STAFF REPORT

City Council
Meeting Date: **8/11/2026**
Staff Report Number: **26-136-CC**

Public Hearing: **Consider and adopt a resolution to approve a vesting tentative map for a major subdivision to merge two parcels into one and subdivide the site with eight residential condominium parcels and one common area parcel at 335-355 Pierce Rd. (Laurel Landing by Habitat for Humanity Greater San Francisco), and deny a fees concession request made under State Density Bonus Law, Government Code Section 65915 and relevant amendments**

Recommendation

Staff recommends that the City Council adopt a resolution (Attachment A) to 1) approve a vesting tentative map for a major subdivision to merge two parcels into one and subdivide the site with eight residential condominium parcels and one common area parcel at 335-355 Pierce Rd., the Laurel Landing project by Habitat for Humanity Greater San Francisco, and 2) deny a State Density Bonus Law fees concession request for the project. The City Council may also adopt a resolution to accept the Planning Commission's recommendation to grant a partial fees concession for the waiver of the recreation in-lieu fee (Attachment C) or direct staff to prepare a resolution to grant a fees concession in full or in part with modifications.

Policy Issues

The City Council should consider whether the required subdivision findings can be made for the proposed project. A table detailing the project's compliance with the goals and policies of the General Plan, including the 2023-2031 Housing Element, is provided as Attachment B. The majority of goals and policies listed are relevant to housing projects generally, however, the project would also need to comply with Policy OSC 2.3 from the City's combined Open Space/Conservation, Noise and Safety Elements which requires dedication of park land or payment of in-lieu fees for all residential subdivision/mapping action. The project applicant and landowner, Habitat for Humanity of Greater San Francisco (Habitat), is required to pay a recreation in-lieu fee of $372,400 unless otherwise waived or modified by City Council. Habitat is requesting a State Density Bonus Law fees concession to waive all development impact and permitting fees per the City's Master Fee Schedule. The Analysis section below discusses the requested fee waiver concession in further detail below.

Background

Project description

Habitat is proposing to develop Laurel Landing, a 100% affordable, for-sale townhouse community that combines two vacant parcels into a single lot for the construction of two three-story multifamily residential buildings. Each building contains four townhouses for a total of eight dwelling units and associated on-site

improvements.

The project would create eight affordable homeownership units for income qualified households, comply with the City's Below Market Rate (BMR) Housing Program Ordinance, and support redevelopment of Housing Element Opportunity Site #60. The Housing Element Site Inventory estimated capacity for nine moderate income (greater than 80-120% of area median income (AMI)) units at this site. The Housing Element Site Inventory's estimated capacity for unit count and affordability level are not strict requirements on a site-by-site basis, rather, the estimated capacity is a projection of development potential based on factors assumed in the Housing Element. While the project includes only eight units, Habitat has planned for deeper affordability at the low income level (80% or lower AMI) and relatively larger units that range between two-to-four bedrooms to support family and multi-generational living needs. The affordable homeownership units would be managed by Habitat for income qualified households that would have an affordable housing payment of not more than 30% of household income for a minimum period of 55 years.

Site layout
The project would consist of two three-story residential buildings, each with four units, for a total of eight units for the site. Table 1 below lists the proposed unit mix between Building 1 and Building 2.

Table 1: Proposed unit mix

Bedrooms (average size)	Building 1	Building 2
2 bedrooms (996 sq. ft.)	1 unit	2 units
3 bedrooms (1,263 sq. ft.)	1 unit	1 unit
4 bedrooms (1,491 sq. ft.)	2 units	1 unit

Buildings 1 and 2 would be located near the center of the lot and would be separated by a center driveway which would provide vehicular access from Pierce Road to the inward-facing single-car garages at the ground level of each townhouse. Paved pedestrian walkways are proposed near the eastern and western sides of the property to connect private open-air patios for each unit. More information about the project design and features is available in Attachment I.

State Density Bonus Law (SDBL)
As a 100% affordable housing project, the project is eligible for SDBL and for unlimited waivers from development standards that would physically preclude the project at the provided density. Additionally, SDBL projects are entitled to a specified number of concessions which result in identifiable and actual cost reductions for the provision of affordable housing based on the proportion of affordable units in the project. Concessions (sometimes referred to as incentives) are similar to waivers in that they may be used to relax development standards to accommodate the project, however, concessions are specifically intended to reduce project costs. As a 100% affordable housing project, the project is entitled to five concessions. The project complies with many of the development standards of the R-3 (Apartment) zoning district, however, Habitat requests 12 SDBL waivers and five concessions in order to accommodate the Laurel Landing development. Requests for waivers include items such as setbacks, floor area ratio, and building profile. Requests for concessions include items such as inset windows, dual plumbing, and required parking. Habitat also requests a concession for development impact and permitting fees which is subject to City Council review and action. Habitat's project plans, project description letter, and SDBL letter justifying requested waivers and concessions are included as Attachment A, Exhibits A, B, and C, respectively.

Project requests and action
The proposal includes requests for:

- A use permit to construct three or more dwelling units in the R-3 district outside of the area around the El Camino Rea/Downtown Specific Plan Area;
- An architectural control permit to construct the buildings and associated on-site improvements;
- A BMR housing agreement to satisfy the City's inclusionary housing requirements;
- A vesting tentative subdivision map to merge two parcels into one and subdivide the site with eight residential condominium parcels and one common area parcel; and
- SDBL waivers (12) and concessions (five), including a fees concession request.

The Planning Commission was the decision-making body for the use permit, architectural control permit, and BMR housing agreement requests, inclusive of 12 SDBL waiver requests and four SDBL concession requests. The Planning Commission was also a recommending body to the City Council for final action on the subdivision map request and the remaining SDBL fees concession request.

The City Council is the decision-making body for the requested vesting tentative subdivision map that would facilitate the merger of two parcels into one and subdivide the site with eight residential condominium parcels and one common area parcel for the units to be sold individually. Additionally, the City Council is the decision-making body for the SDBL fees concession request.

Site location
The project site consists of two vacant parcels in the R-3 (Apartment) zoning district within the Belle Haven neighborhood and has a total combined area of approximately 0.35 acres. For the purposes of this staff report, Pierce Road is considered to have an east-west orientation and all compass directions referenced will utilize this orientation. The western vacant parcel previously included a multifamily residential building with four rental units (three units were occupied). The prior landowner, MidPen Housing, assisted the relocation of any remaining tenants prior to the building's demolition and site clearing in early 2025, ensuring no displacement.[1] Based on available information, with consultation from the San Mateo County Assessor's Office, the eastern parcel has been continuously vacant. The property is bordered by other residential properties in the R-3 district to the north, east, and west. To the south, across Pierce Road, is the U.S. Highway 101 soundwall and highway beyond. A location map is provided as Attachment D.

Housing Commission and City Council review
The Housing Commission and City Council previously made recommendations or acted, respectively, on several items associated with the project site and proposed development. A summary timeline of prior Housing Commission and City Council review related to the project is provided below:

- February 2024: Notice of funding availability (NOFA) application submitted by Habitat requesting $3.6 million from the City's BMR Housing Fund for site acquisition and pre-development costs;
- April 2024: Housing Commission recommended a NOFA commitment for approval (Attachment E);
- April 2024: City Council approved the NOFA commitment (Attachment F);
- January 2025: Housing Commission recommended BMR Guidelines modifications/alternatives for City Council approval and draft BMR housing agreement recommended for Planning Commission approval (Attachment G);
- January 2025: City Council approved the BMR Guidelines modifications/alternatives and funding agreement (Attachment H); and

[1] Per information from Habitat, two households moved to MidPen's Gateway Rising (1345 Willow Rd.) and another household moved out on their own terms.

Since the City Council's approval of the funding agreement, approximately $3.15 million has been disbursed to the applicant for site acquisition and pre-development costs.

The Community Funding Agreement ("Agreement") between the City and Habitat indicates that in the event Habitat defaults, the City can demand the immediate return of the BMR Grant Funding. A default would include, among other things, Habitat's failure to commence or complete construction of the Project at the times set forth in the Agreement.

Planning Commission review

On July 13, the Planning Commission reviewed the proposed project. The July 13 staff report, meeting minutes, and meeting video are included as Attachments I, J and K, respectively. Four public commenters expressed support for Laurel Landing, emphasizing the uniqueness and positive qualities of affordable homeownership opportunity in the Belle Haven community, especially as managed by Habitat. Commissioners expressed general support for the affordable homeownership project and deliberated the fees concession request; additional detail provided below in the Analysis section.

The Planning Commission adopted two resolutions for the proposed project:

- Resolution No. 2026-020 approving a use permit, architectural control permit, and BMR housing agreement (Attachment L); and
- Resolution No. 2026-021 recommending that the City Council 1) approve the major subdivision, and 2) partially approve the SDBL fees concession request (Attachment M).

The Planning Commission approved all requested SDBL waivers and four out of five SDBL concessions; the remaining SDBL fees concession request is at the sole discretion of the City Council.

Analysis

Vesting tentative map

Habitat is requesting approval of a vesting tentative map for a major subdivision to merge two parcels into one and subdivide the development with eight residential condominium parcels and one common area parcel. The proposed condominium subdivision would allow the individual residential units to be bought or sold independently. The vesting tentative map is included as part of the project plans (Attachment A, Exhibit A). Staff and the Planning Commission recommend that the City Council approve the vesting tentative map for a major subdivision. State law, under Government Code Section 66474, outlines factors that the City Council may consider in reviewing the request for subdivisions, described below.

First, consideration is needed for whether the proposed map, design and improvement are in conformance with the City's General Plan or applicable specific plan. The General Plan land use designation for the subject property is Medium Density Residential, which is consistent with the R-3 zoning district. The proposed subdivision would not conflict with General Plan goals and policies and would comply with the Zoning Ordinance and Subdivision Ordinance, with the use of SDBL, and is consistent with the intended use as a Housing Element opportunity site.

Second, consideration is needed for whether the site of the subdivision is physically suitable for the proposed type or density of the development. The proposed subdivision would result in eight residential units with associated site improvements, such as a central driveway, pedestrian walkways, and landscaping. The site includes access from a public street, is generally flat/even, and is zoned for residential uses. The proposed density is consistent with the density established for the site in the General Plan, inclusive of the density permitted with SDBL, and the site is physically able to accommodate that density

with the requested waivers and concessions. The proposed subdivision would meet all applicable regulations of the Subdivision Ordinance as well as all development regulations pertaining to the R-3 district within the Zoning Ordinance, with the SDBL waivers granted by the Planning Commission. The project site, inclusive of both vacant parcels proposed for subdivision, is General Plan Housing Element Opportunity Site #60.

Third and fourth, consideration is needed for whether the design of the subdivision or proposed improvements is likely to cause substantial environmental damage or serious public health problems. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The vacant Project site is in an urbanized area of the City and does not include any aquatic habitat that would be disturbed by the Project, and the Project would not substantially injure the limited wildlife that access the site or their habitat. In addition, the development of the properties would need to adhere to specific conditions of the Engineering Division, all applicable building codes, and requirements of other agencies such as the Sanitary District, Menlo Park Fire Protection District, and other utility companies. Adherence to the recommended conditions of approval and all applicable codes would mitigate substantial or serious environmental or public health impacts.

Fifth, consideration is needed for whether the proposed subdivision would conflict with any public access easements. No public access easements currently exist on the site, so there is no conflict. An approximately 20-foot-wide private access easement would be maintained at the eastern side of the property for the benefit of the adjacent neighboring private property at 365 Pierce Rd.

Staff and the Planning Commission have reviewed the tentative map and have found the map to be in compliance with State and City regulations subject to the conditions outlined in Attachment A, Exhibit G. All standard and project-specific conditions of approval would need to be met prior to recordation of the final map. Habitat would need to apply for the final map within two years of the approval date of the tentative map. In order to deny the proposed subdivision, the City Council would need to make specific findings that would identify conditions or requirements of the State law or the City's ordinance that have not been satisfied.

State Density Bonus Law fees concession request

Habitat requests a concession for "waiver of all City development impact, and permitting fees, totaling $944,330 or as fee waivers may be applicable for the project." Per Government Code Section 65915(l)(3), based on Government Code Section 65915(k)(3)), SDBL "does not limit or require the provision of direct financial incentives for the housing development, including the provision of publicly owned land, by the city, county, or city and county, or the waiver of fees or dedication requirements." In other words, the City is not required to grant the fee concession request, but may grant the request, in full or in part, if desired. The City Council has sole authority to waive or otherwise modify fees established in the City's Master Fee Schedule. Table 2 on the following page provides a summary of the fees requested to be waived, including early estimates prepared by Habitat and updated, more accurate estimates prepared by City staff through discussion with various City departments and divisions.

Table 2: State Density Bonus Law fees concession request			
Fee	**Applicant estimate ($)**	**City estimate ($)**	**City notes**
Recreation in-lieu	627,200	372,400	Fee calculated for eight units at $78,400/unit, with credit for two existing lots at $127,400/lot
Building construction street impact	25,000	23,200	Assumption: $4 million construction value
Improvement plan reviews (public works)	58,320	58,320	Assumption: $1 million engineering costs
Major encroachments	25,810	25,810	
Water efficient landscape plan check	1,050	1,050	
Storm drainage connection	1,200	1,200	
Grading	20,000	Covered	Covered under Improvement Plan Reviews
CC&Rs review	1,390	1,390	
Construction inspection (public works)	53,500	53,500	Assumption: $1 million engineering costs
Final map review	3,810	3,810	Assumption: 4-sheet Final Map
Final condominium map review	2,050	2,050	
Building permit review (plan check, inspections, and technology and general plan update surcharges)	125,000	53,914	
Transportation impact	Not included	Waived	$20,432.08 waived for affordable housing developments per standard Transportation Impact Fee policy. Fee calculated for eight units at $5,108.02/unit, with credit for four prior units at $5,108.02/unit
Total	**$944,330**	**$596,644**	

Habitat's proposed request
Within Habitat's letter justifying requested SDBL waivers and concessions, Habitat states, "The current estimated fee schedule from the City of Menlo Park total approximately 12% of the overall project's anticipated budget. Fee waivers are a critical way for the City to support the project and enable successful project implementation, maintaining the ability to deliver units to low income households. In our program, homeowners' housing payments, including for example taxes, insurance, utilities, and HOA [Homeowners Association] assessments, are capped at 30% of household income. A City fee waiver would help keep costs down and guarantee the long-term affordability, regulate affordable housing payments and enhance the long term viability of the Project."

At the July 13 Planning Commission meeting, Habitat provided information regarding other funding sources that have been considered for the project:

- Habitat relayed that $1.5 million from the Stanford Affordable Housing Fund was no longer available to

the project;[2] and
- Habitat relayed that the requested fees concession would help reduce the funding gap that would otherwise need to be filled through philanthropic fundraising or other means.[3]

Staff recommendation
Staff evaluated the fees concession request and recommended that the Planning Commission recommend denial of the request to the City Council with due consideration for the following factors:
- The City Council has already committed $3.6 million from the BMR Housing Fund to support the project, approximately $3.15 million of which has been disbursed for site acquisition and pre-development activities;
- At eight units, the City is providing $450,000 per housing unit for the project, which is the highest per-unit funding contribution ever awarded from the BMR Housing Fund; and
- The funding agreement between the City and Habitat is in the form of a grant. Typically, when affordable housing projects receive funding from the City's BMR Housing Fund, it is in the form of a deferred loan, payable after 55 years, with any surplus cash flow paid to the lenders annually. Since this is a grant, the City will not be repaid.

In addition, since the Planning Commission hearing, staff has learned that if the requested fee waivers are granted, in full or in part, the City would be required to backfill waived development impact fees and related fees with General Fund and cost recovery revenue associated with the project. The City Council would need to amend the fiscal year 2026-27 adopted budget to appropriate unrestricted funds and transfer them to the appropriate Fund to be used for their intended purpose.

Planning Commission recommendation
At their meeting on July 13, the Planning Commission deliberated the fees concession request including, but not limited to, considerations for potential setting of precedent, importance of affordable homeownership opportunity in Menlo Park, and challenges surrounding affordable housing development. The Planning Commission voted 6-0 (one Commissioner absent) to recommend that the City Council partially approve the fees concession request as follows:
- The Planning Commission recommends that the City Council either waive or substantially reduce the Recreation In-Lieu fee [$372,400] for this project in a manner that considers the policy implications (such as potential precedent setting) for future projects and that specifically recognizes both the value and uniqueness of affordable home ownership projects for Menlo Park; and
- The Planning Commission recommends that all other development impact and permitting fees listed in the July 13 Planning Commission staff report for the project [see Table 2 above] not be waived and collected per the City's Master Fee Schedule.

During the Planning Commission's deliberation, there was discussion regarding the distinction between the recreation in-lieu fee and cost-recovery fees, such as construction inspection fees that recover City staff review and inspection costs. The recreation in-lieu fee is a subdivision-related parkland dedication requirement and is not calculated based on the City's cost to process or inspect the project. The California Quimby Act (Government Code Section 66477) authorizes cities to require the dedication of land, payment

[2] At the time of the City Council's $3.6 million grant in BMR housing funds for this project, Habitat's listed sources/uses of funds included "Taxes & Fees" estimated at $750,000, and $1.5 million was anticipated from the Stanford Affordable Housing Fund.
[3] In May 2026, City staff provided a letter of support for Habitat's 2026 application for funding from San Mateo County's Affordable Housing Fund NOFA. NOFA award letters are expected to be issued in September 2026.

of a fee in lieu of dedication, or a combination of both, as a condition of approval of a tentative subdivision or parcel map. Menlo Park Municipal Code Section 15.16.020 implements this authority and requires the dedication or fee when a subdivision map is required for, enables, or results in residential development. The requirement is intended to address the additional demand for neighborhood and community park and recreational facilities generated by future residents of the subdivision. Fees collected must be used to develop new or rehabilitate existing neighborhood or community park or recreational facilities serving the development.[4]

City Council action for fees concession request
As previously mentioned, the City is not required to grant the SDBL fees concession request, but may grant the request, in full or in part, if desired. The City Council has sole authority to waive or otherwise modify fees established in the City's Master Fee Schedule. There are three options for action:

- First, respectfully, staff maintains the original recommendation that the SDBL fees concession request be denied in full for the aforementioned reasons and this is reflected in Attachment A. Attachment A is a resolution to deny the fees concession in full;
- Second, should the City Council accept the Planning Commission's recommendation, Attachment C is a resolution to grant a partial fees concession for the waiver of the recreation in-lieu fee only; and
- Third, should the City Council desire to grant the SDBL fees concession, in full or in part with modifications, staff requests the City Council to confirm the following: 1) the fee(s) to be waived in Table 2, and 2) the maximum dollar amount to be waived for each fee in Table 2 which provides estimated costs based on available information (actual costs could be higher). With this information, staff will prepare an updated resolution to reflect the City Council's action as a consent item on a future meeting agenda.

Correspondence
Aside from emails sent to the City Council, staff has not received any written correspondence since the July 13, 2026, Planning Commission meeting.

Conclusion
Staff's analysis indicates the project would be consistent with the R-3 development standards, BMR Housing Program, Subdivision Map Act, and State Density Bonus Law. Laurel Landing by Habitat is a 100% affordable housing project that would redevelop two vacant parcels in a multifamily residential neighborhood with eight affordable townhome-style ownership units and help implement the General Plan Housing Element and Environmental Justice Element as the property is Housing Element Opportunity Site #60 and within the identified underserved community of Belle Haven. The City previously provided Habitat $3.6 million for site acquisition and pre-development costs. The project would support the City's pursuit of furthering environmental justice and meeting its Regional Housing Needs Allocation (RHNA) obligations.

Staff recommends that the City Council adopt Attachment A. Attachment A is a draft City Council resolution to 1) approve a vesting tentative map for a major subdivision to merge two parcels into one and subdivide the site with eight residential condominium parcels and one common area parcel at 335-355 Pierce Rd., and 2) deny a State Density Bonus Law fees concession request for Laurel Landing by Habitat. The City Council may also adopt a resolution to accept the Planning Commission's recommendation to grant a partial fees concession for the waiver of the recreation in-lieu fee (Attachment C) or direct staff to prepare a resolution to grant a fees concession in full or in part with modifications.

[4] The City's current Recreation In-Lieu Fund balance is approximately $346,000.

Impact on City Resources

Habitat is required to pay planning, building, and public works permit fees, based on the City's former Master Fee Schedule applicable to the Senate Bill 330-submitted proposal, to recover the cost of staff time associated with project review. However, as one of the SDBL concessions, Habitat has requested a waiver of all City development impact and permitting fees.

If the requested fee waivers are granted, in full or in part, the City would be required to backfill waived development impact fees and related fees with General Fund and cost recovery revenue associated with the project. Approval of a resolution to grant the fee waiver in full would amend the fiscal year 2026-27 Adopted Budget to appropriate $396,800 in General Fund transfers out, with corresponding increases in estimated revenues in the receiving funds: $372,400 to the Recreation In-Lieu Fee Fund (Fund 256), $23,200 to the Construction Impact Fee Fund (Fund 362) and $1,200 to the Storm Drain Connection Fund (Fund 354).

In addition, the City would forego up to approximately $199,844 in General Fund cost recovery revenue in plan review, permit, inspection, and map fees and permitting review fees. No appropriation is required for this portion, as the action reduces anticipated revenue rather than authorizing expenditure. In total, the requested SDBL fees concession, if granted in full, would have a General Fund impact of up to approximately $596,644 and would reduce funding available to support General Fund programs and services unless the City Council identifies another eligible Fund for the backfill.

Environmental Review

First, the project is categorically exempt per California Environmental Quality Act (CEQA) Guidelines Section 15332, Class 32, “In-fill Development Projects,” because the project satisfies the following conditions:

A. *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
B. *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
C. *The project site has no value as habitat for endangered, rare or threatened species.*
D. *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
E. *The site can be adequately served by all required utilities and public services.*

Second, the project is statutorily exempt per CEQA Guidelines Section 15183, “Projects Consistent with a Community Plan or Zoning,” because the project is consistent with the City’s General Plan and supports redevelopment of Housing Element Opportunity Site #60, as previously studied in the 2023-2031 Housing Element Update Subsequent Environmental Impact Report.

Third, the project is statutorily exempt per CEQA Guidelines Section 15194, “Affordable Housing Exemption,” because the project is a 100% affordable housing development project that meets specific location, density, size, and affordability criteria under state law.

The City analyzed the project’s eligibility for the three aforementioned CEQA exemptions and an in-depth analysis on how the project complies with each CEQA exemption is reported in Attachment A, Exhibit D.

The project would be required to comply with applicable mitigation measures from the ConnectMenlo program-level Environmental Impact Report Mitigation Monitoring and Reporting Program (Attachment A, Exhibit E) and with the applicable mitigation measures from the Housing Element Update Supplemental Environmental Impact Report (Attachment A, Exhibit F). Implementation of applicable mitigation measures is included within the conditions of approval as condition 2.a (Attachment A, Exhibit G).

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Public notification also consisted of publishing a notice in the local newspaper and notification by mail of owners and occupants within a 300-foot radius of the subject property. The City also maintains a webpage for the project (Attachment N).

Attachments

A. Resolution approving the major subdivision and denying the SDBL fees concession
   Exhibits
   A. Project plans
   B. Project description letter
   C. SDBL waivers and concessions letter
   D. CEQA compliance report
   E. ConnectMenlo Mitigation Monitoring and Reporting Program
   F. 2023-2031 Cycle Housing Element Update Subsequent Environmental Impact Report Mitigation Monitoring and Reporting Program
   G. Conditions of approval
B. General Plan goals and policies consistency analysis
C. Resolution approving the major subdivision and approving in part the SDBL fees concession
   Exhibits
   A. Project plans
   B. Project description letter
   C. SDBL waivers and concessions letter
   D. CEQA compliance report
   E. ConnectMenlo Mitigation Monitoring and Reporting Program
   F. 2023-2031 Cycle Housing Element Update Subsequent Environmental Impact Report Mitigation Monitoring and Reporting Program
   G. Conditions of approval
D. Location map
E. Hyperlink – April 3, 2024, Housing Commission meeting minutes: www.menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/housing-commission/2024-meetings/minutes/20240403-housing-commission-regular-meeting-minutes.pdf
F. Hyperlink – April 16, 2024, City Council meeting minutes: www.menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/city-council/2024-meetings/minutes/20240416-city-council-regular-minutes-approved.pdf
G. Hyperlink – Jan. 7, 2025, Housing Commission Meeting Minutes: www.menlopark.gov/files/sharedassets/public/v/2/agendas-and-minutes/housing-commission/2025-meetings/minutes/20250107-housing-commission-special-meeting-minutes.pdf
H. Hyperlink – Jan. 28, 2025, City Council Meeting Minutes: www.menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/city-council/2025-meetings/minutes/20250128-city-council-special-and-regular-minutes-approved.pdf

I. Hyperlink – July 13 Planning Commission Staff Report #26-030-PC: www.menlopark.gov//files/sharedassets/public/v/3/agendas-and-minutes/planning-commission/2026-meetings/agenda/20260713-planning-commission-agenda-packet.pdf#page=368
J. Hyperlink – July 13 Planning Commission meeting minutes: www.menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/planning-commission/2026-meetings/minutes/20260713-pc-approved-minutes.pdf
K. Hyperlink – July 13 Planning Commission meeting video: https://youtu.be/tI2BblTanYE?si=99jhXemkbk5d735c&t=1791
L. Hyperlink – Planning Commission Resolution No. 2026-020 (use permit, architectural control permit, BMR housing agreement): www.menlopark.gov/files/sharedassets/public/v/1/agendas-and-minutes/city-council/2026-meetings/20260811/6-att-l-planning-commission-resolution-no.-2026-020.pdf
M. Hyperlink – Planning Commission Resolution No. 2026-021 (recommendations to City Council): www.menlopark.gov/files/sharedassets/public/v/2/agendas-and-minutes/city-council/2026-meetings/20260811/7-att-m-planning-commission-resolution-no.-2026-021.pdf
N. Hyperlink – Project webpage: www.menlopark.gov/Government/Departments/Community-Development/Projects/Under-review/335-355-Pierce-Road

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RESOLUTION NO. XXXX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MENLO PARK TO APPROVE A VESTING TENTATIVE MAP FOR A MAJOR SUBDIVISION TO MERGE TWO PARCELS INTO ONE AND SUBDIVIDE THE SITE WITH EIGHT RESIDENTIAL CONDOMINIUM PARCELS AND ONE COMMON AREA PARCEL AT 335-355 PIERCE RD. (LAUREL LANDING BY HABITAT FOR HUMANITY GREATER SAN FRANCISCO), AND DENY A FEES CONCESSION REQUEST MADE UNDER STATE DENSITY BONUS LAW, GOVERNMENT CODE SECTION 65915 AND RELEVANT AMENDMENTS

WHEREAS, June 30, 2025, the City of Menlo Park (City) received an application requesting a use permit, architectural control permit, below market rate (BMR) housing agreement, and major subdivision to construct two new three-story multifamily residential buildings consisting of eight units on a lot (two parcels merged into one) in the R-3 (Apartment) zoning district (collectively, the Project) from Habitat for Humanity Greater San Francisco (Applicant and Owner) located at 335-355 Pierce Rd. (APNs 062-013-170 and 062-013-230) (Property). The Project is depicted in and subject to the project plans and project description letter, which are attached hereto as Exhibits A and B, and incorporated herein by this reference; and

WHEREAS, the Property is located in the R-3 (Apartment) zoning district; and

WHEREAS, the maximum allowed density for the Property is 13 dwelling units per acre which equates to five base density units for the Property; and

WHEREAS, the Project is a 100% affordable housing project entitled to an 80% State Density Bonus Law (Government Code Section 65915 and relevant amendments) density bonus which equates to four additional units above the base density allowance for a maximum of nine units and the Project would include eight units; and

WHEREAS, the Property is identified as Housing Element Opportunity Site #60 and the Housing Element Site Inventory credited nine Moderate Income units for the Property and the Project includes eight Low Income units; consistent with California's No Net Loss Law (Government Code Section 65863), the City would continue to maintain a continuous, adequate supply of residential sites to meet the remaining Regional Housing Needs Allocation across all income categories at all times through the 2023-2031 Housing Element planning period; and

WHEREAS, the Project is subject to the Below Market Rate housing ordinance (BMR Ordinance) and is required to comply with the Below Market Rate housing guidelines (BMR Guidelines) to ensure proper implementation of the BMR Ordinance; and

WHEREAS, in connection with the 2024 Notice of Funding Availability (NOFA) for the BMR Housing fund, and prior to the submission of a formal development application for the Project, the Housing Commission and City Council have previously reviewed the Applicant-requested modifications/alternatives to the BMR Guidelines to support uniform homeownership program administration; and

WHEREAS, in April 2024, the City Council approved $3.6 million from the BMR housing fund to support the Project's site acquisition and pre-development costs; and

WHEREAS, in January 2025, the City Council approved BMR Guidelines modifications/alternatives and the Housing Commission recommended Planning Commission approval of the BMR housing agreement; and

WHEREAS, State Density Bonus Law allows for applicants to request waivers from applicable development standards that would physically preclude the project at the provided density in order to provide affordable housing; and

WHEREAS, the Applicant has requested 12 waivers from City development requirements (encompassing City regulations, standards, provisions, and guidelines) concerning the following items: minimum lot dimensions, land area required per dwelling unit, minimum yards and setbacks, maximum floor area ratio, maximum driveways and open parking areas (paving), building profile and projections within setbacks, and minimum driveway width; and

WHEREAS, the Applicant has demonstrated in writing, attached hereto as Exhibit C, and incorporated herein by this reference, that application of the listed development requirements would physically preclude the project at the provided density in order to provide affordable housing; and

WHEREAS, the City has reviewed the justification and has deemed the waivers as appropriate for the proposed Project and grants the 12 waivers in order to accommodate the proposed density by separate resolution; and

WHEREAS, State Density Bonus Law allows for applicants to request concessions that provide actual and identifiable cost reductions to the provision of affordable housing; and

WHEREAS, the Applicant is eligible for five concessions under State Density Bonus Law; and

WHEREAS, the Applicant has requested five concessions from City development requirements concerning the following items: 1) vehicle parking, 2) exterior materials (inset windows), 3) water use efficiency and recycled water (dual plumbing), 4) energy demand, and 5) development impact and permitting fees per the City's Master Fee Schedule (fees concession); and

WHEREAS, the Applicant has demonstrated in writing, attached hereto as Exhibit C, that the requested concessions would result in actual and identifiable cost reductions for the provision of affordable housing; and

WHEREAS, per Government Code Section 65915(l)(3), based on Government Code Section 65915(k)(3)), State Density Bonus Law "does not limit or require the provision of direct financial incentives for the housing development, including the provision of publicly owned land, by the city, county, or city and county, or the waiver of fees or dedication requirements." In other words, the City is not required to grant the fees concession request, but may grant the request, in full or in part, if desired; and

WHEREAS, the City has reviewed the justification and has deemed the following concessions: 1) vehicle parking, 2) exterior materials (inset windows), 3) water use efficiency and recycled water (dual plumbing), and 4) energy demand as appropriate for the Project and grants these four concessions by separate resolution in order to accommodate the proposed density; and
WHEREAS, the City staff has reviewed the justification and has deemed the fees concession request for the waiver of the development impact and permitting fees per the City's Master Fee

Schedule as inappropriate with due consideration to the factors described in Section 3 below; and

WHEREAS, the proposed Project would comply with all other applicable standards of the R-3 zoning district; and

WHEREAS, the major subdivision would merge two parcels into one and subdivide the site with eight residential condominium parcels to be sold individually and a common area parcel; and

WHEREAS, the Applicant submitted a Tentative Map, attached hereto as Exhibit A, which was reviewed by the Engineering Division and found to be technically correct; and

WHEREAS, the Tentative Map was reviewed by utility and public service providers, including West Bay Sanitary District, Menlo Park Municipal Water, Comcast, AT&T, and PG&E and no objections were raised; and

WHEREAS, an approximately 20-foot-wide private access easement along the eastern side of the Property benefiting the adjacent private property at 365 Pierce Rd. would be maintained, and the proposed subdivision would not conflict with, and would preserve, that easement, and no public-access easements exist on the Property; 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 public hearing was scheduled and held before the Planning Commission July 13, 2026, at which all persons interested therein might appear and be heard; and

WHEREAS, development of the proposed Project would help implement the Housing Element and would further the City's progress towards meeting its obligations under the Regional Housing Needs Allocation (RHNA) as the Property is Housing Opportunity Site #60; and
WHEREAS, the Project requires discretionary actions by the City as summarized above, and therefore the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.) and CEQA Guidelines (Caifornia Code of Regulations, Title 14, Section 15000 et seq.) require analysis and a determination regarding the Project's environmental impacts; and

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

WHEREAS, the Planning Commission reviewed the project on July 13, 2026, and found the project to be categorically exempt from environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15332 (Class 32, "In-fill Development Projects") and statutorily exempt from environmental review pursuant to CEQA Guidelines Section 15183 ("Projects Consistent with a Community Plan or Zoning") and Section 15194 (Affordable Housing Exemption), as analyzed in the CEQA compliance report, attached hereto as Exhibit D, and incorporated herein by this reference; and

WHEREAS, Dec. 6, 2016, the City certified a program-level environmental impact report (EIR) for updates to the City's General Plan (collectively ConnectMenlo, SCH# 2015062054), which

included a Mitigation Monitoring and Reporting Program (MMRP) to mitigate environmental impacts anticipated by the updated General Plan; and

WHEREAS, Jan. 31, 2023 the City certified a Subsequent EIR for the 2023-2031 Housing Element update (SCH# 2015062054), which includes additional MMRP measures applicable to housing projects; and

WHEREAS, the Applicant would be required to comply with applicable mitigation measures from the ConnectMenlo program-level Environmental Impact Report (EIR) Mitigation Monitoring and Reporting Program (MMRP), attached hereto as Exhibit E, and incorporated herein by this reference, and with the applicable mitigation measures from the 2023-2031 Housing Element update Subsequent EIR, attached hereto as Exhibit F, and incorporated herein by this reference, pursuant to Menlo Park Municipal Code Section 16.20.060; and

WHEREAS, July 13, 2026, 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 adopt Resolution No. 2026-020 to approve the findings and conditions for a use permit, architectural control permit, and BMR housing agreement for the project, including approval of the 12 requested State Density Bonus Law waivers and approval of four out of five requested State Density Bonus Law concessions, exclusive of the fees concession request; and

WHEREAS, July 13, 2026, 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 adopt Resolution No. 2026-021 recommending to the City Council to 1) approve a vesting tentative map for a major subdivision to create eight for-sale condominium units in the R-3 (Apartment) zoning district at 335-355 Pierce Rd., and 2) partially approve the State Density Bonus Law fees concession request, 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 Aug. 11, 2026, at which all persons interested therein might appear and be heard; and

WHEREAS, the City Council reviewed the vesting tentative map for a major subdivision on Aug. 11, 2026, and found the project to be categorically exempt from environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15332 (Class 32, “In-fill Development Projects”) and statutorily exempt from environmental review pursuant to CEQA Guidelines Section 15183 (“Projects Consistent with a Community Plan or Zoning”) and Section 15194 (“Affordable Housing Exemption”), as analyzed in the CEQA compliance report, attached hereto as Exhibit D, and incorporated herein by this reference.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Menlo Park finds that the above recitals together with the staff report and the application materials, including without limitation, related documents, reports, studies, maps, oral and written testimony, and materials in the City’s file for the application and the Project, and all adopted and applicable City planning documents related to the Project and the Project site, and all associated evidentiary basis are incorporated herein and support the actions set forth in this resolution.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council makes the following findings:

Section 1. The City Council makes findings that the proposed Tentative Map for a major subdivision is technically correct and in compliance with all applicable State regulations, City General Plan, Zoning and Subdivision Ordinances, and the State Subdivision Map Act for the following reasons:

1. The proposed Tentative Map for the Project site is technically correct and in compliance with all applicable State regulations, City General Plan, Zoning and Subdivision Ordinances, and the State Subdivision Map Act, as confirmed by the Engineering Division's review finding the Tentative Map technically correct, and the review by West Bay Sanitary District, Menlo Park Municipal Water, Comcast, AT&T, and PG&E, none of which raised an objection.
2. The proposed Tentative Map for the Project site, including the contemplated design and improvements, is consistent with the applicable General Plan goals and policies, in particular, the goals set forth in the Housing Element as the Property is Housing Element Opportunity Site #60. The Project is consistent with the land use designations described in the General Plan and would be consistent with the City General Plan goals and policies as well as City Zoning Ordinance requirements at the proposed density, inclusive of State Density Bonus Law, and for the types of uses.
3. The Project site is physically suitable for the type of development proposed. The site is located in the R-3 (Apartment) zoning district, and the proposed multifamily residential use is a use appropriate to that district and to the site's General Plan land use designation. The vacant, urbanized infill site can physically accommodate the proposed residential buildings and associated improvements.
4. The Project site is physically suitable for the proposed density of development. The proposed density is consistent with the density established for the site in the General Plan, inclusive of the density permitted under State Density Bonus Law, and the site is physically able to accommodate that density with the requested waivers and concessions.
5. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The vacant Project site is in an urbanized area of the City and does not include any aquatic habitat that would be disturbed by the Project, and the Project would not substantially injure the limited wildlife that access the site or their habitat.
6. The design of the subdivision or improvements is not likely to cause serious public health or safety problems. The Project would comply with the General Plan’s goals and policies, City Zoning and Subdivision Ordinances, and other applicable regulations designed to prevent serious health and safety problems.
7. The design of the subdivision and the proposed improvements will not conflict with any easements acquired by the public at large for access through or use of property within the proposed subdivision. No public-access easements exist on the Project site. An approximately 20-foot-wide private access easement along the eastern side of the Property, benefiting the adjacent property at 365 Pierce Rd., would be maintained and is not in conflict with the proposed subdivision.
8. The discharge of waste from the proposed subdivision into the existing community sewer system would not result in, or add to, a violation of existing requirements prescribed by the applicable California Regional Water Quality Control Board pursuant to Division 7 (commencing with Section 13000) of the Water Code. The Project would connect to the existing community sewer system operated by the West Bay Sanitary District, which reviewed the Tentative Map and raised no objection, and the Project is required to comply with all applicable regional water quality requirements.

