obligation to utilize non-diesel backup generators under this paragraph shall arise only when backup generators are being procured in the first instance or at the end of a given generator’s useful life; Developer shall not be required to replace or retrofit any previously procured or installed diesel generators solely due to the subsequent availability of a qualifying non-diesel alternative, unless such replacement is otherwise required at the end of the generator’s useful life. “Reliable,” for purposes of this paragraph, means that the generator technology has been commercially available and in use in comparable-scale developments for backup power, including for critical or life safety systems, for a reasonable period of time (not less than three (3) years) sufficient to evaluate the efficacy of such technology; and is capable of providing uninterrupted backup power to meet the Project’s full emergency load profile for the required minimum duration (based on code or operational needs), with performance equivalent to or better than a conventional diesel generator in terms of startup response time, runtime reliability, and service availability.

J. Union Labor. Developer agrees to utilize, and shall cause its contractors and subcontractors to utilize, commercially reasonable efforts to utilize union-affiliated labor in connection with the development and construction of all vertical (core and shell) components of the non-residential Improvements within the Project when economically and practically feasible. Further, with respect to the development and construction of the Residential Components of the Project, Developer agrees to encourage its contractors and subcontractors to utilize union labor in connection therewith when economically and practically feasible. For purposes of this Section 5.1J, “commercially reasonable efforts” shall include outreach to union-affiliated contractors and labor organizations reasonably expected to perform the relevant work, and providing such entities a fair opportunity to submit proposals. Developer may demonstrate such efforts through documentation of communications, distribution of bid materials, or other reasonable means. No minimum number of bids or specific advertising requirements shall be required to satisfy this obligation.

Section 5.2 Sales Tax Point of Sale Designation. Developer shall use commercially reasonable efforts to the extent allowed by Applicable Law to require all persons and entities providing bulk lumber, concrete, structural steel, and pre-fabricated building components, such as roof trusses, to be used in connection with the initial construction and development of, or incorporated into, the Project, to (a) obtain a use tax direct payment permit; (b) elect to obtain a subcontractor permit for the job site of a contract valued at Five Million Dollars (\$5,000,000) or more; or (c) otherwise designate the Property as the place of use of material used in the initial construction of the Project in order to have the local portion of the sales and use tax distributed directly to City instead of through the county-wide pool. Developer shall instruct each of its subcontractors to cooperate with City to ensure the full local sales/use tax is allocated to City. To assist City in its efforts to ensure that the full amount of such local sales/use tax is allocated to the City, Developer shall provide City with an annual spreadsheet, which includes a list of all subcontractors with contracts in excess of the amount set forth above, a description of all applicable work, and the dollar value of such subcontracts. City may use said spreadsheet to contact each subcontractor who may qualify for local allocation of use taxes to the City.

Section 5.3 PILOT. Concurrent with and immediately following the execution and recording of each final subdivision map for the Project, City and Developer shall execute and record a Payment In Lieu of Taxes Agreement (“**PILOT Agreement**”), substantially in the form attached hereto as Exhibit L, against the parcels identified in the Parkline VTM, excepting (i) Lot 7 (R3), provided the Affordable Housing Covenant required by Section 4.1.B is recorded against and encumbers said parcel, and (ii) the parcels comprising the Building P, S or T Property (or any lesser number of such parcels if SRI owns fewer than all such parcels or occupies fewer than all such buildings), so long as SRI is the sole owner of said parcels and occupant of the buildings located thereon at the time of recording of a final map. In the event Developer seeks and obtains a Modified Project Approval related to all or a portion of the parcels comprising the Building P, S or T Property, City and Developer shall execute and record a PILOT Agreement in connection with the recording of a final map related to the Building P, S or T Property pursuant to a modified Parkline VTM.

The PILOT Agreement shall require that if any Improvements constructed on the parcel subject to the PILOT Agreement are owned or leased by an entity which qualifies the Property or any portion thereof for an exemption from the imposition of real property taxes pursuant to

California Constitution Article XIII, §§ 3, 4 or 5, or provisions of the California Revenue and Taxation Code, or any successor provision, or any other exemption from the payment of real or personal property taxes of any nature (the “**Exemptions**”), except to the extent (i) precluded by Section 214.06 of the California Revenue and Taxation Code or Applicable Law, (ii) the Improvements comprise up to 227,000 SF of new non-residential space subject to a fully executed lease agreement between Developer and SRI or an SRI Affiliate, to be provided to City, and SRI or an SRI Affiliate thereafter secures an Exemption, or (iii) the Exemption is granted in accordance with Section 218 of the California Revenue and Taxation Code, then Developer shall pay annually to the City a payment in lieu of taxes in an amount equal to the portion of the real and personal property tax levy the City would have received but for the Exemptions based on the assessed value of said tax exempt property as determined by the San Mateo County Assessor’s Office and as increased annually by the amount permitted under the provisions of Article XIII A, Section 2, of the California Constitution. The amount of the PILOT shall be determined by the City in consultation with the San Mateo County Assessor’s Office. If Developer disputes the City’s determination, Developer may request administrative review but must pay the full invoiced amount pending resolution. The PILOT Agreement shall run with the land.

## **ARTICLE 6 ANNUAL REVIEW**

### **Section 6.1 Periodic Review.**

A. As required by California Government Code Section 65865.1 and the Development Agreement Regulations, City and Developer shall review this Agreement and all actions taken pursuant to the terms of this Agreement with respect to the development of the Project every twelve (12) months to determine good faith compliance with this Agreement. Specifically, City’s annual review shall be conducted for the purposes of determining good faith compliance by Developer with its obligations under this Agreement.

B. The annual review shall be conducted as provided in the Development Agreement Law and City’s Development Agreement Regulations as follows:

(1) The Director of Community Development shall provide Developer notice of an annual review hearing before the Planning Commission, which shall be scheduled at least thirty (30) days after the date of the notice. The notice shall, to the extent required by law, include a statement that any review may result in amendment or termination of this Agreement. At said hearing, Developer must demonstrate, and shall bear the burden of proof of, good faith compliance with the terms of this Agreement. The Planning Commission shall determine upon the basis of substantial evidence whether or not Developer has complied in good faith with the terms and conditions of this Agreement. The decision of the Planning Commission may be appealed to the City Council.

(2) If the Planning Commission (if its finding is not appealed) or City Council finds that Developer has not complied in good faith with the terms and conditions of this Agreement, the City shall provide written notice to Developer describing: (a) such failure and that such failure constitutes a Default; (b) the actions, if any, required by Developer to cure such Default; and (c) the time period within which such Default must be cured. If the Default can be cured, Developer shall have a minimum of thirty (30) days after the date of such notice to cure



such Default, or in the event that such Default cannot be cured within such thirty (30) day period, if Developer shall commence within such thirty (30) day time period the actions necessary to cure such Default and shall be diligently proceeding to complete such actions necessary to cure such Default, Developer shall have such additional time period as may be required by Developer within which to cure such Default.

(3) If Developer fails to cure a Default within the time periods set forth above, the City Council may amend or terminate this Agreement as provided below.

C. If, upon a finding under Section 6.1B of this Agreement and the expiration of the cure period specified in Section 6.1B without Developer having cured a Default, the City determines to proceed with amendment or termination of this Agreement, the City shall give written notice to Developer of its intention so to do. The notice shall be given at least fifteen (15) days before the scheduled hearing and shall contain:

- (1) The time and place of the hearing before the City Council;
- (2) A statement that City proposes to amend or terminate the Agreement;
- (3) Such other information as is reasonably necessary to inform Developer of the nature of the proceeding.

D. At the time and place set for the hearing on amendment or termination, Developer shall be given an opportunity to be heard, and Developer shall be required to demonstrate good faith compliance with the terms and conditions of this Agreement. If the City Council finds, based upon substantial evidence, that Developer has not complied in good faith with the terms or conditions of this Agreement, the City Council may terminate this Agreement without providing Notice of Default and opportunity to cure pursuant to Article 11 or, rather than terminate, amend this Agreement in accordance with the Development Agreement Statute and impose such conditions as are reasonably necessary to protect the interests of the City. The decision of the City Council shall be final, subject to judicial review pursuant to Section 1094.5 of the California Code of Civil Procedure.

E. Failure of City to conduct an annual review shall not constitute a waiver by the City of its rights to otherwise enforce the provisions of this Agreement nor shall Developer have or assert any defense to such enforcement by reason of any such failure to conduct an annual review.

F. If, after an annual review, City finds Developer has complied in good faith with this Agreement, City, promptly following Developer's request, shall issue to Developer a letter of compliance certifying that Developer has so complied through the period of the applicable annual review.

G. If a Transferee or Mortgagee becomes the "Developer" subject to this Agreement as to a portion of the Property, annual review shall be conducted separately, but concurrently, with respect to each such Developer, and determinations as to compliance with this Agreement shall be made separately. If City takes action against one such Developer for noncompliance, such action shall apply only as to the Developer involved and the portions of the

Property in which such Developer has an interest, and shall not affect other Developers unless they or their portions of the Property are involved in the noncompliance.

## ARTICLE 7 MORTGAGEE PROTECTION

Section 7.1 Mortgagee Protection. This Agreement shall not prevent or limit Developer in any manner, at Developer's sole discretion, from encumbering the Property or any portion thereof or any improvement thereon by any mortgage, deed of trust or other security device securing financing with respect to the Property ("**Mortgage**"). This Agreement shall be superior and senior to any lien placed upon the Property or any portion thereof after the date of recording the Agreement, including the lien of any Mortgage. Notwithstanding the foregoing, no breach hereof shall defeat, render invalid, diminish or impair the lien of any Mortgage made in good faith and for value, but all of the terms and conditions contained in this Agreement shall be binding upon and effective against and shall run to the benefit of any person or entity, including any deed of trust beneficiary or mortgagee ("**Mortgagee**"), who acquires title or possession to the Property, or any portion thereof, by foreclosure, trustee's sale, deed in lieu of foreclosure or otherwise.

Section 7.2 Mortgagee Not Obligated. Notwithstanding the provisions of Section 7.1 above, no Mortgagee shall have any obligation or duty under this Agreement to construct or complete the construction of the Project, or any portion thereof, or to guarantee such construction or completion; provided, however, that a Mortgagee shall not be entitled to devote the Property to any use except in full compliance with the Project Approvals and this Agreement nor to construct any improvements thereon or institute any uses other than those uses and improvements provided for or authorized by this Agreement and the Project Approvals.

Section 7.3 Notice of Default to Mortgagee; Right to Cure. With respect to any Mortgage granted by Developer as provided herein, so long as any such Mortgage shall remain unsatisfied of record and Mortgagee has provided City with written notice requesting that City send Mortgagee notices of Default and specifying the address for service thereof, the following provisions shall apply:

A. City, upon serving Developer any notice of Default, shall also serve a copy of such notice upon any Mortgagee at the address provided to City, and no notice by City to Developer hereunder shall affect any rights of a Mortgagee unless and until a copy thereof has been so served on such Mortgagee; provided, however, that failure so to deliver any such notice shall in no way affect the validity of the notice sent to Developer as between Developer and City.

B. In the event of a Default by Developer, any Mortgagee shall have the right to remedy, or cause to be remedied, such Default within sixty (60) days following the later to occur of (i) the date of Mortgagee's receipt of the notice referred to in Section 7.3A above, or (ii) the expiration of the period provided herein for Developer to remedy or cure such Default, and City shall accept such performance by or at the insistence of the Mortgagee as if the same had been timely made by Developer; provided, however, that (a) if such Default is not capable of being cured within the timeframes set forth in this Section 7.3B and Mortgagee commences to cure the Default within such timeframes, then Mortgagee shall have such additional time as is required to cure the Default so long as Mortgagee diligently prosecutes the cure to completion and (b) if possession of the Property (or portion thereof) is required to effectuate such cure or remedy, the Mortgagee shall

be deemed to have timely cured or remedied if it commences the proceedings necessary to obtain possession thereof within sixty (60) days after receipt of the copy of the notice, diligently pursues such proceedings to completion, and, after obtaining possession, diligently completes such cure or remedy.

C. Any notice or other communication which City shall desire or is required to give to or serve upon the Mortgagee shall be in writing and shall be served in the manner set forth in Section 12.5, addressed to the Mortgagee at the address provided by Mortgagee to City. Any notice or other communication which Mortgagee shall give to or serve upon City shall be deemed to have been duly given or served if sent in the manner and at City's address as set forth in Section 12.5, or at such other address as shall be designated by City by notice in writing given to the Mortgagee in like manner.

Section 7.4 No Supersedure. Nothing in this Article 7 shall be deemed to supersede or release a Mortgagee or modify a Mortgagee's obligations under any subdivision or public improvement agreement or other obligation incurred with respect to the Project outside this Agreement, nor shall any provision of this Article 7 constitute an obligation of City to such Mortgagee, except as to the notice requirements of Section 7.3.

Section 7.5 Technical Amendments to this Article 7. City agrees to reasonably consider and approve interpretations and/or technical amendments to the provisions of this Agreement that are required by lenders for the acquisition and construction of the Project on the Property or any refinancing thereof and to otherwise cooperate in good faith, at Developer's expense, to facilitate Developer's negotiations with lenders.

## **ARTICLE 8 AMENDMENT OF AGREEMENT AND EXISTING APPROVALS**

Section 8.1 Amendment of Agreement By Mutual Consent. This Agreement may be amended in writing from time to time by mutual consent of the Parties hereto or their successors-in-interest or assigns, and then only in the manner provided for in the Development Agreement Statute and Development Agreement Regulations.

Section 8.2 Insubstantial Amendments to Agreement. Any amendment to this Agreement which, in the context of the overall Project contemplated by this Agreement, does not substantially affect (i) the Term of this Agreement; (ii) permitted uses of the Property; (iii) Public Benefits, including without limitation provisions for the reservation or dedication of land; (iv) conditions, terms, restrictions or requirements for subsequent discretionary actions; (v) the density or intensity of use of the Property or the maximum height or size of proposed buildings; (vi) monetary contributions by Developer; (vii) the nature, timing of delivery, or scope of Improvements required by the Existing Approvals or Subsequent Project Approvals; or (viii) the Parkline Phasing Plan, or which constitutes a technical amendment under Section 7.5, shall be deemed an "**Insubstantial Amendment**" and shall not, except to the extent otherwise required by law or this Agreement, require notice or public hearing before the parties may execute an amendment hereto. The City Manager shall have the authority to determine whether a proposed amendment to this Agreement qualifies as an Insubstantial Amendment and to execute an Insubstantial Amendment or, in his or her discretion, seek approval of an Insubstantial Amendment by City resolution.

Section 8.3 Requirement for Writing. No modification, amendment or other change to this Agreement or any provision hereof shall be effective for any purpose unless specifically set forth in a writing that refers expressly to this Agreement and is signed by duly authorized representatives of the Parties or their successors. A copy of any change, including changes addressed by Operating Memoranda, Insubstantial Amendments, or Administrative Amendments, shall be provided to the City Council within thirty (30) days of its execution.

Section 8.4 Amendments to Development Agreement Statute. This Agreement has been entered into in reliance upon the provisions of the Development Agreement Statute as those provisions existed as of the Agreement Date. No amendment or addition to those provisions that would materially affect the interpretation or enforceability of this Agreement shall be applicable to this Agreement, unless such amendment or addition is specifically required by the California State Legislature or is mandated by a court of competent jurisdiction. In the event of the application of such a change in law, the Parties shall meet in good faith to determine the feasibility of any modification or suspension that may be necessary to comply with such new law or regulation and to determine the effect such modification or suspension would have on the purposes and intent of this Agreement. Following the meeting between the Parties, the provisions of this Agreement may, to the extent feasible, and upon mutual agreement of the Parties, be modified or suspended but only to the minimum extent necessary to comply with such new law or regulation. If such amendment or change is permissive (as opposed to mandatory), this Agreement shall not be affected by same unless the Parties mutually agree in writing to amend this Agreement to permit such applicability. Developer and/or City shall have the right to challenge any new law or regulation preventing compliance with the terms of this Agreement, and in the event such challenge is successful, this Agreement shall remain unmodified and in full force and effect.

Section 8.5 Amendments to Project Approvals. Project Approvals (except for this Agreement, the amendment process for which is set forth in Section 8.1 through 8.3) may be amended or modified from time to time, but only at the written request of Developer or with the written consent of Developer at its sole discretion. All amendments to the Project Approvals shall automatically become part of the Project Approvals. The permitted uses of the Property or portion thereof, the maximum density and/or number of residential units, the intensity of use, the maximum height and size of the proposed buildings, provisions for reservation or dedication of land for public purposes, the conditions, terms, restrictions and requirements for subsequent discretionary actions, the provisions for public improvements and financing of public improvements, and the other terms and conditions of development as set forth in all such amendments shall be automatically vested pursuant to this Agreement, without requiring an amendment to this Agreement. Amendments to the Project Approvals shall be governed by the Project Approvals and the Applicable Law. City shall not request, process or consent to any amendment to the Project Approvals that would affect the Property or the Project, or applicable portion thereof, without Developer's prior written consent. For the avoidance of doubt, amended or modified Project Approvals that are substantially consistent with a Modified Project Approval shall not require an amendment to this Agreement.

Section 8.6 Administrative Amendments of Project Approvals. Upon the request of Developer for an amendment or modification of any Project Approvals (except for this Agreement the amendment process for which is set forth in Section 8.1 through 8.3), the City Manager or his/her designee shall determine: (a) whether the requested amendment or modification is minor

when considered in light of the Project as a whole; and (b) whether the requested amendment or modification substantially conforms with the material terms of this Agreement and the Applicable Law and may be processed administratively. If the City Manager or his/her designee finds that the requested amendment or modification is both minor and substantially conforms with the material terms of this Agreement and the Applicable Law, then the amendment or modification shall be determined to be an “**Administrative Amendment**,” and the City Manager or his/her designee may approve the Administrative Amendment, without public notice or a public hearing. Without limiting the generality of the foregoing, lot line adjustments, minor reductions in the density, intensity, scale, or scope of the Project, minor alterations in vehicle circulation patterns or vehicle access points, variations in the location of structures that do not substantially alter the design concepts of the Project, substitution of comparable landscaping for any landscaping shown on any development plan or landscape plan, variations in the location or installation of utilities and other infrastructure connections and facilities that do not substantially alter design concepts of the Project, and minor adjustments to a subdivision map or the Property legal description shall be deemed to be minor amendments or modifications. Any request of Developer for an amendment or modification to a Project Approval that is determined not to be an Administrative Amendment as set forth above shall be subject to review, consideration and action pursuant to the Applicable Law and this Agreement.

Section 8.7    Operating Memoranda. The provisions of this Agreement require a close degree of cooperation between City and Developer and development of the Property hereunder may demonstrate that refinements and clarifications are appropriate with respect to the details of performance of City and Developer. If and when, from time to time, during the Term of this Agreement, City and Developer agree that such clarifications are necessary or appropriate, City and Developer may effectuate such clarifications through operating memoranda (“**Operating Memoranda**”) approved by City and Developer, which, after execution, shall be attached hereto as addenda and become a part hereof, and may be further clarified from time to time as necessary with future approval by City and Developer. No such Operating Memoranda shall constitute an amendment to this Agreement requiring public notice or hearing. The City Manager, in consultation with the City Attorney, shall make the determination on behalf of City whether a requested clarification may be effectuated pursuant to this Section 8.7 or whether the requested clarification is of such a character to constitute an amendment hereof pursuant to Section 8.1 or Section 8.2 above. The City Manager shall be authorized to execute any Operating Memoranda hereunder on behalf of City.

Section 8.8    CEQA. In connection with its consideration and approval of the Existing Approvals, the City has prepared and certified the Project EIR, which evaluates the environmental effects of the Project, and has imposed all feasible mitigation measures to reduce the significant environmental effects of the Project. The Parties acknowledge that certain Subsequent Project Approvals may legally require additional analysis under CEQA. Nothing contained in this Agreement is intended to prevent or limit the City from complying with CEQA. In acting on Subsequent Project Approvals, City will rely on the Project EIR to the fullest extent permissible by CEQA as determined by City in its reasonable discretion. In the event supplemental or additional review is required for a Subsequent Project Approval, City shall limit such supplemental or additional review to the scope of analysis mandated by CEQA and shall not impose new mitigation measures except as legally required, all as determined by the City as the lead agency under CEQA in its reasonable discretion.

## ARTICLE 9 COOPERATION AND IMPLEMENTATION

Section 9.1 Subsequent Project Approvals. Certain subsequent land use approvals, entitlements, and permits other than the Existing Approvals, such as and including the Modified Project Approvals, will be necessary or desirable for implementation of the Project (“**Subsequent Project Approvals**”). The Subsequent Project Approvals may include, without limitation, the following: amendments of the Existing Approvals, Modified Project Approvals, grading permits, Building Permits, sewer and water connection permits, Certificates of Occupancy, Temporary Certificates of Occupancy, lot line adjustments, site plans, development plans, land use plans, building plans and specifications, final maps, parcel maps and/or subdivision maps, conditional use permits, variances, architectural control plans, demolition permits, improvement agreements, encroachment permits, and any amendments to, or repealing of, any of the foregoing.

Section 9.2 Scope of Review of Subsequent Project Approvals. City reserves discretion to impose appropriate Exactions in connection with issuance of Subsequent Project Approvals, provided that in exercising its discretion in connection with consideration of Subsequent Project Approvals, City agrees that City shall not revisit the fundamental policy decisions reflected by the Existing Approvals or impose any Exactions that would conflict with this Agreement, Applicable Law, Applicable City Regulations, or the Existing Approvals as set forth in Section 3.1 herein, unless expressly permitted by Sections 4.1.A-D or 9.8, or conflict with the Modified Project Approval Conditions. At such time as any Subsequent Project Approval applicable to the Property is approved by City, then such Subsequent Project Approval shall become subject to all the terms and conditions of this Agreement applicable to Project Approvals and shall be treated as a “Project Approval” under this Agreement.

### Section 9.3 Processing Applications for Subsequent Project Approvals.

A. Developer acknowledges that City cannot begin processing applications for Subsequent Project Approvals until Developer submits complete applications on a timely basis. Developer shall use diligent good faith efforts to (i) provide to City in a timely manner and in the manner required under Applicable Law any and all Processing Fees, documents, materials, applications, plans, and other information reasonably necessary for City to carry out its review and processing obligations; and (ii) cause Developer’s planners, engineers, and all other consultants to provide to City in a timely manner and in the manner required under Applicable Law all such documents, applications, plans, information, and other materials required under Applicable Law.

B. Upon submission by Developer of all appropriate applications and Processing Fees for any Subsequent Project Approval, City shall accept, review, and use reasonable efforts to expeditiously process Developer’s applications and requests for Subsequent Project Approvals in connection with the Project in good faith and in a manner that complies with and is consistent with Applicable Law, the Project Approvals and this Agreement, including the Modified Project Approval Conditions. The City shall approve any application or request for any Subsequent Project Approval that substantially complies with and is consistent with the Project Approvals. The Parties shall cooperate with each other and shall use diligent, good faith efforts to cause the expeditious review, processing, and action on the Subsequent Project Approvals. City shall, to the full extent allowed by Applicable Law, promptly and diligently, subject to City ordinances, policies and procedures regarding hiring and contracting, commence and complete all steps necessary to act

on Developer's currently pending Subsequent Project Approval applications including: (i) providing at Developer's expense and subject to Developer's request and prior approval, reasonable overtime staff assistance, additional staff and/or staff consultants for processing of Subsequent Project Approval applications as may be necessary to meet Developer's reasonable schedule considerations; (ii) if legally required, providing notice and holding public hearings; and (iii) acting on any such pending Subsequent Project Approval application.

C. Any request for a Modified Project Approval which involves discretionary approvals that are necessary to accommodate an increase in the number of housing units provided, subject to and satisfying the Modified Project Approval Conditions and in compliance with the City's existing inclusionary housing requirements in effect as of the Effective Date, will be entitled to a streamlined review and approval process requiring City to (1) use best efforts to expeditiously process any necessary entitlement approvals (e.g., an amended CDP, an amended VTM) within twelve (12) months of a substantially complete application being submitted, and (2) restrict the number of public hearings that can be held regarding the application to a maximum of five.

Section 9.4 Other Agency Subsequent Project Approvals; Authority of City. Other public agencies not within the control of City may possess authority to regulate aspects of the development of the Property separately from or jointly with City, and this Agreement does not limit the authority of such other public agencies. Nevertheless, City shall be bound by, and shall abide by, its covenants and obligations under this Agreement in all respects when dealing with any such agency regarding the Property. City shall cooperate with Developer, at Developer's expense, to the extent appropriate and as permitted by law, in Developer's efforts to obtain, as may be required, Other Agency Subsequent Project Approvals. Nothing in this Section 9.4 shall relieve Developer of its obligation to comply with the Project Approvals, notwithstanding any conflict between the Other Agency Subsequent Project Approvals and the Project Approvals.

Section 9.5 Implementation of Necessary Mitigation Measures. Developer shall, at its sole cost and expense, comply with the Project MMRP requirements as applicable to the Property and Project.

Section 9.6 Cooperation in the Event of Legal Challenge.

A. The filing of any third-party lawsuit(s) against City or Developer relating to this Agreement, the Project Approvals or construction of the Project shall not delay or stop the development, processing or construction of the Project or approval of any Subsequent Project Approvals, unless a court order prevents the activity. City shall not stipulate to or cooperate in the issuance of any such order.

B. City and Developer shall cooperate in the defense of any court action or proceeding instituted by a third party or other governmental entity or official challenging the validity of any provision of this Agreement or the Project Approvals ("**Litigation Challenge**"), and the Parties shall keep each other informed of all developments relating to such defense, subject only to confidentiality requirements that may prevent the communication of such information. To the extent Developer desires to contest or defend such Litigation Challenge, (i) Developer shall take the lead role defending such Litigation Challenge and may, in its sole discretion, elect to be represented by the legal counsel of its choice; (ii) City may, in its sole discretion, elect to be

separately represented by the legal counsel of its choice, selected after consultation with Developer, in any action or proceeding, with the reasonable costs of such representation to be paid by Developer; (iii) Developer shall reimburse City, within forty-five (45) days following City's written demand therefor, which may be made from time to time during the course of such litigation, all reasonable costs incurred by City in connection with the Litigation Challenge, including City's reasonable administrative, legal, and court costs and City Attorney oversight expenses; and (iv) Developer shall indemnify, defend, and hold harmless City Parties from and against any damages, attorneys' fees or cost awards, including attorneys' fees awarded under Code of Civil Procedure Section 1021.5, assessed or awarded against City by way of judgment, settlement, or stipulation. Upon request by Developer, City shall enter into a joint defense agreement in a form reasonably acceptable to the City Attorney to facilitate the sharing of materials and strategies related to the defense of such Litigation Challenge without waiver of attorney client privilege. Any proposed settlement of a Litigation Challenge by a Party shall be subject to the approval of the other Party, such approval not to be unreasonably withheld, conditioned or delayed; provided, however, that Developer may settle such Litigation Challenge without consent of the City if the settlement does not require any changes to any Project Approvals or action by the City. If the terms of the proposed settlement would constitute an amendment or modification of this Agreement or any Project Approvals, the settlement shall not become effective unless such amendment or modification is approved by City in accordance with Applicable Law, and City reserves its full legislative discretion with respect thereto. If Developer opts not to contest or defend such Litigation Challenge, City shall have no obligation to do so, but shall have the right to do so at its own expense.

Section 9.7    Revision to Project. In the event of a court order issued as a result of a successful Litigation Challenge, City shall, to the extent permitted by law or court order, in good faith seek to comply with the court order in such a manner as will maintain the integrity of the Project Approvals and avoid or minimize to the greatest extent possible (i) any impact to the development of the Project as provided for in, and contemplated by, the Project Approvals, or (ii) any conflict with the Project Approvals or frustration of the intent or purpose of the Project Approvals.

Section 9.8    State, Federal or Case Law. Where any state, federal or case law allows City to exercise any discretion or take any act with respect to that law, City shall, in an expeditious and timely manner, at the earliest possible time, (i) exercise its discretion in such a way as to be consistent with, and carry out the terms of, this Agreement, and (ii) take such other actions as may be necessary to carry out in good faith the terms of this Agreement.

Section 9.9    Defense of Agreement. City, at Developers' expense, shall take all actions that are necessary or advisable to uphold the validity and enforceability of this Agreement. If this Agreement is adjudicated or determined to be invalid or unenforceable, City agrees, subject to all legal requirements, to consider modifications to this Agreement to render it valid and enforceable to the extent permitted by Applicable Law. In the event of a Litigation Challenge or filing of a referendum challenging the Project Approvals or this Agreement that is required by law to be placed on a ballot, Developer may terminate this Agreement, effective immediately upon giving notice of intent to terminate, and abandon the Project and, following such termination, Developer shall have no further obligation to pay for the costs of defense of this Agreement other than incurred by the City prior to the date of the notice of intent to terminate and thereafter incurred in seeking to have any such Litigation Challenge dismissed as moot.



## ARTICLE 10 TRANSFER AND ASSIGNMENT

### Section 10.1 Transfers and Assignments.

A. Developer shall have the right to sell, assign, transfer, or otherwise convey all of its right, title and interest in and to all or any portion of the Property without the consent of City; provided, however, in no event, subject to the exceptions identified in subsection 10.1 B. below, shall the rights, duties and obligations conferred or imposed upon Developer pursuant to this Agreement be at any time so transferred (“**Transfer**”) except through a transfer of the Property or applicable portion thereof, and no such Transfer of Developer’s rights, duties and obligations under this Agreement shall be made prior to substantial completion of the Project or completed portion of the Project to be conveyed, without the prior written consent of City Manager, which consent City Manager shall not unreasonably withhold, condition or delay. In the event of a transfer of a portion of the Property, the applicable Developer shall have the right to request that the City Manager reasonably consent to a Transfer of its rights, duties and obligations under this Agreement that are applicable to the transferred portion of the Property, and retain all rights, duties and obligations applicable to the portions of the Property that Developer will retain. Upon Developer’s request, City, at Developer’s expense, shall cooperate with Developer and any proposed transferee to allocate rights, duties and obligations under this Agreement and the Project Approvals between the transferred Property and the retained Property pursuant to an assignment and assumption agreement (“**Assignment and Assumption Agreement**”) substantially in the form attached hereto as Exhibit J.

B. Consent shall not be required for (i) Transfers to Developer’s Affiliates, (ii) pledges of any interest in the Property or Developer to institutional lenders, investors, or financing parties, or their successors or assigns, (iii) financing transactions, such as sale-leaseback or grant of a mortgage or deed of trust, for purposes of financing acquisition or development of the Project; or any foreclosure thereof or deed-in-lieu with respect thereto; (iv) any change, directly or indirectly, of the equity or ownership interests of Developer or any Transferee which individually or cumulatively with prior changes does not result in a change in Control of Developer or Transferee; (v) Transfers to SRI or an SRI Affiliate following issuance of a Notice of Default by City to Developer and Developer’s failure to cure in accordance with Article 11; (vi) any transfer of land or improvements to City or City’s designee or to non-profits approved by City in satisfaction of obligations under this Agreement or the Approvals; or (vii) any leases, subleases, licenses, easements, or other occupancy agreements, with the exception of long-term ground leases (collectively, “**Pre-Approved Transfers**”). Notwithstanding the foregoing, if any Pre-Approved Transfers include the transfer of rights and obligations under this Agreement and results in the transferee having a legal or equitable interest in the Property or a portion thereof, then Developer and the transferee shall enter into an Assignment and Assumption Agreement, substantially in the form attached hereto as Exhibit J, provide a copy of such agreement to City, and such transaction shall be treated as a “Transfer” under this Agreement and the transferee with respect thereto be a treated as a “Transferee” and the transferor as a “Transferor.” With respect to clause (iv) above, if Developer or a Transferee, or any constituent entity of Developer or a Transferee, is a publicly traded company, then a sale or transfer of shares in such company shall not be deemed a change in Control of Developer or such Transferee.