Section 2. Based on the findings above, the City Council approves the Tentative Map for the Project, included in the project plans (Exhibit A), and the associated conditions of approval attached hereto as Exhibit G and incorporated herein by this reference.

Section 3. The Applicant's request to waive the development impact and permitting fees set forth in the City's Master Fee Schedule is a request for a direct financial incentive. Under State Density Bonus Law, the City is not required to provide direct financial incentives, including the waiver of fees or dedication requirements (Government Code Section 65915(l)(3)), and the Applicant's request is therefore not a concession that the City is obligated to grant under Government Code Section 65915(d). Having considered the request, the City Council denies the requested fee waiver for the following reasons:

1. The City Council has already committed $3.6 million from the BMR Housing Fund to support the project, approximately $3.15 million of which has been disbursed for site acquisition and pre-development activities.
2. At eight units, the City is providing $450,000 per housing unit for the project, which is the highest per-unit funding contribution ever awarded from the BMR Housing Fund.
3. The funding agreement between the City and Habitat is in the form of a grant. Typically, when affordable housing projects receive funding from the City's BMR Housing Fund, it is in the form of a deferred loan, payable after 55 years, with any surplus cash flow paid to the lenders annually.
4. The City is required to backfill waived development impact fees and related fees with General Fund and cost recovery revenue associated with the project. The City finds that backfilling the waived fees as required by law in order to ensure that the City is not using fee revenue from one fee payor to subsidize other fee payors is infeasible in light of severe budget constraints and unavailability of unrestricted General Fund monies.

Section 4. 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, Judi A. Herren, City Clerk of the City 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 eleventh day of August, 2026, 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, 2026.

_____
Judi A. Herren, City Clerk

Exhibits:
A. Project plans (Tentative Map only)
B. Project description letter
C. SDBL waivers and concessions letter
D. CEQA compliance report
E. ConnectMenlo Mitigation Monitoring and Reporting Program
F. 2023-2031 Cycle Housing Element Update Subsequent EIR Mitigation Monitoring and Reporting Program
G. Conditions of approval

EXHIBIT A



335 PIERCE

PLANNING RESUBMITTAL

JUNE 1, 2026

TCA ARCHITECTS

*THIS DESIGN IS CONCEPTUAL IN NATURE. THE INFORMATION AND NUMBERS PROVIDED ARE SUBJECT TO CHANGE, PENDING VERIFICATION BY CLIENT AND AUTHORITIES HAVING JURISDICTION.

PROJECT DESCRIPTION

A new 100% affordable town house project is proposed in the Belle Haven neighborhood at 335 Pierce Road. The development will combine two separate parcels into a single lot of approximately 15,293 square feet (0.35 acres) in size. One multifamily building (with four units) will be demolished to make room for the proposed project.

The project is designed as two buildings, consisting of three levels of wood construction (Type V). The maximum height of the building will be approximately 29'-11" feet to the highest point of the roof parapet. Each building will have four units for a total of eight, offering a mix of two-bedroom, three-bedroom and four-bedroom town homes for sale. Each townhome will provide an attached garage with one EV parking space and room for bicycles and trash bins.

Architecturally, the proposed building will feature a timeless contemporary design. The massing of the buildings is modulated into smaller volumes expressing each unit. A one-story volume is oriented towards Pierce Road reducing the scale of the project along its street façade. The primary exterior materials will be painted lap siding. The landscape design will feature a fire smart and drought tolerant landscaping. Private open space will be provided at grade next to each town home.

VICINITY MAP



PROJECT TEAM

DEVELOPER:

HABITAT FOR HUMANITY P: 510.701.3322
300 Montgomery Street, Suite 450
San Francisco, CA 94104 www.habitatgsf.org
Contact: Robert Smith rsmith@habitatgsf.org

ARCHITECT:

TCA Architects P: 510.545.4222
1111 Broadway, Suite 1320
Oakland, CA 94607 www.tca-arch.com
Contact: Douglas Oliver doliver@tca-arch.com

LANDSCAPE ARCHITECT:

TS studio P: 415.420.8408
55 Sumner St. P: 415.596.2121
San Francico, CA 94103 www.tsstudio.org
Contact: J. Lee Stinckles lstickles@tsstudio.org

CIVIL ENGINEER:

BKF Engineers P: 408.467.9100
150 California St, Suite 600 P: 415.660.6360
San Francisco, CA 94111 www.bkf.com
Contact: Mike O'Connell moconnell@bkf.com

INDEX

01.30.2026
RESUBMITTAL

ARCHITECTURE:

G-1.1	PROJECT INDEX	●
G-1.2	PROJECT SUMMARY	●
G-2.1	SITE CONTEXT	○
G-3.1 - G-3.5	3D VIEW	○
G-4.1	STREETSCAPE ELEVATION AND AREA PLAN	●
G-4.2	FIRE ACCESS DIAGRAM	○
G-4.3 - G-4.5	F.A.R. DIAGRAM	●
G-4.6	OPEN SPACE & MINIMUM LANDSCAPING AREA	●
G-4.6	BUILDING COVERAGE / DRIVEWAY COVERAGE	○
G-4.8	ACCESSIBILITY/EGRESS DIAGRAM	○
G-4.9	SETBACK PROJECTIONS DIAGRAMS	●
G-4.10	STREETFACING FACADE MODULATION DIAGRAMS	●
G-4.11	INTERIOR FACADE MODULATION DIAGRAMS	●
A-1.1	SITE PLAN - LEVEL 1	●
A-1.2	SITE PLAN - LEVEL 2	●
A-1.3	SITE PLAN - LEVEL 3	●
A-1.4	SITE PLAN - ROOF	●
A-1.5	BLDG 1 - LEVEL 1	○
A-1.6	BLDG 1 - LEVEL 2	○
A-1.7	BLDG 1 - LEVEL 3	○
A-1.8	BLDG 1 - ROOF	○
A-1.9	BLDG 2 - LEVEL 1	○
A-1.10	BLDG 2 - LEVEL 2	○
A-1.11	BLDG 2 - LEVEL 3	○
A-1.12	BLDG 2 - ROOF	●
A-2.1	MATERIAL BOARD	●
A-2.2 - A-2.5	ELEVATIONS	●
A-3.1 - A-3.2	BUILDING SECTIONS	●
A-4.1 - A-4.8	UNIT PLANS	○

CIVIL:

C1.0	TITLE SHEET
C2.0	EXISTING CONDITIONS PLAN
C2.1	EXISTING PARCELIZATION
C2.2	PRELIMINARY PARCELIZATION PLAN
C3.0	PRELIMINARY SITE PLAN
C3.1	PRELIMINARY FIRE ACCESS PLAN
C4.0	PRELIMINARY GRADING PLAN
C5.0	PRELIMINARY UTILITY PLAN
C6.0	PRELIMINARY STORMWATER MANAGEMENT PLAN
C7.0	PRELIMINARY EROSION CONTROL PLAN
C7.1	PRELIMINARY EROSION CONTROL PLAN
C7.1	SAN MATEO COUNTY CONSTRUCTION BMPs

LANDSCAPE:

L1.0	LANDSCAPE SITE PLAN
L1.1	LANDSCAPE MATERIAL PLAN
L4.1	LANDSCAPE TREE PLAN
L4.2	LANDSCAPE UNDERSTORY PLAN

○ FIRST FORMAL SUBMITTAL OR NO CHANGES SINCE PREVIOUS SUBMITTAL
● MODIFICATIONS SINCE PREVIOUS SUBMITTAL OR NEW SHEETS ADDED

CODES AND REGULATIONS:

CODE:	PROJECT SHALL BE DESIGNED TO MEET THE APPLICABLE CALIFORNIA BUILDING STANDARDS CODE THAT IS IN EFFECT AT THE MOMENT OF THE BUILDING PERMIT APPLICATION. (CBC 1.1.9)
TYPE OF CONSTRUCTION:	TYPE VA
STORIES:	3 STORIES
OCCUPANCY GROUP:	R-2, S-2
OCCUPANCY SEPARATION:	PER CBC 508.4 REQUIRED SEPARATION OF OCCUPANCIES BETWEEN: R-2 AND S-2: 1HR
FIRE SPRINKLES:	2022 CBC 903.3.1 R-2 OCCUPANCY: NFPA 13 S-2 OCCUPANCY: NFPA 13
EXIT ACCESS TRAVEL DISTANCE:	PER CBC TABLE 1016.1 R-2 OCCUPANCY WITH SPRINKLER SYSTEM: 250'; COMMON PATH OF TRAVEL: 100' S-2 OCCUPANY WITH SPRINKLER SYSTEM: 400'; COMMON PATH OF TRAVEL: 125'
FIRE SEPARATION DISTANCE:	ALLOWABLE AREA UNPROTECTED OPENINGS (CBC 705.8.1) 5' TO LESS THAN 10': 25% 10' TO LESS THAN 15': 45% 15' TO LESS THAN 20': 75% MORE THAN 20': 100%
FIRE RESISTANCE RATING REQUIREMENTS: TYPE VA CONSTRUCTION	EXTERIOR BEARING WALLS: 1HR (CBC 601) EXTERIOR NON-BEARING WALL: 1HR (CBC 705.5)
DEFERRED SUBMITTALS:	1. FIRE SUPPRESSION SYSTEMS, NFPA 13 (2022 EDITION) 2. PRIVATE UNDERGROUND FIRE SERVICE MAIN, NFPA 24 (2019 EDITION) 3. FIRE ALARM SYSTEM, NFPA 72 (2022 EDITION) 4. PV SYSTEMS, CFC SECTION 1204 (2022 EDITION)

PROJECT SUMMARY:

ADDRESS:	355 PIERCE RD. MENLO PARK. CA 94025.
ASSESSOR'S PARCEL NUMBER (APN):	062-013-170 062-013-230
PROPOSED USE:	MULTI-FAMILY RESIDENTIAL
ZONING:	R-3 APARTMENT DISTRICT

	REQUIRED	PROVIDED
LOT AREA:	7,000 SF MIN.	15,293 SF | 0.35 AC
LOT WIDTH:	80' MIN.	170.66'
LOT DEPTH:	100' MIN.	89.61
LAND AREA PER DWELLING UNIT: (STATE DENSITY BONUS REQUESTED)	1 / 3,333 SF = 4 MAX.	1 / 1,911 SF
MINIMUM YARDS:		
FRONT:	15% OF LOT WIDTH; MIN.20FT.	25'-7"
INTERIOR SIDE:	10 FT	10'-0"
REAR:	15% OF LOT WIDTH; MIN.15FT.	25'-7"
DISTANCE BETWEEN MAIN BUILDINGS ON THE SAME LOT:	1/2 SUM OF THE HEIGHT OF THE BUILDINGS, 20 FT. MIN.	26'-4"
DISTANCE BETWEEN MAIN BUILDINGS LOCATED ON THE PROPERTY AND ADJACENT PROPERTY : (STATE DENSITY BONUS REQUESTED)	20 FT.	16'-9"
GROSS FLOOR AREA:		10,313 SF
FLOOR AREA RATIO: (STATE DENSITY BONUS REQUESTED)	45% MAX.	67%
BUILDING COVERAGE:	55% MAX.	5,591 SF 37%
DRIVEWAYS AND OPEN PARKING AREAS: (STATE DENSITY BONUS REQUESTED)	20% MAX.	3,652 SF 24%
OPEN SPACE:		
PRIVATE:	80 SF/UNIT = 640 SF	933 SF
LANDSCAPING:	25% MIN.	4,482 SF (29%)
BUILDING HEIGHT:	35' MAX.	29'-10"
ALLOWABLE NUMBER OF STORIES:		
MENLO PARK ZONING CODE:	3	3
CALIFORNIA BUILDING CODE:	4	3
PARKING: (STATE DENSITY BONUS REQUESTED)	2 / UNIT = 16	8
PARKING RATIO:	2	1
BIKE PARKING:		
LONG TERM:	1.5 / UNIT = 12	2 PER UNIT = 16 TOTAL
SHORT TERM:	ADDITIONAL 10% = 2	

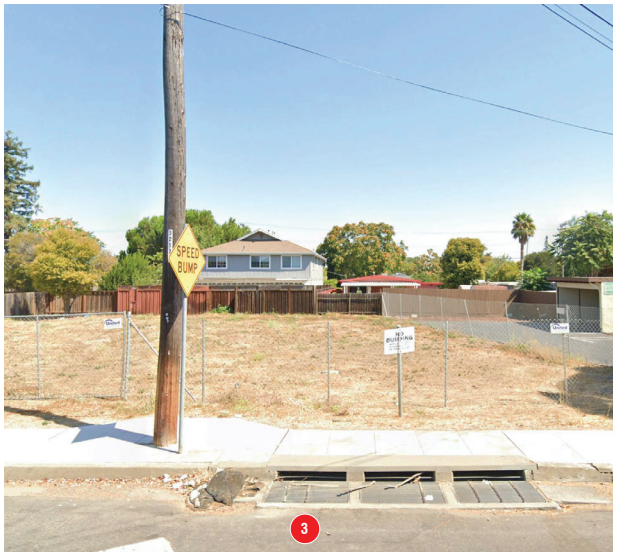
PROJECT AREA SUMMARY BY USE

LEVEL	RESIDENTIAL	GARAGE	B.O.H.	TOTAL
BUILDING				
1ST STORY	2,063 SF	0 SF	0 SF	2,063 SF
2ND STORY	4,298 SF	0 SF	0 SF	4,298 SF
3RD STORY	3,605 SF	0 SF	0 SF	3,605 SF
BUILDING	**9,966 SF**	**0 SF**	**0 SF**	**9,966 SF**
GARAGE				
1ST STORY	0 SF	2,951 SF	159 SF	3,110 SF
GARAGE	**0 SF**	**2,951 SF**	**159 SF**	**3,110 SF**
TOTAL	**9,966 SF**	**2,951 SF**	**159 SF**	**13,076 SF**

UNIT MIX

UNIT TYPE	PERCENTAGE	COUNT	AVG. UNIT AREA	TOTAL
TWO BEDROOM	38%	3	996 SF	2,989 SF
THREE BEDROOM	25%	2	1,253 SF	2,505 SF
FOUR BEDROOM	37%	3	1,491 SF	4,472 SF
Grand total	**100%**	**8**		**9,966 SF**


2


SPEED BUMP
3


4


1


N
SITE
1
2
PIERCE RD
3
4
5
US
101
BAYSHORE FWY.


5


353
355


355


335


335
333



TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

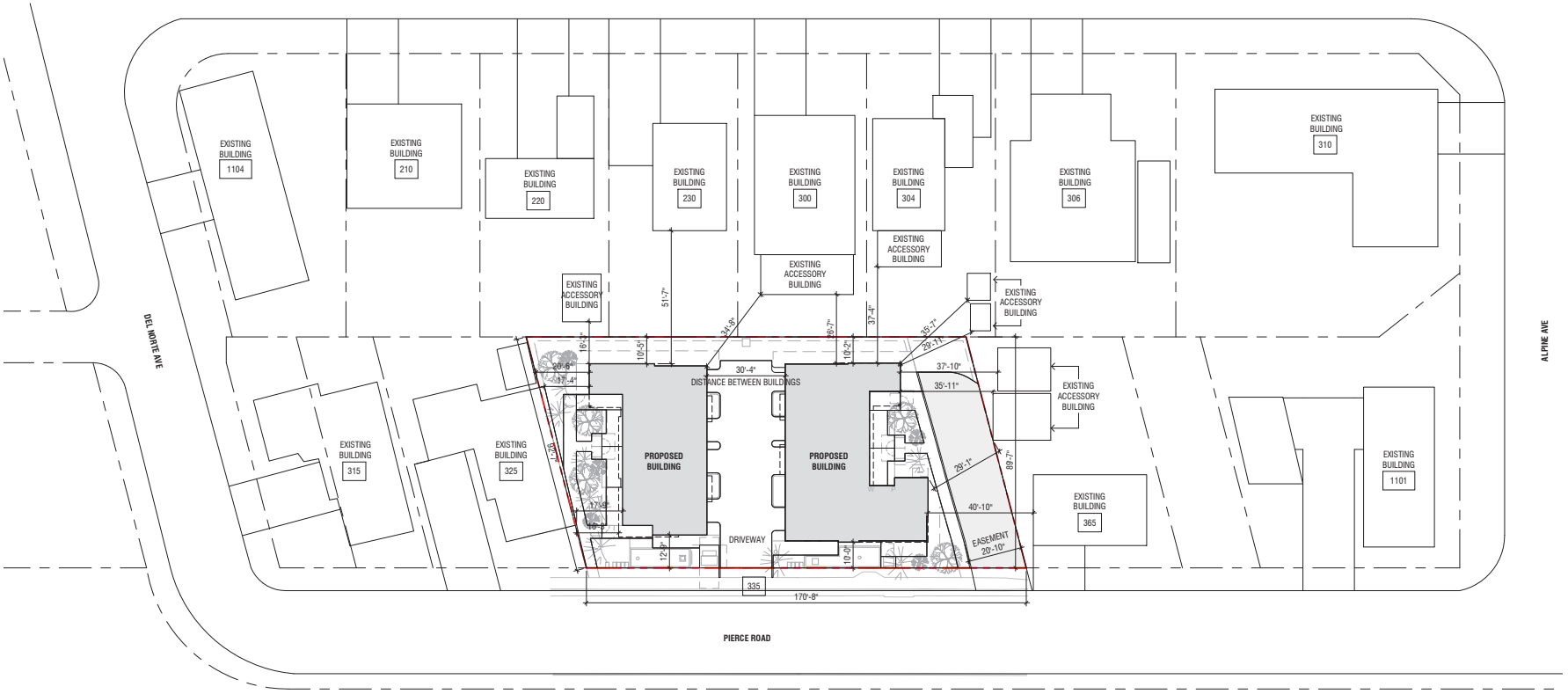
3D VIEW

G-3.5



STREETSCAPE ELEVATION (1/16" = 1')

16' 32' 64'



AREA PLAN (1"= 20')

20' 40' 80'

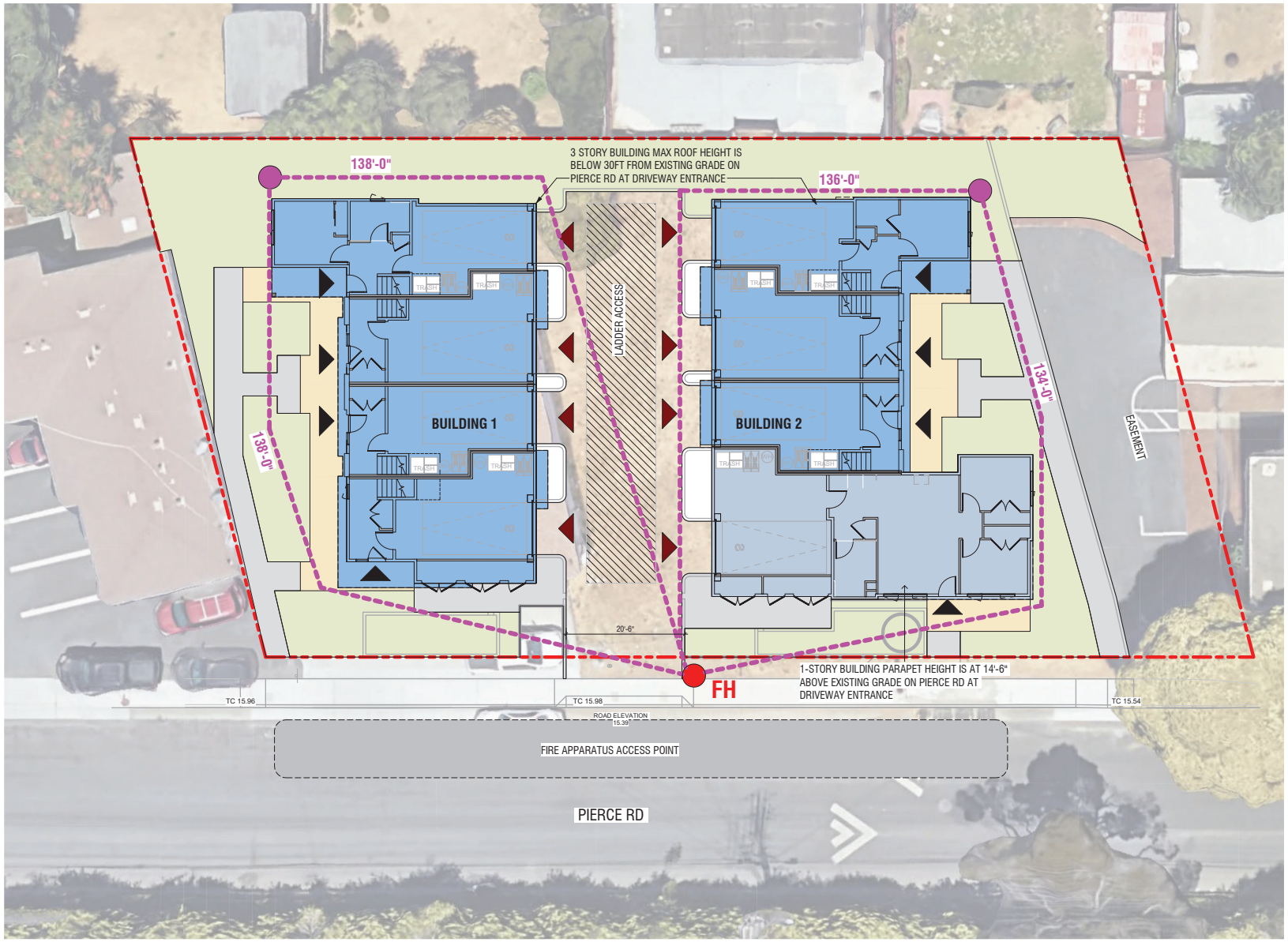
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

STREETSCAPE ELEVATION & AREA PLAN

G-4.1



LEGEND:

- PROPERTY LINE
- LINE OF BUILDING ABOVE
- 150' HOSE PULL LENGTH FROM FIRE APPARATUS ACCESS ROAD *(PER CFC SECTION 503.1.1)*
- FH — FIRE HYDRANT LOCATION *(*VERIFY LOCATION WITH CIVIL DRAWINGS)*
- BUILDING ENTRY
- VEHICULAR ENTRY TO GARAGE
- 29'-11" ROOF PARAPET ELEVATION ABOVE EXISTING GRADE
- 14'-6" ROOF PARAPET ELEVATION ABOVE EXISTING GRADE

NOTES:

1. *PER CFC SECTION 503*
2. *PER CFC SECTION 503.1.1 "BUILDINGS AND FACILITIES" - APPROVED FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED FOR EVERY FACILITY, BUILDING OR PORTION OF A BUILDING HEREAFTER CONSTRUCTED OR MOVED INTO OR WITHIN THE JURISDICTION. THE FIRE APPARATUS ACCESS ROAD SHALL COMPLY WITH THE REQUIREMENTS OF THIS SECTION AND SHALL EXTEND TO WITHIN 150 FEET (45 720 MM) OF ALL PORTIONS OF THE FACILITY AND ALL PORTIONS OF THE EXTERIOR WALLS OF THE FIRST STORY OF THE BUILDING AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE BUILDING OR FACILITY*

32'
16'
8'

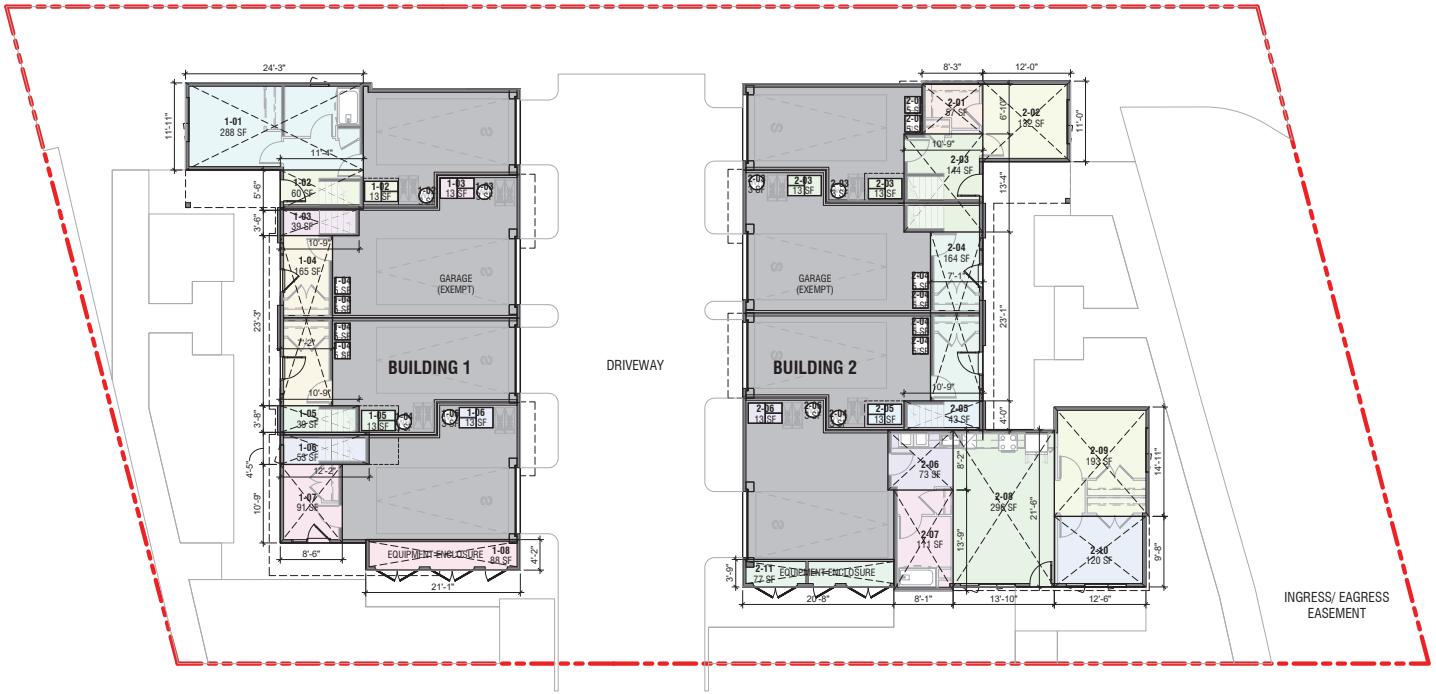
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

FIRE ACCESS DIAGRAM (1/8" = 1')

G-4.2



GROSS FLOOR AREA CALCULATION

NAME	AREA	NAME	AREA
1ST STORY		BUILDING 2	
BUILDING 1		2-11	349 SF
1-01	288 SF	2-12	388 SF
1-02	76 SF	2-13	20 SF
1-03	55 SF	2-14	300 SF
1-04	188 SF	2-15	713 SF
1-05	52 SF	2-16	23 SF
1-06	69 SF		1,793 SF
1-07	91 SF		4,299 SF
1-08	88 SF	3RD STORY	
	907 SF	BUILDING 1	
BUILDING 2		1-18	185 SF
2-01	67 SF	1-19	304 SF
2-02	132 SF	1-20	20 SF
2-03	176 SF	1-21	21 SF
2-04	187 SF	1-22	442 SF
2-05	56 SF	1-23	418 SF
2-06	89 SF	1-24	21 SF
2-07	111 SF	1-25	24 SF
2-08	296 SF	1-26	131 SF
2-09	193 SF	1-27	19 SF
2-10	120 SF	1-28	20 SF
2-11	77 SF	1-29	363 SF
	1,504 SF	1-30	142 SF
	2,411 SF		2,110 SF
2ND STORY		BUILDING 2	
BUILDING 1		2-17	271 SF
1-08	431 SF	2-18	167 SF
1-09	143 SF	2-19	20 SF
1-10	489 SF	2-20	32 SF
1-11	20 SF	2-21	48 SF
1-12	20 SF	2-22	341 SF
1-13	682 SF	2-23	23 SF
1-14	61 SF	2-24	550 SF
1-15	72 SF	2-25	16 SF
1-16	446 SF	2-26	25 SF
1-17	142 SF		1,493 SF
	2,506 SF		3,603 SF
		GRAND TOTAL	10,313 SF

GROSS FLOOR AREA BUILDING 1

LEVEL	AREA
1ST STORY	907 SF
2ND STORY	2,506 SF
3RD STORY	2,110 SF
Total	5,523 SF

GROSS FLOOR AREA BUILDING 2

LEVEL	AREA
1ST STORY	1,504 SF
2ND STORY	1,793 SF
3RD STORY	1,493 SF
Total	4,790 SF
GRAND TOTAL:	**10,313 SF**

F.A.R. CALCULATION

GROSS FLOOR AREA:	**10,313 SF**
BUILDABLE LOT AREA:	**15,293 SF**
F.A.R.:	**67%**

DEFINITIONS:
1. "FLOOR AREA RATIO" (PER MENLO PARK ZONING CODE 16.04.315) IS THE MAXIMUM PERMITTED RATIO OF THE TOTAL SQUARE FOOTAGE OF THE GROSS FLOOR AREA OF ALL BUILDINGS ON A LOT TO THE SQUARE FOOTAGE OF THE LOT.
2. "GROSS FLOOR AREA" (PER MENLO PARK ZONING CODE 16.04.325) IS THE SUM OF THE HORIZONTAL AREAS OF ALL FLOORS WITHIN THE SURROUNDING SOLID WALLS OF A BUILDING COVERED BY A ROOF MEASURED TO THE OUTSIDE SURFACES OF EXTERIOR WALLS, EXCLUDING AREAS DEVOTED TO COVERED PARKING.

32'
16'
8'

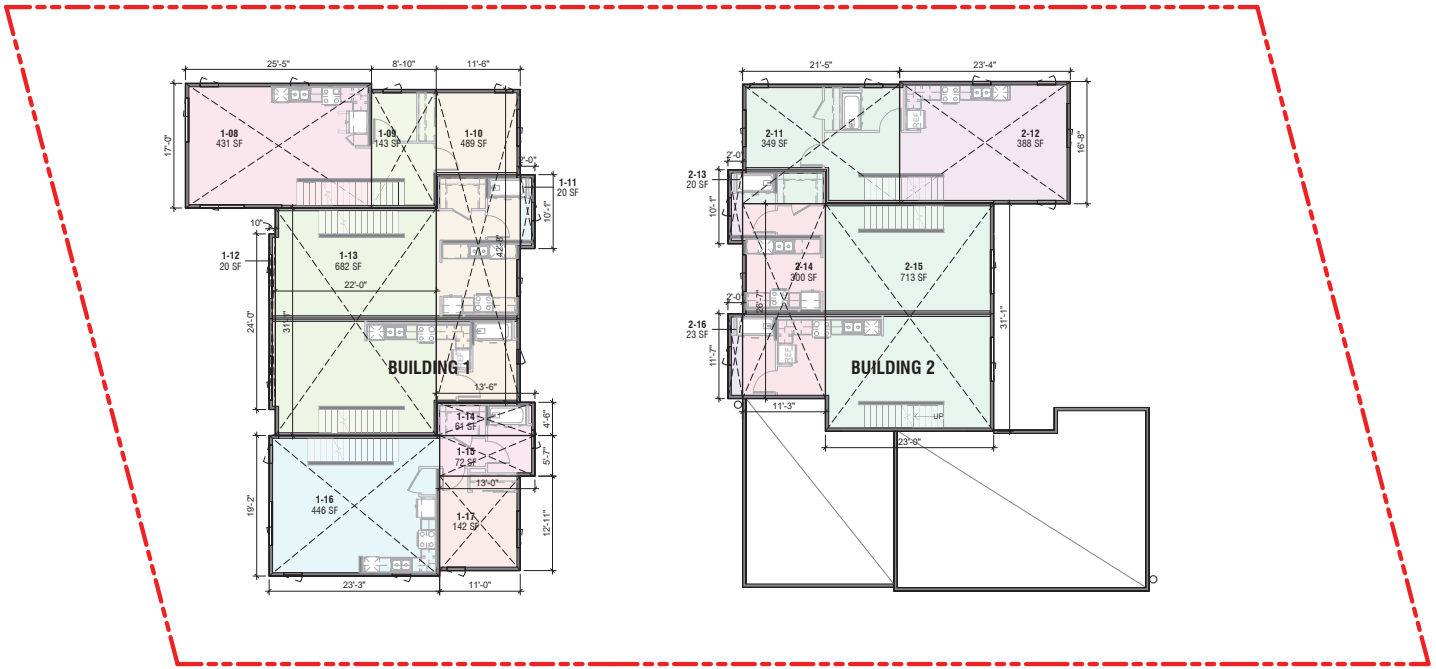
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

F.A.R. DIAGRAM (1/8" = 1')
1ST STORY

G-4.3



GROSS FLOOR AREA CALCULATION

NAME	AREA	NAME	AREA
1ST STORY		BUILDING 2	
BUILDING 1		2-11	349 SF
1-01	288 SF	2-12	388 SF
1-02	76 SF	2-13	20 SF
1-03	55 SF	2-14	300 SF
1-04	188 SF	2-15	713 SF
1-05	52 SF	2-16	23 SF
1-06	69 SF		1,793 SF
1-07	91 SF		4,299 SF
1-08	88 SF	3RD STORY	
	907 SF	BUILDING 1	
BUILDING 2		1-18	185 SF
2-01	67 SF	1-19	304 SF
2-02	132 SF	1-20	20 SF
2-03	176 SF	1-21	21 SF
2-04	187 SF	1-22	442 SF
2-05	56 SF	1-23	418 SF
2-06	89 SF	1-24	21 SF
2-07	111 SF	1-25	24 SF
2-08	296 SF	1-26	131 SF
2-09	193 SF	1-27	19 SF
2-10	120 SF	1-28	20 SF
2-11	77 SF	1-29	363 SF
	1,504 SF	1-30	142 SF
	2,411 SF		2,110 SF
2ND STORY		BUILDING 2	
BUILDING 1		2-17	271 SF
1-08	431 SF	2-18	167 SF
1-09	143 SF	2-19	20 SF
1-10	489 SF	2-20	32 SF
1-11	20 SF	2-21	48 SF
1-12	20 SF	2-22	341 SF
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GROSS FLOOR AREA BUILDING 1

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3RD STORY	2,110 SF
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GROSS FLOOR AREA BUILDING 2

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2ND STORY	1,793 SF
3RD STORY	1,493 SF
Total	4,790 SF
GRAND TOTAL:	**10,313 SF**

F.A.R. CALCULATION

GROSS FLOOR AREA:	**10,313 SF**
BUILDABLE LOT AREA:	**15,293 SF**
F.A.R.:	**67%**

DEFINITIONS:
1. "FLOOR AREA RATIO" (PER MENLO PARK ZONING CODE 16.04.315) IS THE MAXIMUM PERMITTED RATIO OF THE TOTAL SQUARE FOOTAGE OF THE GROSS FLOOR AREA OF ALL BUILDINGS ON A LOT TO THE SQUARE FOOTAGE OF THE LOT.
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32'
16'
8'

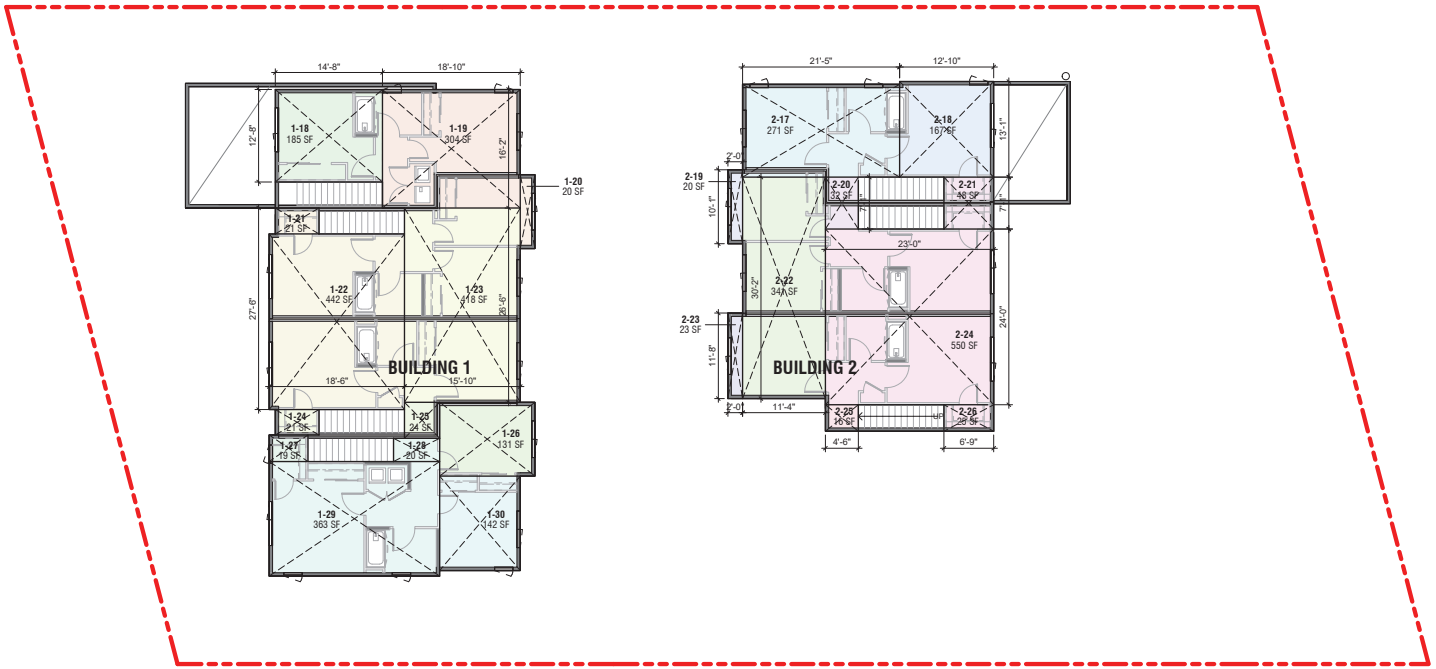
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

F.A.R. DIAGRAM (1/8" = 1')
2ND STORY

G-4.4



GROSS FLOOR AREA CALCULATION

NAME	AREA	NAME	AREA
1ST STORY		BUILDING 2	
BUILDING 1		2-11	349 SF
1-01	288 SF	2-12	388 SF
1-02	76 SF	2-13	20 SF
1-03	55 SF	2-14	300 SF
1-04	188 SF	2-15	713 SF
1-05	52 SF	2-16	23 SF
1-06	69 SF		1,793 SF
1-07	91 SF		4,299 SF
1-08	88 SF	3RD STORY	
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BUILDING 2		1-18	185 SF
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2-05	56 SF	1-23	418 SF
2-06	89 SF	1-24	21 SF
2-07	111 SF	1-25	24 SF
2-08	296 SF	1-26	131 SF
2-09	193 SF	1-27	19 SF
2-10	120 SF	1-28	20 SF
2-11	77 SF	1-29	363 SF
	1,504 SF	1-30	142 SF
	2,411 SF		2,110 SF
2ND STORY		BUILDING 2	
BUILDING 1		2-17	271 SF
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1-10	489 SF	2-20	32 SF
1-11	20 SF	2-21	48 SF
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3RD STORY	2,110 SF
Total	5,523 SF

GROSS FLOOR AREA BUILDING 2

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2ND STORY	1,793 SF
3RD STORY	1,493 SF
Total	4,790 SF
GRAND TOTAL:	**10,313 SF**

F.A.R. CALCULATION

GROSS FLOOR AREA:	**10,313 SF**
BUILDABLE LOT AREA:	**15,293 SF**
F.A.R.:	**67%**

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32'
16'
8'

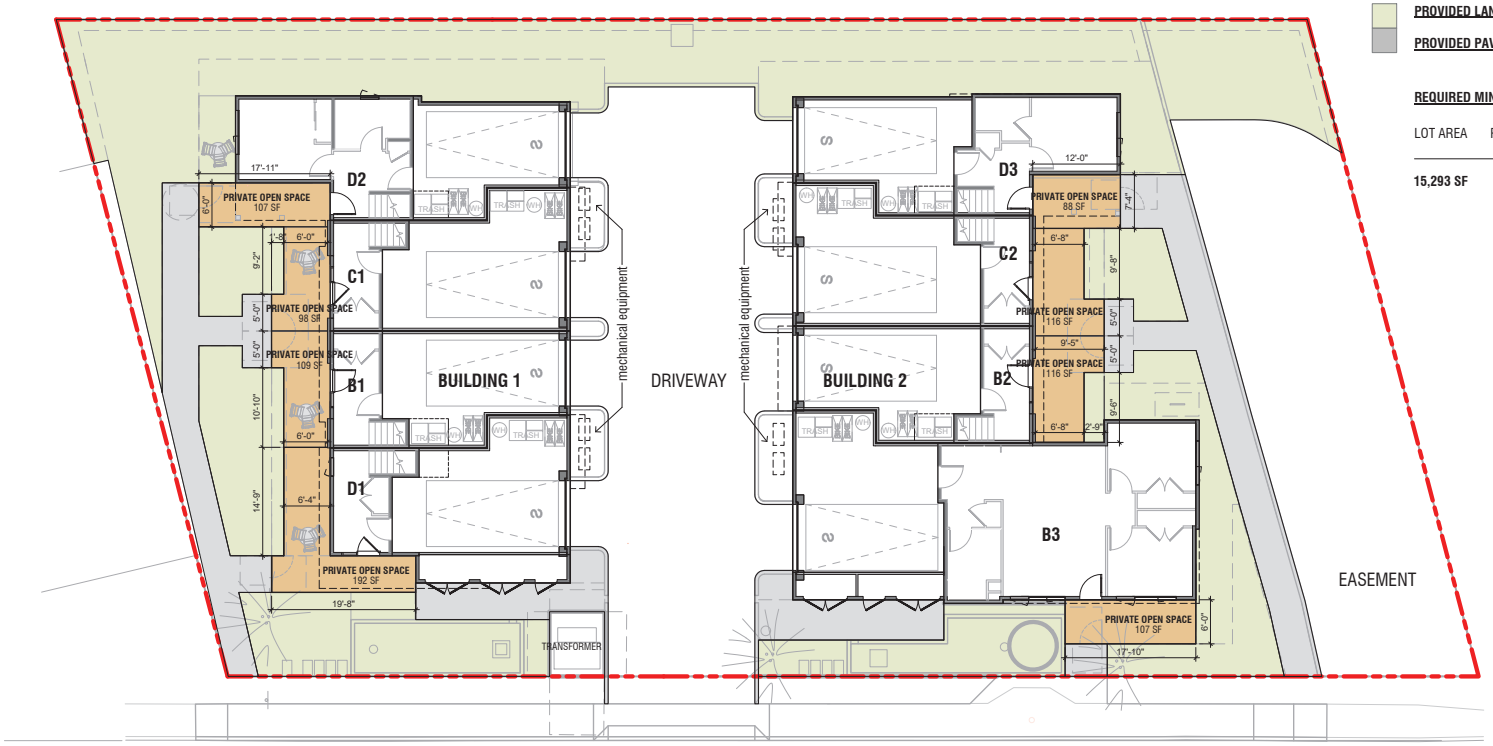
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

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JUNE 1, 2026

F.A.R. DIAGRAM (1/8" = 1')
3RD STORY

G-4.5



REQUIRED PRIVATE RESIDENTIAL OPEN SPACE (MIN 80 SF PER UNIT)

UNIT COUNT	REQUIRED AREA	PROVIDED AREA
8	640 SF	933 SF

PROVIDED LANDSCAPED AREA 4,004 SF (26%)

PROVIDED PAVED AREA 1,180 SF (8%)

REQUIRED MINIMUM LANDSCAPE OPEN SPACE (25% OF LOT AREA)

LOT AREA	REQUIRED AREA	MAXIMUM PRIVATE OR SHARED CONTRIBUTION	PROVIDED AREA
15,293 SF	3,823 SF	478 SF	4,004 SF+478 SF= **4,482 SF (29%)**

PRIVATE OPEN SPACE TABULATION

UNIT D1	192 SF
UNIT B1	109 SF
UNIT C1	98 SF
UNIT D2	107 SF
UNIT B3	107 SF
UNIT B2	116 SF
UNIT C2	116 SF
UNIT D3	88 SF
TOTAL	933 SF

DEFINITIONS:

1. "OPEN SPACE" (PER MENLO PARK ZONING CODE 16.04.500) MEANS THAT PORTION OF THE BUILDING SITE OPEN, UNOBSTRUCTED AND UNOCCUPIED FROM THE GROUND UPWARD; INCLUDING WALKWAYS, LANDSCAPING, UNCOVERED PATIOS AND UNCOVERED RECREATION FACILITIES.

2. PER MENLO PARK ZONING CODE 16.20.030 TABLE 1, FOOTNOTE 3 MINIMUM OPEN SPACE (LANDSCAPING) MAY INCLUDE BOTH GROUND LEVEL IMPROVEMENTS AND OTHER PRIVATE OR SHARED OPEN SPACE FEATURES (E.G., PRIVATE DECKS AND BALCONIES, SHARED ROOFTOP) WHICH MAY SATISFY UP TO 12.5 PERCENT OF THE OVERALL MINIMUM OPEN SPACE (LANDSCAPING) REQUIREMENT.

3. PER MENLO PARK ZONING CODE 16.20.040 (7)(A) RESIDENTIAL DEVELOPMENTS SHALL HAVE A MINIMUM OF 100 SQ.FT. OF OPEN SPACE PER UNIT CREATED AS COMMON OPEN SPACE OR A MINIMUM OF 80 SQ.FT. OF OPEN SPACE PER UNIT CREATED AS PRIVATE OPEN SPACE, WHERE PRIVATE OPEN SPACE SHALL HAVE A MINIMUM DIMENSION OF 6 FEET BY 6 FEET. IN CASE OF A MIX OF PRIVATE AND COMMON OPEN SPACE, SUCH COMMON OPEN SPACE SHALL BE PROVIDED AT A RATIO EQUAL TO 1.25 SQ.FT. FOR EACH 1 SQ.FT. OF PRIVATE OPEN SPACE THAT IS NOT PROVIDED.

32'
16'
8'

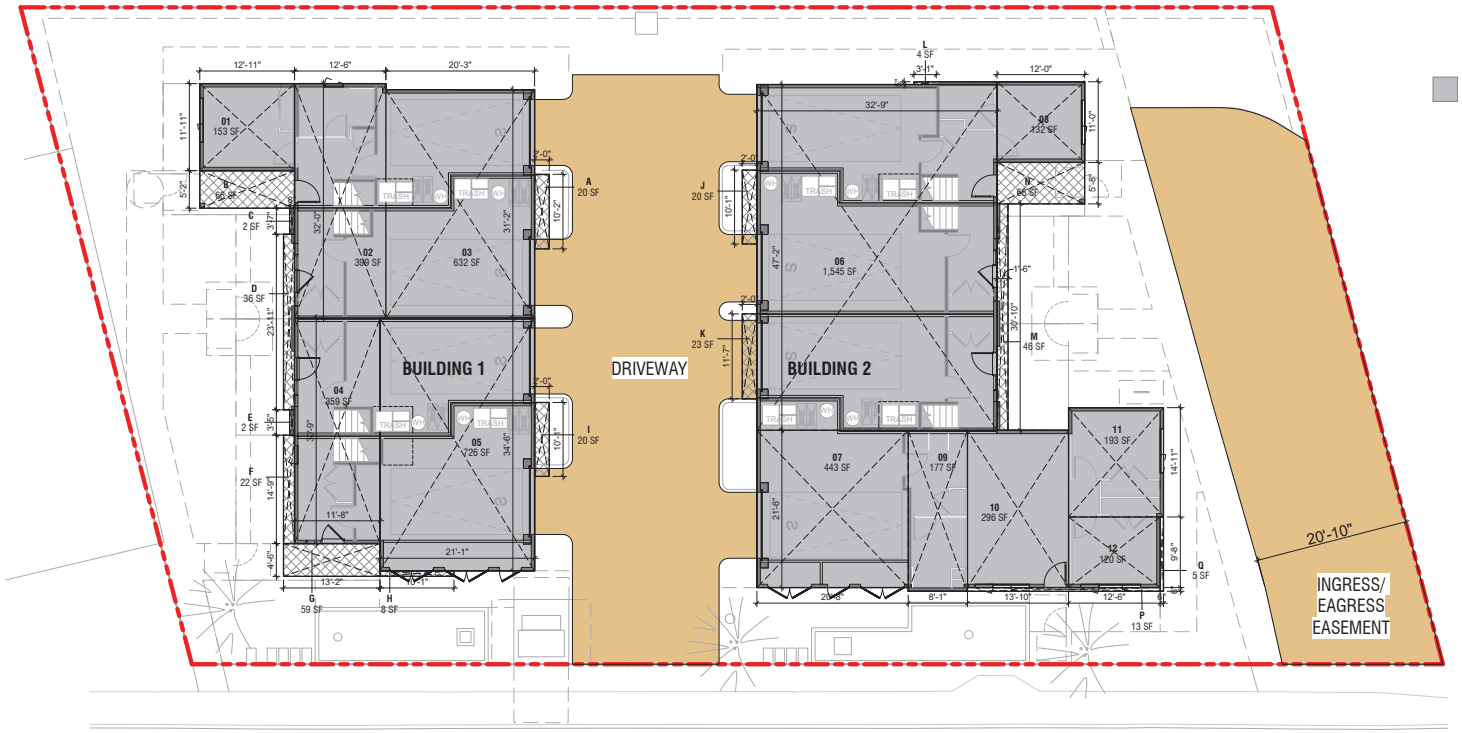
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TCA # 2025-158

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JUNE 1, 2026

OPEN SPACE/ MINIMUM LANDSCAPING AREA (1/8" = 1')

G-4.6



EXISTING BUILDING COVERAGE

1,687 SF

MAXIMUM DRIVEWAYS AND OPEN PARKING AREAS (MAX 20% OF LOT AREA)

LOT AREA	ALLOWED AREA	PROVIDED AREA
15,293 SF	3,059 SF	3,652 SF (24%)

MAXIMUM BUILDING COVERAGE (55% OF LOT AREA)

LOT AREA	ALLOWED AREA	PROVIDED AREA
15,293 SF	8,411 SF	5,591 SF (37%)

BUILDING COVERAGE CALCULATIONS

NAME	AREA
1ST STORY	
01	153 SF
02	399 SF
03	632 SF
04	359 SF
05	726 SF
06	1,545 SF
07	443 SF
08	132 SF
09	177 SF
10	296 SF
11	193 SF
12	120 SF
A	20 SF
B	66 SF
C	2 SF
D	36 SF
E	2 SF
F	22 SF
G	59 SF
H	8 SF
I	20 SF
J	20 SF
K	23 SF
L	4 SF
M	46 SF
N	68 SF
P	13 SF
Q	5 SF
	5,591 SF

DEFINITIONS:
1. "BUILDING COVERAGE" MEANS THAT PERCENTAGE OF THE BUILDING SITE PERMITTED TO BE COVERED BY BUILDINGS, AS MEASURED FROM THE GROUND UPWARD, EXCLUSIVE OF ANY EAVE NOT IN EXCESS OF 6 FEET AND ELECTRIC EQUIPMENT ENCLOSURES.
2. PERMEABLE PAVERS MAY COUNT AS 50 PERCENT TOWARDS THE PAVING REQUIREMENT.

32'
16'
8'

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MENLO PARK, CA
TCA # 2025-158

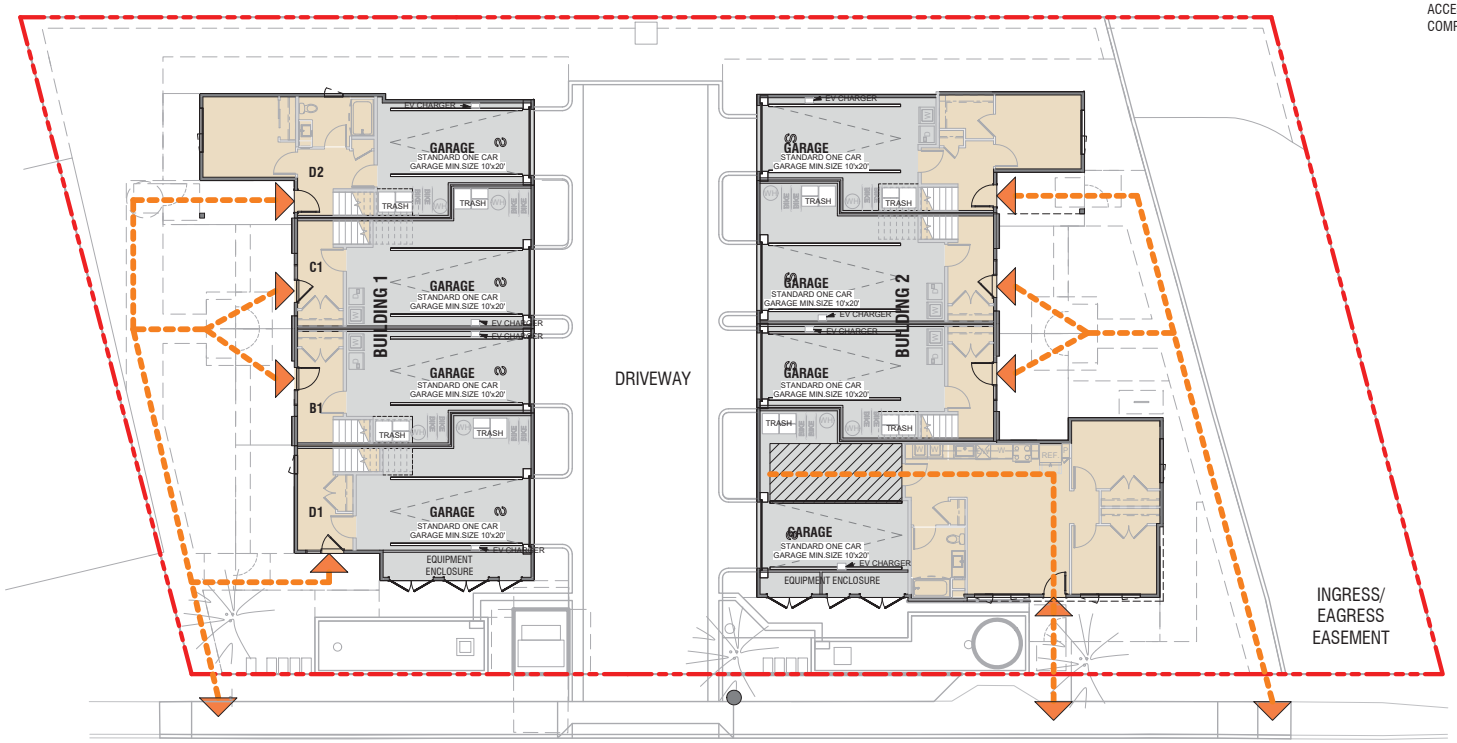
PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING COVERAGE / DRIVEWAY COVERAGE (1/8" = 1')

G-4.7

ACCESSIBLE PATH

NOTES:
A LEVEL ACCESSIBLE PATH IS PROVIDED TO THE ENTRANCE OF ALL UNITS FROM THE PUBLIC RIGHT OF WAY. ONE UNIT IS PROVIDED AS FULLY ACCESSIBLE INCLUDING ACCESSIBLE ACCESS TO ALL PARTS OF THE INTERIOR OF THAT UNIT IN COMPLIANCE WITH CHAPTER 11B.



32'
16'
8'

335 PIERCE
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TCA # 2025-158

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JUNE 1, 2026

ACCESSIBILITY/EGRESS DIAGRAM (1/8" = 1')

G-4.8



NOTES:
1. "BUILDING SETBACKS AND PROJECTIONS WITHIN SETBACKS": PER MENLO PARK ZONING CODE 16.20.040 (1)(C) THE TOTAL AREA OF ALL HORIZONTAL AND VERTICAL BUILDING PROJECTIONS SHALL NOT EXCEED THIRTY-FIVE PERCENT (35%) OF THE BUILDING FACADE AREA, AND NO ONE (1) PROJECTION SHALL EXCEED FIFTEEN PERCENT (15%) OF THE FACADE AREA ON WHICH THE PROJECTIONS ARE LOCATED. WHERE SUCH PROJECTIONS ENCLOSE INTERIOR LIVING SPACE, EIGHTY-FIVE PERCENT (85%) OF THE VERTICAL SURFACE OF THE PROJECTION SHALL BE WINDOWS OR GLAZED.

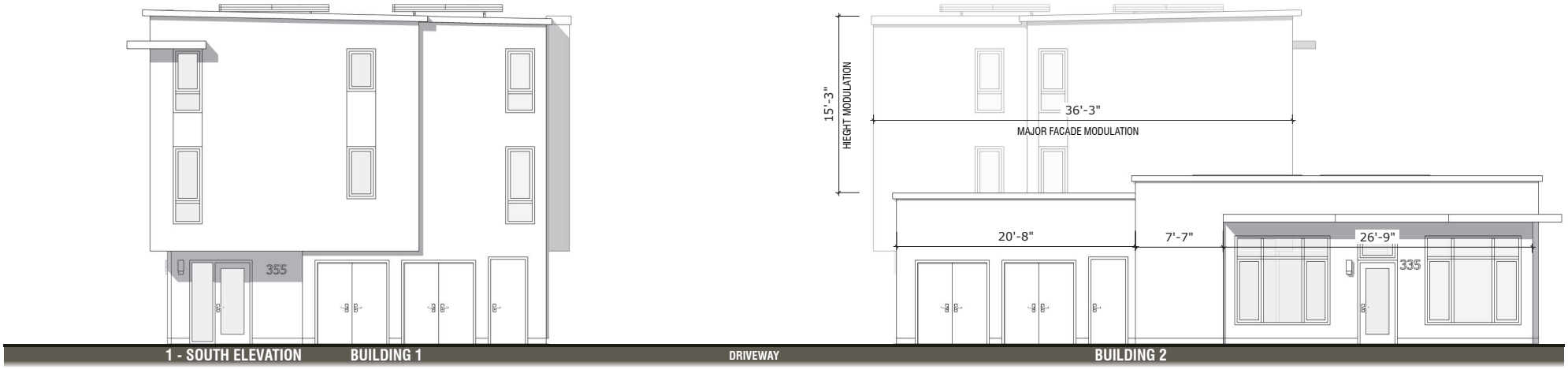
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

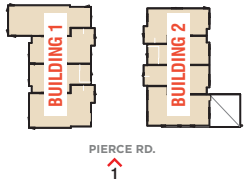
SETBACK PROJECTIONS DIAGRAMS (1/4" = 1')

G-4.9



BUILDING FACADE IS LESS THAN 50 FEET

KEY PLAN



NOTES:

1. "FACADE MODULATION AND TREATMENT": PER MENLO PARK ZONING CODE 16.20.040 (2):

(A) BUILDING FACADES FACING PUBLIC RIGHTS-OF-WAY OR PUBLIC OPEN SPACES SHALL NOT EXCEED FIFTY (50) FEET IN LENGTH WITHOUT A MINOR BUILDING FACADE MODULATION. AT A MINIMUM OF EVERY THIRTY-FIVE (35) FEET OF FACADE LENGTH, THE MINOR VERTICAL FACADE MODULATION SHALL BE A MINIMUM TWO (2) FEET DEEP BY FIVE (5) FEET WIDE RECESS OR A MINIMUM TWO (2) FOOT SETBACK OF THE BUILDING PLANE FROM THE PRIMARY BUILDING FACADE.

(C) IN ADDITION, THE MAJOR BUILDING FACADE MODULATION SHALL BE ACCOMPANIED WITH A FOUR (4) FOOT MINIMUM HEIGHT MODULATION AND A MAJOR CHANGE IN FENESTRATION PATTERN, MATERIAL AND/OR COLOR.