C. For purposes of this Article 10, (A) “**Affiliate**” means any corporation, limited liability company, partnership or other entity which is directly or indirectly Controlling of, Controlled by, or is under Common Control with Developer; (B) “**Control**”, “**Controlling**”, “**Controlled**”, and “**Common Control**” means the possession, directly or indirectly, of the power to direct or cause the direction of the day-to-day management and activities of the specified entity (provided, the possession of so-called major decision consent rights shall not, in and of itself, be deemed to constitute Control); and (C) the party to whom the Property or any portion thereof is Transferred along with Developer’s interest, rights, and obligations under this Agreement applicable to the Property transferred is a “**Transferee**” and the party who makes such Transfer is a “**Transferor**.”

D. Excepting any Pre-Approved Transfers, Developer shall notify City of any proposed Transfer under this Agreement, including any Transfer by SRI or an SRI Affiliate to any third party subsequent to a Pre-Approved Transfer pursuant to subsection 10.1 B (v), at least forty-five (45) days prior to completing any Transfer; provided, however that if Applicable Laws regarding publicly traded companies, prohibit such advance notice, then Developer shall not be obligated to include in such notice any information that could reasonably be expected to violate such Applicable Laws. City shall approve or disapprove the requested Transfer with respect to any portion of the Property within thirty (30) days after receipt of a written request for approval from Developer, together with such financial information and other documentation that City determines is reasonably necessary to evaluate the proposed transaction and the proposed assignee’s experience, reputation, qualifications and ability to develop and construct the Project in accordance with the terms and conditions of the Project Approvals. City shall not unreasonably withhold, condition or delay its approval of a proposed Transfer to a proposed transferee who has (i) at least ten (10) years’ experience in the development, ownership, operation and management of similar-size or larger developments of the type to be undertaken on the subject property without any record of material violations of Applicable Laws, and (ii) the financial resources and wherewithal to develop and effectively manage the Project or pertinent component of the Project. The approved assignee shall be required to assume Developer’s rights and obligations under this Agreement with respect to the transferred portion of the Property pursuant to an Assignment and Assumption Agreement, substantially in the form attached hereto as Exhibit J. No later than ten (10) business days after the date the assignment becomes effective, Developer shall deliver to City a conformed copy of the fully executed and recorded assignment and assumption agreement

Section 10.2 Release upon Transfer; No Cross-Defaults. Upon the Transfer of all or any of Developer’s rights and interests under this Agreement pursuant to this Article 10, Developer shall automatically be released from its obligations and liabilities under this Agreement with respect to that portion of the Property transferred, and any subsequent default or breach with respect to the transferred rights and/or obligations shall not constitute a default or breach with respect to the retained rights and/or obligations under this Agreement, provided that (i) Developer has provided to City written Notice of such Transfer, and (ii) the Transferee executes and delivers to City an Assignment and Assumption Agreement, substantially in the form attached hereto as Exhibit J, in accordance with Section 10.1. Upon any Transfer of any portion of the Property and the express assumption of Developer’s obligations under this Agreement by such Transferee, City agrees to look solely to the Transferee for compliance by such Transferee with the provisions of this Agreement as such provisions relate to the portion of the Property acquired by such Transferee. Except as otherwise provided in this Agreement, a default by any Transferee shall only affect that

portion of the Property owned by such Transferee and shall not cancel or diminish in any way Developer's rights hereunder with respect to any portion of the Property not owned by such Transferee. The Transferor and the Transferee shall each be solely responsible for the reporting and annual review requirements relating to the portion of the Property owned by such transferor/transferee, and any amendment to this Agreement between City and a Transferor or a Transferee shall only affect the portion of the Property owned by such Transferor or Transferee. Failure to deliver a written Assignment and Assumption Agreement hereunder shall not affect the running of any covenants herein with the land, as provided in Section 12.4 below, nor shall such failure negate, modify or otherwise affect the liability of any Transferee pursuant to the provisions of this Agreement.

## **ARTICLE 11 DEFAULT; REMEDIES; TERMINATION**

Section 11.1 Breach and Default. Subject to extensions of time under Section 2.2C or by mutual consent in writing, and subject to a Mortgagee's right to cure under Section 7.3, failure of a representation and warranty by either Party as provided by Section 2.3 and Section 2.4, or failure by a Party to perform any material action or covenant required by this Agreement (not including any failure by Developer to perform any term or provision of any other Project Approval) within thirty (30) days following receipt of written Notice from the other Party specifying the failure shall constitute a **"Default"** under this Agreement; provided, however, that if the failure to perform cannot be reasonably cured within such thirty (30) day period, a Party shall be allowed additional time as is reasonably necessary to cure the failure so long as such Party commences to cure the failure within the thirty (30) day period and thereafter diligently prosecutes the cure to completion. The failure to pay any sum that is due and payable shall not be subject to the additional time to cure the Default, and shall only be subject to a thirty (30) day cure period. Any Notice of Default given hereunder shall specify in detail the nature of the failures in performance that the noticing Party claims constitutes the Default, all facts constituting evidence of such failure, and the manner in which such failure may be satisfactorily cured in accordance with the terms and conditions of this Agreement. During the time periods herein specified for cure of a failure of performance, the Party charged therewith shall not be considered to be in Default for purposes of (a) termination of this Agreement, (b) institution of legal proceedings with respect thereto, or (c) issuance of any approval with respect to the Project. The waiver by either Party of any Default under this Agreement shall not operate as a waiver of any subsequent breach of the same or any other provision of this Agreement.

Section 11.2 Termination. In the event of a Default by a Party, the non-defaulting Party shall have the right to institute legal proceedings pursuant to Section 11.3 and/or terminate this Agreement effective immediately upon giving notice of intent to terminate. Termination of this Agreement shall be subject to the provisions of Section 11.7 hereof. In the event that this Agreement is terminated pursuant to Article 6, Section 9.9, or Section 11.2 and the validity of such termination is challenged in a legal proceeding that results in a final decision that such termination was improper, then this Agreement shall immediately be reinstated as though it had never been terminated.

Section 11.3 Legal Actions.

A. Institution of Legal Actions. In addition to any other rights or remedies, a Party may institute legal action to cure, correct or remedy any Default, to enforce any covenants or agreements herein, to enjoin any threatened or attempted violation thereof, or to obtain any other remedies consistent with the terms of this Agreement.

B. Acceptance of Service of Process. In the event that any legal action is commenced by Developer against City, service of process on City shall be made by personal service upon the City Clerk of City or in such other manner as may be provided by law. In the event that any legal action is commenced by City against Developer, service of process on Developer shall be made by personal service upon Developer's registered agent for service of process, or in such other manner as may be provided by law.

Section 11.4 Rights and Remedies Are Cumulative. The rights and remedies of the Parties are cumulative, and the exercise by a Party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same Default or any other Default by the other Party, except as otherwise expressly provided herein.

Section 11.5 No Damages. In no event shall a Party, or its boards, commissions, officers, agents or employees, be liable in damages for any Default under this Agreement, it being expressly understood and agreed that the sole legal remedy available to a Party for a breach or violation of this Agreement by the other Party shall be an action in mandamus, specific performance or other injunctive or declaratory relief to enforce the provisions of this Agreement by the other Party, or to terminate this Agreement. This limitation on damages shall not preclude actions by a Party to enforce payments of monies or the performance of obligations requiring an obligation of money from the other Party under the terms of this Agreement, including, but not limited to, obligations to pay attorneys' fees and obligations to advance monies or reimburse monies. In connection with the foregoing provisions, each Party acknowledges, warrants and represents that it has been fully informed with respect to, and represented by counsel of such Party's choice in connection with, the rights and remedies of such Party hereunder and the waivers herein contained, and after such advice and consultation has presently and actually intended, with full knowledge of such Party's rights and remedies otherwise available at law or in equity, to waive and relinquish such rights and remedies to the extent specified herein, and to rely to the extent herein specified solely on the remedies provided for herein with respect to any breach of this Agreement by the other Party.

Section 11.6 Resolution of Disputes. With regard to any dispute involving the Project, the resolution of which is not provided for by this Agreement or Applicable Law, a Party shall, at the request of the other Party, meet with designated representatives of the requesting Party promptly following its request. The Parties to any such meetings shall attempt in good faith to resolve any such disputes. Nothing in this Section 11.6 shall in any way be interpreted as requiring that Developer and City reach agreement with regard to those matters being addressed, nor shall the outcome of these meetings be binding in any way on City or Developer unless expressly agreed to in writing by the Parties to such meetings.

Section 11.7 Surviving Provisions. In the event this Agreement expires or is terminated, neither Party shall have any further rights or obligations hereunder, except for those obligations of Developer set forth in Section 4.5 (Prevailing Wage Requirements), Section 9.6 (Cooperation in

the Event of Legal Challenge) or expressly set forth herein as surviving the expiration or termination of this Agreement. The termination or expiration of this Agreement shall not affect the validity of the Project Approvals (other than this Agreement).

Section 11.8 Effects of Litigation. In the event litigation is timely instituted, and a final judgment is obtained, which invalidates in its entirety this Agreement, neither Party shall have any obligations whatsoever under this Agreement, except for those obligations which by their terms survive termination hereof.

Section 11.9 California Claims Act. Compliance with the procedures set forth in this Article 11 shall be deemed full compliance with the requirements of the California Claims Act (Government Code Section 900 *et seq.*) including, but not limited to, the notice of an event of default hereunder constituting full compliance with the requirements of Government Code Section 910.

## **ARTICLE 12 MISCELLANEOUS PROVISIONS**

Section 12.1 Incorporation of Recitals, Exhibits and Introductory Paragraph. The Recitals contained in this Agreement, the introductory paragraph preceding the Recitals and the Exhibits attached hereto are hereby incorporated into this Agreement as if fully set forth herein.

Section 12.2 Severability. If any term or provision of this Agreement, or the application of any term or provision of this Agreement to a particular situation, is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining terms and provisions of this Agreement, or the application of this Agreement to other situations, shall continue in full force and effect unless amended or modified by mutual consent of the Parties.

Section 12.3 Construction. Each reference herein to this Agreement or any of the Existing Approvals or Subsequent Project Approvals shall be deemed to refer to the Agreement, Existing Approval or Subsequent Project Approval as it may be amended from time to time, whether or not the particular reference refers to such possible amendment. Section headings in this Agreement are for convenience only and are not intended to be used in interpreting or construing the terms, covenants or conditions of this Agreement. This Agreement has been reviewed and revised by legal counsel for City and Developer, and no presumption or rule that ambiguities shall be construed against the drafting party shall apply to the interpretation or enforcement of this Agreement. Unless the context clearly requires otherwise, (i) the plural and singular numbers shall each be deemed to include the other; (ii) the masculine, feminine, and neuter genders shall each be deemed to include the others; (iii) “shall,” “will,” or “agrees” are mandatory, and “may” is permissive; (iv) “or” is not exclusive; (v) “include,” “includes” and “including” are not limiting and shall be construed as if followed by the words “without limitation,” and (vi) “days” means calendar days unless specifically provided otherwise.

Section 12.4 Covenants Running with the Land. Except as otherwise more specifically provided in this Agreement, this Agreement and all of its provisions, rights, powers, standards, terms, covenants and obligations, shall be binding upon the Parties and their respective successors (by merger, consolidation, or otherwise) and assigns, and all other persons or entities acquiring the

Property, or any interest therein or portion thereof, and shall inure to the benefit of the Parties and their respective successors and assigns, as provided in Government Code Section 65868.5.

Section 12.5 Notices. Any notice or communication required hereunder between City and Developer (“**Notice**”) must be in writing, and may be given either personally, by registered or certified mail (return receipt requested), or by Federal Express or other similar courier promising overnight delivery. If personally delivered, a Notice shall be deemed to have been given when delivered to the party to whom it is addressed. If given by registered or certified mail, such Notice shall be deemed to have been given and received on the first to occur of (i) actual receipt by any of the addressees designated below as the Party to whom Notices are to be sent, or (ii) five (5) days after a registered or certified letter containing such Notice, properly addressed, with postage prepaid, is deposited in the United States mail. If given by Federal Express or similar courier, a Notice shall be deemed to have been given and received on the date delivered as shown on a receipt issued by the courier. Any Party hereto may at any time, by giving ten (10) days written Notice to the other Party hereto, designate any other address in substitution of the address to which such Notice shall be given. Such Notices shall be given to the Parties at their respective addresses set forth below:

To City: City of Menlo Park  
Community Development  
701 Laurel Street  
Menlo Park, CA 94025  
Attn: Community Development Director

With a copy to: Burke, Williams & Sorensen, LLP  
181 Third Street  
Suite 200  
San Rafael, CA 94901-6587  
Attn: Nira Doherty

To Developer: LPGS Menlo, LLC  
644 Menlo Avenue, 2<sup>nd</sup> Floor  
Menlo Park, CA 94025  
Attn: Mark Murray

With a copy to: Coblentz Patch Duffy & Bass LLP  
One Montgomery Street, Suite 3000  
San Francisco, CA 94104  
Attn: Frank Petrilli

Section 12.6 Counterparts and Exhibits; Entire Agreement. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original. This Agreement, together with the Project Approvals and attached Exhibits, constitutes the final and exclusive understanding and agreement of the Parties and supersedes all negotiations or previous agreements of the Parties with respect to all or any part of the subject matter hereof.

Section 12.7 Recordation of Agreement. Pursuant to California Government Code Section 65868.5, no later than ten (10) days after the Effective Date, the City Clerk shall record an executed copy of this Agreement in the Official Records. Thereafter, if this Agreement is terminated, modified or amended, the City Clerk shall record notice of such action in the Official Records.

Section 12.8 No Joint Venture or Partnership. It is specifically understood and agreed to by and between the Parties hereto that: (i) the subject development is a private development; (ii) City has no interest or responsibilities for, or duty to, third parties concerning any public improvements until such time, and only until such time, that City accepts the same pursuant to the provisions of this Agreement or in connection with the various Existing Approvals or Subsequent Project Approvals; (iii) Developer shall have full power over and exclusive control of the Project herein described, subject only to the limitations and obligations of Developer under this Agreement, Existing Approvals, Subsequent Project Approvals, and Applicable Law; and (iv) City and Developer hereby renounce the existence of any form of agency relationship, joint venture or partnership between City and Developer and agree that nothing contained herein or in any document executed in connection herewith shall be construed as creating any such relationship between City and Developer.

Section 12.9 Waivers. Notwithstanding any other provision in this Agreement, any failures or delays by any Party in asserting any of its rights and remedies under this Agreement shall not operate as a waiver of any such rights or remedies, or deprive any such Party of its right to institute and maintain any actions or proceedings which it may deem necessary to protect, assert or enforce any such rights or remedies. A Party may specifically and expressly waive in writing any condition or breach of this Agreement by the other Party, but no such waiver shall constitute a further or continuing waiver of any preceding or succeeding breach of the same or any other provision. Consent by one Party to any act by the other Party shall not be deemed to imply consent or waiver of the necessity of obtaining such consent for the same or similar acts in the future.

Section 12.10 California Law; Venue. This Agreement shall be construed and enforced in accordance with the laws of the State of California, without reference to choice of law provisions. The exclusive venue for any disputes or legal actions shall be the Superior Court of California in and for the County of San Mateo, except for actions that include claims in which the Federal District Court for the Northern District of the State of California has original jurisdiction, in which case the Northern District of the State of California shall be the proper venue.

Section 12.11 City Approvals and Actions. Whenever reference is made herein to an action or approval to be undertaken by City, the City Manager or his or her designee is authorized to act on behalf of City, unless specifically provided otherwise or the context requires otherwise. The foregoing notwithstanding, the City Manager may, in the exercise of his or her discretion, delegate such authority to act and approve or seek the consent or approval of the City Council with respect to such action or approval.

Section 12.12 Estoppel Certificates. A Party may, at any time during the Term of this Agreement, and from time to time, deliver written Notice to the other Party requesting such Party to certify in writing that, to the knowledge of the certifying Party, (i) this Agreement is in full force and effect and a binding obligation of the Parties; (ii) this Agreement has not been amended or

modified either orally or in writing, or if amended, identifying the amendments; (iii) the requesting Party is not in default in the performance of its obligations under this Agreement, or if in default, to describe therein the nature and amount of any such defaults; and (iv) any other information reasonably requested. The requesting Party shall be responsible for all reasonable costs incurred by the Party from whom such certification is requested and shall reimburse such costs within thirty (30) days of receiving the certifying Party's request for reimbursement. The Party receiving a request hereunder shall execute and return such certificate, or give a written, detailed response explaining why it will not do so, within twenty (20) days following the receipt thereof. The failure of either Party to provide the requested certificate within such twenty (20) day period shall constitute a confirmation that this Agreement is in full force and effect and no modification or default exists. The City Manager shall have the right to execute any certificate requested by Developer hereunder. City acknowledges that a certificate hereunder may be relied upon by transferees and Mortgagees.

Section 12.13 No Third-Party Beneficiaries. City and Developer hereby renounce the existence of any third-party beneficiary to this Agreement and agree that nothing contained herein shall be construed as giving any other person or entity third party beneficiary status.

Section 12.14 Signatures. The individuals executing this Agreement represent and warrant that they have the right, power, legal capacity, and authority to enter into and to execute this Agreement on behalf of the respective legal entities of Developer and City and that all necessary board of directors', shareholders', partners', city councils' or other approvals have been obtained.

Section 12.15 Further Actions and Instruments. Each Party to this Agreement shall cooperate with and provide reasonable assistance to the other Party and take all actions necessary to ensure that the Parties receive the benefits of this Agreement, subject to satisfaction of the conditions of this Development Agreement. Upon the request of any Party, the other Party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement.

Section 12.16 Limitation on Liability. In no event shall: (a) any partner, officer, director, member, shareholder, employee, affiliate, manager, representative, or agent of Developer or any general partner of Developer or its general partners be personally liable for any breach of this Agreement by Developer, or for any amount which may become due to City under the terms of this Agreement; or (b) any member, officer, agent or employee of City be personally liable for any breach of this Agreement by City or for any amount which may become due to Developer under the terms of this Agreement.

Section 12.17 Indemnification and Hold Harmless. Developer shall indemnify, defend (with counsel reasonably acceptable to City), and hold harmless City and its elected and appointed officials, boards, commissions, officers, employees, contractors, agents, and representatives (individually, a "**City Party**" and, collectively, "**City Parties**") from and against any and all third party Claims, including Claims for any bodily injury, death, or property damage, arising during the Term, directly or indirectly from the development, construction, or operation of the Project and, if applicable, from failure to comply with the terms of this Agreement, and/or from any other



acts, omissions, negligence, or willful misconduct of Developer or any of Developer's employees, partners, members, shareholders, contractors, subcontractors, agents, or representatives (individually a "**Developer Party**" and collectively, "**Developer Parties**") under this Agreement; provided that (i) Developer's indemnity and hold harmless obligations in this Section 12.17 shall also include reasonable first party attorneys' fees and costs that may be incurred by City Parties in the defense of any third party Claims, and (ii) Developer's obligations in this Section 12.17 to indemnify and hold harmless the City Parties (but not Developer's duty to defend the City Parties) shall be limited (and shall not apply) to the extent such Claims are found to arise from the gross negligence or willful misconduct of a City Party. This Section 12.17 includes all present and future Claims arising out of or in any way connected with a Developer Parties' obligation to comply with the requirements of the Prevailing Wage Laws in accordance with Section 4.5 of this Agreement. Developer's obligations under this Section 12.17 with respect to any third party Claims accruing during the Term of this Agreement shall survive expiration or earlier termination of this Agreement.

*[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]*

IN WITNESS WHEREOF, this Agreement has been entered into by and between Developer and City as of the day and year first above written.

**CITY:**

CITY OF MENLO PARK, a California  
municipal corporation

By: \_\_\_\_\_  
Justin I. C. Murphy, City Manager  
*[signature must be notarized]*

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Nira F. Doherty, City Attorney

ATTEST:

By: \_\_\_\_\_  
Judi A. Herren, City Clerk

**DEVELOPER:**

LPGS MENLO, LLC, a Delaware limited  
liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
*[signature must be notarized]*

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
*[signature must be notarized]*

## ACKNOWLEDGMENTS

State of California )  
 ) ss  
County of \_\_\_\_\_ )

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(Name of Notary)

notary public, personally appeared \_\_\_\_\_  
 who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
 subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
 in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
 person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

(Notary Signature)

\* \* \* \* \*

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California )  
 ) ss  
County of \_\_\_\_\_ )

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(Name of Notary)

notary public, personally appeared \_\_\_\_\_  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same

in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

---

(Notary Signature)

## ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California                    )  
  ) ss  
County of \_\_\_\_\_ )

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(Name of Notary)

notary public, personally appeared \_\_\_\_\_  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

\_\_\_\_\_  
(Notary Signature)

**EXHIBIT A**

**SITE MAP DEPICTING PROPERTY, SRI PROPERTY, BUILDINGS P, S & T  
PROPERTY, AND CHURCH PROPERTY**

**(SEE ATTACHED)**

**EXHIBIT B**

**LEGAL DESCRIPTION OF PROPERTY**

**(SEE ATTACHED)**

**EXHIBIT C**

**CONSENT OF SRI INTERNATIONAL, A 501(C)(3)  
NONPROFIT SCIENTIFIC RESEARCH INSTITUTE**



**EXHIBIT D**

**CONSENT OF FIRST CHURCH OF CHRIST, SCIENTIST, MENLO PARK,  
CALIFORNIA, A CALIFORNIA NON-PROFIT CORPORATION**

**EXHIBIT E**  
**LIST OF IMPACT FEES**  
**(SEE ATTACHED)**

**EXHIBIT F**  
**PARKLINE PHASING PLAN**  
**(SEE ATTACHED)**

**EXHIBIT G**

**PROJECT SITE PLAN – FULL BUILDOUT**

**(SEE ATTACHED)**

**EXHIBIT H**  
**QUIMBY ACT FEES & CREDITS**  
**(SEE ATTACHED)**

**EXHIBIT I**

**CONCEPTUAL OPEN SPACE PLAN – PHASE 1**

**(SEE ATTACHED)**

**EXHIBIT J**

**FORM OF ASSIGNMENT AND ASSUMPTION AGREEMENT**

**(SEE ATTACHED)**

**EXHIBIT K**

**FORM OF PRIVATELY OWNED PUBLICLY ACCESSIBLE EASEMENT  
AGREEMENT**

**(SEE ATTACHED)**

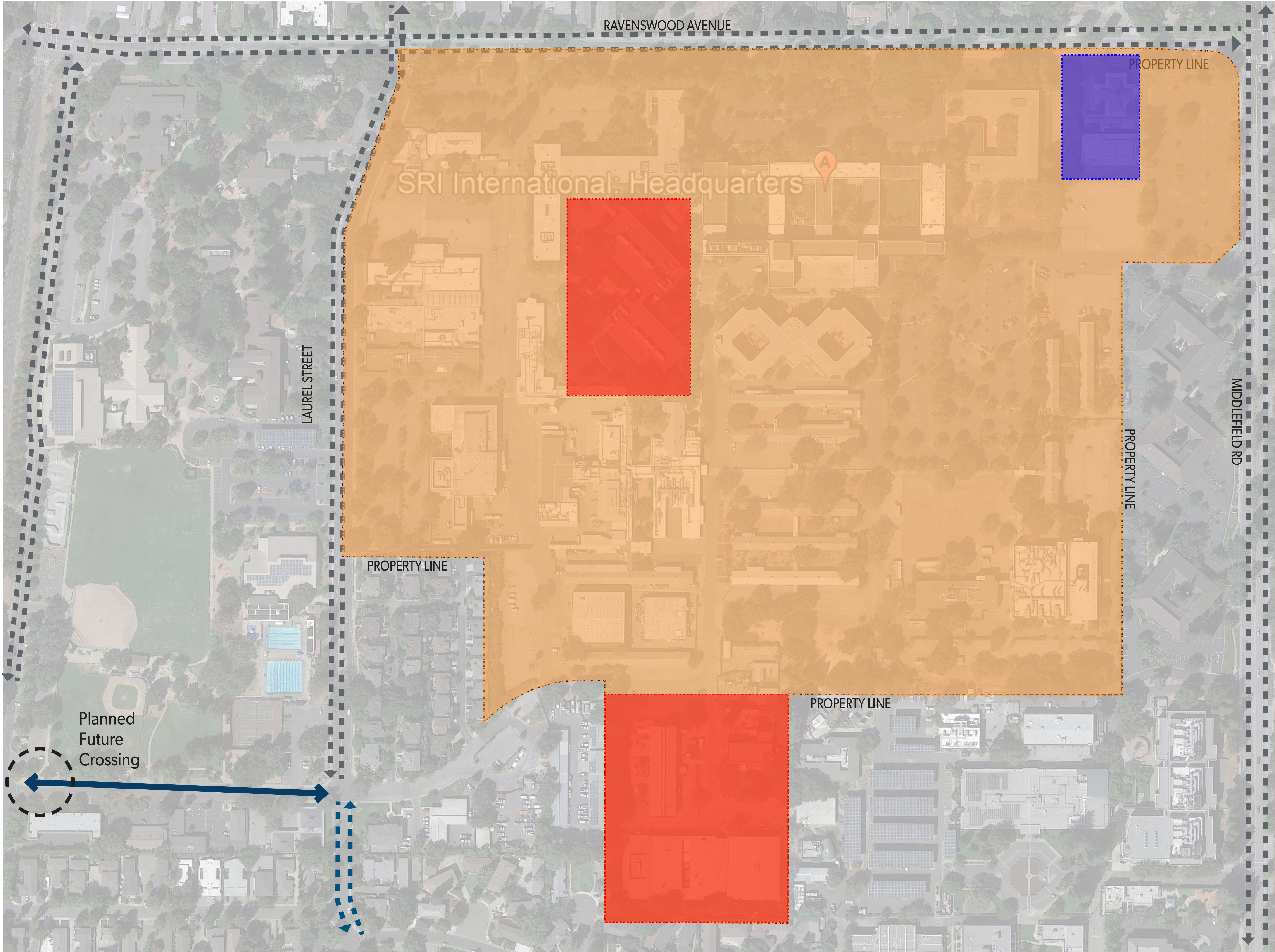





**EXHIBIT L**

**FORM OF PILOT (PAYMENT IN LIEU OF TAXES) AGREEMENT**

**(SEE ATTACHED)**





- LEGEND**
-  PARKLINE
  -  SRI RETAINED LAND
  -  CHURCH OF CHRIST THE SCIENTIST (201 RAVENSWOOD)



**EXHIBIT "B"**  
**LEGAL DESCRIPTION OF PROPERTY**

ALL THAT CERTAIN REAL PROPERTY SITUATE IN THE CITY OF MENLO PARK, COUNTY OF SAN MATEO, STATE OF CALIFORNIA, BEING ALL OF LOTS 2 AND 3 AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON JULY 3, 1979 IN BOOK 47 OF MAPS AT PAGES 29 THROUGH 31, SAN MATEO COUNTY RECORDS, ALL OF PARCELS A AND C, AND A PORTION OF PARCEL B AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON NOVEMBER 12, 1980 IN BOOK 50 OF MAPS AT PAGES 53 THROUGH 55, SAN MATEO COUNTY RECORDS, AND ALL OF THE LAND DESCRIBED IN THAT CERTAIN QUITCLAIM DEED RECORDED ON MAY 13, 1957 IN VOLUME 3217, PAGE 650 OF OFFICIAL RECORDS, SAN MATEO COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE NORTHERLY CORNER OF SAID LOT 2;

THENCE ALONG THE NORTHEASTERLY LINES OF SAID LOT 2, SAID LINES ALSO BEING ON THE SOUTHWESTERLY RIGHT OF WAY LINE OF MIDDLEFIELD ROAD AS SHOWN ON SAID PARCEL MAP (BOOK 47 OF MAPS AT PAGES 29 THROUGH 31) THE FOLLOWING TWO (2) COURSES AND DISTANCES:

1. SOUTH 87° 26' 05" EAST, 77.73 FEET;
2. SOUTH 58° 15' 42" EAST, 352.93 FEET;

THENCE LEAVING SAID SOUTHWESTERLY RIGHT OF WAY LINE, CONTINUING ALONG THE NORTHEASTERLY LINES OF SAID LOT 2 AND THE NORTHEASTERLY AND SOUTHEASTERLY LINES OF SAID PARCEL B, THE FOLLOWING THIRTEEN (13) COURSES AND DISTANCES:

1. SOUTH 04° 05' 50" EAST, 66.13 FEET;
2. SOUTH 31° 45' 00" WEST, 213.14 FEET;
3. SOUTH 58° 15' 49" EAST, 992.57 FEET;
4. SOUTH 31° 44' 22" WEST, 768.86 FEET;
5. SOUTH 58° 15' 00" EAST, 530.00 FEET;
6. SOUTH 31° 45' 00" WEST, 407.88 FEET;
7. NORTH 58° 15' 00" WEST, 139.72 FEET;
8. SOUTH 31° 45' 00" WEST, 0.66 FEET;
9. NORTH 58° 15' 00" WEST, 420.20 FEET;
10. SOUTH 31° 44' 22" WEST, 63.43 FEET;
11. ALONG THE ARC OF A 300.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 45° 25' 33", AN ARC DISTANCE OF 237.85 FEET TO A NON-TANGENT LINE;
12. NORTH 58° 15' 00" WEST, 372.83 FEET;
13. SOUTH 31° 45' 00" WEST, 322.82 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF SAID PARCEL B, SAID LINE ALSO BEING THE NORTHEASTERLY RIGHT OF WAY LINE OF LAUREL STREET AS SHOWN ON SAID PARCEL MAP (BOOK 50 OF MAPS AT PAGES 53 THROUGH 55);

THENCE CONTINUING ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE THE FOLLOWING SIX (6) COURSES AND DISTANCES:

1. NORTH 58° 14' 45" WEST, 652.22 FEET;
2. ALONG THE ARC OF A 470.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 22° 35' 12", AN ARC DISTANCE OF 185.28 FEET;

3. NORTH 35° 39' 33" WEST, 166.44 FEET;
4. ALONG THE ARC OF A 330.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 23° 08' 07", AN ARC DISTANCE OF 133.25 FEET;
5. NORTH 58° 47' 40" WEST, 2.34 FEET;
6. ALONG THE ARC OF A 20.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 90° 00' 50", AN ARC DISTANCE OF 31.42 FEET TO A POINT ON THE NORTHWESTERLY LINE OF SAID PARCEL A, SAID POINT ALSO BEING ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF RAVENSWOOD AVENUE AS SHOWN ON SAID PARCEL MAP (BOOK 50 OF MAPS AT PAGES 53 THROUGH 55);

THENCE CONTINUING ALONG SAID SOUTHEASTERLY RIGHT OF WAY LINE THE FOLLOWING THREE (3) COURSES AND DISTANCES:

1. NORTH 31° 13' 10" EAST, 1689.10 FEET;
2. NORTH 35° 43' 25" EAST, 144.36 FEET;
3. ALONG THE ARC OF A 112.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 14° 28' 32", AN ARC DISTANCE OF 28.30 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 64.2286 ACRES, MORE OR LESS.

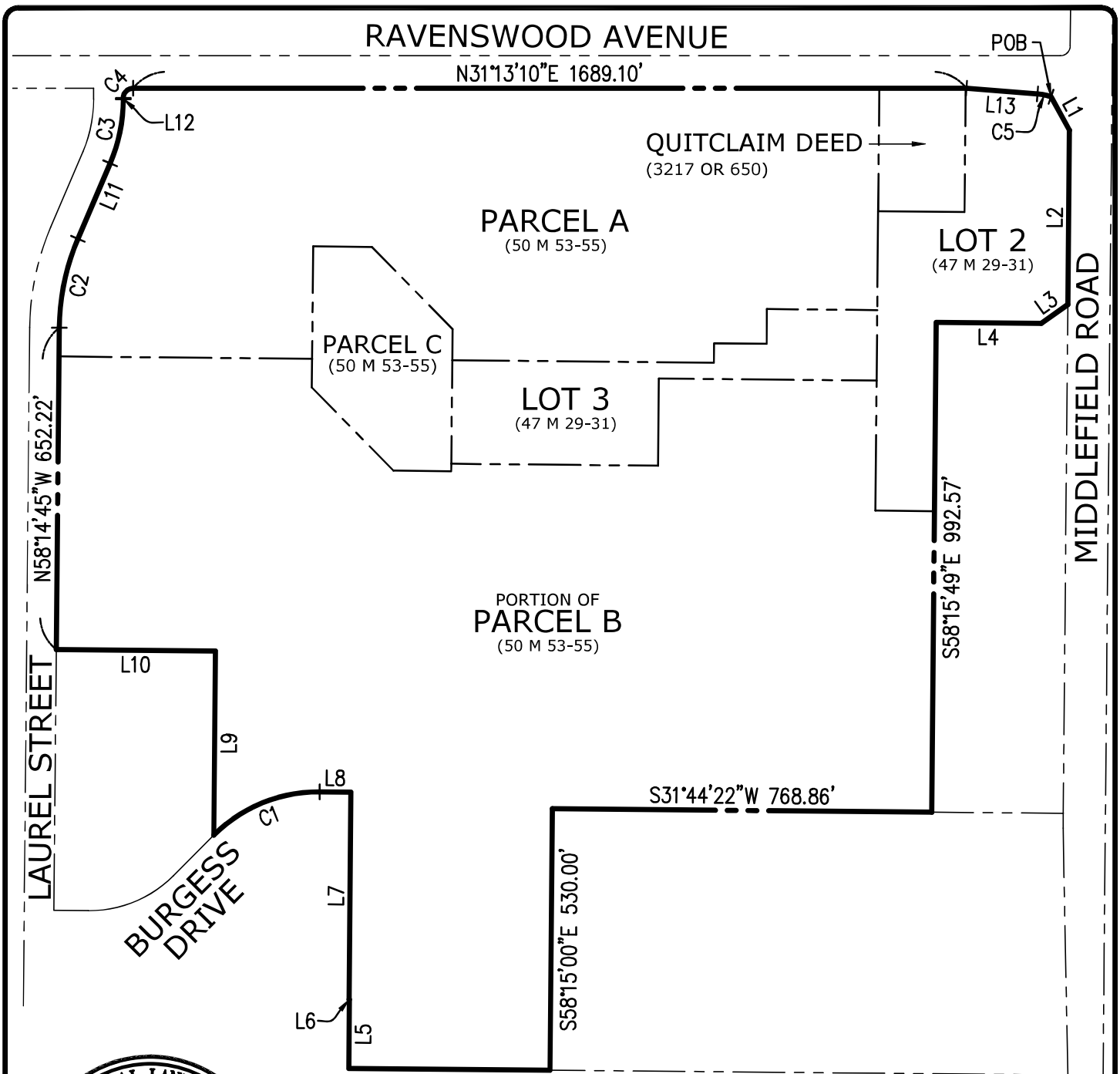
AS SHOWN ON SITE MAP ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

**LEGAL DESCRIPTION PREPARED BY KIER & WRIGHT CIVIL ENGINEERS AND SURVEYORS, INC.**

  
KELLY S. JOHNSON, LS 9126

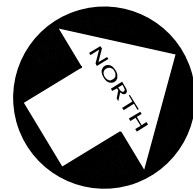


8/12/2025  
DATE



### LEGEND

- BOUNDARY OF SUBJECT PROPERTY
- - - LOT LINES
- - - OTHER LINES OF POSSESSION
- M MAP
- POB POINT OF BEGINNING



0 150' 300' 600'

Scale 1" = 300 ft



**KIER+WRIGHT**

3350 Scott Boulevard, Building 22 Phone: (408) 727-6665  
Santa Clara, California 95054 www.kierwright.com

### SITE MAP

MENLO PARK,

CALIFORNIA

DATE	AUG., 2025
SCALE	1" = 300'
BY	EK
JOB NO.	A20152-1
PAGE	3 OF 4

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	S87°26'05"E	77.73'
L2	S58°15'42"E	352.93'
L3	S4°05'50"E	66.13'
L4	S31°45'00"W	213.14'
L5	N58°15'00"W	139.72'
L6	S31°45'00"W	0.66'
L7	N58°15'00"W	420.20'
L8	S31°44'22"W	63.43'
L9	N58°15'00"W	372.83'
L10	S31°45'00"W	322.82'
L11	S35°39'33"E	166.44'
L12	N58°47'40"W	2.34'
L13	N35°43'25"E	144.36'

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C1	300.00'	45°25'33"	237.85'
C2	470.00'	22°35'12"	185.28'
C3	330.00'	23°08'07"	133.25'
C4	20.00'	90°00'50"	31.42'
C5	112.00'	14°28'32"	28.30'



**KIER+WRIGHT**

3350 Scott Boulevard, Building 22 Phone: (408) 727-6665  
 Santa Clara, California 95054 www.kierwright.com

Z:\2020\A20152-1\DWG\SURVEY\PLATS\A20152-1-PD-PLANNING.dwg 8-12-25 04:18:51 PM ekamikawa

**SITE MAP**

**MENLO PARK,**

**CALIFORNIA**

DATE	AUG., 2025
SCALE	NO SCALE
BY	EK
JOB NO.	A20152-1
PAGE	4 OF 4

## EXHIBIT C

### CONSENT OF SRI INTERNATIONAL

This Consent of SRI International (“**Consent**”) is dated for reference purposes as of \_\_\_\_\_, 2025. SRI INTERNATIONAL, a California nonprofit public benefit corporation (“**SRI**”), has reviewed the terms and conditions of that certain Development Agreement dated as of \_\_\_\_\_, 2025, by and between LPGS MENLO, LLC, a Delaware limited liability company, and the City of Menlo Park, a California municipal corporation (the “**Development Agreement**”). The undersigned hereby confirm that the execution and delivery of this Consent has been duly authorized by SRI and that SRI hereby consents to the terms and conditions of the Development Agreement and the recordation of the Development Agreement against the property owned by SRI, as depicted on Exhibit A and more particularly described within the legal description attached as Exhibit B to the Development Agreement.

**SRI:**

SRI INTERNATIONAL,  
a California nonprofit public benefit  
corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
\_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
\_\_\_\_\_

## EXHIBIT D

### CONSENT OF CHURCH CHRIST SCIENTIST

This Consent of First Church of Christ, Scientist (“**Consent**”) is dated for reference purposes as of \_\_\_\_\_, 2025. First Church of Christ, Scientist, a California non-profit corporation (“**Christ Scientist Owner**”), has reviewed the terms and conditions of that certain Development Agreement dated as of \_\_\_\_\_, 2025, by and between LPGS MENLO, LLC, a Delaware limited liability company, and the City of Menlo Park, a California municipal corporation (the “**Development Agreement**”). The undersigned hereby confirm that the execution and delivery of this Consent has been duly authorized by Christ Scientist Owner and that Christ Scientist Owner hereby consents to the terms and conditions of the Development Agreement and the recordation of the Development Agreement against the property owned by Christ Scientist Owner, as depicted on Exhibit A and more particularly described within the legal description attached as Exhibit B to the Development Agreement.

#### CHRIST SCIENTIST OWNER:

First Church of Christ Scientist,  
a California non-profit corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
\_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
\_\_\_\_\_



## **EXHIBIT E**

### **LIST OF IMPACT FEES**

1. Transportation Impact Fee (Municipal Code Chapter 13.26)
2. Building Construction Street Impact Fee
3. Below Market Rate Housing Program (Municipal Code Chapter 16.96)
4. Residential Subdivision Recreation In Lieu Fees (Municipal Code Section 15.16.020)
5. Storm Drainage Connection Fee
6. Heritage Tree Replacements and In Lieu Fee (Menlo Park Municipal Code 13.24)

## EXHIBIT F

### PARKLINE PHASING PLAN

The Project proposes up to 800 units of residential housing, inclusive of 646 mixed-income units across a range of product types and a land dedication to a third-party non-profit affordable housing developer for up to 154 units, and up to a total of approximately 1,000,000 square feet (SF) of non-residential office/R&D uses, inclusive of the approximately 287,000 SF in the existing Buildings P, S, and T<sup>1</sup> which may be replaced in the future.<sup>2</sup> A copy of the Conceptual Master Plan – Full Buildout of the proposed Project is attached as Exhibit G to the Development Agreement for reference purposes.

In accordance with Section 3.7 of the Development Agreement, the Project will be subject to a “point system” which will control the way in which the non-residential components of the Project are phased in connection with the implementation of the residential components. The point system assigns points upon commencement of construction, as defined below, per residential component according to the following table (note that the two townhome components, TH 1 and TH 2, each count as only a half-point):

<b>Residential Component</b>	<b>Assigned Points at Commencement of Construction</b>
<b>R1 – 300 Multifamily Units (15% BMR)</b>	1
<b>R2 – 300 Multifamily Units (15% BMR)</b>	1
<b>TH 1 – 19 Detached Townhomes (15% BMR)</b>	.5
<b>TH 2 – 27 Attached Townhomes (15% BMR)</b>	.5
<b>R3 – 154 Affordable Multifamily Units<sup>3</sup> (100% BMR)</b>	2
• <b>77 Units (Assuming Phased Delivery)</b>	1
• <b>77 Units (Assuming Phased Delivery)</b>	1

#### Point System Implementation

The Developer currently anticipates that the residential components would be the first phase of construction (specifically the two 300-unit multifamily buildings known as R1 and R2) and would commence prior to any of the non-residential components due to current market conditions. Given practical limitations on absorption (i.e., how many households can move into new apartments at any given time, given loading area capacity and moving logistics, etc.), R1 and R2 are expected to be staggered by at least a year. However, if market conditions change, and to provide assurances

<sup>1</sup> Building P comprises approximately 183,423 SF; Building S comprises approximately 21,241 SF; Building T comprises approximately 82,066 SF.

<sup>2</sup> The Project also proposes an approximately 40,000 SF amenity building which would include a public-facing food and beverage component as well as amenity space for tenants which is not factored into this phasing exhibit because it would serve the community and also not be inducing new office/R&D workers.

<sup>3</sup> For purposes of R3, which is the land dedication to a non-profit affordable housing developer, it is assumed that the 100% affordable Residential Component of the Project could be implemented in two phases for financing reasons, with half of the units delivered as part of an initial phase and the second half of the units delivered in a later phase. Actual phasing will depend on the future financing strategy as determined by the non-profit affordable housing developer.

## EXHIBIT F

that meaningful amounts of residential units are delivered first and generally before delivery of non-residential space, the Developer is willing to commit to the following sequencing (or “metering”) for the non-residential square footage:

<b>Building Permit Issuance for Non-Residential Component</b>	<b>Required Number of Points</b>	<b>Illustrative Example</b>
<b>1-250,000 SF of New Non-Residential</b>	Requires 1 point	Building permit has been issued for R1 <u>or</u> R2.
<b>250,001-500,000 SF of New Non-Residential</b>	Requires 2 points	Building permits have been issued for R1 <u>and</u> R2.
<b>500,001-750,000 SF of New Non-Residential</b>	Requires 3 points <u>and</u> TCO <sup>4</sup> for one residential component and roof framing complete for one residential component.	R1 has achieved TCO (i.e., R1 is substantially complete and can be occupied), roof framing has been completed for R2 , <u>and</u> building permits have been issued for TH 1 and TH 2; <u>OR</u> R1 has achieved TCO (i.e., R1 is substantially complete and can be occupied) <u>and</u> building permits have been issued for R2 and at least 77 units on the 100% affordable site (R3).
<b>751,000-1,000,000 SF of New Non-Residential</b>	Requires 5 points <u>and</u> TCO for three residential components and roof framing complete for one residential component.	R1, R2 and TH-1 have achieved TCO <u>and</u> building permits have been issued for all residential components including all units on the 100% affordable site (R3) with at least 77 units complete to roof framing.

The examples generally assume a scenario in which R1 and R2 commence first, and the 100% affordable building occurs last, but that is only for illustration purposes. If all 154 units in the 100% affordable building commence first, that would unlock 2 points and enable up to 500,000 SF of non-residential buildings to break ground. For financing reasons, it is not possible to withhold occupancy for non-residential buildings pending the residential buildings hitting certain milestones, so assurances regarding completion (i.e., TCO) are instead tied to when subsequent phases of non-residential construction can begin.

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<sup>4</sup> TCO means temporary certificate of occupancy as issued by the City’s building department.

## **EXHIBIT F**

Notwithstanding the table above, in the event Developer proposes to construct all of the available non-residential square footage of 713,000 SF, with existing Buildings P, S and T remaining, then 4 points are required, along with the issuance of a TCO for one residential component and roof framing complete for one additional residential component.

### **One Time Exception for Delivery of Non-Residential Lease**

In addition, given the importance of the non-residential component to the overall financial feasibility of the Project, which will require new infrastructure, open space, community benefits, and other major investments across a 64-acre site, the Developer needs assurances that if they are able to enter into a lease with a tenant for office/R&D space who needs a certain amount of space, provided a certain condition is met, then the Developer will be able to commence construction on additional non-residential square footage by providing an executed lease to the City.

Provided the Project has achieved at least two points, which unlocks up to 500,000 SF of commercial space, if the Developer furnishes to City a copy of a fully executed lease, which may have confidential business terms redacted, demonstrating the need for more commercial square footage than it has secured the right to construct in order to accommodate the tenant's requirements, then a one-time exception will be made to allow construction of up to an additional 250,000 SF than it has secured the right to.

### **Additional Clarifications**

Developer shall be allowed to incrementally adjust the number of residential units within a residential building or parcel up to a fixed amount of 5% with the City Manager's consent. With respect to residential units, the most likely situation in which minor deviations are required is to addresses "field" constraints (i.e., deviations that are required once construction starts due to, for example, the need to adjust building footprint in order to accommodate preserving a specific tree, which cannot be fully known until after excavation begins). For purposes of this Phasing Plan, the terms "commence construction" or "commencement of construction" shall mean (i) for the multifamily buildings the issuance of a building permit by City for vertical improvements, mobilization of construction equipment and workers on-site, and commencement of actual vertical construction thereon (i.e., not just pouring slabs and foundations) under such permit, and (ii) for the detached and attached townhome units, issuance of building permits by City.

# EXHIBIT G



### Quimby Act Fee & Credits

Unit Type	Number of units	Rate	Fee
100% Affordable Units (R3-Lot 7)	154	\$ -	\$ -
Detached TH Unit (Lot 10)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 11)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 12)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 13)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 14)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 15)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 16)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 17)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 18)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 19)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 20)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 21)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 22)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 23)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 24)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 25)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 26)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 27)	1	\$ 127,000	\$ 127,000
Detached TH Unit (Lot 28)	1	\$ 127,000	\$ 127,000
Attached TH Units (Lot 8)	27	\$ 78,400	\$ 2,116,800
Apartment (R1-Lot 4)	300	\$ 78,400	\$ 23,520,000
Apartment (R2-Lot 5)	300	\$ 78,400	\$ 23,520,000
Credit Against R1 and R2	Acre/Unit	Rate	Value
Public Park Parcel Dedication *	2.65	\$ 11,800,000	\$ 31,270,000
POPA Easement Agreement **	1.95	\$ 5,900,000.0	\$ 11,505,000
Park Funding Contribution***	1	\$ 4,700,000.0	\$ 4,700,000
Credit Against R3			
R3 Land Dedication: Section 5.1 C of Development Agreement			
R3 Affordable Housing Covenant: Section 4.1 B of Development Agreement			

\*Public Park Dedication Value: \$11.8M per acre.

\*\*POPA Easement Agreement Value: 50% of \$11.8M per acre.

\*\*\*Combined amount set forth in Section 4.2 of Development Agreement.

PUBLICLY ACCESSIBLE OPEN SPACE = 4.78 AC

PRIVATE RESIDENTIAL OPEN SPACE = 1.87

TOTAL DEDICATED OPEN SPACE = 6.65 AC





EXHIBIT J

Recording Requested by and  
When Recorded Return to:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SPACE ABOVE THIS LINE FOR RECORDER'S USE

PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT  
DEVELOPMENT AGREEMENT  
PARKLINE MASTER PLAN PROJECT

THIS PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT ("**Agreement**") is made and entered into as of \_\_\_\_\_, 20\_\_, by and between LPGS MENLO, LLC, a Delaware limited liability company ("**Assignor**"), and \_\_\_\_\_, a \_\_\_\_\_ company ("**Assignee**").

RECITALS

A. Assignor [*owns that real property or controls, pursuant to a ground lease, that real property*] located in the City of Menlo Park, County of San Mateo, State of California, and more particularly described in Exhibit A attached hereto (the "**Property**").

B. On the date hereof, Assignee is acquiring [*fee title or control of the ground lease*] that portion of the Property more particularly described in Exhibit B attached hereto (the "**Assigned Property**").

C. The City of Menlo Park, a California municipal corporation ("**City**") and Assignor entered into that certain Development Agreement (the "**Development Agreement**"), dated as of \_\_\_\_\_, 202\_ and recorded against the Property on \_\_\_\_\_, 202\_ as Instrument No. \_\_\_\_\_ in the official records of the Office of the San Mateo County Recorder (the "**Official Records**").

D. Assignor desires to assign to Assignee all of Assignor's rights, duties and obligations under the Development Agreement with respect to the Assigned Property only, excluding Assignor's obligations with respect to the items specified in Exhibit C attached hereto (the "**Assignor Retained Obligations**") for which Assignor remains responsible, (the "**Assigned Rights and Obligations**"). Assignee desires to accept and assume Assigned Rights and Obligations under the Development Agreement with respect to the Assigned Property, such assignment and assumption to be effective on the Effective Date (as defined in Section 1.3 below).

NOW THEREFORE, in consideration of these promises, and of the agreements, covenants and conditions contained in this Agreement and other good and valuable consideration, the parties agree as follows:



## EXHIBIT J

### 1. ASSIGNMENT AND ASSUMPTION OF THE ASSIGNED PROPERTY RIGHTS AND OBLIGATIONS

1.1 Assignment. Assignor assigns to Assignee, as of the Effective Date (as defined in Section 1.3 below), all of Assignor's rights, title and interest in and to the Assigned Rights and Obligations.

1.2 Assumption. As of the Effective Date, Assignee accepts Assignor's assignment of and assumes the Assigned Rights and Obligations. From and after the Effective Date, Assignee shall keep and perform all covenants, conditions and provisions of the Development Agreement relating to the Assigned Property.

1.3 Effective Date. For purposes of this Agreement, the "Effective Date" shall be the later to occur of (1) the date on which the deed from Assignor to Assignee for the Assigned Property is recorded in the Official Records; or (2) the date of the execution of this Agreement by all parties; provided, however, that this Agreement shall have no force and effect without the written approval of the City, as evidenced by the full execution by the City's representatives of the form entitled City of Menlo Park's Consent, attached hereto as Exhibit D.

1.4 Phasing. Nothing in this Agreement shall be deemed to relieve any party of the timing obligations established in Exhibit F to the Development Agreement.

### 2. RIGHTS AND REMEDIES

2.1 Assignor's Release; No Assignor Liability or Default for Assignee Breach. Pursuant to Section 10.1 of the Development Agreement, Assignor shall be released from the Development Agreement with respect to the Assigned Property and the Assigned Rights and Obligations as of the Effective Date. Any default or breach by Assignee under the Development Agreement following the Effective Date with respect to the Assigned Property or the Assigned Rights and Obligations ("**Assignee Breach**") shall not constitute a breach or default by Assignor under the Development Agreement and shall not result in (a) any remedies imposed against Assignor, or (b) modification or termination of the Development Agreement with respect to that portion of the Property retained by Assignor after the conveyance of the Assigned Property, if any (the "**Assignor Property**").

2.2 No Assignee Liability or Default for Assignor Breach. As of the Effective Date, any default or breach by Assignor under the Development Agreement prior to or after the Effective Date ("**Assignor Breach**"), shall not constitute a breach or default by Assignee under the Development Agreement, and shall not result in (a) any remedies imposed against Assignee, including without limitation any remedies authorized in the Development Agreement, or (b) modification or termination of the Development Agreement with respect to the Assigned Property.

## EXHIBIT J

### 3. PERIODIC REVIEW OF COMPLIANCE

3.1 Assignor Responsibilities. Assignor shall participate in the annual review of the Development Agreement conducted pursuant to Section 65865.1 of the California Government Code with respect to the Assignor Property and Assignor Retained Obligations, and Assignee shall have no responsibility therefor.

3.2 Assignee Responsibilities. Assignee shall participate in the annual review of the Development Agreement conducted pursuant to Section 65865.1 of the California Government Code with respect to the Assigned Property and the Assigned Rights and Obligations, and Assignor shall have no responsibility therefor.

### 4. AMENDMENT OF THE DEVELOPMENT AGREEMENT

4.1 Assignor. Assignor shall not request, process or consent to any amendment to the Development Agreement that would affect the Assigned Property or the Assigned Rights and Obligations without Assignee's prior written consent, which consent shall not be withheld unreasonably. The foregoing notwithstanding, Assignor may process any amendment that does not affect the Assigned Property, and, if necessary, Assignee shall consent thereto and execute all documents necessary to accomplish said amendment, provided that said amendment does not adversely affect the Assigned Property or any Assigned Rights and Obligations pursuant to the Development Agreement.

4.2 Assignee. Assignee shall not request, process or consent to any amendment to the Development Agreement that would affect the Assignor Property or the Assignor's remaining rights and obligations pursuant to the Development Agreement without Assignor's prior written consent, which consent shall not be withheld unreasonably. The foregoing notwithstanding, Assignee may process any amendment that does not affect the Assignor Property or any of Assignor's remaining rights and obligations pursuant to the Development Agreement, and, if necessary, Assignor shall consent thereto and execute all documents necessary to accomplish said amendment.

### 5. GENERAL PROVISIONS

5.1 Notices. All notices, invoices and other communications required or permitted under this Agreement shall be made in writing, and shall be delivered either personally (including by private courier) or by nationally recognized overnight courier service to the following addresses, or to such other addresses as the parties may designate in writing from time to time:

If to Assignee:

## EXHIBIT J

with copies to:

If to Assignor:

with copies to:

Notices personally delivered shall be deemed received upon delivery. Notices delivered by courier service as provided above shall be deemed received twenty-four (24) hours after the date of deposit. From and after the Effective Date and until further written notice from Assignee to the City pursuant to the terms of the Development Agreement, Assignee hereby designates as its notice address for notices sent by the City pursuant to Section 12.5 of the Development Agreement, the notice address set forth above.

5.2 Estoppel Certificates. Within ten (10) days after receipt of a written request from time to time, either party shall execute and deliver to the other, or to an auditor or prospective lender or purchaser, a written statement certifying to that party's actual knowledge: (a) that the Development Agreement is unmodified and in full force and effect (or, if there have been modifications, that the Development Agreement is in full force and effect, and stating the date and nature of such modifications); (b) that there are no current defaults under the Development Agreement by the City and either Assignor or Assignee, as the case may be (or, if defaults are asserted, so describing with reasonable specificity) and that there are no conditions which, with the passage of time or the giving of notice, or both, would constitute a default; (c) that this Agreement is unmodified and in full force and effect (or, if there have been modifications, that this Agreement is in full force and effect, and stating the date and nature of such modifications); and (d) such other matters as may be reasonably requested.

5.3 Attorneys' Fees. In the event of any legal or equitable proceeding in connection with this Agreement, the prevailing party in such proceeding shall be entitled to recover its reasonable costs and expenses, including without limitation reasonable attorneys' fees, costs and disbursements paid or incurred in good faith at the arbitration, pre-trial, trial and appellate levels, and in enforcing any award or judgment granted pursuant thereto.

5.4 No Waiver. No delay or omission by either party in exercising any right, remedy, election or option accruing upon the noncompliance or failure of performance by the other party under the provisions of this Agreement shall constitute an impairment or waiver of any such right, remedy, election or option. No alleged waiver shall be valid or effective unless it is set forth in a writing executed by the party against whom the waiver is claimed. A waiver by either party of any of the covenants, conditions or obligations to be performed by the other party shall not be construed as a waiver of any subsequent breach of the same or any other covenants,

## EXHIBIT J

conditions or obligations.

5.5 Amendment. This Agreement may be amended only by a written agreement signed by both Assignor and Assignee, and subject to obtaining the City's consent.

5.6 Successors and Assigns. This Agreement runs with the land and shall be binding on and inure to the benefit of the parties and their respective successors and assigns.

5.7 No Joint Venture. Nothing contained herein shall be construed as creating a joint venture, agency, or any other relationship between the parties hereto other than that of assignor and assignee.

5.8 Severability. If any term or provision of this Agreement or the application thereof to any person or circumstance is found by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each remaining term and provision of this Agreement shall be valid and enforceable to the full extent permitted by law; provided that, if the invalidation or unenforceability would deprive either Assignor or Assignee of material benefits derived from this Agreement or make performance under this Agreement unreasonably difficult, then Assignor and Assignee shall meet and confer and shall make good faith efforts to modify this Agreement in a manner that is acceptable to Assignor, Assignee and the City.

5.9 Governing Law; Venue. This Agreement shall be governed by and construed in accordance with the laws of the State of California, and venue for any proceeding related to this Agreement shall be in the San Mateo County Superior Court.

5.10 Third-Party Beneficiaries. Assignor and Assignee acknowledge that the City is a third-party beneficiary of the terms and conditions of this Agreement to the extent necessary for City to enforce the terms and conditions of the Development Agreement. This Agreement shall not be deemed or construed to confer any rights, title or interest, including without limitation any third-party beneficiary status or right to enforce any provision of this Agreement, upon any person or entity other than Assignor, Assignee and the City.

5.11 Time of the Essence. Time is of the essence in the performance by each party of its obligations under this Agreement.

5.12 Authority. Each party represents that the individuals executing this Agreement on behalf of such party have the authority to bind his or her respective party to the performance of its obligations hereunder and that all necessary board of directors', shareholders', partners' and other approvals have been obtained.

5.13 Term. The term of this Agreement shall commence on the Effective Date and shall expire upon the expiration or earlier termination of the Development Agreement, subject to any obligations under the Development Agreement that expressly survive the expiration or termination of the Development Agreement. Upon the expiration or earlier termination of this Agreement, the parties shall have no further rights or obligations hereunder, except with respect to any obligation to have been performed prior to such expiration or termination or with respect to any default in the performance of the provisions of this Agreement which occurred prior to such expiration or termination or with respect to any obligations which are specifically set forth as surviving this Agreement or the Development Agreement.

## EXHIBIT J

5.14 Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. Signature pages may be detached from the counterparts and attached to a single copy of this Agreement to physically form one document.

5.15 Default. Any failure by either party to perform any material term or provision of this Agreement shall constitute a default (a) if such defaulting party does not cure such failure within thirty (30) days following written notice of default from the other party, where such failure is of a nature that can be cured within such thirty (30) day period, or (b) if such default is not of a nature that can be cured within such thirty (30) day period, if the defaulting party does not within such thirty (30) day period commence substantial efforts to cure such failure, or thereafter does not within a reasonable time prosecute to completion with diligence the curing of such failure. Any notice of default given hereunder shall be given in the same manner as provided in Section 5.1 hereof and shall specify in detail the nature of the failures in performance that the noticing party claims and the manner in which such failure can be satisfactorily cured.

*[remainder of page left intentionally blank – signature pages follow]*

EXHIBIT J

IN WITNESS WHEREOF, Assignor and Assignee have executed this Agreement by proper persons thereunto duly authorized, to be effective as of the Effective Date.

**“Assignor”**

LPGS MENLO, LLC,  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**“Assignee”**

\_\_\_\_\_,  
**a** \_\_\_\_\_ **company**

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

EXHIBIT J

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA )  
 ) ss:  
COUNTY OF \_\_\_\_\_ )

On \_\_\_\_\_, 20\_\_ before me, \_\_\_\_\_  
Notary Public (insert name and title of the officer),

personally appeared \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: \_\_\_\_\_

[Seal]

EXHIBIT J

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA )  
 ) ss:  
COUNTY OF \_\_\_\_\_ )

On \_\_\_\_\_, 20\_\_ before me, \_\_\_\_\_  
Notary Public (insert name and title of the officer),

personally appeared \_\_\_\_\_, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: \_\_\_\_\_

[Seal]



EXHIBIT J

EXHIBIT A  
Description of the Property  
(Attached)

EXHIBIT J

EXHIBIT B

Description of the Assigned Property  
(Attached)

EXHIBIT J

EXHIBIT C

List of Assignor Retained Obligations  
(Attached)

EXHIBIT D  
CONSENT OF CITY OF MENLO PARK

The City of Menlo Park hereby consents to the assignment and assumption of the Assigned Rights and Obligations as set forth in this Agreement and agrees to the terms and conditions set forth herein.

**CITY OF MENLO PARK,**  
a California Municipal corporation

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

**EXHIBIT E**

**FORM OF PRIVATELY OWNED AND PUBLICLY ACCESSIBLE OPEN SPACE  
EASEMENT AGREEMENT**

TO BE PROVIDED

EXHIBIT F

RECORDING REQUESTED BY  
AND WHEN RECORDED RETURN TO:  
City of Menlo Park  
701 Laurel St.  
Menlo Park, CA 94025  
Attention: City Clerk

Record for the Benefit of  
The City of Menlo Park  
Pursuant to Government Code  
Section 27383

*Space Reserved for Recorder's Use Only*

**PAYMENT IN LIEU OF TAXES AGREEMENT AND DECLARATION OF  
RESTRICTIVE COVENANT**

This PAYMENT IN LIEU OF TAXES AGREEMENT AND DECLARATION OF RESTRICTIVE COVENANT (“**PILOT Agreement**”), dated as of \_\_\_\_\_, 20\_\_ (“**Effective Date**”), is made and entered into by and among [, a \_\_\_\_\_ (“**Covenantor**”)]<sup>1</sup>, and the CITY OF MENLO PARK, a California municipal corporation (“**City**”).

**RECITALS**

A. SRI International, a California nonprofit public benefit corporation (“**SRI**”), owns real property commonly known as 301 and 333 Ravenswood Avenue and 555 and 565 Middlefield Road in the City of Menlo Park, County of San Mateo, identified as Assessor Parcel Numbers 062-390-660; 062-390-670; 062-390-730; 062-390-760; and 062-390-780 (the “**SRI Property**”).

B. The First Church of Christ, Scientist, Menlo Park, a California non-profit corporation (“**Church Owner**”) owns real property adjacent to the SRI Property commonly known as 201 Ravenswood Avenue in the City of Menlo Park, County of San Mateo, identified as Assessor Parcel Number 062-390-050 (the “**Church Property**”).