16'
8'
4'

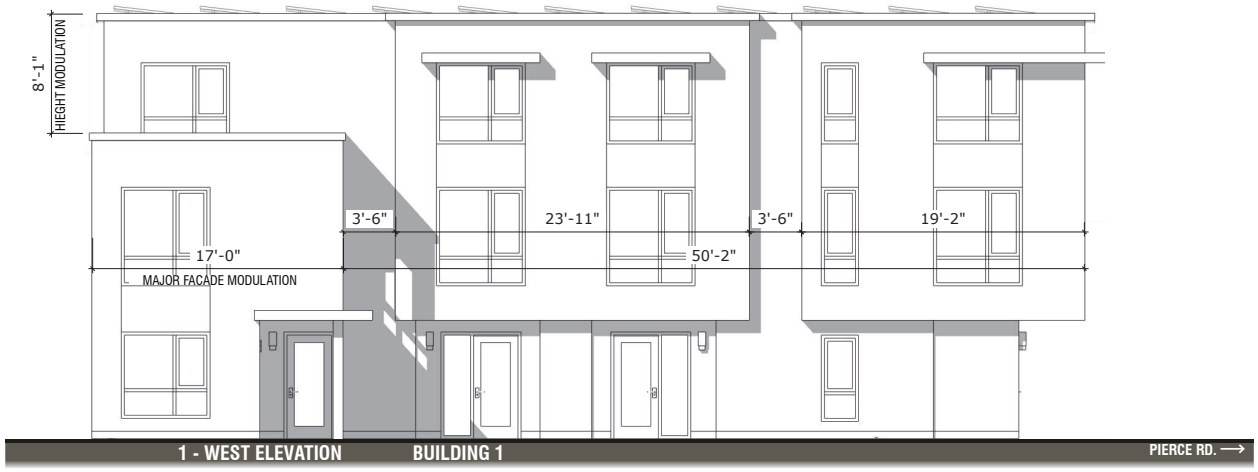
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MENLO PARK, CA
TCA # 2025-158

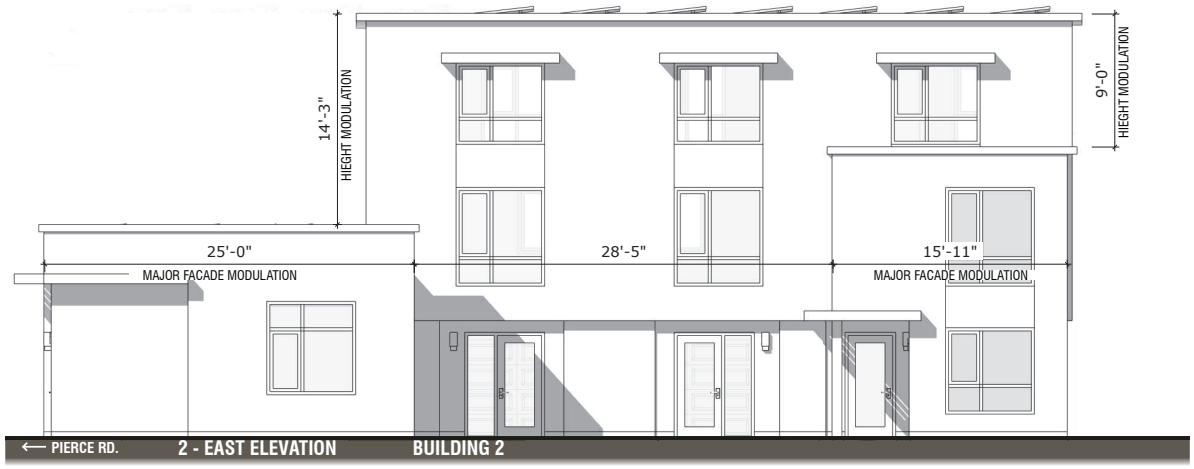
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JUNE 1, 2026

STREETFACING FACADE MODULATION DIAGRAMS (1/4" = 1')

G-4.10

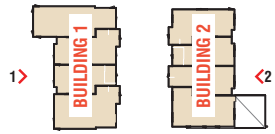


ELEVATION FACING SIDE YARD



ELEVATION FACING SIDE YARD

KEY PLAN



16'
8'
4'

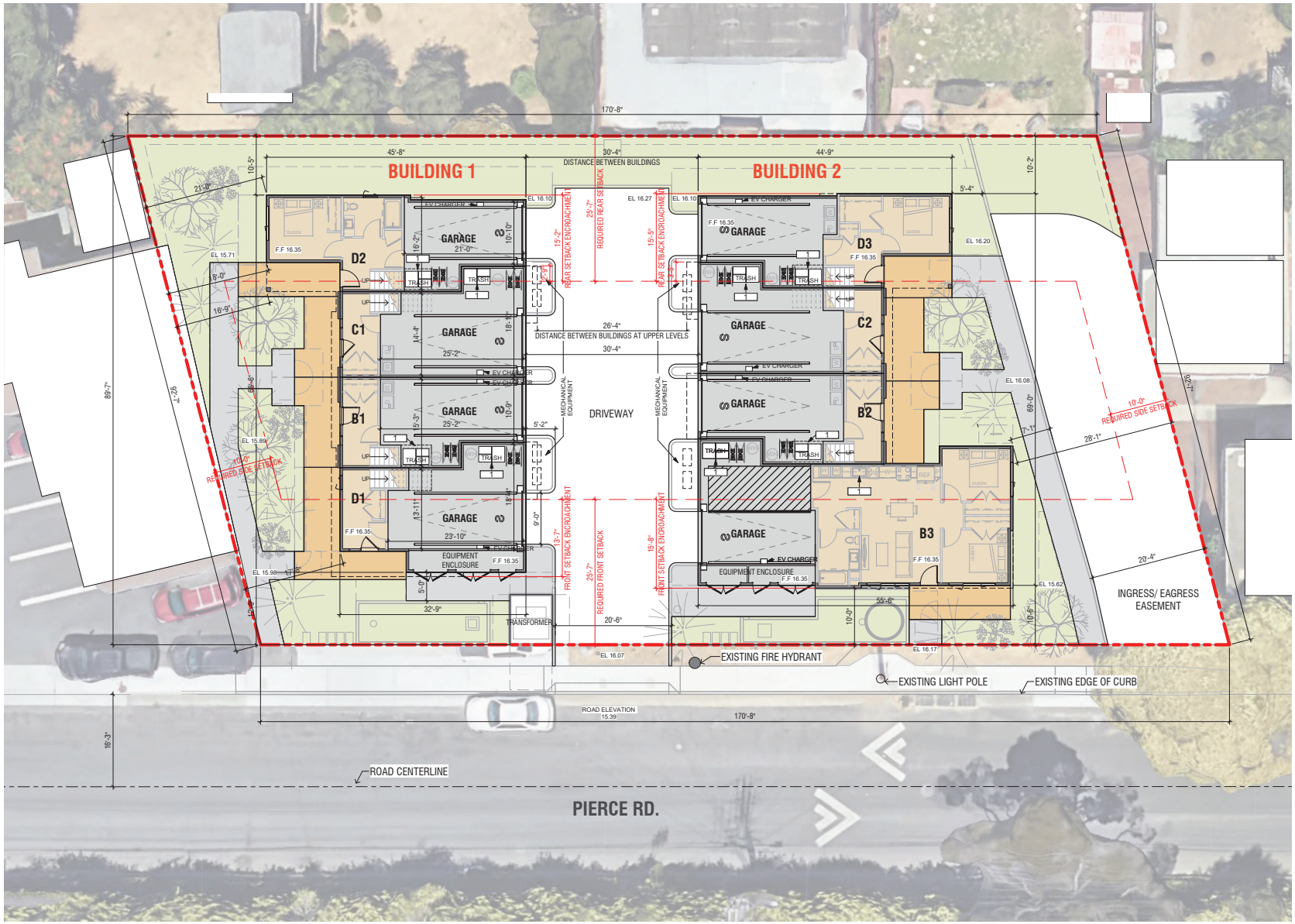
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TCA # 2025-158

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JUNE 1, 2026

INTERIOR FACADE MODULATION DIAGRAMS (1/4" = 1')

G-4.11



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

SITE ANALYSIS

TOTAL PARCEL AREA: 15,293 SF

NET PARCEL AREA: 13,425 SF
(EXCLUSIVE OF ACCESS EASEMENT)

TOTAL GROSS FLOOR AREA:

GROSS FLOOR AREA BUILDING 1

LEVEL	AREA
1ST STORY	907 SF
2ND STORY	2,506 SF
3RD STORY	2,110 SF
Total	5,523 SF

GROSS FLOOR AREA BUILDING 2

LEVEL	AREA
1ST STORY	1,504 SF
2ND STORY	1,793 SF
3RD STORY	1,493 SF
Total	4,790 SF
GRAND TOTAL:	**10,313 SF**

BUILDING COVERAGE: **5,591 SF (37%)**
LANDSCAPING: **4,482 SF (29%)**
DRIVEWAY SURFACES: **3,652 SF (24%)**
PARKING SPACES: **8**

32'
16'
8'

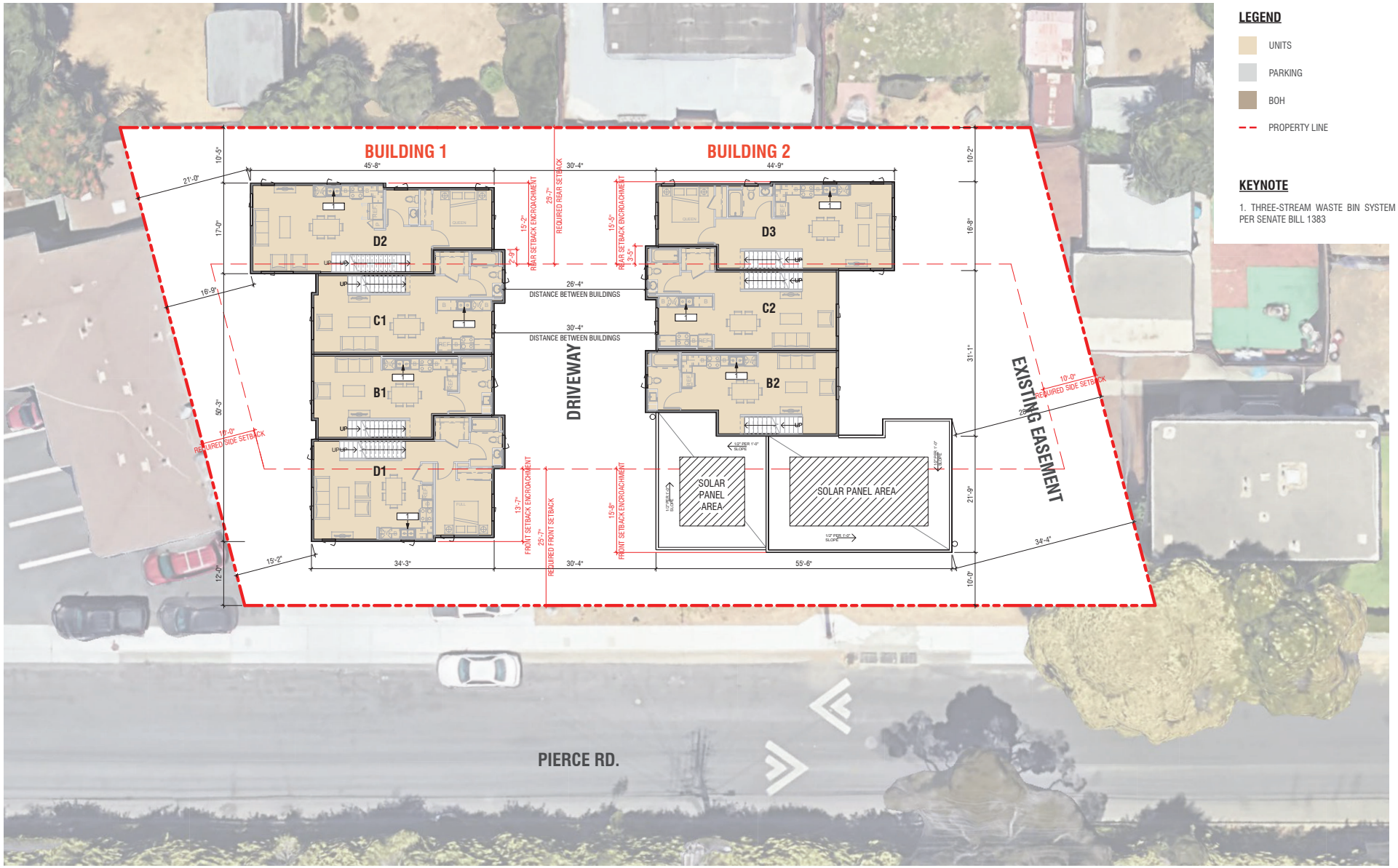
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

SITE PLAN (1/8" = 1')
LEVEL 1

A-1.1



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

32'
16'
8'

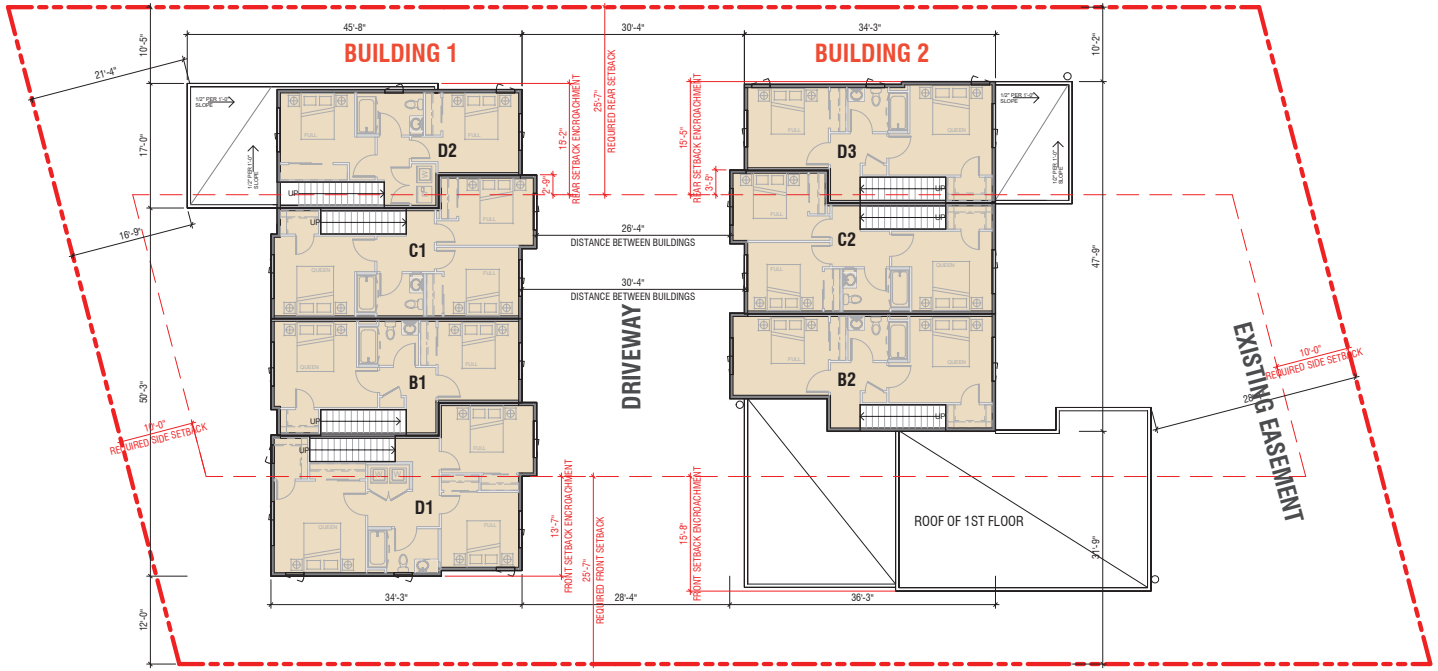
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

SITE PLAN (1/8" = 1')
LEVEL 2

A-1.2



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

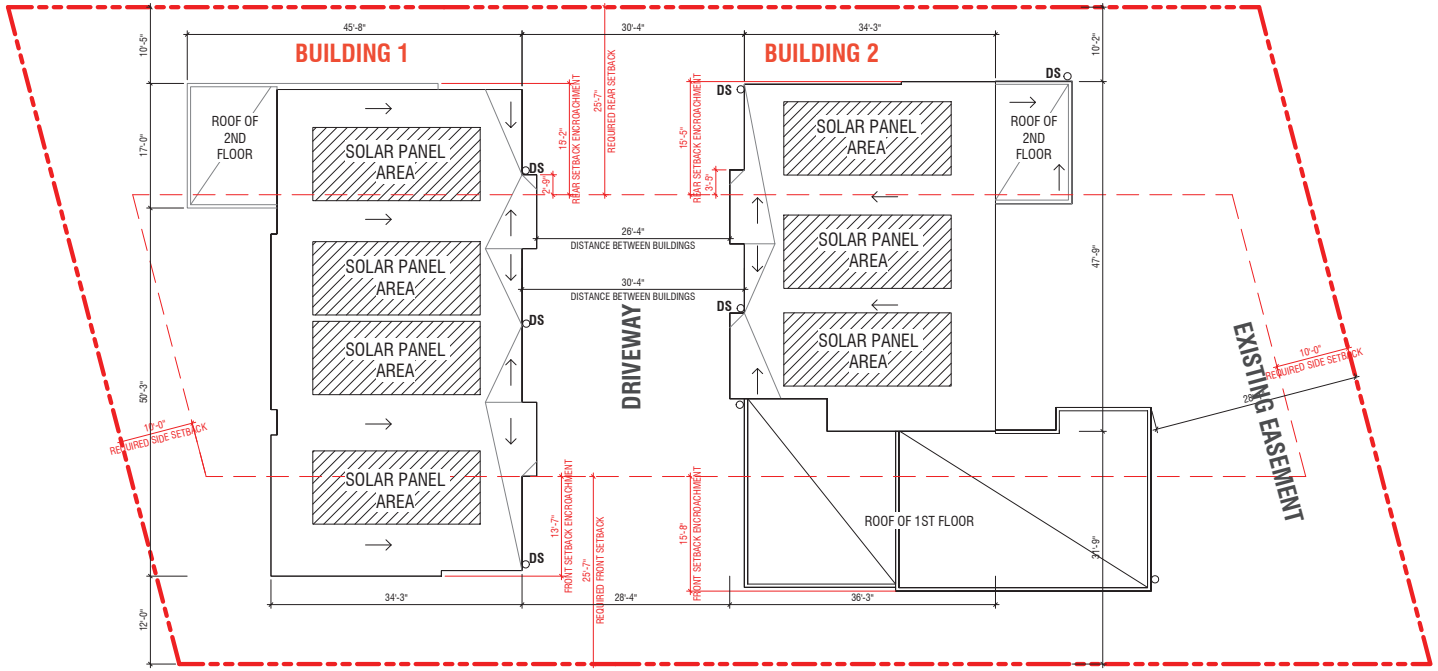
32'
16'
8'

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

SITE PLAN (1/8" = 1')
LEVEL 3

A-1.3



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

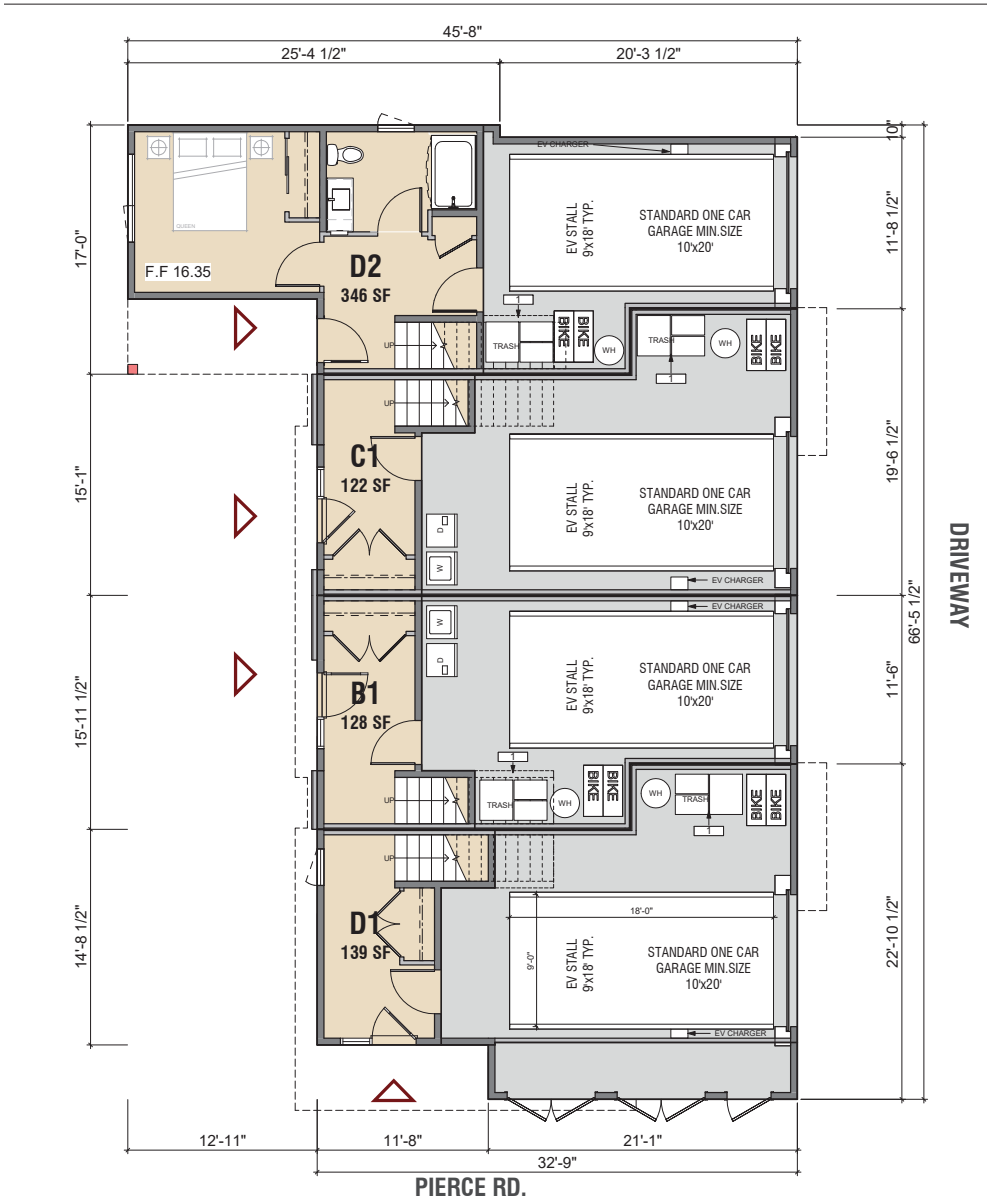
32'
16'
8'

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

SITE PLAN (1/8" = 1')
ROOF LEVEL

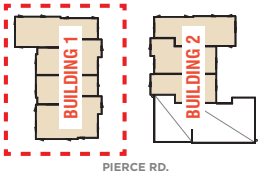
A-1.4



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

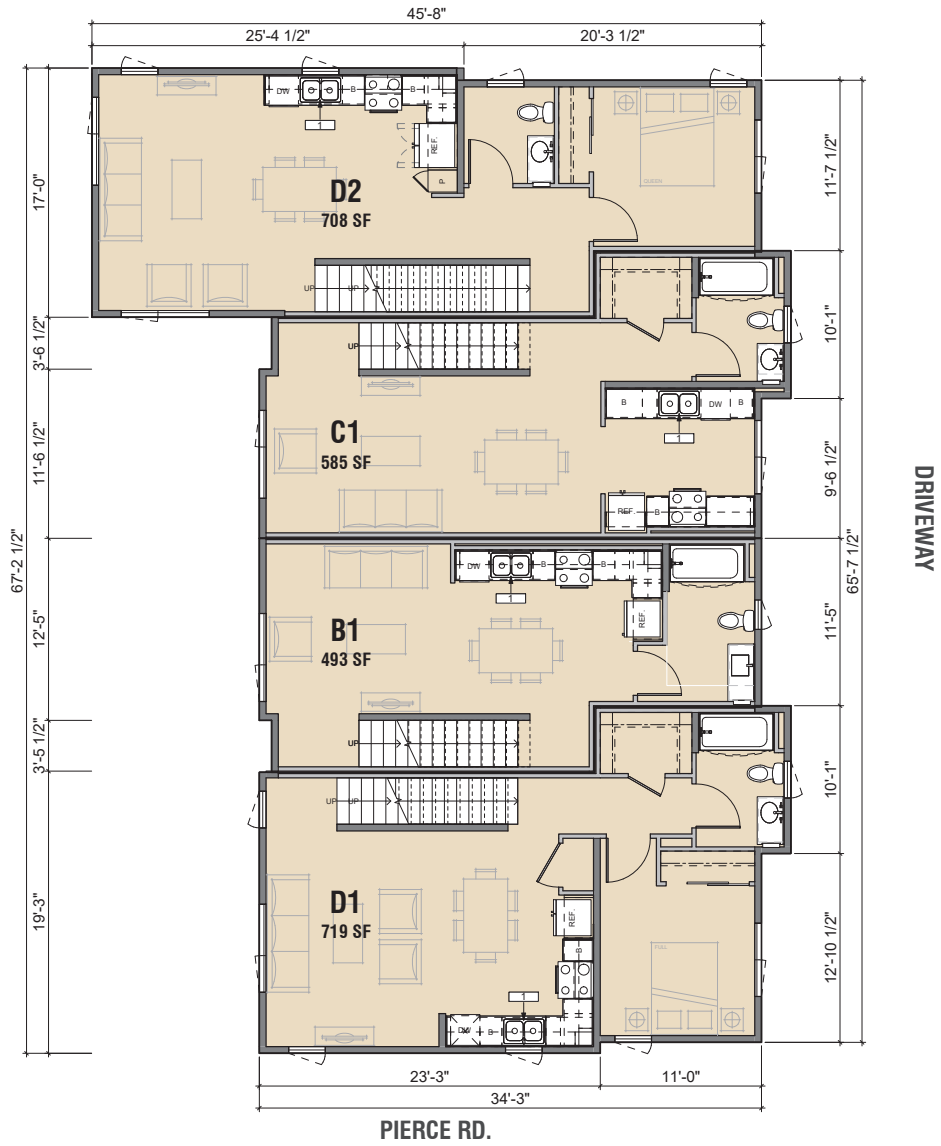
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 1 (1/4" = 1')
LEVEL 1

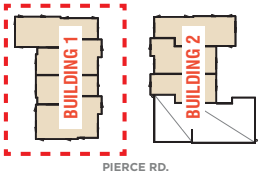
A-1.5



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

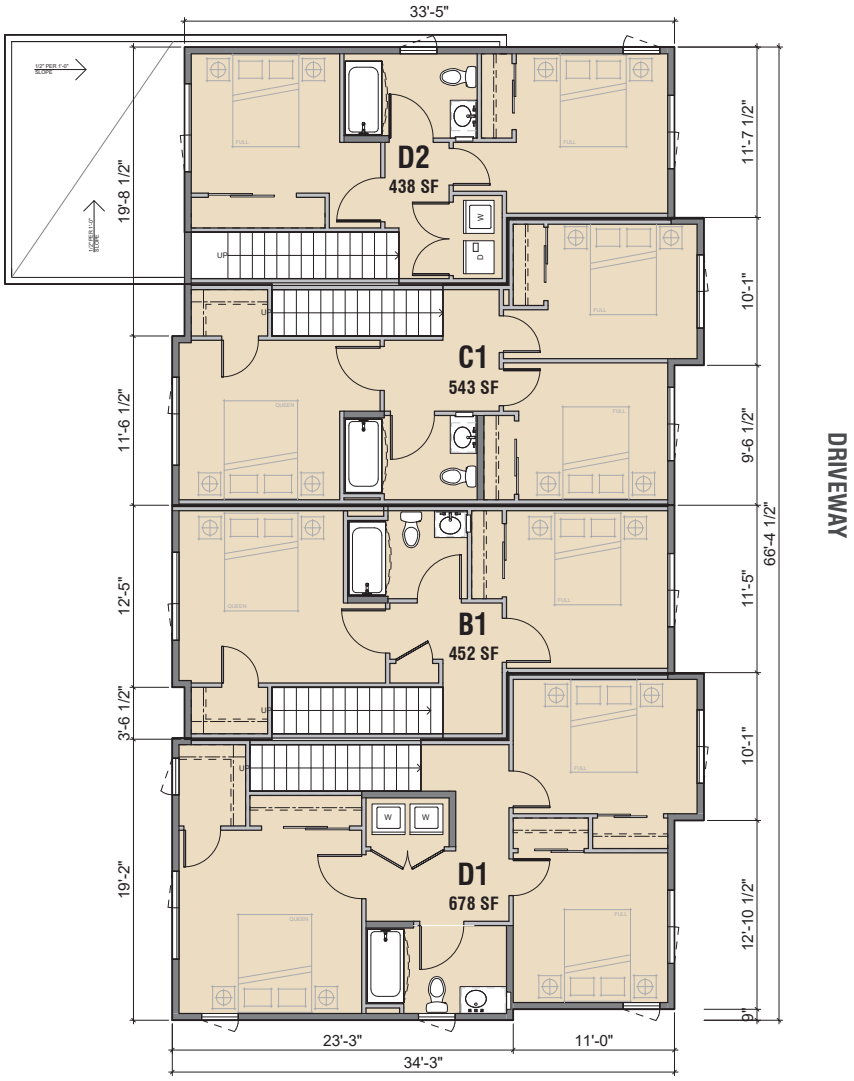
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 1 (1/4" = 1')
LEVEL 2

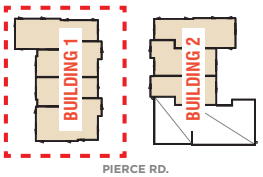
A-1.6



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



16'
8'
4'

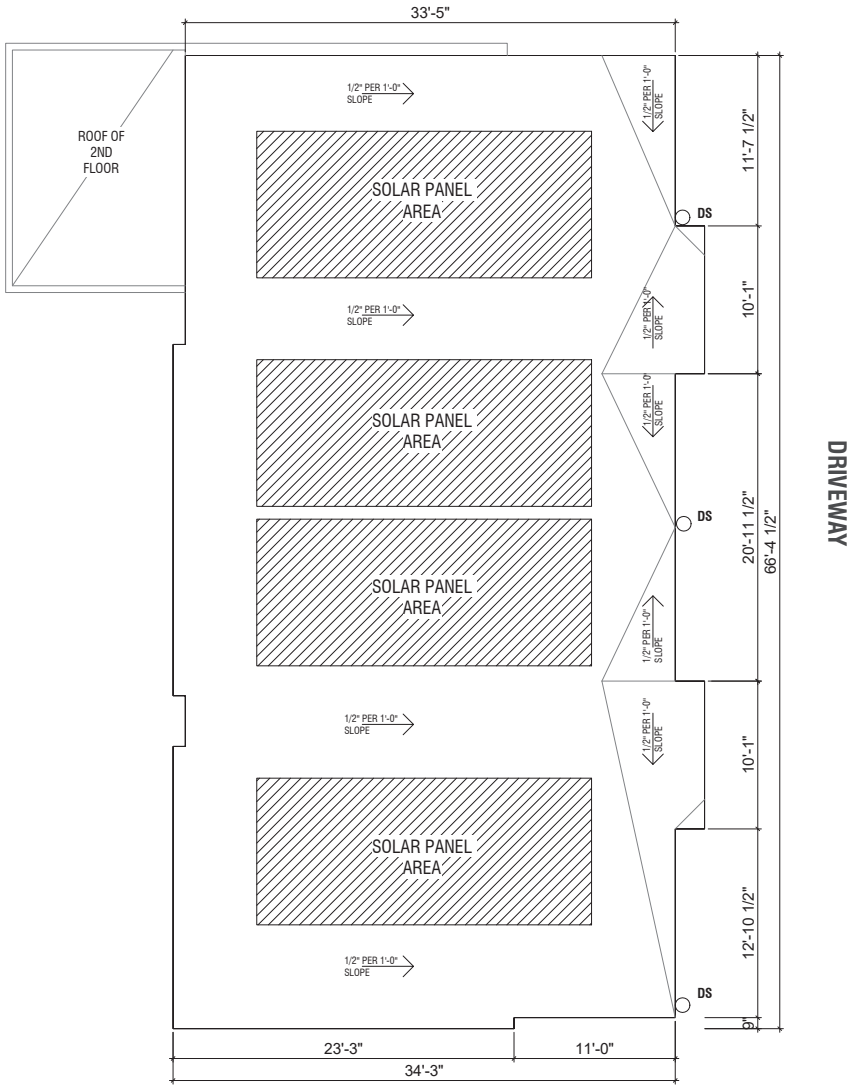
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 1 (1/4" = 1')
LEVEL 3

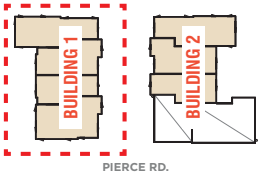
A-1.7



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



16'
8'
4'

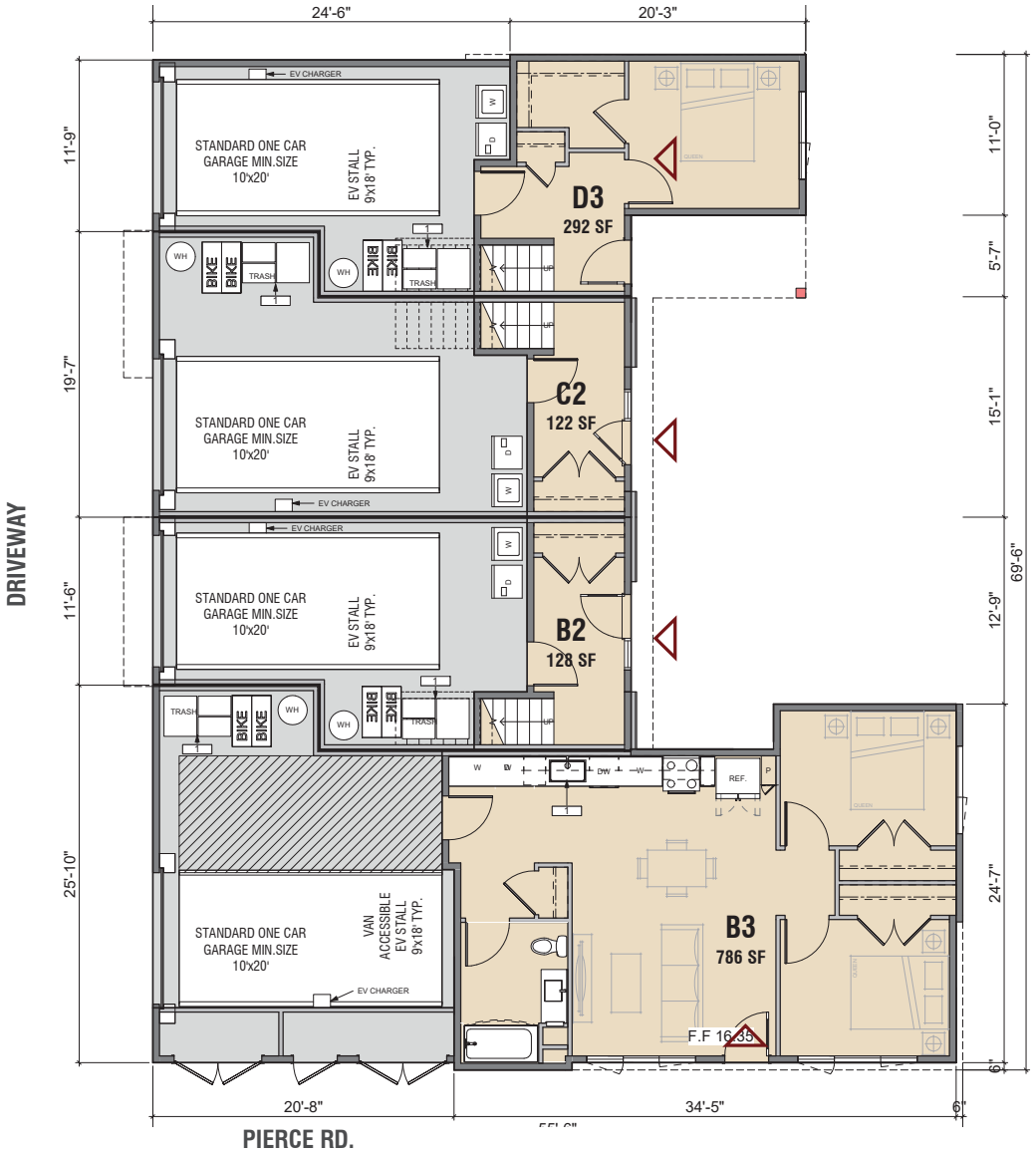
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 1 (1/4" = 1')
ROOF LEVEL