C. Covenantor has entered into that certain Ground Lease Option Agreement dated December 10, 2021 (“**Ground Lease Option**”), with SRI regarding the SRI Property, inclusive of a portion of the SRI Property comprising existing Buildings P, S and T (the “**Buildings P, S and T Property**”), located on APN 062-390-730 and a portion of APN 062-390-780, which SRI will continue to utilize.

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<sup>1</sup> NTD: If LPGS is a ground lessee at the time this agreement is to be entered into, then LPGS will obtain the ground lessor’s (fee owner’s) consent to this agreement and its acknowledgment that the agreement binds the fee interest. If, instead of being a ground lessee, LPGS has fee title to the land, then other changes to this Agreement (e.g., the recitals) will be necessary to reflect LPGS as fee owner.

D. LPGS 201 Ravenswood, LLC, a Delaware limited liability company (“**LPGS 201**”), an affiliate of Covenantor, has entered into that certain Purchase and Sale Agreement, dated January 30, 2024 (the “**Purchase Agreement**”), with Church Owner regarding the Church Property.

E. The SRI Property, inclusive of the Buildings P, S and T Property, and Church Property shall be referred to herein collectively as the “**Property**”.

F. This Agreement concerns: (i) the SRI Property, owned by SRI, subject to the Ground Lease Option between SRI and Covenantor, and therefore Covenantor has an equitable interest in the SRI Property; and (ii) the Church Property, located adjacent to the SRI Property, owned by Church Owner, subject to the Purchase Agreement between Church Owner and LPGS 201, an affiliate entity that Covenantor controls, and therefore Covenantor has an equitable interest in the Church Property.

G. Covenantor applied to City requesting an amendment to the General Plan (“General Plan”) land use element and General Plan land use map, amendment to the zoning ordinance to add an Administrative, Professional and Research, Special (C-1-S) zoning district, amendment to the zoning map to apply the newly added C-1-S zoning to the Property, rezoning the Property to add a Conditional Development (“X”) Combining District, and approval of a conditional development permit (“CDP”), below market rate (“BMR”) housing agreement, vesting tentative map (“VTM”) to subdivide the Property into thirty seven (37) separate legal parcels, and Development Agreement, to redevelop the Property with: (i) construction of office/R&D buildings of approximately 1,000,000 SF, inclusive of approximately 287,000 SF in existing Buildings P, S and T, which may be replaced in the future as a Modified Project Approval, defined herein, and up to 45,000 SF of commercial/retail space to replace 35 buildings of approximately 1,093,602 SF on the Ground Lease Property to be demolished, along with demolition of a church and associated facilities on the Church Property; (ii) development of up to 800 residential dwelling units within five (5) different groupings of which 251 will be affordable housing units; (iii) provision of parking spaces (surface spaces and within no more than three parking garages) in accordance with the ratios provided in the Zoning Amendments defined in Recital L.3, below; (iv) decommissioning and demolition of a 6-megawatt natural gas cogeneration plant; (v) removal of heritage trees and planting of replacement trees; and (vi) potential development by the City of an underground emergency water reservoir with a capacity of approximately 2 to 3 million gallons beneath public recreational facilities, provision of publicly accessible open space across the campus, and related infrastructure improvements comprising utilities, roadways, pedestrian and bicycle pathways, lighting, and landscaping (the “**Project**”).

E. The City has taken the following actions in connection with development of the Project on the Property (the “**Project Approvals**”).

1. Certification of the Project EIR as adequate under CEQA and adoption of a Mitigation Monitoring and Reporting Program for implementation of mitigation measures specified in the Project EIR (the “**Project MMRP**”), by Resolution No. \_\_\_\_\_, adopted by the City Council on \_\_\_\_\_, 2025.

2. Approval of amendments to the Menlo Park General Plan Land Use Element and Land Use Map to provide for residential use as proposed for the Project, by Resolution No. \_\_\_\_\_, adopted by the City Council on \_\_\_\_\_, 2025 (“**General Plan Amendment**”).

3. Approval of Ordinance No. \_\_\_\_\_ adopted by the City Council on \_\_\_\_\_, 2025, thereby enacting and authorizing the following (collectively, (i), (ii), (iii) and (iv) below, the “**Zoning Amendments**”):

(i) an amendment to the Menlo Park Zoning Ordinance to add an Administrative, Professional and Research, Special (C-1-S) zoning district;

(ii) an amendment to the Menlo Park Zoning Map to apply the newly added C-1-S zoning to the Property to allow the land uses proposed for the Project;

(iii) an amendment to the Menlo Park Zoning Map to rezone the Property to add a Conditional Development (“X”) Combining District for the Project; and

(iv) a Conditional Development Permit No. \_\_\_\_\_ to authorize the Parkline Master Plan Project (the “**Parkline CDP**”), together with the Parkline Design Guidelines (“**Parkline Guidelines**”) and associated conditions of approval (“**Parkline CDP Conditions**”).

4. Approval of Vesting Tentative Map No. \_\_\_\_\_ to merge and re-subdivide existing parcels on the Property, approve dedication of public rights-of-way, parklands and open space and utility easements, and allow filing of multiple final maps for the Project, by Resolution No. \_\_\_\_\_, adopted by the City Council on \_\_\_\_\_, 2025 (“**Parkline VTM**”), together with associated conditions of approval (“**Parkline VTM Conditions**”).

5. Approval of the Parkline Project Wide Affordable Housing Agreement specifying terms for Covenantor to provide onsite reduced-cost housing units, by Resolution No. \_\_\_\_\_, adopted by the City Council on \_\_\_\_\_, 2025 (“**BMR Agreement**”).

6. Approval of the Development Agreement (the “**Development Agreement**”) by Ordinance No. \_\_\_\_\_, adopted by the City Council on \_\_\_\_\_, 2025 (“**Enacting Ordinance**”).

H. In consideration of the benefits conferred to Covenantor and its successors and assigns under the Project Approvals, Covenantor has agreed, pursuant to Section 5.3 of the Development Agreement, concurrent with and immediately following the execution and recording of a final subdivision map of the Property creating the parcel of real property more particularly described in the legal description attached hereto as Exhibit A (the “**Covenant Parcel**”), should Covenantor, or any of its operators or lessees or its and their successors or assigns obtain a tax exemption for the Covenant Parcel or any portion thereof, subject to certain exceptions, Covenantor or its successor-in-interest shall make payments in lieu of property taxes to the City, all as set forth herein.



I. Covenantor and City have agreed to execute and record this PILOT Agreement in order to bind Covenantor and its successors and assigns to the property tax exemption and in lieu payment obligations, as more particularly set forth herein.

J. The intent and purpose of this PILOT Agreement is to ensure that the Covenant Parcel shall be conveyed, hypothecated and encumbered, subject to the obligations provided for herein and in accordance with the Development Agreement, to ensure that the City will not suffer any loss of its share of property tax revenues that are used to deliver services to the Covenant Parcel, therefore benefitting the City and Covenantor.

### **AGREEMENT**

NOW, THEREFORE, in consideration of the mutual benefits accruing to the parties hereto, and for other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Covenantor on behalf of itself and its heirs, executors, successors, assigns and each successor in interest hereby covenants and agrees as follows:

1. In the event Covenantor or any of its operators or lessees or its and their successors or assigns applies for and is granted an exemption from the imposition of real property taxes for the Covenant Parcel or any portion thereof pursuant to California Constitution Article XIII, §§ 3, 4 or 5, or provisions of the California Revenue and Taxation Code, or any successor provision, or any other exemption from the payment of real or personal property taxes of any nature (the “**Exemptions**”), except to the extent (i) precluded by Section 214.06 of the California Revenue and Taxation Code or Applicable Law, (ii) the Exemption relates to Improvements, as defined in the Development Agreement, constructed on the Covenant Parcel which comprise up to 227,000 SF of new non-residential space subject to a lease agreement between Covenantor and SRI or an SRI Affiliate, as defined in the Development Agreement, , a fully executed, un-redacted, copy of which must be provided to City, and SRI or an SRI Affiliate thereafter secures an Exemption, or (iii) the Exemption is granted in accordance with Section 218 of the California Revenue and Taxation Code, then Covenantor shall pay annually to the City, a payment in lieu of taxes (the “**PILOT**”) in an amount equal to the portion of the real and personal property tax levy the City would have received for the Covenant Parcel but for the Exemptions based on the assessed value of the Covenant Parcel as determined by the San Mateo County Assessor’s Office and as increased annually by the amount permitted under the provisions of Article XIII A, Section 2, of the California Constitution. The amount of the PILOT shall be determined by the City in consultation with the San Mateo County Assessor’s Office. If Covenantor disputes the City’s determination, Covenantor must pay the full invoiced amount, and may thereafter seek administrative review by the City. If that administrative review does not resolve the dispute, then Covenantor may seek a refund in accordance with Chapter 1.32 of the Menlo Park Municipal Code. If the City determines, or a court or neutral arbiter determines, that the amount paid exceeds the actual PILOT due, City shall refund the overpaid amount.

2. The PILOT, if applicable, shall be payable on the date that the second installment of property taxes would otherwise have been due and payable for the Covenant Parcel. Any PILOT which is not paid when due shall accrue interest at the lesser of ten percent (10%) per annum or the highest rate allowed by applicable law.

3. The covenants contained in this PILOT Agreement shall remain in effect in perpetuity; any successor of Covenantor to the Covenant Parcel shall be bound by the covenants, whether such successor's title was acquired by foreclosure, deed in lieu of foreclosure, trustee's sale or otherwise.

4. Failure by Covenantor or its successors or assigns to perform its or their obligations hereunder shall constitute a default under this PILOT Agreement and the Development Agreement, and City may institute legal action to cure, correct or remedy such default, to recover damages for such default or to obtain any other remedy whether at law or in equity, consistent with the purpose of this PILOT Agreement.

5. City is deemed the beneficiary of the terms and provisions of this PILOT Agreement and of the covenants running with the land, for and in their own right and for the purposes of protecting the interests of the community and other parties, public or private, in whose favor and for whose benefit this PILOT Agreement and the covenants running with the land have been provided, without regard to whether City has been, remains or is an owner of any land or interest therein in the Covenant Parcel or Project. City, shall have the right, if this PILOT Agreement or covenants are breached, to exercise all rights and remedies, and to maintain any actions or suits at law or in equity or other proper proceedings to enforce the curing of such breaches to which it or any other beneficiaries of this PILOT Agreement and covenants may be entitled.

6. Any notice, demand or request which may be permitted, required or desired to be given in connection herewith shall be given in writing and directed to the City and Covenantor as follows:

If to the City,:

City of Menlo Park  
701 Laurel St.  
Menlo Park, CA 94025  
Attention: City Manager

with a copy to:

City of Menlo Park  
701 Laurel St.  
Menlo Park, CA 94025  
Attention: City Attorney

If to Covenantor: XXX

with a copy to: XXX

Notices to be deemed effective if delivered by certified mail, return receipt requested, commercial courier or by facsimile, with delivery to be effective upon verification of receipt. Any party may change its respective address for notices by providing written notice of such change to the other party.

**7.** This PILOT Agreement, including the Recitals (which are hereby incorporated by reference), contains the entire agreement between the parties with respect to the subject matter hereof and supersedes whatever oral or written understanding they may have had prior to the execution of this PILOT Agreement and the Development Agreement. No waiver, alteration, modification, or termination of this PILOT Agreement shall be valid unless made in writing and signed by the authorized parties hereof.

**8.** No waiver of any provision of this PILOT Agreement shall be deemed or shall constitute a waiver of any other provision, whether or not similar, nor shall any waiver constitute a continuing waiver. No waiver shall be binding unless executed in writing by the party making the waiver.

**9.** This PILOT Agreement shall be deemed to be jointly prepared by all parties hereto, and any ambiguities or uncertainties herein shall not be construed for or against either of the parties hereto. The words "including," "included," "include" and words of similar import shall be not be interpreted as words of exclusion but shall instead be interpreted as though followed by the words "but not limited to" or "without limitation." No waiver by City of any breach or default of any provision of this PILOT Agreement shall be deemed a waiver of any other provision hereof or of any subsequent breach or default by Covenantor of the same or any other provision. The invalidity of any provision of this PILOT Agreement as determined by a court of competent jurisdiction shall in no way affect the validity of any other provision hereof.

**10.** The parties represent and warrant that each has the full right, power and authority to carry out its obligations under this PILOT Agreement. The individuals executing this PILOT Agreement on behalf of the parties represent and warrant that they have full power and authority to execute and deliver this PILOT Agreement on behalf of such party.

**11.** All provisions of this PILOT Agreement, including the benefits and burdens, are equitable servitudes, run with the Covenant Parcel and are binding upon the heirs, executors, successors, assigns and personal representatives of Covenantor and inure to the benefit of City and its and their successors and assigns. Each and every contract, deed or other instrument covering, conveying or otherwise transferring the Covenant Parcel or any portion thereof or interest therein shall conclusively be held to have been executed, delivered and accepted subject to this PILOT Agreement.

**12.** The City and the public are the intended beneficiaries of this PILOT Agreement, and the City shall have the sole and exclusive power to enforce this PILOT Agreement. This PILOT Agreement shall not be deemed to create any third-party beneficiary rights for any person or entity. It is intended that the City may enforce this PILOT Agreement, on its own behalf or on behalf of the public, in order to implement the provisions of the Development Agreement. No other person or persons, other than the City and the Covenantor and their assigns and successors, shall have any right of action hereon.

**13.** In the event any action is brought by any party hereto as against another party hereto for the enforcement or declaration of any right or remedy in or under this PILOT Agreement or for the breach of any covenant or condition hereof, the prevailing party shall be

entitled to recover, and the other party agrees to pay, all fees and costs to be fixed by the court therein including, but not limited to, attorneys' fees and costs.

**14.** This PILOT Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute but one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this PILOT Agreement as of the Effective Date.

*[SIGNATURES ON FOLLOWING PAGES]*

**"CITY"**

CITY OF MENLO PARK, a municipal  
corporation

By: \_\_\_\_\_  
Justin I. C. Murphy, City Manager  
*[notary acknowledgement required]*

ATTEST:

By: \_\_\_\_\_  
Judi A. Herren, City Clerk

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Nira F. Doherty, City Attorney

**"COVENANTOR"** \_\_\_\_\_ "

[\_\_\_\_\_, a  
\_\_\_\_\_]

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

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

Title: \_\_\_\_\_  
*[notary acknowledgement required]*

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

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

Title: \_\_\_\_\_  
*[notary acknowledgement required]*

ATTACHMENT A

COVENANT PARCEL LEGAL DESCRIPTION

Attachment A

1

**Error! Unknown document property name.**  
SR #4864-2034-2799 v2  
4902-9835-8104 v3

GG115

## CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }  
County of Sacramento }

On \_\_\_\_\_, before me, \_\_\_\_\_, Notary Public,  
personally appeared \_\_\_\_\_

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

SIGNATURE \_\_\_\_\_

PLACE NOTARY SEAL ABOVE

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

### Description of attached document

Title or type of document: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Document Date: \_\_\_\_\_ Number of Pages: \_\_\_\_\_

Signer(s) Other than Named Above: \_\_\_\_\_

## CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }  
County of Sacramento }

On \_\_\_\_\_, before me, \_\_\_\_\_, Notary Public,  
personally appeared \_\_\_\_\_

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

SIGNATURE \_\_\_\_\_

PLACE NOTARY SEAL ABOVE

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

### Description of attached document

Title or type of document: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Document Date: \_\_\_\_\_ Number of Pages: \_\_\_\_\_

Signer(s) Other than Named Above: \_\_\_\_\_

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT



A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }  
County of Sacramento }

On \_\_\_\_\_, before me, \_\_\_\_\_, Notary Public,  
personally appeared \_\_\_\_\_

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

SIGNATURE \_\_\_\_\_

PLACE NOTARY SEAL ABOVE

.....  
Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

**Description of attached document**

Title or type of document: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Document Date: \_\_\_\_\_ Number of Pages: \_\_\_\_\_

Signer(s) Other than Named Above: \_\_\_\_\_

## PARKLINE PHASING PLAN

The Project proposes up to 800 units of residential housing, inclusive of 646 mixed-income units across a range of product types and a land dedication to a third-party non-profit affordable housing developer for up to 154 units, and up to a total of approximately 1,000,000 square feet (SF) of non-residential office/R&D uses, inclusive of the approximately 287,000 SF in the existing Buildings P, S, and T<sup>1</sup> which may be replaced in the future.<sup>2</sup> A copy of the Conceptual Master Plan – Full Buildout of the proposed Project is attached as Exhibit G to the Development Agreement for reference purposes.

In accordance with Section 3.7 of the Development Agreement, the Project will be subject to a “point system” which will control the way in which the non-residential components of the Project are phased in connection with the implementation of the residential components. The point system assigns points upon commencement of construction, as defined below, per residential component according to the following table (note that the two townhome components, TH 1 and TH 2, each count as only a half-point):

<b>Residential Component</b>	<b>Assigned Points at Commencement of Construction</b>
<b>R1 – 300 Multifamily Units (15% BMR)</b>	1
<b>R2 – 300 Multifamily Units (15% BMR)</b>	1
<b>TH 1 – 19 Detached Townhomes (15% BMR)</b>	.5
<b>TH 2 – 27 Attached Townhomes (15% BMR)</b>	.5
<b>R3 – 154 Affordable Multifamily Units<sup>3</sup> (100% BMR)</b>	2
• <b>77 Units (Assuming Phased Delivery)</b>	1
• <b>77 Units (Assuming Phased Delivery)</b>	1

### Point System Implementation

The Developer currently anticipates that the residential components would be the first phase of construction (specifically the two 300-unit multifamily buildings known as R1 and R2) and would commence prior to any of the non-residential components due to current market conditions. Given practical limitations on absorption (i.e., how many households can move into new apartments at any given time, given loading area capacity and moving logistics, etc.), R1 and R2 are expected to be staggered by at least a year. However, if market conditions change, and to provide assurances

<sup>1</sup> Building P comprises approximately 183,423 SF; Building S comprises approximately 21,241 SF; Building T comprises approximately 82,066 SF.

<sup>2</sup> The Project also proposes an approximately 40,000 SF amenity building which would include a public-facing food and beverage component as well as amenity space for tenants which is not factored into this phasing exhibit because it would serve the community and also not be inducing new office/R&D workers.

<sup>3</sup> For purposes of R3, which is the land dedication to a non-profit affordable housing developer, it is assumed that the 100% affordable Residential Component of the Project could be implemented in two phases for financing reasons, with half of the units delivered as part of an initial phase and the second half of the units delivered in a later phase. Actual phasing will depend on the future financing strategy as determined by the non-profit affordable housing developer.

that meaningful amounts of residential units are delivered first and generally before delivery of non-residential space, the Developer is willing to commit to the following sequencing (or “metering”) for the non-residential square footage:

<b>Building Permit Issuance for Non-Residential Component</b>	<b>Required Number of Points</b>	<b>Illustrative Example</b>
<b>1-250,000 SF of New Non-Residential</b>	Requires 1 point	Building permit has been issued for R1 <u>or</u> R2.
<b>250,001-500,000 SF of New Non-Residential</b>	Requires 2 points	Building permits have been issued for R1 <u>and</u> R2.
<b>500,001-750,000 SF of New Non-Residential</b>	Requires 3 points <u>and</u> TCO <sup>4</sup> for one residential component and roof framing complete for one residential component.	R1 has achieved TCO (i.e., R1 is substantially complete and can be occupied), roof framing has been completed for R2 , <u>and</u> building permits have been issued for TH 1 and TH 2; <u>OR</u> R1 has achieved TCO (i.e., R1 is substantially complete and can be occupied) <u>and</u> building permits have been issued for R2 and at least 77 units on the 100% affordable site (R3).
<b>751,000-1,000,000 SF of New Non-Residential</b>	Requires 5 points <u>and</u> TCO for three residential components and roof framing complete for one residential component.	R1, R2 and TH-1 have achieved TCO <u>and</u> building permits have been issued for all residential components including all units on the 100% affordable site (R3) with at least 77 units complete to roof framing.

The examples generally assume a scenario in which R1 and R2 commence first, and the 100% affordable building occurs last, but that is only for illustration purposes. If all 154 units in the 100% affordable building commence first, that would unlock 2 points and enable up to 500,000 SF of non-residential buildings to break ground. For financing reasons, it is not possible to withhold occupancy for non-residential buildings pending the residential buildings hitting certain milestones, so assurances regarding completion (i.e., TCO) are instead tied to when subsequent phases of non-residential construction can begin.

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<sup>4</sup> TCO means temporary certificate of occupancy as issued by the City’s building department.

Notwithstanding the table above, in the event Developer proposes to construct all of the available non-residential square footage of 713,000 SF, with existing Buildings P, S and T remaining, then 4 points are required, along with the issuance of a TCO for one residential component and roof framing complete for one additional residential component.

### **One Time Exception for Delivery of Non-Residential Lease**

In addition, given the importance of the non-residential component to the overall financial feasibility of the Project, which will require new infrastructure, open space, community benefits, and other major investments across a 64-acre site, the Developer needs assurances that if they are able to enter into a lease with a tenant for office/R&D space who needs a certain amount of space, provided a certain condition is met, then the Developer will be able to commence construction on additional non-residential square footage by providing an executed lease to the City.

Provided the Project has achieved at least two points, which unlocks up to 500,000 SF of commercial space, if the Developer furnishes to City a copy of a fully executed lease, which may have confidential business terms redacted, demonstrating the need for more commercial square footage than it has secured the right to construct in order to accommodate the tenant's requirements, then a one-time exception will be made to allow construction of up to an additional 250,000 SF than it has secured the right to.

### **Additional Clarifications**

Developer shall be allowed to incrementally adjust the number of residential units within a residential building or parcel up to a fixed amount of 5% with the City Manager's consent. With respect to residential units, the most likely situation in which minor deviations are required is to addresses "field" constraints (i.e., deviations that are required once construction starts due to, for example, the need to adjust building footprint in order to accommodate preserving a specific tree, which cannot be fully known until after excavation begins). For purposes of this Phasing Plan, the terms "commence construction" or "commencement of construction" shall mean (i) for the multifamily buildings the issuance of a building permit by City for vertical improvements, mobilization of construction equipment and workers on-site, and commencement of actual vertical construction thereon (i.e., not just pouring slabs and foundations) under such permit, and (ii) for the detached and attached townhome units, issuance of building permits by City.

(b) This figure was calculated by dividing the District's FY 2023-24 projected ADA by its projected enrollment  
(c) This is Sequoia Union HSD's share of the base 1.0 percent property tax in the TRA where the Project site is located.  
(d) Sequoia Union HSD is a "basic aid" district. Basic aid districts, also known as "community-funded" districts, collect enough property tax revenues to meet their state-determined LCFF minimum funding targets without state support. Though basic aid districts are entitled to other state funds tied to ADA (listed separately) and a minimum level of guaranteed state support (not tied to growth), they will not receive LCFF state aid to offset the costs generated by additional ADA. For that reason, BAE assumes zero state LCFF funds per ADA.

Sources: Sequoia Union High School District; San Mateo County Controller; BAE, 2025.

## Summary of Net Fiscal Impact Findings

Selected FIA findings are summarized in the table below. As shown, the FIA estimates that the Revised Proposed Project would have a slight negative net fiscal impact on the City of Menlo Park's annual General Fund operating budget under the office scenario, and a positive net fiscal impact on the City's General Fund under the R&D scenario. The Increased Residential Density Variant would result in a positive net fiscal impact on the City's General Fund under both office and R&D scenarios. The Revised Proposed Project and the Increased Residential Density Variant would both generate net positive fiscal impacts to the Menlo Park Fire Protection District, Sequoia Union High School District, and the Menlo Park City Elementary School District under both office and R&D scenarios.

**Table 9: Summary of Net Fiscal Impact Findings for the Revised Proposed Project at Buildout**

*All figures in 2024 dollars*

	City of Menlo Park	Menlo Park Fire Protection District	Sequoia Union High School District	Menlo Park City Elementary District
<b>Revised Proposed Project</b>				
<b>Office Scenario</b>				
<b>Annual Impacts</b>				
New Revenues	\$3,039,985	\$3,232,413	\$3,589,847	\$3,821,900
New Expenditures	\$3,079,759	\$1,803,389	\$1,462,374	\$748,066
<b>Net Fiscal Impact</b>	<b>(\$39,774)</b>	<b>\$1,429,023</b>	<b>\$2,127,473</b>	<b>\$3,073,834</b>
<b>R&amp;D Scenario</b>				
<b>Annual Impacts</b>				
New Revenues	\$3,010,631	\$3,228,718	\$3,589,847	\$3,821,900
New Expenditures	\$2,795,888	\$1,637,165	\$1,462,374	\$748,066
<b>Net Fiscal Impact</b>	<b>\$214,743</b>	<b>\$1,591,553</b>	<b>\$2,127,473</b>	<b>\$3,073,834</b>
<b>Increased Residential Density Variant</b>				
<b>Office Scenario</b>				
<b>Annual Impacts</b>				
New Revenues	\$3,665,703	\$3,913,764	\$4,340,592	\$4,624,606
New Expenditures	\$3,638,272	\$2,130,433	\$1,462,374	\$748,066
<b>Net Fiscal Impact</b>	<b>\$27,431</b>	<b>\$1,783,330</b>	<b>\$2,878,218</b>	<b>\$3,876,540</b>
<b>R&amp;D Scenario</b>				
<b>Annual Impacts</b>				
New Revenues	\$3,619,858	\$3,907,994	\$4,340,592	\$4,624,606
New Expenditures	\$3,194,932	\$1,870,830	\$1,462,374	\$748,066
<b>Net Fiscal Impact</b>	<b>\$424,926</b>	<b>\$2,037,164</b>	<b>\$2,878,218</b>	<b>\$3,876,540</b>

Source: BAE, 2025.

**Table 6-1. Comparative Description of the Proposed Project Alternatives**

	<b>Proposed Project</b>	<b>No-Project Alternative</b>	<b>Preservation Alternative 1</b>	<b>Preservation Alternative 2</b>	<b>Preservation Alternative 3</b>
<b>Site Development</b>					
Total Existing Office Floor Area to Remain	286,730 sf	1.38 million sf	295,736 sf	743,829 sf	878,939 sf
Gross Floor Area to Be Demolished and Replaced	1,094,197 sf	0 sf	1,084,596 sf	636,503 sf	501,393 sf
Residential (sf)	675,200 sf	0 sf	Same as Project	607,200 sf	607,200 sf
Housing Units	550 units	0 units	Same as Project	506 units	506 units
Maximum Building Heights	110 feet (Office/R&D) 85 feet (Residential)	48 feet	Same as Project	Same as Project	Same as Project
Parking	2,800 spaces (Office) 519 spaces (Residential)	~3,000 spaces <sup>a</sup>	Same as Project	2,800 spaces (Office) 456 spaces (Residential)	2,800 spaces (Office) 456 spaces (Residential)
Open Space	26.4 acres	n/a <sup>b</sup>	Same as Project	25.8 acres	26.2 acres
<b>Onsite Activity</b>					
Total Net New Onsite Employees	3,868 employees	2,208 employees <sup>c</sup>	Same as Project	Same as Project	Same as Project
Total Residents	1,305 residents	0 residents	Same as Project	1,200 residents	1,200 residents
<b>Historic Resources</b>					
<i>Buildings Individually Eligible for CRHR (3 total)</i>					
Retained	0	3	1	3	3
Demolished	3	0	2	0	0
<i>Contributing Buildings (26 total)</i>					
Retained	3	26	4	6	7
Demolished	23	0	22	20	19
<i>Contributing Landscape Features (2 total)</i>					
Retained	1	2	1	1	1
Demolished	1	0	1	1	1

Source: Page & Turnbull. 2024. *Parkline Project SRI International Campus Preservation Alternatives Analysis Report Revised & Restated*, City of Menlo Park, San Mateo County. June 4. Refer to Appendix 3.8-2 of this EIR.

Notes:

- a. Based on estimates of current parking spaces at the Project Site.
- b. Although a limited amount of useable open space is currently present at the Project Site, this is not quantified for purposes of this analysis because information is not available.
- c. Per current CDP requirements, up to 3,308 employees could work at the Project Site. Therefore, because approximately 1,100 people are currently employed at the Project Site, the No-Project Alternative would result in a net increase of approximately 2,208 workers on the assumption that the existing buildings on the site would be retrofitted and re-tenanted such that the campus would be occupied at the levels allowed by the existing CDP. Given the current CDP requirement that counts non-SRI employees as 2 employees (i.e., at a 2:1 ratio), it is likely that under the no project alternative fewer than the total number of allowed SRI employees would actually be working on the campus.

**Table 6-3. Comparative Description of the Project Variant Alternatives**

	<b>Project Variant</b>	<b>No-Project Alternative</b>	<b>Variant Preservation Alternative 1</b>	<b>Variant Preservation Alternative 2</b>	<b>Variant Preservation Alternative 3</b>
<b>Site Development</b>					
Total Existing Office Floor Area to Remain	286,730 sf	1.38 million sf	295,736 sf	743,829 sf	878,939 sf
Gross Floor Area to Be Demolished and Replaced	1,094,197 sf	0 sf	1,084,596 sf	636,503 sf	501,393 sf
Residential (sf)	1,096,000 sf	0 sf	990,000 sf	722,000 sf	722,000 sf
Housing Units	800 units	0 units	710 units	510 units	510 units
Maximum Building Heights	90 feet	48 feet	90 feet	90 feet	90 feet
Parking	3,719 spaces	~3,000 spaces <sup>a</sup>	3,670 spaces	3,420 spaces	3,420 spaces
Emergency Water Reservoir	2 to 3 million gallons	n/a	2 to 3 million gallons	2 to 3 million gallons	2 to 3 million gallons
Open Space	29.3 acres	n/a <sup>b</sup>	28.8 acres	28.8 acres	29.3 acres
<b>Onsite Activity</b>					
Total Net New Onsite Employees	3,856 employees	2,208 employees <sup>c</sup>	3,856 employees	3,856 employees	3,856 employees
Total Residents	1,896 residents	0 residents	1,683 residents	1,209 residents	1,209 residents
<b>Historic Resources</b>					
<i>Individually Eligible Buildings (4 total, including the Chapel)</i>					
Retained	0	4	2	4	4
Demolished	4	0	2	0	0
<i>Contributing Buildings (26 total)</i>					
Retained	3	26	4	6	7
Demolished	23	0	22	20	19
<i>Contributing Landscape Features (2 total)</i>					
Retained	1	2	1	1	1
Demolished	1	0	1	1	1
Source: Page & Turnbull. 2024. <i>Parkline Project SRI International Campus Preservation Alternatives Analysis Report Revised &amp; Restated</i> , City of Menlo Park, San Mateo County. June 4.					
Notes:					
a. Based on estimates of current parking spaces at the Project Site.					
b. Although a limited amount of useable open space is currently present at the Project Site, this is not quantified for purposes of this analysis because information is not available.					
c. Per current CDP requirements, up to 3,308 employees could work at the Project Site. Therefore, because approximately 1,100 people are currently employed at the Project Site, the No-Project Alternative would result in a net increase of approximately 2,208 assuming that the existing buildings are adaptively reused and occupied at the level permitted by the current CDP.					