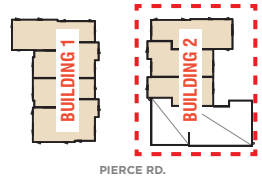
A-1.8



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

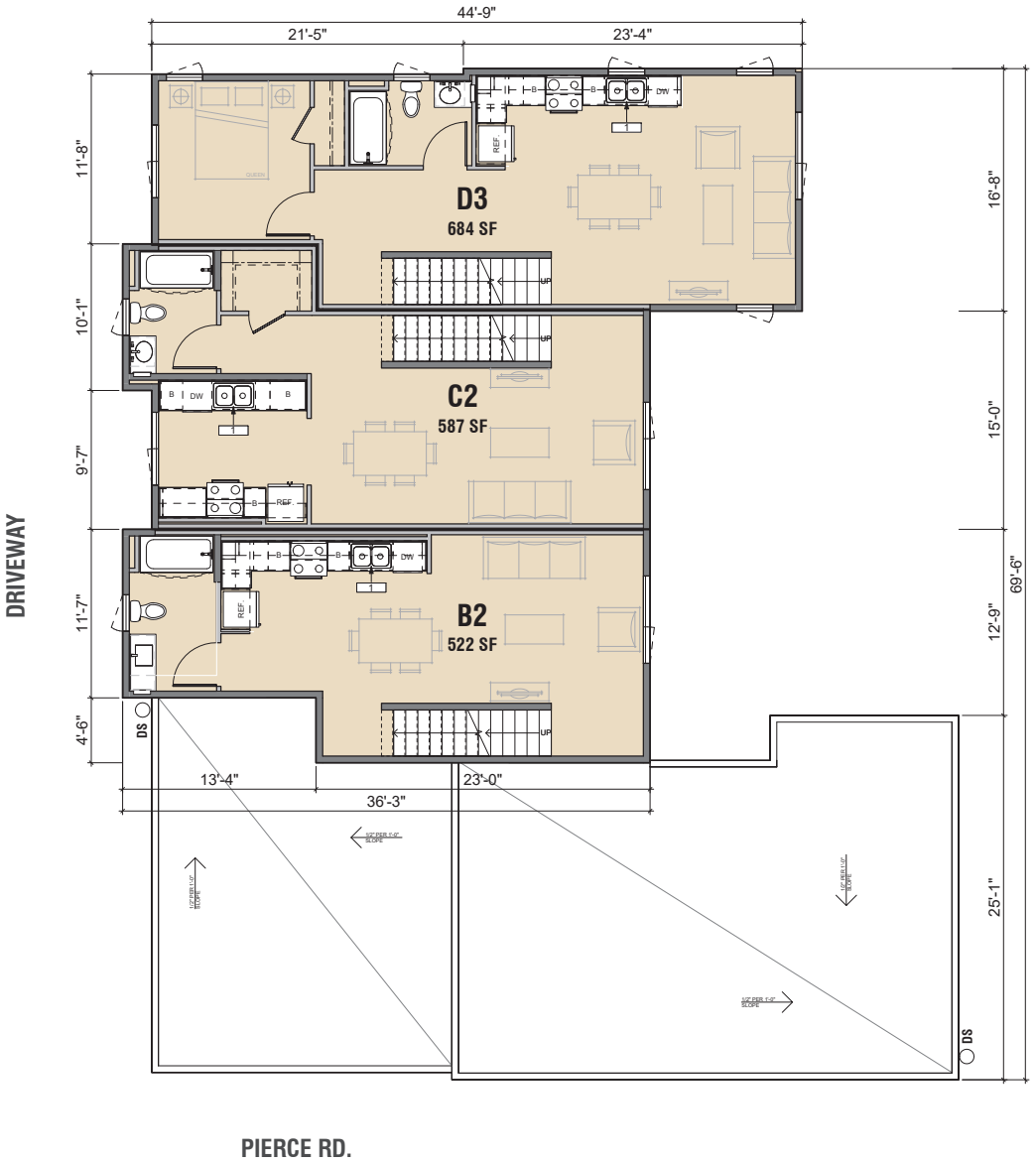
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 2 (1/4" = 1')
LEVEL 1

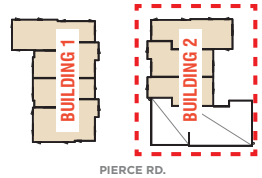
A-1.9



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

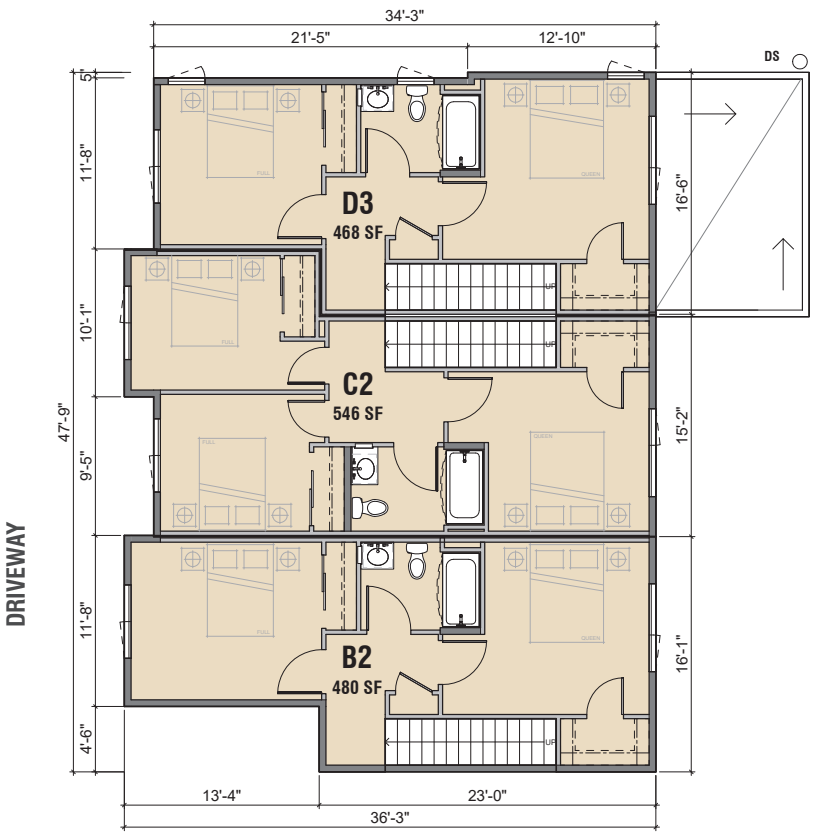
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 2 (1/4" = 1')
LEVEL 2

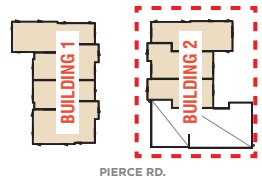
A-1.10



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



16'
8'
4'

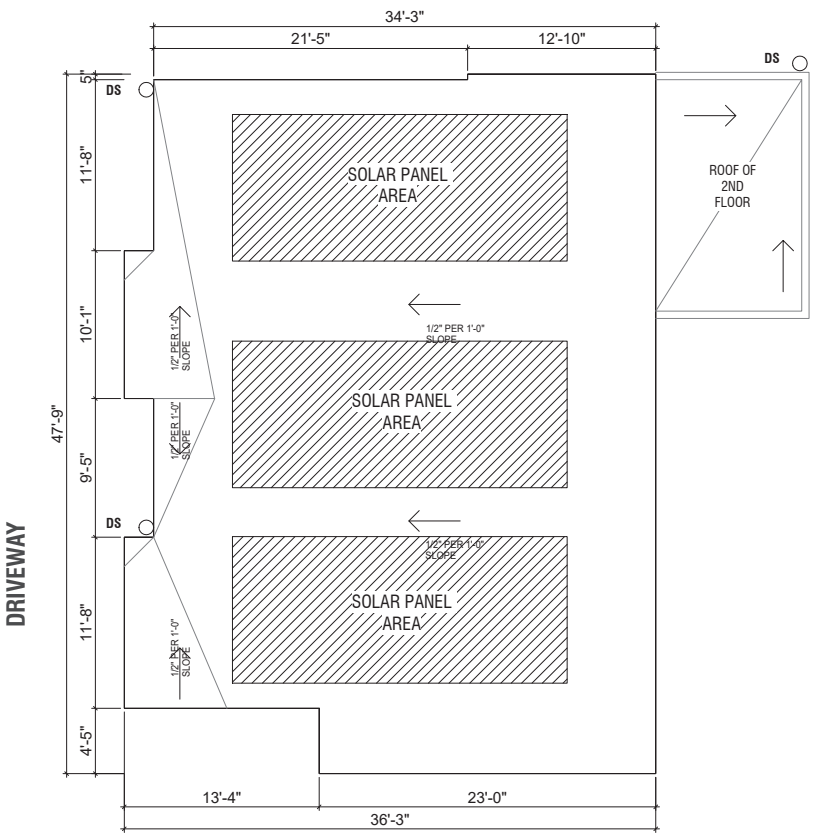
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 2 (1/4" = 1')
LEVEL 3

A-1.11

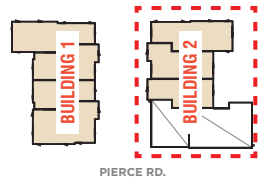


PIERCE RD.

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



16'
8'
4'

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 2 (1/4" = 1')
ROOF LEVEL

A-1.12



EXPERIENCE THE CARLISLE DIFFERENCE

CARLISLE SYNTEC SYSTEMS

Sure-Weld® TPO
Reinforced Membrane

- Excellent resistance to impact and low temperatures
- UL 2218 Class 4 hail rating
- Manufactured with non-halogenated flame retardants
- Excellent chemical resistance to acids, bases and restaurant exhaust emissions
- Exceptional resistance to heat, solar UV, ozone and oxidation
- Manufactured using a hot-melt extrusion process for complete scrim encapsulation
- Enhanced with the OctaGuard XT weathering package
- Standard Colors: White, Gray, Tan
- Special Colors: Slate Gray, Med Bronze, Terra Cotta, Patina Green, Rock Brown

*Sure-Weld HS Special Color TPO membranes are available in 5'- and 10'-wide sheets. Refer to Carlisle's Sure-Weld TPO Color Palette Sell Sheet for details. Sure-Weld 80-mil in special colors are limited to warranties up to 20 years.

Overview

Carlisle's Sure-Weld TPO reinforced membrane is a premium, heat-weldable, single-ply thermoplastic polyolefin (TPO) sheet designed for new roof construction and re-roofing applications. Sure-Weld High Slope (HS) membrane is formulated with additional flame retardant for higher-slope fire code approvals. Sure-Weld Extra is 80 mils (2.03 mm) thick for significantly higher strength and weatherability.

Sure-Weld TPO membranes use advanced polymerization technology that combines the flexibility of ethylene-propylene (EP) rubber with the heat weldability of polypropylene. All Sure-Weld TPO membranes include OctaGuard XT™, an industry-leading, state-of-the-art weathering package. OctaGuard XT technology enables Sure-Weld TPO to withstand the extreme weatherability testing that is intended to simulate exposure to severe climates.

Physical properties of the membrane are enhanced by a strong polyester fabric that is encapsulated between the TPO-based top and bottom plies. The combination of the fabric and TPO plies provides high breaking and tearing strength, as well as excellent puncture resistance. The relatively smooth surface of the membrane produces a total surface fusion weld that results in a consistent, watertight, monolithic roof assembly. The membrane is environmentally friendly and safe to install.

Features and Benefits

- Living Building Challenge "Red List Free" – Declare Label
- Sure-Weld TPO is available in 4'- and 6'-ft (121.92 cm and 182.88 cm) perimeter sheets and 8'-, 10'-, 12'-, and 16'-ft (243.84 cm, 304.80 cm, 365.76 cm, and 487.68 cm) Sure-Weld field sheets*
- Sure-Weld High Slope TPO is available in 5', 10', and 16' (152.40 cm, 304.80 cm, and 487.68 cm) sheets
- Outstanding puncture resistance and excellent fire resistant assemblies
- HS formula opens assemblies for slopes greater than ½" over combustible and non-combustible deck types where standard TPO is restricted
- Environmentally friendly and stable formulation

Sustainable Attributes

Carlisle SynTec Systems' focus has always been innovation — innovation to solve problems, improve performance, reduce labor, and above all, improve sustainability. Carlisle is committed to driving sustainable and efficient processes in the design and manufacturing of our products.

- Up to 10% pre-consumer recycled content
- Fully recyclable when used in mechanically attached systems
- 3rd-party verified Environmental Product Declaration available
- NSF P151 certification for rainwater catchment**
- California Title 24 compliant***
- Free of Living Building Challenge red list chemicals

**White only, produced in Tooele, UT and Carlisle, PA
***White and Tan only

Installation

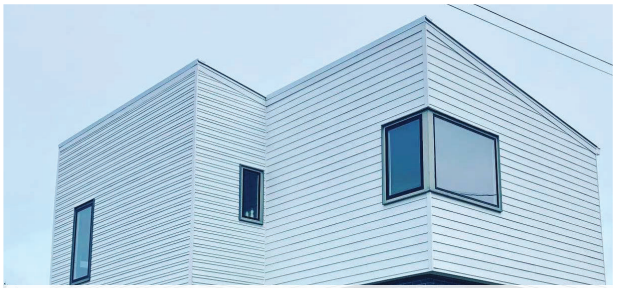
Sure-Weld TPO roofing systems are quick to install, as minimal labor and few components are required. TPO systems are installed using an Automatic

800-479-6832 | P.O. Box 7000 | Carlisle, PA 17013 | Fax: 717-245-7053 | www.carlislesyntec.com

ROOFS WILL BE THERMOPLASTIC POLYOLEFIN (TPO), AN ENGINEERED MEMBRANE THAT PROVIDES LONG-TERM RESISTANCE TO HEAT, UV EXPOSURE, AND FUNGAL GROWTH, OR A COMPARABLE CLASS A (FIRE-RESISTANT) FLAT ROOFING PRODUCT. ROOFING COLOR WILL BE WHITE, GRAY, OR TAN, WITH SOLAR PANELS INSTALLED AT THE ROOF LEVEL.



GD - GARAGE DOORS - IDEAL DOOR STEEL PANEL OR EQ, COLOR GRAY



CS1 - COMPOSITE SIDING - WOODTONE, COLOR WHITE RAPIDS



D - ENTRY DOORS - MASTERCRAFT FROSTED PRIMED STEEL DOOR OR EQ, COLOR WHITE



CS2 - COMPOSITE SIDING - WOODTONE, COLOR WHITE GRANITE



MA - METAL AWNING, COLOR SW7521 DORMER BROWN

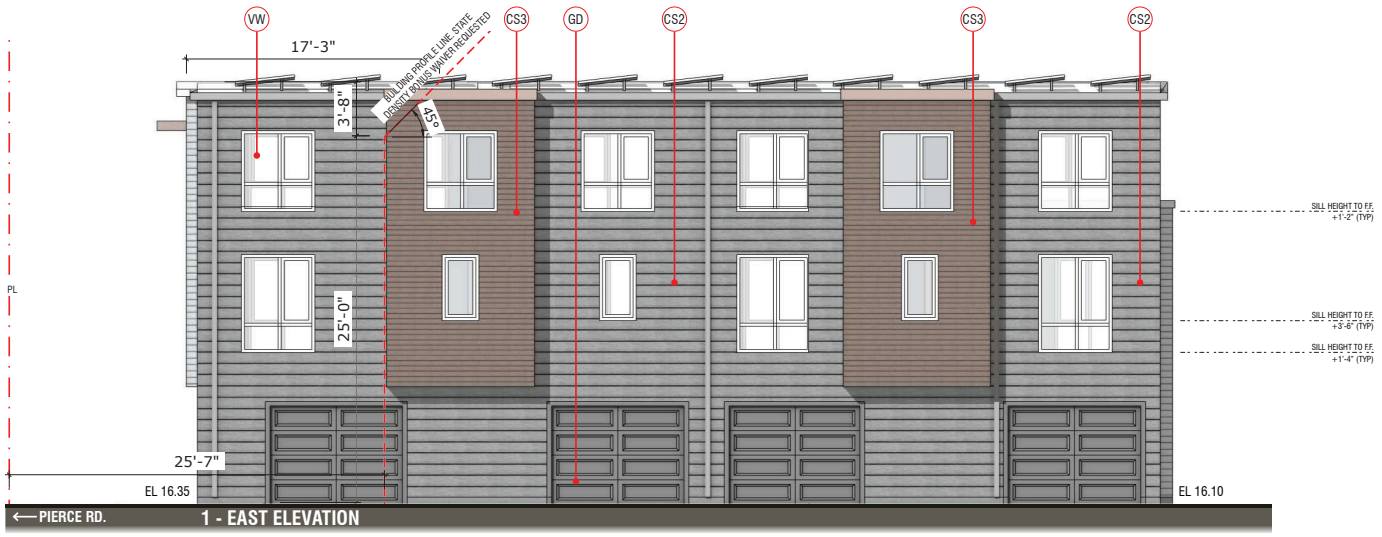
PROJECT IS NOT PROVIDING RECESSED WINDOWS. STATE DENSITY BONUS WAIVER IS REQUESTED.

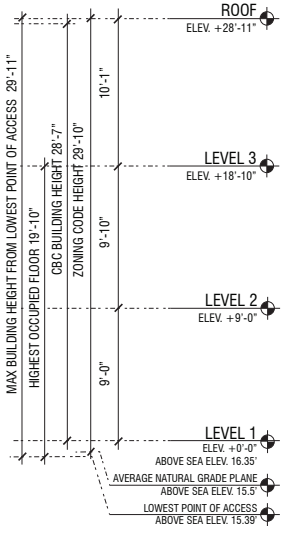


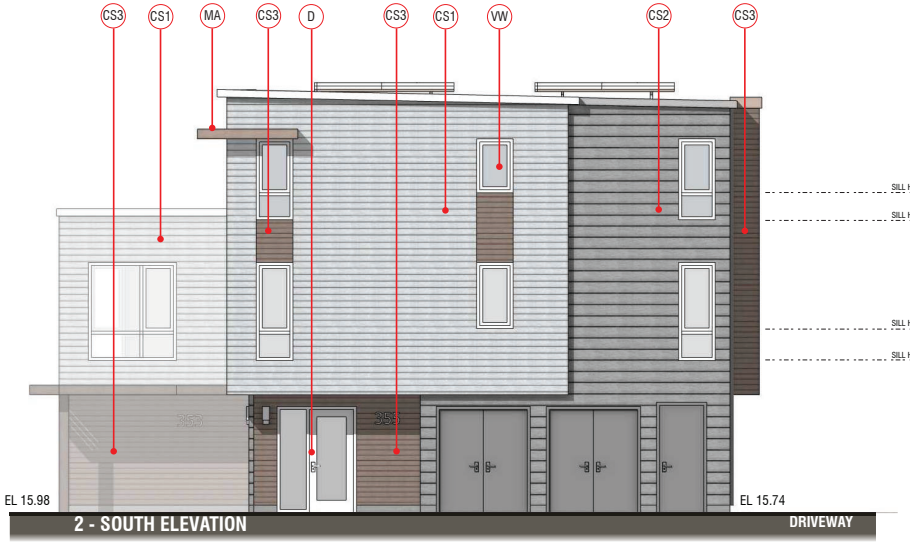
VW - VINYL WINDOW - VPI QUALITY WINDOWS, ENDURANCE SERIES, COLOR WHITE

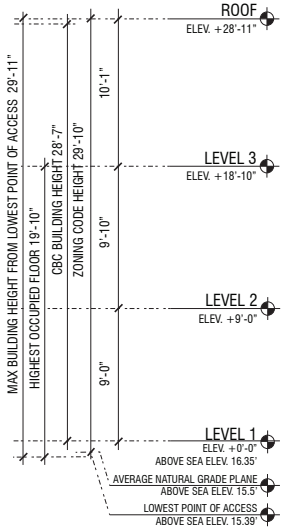


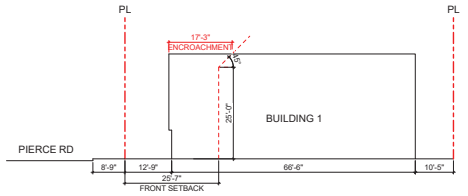
CS3 - COMPOSITE SIDING - WOODTONE, COLOR SAND CASTLE







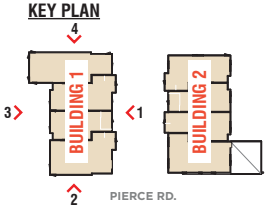




MATERIAL LEGEND

CS1 - COMPOSITE SIDING
CS2 - COMPOSITE SIDING
CS3 - COMPOSITE SIDING
VW - VINYL WINDOW
GD - GARAGE DOORS
D - ENTRY DOOR
MA - METAL AWNING

KEY PLAN



DEFINITIONS:

1. BUILDING HEIGHT PER CBC IS THE VERTICAL DISTANCE FROM GRADE PLANE TO THE AVERAGE HEIGHT OF THE HIGHEST ROOF SURFACE.

2. "HEIGHT OF STRUCTURE" (PER MENLO PARK ZONING CODE 16.04.330) MEANS THE VERTICAL DISTANCE FROM THE AVERAGE LEVEL OF THE HIGHEST AND LOWEST POINTS OF THE NATURAL GRADE OF THE PORTION OF THE LOT COVERED BY THE STRUCTURE TO THE TOPMOST POINT OF THE STRUCTURE, EXCLUDING ELEVATOR EQUIPMENT ROOMS, VENTILATING AND AIR CONDITIONING EQUIPMENT AND CHIMNEYS.

16'
8'
4'

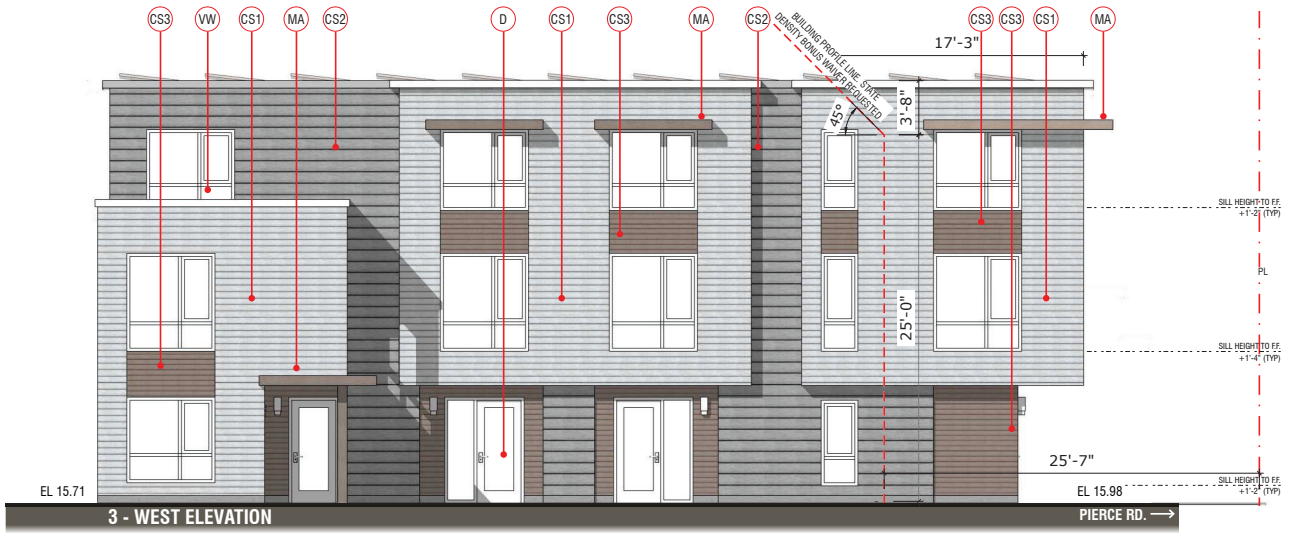
TCA ARCHITECTS | Habitat for Humanity

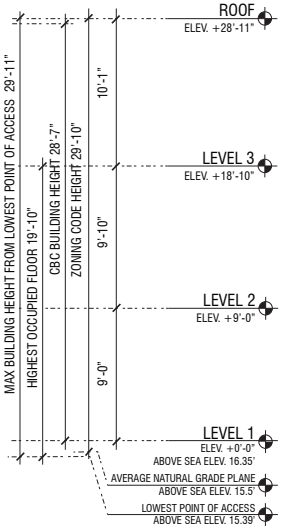
335 PIERCE
MENLO PARK, CA
TCA # 2025-158

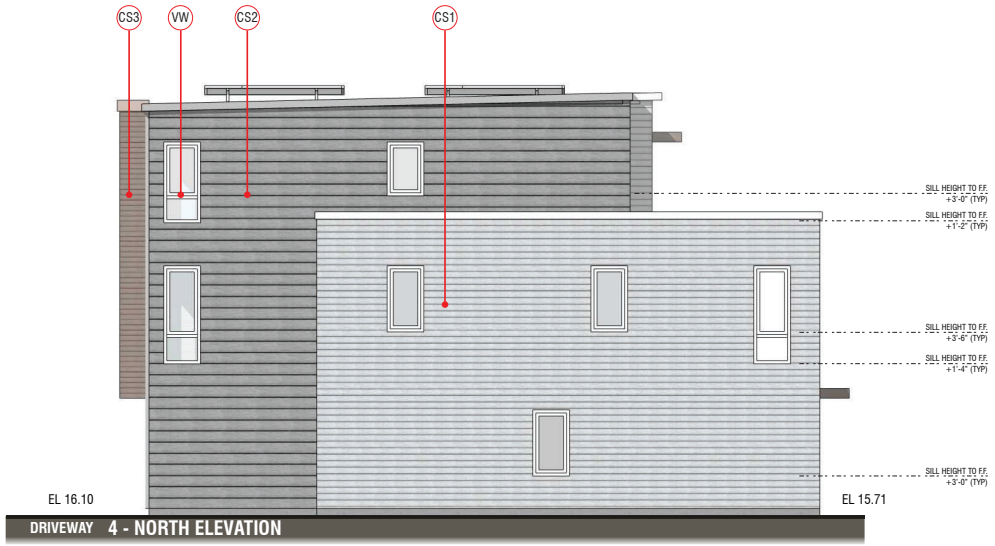
PLANNING RESUBMITTAL
JUNE 1, 2026

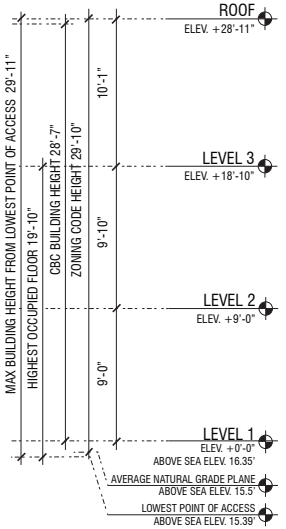
ELEVATIONS (1/4" = 1')

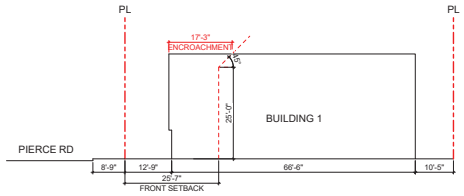
A-2.2







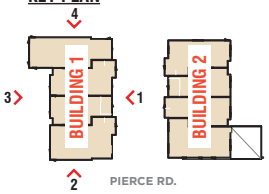




MATERIAL LEGEND

CS1 - COMPOSITE SIDING
CS2 - COMPOSITE SIDING
CS3 - COMPOSITE SIDING
VW - VINYL WINDOW
GD - GARAGE DOORS
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KEY PLAN



DEFINITIONS:

1. BUILDING HEIGHT PER CBC IS THE VERTICAL DISTANCE FROM GRADE PLANE TO THE AVERAGE HEIGHT OF THE HIGHEST ROOF SURFACE.

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16'
8'
4'

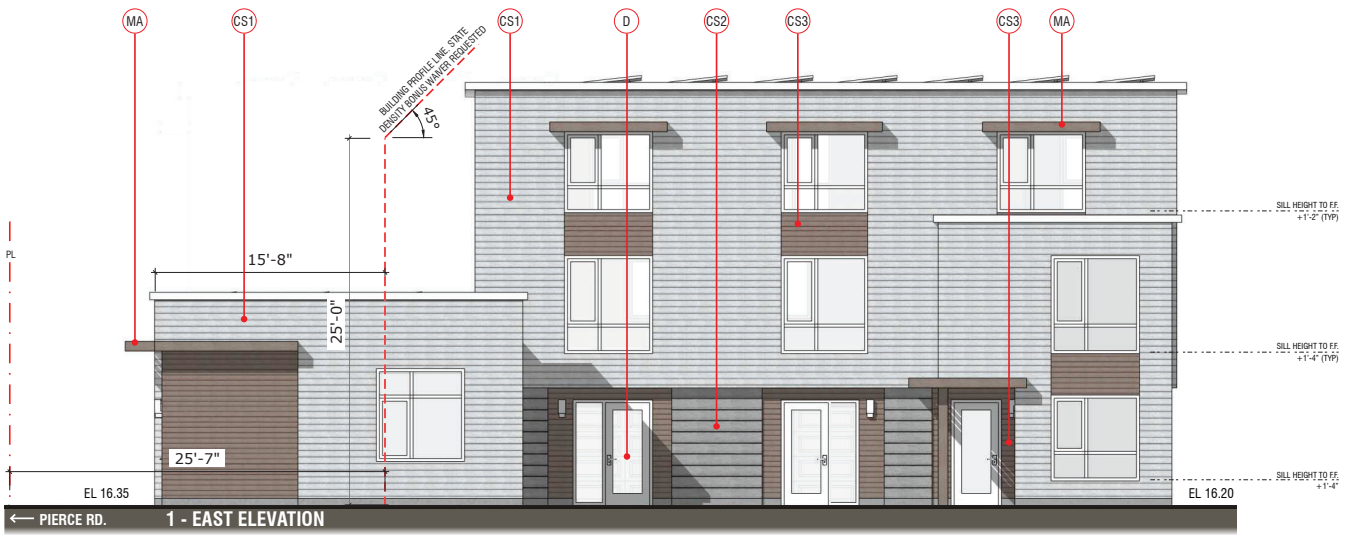
TCA ARCHITECTS | Habitat for Humanity

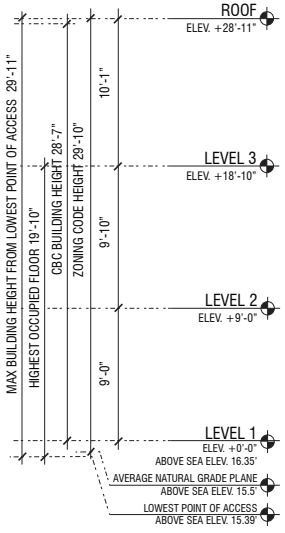
335 PIERCE
MENLO PARK, CA
TCA # 2025-158

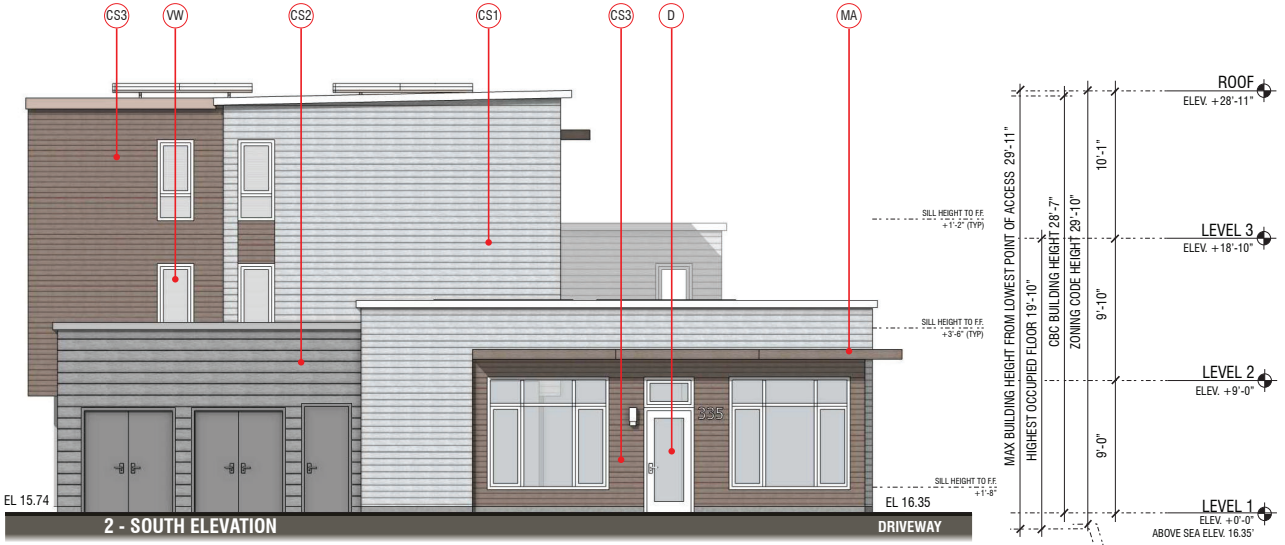
PLANNING RESUBMITTAL
JUNE 1, 2026

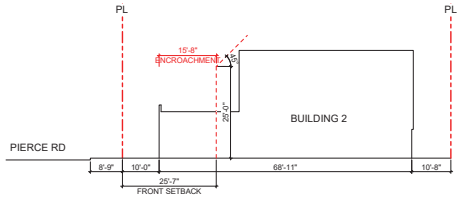
ELEVATIONS (1/4" = 1')

A-2.3





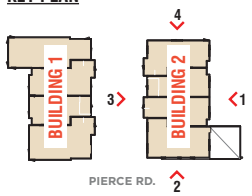




MATERIAL LEGEND

CS1 - COMPOSITE SIDING
CS2 - COMPOSITE SIDING
CS3 - COMPOSITE SIDING
VW - VINYL WINDOW
GD - GARAGE DOORS
D - ENTRY DOOR
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KEY PLAN



DEFINITIONS:

1. BUILDING HEIGHT PER CBC IS THE VERTICAL DISTANCE FROM GRADE PLANE TO THE AVERAGE HEIGHT OF THE HIGHEST ROOF SURFACE.

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16'
8'
4'