**Table 6-12. Comparison of Impacts among Proposed Project Alternatives**

Environmental Issue	Proposed Project	No-Project Alternative	Project Preservation Alternative 1	Project Preservation Alternative 2	Project Preservation Alternative 3
<b>Land Use</b>					
Conflicts with any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	NI	NI (Less)	NI (Similar)	NI (Similar)	NI (Similar)
<b>Transportation</b>					
Conflicts with Applicable Plans and Policies (Transportation)	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Vehicle Miles Traveled	LTS	SU (More)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Design Hazards	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Emergency Access	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS	SU (More)	LTS (Similar)	LTS (Similar)	LTS (Similar)
<b>Air Quality</b>					
Construction Criteria Air Pollutant Emissions	LTS/M	NI (Less)	LTS/M (Less)	LTS/M (Less)	LTS/M (Less)
Operational Criteria Air Pollutant Emissions	LTS/M	LTS (More)	LTS/M (Similar)	LTS/M (Less)	LTS/M (Less)
Exposure of Existing Sensitive Receptors to Substantial Pollutant Concentrations during Construction	LTS	NI (Less)	LTS (Similar)	LTS (Less)	LTS (Less)
Exposure of Existing Sensitive Receptors to Substantial Pollutant Concentrations from Project Operation	LTS	LTS (Less)	LTS (Similar)	LTS (Less)	LTS (Less)
Other Emissions That Would Adversely Affect a Substantial Number of People	LTS	LTS (Less)	LTS (Similar)	LTS (Less)	LTS (Less)
Cumulative Impacts	LTS/M	LTS (Less)	LTS/M (Similar)	LTS/M (Less)	LTS/M (Less)
<b>Energy</b>					
Construction	LTS	NI (Less)	LTS (Less)	LTS (Less)	LTS (Less)
Operation	LTS	SU (More)	LTS (Similar)	LTS (Less)	LTS (Less)
Cumulative Impacts	LTS	SU (More)	LTS (Similar)	LTS (Less)	LTS (Less)



Environmental Issue	Proposed Project	No-Project Alternative	Project Preservation Alternative 1	Project Preservation Alternative 2	Project Preservation Alternative 3
<b>Greenhouse Gas Emissions</b>					
Construction GHG Emissions	LTS	NI (Less)	LTS (Less)	LTS (Less)	LTS (Less)
Operational GHG Emissions and Conflicts with Applicable GHG Emission Plans, Policies, and Regulations	LTS	SU (More)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS	SU (More)	LTS (Similar)	LTS (Similar)	LTS (Similar)
<b>Noise</b>					
Construction	SU/M	NI (Less)	SU/M (Less)	SU/M (Less)	SU/M (Less)
Operations – Mechanical Equipment	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Operations – Traffic	LTS	LTS (More)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Vibration	SU/M	NI (Less)	SU/M (Similar)	SU/M (Similar)	SU/M (Similar)
Cumulative Impacts	SU/M	LTS (Less)	SU/M (Less)	SU/M (Less)	SU/M (Less)
<b>Cultural Resources</b>					
Historical Resources	SU/M	NI (Less)	SU/M (Similar)	SU/M (Less)	SU/M (Less)
Archaeological Resources and Human Remains	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Cumulative Impacts	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
<b>Tribal Cultural Resources</b>					
Impacts on Tribal Cultural Resources	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Cumulative Impacts	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
<b>Biological Resources</b>					
Special-Status Species and Wildlife Movement and Native Wildlife Nursery Sites	LTS/M	NI (Less)	LTS/M (Less)	LTS/M (Similar)	LTS/M (Similar)
Conflicts with Local Policies or Ordinances that Protect Biological Resources	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)

Environmental Issue	Proposed Project	No-Project Alternative	Project Preservation Alternative 1	Project Preservation Alternative 2	Project Preservation Alternative 3
<b>Geology and Soils</b>					
Strong Seismic Ground Shaking and Seismically Related Ground Failure	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Substantial Soil Erosion	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Unstable Soil or Geologic Units	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Expansive Soils	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Paleontological Resources	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Cumulative Impacts	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
<b>Hydrology and Water Quality</b>					
Surface Water Quality	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Groundwater Quality	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Groundwater Supply and Recharge	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Drainage and Flooding	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Conflict or Obstruct a Water Resource Management Plan	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
<b>Hazards and Hazardous Materials</b>					
Routine Hazardous Materials Use	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Upset and Accident Conditions Involving Hazardous Materials	LTS/M	LTS (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Exposure of Schools to Hazardous Materials	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Cortese List	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Impairment of Emergency Response or Evacuation Plans	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
<b>Population and Housing</b>					

	<b>Proposed Project</b>	<b>No-Project Alternative</b>	<b>Project Preservation Alternative 1</b>	<b>Project Preservation Alternative 2</b>	<b>Project Preservation Alternative 3</b>
<b>Environmental Issue</b>					
Unplanned Population Growth	LTS	LTS (More)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Displacement of People or Housing	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
<b>Public Services</b>					
Fire Services, Police Services, School Facilities, Parks and Recreational Facilities, and Library Facilities	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
<b>Utilities and Service Systems</b>					
Construction or Relocation of Utilities	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Water Supply, Wastewater Generation, and Solid Waste Generation	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Compliance with Solid Waste Regulations	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)

## Notes:

NI = No Impact

LTS = Less than Significant

SU = Significant Unavoidable

SU/M = Significant Unavoidable with Mitigation

LTS/M = Less than Significant with Mitigation

**Table 6-13. Comparison of Impacts among Project Variant Alternatives**

<b>Environmental Issue</b>	<b>Project Variant</b>	<b>No-Project Variant Alternative</b>	<b>Variant Preservation Alternative 1</b>	<b>Variant Preservation Alternative 2</b>	<b>Variant Preservation Alternative 3</b>
<b>Land Use</b>					
Conflicts with any Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	NI	NI (Less)	NI (Similar)	NI (Similar)	NI (Similar)
<b>Transportation</b>					
Conflicts with Applicable Plans and Policies (Transportation)	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Vehicle Miles Traveled	LTS	SU (More)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Design Hazards	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Emergency Access	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS	SU (More)	LTS (Similar)	LTS (Similar)	LTS (Similar)
<b>Air Quality</b>					
Construction Criteria Air Pollutant Emissions	LTS/M	NI (Less)	LTS/M (Less)	LTS/M (Less)	LTS/M (Less)
Operational Criteria Air Pollutant Emissions	LTS/M	LTS (More)	LTS/M (Similar)	LTS/M (Less)	LTS/M (Less)
Exposure of Existing Sensitive Receptors to Substantial Pollutant Concentrations during Construction	LTS	NI (Less)	LTS (Similar)	LTS (Less)	LTS (Less)
Exposure of Existing Sensitive Receptors to Substantial Pollutant Concentrations from Project Operation	LTS	LTS (Less)	LTS (Similar)	LTS (Less)	LTS (Less)
Other Emissions That Would Adversely Affect a Substantial Number of People	LTS	LTS (Less)	LTS (Similar)	LTS (Less)	LTS (Less)
Cumulative Impacts	LTS/M	LTS (Less)	LTS/M (Similar)	LTS/M (Less)	LTS/M (Less)
<b>Energy</b>					
Construction	LTS	NI (Less)	LTS (Similar)	LTS (Less)	LTS (Less)
Operation	LTS	SU (More)	LTS (Similar)	LTS (Less)	LTS (Less)
Cumulative Impacts	LTS	SU (More)	LTS (Similar)	LTS (Less)	LTS (Less)

<b>Environmental Issue</b>	<b>Project Variant</b>	<b>No-Project Variant Alternative</b>	<b>Variant Preservation Alternative 1</b>	<b>Variant Preservation Alternative 2</b>	<b>Variant Preservation Alternative 3</b>
<b>Greenhouse Gas Emissions</b>					
Construction GHG Emissions	LTS	NI (Less)	LTS (Similar)	LTS (Less)	LTS (Less)
Operational GHG Emissions and Conflicts with Applicable GHG Emission Plans, Policies, and Regulations	LTS	SU (More)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS	SU (More)	LTS (Similar)	LTS (Similar)	LTS (Similar)
<b>Noise</b>					
Construction	SU/M	NI (Less)	SU/M (Similar)	SU/M (Less)	SU/M (Less)
Operations – Mechanical Equipment	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Operations – Traffic	LTS	LTS (More)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Vibration	SU/M	NI (Less)	SU/M (Similar)	SU/M (Similar)	SU/M (Similar)
Cumulative Impacts	SU/M	LTS (Less)	SU/M (Less)	SU/M (Less)	SU/M (Less)
<b>Cultural Resources</b>					
Historical Resources	SU/M	NI (Less)	SU/M (Less)	SU/M (Less)	SU/M (Less)
Archaeological Resources and Human Remains	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Cumulative Impacts	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
<b>Tribal Cultural Resources</b>					
Impacts on Tribal Cultural Resources	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Cumulative Impacts	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
<b>Biological Resources</b>					
Special-Status Species and Wildlife Movement and Native Wildlife Nursery Sites	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Conflicts with Local Policies or Ordinances that Protect Biological Resources	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)

<b>Environmental Issue</b>	<b>Project Variant</b>	<b>No-Project Variant Alternative</b>	<b>Variant Preservation Alternative 1</b>	<b>Variant Preservation Alternative 2</b>	<b>Variant Preservation Alternative 3</b>
<b>Geology and Soils</b>					
Strong Seismic Ground Shaking and Seismically Related Ground Failure	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Substantial Soil Erosion	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Unstable Soil or Geologic Units	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Expansive Soils	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Paleontological Resources	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Cumulative Impacts	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
<b>Hydrology and Water Quality</b>					
Surface Water Quality	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Groundwater Quality	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Groundwater Supply and Recharge	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Drainage and Flooding	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Conflict or Obstruct a Water Resource Management Plan	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
<b>Hazards and Hazardous Materials</b>					
Routine Hazardous Materials Use	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Upset and Accident Conditions Involving Hazardous Materials	LTS/M	LTS (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Exposure of Schools to Hazardous Materials	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Cortese List	LTS/M	NI (Less)	LTS/M (Similar)	LTS/M (Similar)	LTS/M (Similar)
Impairment of Emergency Response or Evacuation Plans	LTS	LTS (Similar)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS	NI (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
<b>Population and Housing</b>					

<b>Environmental Issue</b>	<b>Project Variant</b>	<b>No-Project Variant Alternative</b>	<b>Variant Preservation Alternative 1</b>	<b>Variant Preservation Alternative 2</b>	<b>Variant Preservation Alternative 3</b>
Unplanned Population Growth	LTS	LTS (More)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Displacement of People or Housing	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
<b>Public Services</b>					
Fire Services, Police Services, School Facilities, Parks and Recreational Facilities, and Library Facilities	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
<b>Utilities and Service Systems</b>					
Construction or Relocation of Utilities	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Water Supply, Wastewater Generation, and Solid Waste Generation	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Compliance with Solid Waste Regulations	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)
Cumulative Impacts	LTS	LTS (Less)	LTS (Similar)	LTS (Similar)	LTS (Similar)

## Notes:

NI = No Impact

LTS = Less than Significant

SU = Significant Unavoidable

SU/M = Significant Unavoidable with Mitigation

LTS/M = Less than Significant with Mitigation

**From:** [Jason Krefetz](#)  
**To:** [Sandmeier, Corinna D](#)  
**Subject:** SRI Project - Need for Multi-use Soccer/Sports Field  
**Date:** Thursday, November 14, 2024 9:00:58 AM

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**CAUTION: This email originated from outside of the organization. Unless you recognize the sender's email address and know the content is safe, DO NOT click links, open attachments or reply.**

Corinna,

I know planning for the SRI development site is in full swing and some things are likely to be decided on in the near future. I want to stress how important it is to our community that the site include a full size 11v11 (360x225) soccer/sports field or fields (preferably turf so it can be used in all weather conditions). There is a massive lack of available space for our Menlo Park youth sports organizations (Stanford Strikers, Grizzlies, AYSO, etc) to use that I urge you to make this a priority and requirement for inclusion in the SRI development project. Lets give our kids space to get off their devices and come together as a group....we all know how important this is to the social, emotional and physical well being. You have a chance to be a big part of that....don't let us down!

Jason Krefetz

Menlo Park Resident

Tel: 650-269-6336



**From:** [B Simon](#)  
**To:** [Mark Murray](#)  
**Cc:** [Taylor, Cecilia](#); [Schmidt, Jeff D](#); [Sandmeier, Corinna D](#); [Sara Filipek](#); [Perata, Kyle T](#)  
**Subject:** Thanks and Follow Up  
**Date:** Wednesday, March 26, 2025 3:43:23 PM

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**CAUTION: This email originated from outside of the organization. Unless you recognize the sender's email address and know the content is safe, DO NOT click links, open attachments or reply.**

Hey Mark,

Thanks so much for taking the time to meet with me and our Stanford Strikers Club President Sara Filipek earlier this week. We appreciate you sharing your knowledge and passion for our city and its young people.

We think there's a great opportunity in the Parkline project to build a vibrant new section of our community and include a playing field that would become a vital part of the solution to our lack of sports field infrastructure in Menlo Park.

I promised I would communicate the specifics of a full soccer/lacrosse field space for teenagers and adults so you can see if this is viable for the green space depicted in the Parkline Master Plan. A full field is 330-360 feet long x 195-225 feet wide. Any field space is a net positive and of course, a full field offers a great opportunity to support older players as well as being easy to subdivide for any age and level of play.

If there is anything anyone from our club, or in collaboration with our friends at the other local sports clubs, can do to support this project, please let us know. And of course we are always agreeable to meet with you, City Council sub-committee members Jeff and Cecilia, City Planners Corinna and Kyle, and any other city government/community members any time.

Best regards and thanks again.

Bret

--

**Bret Simon**  
**Executive Director**  
**Stanford Strikers FC**

**Mark Scott Construction, Inc.  
2835 Contra Costa Blvd.  
Pleasant Hill, CA 94523**

April 2, 2025

City of Menlo Park  
c/o Judi Herren, Assistant to the City Manager/City Clerk  
Attn: Member of the City Council  
701 Laurel Street  
Menlo Park, CA 94025

**RE: Parkline Project Impacts on McCandless Office Property on Middlefield Road**

Dear Honorable Mayor and Members of the City Council,

As part of your study session on April 15, 2025, we'd like you to consider the concerns of the owners of the McCandless office buildings, located adjacent to the proposed Parkline project at 525, 535, and 545 Middlefield Road, related to the impacts of the project on their property and tenants.

We believe the mitigation and monitoring plan does not adequately address the Parkline project's impacts on our property and ask that you consider adding mitigation requirements in the conditions of approval to address these impacts described in the EIR. We present for your consideration proposed language for these additional measures with detailed reference to the sections of the EIR describing these impacts to follow.

**Proposed mitigation:**

- Construction traffic: The developer should prepare a construction traffic plan that avoids bringing construction traffic and deliveries through adjacent private property.
- Traffic impacts on Middlefield Rd: The developer should add gated access to the Parkline project from adjacent private property to limit access from Middlefield Road and prevent users of the Parkline project from parking on the adjacent private property.
- Construction dust and fumes: The developer should install dust monitors along the boundary with adjacent private property along with full-time human observers to ensure that air quality mitigation measures are being maintained. The result of the monitoring data and observation reports should be posted to a public website within 24 hours.
- Construction noise: The developer should install sound monitors along the boundary with adjacent private property along with full-time human observers to ensure that noise levels at the property boundary do not exceed 70 dB. The human observers should have the authority to stop any work activity immediately that is causing the noise level to exceed a conditionally acceptable level.
- Construction and operational noise from parking garages: The developer should install physical sound and dust barriers or walls along the boundary with adjacent private property during construction of the adjacent garages and to ensure operational noise levels leaving the property

do not exceed normally acceptable levels. If the McCandless Office Owners can be satisfied that operational noise levels at the property boundary will not exceed 70 dB, the developer will remove such barriers on completion of construction to allow an open space feel.

- Parking garage locations: The developer should shift the physical location of the parking garages away from the boundary with adjacent private property to reduce the shadow and aesthetic impacts of the garages.

#### **Traffic impacts:**

A Transportation Impact Analysis (TIA) report was prepared by Hexagon Transportation Consultants. In addition to the VMT analysis, the TIA provides a traffic operations analysis of level of service (LOS). LOS has historically been the method for evaluating traffic performance, and uses an A-F rating system for intersections with F being the worst and E-F considered unacceptable levels of delay. The level of service at Middlefield Rd & Ringwood Ave, the intersection at the north property boundary, is currently rated C in the morning with the average delay at 34.5 seconds and post project even with improvements will be rated E with 71.6 seconds of delay. Level of service in the evening is currently rated C with 28 seconds of delay and post project will be rated F with over 120 seconds of delay (Reference 1). Queuing of traffic entering the property in the morning and leaving in the evening through the Middlefield Rd & Ringwood Ave/Project Driveway currently are able to clear the intersection in one cycle, but in the post project conditions will exceed the storage capacity of the roadway (Reference 2). This suggests that it will be very difficult for tenants to get out of the property parking lot onto the access road during these times.

An Assessment of Energy Use report was prepared by Ramboll using the data from Hexagon's TIA and assumptions from Ramboll's Air Quality Health Risk Assessment. In the tables attached to the Assessment of Energy Use they show the Middlefield Road segment between Willow Rd and Ravenswood Ave, where the property is located, currently has 21,233 vehicle trips per day, and will have an additional 3,544 new traffic trips from the variant project net of the assumed TDM reduction. This represents a 16.7% increase in traffic volume.

Despite the fact that the increase from level of service C to F will have significant impacts on the adjacent private property, the mitigation measures do not address these impacts.

#### **Construction dust and fumes:**

The EIR evaluates potential air quality impacts from the project using the Clean Air Plan adopted with the Bay Area Air Quality Management District in 2017 as the guide for controlling emissions of ozone, reactive organic gases, nitric oxide, particulate matter, carbon monoxide and greenhouse gases (GHG). Ramboll, a consultant specializing in air quality analysis, prepared an Air Quality, Greenhouse Gas, and Health Risk Assessment Analysis for both the base and variant projects that are included in the DEIR appendices. The analysis determines that without strict control measures during construction the emissions would be considered a potentially significant impact.

The EIR identifies 3 mitigation measures that would reduce the air quality impacts to less than significant: 1) using electric powered landscape equipment, such as mowers and blowers, instead of fossil fuel powered, 2) using architectural coatings, such as paint, that contains low levels of volatile

organic compounds (VOC), and 3) a list of dust control measures required during all earth moving activities. The conclusion is that by implementing mitigation measure these impacts could be reduced to less than significant; however, we do not feel the current language of the mitigation measures is strong enough to protect the adjacent private property owners.

**Noise:**

ICF, the EIR Consultant, prepared a Noise Technical Memorandum that evaluates the noise and vibration impacts from the project. They collected noise measurements for the existing conditions, including taking measurements at the northwest corner of the parking lot on the property behind the 545 Middlefield building. The existing noise measurements and traffic volumes are input into a quantitative traffic noise model based on the Federal Highway Administration's Traffic Noise Model version 2.5. The model calculates the noise levels post project in different locations so the increase in noise can be compared to the existing. For this comparison, they state that a change in 3 dB is barely noticeable, a change in 5 dB is clearly noticeable, and a change of 10dB is perceived as doubling the sound level.

The existing noise measurements taken at the property on April 20, 2023, identified as location ST-5 on table 1, are Leq Range (Average) of 52.5 dBA and Lmax Range of 60.8 dBA. The noise levels for phase 1 construction by sub-phase shown in table 6 for locations 100' from the project are Leq Range 76-81 dBA and Lmax Range 81-87 dBA (Reference 3). The noise levels for phases 2 and 3 shown in tables 7 and 8 are similar. This represents an average noise increase of 24+ dBA at the property. According to the land use compatibility noise standards for new development in table 4 these noise level at an office building would be considered normally unacceptable and for residential and school uses would be considered clearly unacceptable (Reference 4). The DEIR states that because construction would result in noise levels greater than 10dB relative to the existing noise level this would be a potentially significant impact.

Post construction traffic noise impacts at build-out were also studied compared to the existing conditions. In table 13 the cumulative plus variant project for roadway segment "D Street west of Middlefield Rd", which is the access easement on the property, has an increase of 7.8 dB from the existing level of 45.3 dB to 53.1 dB.

Mitigation measures including a construction noise reduction plan and noise barrier are mentioned in the EIR; however, even with the implementation of these mitigation measures the increase in noise could adversely affect surrounding land uses that are sensitive to noise. Therefore, construction noise impacts would be significant and unavoidable with mitigation.

**Aesthetics due to shadows from the parking garages:**

An Aesthetics and Shadow Evaluation Memo are included for informational purposes in the EIR appendix. According to the figures in the evaluation, the most significant shadow impacts to the McCandless buildings occur during the afternoon in the winter months (Reference 5). In the base project the shadows appear to shade the overhang and a few offices on the southwestern side of the office buildings. The shadows in the variant project during the same time appear to shade nearly half of the office buildings.

According to California Public Resources Section 21099 (d)(2)(A), the City could still consider aesthetic impacts in its design review ordinances or other discretionary power. This means the Planning

Commission and City Council have the authority as part of their discretionary review to add conditions of approval to address the shadow impacts on our buildings.

**Conclusion:**

The EIR identified project impacts that could be mitigated and includes a Mitigation Monitoring and Reporting Plan (MMRP) describing these measures in detail and how they would be monitored to ensure compliance. The EIR did identify some impacts, specifically noise, ground-borne vibration, and cultural resources, that are significant and unavoidable. Because there are impacts that can't be mitigated, as well as impacts that are described in the EIR that are not adequately mitigated by the proposed measures, we request the Planning Commission add additional measures through the conditions of approval to address these impacts.

Let us know if you have any questions about the contents of this letter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter Lezak". The signature is fluid and cursive, with the first name "Peter" and last name "Lezak" clearly distinguishable.

Peter Lezak

Principal Planner

## Reference 1: Parkline Project – Traffic Operations Analysis LOS

**Table 3**  
**Existing Conditions Level of Service Analysis**

#	Intersection	Control	Peak Hour	Count Date	Existing Conditions	
					Avg. Delay <sup>1</sup>	LOS
1	Middlefield Rd & Oak Grove Ave	Signal	AM	05/24/23	40.1	D
			PM	05/24/23	31.2	C
2	Middlefield Rd & Ravenswood Ave	Signal	AM	05/24/23	39.0	D
			PM	05/24/23	30.0	C
3	Middlefield Rd & Ringwood Ave	Signal	AM	05/24/23	34.5	C
			PM	05/24/23	28.0	C
4	Middlefield Rd & Seminary Dr	TWSC	AM	05/24/23	9.9	A
			PM	05/24/23	12.1	B
5	Marcussen Dr & Ravenswood Ave	TWSC	AM	05/24/23	22.7	C
			PM	05/24/23	13.9	B
6	Pine St & Ravenswood Ave	TWSC	AM	05/24/23	17.3	C
			PM	05/24/23	23.5	C
7	Laurel St & Ravenswood Ave	Signal	AM	05/24/23	30.2	C
			PM	05/24/23	47.9	D
8	W 1st St & Ravenswood Ave	OWSC	AM	05/24/23	15.6	C
			PM	05/24/23	14.7	B
9	Loop Rd & Ravenswood Ave	OWSC	AM	05/24/23	5.1	A
			PM	05/24/23	0.0	A

## Reference 1: Parkline Project – Traffic Operations Analysis LOS

**Table 9**  
**Background Plus Project (With Improvements) Conditions Level of Service Analysis**

#	Intersection	Control	Peak Hour	Background + Project Conditions		Background + Project With Improvements	
				Avg. Delay <sup>1</sup>	LOS	Avg. Delay <sup>1</sup>	LOS
1	Middlefield Rd & Oak Grove Ave	Signal	AM	103.5	F	101.3	F
			PM	79.6	E	29.2	C
2	Middlefield Rd & Ravenswood Ave	Signal	AM	80.4	F	57.5	E
			PM	59.2	E	31.8	C
3	Middlefield Rd & Ringwood Ave	Signal	AM	60.5	E	71.6	E
			PM	OVR	F	OVR	F
4	Middlefield Rd & Seminary Dr	TWSC	AM	OVR	F	-	-
			PM	OVR	F	-	-
	Mitigation	Signal	AM	-	-	63.2	E
			PM	-	-	49.2	D
5	Marcussen Dr & Ravenswood Ave	TWSC	AM	14.4	B	14.9	B
			PM	27.2	D	24.0	C
6	Pine St & Ravenswood Ave	TWSC	AM	24.2	C	39.8	E
			PM	OVR	F	58.1	F
7	Laurel St & Ravenswood Ave	Signal	AM	44.6	D	38.7	D
			PM	52.4	D	46.6	D
8	W 1st St & Ravenswood Ave	OWSC	AM	7.2	A	8.1	A
			PM	11.4	B	21.5	C
9	Loop Rd & Ravenswood Ave	OWSC	AM	26.3	D	16.9	C
			PM	58.9	F	30.5	D



## Reference 2: Parkline Project – Traffic Operations Analysis Queueing

**Table 4 (continued)**  
**Existing Conditions Queueing Analysis**

#	Intersection	Movement	Peak Period	Existing Storage Length (ft/ln)	Existing Conditions	
					95th Percentile Queue (ft/ln) <sup>1</sup>	Average Queue (ft/ln) <sup>2</sup>
3	Middlefield Rd & Ringwood Ave/Project Driveway	EBL	AM	145	36	0
			PM		41	0
		EBTR	AM	145	39	0
			PM		52	21
		WBLT	AM	250	192	116
			PM		97	48
		WBR	AM	250	179	96
			PM		148	82
		NBL	AM	200	86	29
			PM		33	0
		NBT1	AM	885	284	120
			PM		260	118
		NBT2	AM	885	392	204
			PM		390	225
4	Middlefield Rd & Seminary Dr/Project Driveway	NBR	AM	150	174	73
			PM		159	58
		SBL	AM	160	203	156
			PM		194	166
		SBT	AM	450	443	250
			PM		424	245
		SBTR	AM	320	512	177
			PM		410	139
		EBLTR	AM	250	27	0
			PM		43	16
		WBLTR	AM	250	48	20
			PM		41	18
		NBL	AM	65	26	0
			PM		0	0
		NBT	AM	360	0	0
			PM		0	0
		NBR	AM	105	0	0
			PM		0	0
		SBL	AM	100	28	0
			PM		38	0
		SBTR	AM	885	38	0
			PM		19	0



## Reference 2: Parkline Project – Traffic Operations Analysis Queueing

**Table 10 (continued)**  
**Background Plus Project (With Improvements) Conditions Queueing Analysis**

#	Intersection	Movement	Peak Period	Storage Length (ft/ln)	Background Plus Project (With Improvements) Conditions	
					95th Percentile Queue (ft/ln) <sup>1</sup>	Average Queue (ft/ln) <sup>2</sup>
3	Middlefield Rd & Ringwood Ave/Project Driveway	EBLT	AM	145	203	77
			PM		1649	1632
		EBR	AM	145	33	0
			PM		1643	1629
		WBLT	AM	250	284	197
			PM		172	88
		WBR	AM	250	186	102
			PM		244	136
		NBL	AM	200	239	185
			PM		187	75
		NBT1	AM	885	1194	716
			PM		730	363
		NBT2	AM	885	930	678
			PM		733	449
		NBR	AM	150	198	91
			PM		191	72
4	Middlefield Rd & Seminary Dr/Project Driveway	SBL	AM	160	222	157
			PM		189	168
		SBT	AM	450	507	386
			PM		450	319
		SBTR	AM	320	621	394
			PM		597	315
		EBLT	AM	250	285	69
			PM		811	309
		EBR	AM	90	89	36
			PM		133	109
		WBLTR	AM	250	83	33
			PM		50	19
		NBL	AM	65	413	271
			PM		292	95
		NBT	AM	360	2274	900
			PM		985	531
		NBR	AM	105	32	0
			PM		44	0
		SBL	AM	100	68	24
			PM		91	41
		SBTR	AM	885	727	327
			PM		982	496

### Reference 3: Parkline Project – Noise Technical Memorandum

**Table 6. Phase 1 Noise Levels by Construction Sub-Phase<sup>a</sup>**

Distance between Source and Receiver (feet) <sup>b</sup>	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coatings	Emergency Water Reservoir and Emergency Well Construction <sup>c</sup>
<b>Noise Levels – L<sub>max</sub><sup>d</sup></b>							
<b>15</b>	104	99	100	99	104	101	97
<b>25<sup>e</sup></b>	99	95	95	95	99	96	93
50	93	89	89	89	93	90	87
<b>60</b>	92	87	88	87	92	89	85
75	90	85	86	85	90	87	83
100	87	83	83	83	87	84	81
<b>120</b>	86	81	82	81	86	83	79
<b>170</b>	83	78	79	78	83	80	76
<b>200</b>	81	77	77	77	81	78	75
300	78	73	74	73	78	75	71
<b>450</b>	74	70	70	70	74	71	68
500	73	69	69	69	73	70	67
<b>Noise Levels – L<sub>eq</sub><sup>d</sup></b>							
<b>15</b>	97	95	96	95	97	94	93
<b>25<sup>e</sup></b>	93	91	91	91	92	89	88
50	87	85	85	85	86	83	82
<b>60</b>	85	83	84	83	85	82	81
75	83	81	82	81	83	80	79
100	81	79	79	79	80	77	76
<b>120</b>	79	77	78	77	79	76	75
<b>170</b>	76	74	75	74	76	73	72
<b>200</b>	75	73	73	73	74	71	70
300	71	69	70	69	71	68	67
<b>450</b>	68	66	66	66	67	64	63
500	67	65	65	65	66	63	62

**Notes:**

- Refer to Attachment A for the list of equipment modeled for each sub-phase of construction.
- Geometric attenuation based on 6 dB per doubling of distance. This calculation does not include the effects, if any, of local shielding. Distances shown in bold represent the distance between the Project Site and a noise-sensitive use.
- The emergency water reservoir would only be constructed for the Project Variant and not the Proposed Project. The emergency well would be located in the northeast portion of the Project Site, and the closest distance to existing sensitive land uses would be 60 feet.
- L<sub>max</sub> and L<sub>eq</sub> noise is presented in dBA units, which approximate the frequency response of the human ear.
- The land use at this distance (First Church of Christ, Scientist) is only affected by the Proposed Project, not the Project Variant, which would result in removal of the land use.