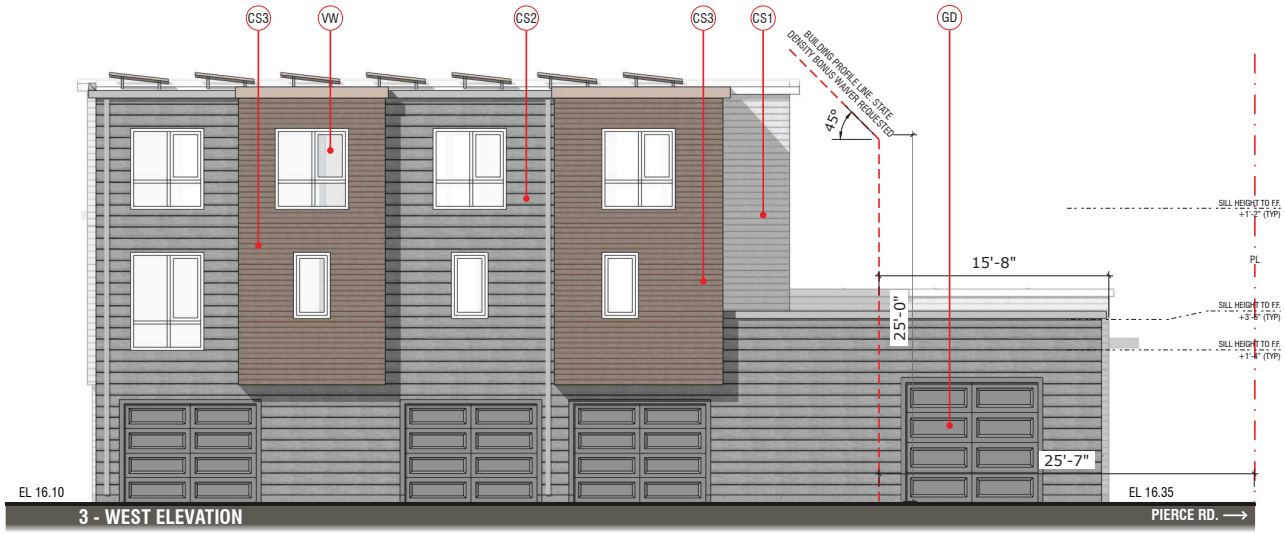
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

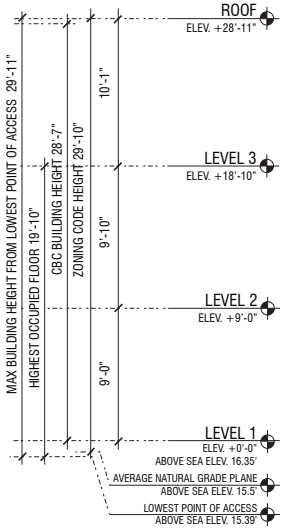
PLANNING RESUBMITTAL
JUNE 1, 2026

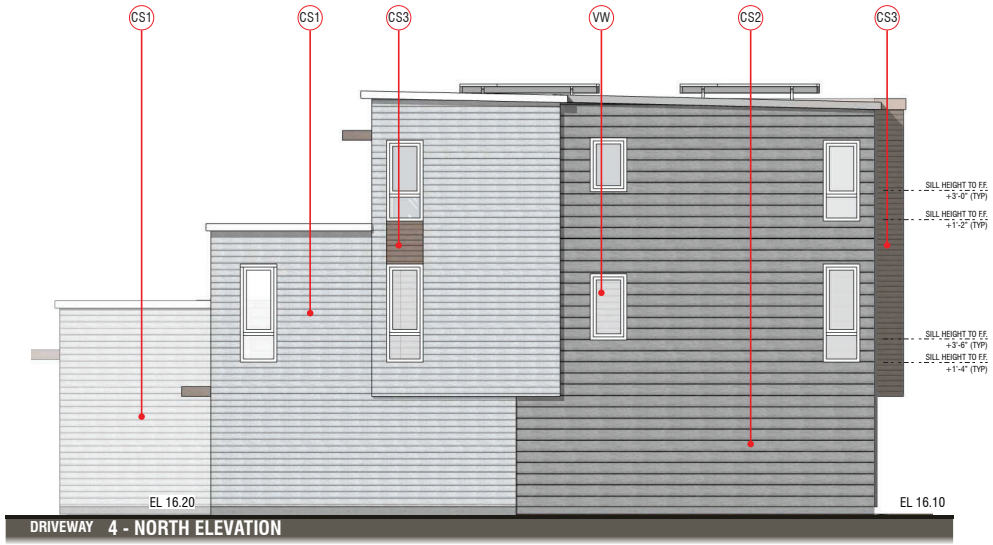
ELEVATIONS (1/4" = 1')

A-2.4

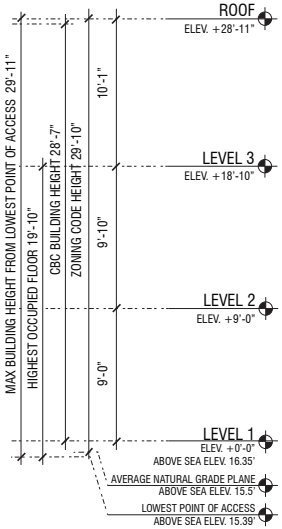


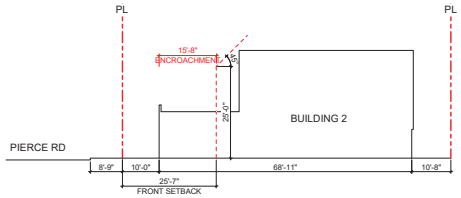
3 - WEST ELEVATION





DRIVEWAY 4 - NORTH ELEVATION

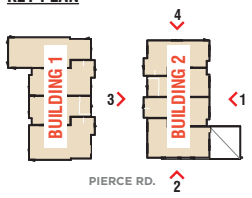




MATERIAL LEGEND

CS1 - COMPOSITE SIDING
CS2 - COMPOSITE SIDING
CS3 - COMPOSITE SIDING
VW - VINYL WINDOW
GD - GARAGE DOORS
D - ENTRY DOOR
MA - METAL AWNING

KEY PLAN



DEFINITIONS:

1. BUILDING HEIGHT PER CBC IS THE VERTICAL DISTANCE FROM GRADE PLANE TO THE AVERAGE HEIGHT OF THE HIGHEST ROOF SURFACE.

2. "HEIGHT OF STRUCTURE" (PER MENLO PARK ZONING CODE 16.04.330) MEANS THE VERTICAL DISTANCE FROM THE AVERAGE LEVEL OF THE HIGHEST AND LOWEST POINTS OF THE NATURAL GRADE OF THE PORTION OF THE LOT COVERED BY THE STRUCTURE TO THE TOPMOST POINT OF THE STRUCTURE, EXCLUDING ELEVATOR EQUIPMENT ROOMS, VENTILATING AND AIR CONDITIONING EQUIPMENT AND CHIMNEYS.

16'
8'
4'

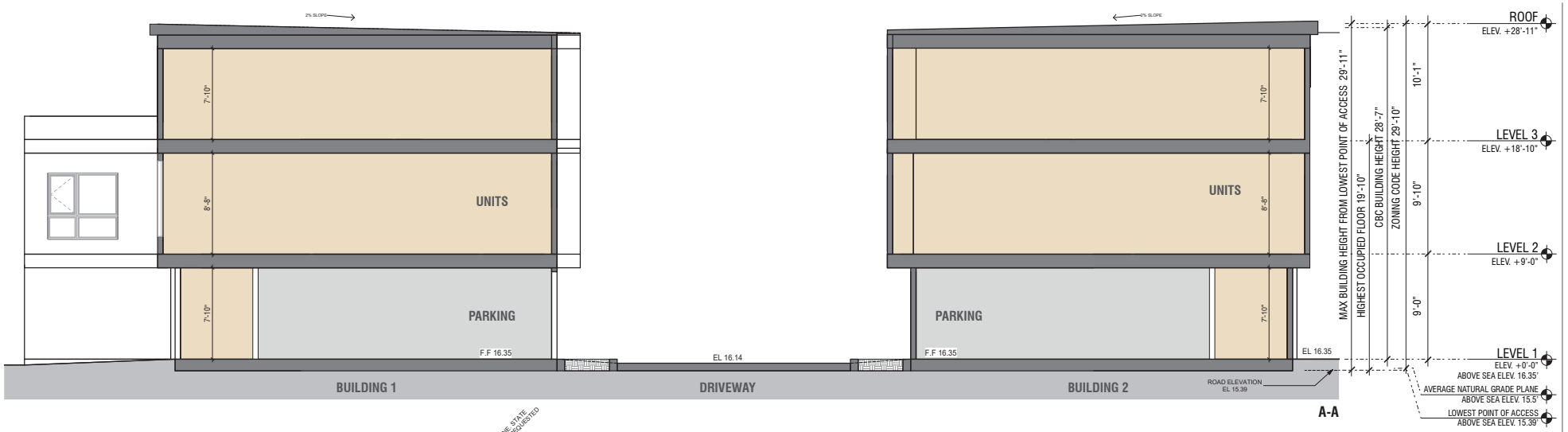
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

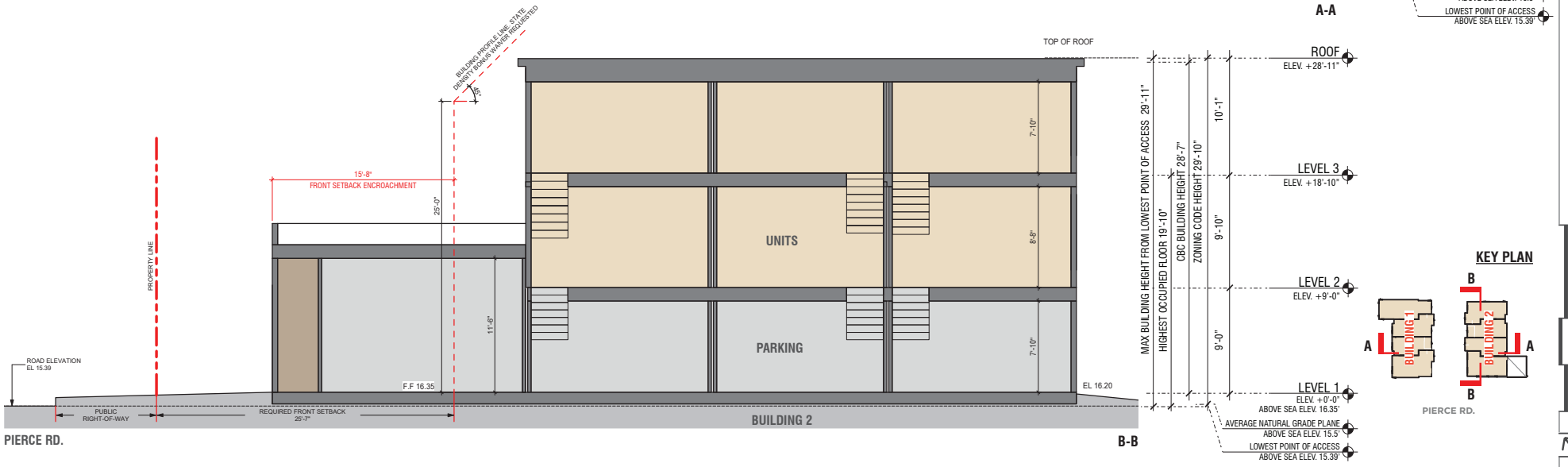
PLANNING RESUBMITTAL
JUNE 1, 2026

ELEVATIONS (1/4" = 1')

A-2.5



A-A



PIERCE RD.

B-B

DEFINITIONS:

1. BUILDING HEIGHT PER CBC IS THE VERTICAL DISTANCE FROM GRADE PLANE TO THE AVERAGE HEIGHT OF THE HIGHEST ROOF SURFACE.

2. "HEIGHT OF STRUCTURE" (PER MENLO PARK ZONING CODE 16.04.330) MEANS THE VERTICAL DISTANCE FROM THE AVERAGE LEVEL OF THE HIGHEST AND LOWEST POINTS OF THE NATURAL GRADE OF THE PORTION OF THE LOT COVERED BY THE STRUCTURE TO THE TOPMOST POINT OF THE STRUCTURE, EXCLUDING ELEVATOR EQUIPMENT ROOMS, VENTILATING AND AIR CONDITIONING EQUIPMENT AND CHIMNEYS.

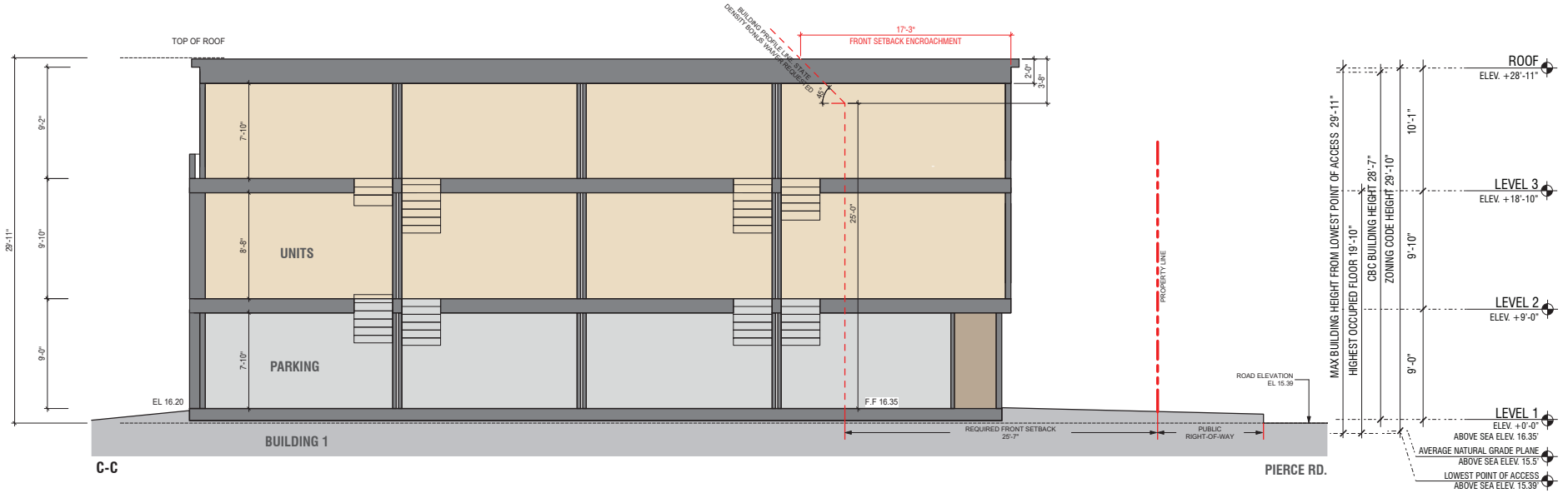
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

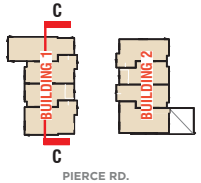
PLANNING RESUBMITTAL
JUNE 1, 2026

SECTIONS (1/4" = 1')

A-3.1



KEY PLAN



DEFINITIONS:

1. BUILDING HEIGHT PER CBC IS THE VERTICAL DISTANCE FROM GRADE PLANE TO THE AVERAGE HEIGHT OF THE HIGHEST ROOF SURFACE.

2. "HEIGHT OF STRUCTURE" (PER MENLO PARK ZONING CODE 16.04.330) MEANS THE VERTICAL DISTANCE FROM THE AVERAGE LEVEL OF THE HIGHEST AND LOWEST POINTS OF THE NATURAL GRADE OF THE PORTION OF THE LOT COVERED BY THE STRUCTURE TO THE TOPMOST POINT OF THE STRUCTURE, EXCLUDING ELEVATOR EQUIPMENT ROOMS, VENTILATING AND AIR CONDITIONING EQUIPMENT AND CHIMNEYS.

16'
8'
4'

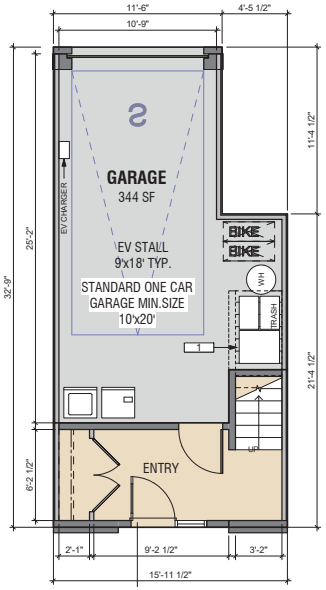
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

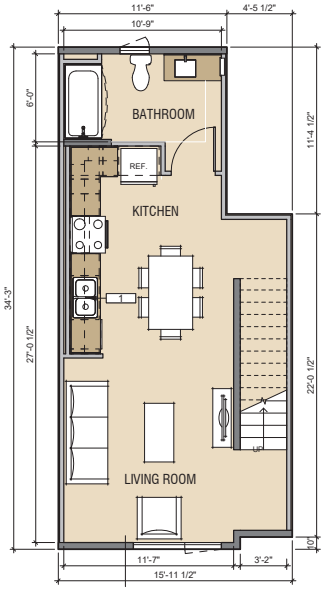
PLANNING RESUBMITTAL
JUNE 1, 2026

SECTIONS (1/4" = 1')

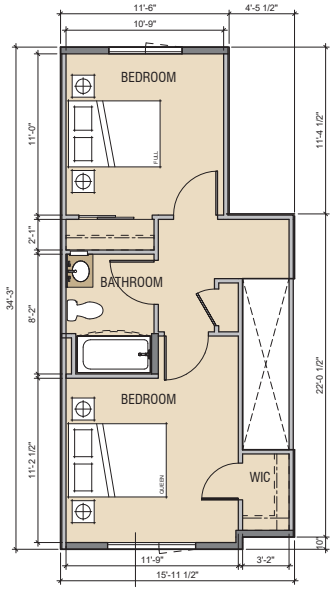
A-3.2



B1
128 SF
LEVEL 1



B1
493 SF
LEVEL 2

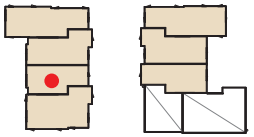


B1
452 SF
LEVEL 3

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



PIERCE RD.

KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

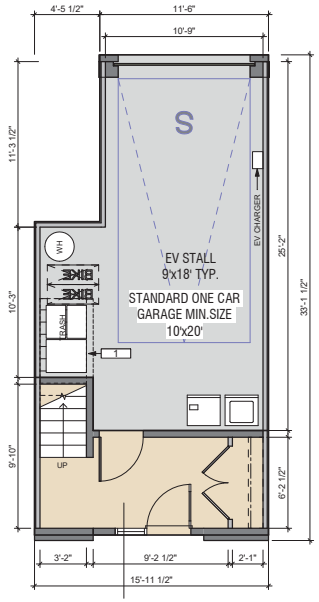
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

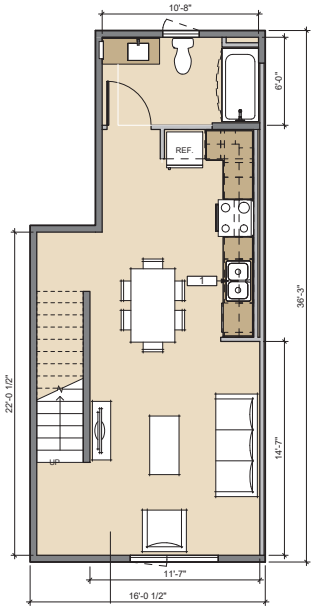
PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT B1

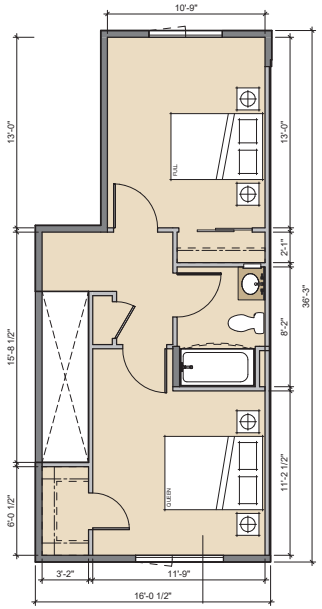
A-4.1



B2
128 SF
LEVEL 1



B2
522 SF
LEVEL 2

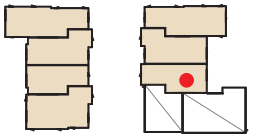


B2
480 SF
LEVEL 3

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



PIERCE RD.

KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

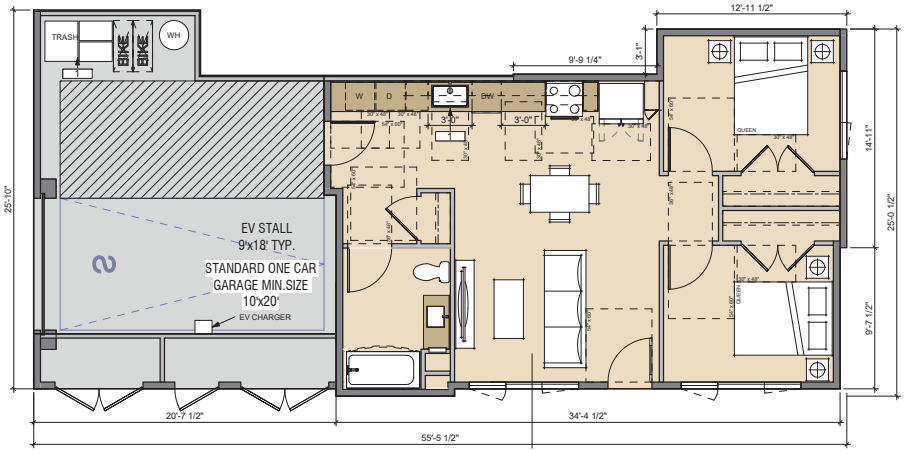
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT B2

A-4.2

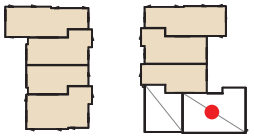


B3
786 SF

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

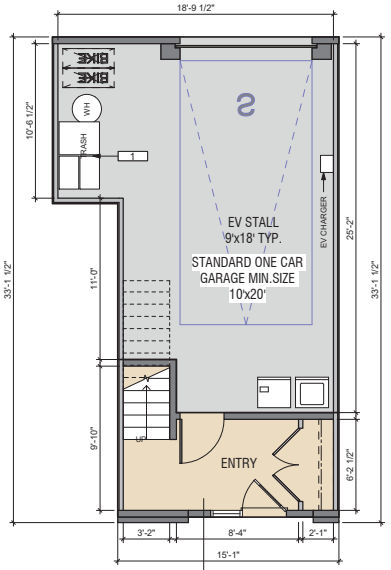
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

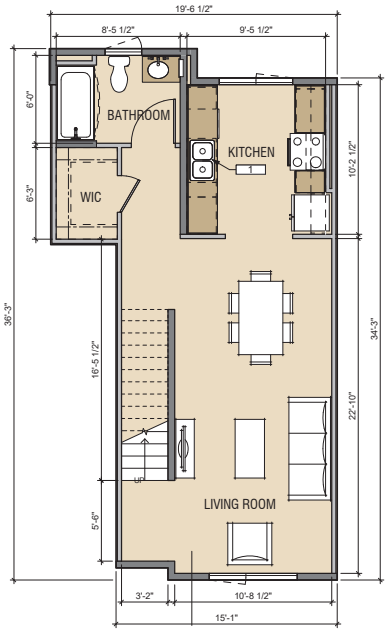
PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT B3

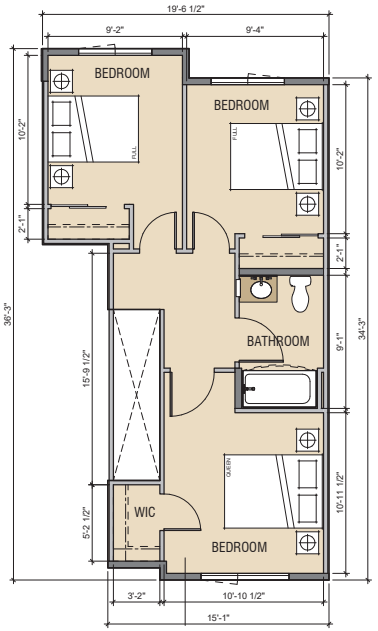
A-4.3



C1
122 SF
LEVEL 1



C1
585 SF
LEVEL 2

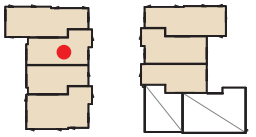


C1
543 SF
LEVEL 3

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



PIERCE RD.

KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

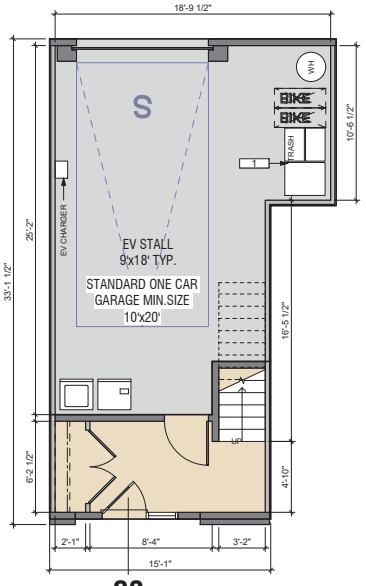
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

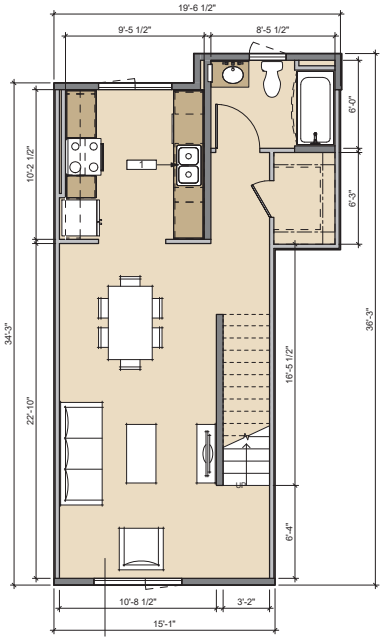
PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT C1

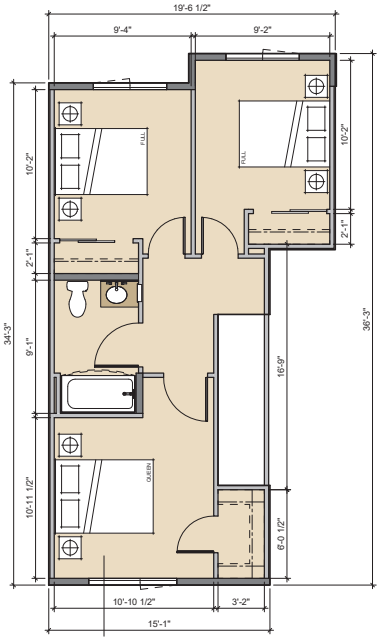
A-4.4



C2
122 SF



C2
588 SF

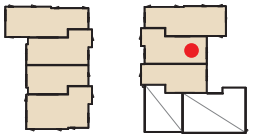


C2
546 SF

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



PIERCE RD.

KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

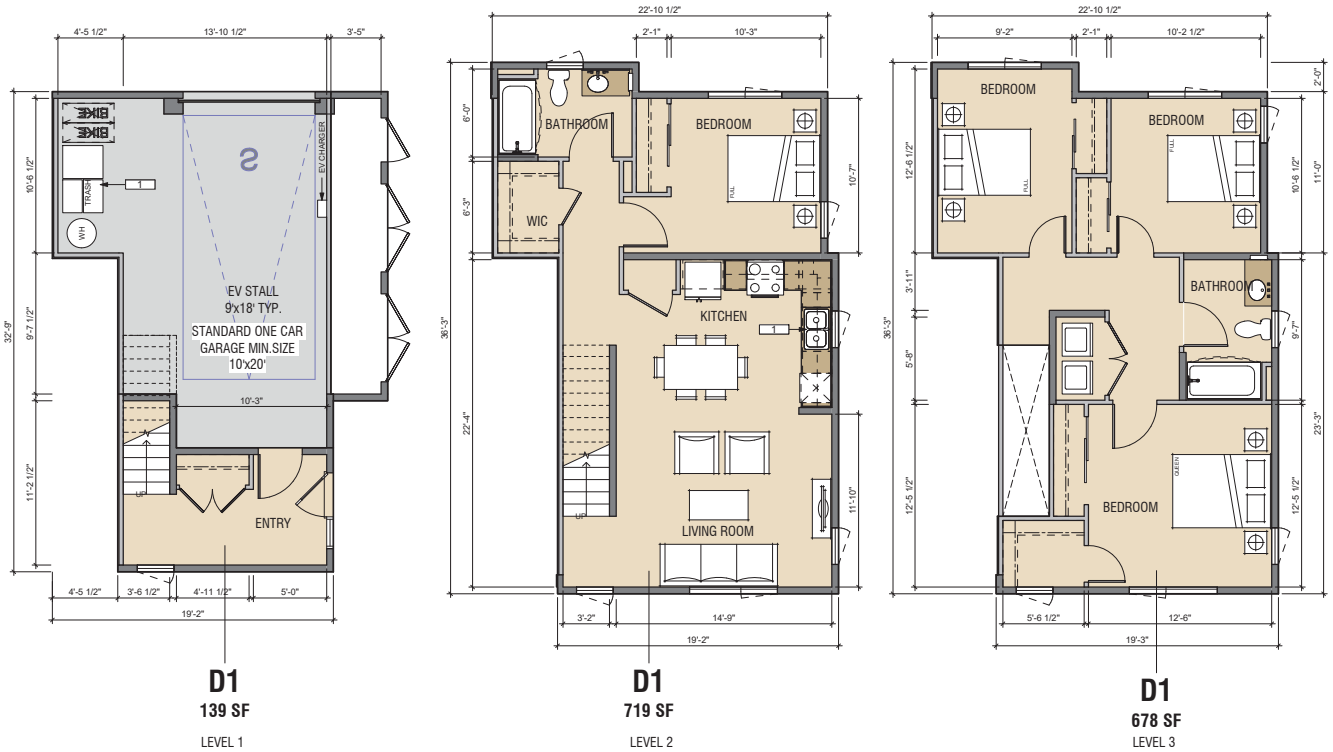
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT C1

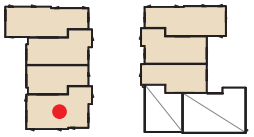
A-4.5



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

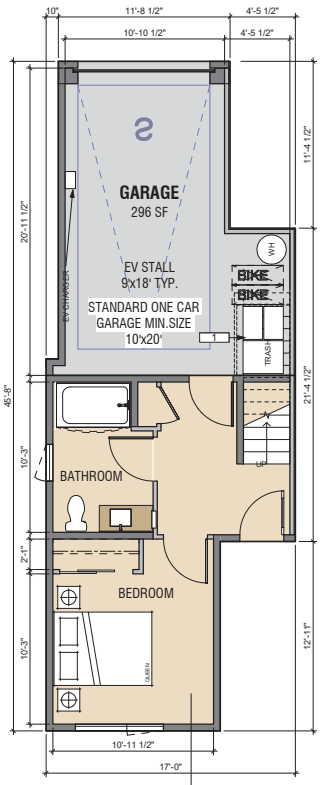
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

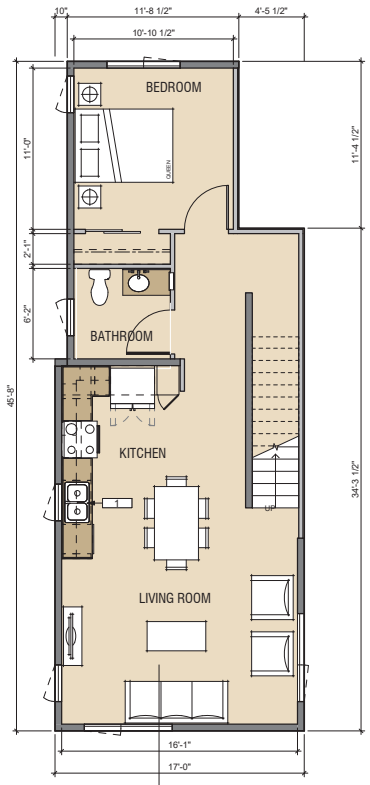
PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT C2

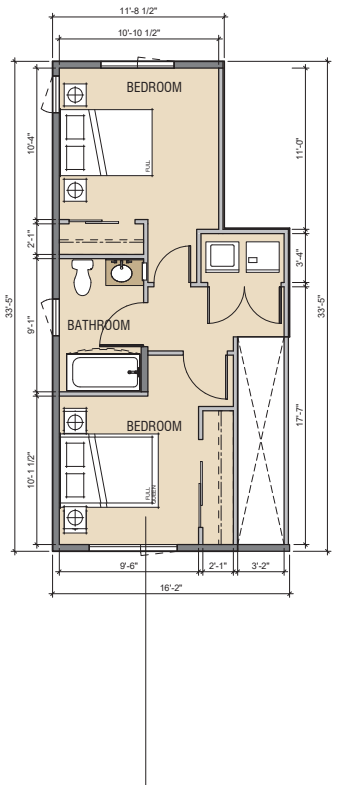
A-4.6



D2
346 SF
LEVEL 1



D2
708 SF
LEVEL 2

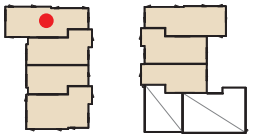


D2
438 SF
LEVEL 3

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

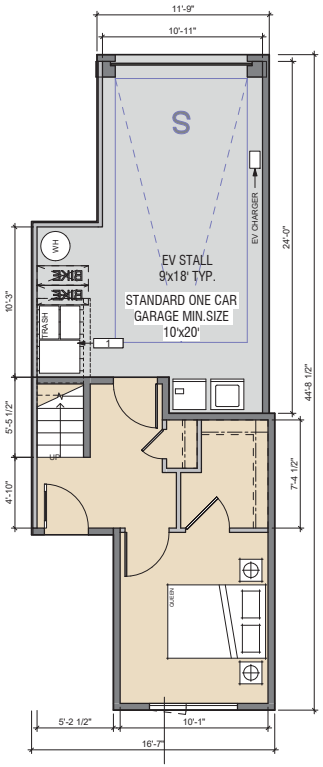
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

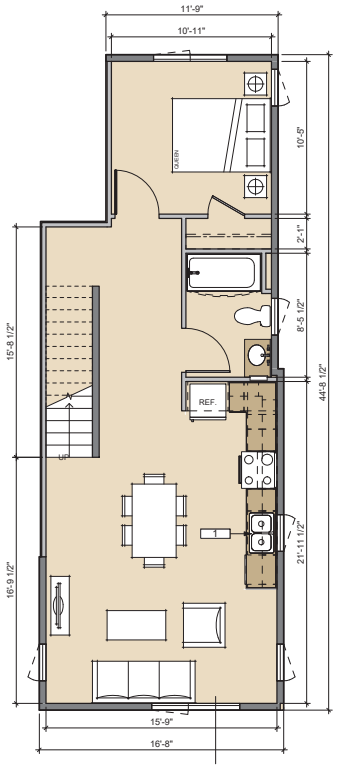
PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT D1

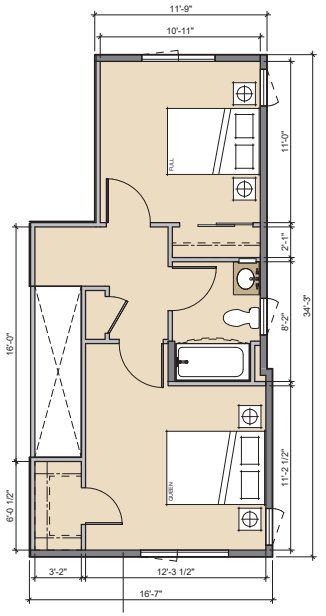
A-4.7



D3
292 SF
LEVEL 1



D3
684 SF
LEVEL 2

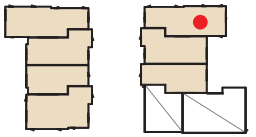


D3
468 SF
LEVEL 3

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



PIERCE RD.

KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT D2

A-4.8

VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES HABITAT FOR HUMANITY RESIDENTIAL FOR SALE UNITS

335 PIERCE ROAD

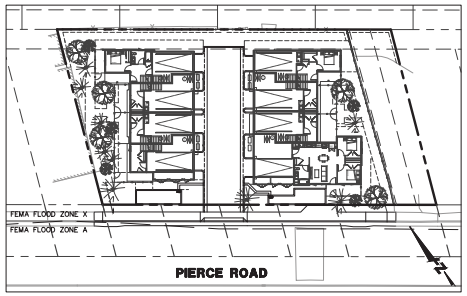
CITY OF MENLO PARK, CALIFORNIA
COUNTY OF SAN MATEO

LEGEND

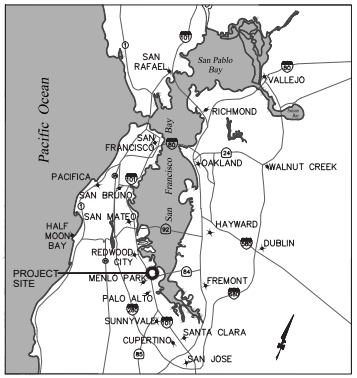
◉	FOUND STANDARD STREET MONUMENT
———	PROPERTY BOUNDARY LINE
———	ADJOINING PROPERTY LINE
—x—x—x—	FENCE
AD	AREA DRAIN
B.S.L.	BUILDING SETBACK LINE per MAP (61-M-8)
CB	CATCH BASIN
CO	CLEAN OUT
MH	MANHOLE
P.O.B.	POINT OF BEGINNING
PUE	PUBLIC UTILITY EASEMENT
R/W	RIGHT-OF-WAY PARCEL
SDE	STORM DRAINAGE EASEMENT
WM	WATER METER
WV	WATER VALVE

PROJECT DATA

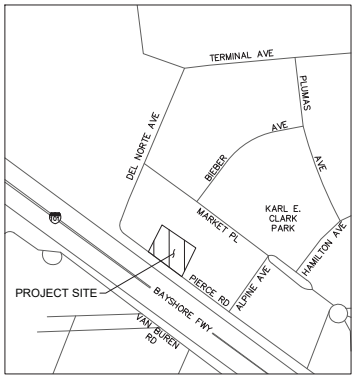
OWNER:	HABITAT FOR HUMANITY
APPLICANT:	HABITAT FOR HUMANITY GREATER SAN FRANCISCO 300 MONTGOMERY STREET, SUITE 450 SAN FRANCISCO, CA 94104 ROB SMITH (510) 701-3322
ARCHITECT:	TCA ARCHITECTS 1111 BROADWAY, SUITE 1320 OAKLAND, CA 94607 (510) 545-4222
LANDSCAPE ARCHITECT:	TS STUDIO 55 SUMNER STREET SAN FRANCISCO, CA 94103 (415) 420-8408
ENGINEER:	BKF ENGINEERS 150 CALIFORNIA STREET, SUITE 600 SAN FRANCISCO, CA 94111 (415) 930-7900
WATER SUPPLY:	MENLO PARK MUNICIPAL WATER
FIRE PROTECTION:	MENLO PARK FIRE PROTECTION DISTRICT
SEWAGE DISPOSAL:	WEST BAY SANITARY DISTRICT
STORM DRAIN:	CITY OF MENLO PARK
GAS & ELECTRIC:	PG&E
TELEPHONE:	VARIOUS PROVIDERS
CABLE:	VARIOUS PROVIDERS
FLOOD ZONE:	THE SUBJECT PROPERTY LIES WITHIN ZONE "X" OF THE FLOOD INSURANCE RATE MAP NO. 06081C0306F, WHICH BEARS AN EFFECTIVE DATE OF APRIL 5, 2019. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD. (AREAS WITH A 0.2% ANNUAL CHANCE FLOOD HAZARD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE.)
FINISHED FLOOR:	ELEVATION=16.35
ZONING & USE:	EXISTING = R3, APARTMENT RESIDENTIAL PROPOSED = R3, INDIVIDUAL RESIDENTIAL UNITS



SITE PLAN
SCALE 1"=30'



VICINITY MAP
NTS



LOCATION MAP
NTS

SHEET INDEX		
SHEET COUNT	SHEET NUMBER	SHEET TITLE
1	C1.0	TITLE SHEET
2	C2.0	EXISTING CONDITIONS AND PRELIMIANRY DEMOLITION PLAN
3	C2.1	EXISTING PARCELIZATION
4	C2.2	PRELIMINARY PARCELIZATION PLAN
5	C3.0	PRELIMINARY SITE PLAN
6	C3.1	PRELIMINARY FIRE ACCESS PLAN
7	C4.0	PRELIMINARY GRADING PLAN
8	C5.0	PRELIMINARY UTILITY PLAN
9	C6.0	PRELIMINARY STORMWATER MANAGEMENT PLAN
10	C7.0	PRELIMINARY EROSION CONTROL PLAN
11	C7.1	EROSION CONTROL NOTES AND DETAILS
12	C7.2	SAN MATEO COUNTY CONSTRUCTION BMPs

PURPOSE
MERGE TWO PARCELS INTO ONE AND SUBDIVIDE SITE WITH EIGHT RESIDENTIAL CONDOMINIUM UNITS.

ELEVATION DATUM
CITY OF MENLO PARK BENCHMARK Q110

BRASS DISC SET IN CONCRETE POST POST STAMPED "Q110" IN THE CITY OF EAST PALO ALTO, 125' NORTHEAST OF INTERSECTION OF E. BAYSHORE RD. AND LAUREL AVENUE, NEAR THE NORTHEASTERLY CURB RETURN FOR A DRIVEWAY AT THE SOUTHERLY SIDE OF 1007 LAUREL AVENUE, 4' OFF THE BACK OF WALK.

ELEVATION = 20.56 FEET, NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BASIS OF BEARINGS
THE BEARING NORTH 52°36'45" WEST, BETWEEN FOUND MONUMENTS ALONG THE MONUMENT LINE OF PIERCE ROAD, AS SAID MONUMENTS AND BEARING ARE SHOWN ON THAT CERTAIN RECORD OF SURVEY FILED FOR RECORD ON AUGUST 8, 2011 IN VOLUME 36 OF LICENSED LAND SURVEY MAPS AT PAGES 25 THROUGH 20, RECORDS OF SAN MATEO COUNTY.

ALL DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF.

EXISTING BUILDING ENCROACHMENT
SURVEY INDICATES A PRE-EXISTING THIRD-PARTY STRUCTURE ENCROACHING ONTO THE WEST PROPERTY LINE OF PROPOSED LOT 1. THE ENCROACHMENT VARIES BETWEEN APPROXIMATELY 0.5 TO 2.0 FEET. RESOLUTION, IF REQUIRED, SHALL BE ADDRESSED THROUGH TITLE AND/OR RECORDED DOCUMENTS AT THE FINAL MAP STAGE.

ENGINEER'S STATEMENT
THIS VESTING TENTATIVE MAP SUBMITTAL HAS BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

4/23/2026
DATE

JANINE LAPP, P.E.
PROJECT MANAGER

REGISTERED PROFESSIONAL ENGINEER
JANINE C. LAPP
No. 85762
CIVIL
STATE OF CALIFORNIA

PRELIMINARY
NOT FOR CONSTRUCTION
DATE: 04/22/2026

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335 PIERCE ROAD VESTING TENTATIVE MAP
APN 062-270-170, 062-270-210
CITY OF MENLO PARK, SAN MATEO COUNTY

TITLE SHEET

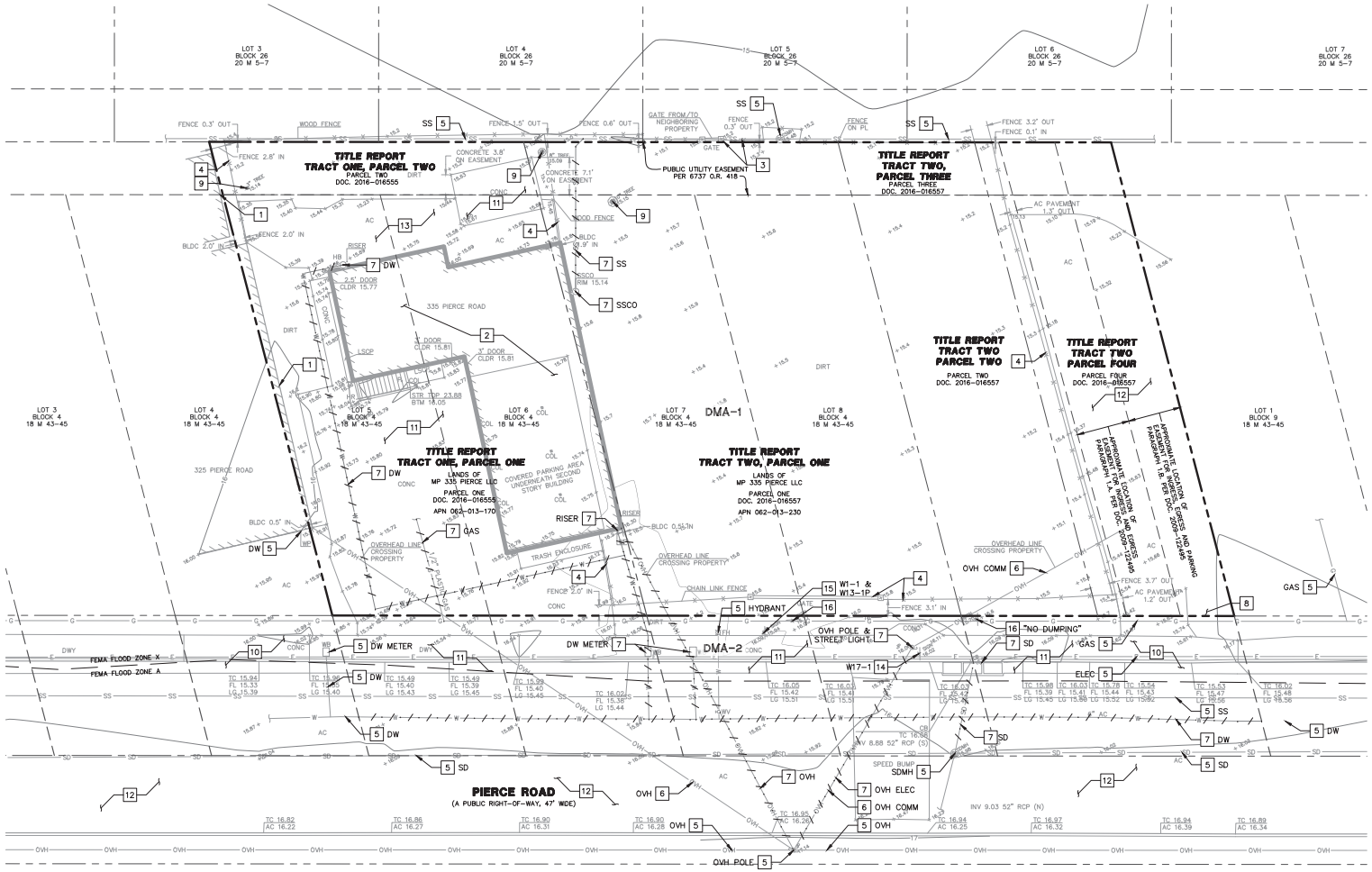
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C1.0
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EXISTING PERVIOUS VS. IMPERVIOUS SITE CONDITIONS			
	EX ROOF AREA	EX IMPERVIOUS PAVEMENT AREA	EX LANDSCAPE AREA
SQUARE FEET	1,741	5,758	9,614
PERCENT OF TOTAL SITE	10%	34%	56%

NOTE:

1. SHOWN AREAS PERTAIN TO EXISTING CONDITIONS WITHIN APPROXIMATE PROJECT LIMITS.
2. CONTRACTOR TO COORDINATE ACCESS OR TEMPORARY DRIVEWAY INACCESSIBILITY WITH ADJACENT PROPERTIES PRIOR TO BEGINNING CONSTRUCTION.

DEMOLITION LEGEND:

· / · / · / · EX UTILITY TO BE REMOVED

DEMOLITION KEY NOTES:

1	EX BUILDING TO REMAIN
2	EX BUILDING TO BE DEMOLISHED
3	EX FENCE TO REMAIN
4	EX FENCE TO BE DEMOLISHED
5	EX UTILITY TO REMAIN
6	EX UTILITY TO BE RELOCATED
7	EX UTILITY TO BE DEMOLISHED
8	EX TREE TO REMAIN
9	EX TREE TO BE REMOVED
10	EX CONCRETE TO REMAIN
11	EX CONCRETE TO BE REMOVED
12	EX ASPHALT TO REMIAN
13	EX ASPHALT TO BE REMOVED
14	EX SIGN TO REMAIN
15	EX SIGN TO BE RELOCATED
16	EX SIGN TO BE REMOVED

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335 PIERCE ROAD VESTING TENTATIVE MAP
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EXISTING CONDITIONS AND PRELIMIANRY DEMOLITION PLAN

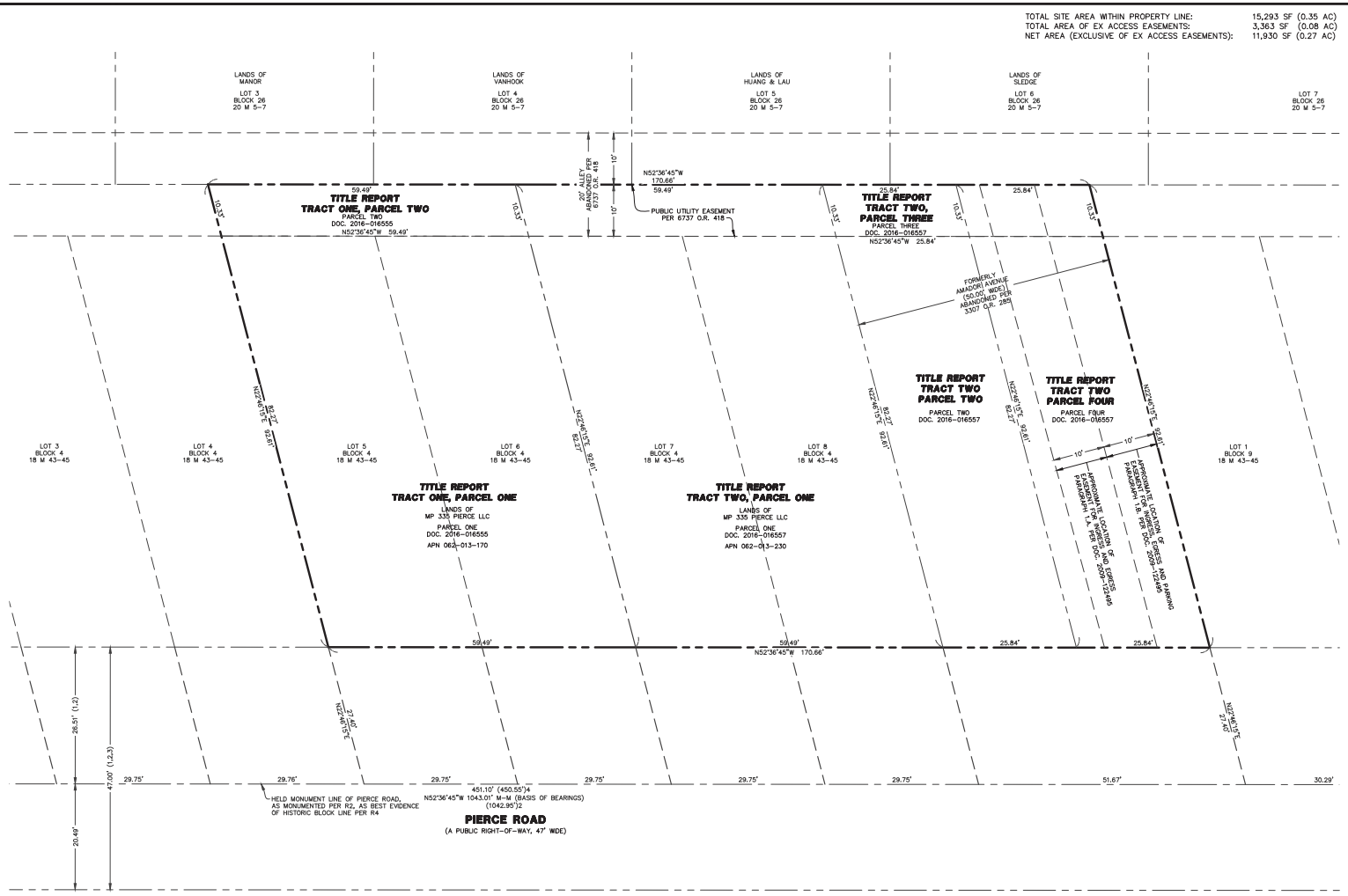
No.	Revisions

Date: 4/23/2026
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EXISTING PARCELIZATION

No.	Revisions

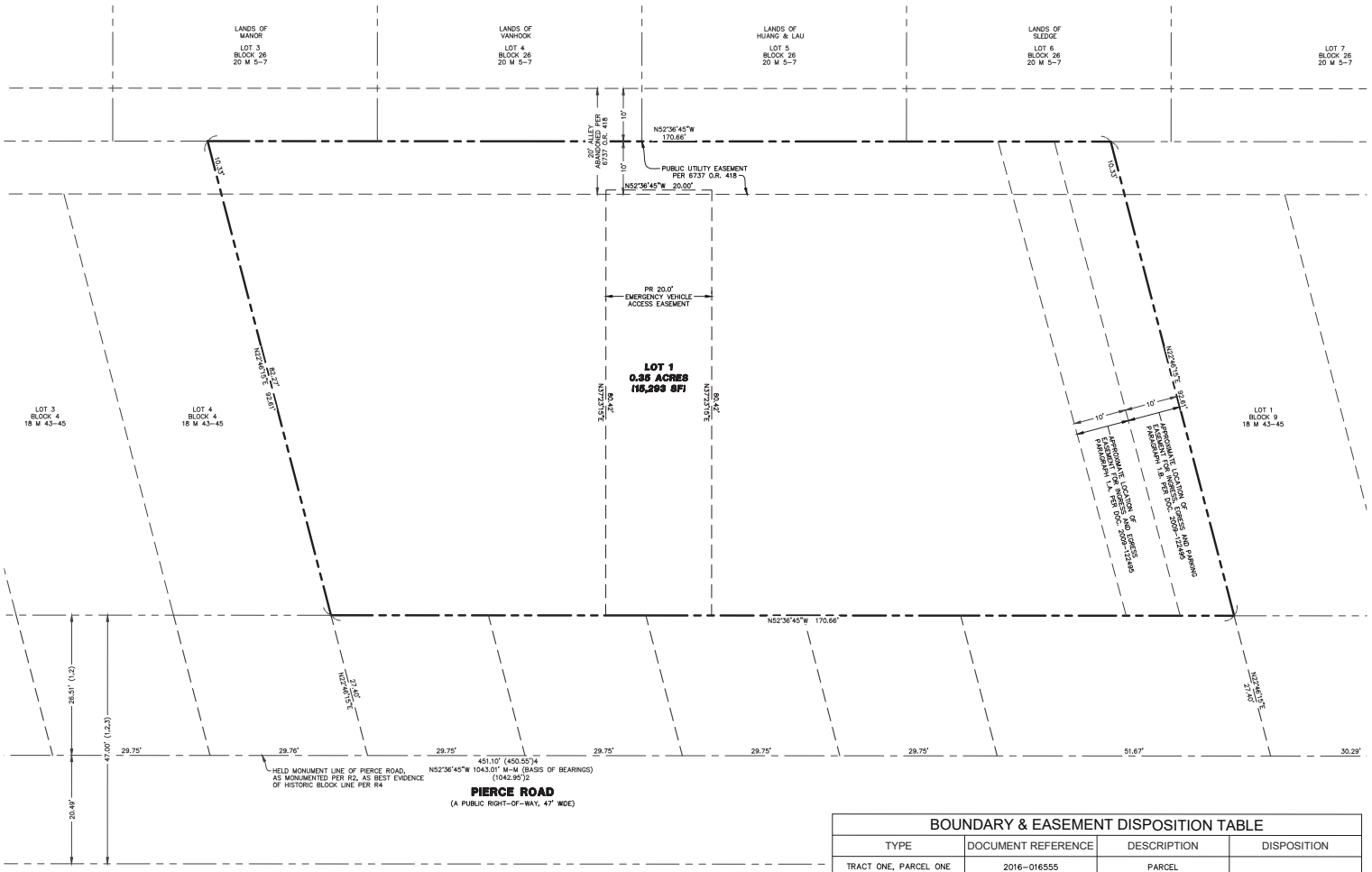
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TOTAL SITE AREA WITHIN PROPERTY LINE: 15,293 SF (0.35 AC)
TOTAL AREA OF PR ACCESS EASEMENTS: 4,955 SF (0.11 AC)
NET AREA (EXCLUSIVE OF PR ACCESS EASEMENTS): 10,338 SF (0.24 AC)



BOUNDARY & EASEMENT DISPOSITION TABLE

TYPE	DOCUMENT REFERENCE	DESCRIPTION	DISPOSITION
TRACT ONE, PARCEL ONE	2016–016555	PARCEL	MERGE INTO LOT 1
TRACT ONE, PARCEL TWO	2016–016555	UTILITY EASEMENT PARCEL	
TRACT TWO, PARCEL ONE	2016–016557	PARCEL	
TRACT TWO, PARCEL TWO	2016–016557	UTILITY EASEMENT PARCEL	
TRACT TWO, PARCEL THREE	2016–016557	PARCEL	
TRACT TWO, PARCEL FOUR	2016–016557	PARCEL	
EASEMENT	6737 O.R. 418	10' PUBLIC UTILITY EASEMENT	TO REMAIN
EASEMENT	PARAGRAPH 1.A. PER DOC. 2009–122495	10' EASEMENT FOR INGRESS AND EGRESS	TO REMAIN
EASEMENT	PARAGRAPH 1.B. PER DOC. 2009–122495	10' EASEMENT FOR INGRESS, EGRESS AND PARKING	TO REMAIN
EASEMENT	N/A	20' EMERGENCY VEHICLE ACCESS EASEMENT	PROPOSED
EASEMENT	N/A	EXISTING BUILDING ENCROACHMENT	PROPOSED, SEE NOTE 2.

NOTE:

1. EVAE TO BE RECORDED WITH FINAL MAP AND REFERENCED IN THE CC&RS, WITH MAINTENANCE AND NO–PARKING/CLEAR ACCESS OBLIGATIONS ASSIGNED TO THE HOA.
2. SURVEY INDICATES A PRE–EXISTING THIRD–PARTY STRUCTURE ENCROACHING ONTO THE WEST PROPERTY LINE OF PROPOSED LOT 1. THE ENCROACHMENT VARIES BETWEEN APPROXIMATELY 0.5 TO 2.0 FEET. RESOLUTION, IF REQUIRED, SHALL BE ADDRESSED THROUGH TITLE AND/OR RECORDED DOCUMENTS AT THE FINAL MAP STAGE.

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PRELIMINARY PARCELIZATION PLAN

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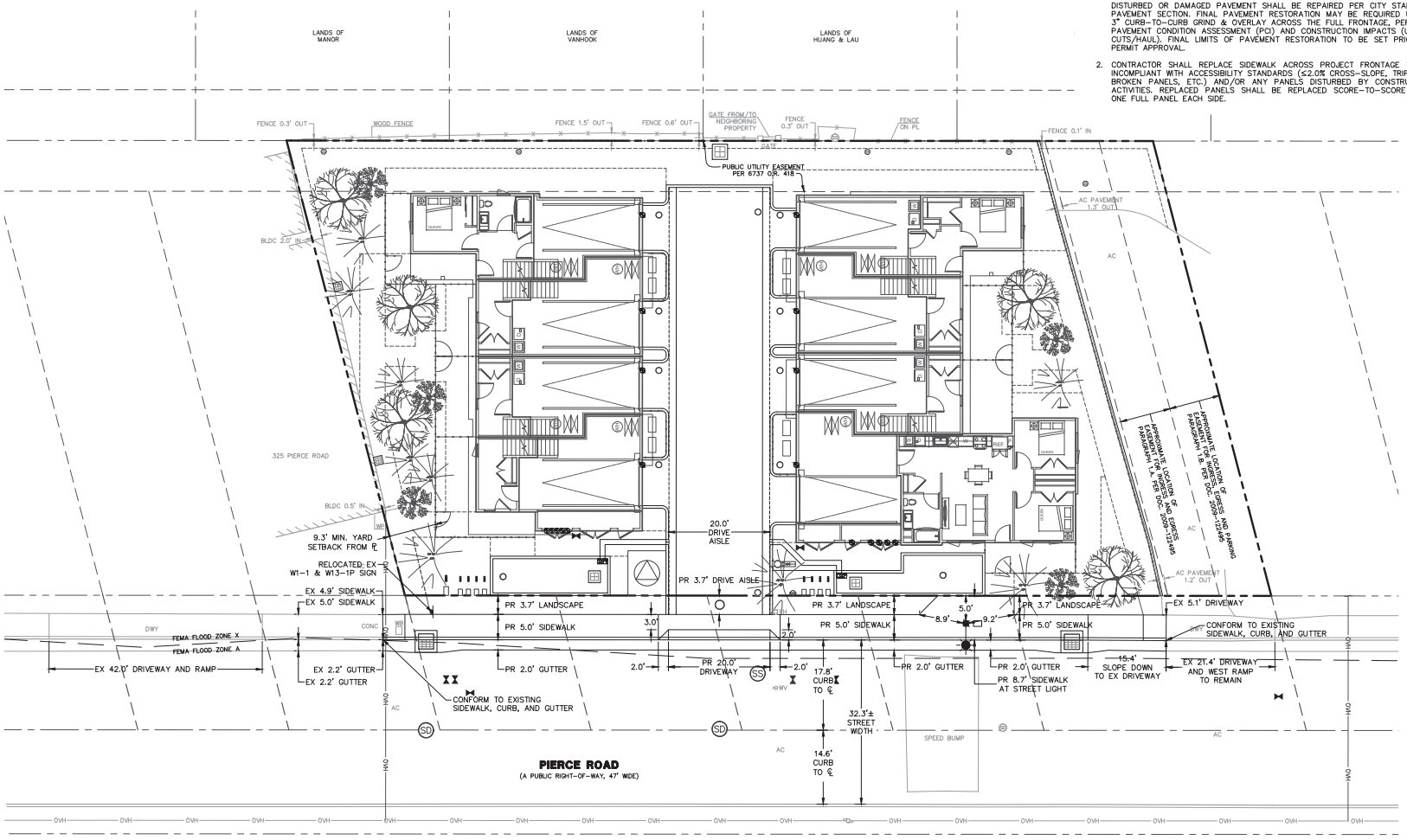
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4 OF 12

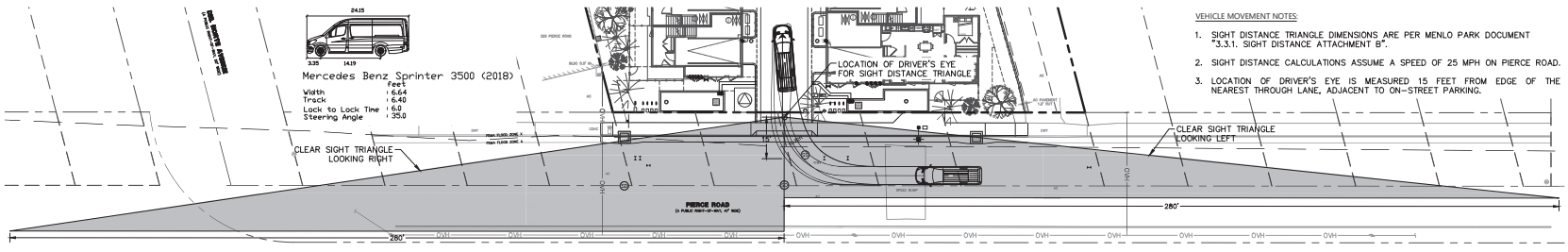
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HORIZONTAL CONTROL NOTE:

1. SUBJECT TO ENGINEERING DIVISION APPROVAL AND CONDITIONAL APPROVAL, DISTURBED OR DAMAGED PAVEMENT SHALL BE REPAIRED PER CITY STANDARD PAVEMENT SECTION. FINAL PAVEMENT RESTORATION MAY BE REQUIRED UP TO 3" CURB-TO-CURB GRIND & OVERLAY ACROSS THE FULL FRONTAGE, PER CITY PAVEMENT CONDITION ASSESSMENT (PCI) AND CONSTRUCTION IMPACTS (UTILITY CUTS/HAUL). FINAL LIMITS OF PAVEMENT RESTORATION TO BE SET PRIOR TO PERMIT APPROVAL.
2. CONTRACTOR SHALL REPLACE SIDEWALK ACROSS PROJECT FRONTAGE WHERE INCOMPLIANT WITH ACCESSIBILITY STANDARDS (≤2.0% CROSS-SLOPE, TRIP LIPS, BROKEN PANELS, ETC.) AND/OR ANY PANELS DISTURBED BY CONSTRUCTION ACTIVITIES. REPLACED PANELS SHALL BE REPLACED SCORE-TO-SCORE PLUS ONE FULL PANEL EACH SIDE.





SIGHT TRIANGLE AND VEHICLE ACCESS
1" = 20'

VEHICLE MOVEMENT NOTES:

1. SIGHT DISTANCE TRIANGLE DIMENSIONS ARE PER MENLO PARK DOCUMENT "3.3.1. SIGHT DISTANCE ATTACHMENT B".
2. SIGHT DISTANCE CALCULATIONS ASSUME A SPEED OF 25 MPH ON PIERCE ROAD.
3. LOCATION OF DRIVER'S EYE IS MEASURED 15 FEET FROM EDGE OF THE NEAREST THROUGH LANE, ADJACENT TO ON-STREET PARKING.