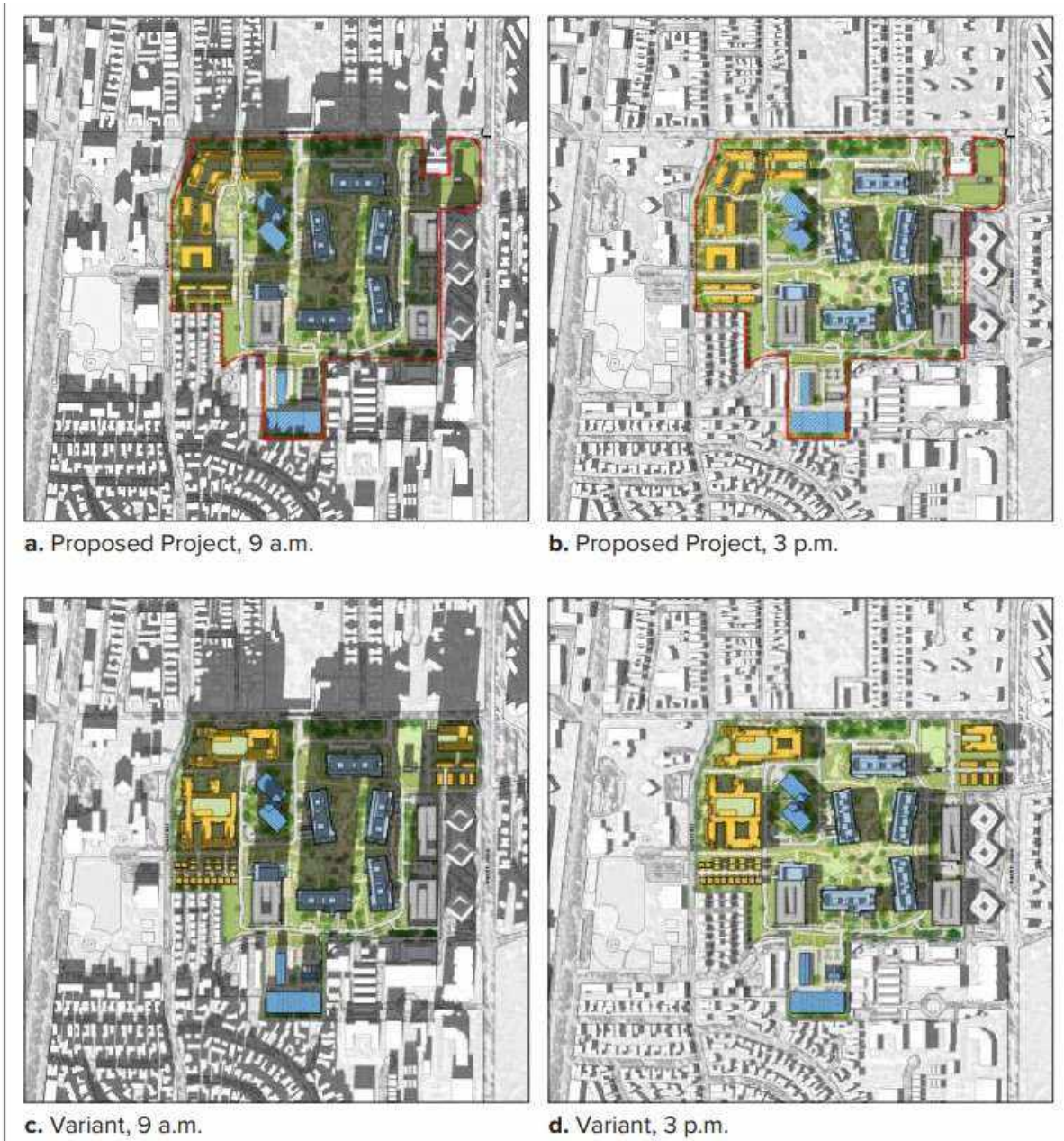
## Reference 4: Parkline Project – Noise Technical Memorandum

**Table 4. Land Use Compatibility Noise Standards for New Development**

Land Use Category	Community Noise Exposure ( $L_{Aeq}$ or CNEq, dB)					
	55	60	65	70	75	80
Residential – low density (single family, duplex, mobile home)						
Residential – multi-family						
Transient lodging (motels, hotels)						
Schools, libraries, churches, hospitals, nursing homes						
Auditoriums, concert halls, amphitheaters						
Sports arena, outdoor spectator sports						
Playgrounds, neighborhood parks						
Golf courses, riding stables, water recreation, cemeteries						
Office buildings, business, commercial and professional centers						
Industrial manufacturing, utilities, agriculture						
INTERPRETATION						
	Normally Acceptable	Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.				
	Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction; with closed windows, fresh air supply systems or air-conditioning will normally suffice.				
	Normally Unacceptable	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.				
	Clearly Unacceptable	New construction or development should not be undertaken.				



### Reference 5: Parkline Project – Shadow Evaluation Figure 23



**Figure 23**  
**Shadows on December 21 (Winter Solstice)**

**From:** [Katie Hahn](#)  
**To:** [Sandmeier, Corinna D](#)  
**Subject:** SRI Feedback  
**Date:** Saturday, July 12, 2025 8:50:17 AM

---

Hi -

My name is Katie Hahn. I am Menlo Park resident. I think this project is a great idea. I guess my only question is why you wouldn't put more affordable housing here to meet the state mandate, and stop proceeding with the downtown development. This is a great spot, close to the train, walking to downtown and supported by the community!! Please listen to residents and add more affordable housing units. The downtown development is a horrible idea and will destroy our sweet town. Thank you!

Katie Hahn

Sent from my iPhone

**Mark Scott Construction, Inc.  
2835 Contra Costa Blvd.  
Pleasant Hill, CA 94523**

July 21, 2025

City of Menlo Park  
c/o Corinna Sandmeier, Principal Planner  
Attn: Members of the Planning Commission  
701 Laurel Street  
Menlo Park, CA 94025

**RE: Parkline Project Impacts on McCandless Office Property on Middlefield Road**

Dear Honorable Members of the Planning Commission,

The Proposed Parkline project is located adjacent to the McCandless office buildings at 525, 535, and 545 Middlefield Road. The Environmental Impact Report (EIR) describes impacts that may affect our property, but because of the limitations of California Environmental Quality Act (CEQA) these impacts don't seem to be adequately addressed in the project's mitigation and monitoring plan.

The EIR does determine that the project results in significant and unavoidable impacts to noise and that certification of the EIR will require you to approve a statement of overriding considerations. We hereby request that if you make additional conditions related to mitigation and monitoring of impacts as part of the community benefit the project would provide as part of the findings for the statement of overriding considerations.

We present for your consideration the following proposed language for these additional measures with detailed reference to the sections of the EIR describing these impacts to follow.

**Proposed mitigation:**

- Construction traffic: The developer should prepare a construction traffic plan that avoids bringing construction traffic and deliveries through adjacent private property.
- Traffic impacts on Middlefield Rd: The developer should add gated access to the Parkline project from adjacent private property to limit access from Middlefield Road and prevent users of the Parkline project from parking on the adjacent private property.
- Construction dust and fumes: The developer should install dust monitors along the boundary with adjacent private property along with full-time human observers to ensure that air quality mitigation measures are being maintained. The result of the monitoring data and observation reports should be posted to a public website within 24 hours.
- Construction noise: The developer should install sound monitors along the boundary with adjacent private property along with full-time human observers to ensure that noise levels at the property boundary do not exceed 70 dB. The human observers should have the authority to stop any work activity immediately that is causing the noise level to exceed a conditionally acceptable level.

- Construction and operational noise from parking garages: The developer should install physical sound and dust barriers or walls along the boundary with adjacent private property during construction of the adjacent garages and to ensure operational noise levels leaving the property do not exceed normally acceptable levels. If the McCandless Office Owners can be satisfied that operational noise levels at the property boundary will not exceed 70 dB, the developer will remove such barriers on completion of construction to allow an open space feel.

#### **Traffic impacts:**

A Transportation Impact Analysis (TIA) report was prepared by Hexagon Transportation Consultants. In addition to the VMT analysis, the TIA provides a traffic operations analysis of level of service (LOS). LOS has historically been the method for evaluating traffic performance, and uses an A-F rating system for intersections with F being the worst and E-F considered unacceptable levels of delay. The level of service at Middlefield Rd & Ringwood Ave, the intersection at the north property boundary, is currently rated C in the morning with the average delay at 34.5 seconds and post project even with improvements will be rated E with 71.6 seconds of delay. Level of service in the evening is currently rated C with 28 seconds of delay and post project will be rated F with over 120 seconds of delay (Reference 1). Queuing of traffic entering the property in the morning and leaving in the evening through the Middlefield Rd & Ringwood Ave/Project Driveway currently are able to clear the intersection in one cycle, but in the post project conditions will exceed the storage capacity of the roadway (Reference 2). This suggests that it will be very difficult for tenants to get out of the property parking lot onto the access road during these times.

An Assessment of Energy Use report was prepared by Ramboll using the data from Hexagon's TIA and assumptions from Ramboll's Air Quality Health Risk Assessment. In the tables attached to the Assessment of Energy Use they show the Middlefield Road segment between Willow Rd and Ravenswood Ave, where the property is located, currently has 21,233 vehicle trips per day, and will have an additional 3,544 new traffic trips from the variant project net of the assumed TDM reduction. This represents a 16.7% increase in traffic volume.

Despite the fact that the increase from level of service C to F will have significant impacts on the adjacent private property, the mitigation measures do not address these impacts.

#### **Construction dust and fumes:**

The EIR evaluates potential air quality impacts from the project using the Clean Air Plan adopted with the Bay Area Air Quality Management District in 2017 as the guide for controlling emissions of ozone, reactive organic gases, nitric oxide, particulate matter, carbon monoxide and greenhouse gases (GHG). Ramboll, a consultant specializing in air quality analysis, prepared an Air Quality, Greenhouse Gas, and Health Risk Assessment Analysis for both the base and variant projects that are included in the DEIR appendices. The analysis determines that without strict control measures during construction the emissions would be considered a potentially significant impact.

The EIR identifies 3 mitigation measures that would reduce the air quality impacts to less than significant: 1) using electric powered landscape equipment, such as mowers and blowers, instead of fossil fuel powered, 2) using architectural coatings, such as paint, that contains low levels of volatile

organic compounds (VOC), and 3) a list of dust control measures required during all earth moving activities. The conclusion is that by implementing mitigation measure these impacts could be reduced to less than significant; however, we do not feel the current language of the mitigation measures is strong enough to protect the adjacent private property owners.

**Noise:**

ICF, the EIR Consultant, prepared a Noise Technical Memorandum that evaluates the noise and vibration impacts from the project. They collected noise measurements for the existing conditions, including taking measurements at the northwest corner of the parking lot on the property behind the 545 Middlefield building. The existing noise measurements and traffic volumes are input into a quantitative traffic noise model based on the Federal Highway Administration's Traffic Noise Model version 2.5. The model calculates the noise levels post project in different locations so the increase in noise can be compared to the existing. For this comparison, they state that a change in 3 dB is barely noticeable, a change in 5 dB is clearly noticeable, and a change of 10dB is perceived as doubling the sound level.

The existing noise measurements taken at the property on April 20, 2023, identified as location ST-5 on table 1, are Leq Range (Average) of 52.5 dBA and Lmax Range of 60.8 dBA. The noise levels for phase 1 construction by sub-phase shown in table 6 for locations 100' from the project are Leq Range 76-81 dBA and Lmax Range 81-87 dBA (Reference 3). The noise levels for phases 2 and 3 shown in tables 7 and 8 are similar. This represents an average noise increase of 24+ dBA at the property. According to the land use compatibility noise standards for new development in table 4 these noise level at an office building would be considered normally unacceptable and for residential and school uses would be considered clearly unacceptable (Reference 4). The DEIR states that because construction would result in noise levels greater than 10dB relative to the existing noise level this would be a potentially significant impact.

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Mitigation measures including a construction noise reduction plan and noise barrier are mentioned in the EIR; however, even with the implementation of these mitigation measures the increase in noise could adversely affect surrounding land uses that are sensitive to noise. Therefore, construction noise impacts would be significant and unavoidable with mitigation.

**Aesthetics due to shadows from the parking garages:**

An Aesthetics and Shadow Evaluation Memo are included for informational purposes in the EIR appendix. According to the figures in the evaluation, the most significant shadow impacts to the McCandless buildings occur during the afternoon in the winter months (Reference 5). In the base project the shadows appear to shade the overhang and a few offices on the southwestern side of the office buildings. The shadows in the variant project during the same time appear to shade nearly half of the office buildings.

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Commission and City Council have the authority as part of their discretionary review to add conditions of approval to address the shadow impacts on our buildings.

**Conclusion:**

The EIR identified project impacts that could be mitigated and includes a Mitigation Monitoring and Reporting Plan (MMRP) describing these measures in detail and how they would be monitored to ensure compliance. The EIR did identify some impacts, specifically noise, ground-borne vibration, and cultural resources, that are significant and unavoidable. Because there are impacts that can't be mitigated, as well as impacts that are described in the EIR that are not adequately mitigated by the proposed measures, we request the Planning Commission add additional measures through the conditions of approval to address these impacts.

Let us know if you have any questions about the contents of this letter.

Sincerely,



Peter Lezak

Principal Planner

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			PM	05/24/23	0.0	A

## Reference 1: Parkline Project – Traffic Operations Analysis LOS

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			PM	OVR	F	OVR	F
4	Middlefield Rd & Seminary Dr	TWSC	AM	OVR	F	-	-
			PM	OVR	F	-	-
	Mitigation	Signal	AM	-	-	63.2	E
			PM	-	-	49.2	D
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			PM	11.4	B	21.5	C
9	Loop Rd & Ravenswood Ave	OWSC	AM	26.3	D	16.9	C
			PM	58.9	F	30.5	D

## Reference 2: Parkline Project – Traffic Operations Analysis Queueing

**Table 4 (continued)**  
**Existing Conditions Queueing Analysis**

#	Intersection	Movement	Peak Period	Existing Storage Length (ft/ln)	Existing Conditions	
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			PM		97	48
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			PM		148	82
		NBL	AM	200	86	29
			PM		33	0
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			PM		390	225
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		SBL	AM	160	203	156
			PM		194	166
		SBT	AM	450	443	250
			PM		424	245
		SBTR	AM	320	512	177
			PM		410	139
		EBLTR	AM	250	27	0
			PM		43	16
		WBLTR	AM	250	48	20
			PM		41	18
		NBL	AM	65	26	0
			PM		0	0
		NBT	AM	360	0	0
			PM		0	0
		NBR	AM	105	0	0
			PM		0	0
		SBL	AM	100	28	0
			PM		38	0
		SBTR	AM	885	38	0
			PM		19	0

## Reference 2: Parkline Project – Traffic Operations Analysis Queueing

**Table 10 (continued)**  
**Background Plus Project (With Improvements) Conditions Queueing Analysis**

#	Intersection	Movement	Peak Period	Storage Length (ft/ln)	Background Plus Project (With Improvements) Conditions	
					95th Percentile Queue (ft/ln) <sup>1</sup>	Average Queue (ft/ln) <sup>2</sup>
3	Middlefield Rd & Ringwood Ave/Project Driveway	EBLT	AM	145	203	77
			PM		1649	1632
		EBR	AM	145	33	0
			PM		1643	1629
		WBLT	AM	250	284	197
			PM		172	88
		WBR	AM	250	186	102
			PM		244	136
		NBL	AM	200	239	185
			PM		187	75
		NBT1	AM	885	1194	716
			PM		730	363
		NBT2	AM	885	930	678
			PM		733	449
		NBR	AM	150	198	91
			PM		191	72
4	Middlefield Rd & Seminary Dr/Project Driveway	SBL	AM	160	222	157
			PM		189	168
		SBT	AM	450	507	386
			PM		450	319
		SBTR	AM	320	621	394
			PM		597	315
		EBLT	AM	250	285	69
			PM		811	309
		EBR	AM	90	89	36
			PM		133	109
		WBLTR	AM	250	83	33
			PM		50	19
		NBL	AM	65	413	271
			PM		292	95
		NBT	AM	360	2274	900
			PM		985	531
		NBR	AM	105	32	0
			PM		44	0
		SBL	AM	100	68	24
			PM		91	41
		SBTR	AM	885	727	327
			PM		982	496



### Reference 3: Parkline Project – Noise Technical Memorandum

**Table 6. Phase 1 Noise Levels by Construction Sub-Phase<sup>a</sup>**

Distance between Source and Receiver (feet) <sup>b</sup>	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coatings	Emergency Water Reservoir and Emergency Well Construction <sup>c</sup>
<b>Noise Levels – L<sub>max</sub><sup>d</sup></b>							
<b>15</b>	104	99	100	99	104	101	97
<b>25<sup>e</sup></b>	99	95	95	95	99	96	93
50	93	89	89	89	93	90	87
<b>60</b>	92	87	88	87	92	89	85
75	90	85	86	85	90	87	83
100	87	83	83	83	87	84	81
<b>120</b>	86	81	82	81	86	83	79
<b>170</b>	83	78	79	78	83	80	76
<b>200</b>	81	77	77	77	81	78	75
300	78	73	74	73	78	75	71
<b>450</b>	74	70	70	70	74	71	68
500	73	69	69	69	73	70	67
<b>Noise Levels – L<sub>eq</sub><sup>d</sup></b>							
<b>15</b>	97	95	96	95	97	94	93
<b>25<sup>e</sup></b>	93	91	91	91	92	89	88
50	87	85	85	85	86	83	82
<b>60</b>	85	83	84	83	85	82	81
75	83	81	82	81	83	80	79
100	81	79	79	79	80	77	76
<b>120</b>	79	77	78	77	79	76	75
<b>170</b>	76	74	75	74	76	73	72
<b>200</b>	75	73	73	73	74	71	70
300	71	69	70	69	71	68	67
<b>450</b>	68	66	66	66	67	64	63
500	67	65	65	65	66	63	62

**Notes:**

- Refer to Attachment A for the list of equipment modeled for each sub-phase of construction.
- Geometric attenuation based on 6 dB per doubling of distance. This calculation does not include the effects, if any, of local shielding. Distances shown in bold represent the distance between the Project Site and a noise-sensitive use.
- The emergency water reservoir would only be constructed for the Project Variant and not the Proposed Project. The emergency well would be located in the northeast portion of the Project Site, and the closest distance to existing sensitive land uses would be 60 feet.
- L<sub>max</sub> and L<sub>eq</sub> noise is presented in dBA units, which approximate the frequency response of the human ear.
- The land use at this distance (First Church of Christ, Scientist) is only affected by the Proposed Project, not the Project Variant, which would result in removal of the land use.

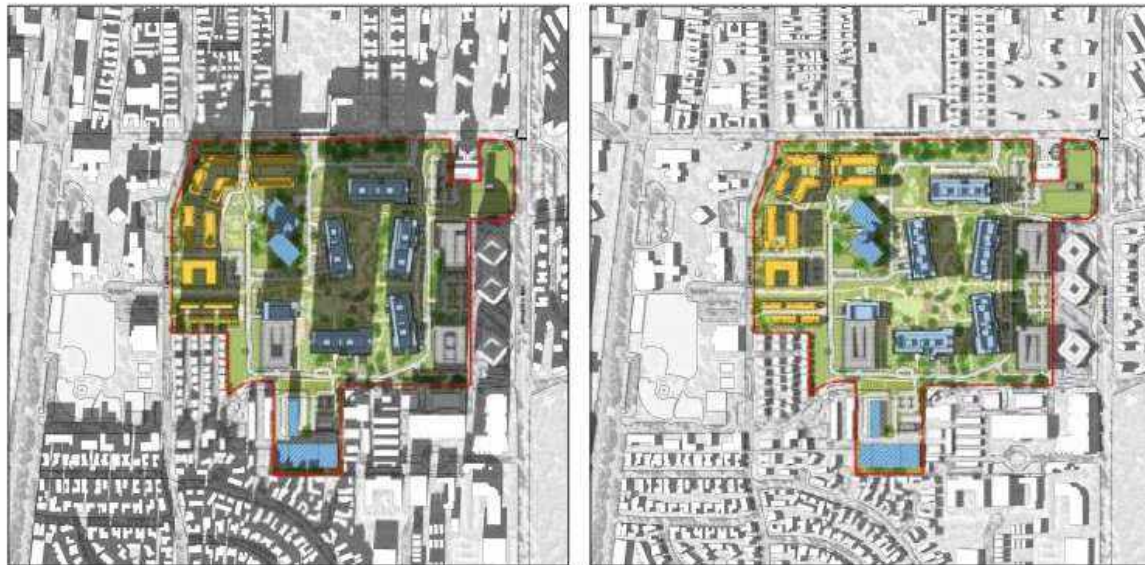
## Reference 4: Parkline Project – Noise Technical Memorandum

**Table 4. Land Use Compatibility Noise Standards for New Development**

Land Use Category	Community Noise Exposure ( $L_{Aeq}$ or CNEI, dB)					
	55	60	65	70	75	80
Residential – low density (single family, duplex, mobile home)						
Residential – multi-family						
Transient lodging (motels, hotels)						
Schools, libraries, churches, hospitals, nursing homes						
Auditoriums, concert halls, amphitheaters						
Sports arena, outdoor spectator sports						
Playgrounds, neighborhood parks						
Golf courses, riding stables, water recreation, cemeteries						
Office buildings, business, commercial and professional centers						
Industrial manufacturing, utilities, agriculture						

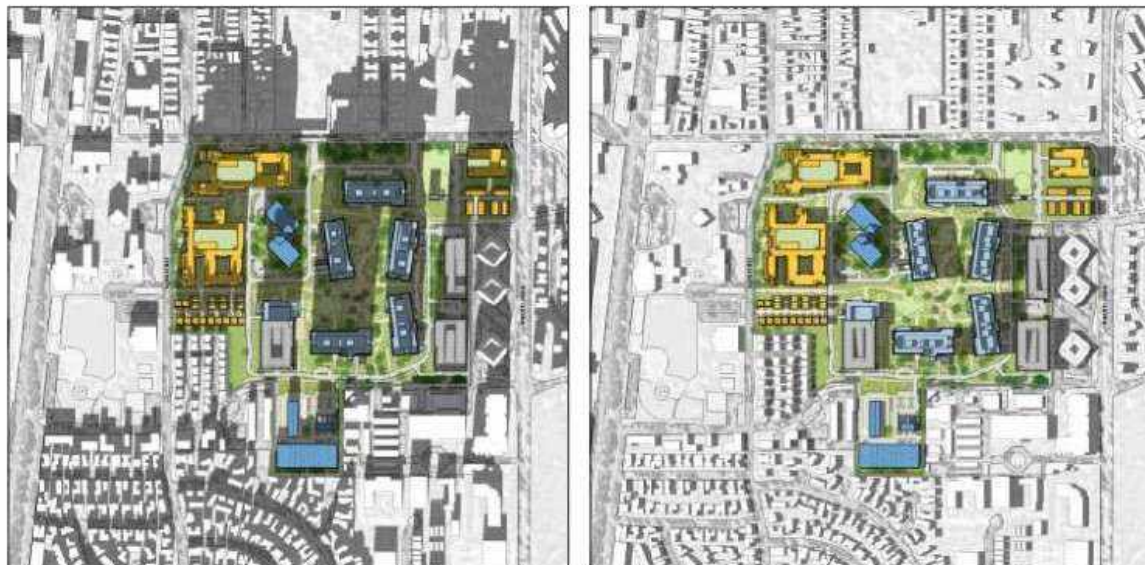
INTERPRETATION		
Normally Acceptable	Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.	
Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction; with closed windows, fresh air supply systems or air-conditioning will normally suffice.	
Normally Unacceptable	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.	
Clearly Unacceptable	New construction or development should not be undertaken.	

### Reference 5: Parkline Project – Shadow Evaluation Figure 23



a. Proposed Project, 9 a.m.

b. Proposed Project, 3 p.m.



c. Variant, 9 a.m.

d. Variant, 3 p.m.

**Figure 23**  
**Shadows on December 21 (Winter Solstice)**



**From:** [Kristen L](#)  
**To:** [Sandmeier, Corinna D](#); [Planning Commission](#)  
**Subject:** BMR units and parking for Parkline Project  
**Date:** Saturday, July 26, 2025 11:06:21 AM

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Hello, Planning Commission!!

I love that this property has below market rate (BMR) units mixed in with the market rate units as required by law. It's even better that the owner is including even more BMR units than required! However, it doesn't seem great to have the up to 154 even more BMR units in a separate building. We have learned over time that separate is not equal. That proved especially true in education and when some people were not allowed to purchase homes in some neighborhoods. It doesn't seem right to put the additional BMR units "over there" in the below market rate area of the property, which is coincidentally on the busiest corner. It seems like it creates an area for second class citizens. Why not incorporate all of the BMR units with the market rate units?

Also, there is only one parking spot for every two additional BMR units, when there are 1.25 for every market rate unit and two for townhomes. That creates a hardship for BMR car owners who may walk, bike or take public transit to work but sometimes need their car to drive farther away to see family and friends or for errands that are far from transit hubs.

Thank you for taking these issues into consideration in planning for the future!

Kristen Leep  
Menlo Park Preschool Teacher  
35 Year Menlo Park Resident  
4 Year Below Market Rate Renter

Sent from iPhone. Please excuse auto "corrections".

**From:** [Perata, Kyle T](#)  
**To:** [Sandmeier, Corinna D](#)  
**Subject:** Fw: I Support Parkline  
**Date:** Friday, August 8, 2025 6:34:08 AM  
**Attachments:** [CMP\\_Email\\_Logo\\_100dpi\\_05d92d5b-e8e3-498f-93a6-d0da509bd602111111111.png](#)

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For the project file.

-Kyle



**Kyle T. Perata** (*he/him*)  
Assistant Community Development Director  
City Hall - 1st Floor  
701 Laurel St.  
tel 650-330-6721  
[menlopark.gov](http://menlopark.gov)  
See [www.pronouns.org](http://www.pronouns.org) to learn more about why I share my pronouns.

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**From:** Margarita Mendez <mlmendez@me.com>  
**Sent:** Friday, July 18, 2025 4:24 PM  
**To:** Katie Behroozi <kbehroozi@gmail.com>; linhdab@yahoo.com <linhdab@yahoo.com>; Andrew Ehrich <andrewehrlich@gmail.com>; Katie Ferrick <kmgferrick@gmail.com>; Jennifer Schindler <jennifers@gmail.com>  
**Cc:** connect@menloparkline.com <connect@menloparkline.com>; Misha Silin <mdsilin@gmail.com>; Ross Silverstein <silverstein.ross@gmail.com>; \_CCIN <city.council@menlopark.gov>  
**Subject:** I Support Parkline

Dear honorable members of the Menlo Park City Council and Planning Commission,

As a Menlo Park resident, I encourage you to support Parkline - a once in a generation project that will add significant benefit to our community.

I fully support moving this project forward and look forward to welcoming new neighbors.

Margarita L Méndez  
Enviado desde mi iPhone

**From:** [CHERIE ZASLAWSKY](#)  
**To:** [Planning Commission](#)  
**Subject:** SRI Parkline  
**Date:** Saturday, August 16, 2025 6:00:54 PM

---

Dear Planning Commissioners,

Given our city's need for affordable housing and the hazards posed by an excess of office space, please urge the City Council to negotiate a better outcome for the city rather than to approve SRI's Parkline project in its current form.

Lane Partners can't be blamed for seeking a deal that benefits their bottom line at the expense of our residents. That's why city councils have the power to refuse to grant development rights to plans that are not also favorable to the city. And advising the City Council to negotiate plans favorable to the city is your province as Planning Commissioners.

I'm sure you realize that if SRI's Parkline development clocks in with over a million square feet of office space, our city's RHNA requirements for the next Housing Cycle will skyrocket in the mad dash to accommodate the jobs/housing balance requirement.

Another factor to consider: SRI's property spans 64 acres. Of course there are other options for the low-income housing the Council intends to put in the downtown parking lots, but surely SRI provides an excellent opportunity for a goodly portion of that housing.

Downtown parking plazas 1, 2 and 3 cover just 4 ½ acres. Of its 64 acres, SRI has proposed a mere 1.6 acres for 100% affordable housing. In other words, SRI has offered 2.5% of its 64 acres for 100% affordable housing, while such housing would occupy 100% of the 4 ½ acres of the three downtown parking lots on the north side of Santa Cruz Avenue.

But there's an even more crucial difference: apartment complexes in Parkline, in contrast to the downtown parking lots, would not put anyone out of business! Not only that, but they'd provide far more pleasing surroundings for future tenants, nestled among greenery and adjacent to parks, rather than being crammed between buildings in a downtown business district.

Consider too that including low- and very low-income units in the SRI site would enable teachers' aides who work at Menlo Atherton High School to be literally across the street from where they work. The same goes for other MA staff members with modest incomes, such as custodians and cafeteria workers, among others.

Why should 345 units for low-income tenants be squeezed into the parking lots of our one and only downtown shopping district in approximately 4 ½ acres, when they could be placed in a much nicer location surrounded by green space, parks and bicycle paths in the 64 acre SRI site? There will be parking structures onsite as well, Caltrain is just a couple of blocks away, and El Camino and Menlo Park's business district are also in easy reach whether by bike, car or on foot.

This can be a win-win for the city if you advise the City Council to negotiate an improved plan for Parkline that better serves the needs and interests of Menlo Park, both current and future.

Sincerely,

Cherie Zaslowsky

**From:** [Paul Collacchi](#)  
**Cc:** [Planning Commission](#)  
**Subject:** FW: Please have the CSC review the Parkline Project  
**Date:** Wednesday, August 13, 2025 12:07:03 PM  
**Attachments:** [Kimly Horn TDM Pages from F1 - TIA Guidelines.pdf](#)

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**\*\*Originally sent by Paul Collacchi to CSC and Council, it seems to have bounced back from Planning commission. Because it is somewhat technical, I provide this abstract.**

Abstract.

- I seek confirmation for and express concern that the CSC was not asked to review the Parkline Project for transportation impacts as is their role. I ask council to have CSC review the project.
- I cite examples where it appears the Transportation Impact Analysis (“TIA”) failed to fully comply with Menlo Park’s adopted TIA guidelines. Particularly significant was the failure to perform traffic volume counts on sensitive local streets, particularly Ringwood, or to consider alternative projects given the many numerous (19) significant congestion impacts.
- I document irregularities and potential flaws in DEIR calculations, including VMT calculations, that also seem inconsistent with adopted policies.
- I compare the Parkline TDM “plan” to the “reference plan” made by Kimley-Horn for 1315 O’Brien Drive, used as an illustration by the city in its 2015 TIA adoption policy.
- Finally, I compared the TDM analysis in the Parkline DEIR to the TDM analysis in the San Carlos Alexandria DEIR.

\*\*\*\*\*

Council Members, and CSC commission members,  
It has been brought to my attention that the Complete Streets Commission (“CSC”) was not asked to review the Parkline project. Is this true? If so, why not? It’s a stated role of the CSC to “... *provide input on major land use and development projects as it relates to transportation.*”

According to the 7/21/15 Council Staff Report, “... *the City’s Transportation Demand Management (TDM) Program Guidelines and the Transportation Impact Analysis (TIA) Guidelines define the process, requirements and standards for determining a development project’s potential impact(s) on the transportation network*”

In my view, it should be routine for CSC to review development projects specifically in light of these documents, and I ask you to review the Parkline Project for conformance with these guidelines.

Please be advised that in my own review, using Menlo Park's adopted TIA/TDM standards, I noticed the following issues and irregularities:

1. There seem to be at least three places in the adopted TIA policy where the analysis clearly deviated from policy,
  - a. **The effectiveness of the alleged Parkline TDM plan was not verified** according to policy (TIA note 12)
  - b. **Average Daily Traffic (“ADT”) volume (“segment”) counts on nearby, sensitive local streets, particularly Ringwood, were not performed.** (TIA Section 7.B)
  - c. **Despite many, clear congestion (LOS) impacts (and possible ADT segment impacts) no “alternatives” have been evaluated** in the event of non-compliance (TIA section 9).
    - These impacts were so clear that the applicant recently took it upon themselves to proposed a commercial reduction (alternative) to reduce traffic impacts.
2. There are also issues with the DEIR analysis.
  - a. **The EIR analysis considers the alleged TDM plan measures to be part of the project, not a project mitigation.**
    - TIA Section 4.A attachment B makes no mention of including TDM deductions in project VMT calculations.
    - I believe the practice is questionable, in part for reasons below.
  - b. **The alleged TDM plan is not a specific plan**, similar to the one proposed in Table 3. of the 7/21/2015 Staff Report “reference plan” conducted by Kimley-Horn for 1315 O'Brien Drive.(Attached)
    - The Kimey-Horn TDM plan distinguishes between “*potential*” methods and “*proposed*” methods; it includes specific methods (Table 3), and it evaluates the effectiveness of those methods (Attachment B).
    - The Parkline “plan” is a promise to make a plan using a set of strategies that Parkline “could” or “would” take from a menu of potential methods whose listed effectiveness varies and was never verified in the Parkline context, in part, because there is no specific TDM plan to verify.
  - c. **Regarding vehicle miles travelled (“VMT”), the Parkline DEIR VMT**

**finding of “not significant” relies completely upon a TDM trip reduction number, 28%, that seems unrealistic, unprecedented, and unverified.**

- The Kimley-Horn TDM plan reduces trips by 21% and VMT by only 17%. It notes that a 21% trip reduction is similar to other nearby plans.
- In the Greenheart DEIR, made by the same EIR preparer as Parkline, TDM is inherently acknowledged to be both “unreliable” and “not guaranteed”.
- How can a vague and unreliable element of the project, whose effectiveness is unverified and cannot be guaranteed, be relied upon to make a finding of “non-significance”?

Finally, for reference, I reviewed the transportation/TDM methods, practices, standards and findings made by San Carlos in its Alexandria Center DEIR.

The Alexandria Center project in San Carlos is a near-perfect comparable for Parkline.

- It is a commercial “infill” project that abuts El Camino Real on the east.
- On the west side of ECR is downtown San Carlos.
- San Carlos is a suburban community with a suburban city center and population of 28,000
- There is a CalTrain station within .5 miles of the project.
- San Carlos has an adopted TDM ordinance. (Menlo Park does not). It must also comply with C/CAG TDM policies.
- San Carlos uses the same method to verify TDM effectiveness as Menlo Park.

In terms of rigor, clarity, and honesty the Alexandria Transportation DEIR seemed superior in every way to that provided by ICF for Parkline.

I hope that the CSC reviews the Parline project, or, if not, then I hope the CSC performs a post mortem of the Parkline traffic analysis to review and critique practices undertaken for the Parkline Project in light of Menlo Park’s TIA/TDM policies.

Sincerely,

Paul Collacchi



## MEMORANDUM

To: Ron Krietemeyer  
Tarlton Properties, Inc.

From: Michael Mowery, P.E.  
Ben Huie, P.E.

Date: July 10, 2015

Subject: **Transportation Demand Management (TDM) Memorandum for 1315 O'Brien Drive**

Kimley-Horn and Associates, Inc. (KHA) was retained by Tarlton Properties, Inc. to evaluate the expected number of project trips based on the existing and proposed land uses at 1315 O'Brien Drive in the City of Menlo Park and mitigate the number of trips by implementing a Transportation Demand Management (TDM) Plan. The proposed project will realign the previous building uses. Below are the proposed sizes and land uses for the proposed site:

- 113,382 square feet of research & development (Pac Bio)
- 45,796 square feet of manufacturing (Pac Bio)
- 17,797 square feet of warehousing (Pac Bio)
- 43,541 square feet of warehousing (other tenants)

The previous use for the project site consisted of:

- 162,839 square feet of warehousing
- 56,002 square feet of general office building

These changes in land use for 1315 O'Brien Drive will result in an increase in peak hour trips generated from the project site.

## PROJECT PEAK HOUR TRIPS

The number of project trips for the project site was estimated using the industry standard Institute of Transportation Engineer's (ITE) *Trip Generation* Manual. This reference estimates project trips based on land use from survey data. Since the proposed project is not a new project, but updating an existing land use, trip rates were calculated for both the proposed use and the previous use.

The previous land use was a distribution center with regional administrative offices including a showroom and sales offices. A distribution center does not have a specific land use in the ITE *Trip Generation* manual. There are similar land uses in the *Trip Generation* manual such as: the warehousing land use (ITE LU code 150), the general light industrial (ITE LU code 110), and the high-



cube warehouse/distribution center (ITE LU code 152). The *Dumbarton Distribution Center EIR*<sup>1</sup>, which was the name of the Menlo Business Park before 1984, was reviewed as well. It documented the distribution center as a warehousing and light industrial land use. Therefore, for trip generation purposes, the existing use for the 1315 O'Brien Drive site was a warehousing land use, along with office, as described previously. **Table 1** summarizes the trip generation for the previous use. Specific land use and trip generation breakdowns are provided in **Attachment A**.

**Table 1 – Trip Generation Summary – Previous Use**

Previous Use	Vehicle Trips		
	Daily	AM Peak	PM Peak
56.002 KSF Office and 162.839 KSF Warehousing	1,178	134	133

The previous land uses resulted in 134 AM peak hour trips and 133 PM peak hour trips. No adjustments for trip reductions (e.g. pass-by trips or internal capture) were used in this calculation. The previous use trips will be used as a trip credit for determining the overall net change in proposed project trips.

**Table 2** summarizes the trip generation for the proposed use. Specific land use and trip generation breakdowns are provided in **Attachment A**.

**Table 2 – Trip Generation Summary – Proposed Use**

Proposed Use	Vehicle Trips		
	Daily	AM Peak	PM Peak
113.382 KSF R&D 45.796 KSF Manufacturing 61.338 KSF Warehousing	1,316	189	174

The proposed land uses result in 189 AM peak hour trips and 174 PM peak hour trips. No adjustments for trip reductions (e.g. pass-by trips or internal capture) were used in this calculation. A Transportation Demand Management (TDM) program is being proposed to reduce the proposed project vehicle trips.

## TRANSPORTATION DEMAND MANAGEMENT PROGRAM

The following summarizes an initial approach to the proposed TDM program for the proposed project at 1315 O'Brien Drive. It is assumed that the TDM program will be refined over time to adapt to changing transportation trends and to maximize the efficiency of the program. The TDM program is

<sup>1</sup> Dumbarton Distribution Center Final EIR, The Environmental Center, March 12, 1982.

specifically designed to focus on incentives and rewards for employees to participate in the program rather than penalties for not participating.

## POTENTIAL PROGRAM ELEMENTS

Tarlton Properties, Inc. should offer a combination of program elements to encourage employees to utilize alternative modes of transportation to driving alone. Potential program elements are listed below:

- Bike lockers/racks
- Showers/changing rooms
- Shuttle service
- Subsidized transit tickets for employees
- Preferential carpool parking spaces
- Preferential vanpool parking spaces
- Vanpool program
- Commute assistance center
- Allowance program for bicyclists, walkers, and carpoolers
- Parking cash out program
- Telecommuting
- Compressed workweek program
- Alternate hours workweek program
- Join the Alliance's guaranteed ride home program

These program elements are listed in the City of Menlo Park's *Transportation Demand Management Program Guidelines*. Additionally, the City/County Association of Governments of San Mateo County (C/CAG) has its own guidelines for a TDM program mentioned in the *Revised C/CAG Guideline for the Implementation of the Land Use Component of the Congestion Management Program*. Each of these documents summarizes the potential program measures, a description of each measure, and the trip credits associated with each measure.

## PROPOSED PROGRAM ELEMENTS

Tarlton Properties, Inc. is interested in working with the City to develop a practical TDM plan that can be both effective and provide the most value for all parties. An initial set of TDM measures are proposed for the 1315 O'Brien Drive site and is summarized in **Table 3**. The number of trip credits was determined from the City of Menlo Park's TDM Guidelines. The following provides a brief description of each proposed TDM element:

- **Bike Storage:** Bike lockers are proposed to be located on the property. The specific location will be shown on the proposed site plan. Secure bike storage lockers for 20 bicycles are proposed. The bike lockers are furnished by the American Bicycle Security Company and provide a safe storage for bikes at work. Additionally, bike racks for 12 bicycles are proposed and will be shown on the proposed site plan.

**Table 3 – Proposed TDM Measure Summary**

TDM Measure	Number of Trips Credited	Peak Hour Trip Credits	Program Elements	Trip Credits <sup>1</sup>
Bike Storage	One credit per 3 bike lockers/racks	1/3	32	10
Showers/Changing Rooms	Two credits per 1 shower/changing room	2	12	24
Shuttle service	One trip credit for each round trip seat on the shuttle	1	120	120
<i>Additional credit for combination with Guaranteed Ride Home Program</i>	<i>Additional one trip credit for each seat</i>	<i>1</i>	<i>120</i>	<i>120</i>
Subsidized transit tickets (Go Pass for Caltrain)	One trip credit for each transit pass provided	1	100	100
Preferential carpool parking	Two credits per 1 space reserved	2	32	64
Commute assistance center				
<i>Transit brochure rack</i>	<i>One peak hour trip credited for each feature</i>	<i>1</i>	<i>1</i>	<i>1</i>
<i>Computer kiosk connected to Internet</i>	<i>One peak hour trip credited for each feature</i>	<i>1</i>	<i>1</i>	<i>1</i>
<i>Telephone</i>	<i>One peak hour trip credited for each feature</i>	<i>1</i>	<i>1</i>	<i>1</i>
<i>Desk and chairs</i>	<i>One peak hour trip credited for each feature</i>	<i>1</i>	<i>1</i>	<i>1</i>
Allowance for bicyclists, walkers, and carpoolers	One trip credit for each monthly allowance offered to an employee	1	30	30
Join Alliance's guaranteed ride home program	One credit for every two slots purchased in the program with Alliance <sup>2</sup>	-	-	-
Implement flexible work hours	One peak hour credit for each employee offered the opportunity to work flexible hours	1	35	35
Combine any two of these elements and receive additional five credits	Five trip credits for combination of two elements	5	1	5
<b>Total Trip Credits:</b>				<b>512</b>

<sup>1</sup>The number of peak hour trips credited is outlined in the City of Menlo Park's *Transportation Demand Management (TDM) Guidelines*.

<sup>2</sup>The Alliance's guaranteed ride home program operates differently than when the TDM guidelines were created. The Alliance no longer offers slots to be purchased. Trip credits for this TDM measure are combined with the shuttle service.

- **Showers/Changing Rooms:** Twelve shower/changing rooms are proposed for the building on the first floor. The shower/changing rooms provide a dedicated facility for the cyclists and persons walking to work. This measure, combined with the bike lockers/racks, should provide employees with a great alternative for commuting to work.
- **Guaranteed Ride Home Program:** Tarlton Properties, Inc. will also enroll its tenants in a Guaranteed Ride Home Program administered by the Peninsula Traffic Congestion Relief Alliance. The program provides employees a free taxi ride home in the case of an emergency. Employers will pay 25 percent of the taxi costs and the Peninsula Traffic Congestion Relief Alliance will pay the remaining 75 percent. There is no additional cost to

- join the program. This program provides a safety net when an emergency arises for those carpooling, vanpooling, taking transit, walking to work, or bicycling to work.
- **Shuttle Service:** A shuttle service will be provided for employees to use for commuting to work. The shuttle service is provided by Bauers and is currently being implemented in the existing business park surrounding the proposed project. A new shuttle service, specifically serving the buildings along O'Brien Drive, recently started on February 1, 2015. The shuttle service has a stop in front of 1505 O'Brien Drive. This shuttle service will include a separate BART shuttle and Caltrain shuttle. The BART shuttle will carry up to 20 passengers between the Union City BART Station and the project site during the AM and PM peak hours. The shuttle departs every 60-65 minutes. The Caltrain shuttle will carry up to 20 passengers between the Palo Alto Caltrain Station and the project site during the AM and PM peak hours. The shuttle departs every 40 minutes. The project should have a minimum of five roundtrips in the AM and PM peak periods, each carrying 20 passengers, for a total of 100 additional seats to the Caltrain station per peak hour. The shuttles should accommodate the total demand for the potential 100 Caltrain users. There is also a pick-up/drop-off location at Decoto Road/Ozark Park Way in Fremont, CA.
  - **Subsidized Transit Tickets:** Caltrain Go Passes will be provided to employees at no cost to the employees. The Caltrain Go Pass allows for unlimited rides, seven days a week. The cost of the Go Pass is \$180 per person, but a minimum of \$15,120 per employer. This equates to 84 Go Passes at a minimum to distribute to all employees. For TDM calculations, it was assumed that 100 Go Passes will be provided for this specific site.
  - **Preferential Carpool Parking:** 32 preferential carpool parking spaces are provided. The carpool parking spaces will be located close to the building's entrances to provide an incentive for employees to carpool. Marked carpool parking spaces will be shown on the proposed site plan.
  - **Commute Assistance Center:** A Commute Assistance Center will be provided with the following features: transit brochure rack, computer kiosk connected to internet, telephone, and a desk and chairs. The center should encourage employees to use transit to commute to work and provide ease of access to determine the optimal mode of transportation home.
  - **Monthly Allowance for Bicyclists, Walkers, and Carpoolers:** A monthly allowance of \$20 will be offered to those employees who walk, bicycle, or carpool to work. This measure provides further incentive to not drive alone to work. The \$20 monthly allowance equates to approximately \$1 per day.
  - **Flexible work hours:** Employees will be offered the opportunity to work a flexible work schedule. Employees can work outside the traditional 8 AM to 5 PM work day. This measure will result in employees avoiding the AM peak (7 AM to 9 AM) and PM peak (4 PM and 6 PM) for their daily commute. It is anticipated that 35 employees would participate in this flexible work schedule.
  - **Combination of Two Elements:** Combining at least two elements in the TDM program results in five additional peak hour trips. By offering complimentary TDM elements, experience has shown that the effectiveness of the program increases.

As shown in **Table 3**, the proposed TDM measures total to 512 trip credits. Although the TDM program results in 512 trip credits, the effectiveness of the TDM program was calculated separately.

## EFFECTIVENESS OF TDM PROGRAM ELEMENTS

The effectiveness of the TDM plan was predicted using the COMMUTER model developed by the United States Environmental Protection Agency (EPA). The COMMUTER model is a spreadsheet based model that predicts the travel and emission effects resulting from an employer implemented transportation management program. The model allows for inputs to local work-trip mode shares, work trip lengths, vehicle occupancy, financial incentives for alternative modes of transportation, employer participation rates, and the level of each program to determine the predicted trip reduction rates. After inputting the specific TDM measures mentioned in **Table 3** for the proposed project, the anticipated trip reduction percentage is 21.1 percent. The 21.1 percent effectiveness is similar to other TDM plans in the local area. The COMMUTER model output for this project is shown in **Attachment B**.

The anticipated trip reduction of 21.1 percent was applied to the proposed project trips only, not the trip credits. **Table 4** shows the trip generation summary including the previous use trip credits and the TDM trip reduction.

**Table 4 – Trip Generation Summary with Trip Credits**

Uses	Vehicle Trips		
	Daily	AM Peak	PM Peak
Proposed Use Trips	1,316	189	174
TDM Trip Reduction (21.1%)	-278	-40	-36
Previous Use Trip Credits	-1,178	-134	-133
<b>Net New Trips</b>	<b>-140</b>	<b>15</b>	<b>5</b>

The net new trips for the proposed project after taking trip credits for the previous use and the TDM program are -140 daily trips, 15 AM peak hour trips, and five PM peak hour trips. The 15 AM peak hour trips and five PM peak hour trips are below the City's threshold of 16 peak hour trips (the equivalent number of peak hour trips for a 10 KSF office building).

# Attachment A

1315 O'Brien Trip Generation Table

TIME PERIOD		LAND USE	Trip Rate			Trips		
			In	Out	Total	In	Out	Total
Daily	Previous	Warehousing (162.839 KSF)	1.78	1.78	3.56	280	280	560
		General Office Building (56.002 KSF)	5.515	5.515	11.03	309	309	618
		<b>Total Previous Use Daily Trips</b>				<b>(589)</b>	<b>(589)</b>	<b>(1,178)</b>
	Proposed	Research and Development Center (113.382 KSF)	4.06	4.06	8.11	460	460	920
		Manufacturing (45.796 KSF)	1.91	1.91	3.82	88	88	176
		Warehousing (61.338 KSF)	1.78	1.78	3.56	110	110	220
		<b>Total Proposed Use Daily Trips</b>				<b>658</b>	<b>658</b>	<b>1,316</b>
		TDM Reduction (21.1%)				(139)	(139)	(278)
		<b>Net New Daily Trips</b>				<b>(70)</b>	<b>(70)</b>	<b>(140)</b>
AM Peak	Previous	Warehousing (162.839 KSF)	0.24	0.06	0.30	37	10	47
		General Office Building (56.002 KSF)	1.37	0.19	1.56	77	10	87
		<b>Total Previous Use AM Trips</b>				<b>(114)</b>	<b>(20)</b>	<b>(134)</b>
	Proposed	Research and Development Center (113.382 KSF)	1.01	0.21	1.22	115	23	138
		Manufacturing (45.796 KSF)	0.57	0.16	0.73	26	7	33
		Warehousing (61.338 KSF)	0.24	0.06	0.30	14	4	18
		<b>Total Proposed Use AM Trips</b>				<b>155</b>	<b>34</b>	<b>189</b>
		TDM Reduction (21.1%)				(33)	(7)	(40)
		<b>Net New AM Peak Trips</b>				<b>8</b>	<b>7</b>	<b>15</b>
PM Peak	Previous	Warehousing (162.839 KSF)	0.08	0.24	0.32	13	37	50
		General Office Building (56.002 KSF)	0.25	1.24	1.49	14	69	83
		<b>Total Previous Use PM Trips</b>				<b>(27)</b>	<b>(106)</b>	<b>(133)</b>
	Proposed	Research and Development Center (113.382 KSF)	0.16	0.91	1.07	18	103	121
		Manufacturing (45.796 KSF)	0.26	0.47	0.73	12	21	33
		Warehousing (61.338 KSF)	0.08	0.24	0.32	5	15	20
		<b>Total Proposed Use PM Trips</b>				<b>35</b>	<b>139</b>	<b>174</b>
		TDM Reduction (21.1%)				(7)	(29)	(36)
		<b>Net New PM Peak Trips</b>				<b>1</b>	<b>4</b>	<b>5</b>

# Attachment B

## COMMUTER MODEL RESULTS

### SCENARIO INFORMATION

Description	C/CAG Base TDM Program
Scenario Filename	Tarltton1315-incAltWorkWeek.vme
Emission Factor File	
Performing Agency	Kimley-Horn and Associates, Inc
Analyst	Ben Huie
Metropolitan Area	Menlo Park, CA
Area Size	1 - Large (over 2 million)
Analysis Scope	2 - Site or Employer-Based
Analysis Area/Site	1315 O'Brien Drive
Total Employment	360

### PROGRAMS EVALUATED

<input checked="" type="checkbox"/>	Site Walk Access Improvements
<input type="checkbox"/>	Transit Service Improvements
<input checked="" type="checkbox"/>	Financial Incentives
<input checked="" type="checkbox"/>	Employer Support Programs
<input checked="" type="checkbox"/>	Alternative Work Schedules
<input type="checkbox"/>	User-Supplied Final Mode Shares

### MODE SHARE IMPACTS

Mode	Baseline	Final	%Change
Drive Alone	70.5%	55.2%	-15.3%
Carpool	6.5%	9.0%	+2.5%
Vanpool	0.0%	0.0%	+0.0%
Transit	4.3%	17.4%	+13.1%
Bicycle	7.3%	8.6%	+1.3%
Pedestrian	2.7%	2.8%	+0.1%
Other	8.7%	7.0%	-1.7%
No Trip	-	0.0%	+0.0%
Total	100.0%	100.0%	-

Shifted from Peak to Off-Peak	1.1%
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### TRAVEL IMPACTS (relative to affected employment)

Quantity	Peak	Off-Peak	Total
Baseline VMT	4,483	2,818	7,301
Final VMT	3,688	2,425	6,113
VMT Reduction	794	394	1,188
% VMT Reduction	17.7%	14.0%	16.3%
Baseline Trips	324	204	528
Final Trips	256	170	426
Trip Reduction	68	34	102
% Trip Reduction	21.1%	16.6%	19.4%

## PARKLINE MASTER PLAN FEIR COMMENTS AND RECOMMENDATIONS

August 16, 2025

Dear Menlo Park Planning Commissioners and staff:

As stated in the Commission's 8/11/25 meeting, I urge the Planning Commission to examine closely each of the Parkline project documents that will be coming your way, and to take your time doing so. There is a lot at stake.

The sheer volume of documents, requiring close attention to inter-twined details, is too much for a single session. Previous Planning Commissions have held several sessions on just the EIR for a major project, partially because of inherent complexities, and because numerous pertinent public comments will arrive the day of the Commission meeting. I highly recommend you continue your Parkline discussions over several meeting because its EIR reveals very serious impacts that deserve your critical thinking and could easily take more than two meetings alone.

There is no reason to cram so much material into a single meeting. The project itself is in flux, with an apparent reduction in Office/R&D space; the development environment is sluggish (e.g., Willow Village, approved in 2022, remains on hold; and concerns raised in the EIR must be addressed in other documents that are part of the entitlement process. Thus, a solid understanding of the EIR is essential. I highly recommend you begin with reading and digesting community comments (FEIR Chapter 3) and examining closely the Transportation Impact Analysis Executive Summary and Variant Analysis (particularly Tables 19 & 20 and footnotes).

### **PARKLINE's MASSIVE IMPACTS** *(detailed comments & notes with sources and calculations are on subsequent pages)*

The impacts of this project are staggering, especially when considering that the analysis omitted potential impacts from likely additional enormous projects on the former USGS and Sunset Magazine sites. Three major impacts of the proposed Office Variant, which:

1. **Deteriorates traffic throughout town** - By adding nearly 16,000 new trips/day (19 times the current trips), it **oversaturates key intersections**. Even with aggressive TDM assumptions, the new trips would remain nearly **14 times** the current amount in an area close to schools and the City Center. Envision gridlock that will affect nearly everyone in town, with at least 19 intersections operating at "unacceptable" Level F, and **traffic "unable to clear within an hour"** for at least 7 intersections. Roadways and intersections on Willow, Middlefield, Ravenswood, Ringwood – near schools - are among the worst affected. It is critical to note that additional intersections and streets are also likely to be impacted but were not studied.
2. **Worsens the local jobs/housing imbalance** by greatly increasing the number of jobs and exacerbating the housing shortage by a net 1,484 housing units, even with 800 new units in this project, if built (there is no commitment at this time). Nearly half of the worsened shortage would be for already challenged Moderate to Very Low Income households. In combination with Willow Village's 815 unit deficit, this project would worsen the imbalance by 2,300 homes – a deficit **no other community can be expected to solve**.



3. **Sets the stage for a huge Regional Housing Needs Allocation** in the next round. With 4,275 new onsite and offsite employees that have not yet been considered in local or regional plans, this likely means an **even larger RHNA for our entire city to accommodate** in upcoming RHNA Cycle 7.

**PARKLINE MUST ACHIEVE THE FOLLOWING** The project, located on a unique, large, transit-oriented site near services in the center of town, must:

A. REDUCE THE PROJECT'S NEGATIVE IMPACTS

- Better balances net housing provided and new demand stemming from the project by **increasing the number of housing units and by halving the Office/R&D space to <450ksf.**
- Continues to limit the number of employees, utilizing the long-standing SRI CDP employee cap algorithm, to reduce the number of commuters
- In the non-residential space, includes more R&D and less Office. This would perpetuate SRI's research legacy while bringing fewer commuter trips and more General Fund revenue than the paltry net annual \$27,400 impact from the Office Variant (*Fiscal Impact Analysis page 24*).
- Commits to specific trip numbers, with measurable targets, regular monitoring, and consequences for missing the trip targets.

B. ENHANCE THE RESIDENTIAL ENVIRONMENT

- Re-positions the building locations by use so that residential buildings are not sited on either Middlefield or Ravenswood, which will become even busier streets.
- Provides more accessible open space for site residents and the public

C. PROVIDE CONSIDERABLE TANGIBLE BENEFIT TO HELP ADDRESS INCREASED CONGESTION

- Helps relieve horrific new congestion for our community and for the project occupants, specifically by substantially subsidizing grade separation of Caltrain at Ravenswood and by addressing right of way limitations on streets and intersections adjacent to the site.

Commissioners, given the severe transportation impacts of Parkline, I hope you will join me in making the above recommendations. Your role is to maximize benefits to our town and minimize harm. The community benefits would become far greater and the negative impacts, especially traffic, would be lessened for a) a smaller project, b) a more balanced project with fewer employees, more residences, and c) an R&D project rather than an Office project.

There are a lot of details related to project approvals, particularly with a project in flux. Take your time and let me know if I can assist you in any way.

Thank you for your service.

Respectfully, Patti Fry, former Menlo Park Planning Commissioner

## ADDITIONAL PARKLINE MASTER PLAN PROJECT AND FEIR COMMENTS

8/16/2025

Additional comments regarding the project, primarily the Office Variant, and FEIR:

### SERIOUS IMPLICATIONS FOR THE NEXT RHNA CYCLE

The FEIR makes significant changes (i.e., strike-through revisions) regarding employment growth<sup>1</sup> that must also be made to correct other sections of the EIR that mention employment growth and compliance with city and regional policies and plans. Such corrections must appropriately acknowledge that the new onsite and offsite employment **growth of 4,275 jobs<sup>2</sup> has not been taken into account** by the Menlo Park Housing Element or by other plans, including ABAG. As stated on the same page in the DEIR *“New jobs added by the Project Variant would result in new worker households that would need housing somewhere within commuting distance to Menlo Park.”*

The EIR needs to be modified in numerous sections to reflect this important information and to modify its conclusions (e.g., that there are **NOT** Less Than Significant impacts on Population and Housing Demand, and that this employment growth was **NOT** considered in long term employment forecasts). Examples of sections that need to be revised include DEIR 3.14-14, 3.14-18, 3.14-21, 4-85, 4-87, and 5-13.

The new housing demand of 2,284 units<sup>3</sup> for such new employees will need to be considered in local and regional plans. That additional demand is extremely likely to have a large impact on Menlo Park’s challenges to address the next RHNA cycle; that would likely affect all Districts.

### NO COMMITMENT TO BUILD ANY SPECIFIC AMOUNT OF HOUSING

The FEIR states there is no commitment to the build the Project Variant housing<sup>4</sup>. This is flagged for decision makers to ensure that their housing unit **expectations** become **commitments** in the appropriate project and master plan agreements.

### UNCLEAR AMOUNT OF PUBLICLY AVAILABLE OPEN SPACE

The DEIR describes 19.8 acres of publicly available space<sup>5</sup> for the Project Variant but the draft DA discussed in a recent City Council study session states there would be about half of that amount (“approximately 10 acres of publicly available space”<sup>6</sup>). This is a major difference that must be clarified and made consistent prior to project approvals. And it is an example of the critical importance of close scrutiny across approval documents.

It also is unclear how much of this space is actually usable for public recreation, and safely located (i.e., not adjacent to an increasingly busy street).

### OMINOUS TRAFFIC IMPACTS

The project's traffic impacts are extremely dire, and major projects are on the horizon at the former Sunset site (80 Willow and Middlefield) and the USGS campus project even closer. Combined with Parkline, these projects are certain to add, at a minimum, 30,000 cars to surrounding streets. The 80 Willow project alone could easily exceed that amount.

1. The Parkline Office Variant project's impact of **11,240 new trips** (up to 15,722 new trips<sup>7</sup> if the assumed internalization and TDM strategies do not materialize) would worsen a situation that already is near the tipping point. The Traffic Impact Analysis ("TIA") describes that conditions on Willow Road "could quickly deteriorate ...to a severely congested state."<sup>8</sup>

The non-CEQA analysis of traffic impacts (e.g., Level of Service, queueing) shows major increased congestion throughout Menlo Park. Even with unusually large TDM trip reduction assumptions (28% reduction for employees, 25% reduction for residents), the number of trips from the project is estimated to be **14 times the current trips**<sup>9</sup> from the site.

Congestion and queueing on numerous roadways and intersections will operate at "unacceptable" levels, with 19 intersections reaching Level F at rush hour Near Term, and at least 7 intersections deemed "oversaturated"<sup>10</sup>, meaning that **traffic would not be "able to pass through the intersection within an hour."**<sup>11</sup>

It is impossible to determine how badly certain intersections would be affected longer term because data continue to remain missing for 7 intersections on Middlefield and Ravenswood near the project site. The FEIR did not provide this data even though it has been more than a year since the TIA was issued and the TIA indicated that the "*A cumulative analysis is not completed*"<sup>12</sup>. City staff have stated that the "*Cumulative analysis wasn't conducted for these intersections as no additional improvements could be recommended given the existing right-of-way.*"<sup>13</sup>

The FEIR continues to conclude that that the Project "*followed the current TIA guidelines*" and the DEIR states that results would be "*consistent*" with Menlo Park's LOS policy"<sup>14</sup> whereas the TIA concludes the opposite, indicating that numerous intersections would be in "*noncompliance. The [Variant] project exceeds thresholds in the City of Menlo Park's TIA Guidelines.*"<sup>15</sup>

**It is vital that conditions of approval require successful attainment of the target trip reductions, with consequences for noncompliance.** Additionally, every effort possible should be made to reduce the potential trips (e.g., by increasing housing and reducing employment).

**Additionally, the overall project approval considerations must take into account these ominous non-CEQA impacts specifically, and in the context of highly likely additional development in that same area.**

***OMINOUS TRAFFIC, cont.***

2. The FEIR Vehicle Miles Traveled analysis continues to conclude that there are no Significant Impacts from traffic. At best, the conclusion should be that there are Less Than Significant Impacts with Mitigation (LTS/M). Despite the site location near transit, the TIA consultant's model states that the VMT would be 17.9<sup>16</sup>, well above Menlo Park's citywide average VMT of 14.9 and regional VMT of 15.9. The EIR arrives at a project VMT that was engineered to fall below the threshold of 13.6 VMT/employee, with major assumptions of trip reduction from internalization and implementation of TDM strategies that "could" be utilized<sup>17</sup>.
3. The FEIR does not include an updated TDM Plan with specific TDM measures and metrics to be assessed annually, with consequences for lack of attainment. Instead, the TDM Plan comprises "strategies" and refers to "standards of TDM effectiveness"<sup>18</sup> as the metric for whether these justify the enormous trip reductions assumed for TDM rather than actual measurements of effectiveness as suggested by Caltrans in its comment<sup>19</sup>. TDM strategies (e.g., an employer-funded transit pass) appear to be what is to be examined annually rather than an actual trip cap and annual trip count that could demonstrate that the strategies worked as required.

Further, while the FEIR does outline **elements of the TDM that should be codified**<sup>20</sup>, **those details are not provided in the available TDM Plan**. In fact, the TDM Monitoring Plan itself is, literally, a blank page<sup>21</sup> with only a title at the top. It is critical that such details be documented in conditions of project approval.

**These severe traffic impacts could easily be understated because the EIR analysis omitted consideration of any new impacts from potential projects at 80 Willow and former USGS site, each located nearby.**

**CONTRADICTIONS REGARDING NO PROJECT VMT**

There are contradictions – or typos - in the FEIR and DEIR regarding the No-Project VMT. It is described as 19.7VMT<sup>22</sup> but there is no mention of this value anywhere in the TIA, (there is reference to a consultant model VMT of 17.9 calculated for the Project without internalization or TDM).<sup>23</sup> Also the No-Project VMT is also described as 17.7<sup>24</sup> in both the DEIR and FEIR. The error and inconsistency should be corrected throughout the EIR.

**MISREPRESENTED PROJECT ALTERNATIVE's VMT**

The FEIR is flawed in continuing to conclude that a No-Project Alternative VMT would result in Significant and Unavoidable negative impacts, assuming that SRI would not apply any TDM measures simply because they are not required to do so under the current CDP. That ignores SRI's actual current VMT (which appears not to have been measured), and ignores their stellar

**PROJECT ALTERNATIVE'S VMT, cont.**

history of voluntary trip reduction. The analysis should have applied the average trip rate that SRI has achieved for its mix of SRI employees and non-employees onsite.

The EIR analysis, based on ITE Office trip rates, assumes that the No-Project Alternative would be 4.1 times SRI's actual experience, when the ITE rate is converted to trips/employee<sup>25</sup>. If the same per employee trip ratio were applied to compare VMT (i.e., divide the 17.7 VMT by 4.1) that means a No Project VMT of 4.4, which is considerably lower than the 13.6 threshold and better than both the Project and Project Variant. Thus, this conclusion should be modified to become No Impact throughout the EIR.

<b>NOTES, SOURCES AND CALCULATIONS</b>
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<sup>1</sup> FEIR 4-19 to 4-20 regarding DEIR 13.14-17 to 13.14-18 *"Therefore, the Proposed Project would be consistent with the intensity of residential development, ~~job development~~, and associated population increases considered by the General Plan and Housing Element and would not result in residential ~~or employment~~ growth beyond that already analyzed in previous EIRs... ~~The employment growth under the Proposed Project is accounted for in the city's Housing Element and regional growth plans, such as ABAG projections.~~"* [bold added for emphasis]

<sup>2</sup> DEIR 4-84

<sup>3</sup> *ibid*

<sup>4</sup> FEIR response 3-105 to comment I16-3 *"Because the Proposed Project entails the adoption of a new CDP for the Project Site that would allow for a range of housing units to be developed, **the maximum permitted number of units may not be constructed.**"* [bold added for emphasis]

<sup>5</sup> DEIR 4-2 footnote b to Table 4.1 *The 29.3 acres of Project Variant open space includes **19.8 acres of publicly accessible open space...*** [bold added for emphasis],

<sup>6</sup> Draft DA 5/27/2025 25-081-CC page K-1.4 *"The proposed Project includes **approximately 10 acres of publicly-accessible open space and supporting amenities.**"* [bold added for emphasis]

<sup>7</sup> TIA page 99 Variant scenario

<sup>8</sup> TIA page 59 *"...operations along Willow Road could quickly deteriorate from acceptable levels of service to a severely congested state with the addition of more peak direction traffic in the near-term scenario."*

<sup>9</sup> TIA Table 18 Based on 518 trips for 700 employees in buildings P,S,T (footnote 4), the per employee trip rate would be 0.74 trips (518/700). Extrapolating this rate per employee to all 1,100 current employees means that there is a total of 814 current trips. Thus the 10,722 net new Office trips are 13.8 times the current number of trips (19.3 times before internalization and TDM).

<sup>10</sup> TIA Table 19 pages 112-114

## PARKLINE MASTER PLAN AND FEIR COMMENTS August 16, 2025, cont.

### Notes, cont.

<sup>11</sup> TIA page 59

<sup>12</sup> TIA Table 19

<sup>13</sup> Email 8/12/25 from Menlo Park Principal Planner Sandmeier

<sup>14</sup> FEIR 3-8, DEIR 3.3-29 *“As summarized in the Parkline TIA, some intersections surrounding the Project Site would exceed the applicable LOS under existing, near-term, near-term plus-Project, and cumulative conditions. However, the Proposed Project would pay TIF and fair-share payments and/or construct improvements to address its contribution to the deficiencies.”*

<sup>15</sup> TIA Tables 19 and 20

<sup>16</sup> TIA Appendix F TDM Plan page 17

<sup>17</sup> TIA [Appendix F](#) Parkline TDM Plan page 66 *“Parkline will incorporate TDM measures yielding a 25% reduction from the ITE standard rates for Project-related residential trips and 28% reduction from the ITE standard rates for Project-related general office and research and development (R&D) trips, which **exceeds C/CAG’s requirements and is required in order to ensure a less than significant VMT impact.**”* [bold added for emphasis]

<sup>18</sup> FEIR 3-109 I16-16 *“The Proposed Project would be required to conduct annual monitoring to ensure it meets the required standards of TDM effectiveness, which is comparable to a trip cap.”*

<sup>19</sup> FEIR 3-31 *“The commenter [Caltrans] states that the proposed measures identified in the TDM plan should be documented with annual monitoring reports to **demonstrate** effectiveness. The Proposed Project would be required to conduct annual monitoring to ensure it meets the required **standards** of TDM effectiveness.”* [bold added for emphasis]

<sup>20</sup> FEIR 3-7 Master Response: 2 states *“Elements of the TDM plan, including, but not limited to, trip reduction targets, TDM monitoring mechanisms, and TDM compliance mechanism, would be codified as part of the proposed Project approvals. The Proposed Project would be required to conduct annual monitoring to ensure it meets the required standards of TDM effectiveness. The city’s typical TDM monitoring process requires developments to submit annual TDM monitoring reports, including annual driveway counts conducted by a third party to confirm that a project is meeting its trip reduction target.”*

<sup>21</sup> TIA Appendix F TDM Plan Page 17 and Monitoring Plan page 28

<sup>22</sup> FEIR page 4.35 and DEIR page 6-45 describe **No Project 19.7 VMT** [bold added for emphasis]

<sup>23</sup> TIA page 13

<sup>24</sup> FEIR page 4.38 and DEIR page 6-97 describe **No Project 17.7 VMT** [bold added for emphasis]

<sup>25</sup> TIA page 99 and DEIR 4-20. SRI's actual trips, reported as proportional to the total 1,100 SRI and non-SRI employees currently onsite, is 518 trips for 700 employees, or a rate of 0.74 trips per employee. That is a fraction of what the ITE rates yield for office employees calculated from ITE rates for Office, which are provided on a Square Foot basis and total 11,855 Trips. Dividing those trips by the 3,856 net new onsite employees comes out as 3.07 trips per employee, which is **4.1 times SRI's actual rate** and should not be used to represent a No Project scenario where SRI retains management of the entire site. [bold added for emphasis]

**From:** [Mary Maxwell](#)  
**To:** [Sandmeier, Corinna D](#)  
**Subject:** Parkline Heritage tree removal  
**Date:** Monday, August 18, 2025 3:11:33 PM

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Dear Corinna,

I own the duplex at 1105/1107 Marcussen Dr. in Menlo Park, and I am vehemently opposed to the removal of the vast amount of heritage trees at the proposed redevelopment of SRI. I believe that is being called Parkline. I looked over the list today with one of the city planners on call, and it is hard to understand how this proposal to remove so many majestic large trees can possibly be approved. It is inconsequential that the plan includes planting new trees because it is absolutely debatable whether new ones will survive and thrive in order to grow to the same size as the ones that are to be removed. I also have before me a handout I picked up from City Hall about strengthening our urban forests (provided by the City of Menlo Park). If the Planning Board of Menlo Park intends to “walk the talk” of strengthening the urban forest of Menlo Park they will vote against removing the heritage trees as proposed at the Parkline project.

Sincerely,

Mary Maxwell, MD

The vesting tentative map shall be subject to the following conditions:

1. Applicant shall adhere to the Subdivision Map Act and Title 15 of the Menlo Park Municipal Code (MPMC).
2. The Applicant shall submit the first Final Map for City approval prior to the expiration of the vesting tentative map. Provided that the development agreement is in effect, the expiration date of the vesting tentative map shall be consistent with the term of the development agreement.
3. The Project has the option to create multiple final maps in accordance with both the Subdivision Map Act and the City subdivision ordinance (Title 15 of the MPMC). The vesting tentative map identifies a conceptual phasing plan that would consist of Phase 1A, Phase 1B and Full Build Out (i.e., three phases). At the election of the Applicant and upon approval of the City's Public Works and Community Development Directors, the specific construction phasing (and associated final maps) may be modified, provided all required infrastructure to serve each parcel is reviewed and approved by the City prior to and in connection with the approval and recording of any final map and construction thereof is completed prior to the granting of the first certificate of occupancy for any building subject to the applicable final map. Further, any modifications to the phasing shall comply with the requirements set forth in the Development Agreement for the Project. To the extent deviations from the Parkline Conditional Development Permit are sought to modify the scope of public improvements required for any given phase, the City will determine which of the identified public improvements are to be constructed in connection with each phase, ensuring the improvements are in conformance with the vesting tentative map and Development Agreement and meet the satisfaction of the Public Works Director.
4. The Project is required to construct improvements within the public right-of-way, the design and construction of which shall be governed by the terms of a Subdivision Improvement Agreement for each final map for each phase, in a form and substance reasonably satisfactory to the Public Works Director and City Attorney. The Subdivision Improvement Agreement applicable to public improvements required to be constructed to serve parcels to be created in connection with a specific final map, shall be executed by Applicant and approved by City prior to and/or concurrently with the recording of the final map and the obligations of the Applicant thereunder shall be secured by performance, payment and warranty bonds as more fully described in Section 22 below. The Project is required to construct the following frontage improvements as shown on the vesting tentative map and the phasing narrative dated August 5, 2025, provided by the Applicant:

**Phase 1A (Lot 4 - R1 & Lot 5 - R2):**

- Frontage improvements along Ravenswood Avenue shall cover approximately 800 feet, including intersection upgrades at Ravenswood Avenue and Laurel Street (excluding the Middlefield Rd./Ravenswood Ave. intersection). These improvements shall include utility connections (three fire hydrants, joint trench connection at the Loop Road drive approach), two new drive approaches, new curb, gutter, and sidewalk, a new crosswalk at Pine Street, a 3" grind and overlay (curb to curb) across approximately 800 feet, restriping, and new street lighting.



These frontage improvements shall be completed prior to the granting of the first certificate of occupancy for Building R1 or R2, whichever comes first.

- Frontage improvements along Laurel Street (approximately 1,100 feet) shall include utility connections, three water connections, two joint trench connections, and a waterline stub for a future recycled water connection. A 390-foot extension of the 12" waterline shall be completed, along with upgrades to streetlights, crosswalks, a 3" grind and overlay (curb to curb) across approximately 1,100 feet, curb, gutter, Class IV bikeways, raised crosswalks, and associated utility undergrounding for the frontage described. Overhead lines shall be removed and undergrounded, and two new drive approaches shall be added. These frontage improvements shall be completed prior to the granting of the first certificate of occupancy for either Building R1 or R2, whichever comes first. The pedestrian pathway along the Laurel Street frontage of Buildings R1 and R2 (approximately 950 feet) shall be completed prior to the granting of the first certificate of occupancy for either Building R1 or R2, whichever comes first. In the event that the Applicant constructs the 19 detached townhomes in the TH1 component before either Building R1 or R2, then the pedestrian pathway along and within Laurel Street may be phased as follows:
  - As each of the residential components fronting Laurel Street (R1, R2, and TH1) is developed, the Applicant shall construct the corresponding segment of the Laurel Street Pedestrian Pathway located along the frontage of that specific parcel. Specifically
    - The portion of the Pathway fronting Parcel R1 and Parcel R2 shall be completed as part of the R1 or R2 building construction, whichever comes first; however, the landscaping along the pathway in front of either Parcel R1 or Parcel R2, whichever has not been completed, shall not be required until construction is completed on said Parcel.
    - The portion fronting Parcel TH1 shall be completed as part of the construction of the 19 townhome units on TH1.
    - Each segment of the Laurel Street Pathway shall be fully constructed and open to the public prior to the granting of the first certificate of occupancy for the associated group of buildings or units.

**Phase 1B (Lot 7 – R3, Lot 8 – TH2, Lot 9 – Recreational Park, Lots 6 & 10-28 – TH1):**

- Frontage improvements along the remainder of Ravenswood Avenue (approximately 1,200 feet) shall include utility connections and upgrades to the intersection at Ravenswood Avenue and Middlefield Road as well as green infrastructure (specifically the bioretention treatment area shown on Sheet C9.2). This work shall also involve drainage upgrades, a 3" grind and overlay (curb to curb) across approximately 1,200 feet, curb, gutter, sidewalk installation, storm drain connections, new street lighting, landscaping, and new drive approaches. These frontage improvements shall be completed prior to the granting of the first certificate of occupancy for Building R3 or the first unit in the TH2 component, whichever comes first.
- Frontage improvements along Middlefield Road (approximately 500 feet) shall include necessary utility connections, a waterline main upgrade, and recycled

water connection to the future West Bay Sanitary District line. The project shall also involve intersection upgrades at Ravenswood Avenue/Middlefield Road as described in the preceding condition and Ringwood Avenue/Middlefield Road, and a 3" grind and overlay (curb to curb) across approximately 500 feet, in addition to utility undergrounding associated with the frontage improvements along Middlefield Road. These improvements shall be completed prior to the granting of the first certificate of occupancy for Building R3 or the first unit in the TH2 component, whichever comes first.

**Future Non-Residential Phases (Lot 1 & 29-37):**

- Seminary Drive – The applicant shall construct Option 2 (shown on Sheet C3.4 of the vesting tentative map) of the Seminary Drive alignment that provides a three-lane width cross-section with a sidewalk along on the south side and removal of the existing median island. The Public Works Director or designee, may include other minor geometry changes within the City right of way, or opt to require construction of Option 1 (also shown on Sheet C3.4).
  - Simultaneous with the submittal of the first final map for the office component, the applicant shall submit complete plans for Option 2 unless otherwise directed by the City. The Applicant shall make a good faith effort to coordinate access modifications and relocation of improvements that benefit neighboring property owners to limit impacts. At its sole discretion, the City shall determine whether to move forward with Option 2 or Option 1 and compel the Applicant to remove any encroachments within the City's right-of-way necessary to implement the necessary improvements. The City may select modifications of either option based on existing encroachments and access to neighboring properties. The complete plans shall include all necessary requirements to construct the improvements, including but not limited to, grading and drainage improvements, grind and overlay, utility relocations, tree protection requirements, striping modifications, and a detailed cost estimate. The plans are subject to review by the City. Upon obtaining approval from the Director of Public Works or designee, the Applicant shall construct the improvements prior to the first certificate of occupancy of the first office building.
- 5. The terms of the Development Agreement require Applicant to create Lot 7-R3 and Lot 9-Recreational Park as part of the first final map, identified here as Phase 1A, and provide to City an Irrevocable Offer to Dedicate Lot 9 and dedicate Lot 7-R3 to an Affordable Housing Developer; however, on-site and off-site improvements required to create and serve Lot 7 and Lot 9 are not required until Phase 1B. Accordingly, the demolition and clearing of existing structures located on Assessor Parcel Number 062-390-050 ("First Church of Christ, Scientist"), and grading thereof necessary to create Lot 7 and Lot 9, shall be subject to the terms of the Deferred Improvement Agreement provided by Section 4.1.C of the Development Agreement.
- 6. The streets adjoining the Project Site, i.e., Ravenswood Avenue, Laurel Street, and Middlefield Road, shall receive an asphalt concrete overlay, which will include a 3" grind and overlay across the entire frontage for both Phase 1A and Phase 1B prior to issuance of a certificate of occupancy for the first building in each phase. Existing

striping, markings, and legends shall be replaced in kind, or as modified by the City Engineer.

7. All public right-of-way improvements, including frontage improvements and the dedication of easements and public right-of-way, shall be completed to the satisfaction of the Engineering Division prior to the granting of the first certificate of occupancy for the first building in each phase/scope of work. All final maps shall dedicate the Public Access Easements (PAE), Public Utility Easements (PUE), Emergency Vehicle Access Easements (EVAE), Right of Way Dedications, and any and all other necessary easements.
8. All proposed private easements shall be recorded with the County of San Mateo prior to the associated building permit final inspection.
9. "No Objection" letters shall be provided to the City from all utility companies prior to abandonment of any public right of ways and public easements.
10. Applicant shall prepare and submit Demolition Plans to the City prior to the approval of each final map. The Demolition Plans, at a minimum, shall depict the demolition of all existing improvements within the boundaries of each final map. Prior to recordation of each final map, all existing buildings within the boundaries of that final map shall be removed unless a building is completely within the confines of a created parcel boundary and is retained for temporary use during the construction of the project improvements, or is subject to the terms of the Deferred Improvement Agreement provided for pursuant to Section 4.1.C of the Development Agreement. In the event any building is retained for temporary purposes, the Applicant shall provide utility services and vehicular access subject to the approval of the Public Works Director. Additionally, surety for the deferred demolition of said building(s), in amount agreed upon by the Public Works Director shall be provided prior to recordation of the final map which boundaries include said building.
11. Concurrent with the recording of each final map, the Applicant and City shall prepare, execute, acknowledge and record in the official records of the Office of the San Mateo County Recorder all easements, deeds, offers of dedication, and agreements as required in accordance with sections 4.1.C., 5.1.B., 5.1.C., 5.1.F., 5.1.G., of the Development Agreement.
12. Prior to the recordation of each Final Map, the Applicant shall prepare and submit for City approval Improvement Plans for all project site-serving improvements within that Final Map. These shall include mass grading, utilities, on-site circulation improvements (including roadways and intersection improvements), and public realm landscaping and street furnishings. Submittal of a Final Map is not a prerequisite for obtaining City approval of any of the above-mentioned plans.
  - a. Improvement Plans shall include, at a minimum, specifications, engineer's cost estimates, and all engineering calculations necessary to substantiate the design of the following improvements: proposed roadways, drainage improvements, utilities, traffic control devices, required retaining walls, sanitary sewers, stormwater conveyance improvements, pump/lift stations, street lighting, landscaping, and other project-related improvements. All public improvements shall be designed and constructed to the satisfaction of the Engineering Division.

Submittal of a Final Map is not a prerequisite for obtaining City approval of any of the above-mentioned plans.

Improvement Plans shall also include the following components:

- Existing Topography (NAVD 88')
  - Demolition Plan (if necessary)
  - Site Plan (including easement dedications, if applicable)
  - Construction Parking Plan
  - Grading and Drainage Plan
  - Utility Plan
  - Off-site Improvement Plan
  - Erosion Control Plan / Tree Protection Plan
  - Planting and Irrigation Plan
  - Construction Details (including references to City Standards and civil details)
- b. During the design phase of the construction drawings for the Improvement Plans, all potential utility conflicts shall be potholed with actual depths recorded on the Improvement Plans submitted for City review and approval.
- c. Prior to issuance of any permit for the Improvement Plans, the Applicant shall submit an applicable Grading and Drainage Plan for review and approval. Post-construction runoff into the storm drain shall not exceed pre-construction runoff levels. A Hydrology Report prepared for each phase shall be required to the satisfaction of the Engineering Division in connection with the City's review of Improvement Plans for that phase. Slopes for the first 10 feet perpendicular to the structure must be a minimum of 5% for pervious surfaces and 2% minimum for impervious surfaces, including roadways and parking areas, as required by CBC §1804.3.
- d. Water Efficient Landscape Ordinance: The Applicant shall provide documentation indicating the amount of irrigated landscaping within the Improvement Plans for each phase. If the project proposes more than 500 square feet of irrigated landscaping, it shall be subject to the City's Water Efficient Landscaping Ordinance (MPMC Chapter 12.44). A detailed landscape plan shall be submitted concurrently with the Improvement Plan set, subject to review and approval by the Engineering Division.
- e. Green Infrastructure shall be incorporated into the Improvement Plans. Green Infrastructure at the intersection of Ravenswood Avenue and Middlefield Road shall treat runoff from the public street rights-of-way. Sizing and design shall conform to the San Mateo Countywide Water Pollution Prevention Program design templates and technical guidance, and shall be subject to approval by the Engineering Division.
- f. Applicant shall submit a plan for any new utility installations or upgrades for review and approval of the Planning, Engineering and Building Divisions. All utility equipment that are installed outside of a building and that cannot be placed underground shall be properly screened by landscaping, subject to the requirements of the Menlo Park Fire Protection District, the West Bay Sanitary

District, PG&E, and any other applicable agencies regarding utility clearances and screening. The Improvement Plans and/or building permit applications shall depict new utility installations, exact locations of any meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes. installed within the public right of way or public easement area. The screening shall be compatible and unobtrusive and subject to the review and approval of the Planning Division prior to issuance of applicable permits.

- g. For each phase, all existing overhead utilities within the project site and associated public right of way frontage shall be undergrounded prior to obtaining the first certificate of occupancy for the first building in any phase where the undergrounding work is being performed.
  - h. Prior to each permit issuance for the Improvement Plans, the Applicant shall submit a finalized version of the Stormwater Control Plan, which shall provide stormwater treatment for the project site associated with the building permit pursuant to the latest regulations specified in the San Mateo County C.3 Technical Guidance Manual. The Stormwater Control Plan shall include a written report identifying existing and proposed project conditions, and all applicable source controls, and mitigation measures (i.e. bioretention areas, flow through planters, etc.) implemented to meet NPDES compliance.
  - i. The Applicant shall submit plans for construction parking management, construction staging, material storage, and a Traffic Control Handling Plan (TCHP) for the Improvement Plans. The parking management plan shall include adequate parking for all construction trades until the parking areas are available on the project site. The TCHP shall outline the method of traffic handling for each phase and include any necessary permits for access to public right-of-way.
13. The completion of the following improvements is required for the project and are enumerated using the conceptual phasing plan from the VTM and the Applicant's phasing narrative dated August 5, 2025. The Applicant may propose an alternate phasing plan, provided the phased site improvements are designed and constructed to adequately serve the alternate phasing plan (i.e., the necessary improvements shall be designed to serve a specific building before building permit issuance and shall be constructed and operable before the granting of the associated building's first occupancy), subject to review and approval by the Public Works Director and Community Development Director.

#### **Phase 1A (Lot 4 - R1 & Lot 5 – R2)**

##### *Demolition and Site Preparation:*

- Phase 1A shall begin with site preparation and demolition activities necessary for R1 and R2, including recording the first final map. The first final map shall include seven lots: Lots 4 and 5 (R1 and R2), Lot 7 (R3), Lot 9 (Public Park), Lot 2 (Building P), Lot 3 (Buildings S and T), and Lot 1 (the remainder lot).
- Demolition of the substation within Lot 4 may be deferred to ensure SRI's continuous operations in Buildings P, S, and T, subject to review and approval of the City's Building Official and Public Works Director. The substation shall be demolished before vertical construction of Building R1 can begin.



- Demolition of improvements, clearing and grading of Assessor Parcel Number 062-390-050 may be deferred in accordance with Deferred Improvement Agreement provided pursuant to Section 4.1.C of the Development Agreement.

*Onsite Improvements:*

- The Loop Road shall be constructed running through the site between Buildings R1/R2, the future TH1 site, and Buildings P, extending to Buildings S and T. Surface improvements, including an interim parking lot, utility installation, and stormwater control (C.3 bioretention basin southeast of TH1), shall also be included in Phase 1A.

**Phase 1B (depicted as Phase 1 on the VTM) (Lot 7 – R3, Lot 8 – TH2, Lot 9 – Recreational Park, Lots 6 & 10-28 – TH1)**

*Demolition and Site Preparation:*

Site preparation and demolition activities necessary for the 100% affordable building (Building R3), TH1, TH2, and the public park.

*Onsite Improvements:*

- The Loop Road shall be extended to Lot 9, Lot 8, and Lot 7, connecting to Ravenswood Avenue at two locations and Ringwood Avenue via existing 30' IEE and PUE. All necessary surface improvements and utilities shall be constructed as part of this phase.
- Internal infrastructure (EVAE, PAE, PSE) shall be constructed to service all associated lots within this phase, except for the non-residential components.

**Future Non-Residential Phases (Lot 1 & 29-37)**

*Onsite Improvements:*

- Onsite improvements shall involve completing utilities under the remaining Loop Road, including domestic and fire water, joint trench, sanitary sewer, and storm drain. The Loop Road and EVA roads shall be paved, and permanent infrastructure (curb, gutter, sidewalks, street lighting) shall be installed. Pads for commercial and parking structures shall be constructed, followed by foundations and building structures. Site work shall include bioretention ponds, bike and walking paths, and landscaping, including the "Parkline Central Commons."
14. Stormwater Infrastructure Ownership and Maintenance: Except for the overflow pipe from the potential emergency water storage reservoir to the main storm drain line on Middlefield Road, all stormwater lines, though located within a public service easement, shall be privately owned and maintained by the property owner. The property owner shall be responsible for the operation, maintenance, and any necessary repairs to these stormwater lines for the life of the project.
  15. Prior to building permit issuance for any building or phase, the Applicant shall submit applicable plans for: 1) construction safety fences around the periphery of the construction area, 2) dust control, 3) air pollution control, 4) erosion and

- sedimentation control, 5) tree protection fencing, and 6) construction vehicle parking. The plans shall be subject to review and approval by the Building, Engineering, and Planning Divisions. The fencing and erosion and sedimentation control measures shall be installed in accordance with the approved plan prior to the commencement of construction.
16. Prior to any Final Map approval, Applicant shall submit an updated Storm Water Management plan. The plans shall be subject to review and approval by the Engineering Division.
  17. If construction is not complete by the start of the wet season (October 1 through April 30), the Applicant shall implement a winterization program to minimize the potential for erosion and sedimentation. The winterization plan shall address phased construction, specifying how different portions of the site that may be exposed during the wet season will be managed to prevent runoff, erosion, and sedimentation. The winterization program shall include, but not be limited to, inspecting, maintaining, and cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing disturbed soils through temporary or permanent seeding, mulching, matting, tarping, or other physical means; providing stabilization for unpaved vehicle access; and covering or tarping stored construction materials, fuels, and chemicals. Plans to include proposed measures to prevent erosion and polluted runoff from all site conditions shall be submitted for review and approval by the Engineering Division prior to beginning construction.
  18. Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction shall be implemented to protect water quality, inaccordance with the approved Stormwater Pollution Prevention Plan (SWPPP).
  19. Prior to any Final Map approval or at such other time as may be required by applicable law, the Applicant shall pay all applicable Public Works and engineering fees in accordance with the City's Master Fee Schedule. Applicant shall pay or otherwise satisfy the Recreation In-Lieu Fee (MPMC 15.16.020) consistent with the requirements set forth in the Development Agreement.
  20. Concurrent with the submittal of each final map, the Applicant shall submit draft Covenants, Conditions and Restrictions (CC&Rs), or other acceptable mechanism, to the City for review and approval. The CC&R's or other acceptable mechanism shall be approved and recorded concurrently with the final map. The CC&Rs shall provide for the maintenance of all infrastructure and utilities within the Project site or constructed to serve the Project. This shall include, but not be limited to, the private open spaces, shared parking spaces, common walkways, common landscaping, and the stormwater drainage and sewer collection systems.
  21. Prior to submitting for the first final map for each phase, the Applicant shall submit engineered Off-Site Improvement Plans (including specifications and engineers' cost estimates) for approval by the Engineering Division, showing the infrastructure necessary to serve such phase.
  22. Prior to any final map approval for a given phase, the Applicant shall enter into a Subdivision Improvement Agreement with City and provide performance and payment bonds for the completion of all public improvements, both off-site and on-

- site, as shown on the approved project improvement plans associated with the final map for that phase, and said performance bond shall either convert or be replaced with a one-year warranty bond following City acceptance of said public improvements. Concurrent with the recordation of any final map approved by City, the Subdivision Improvement Agreement required in connection with said Final Map shall be recorded in the official records of the Office of the San Mateo County Recorder.
23. The Applicant shall obtain an encroachment permit, from the appropriate reviewing jurisdiction, prior to commencing any work within the right-of-way or public easements.
24. The applicant shall coordinate its street improvements on Ravenswood Avenue with the Town of Atherton where the project overlaps with the Town's jurisdiction. This includes obtaining any necessary permits. The Applicant shall diligently pursue and make a good faith effort to obtain the necessary permits. In the event that the Applicant is unable to obtain the necessary permits from the Town of Atherton, the required street improvements may be modified, subject to review and approval of the Public Works Director.
25. Prior to any building permit issuance for frontage improvement work, Applicant shall submit plans for street light design per City and PG&E standards at locations approved by the City.
26. Prior to any Final Map approval, the Applicant shall submit a draft Stormwater Operations and Maintenance Agreement for Private Property ("Private Property O&M Agreement"), consistent with condition 30 herein, and a Stormwater Operations and Maintenance Agreement for Rights of Way and the Public Realm ("Public Property O&M Agreement"), consistent with condition 31 herein, to the City for review and approval by the Engineering Division and City Attorney's Office. (Alternatively, there may be separate Operations and Maintenance Agreements for each individual parcel within the Project Site, for each townhome development, or one combined agreement as may be determined by the City and Property Owner.) The Applicant shall be responsible for the operation and maintenance of stormwater treatment measures for the Project as shall be provided in the Private Property O&M Agreement and Public Property O&M Agreement, both of which shall be recorded with the San Mateo County Recorder's Office prior to building permit final inspection and shall run with the land.
27. Stormwater Operations and Maintenance Agreement for Private Property ("Private Property O&M Agreement"): Prior to temporary or initial certificate of occupancy for each building, the Applicant shall enter into a new Private Property O&M Agreement or amend an existing Private Property O&M Agreement with the City, as applicable. The Private Property O&M Agreement shall establish a stormwater treatment system maintenance program to be managed by the Applicant. This program shall include annual inspections of any infiltration features, stormwater detention devices (if any), drainage inlets, flow-through planters, and other Best Management Practices (BMPs) implemented as part of the Project. The Private Property O&M Agreement may be a separate agreement for each individual parcel within the Project Site, or a combined agreement, as determined by the City and Applicant. The Private Property O&M Agreement shall be subject to review and approval by the City Attorney and the



- Public Works Director and shall be recorded with the San Mateo County Recorder's Office prior to building permit final inspection for each building. An annual report documenting the inspection results and any remedial actions taken shall be submitted to the Public Works Department for review. This condition shall be in effect for the life of the Project.
28. Stormwater Operations and Maintenance Agreement for Rights of Way and the Public Realm ("Public Property O&M Agreement"): Prior to temporary or initial certificate of occupancy for each building, the Applicant shall enter into a new Public Property O&M Agreement or amend an existing Public Property O&M Agreement with the City, as applicable. This Public Property O&M Agreement shall establish a stormwater treatment maintenance program to be managed by the Applicant. The program shall include annual inspections of any infiltration features, stormwater detention devices (if any), drainage inlets, flow-through planters, and other BMPs within the public realm or rights of way associated with the Project. As with the Private Property O&M Agreement, there may be separate Public Property O&M Agreements for each parcel or a combined agreement, as determined by the City and Applicant. The Public Property O&M Agreement shall be subject to review and approval by the City Attorney and the Public Works Director and shall be recorded with the San Mateo County Recorder's Office prior to building permit final inspection for each building. An annual report documenting the inspection results and any remedial actions taken shall be submitted to the Public Works Department for review. This condition shall remain in effect for the life of the Project.
  29. Irrigation serving landscaping within the public right of way adjacent to the Project Site along Laurel Street, Ravenswood Avenue and Middlefield Road shall comply with City Standard Details LS-1 through LS-19 and shall be served by and connected to the on-site water system serving the Project Site.
  30. Prior to each building permit final inspection, the Applicant shall submit a landscape audit report.
  31. The Applicant shall retain a civil engineer to prepare "as-built" or "record" drawings of public improvements. These drawings shall be submitted in both AutoCAD and Adobe PDF formats to the Engineering Division prior to issuance of the final certificate of occupancy for the first building within any given phase or parcel (1A, 1B, and future non-residential phases) associated with such public improvements, unless otherwise authorized by the Engineering Division.
  32. The future reserved right-of-way (ROW) connecting Burgess Drive to Seminary Drive shall not be abandoned until the Applicant constructs the multi-use pathway connection from Burgess Drive to Seminary Drive and records the associated public access easements/agreements. This ensures that, if the project is started but not completed, the City retains the ROW for future bike and pedestrian improvements.
  33. The City has approved this Map in conjunction with a Development Agreement. During the term of the Development Agreement, this Map shall be subject to the terms and conditions of the Development Agreement and, in the event of a conflict, the terms and conditions of the Development Agreement shall prevail.