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CITY OF MENLO PARK, SAN MATEO COUNTY

PRELIMINARY SITE PLAN

No.	Revisions

Date: 4/23/2026
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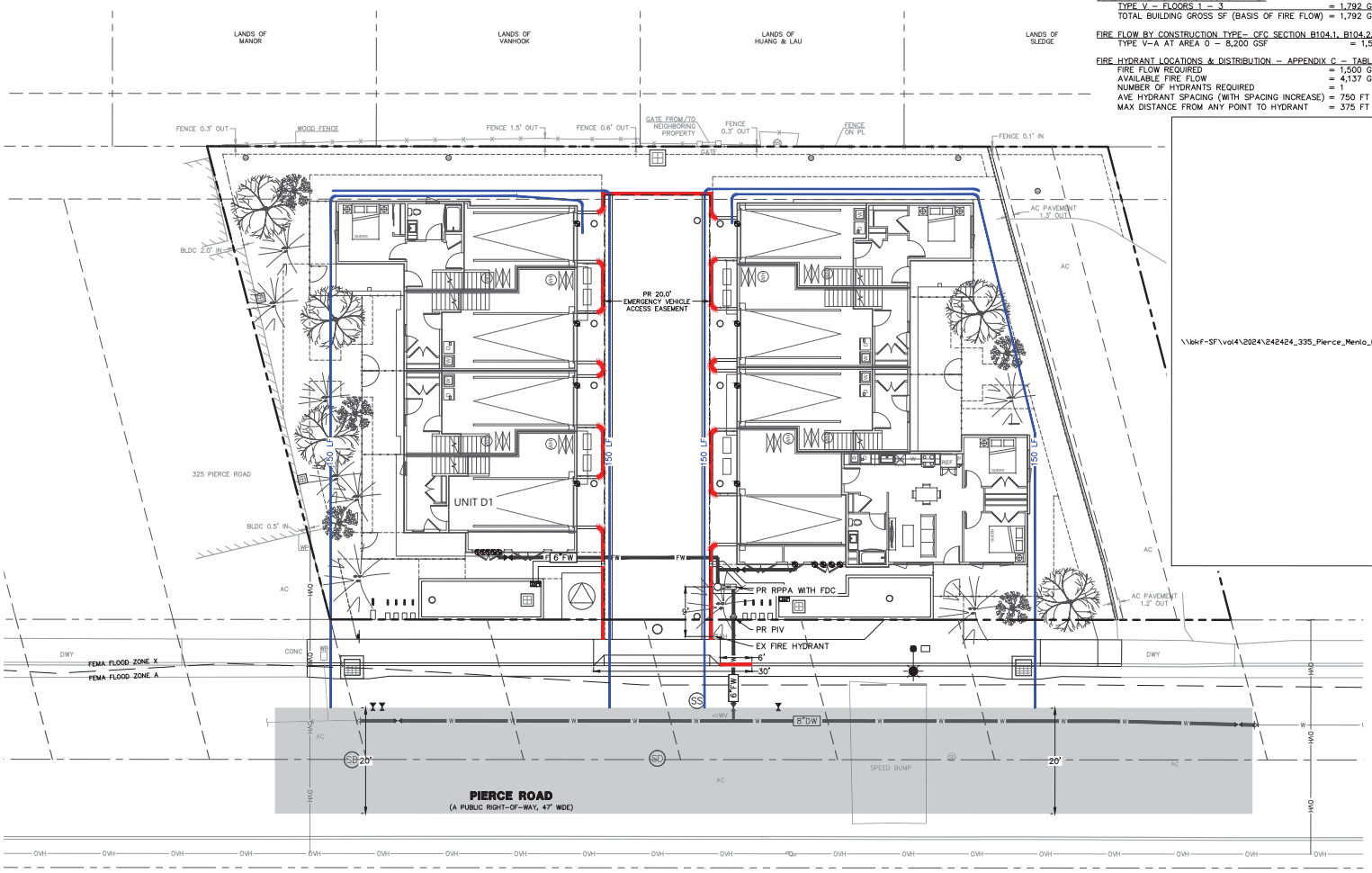
LARGEST UNIT: D1 (FOUR BEDROOM)

BUILDING AREA BY CONSTRUCTION TYPE:
TYPE V – FLOORS 1 – 3 = 1,792 GSF
TOTAL BUILDING GROSS SF (BASIS OF FIRE FLOW) = 1,792 GSF

FIRE FLOW BY CONSTRUCTION TYPE– CFC SECTION B104.1, B104.2, B105.1, & TABLE B105.1(1):
TYPE V–A AT AREA 0 – 8,200 GSF = 1,500 GPM

FIRE HYDRANT LOCATIONS & DISTRIBUTION – APPENDIX C – TABLE C102.1:
FIRE FLOW REQUIRED = 1,500 GPM
AVAILABLE FIRE FLOW = 4,137 GPM @ 20 PSI
NUMBER OF HYDRANTS REQUIRED = 1
AVE HYDRANT SPACING (WITH SPACING INCREASE) = 750 FT (500 + 50% INCREASE – C102.1(f))
MAX DISTANCE FROM ANY POINT TO HYDRANT = 375 FT (250 + 50% INCREASE – C102.1(f))

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NOTES:

1. FIRE FLOW CALCULATIONS ARE BASED UPON PRELIMINARY BUILDING AREA SUMMARIES FROM ARCHITECT CAD DATED APRIL 10, 2025 AND THE CALIFORNIA FIRE CODE (2022 EDITION) – SECTION 507, APP. B & C.
2. CALCULATIONS ASSUME USE OF FIRE RESISTANT MATERIALS BETWEEN UNITS.
3. CALCULATIONS SHOWN ARE FOR LARGEST SINGLE UNIT AMONG BOTH BUILDINGS.
4. PER COORDINATION WITH FIRE MARSHAL, DATED JULY 29, 2025:
   4.1. FIRE APPARATUS ACCESS IS TO BE PROVIDED FROM PIERCE RD.
   4.2. AERIAL LADDER ACCESS TO BE PROVIDED FROM PIERCE RD. LADDER ACCESS FOR BUILDINGS WILL BE PROVIDED VIA HAND–CARRIED LADDERS IN LIEU OF AERIAL APPARATUS VEHICLE ACCESS.
5. FIRE APPARATUS ROADWAYS, INCLUDING PUBLIC OR PRIVATE STREETS OR ROADS USED FOR VEHICLE ACCESS SHALL BE INSTALLED AND IN SERVICE PRIOR TO CONSTRUCTION. FIRE APPARATUS ROADWAYS SHALL BE CAPABLE OF SUPPORTING THE IMPOSED WEIGHT OF A 75,000–POUND (34,050 KG) FIRE APPARATUS AND SHALL BE PROVIDED WITH AN ALL–WEATHER DRIVING SURFACE.
6. FIRE PROTECTION WATER SERVING ALL HYDRANTS SHALL BE PROVIDED AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE.
7. PRIOR TO COMBUSTIBLE MATERIAL ARRIVING ON THE SITE, CONTRACTOR SHALL CONTACT THE MENLO PARK FIRE PROTECTION DISTRICT TO SCHEDULE AN INSPECTION OF ROADWAYS AND FIRE HYDRANTS.
8. ALL CURBS WITHIN THE COMPLEX THAT IS NOT BEEN DESIGNATED AS ON–SITE PARKING SHALL BE STRIPED RED AND MARKED WITH "NO PARKING FIRE LANE". FIRE LANE STRIPING WILL INCLUDE AREA FRONTING EACH RESIDENTIAL UNITS GARAGE, AS SHOWN.

LEGEND:

- Ω PROPOSED FIRE DEPARTMENT CONNECTION, S.P.P.
- 150' MAX HOSE PULL LENGTH
- PROPOSED RED CURB
- MIN 20' WIDE FIRE APPARATUS ACCESS LANE

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PRELIMINARY FIRE ACCESS PLAN

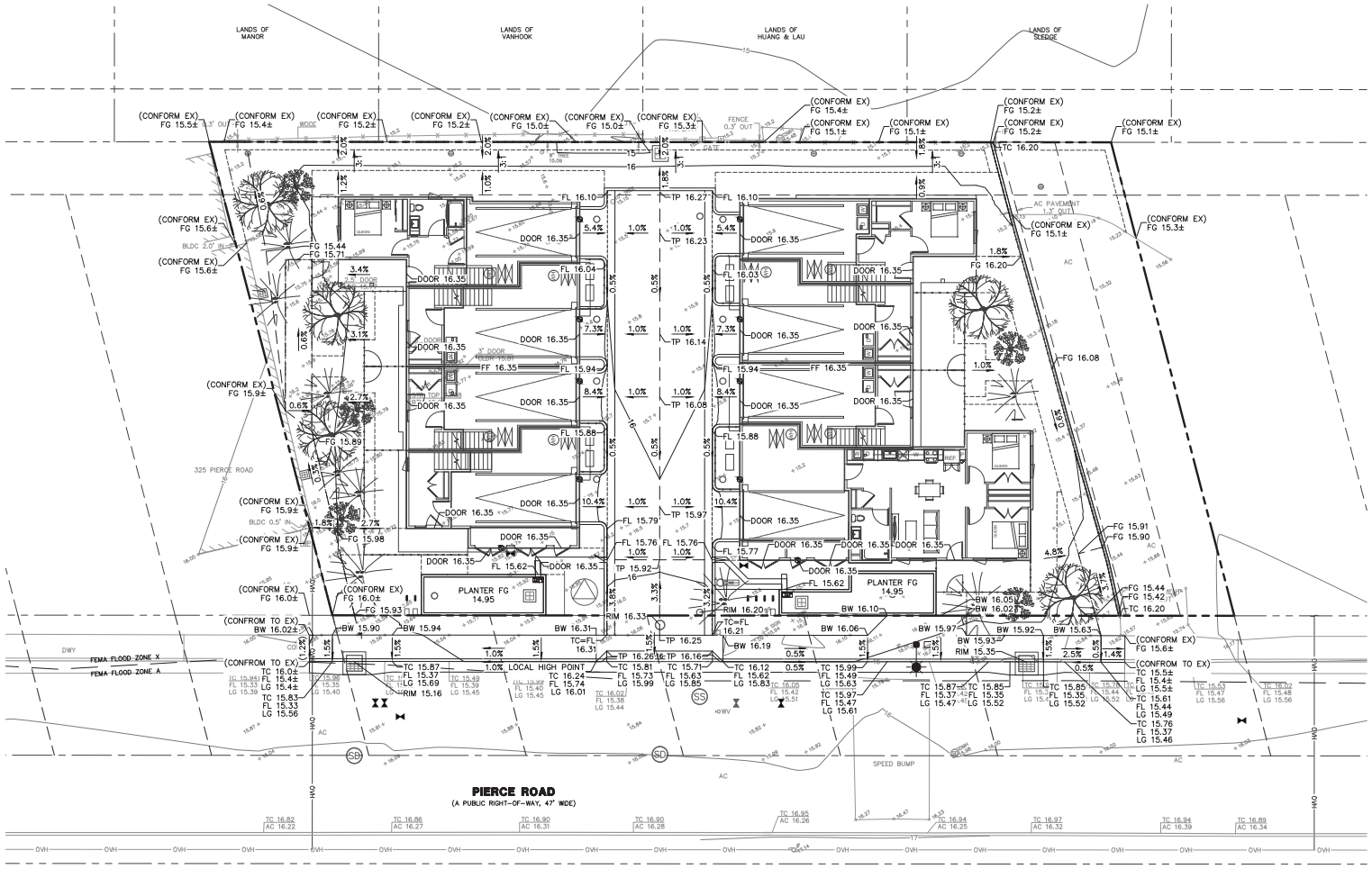
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Approved: JPL
Job No: 2024424

Drawing Number:
C3.1
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GRADING NOTE:

1. CONTRACTOR SHALL REPLACE SIDEWALK ACROSS PROJECT FRONTAGE WHERE INCOMPLIANT WITH ACCESSIBILITY STANDARDS (≤2.0% CROSS-SLOPE, TRIP LIPS, BROKEN PANELS, ETC.) AND/OR ANY PANELS DISTURBED BY CONSTRUCTION ACTIVITIES. REPLACED PANELS SHALL BE REPLACED SCORE-TO-SCORE PLUS ONE FULL PANEL EACH SIDE.

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PRELIMINARY GRADING PLAN

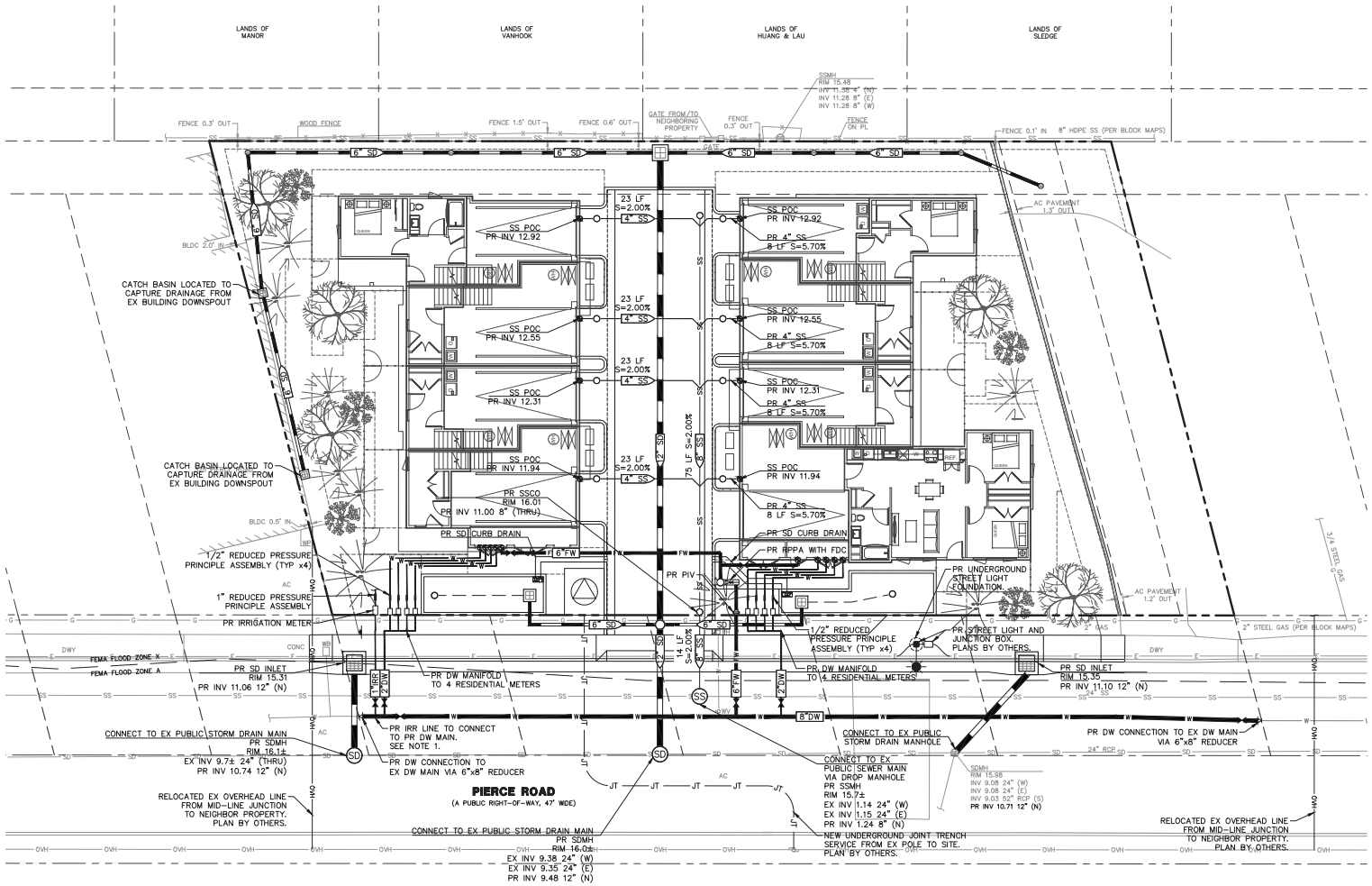
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NOTE:

1. PR IRRIGATION LINE TO CONNECT TO PR WATER MAIN. IRRIGATION LINE TO BE CONNECTED TO FUTURE RECYCLED WATER MAIN WHEN INSTALLED IN PIERCE ROAD BY OTHERS.
2. ALL CONNECTIONS TO THE STORM MAIN SHALL BE VIA MANHOLES.

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PRELIMINARY UTILITY PLAN

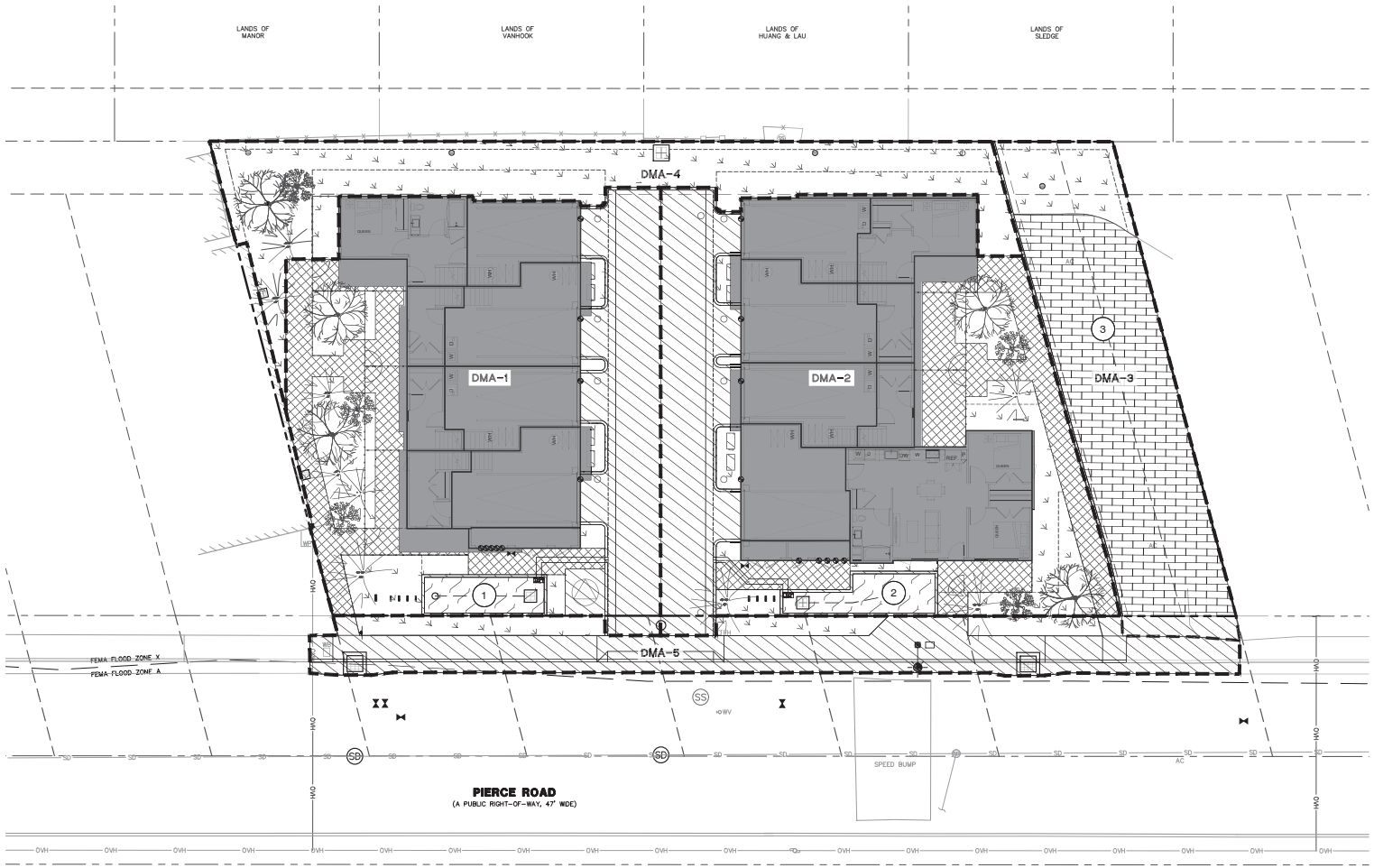
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DMA NAME	ROOF AREA (SF)	IMPERVIOUS PAVEMENT AREA (SF)	LANDSCAPE AREA (SF)	PERVIOUS PAVEMENT AREA (SF)	AT-GRADE BIO-RETENTION AREA (SF)	TOTAL DMA AREA (SF)	REQUIRED TREATMENT (SF)	PROVIDED TREATMENT (SF)	TREATMENT METHOD	DRAINS TO TREATMENT MEASURE (ID #)
DMA-1	2,505	1,174	704	819	153	5,355	147	153	BIO-RETENTION	1
DMA-2	3,071	1,104	733	938	168	6,014	167	168	BIO-RETENTION	2
DMA-3	0	133	321	1,628	0	2,082	5	0	PERMEABLE PAVER SEE NOTE 5.	3
DMA-4	0	0	1,938	0	0	1,938	0	0	N/A	N/A
DMA-5	0	1,342	383	0	0	1,725	54	0	SEE NOTE 3.	N/A
TOTAL:	5,577	3,753	4,079	3,384	321	17,113	373	321	-	-

NOTES:

1. REQUIRED TREATMENT AREA IS BASED ON 4% OF THE IMPERVIOUS AREA.
2. PERVIOUS HARDSCAPE AND PERMEABLE PAVERS ARE SELF TREATING.
3. NEIGHBORING BUILDING TO THE WEST (325 PIERCE RD.) IS CONSTRUCTED OVER THE PROPERTY LINE AND DRAINS TO THE SUBJECT PROPERTY (335 PIERCE RD.). STORMWATER FROM RAIN LEADERS WILL BE CAPTURED VIA AT GRADE INLETS AND DIRECTED TO THE PUBLIC STORM DRAIN WITHOUT TREATMENT.
4. REFERENCE PROJECT ON-SITE AND OFF-SITE GREEN INFRASTRUCTURE FEASIBILITY MEMOS DATED 4/23/2026 AND 12/5/2025, RESPECTIVELY.
5. TREATMENT FOR IMPERVIOUS AREA WITHIN DMA 3 TO BE PROVIDED VIA EXCESS CAPACITY WITHIN THE PERMEABLE PAVERS.

LEGEND

- IMPERVIOUS AREA: ROOF
- IMPERVIOUS AREA: PAVEMENT
- PERVIOUS AREA: LANDSCAPE
- PERVIOUS HARDSCAPE AREA
- BIORETENTION/ FLOW-THROUGH PLANTER
- PERMEABLE PAVERS PER SAN MATEO COUNTY C.3 STANDARDS
- DRAINAGE MANAGEMENT AREA (DMA)
- (#) TREATMENT MEASURE ID NUMBER

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PRELIMINARY STORMWATER MANAGEMENT PLAN

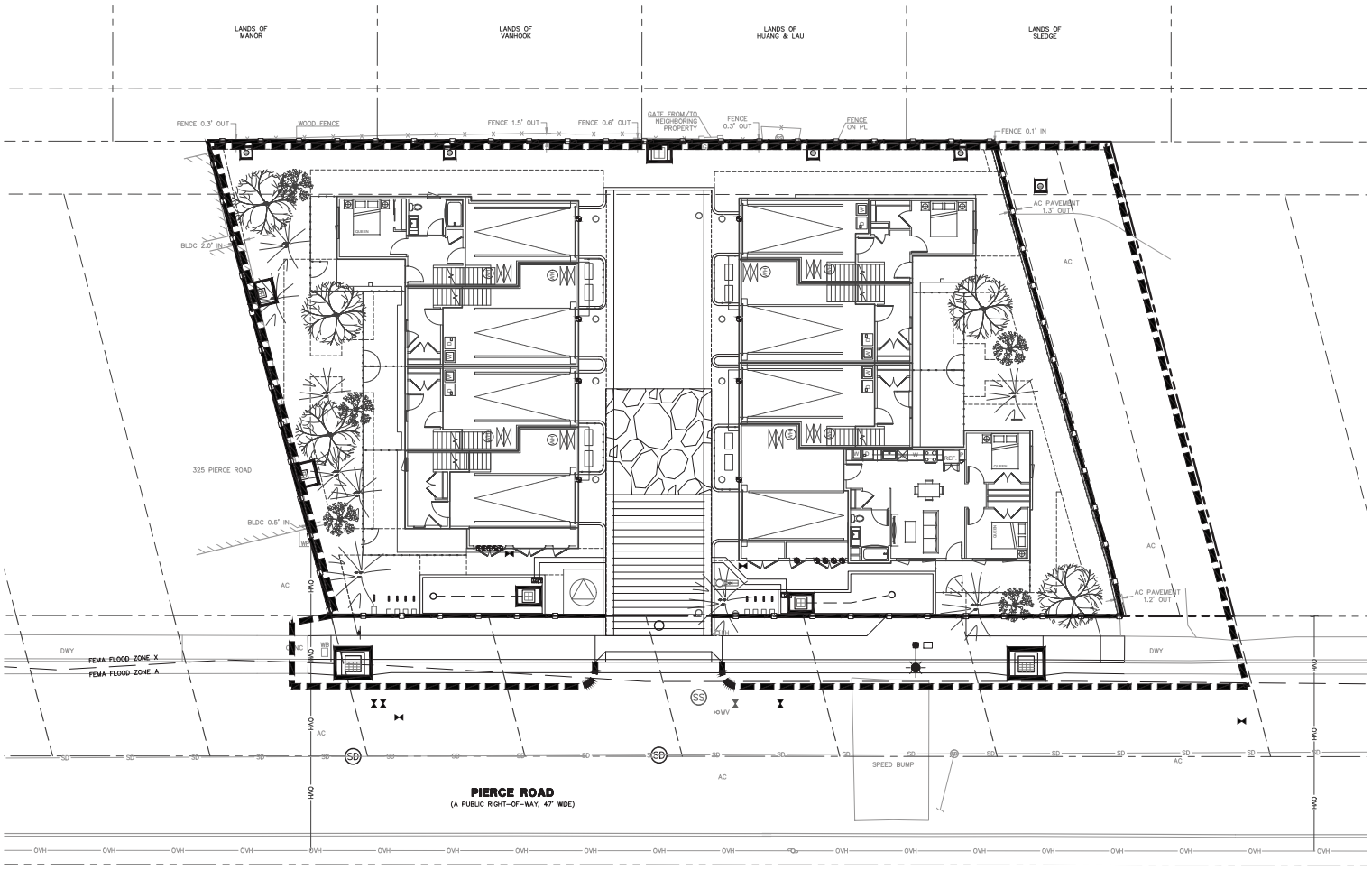
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EROSION CONTROL LEGEND

- INLET PROTECTION (1 / C7.1)
- STABILIZED CONSTRUCTION ENTRANCE/EXIT (2 / C7.1)
- FIBER ROLL (3 / C7.1)
- CONSTRUCTION FENCE BY OTHERS

NOTES:

1. EROSION CONTROL PLAN REPRESENTS FINAL CONDITION ONLY. INTERIM CONDITIONS ARE THE RESPONSIBILITY OF THE CONTRACTOR.
2. INSTALL INLET PROTECTION AT THE NEAREST ADJACENT INLETS ON STREETS.

1" = 10'

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PRELIMINARY EROSION CONTROL PLAN

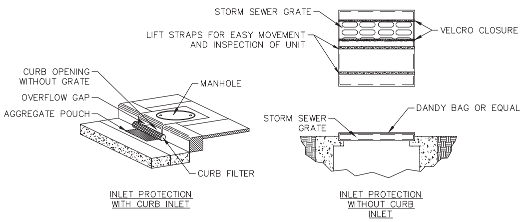
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10 OF 12

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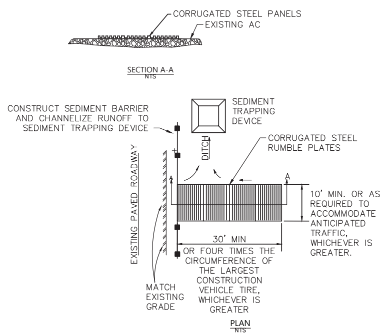
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NOTES:

1. INSTALL PER MANUFACTURERS RECOMMENDATIONS.
2. PRIOR TO INSTALLATION, CLEAR THE AREA AROUND EACH INLET OF OBSTRUCTIONS, INCLUDING ROCKS, CLODS, AND DEBRIS GRATER THAN 1-IN DIAMETER.

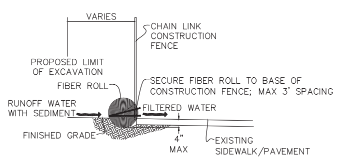
1 – CURB INLET SEDIMENT FILTER BAG PROTECTION
NTS



NOTES:

1. THE LOCATIONS SHOWN ARE FOR INFORMATION ONLY. CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL ROCK AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USE TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAYS SHALL BE REMOVED IMMEDIATELY.
2. WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAYS. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED ROCK THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. SEDIMENT SHALL BE PREVENTED FROM ENTERING THE STORM DRAIN, DITCH OR WATERCOURSE THROUGH USE OF INLET PROTECTION (E.G. GRAVELBAGS OR OTHER APPROVED METHODS).
3. THE THICKNESS OF THE PAD SHALL NOT BE LESS THAN 12".
4. THE WIDTH OF THE PAD SHALL NOT BE LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS, OR 10', WHICHEVER IS LESS.

2 – STABILIZED CONSTRUCTION ENTRANCE
NTS



NOTES:

1. FIBER ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE ANCHORING OF THE ROLL TO THE BASE OF THE CONSTRUCTION FENCE IN A TRENCH, 3" TO 4" DEEP, AND WEIGHTED WITH A SAND OR RACK BAG TO PREVENT FIBER ROLL FROM FLOATATION OR UP LIFT.
2. ADJACENT ROLLS SHALL TIGHTLY ABUT.
3. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND FIBER ROLL.

3 – FIBER ROLL
NTS

EROSION AND SEDIMENT CONTROL NOTES:

1. OWNER'S CONTACT: ROBERT SMITH
   PROJECT MANAGER
   HABITAT FOR HUMANITY
   GREATER SAN FRANCISCO
   300 MONTGOMERY STREET
   SUITE 450
   SAN FRANCISCO, CA 94104
   510.701.3322
   RSMITH@HABITATGSF.ORG

   IT SHALL BE THE OWNER'S RESPONSIBILITY TO MAINTAIN CONTROL OF THE ENTIRE CONSTRUCTION OPERATION AND TO KEEP THE ENTIRE SITE IN COMPLIANCE WITH THE SOIL EROSION CONTROL PLAN.
2. CIVIL ENGINEER: BKF ENGINEERS
   150 CALIFORNIA STREET,
   SUITE 600
   SAN FRANCISCO, CA 94111
   (415) 930-7900
3. THIS PLAN IS INTENDED TO BE USED FOR INTERIM EROSION AND SEDIMENT CONTROL ONLY AND IS NOT TO BE USED FOR FINAL ELEVATIONS OR PERMANENT IMPROVEMENTS.
4. OWNER/CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING EROSION AND SEDIMENT CONTROL MEASURES PRIOR, DURING AND AFTER STORM EVENTS.
5. REASONABLE CARE SHALL BE TAKEN WHEN HAULING ANY EARTH, SAND, GRAVEL, STONE, DEBRIS, PAPER OR OTHER SUBSTANCE OVER A PUBLIC STREET, ALLEY, OR OTHER PUBLIC PLACE. SHOULD THE HAUL MATERIAL BLOW, SPILL, OR TRACK OVER UPON SAID PUBLIC OR AND ADJACENT PRIVATE PROPERTY, IMMEDIATE REMEDY SHALL OCCUR.
6. SANITARY FACILITIES SHALL BE MAINTAINED ON THE SITE.
7. CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN SUCH A MANNER THAT EROSION AND WATER POLLUTION WILL BE MINIMIZED. STATE AND LOCAL LAWS CONCERNING THE POLLUTION ABATEMENT SHALL BE COMPLIED WITH.
8. EROSION CONTROL MEASURES SHALL FOLLOW THE RECOMMENDATIONS OF THE SOIL MANAGEMENT PLAN.
9. CONTRACTOR SHALL PROVIDE DUST CONTROL AS REQUIRED BY THE APPROPRIATE FEDERAL, STATE, AND LOCAL AGENCY REQUIREMENTS.
10. THE CONTRACTOR SHALL UPDATE THE PLANS TO REFLECT CHANGING SITE CONDITIONS. PLAN UPDATES SHALL BE BASED UPON GENERAL SURVEY DATA. EROSION CONTROL EFFECTIVENESS SHALL ALSO BE MONITORED AND THE PLANS UPGRADED AS REQUIRED TO PREVENT SIGNIFICANT QUANTITIES OF SEDIMENT FROM ENTERING THE DOWNSTREAM DRAINAGE SYSTEM.
11. THE CONTRACTOR WILL BE RESPONSIBLE FOR DAMAGES TO PUBLICLY AND/OR PRIVATELY OWNED AND MAINTAINED ROADS CAUSED BY THE CONTRACTOR'S GRADING ACTIVITIES, AND WILL BE RESPONSIBLE FOR THE CLEANUP OF MATERIAL SPILLED ON PUBLIC ROADS ON THE HAUL ROUTE, ADJACENT PUBLIC ROADS SHALL BE CLEANED AT THE END OF EACH WORKING DAY.
12. THE NAME, ADDRESS AND 24 HOUR TELEPHONE NUMBER OF THE PERSON RESPONSIBLE FOR IMPLEMENTATION OF EROSION AND SEDIMENTATION CONTROL PLAN SHALL BE PROVIDED TO THE CONSTRUCTION MANAGER AND THE CITY.
13. TRUCK TIRES SHALL BE CLEANED PRIOR TO EXITING THE PROPERTY.
14. STOCKPILED MATERIAL
    A. EXCAVATED SOILS SHOULD NOT BE PLACED IN STREETS OR ON PAVED AREAS.
    B. EXCAVATED SOILS SHOULD BE REMOVED FROM THE SITE BY THE END OF THE DAY, UNLESS STOCKPILING IS NECESSARY.
    C. SURROUND STOCKPILES WITH PERIMETER SILT FENCES, FIBER ROLLS, APPROPRIATELY SIZED SECONDARY CONTAINMENT, OR OTHER RUNOFF CONTROLS.
    D. STABILIZE INACTIVE STOCKPILES WITH SOIL STABILIZER AND/OR MULCH, OR COVER WITH A TARPAULIN.
    E. COVER STOCKPILES OF CRUSHED AC OR PCC PAVEMENT WITH A TARPAULIN OR PROVIDE CASE-SPECIFIC DESIGNED SECONDARY CONTAINMENT AND SURROUND WITH APPROPRIATE RUNOFF CONTROLS.
    F. USE INLET PROTECTION FOR STORM DRAIN STRUCTURES ADJACENT TO THE MATERIAL.
    G. THOROUGHLY SWEEP PAVED AREAS EXPOSED TO SOIL EXCAVATION PLACEMENT.
19. IF NO WORK HAS PROGRESSED FOR A PERIOD OF 6-WEEKS, FINAL DRAINAGE AND EROSION CONTROL IMPROVEMENTS SHALL BE INSTALLED IN ACCORDANCE WITH AN APPROVED WINTERIZATION PLAN.
20. SEDIMENT AND DEBRIS SHALL BE REMOVED FROM TEMPORARY BASINS AND DRAIN INLETS AFTER EACH STORM. SLOPES SHALL BE REPAIRED AS SOON AS POSSIBLE WHEN DAMAGED.
21. PADS SHALL BE GRADED TO MINIMIZE STANDING WATER. SPECIFIC LOCATIONS REQUIRING SUPPLEMENTAL GRADING TO ACHIEVE ACCEPTABLE DRAINAGE SHALL BE DETERMINED BY THE CONSTRUCTION MANAGER.
22. STUBBED OUT ENDS OF PARTIALLY COMPLETED SUBDRAINS SHALL BE WRAPPED WITH AN APPROVED FABRIC TO PREVENT SOIL AND DEBRIS FROM ENTERING THE PIPE.
23. HAUL ROADS ARE CURRENTLY NOT SHOWN ON THE PLANS. EROSION CONTROL MEASURES SHALL BE TAKEN TO MINIMIZE EROSION RELATED TO HAUL ROADS.
24. DISPOSAL AREAS FOR SEDIMENT TO BE DETERMINED IN FIELD. WHEN MATERIAL IS STOCKPILED, IT SHALL BE SURROUNDED BY FIBER ROLLS.
25. TEMPORARY AND PERMANENT SLOPES GREATER THAN 5 FEET SHALL BE SEEDED UNLESS OTHERWISE SHOWN ON THE PLAN.
26. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED DURING GRADING OPERATION, BEFORE OCTOBER 1 AND PRIOR TO INSTALLATION OF STORM DRAINAGE SYSTEM. SUCH ADDITIONAL MEASURES WILL BE CONTINGENT UPON THE STAGE OF GRADING OPERATION. CONTRACTOR SHALL IMPLEMENT ANY ADDITIONAL EROSION CONTROL MEASURES AS REQUIRED BY THE ENGINEER.
27. THE CITY OF MENLO PARK MUST BE NOTIFIED 48 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
28. REVIEW AND/OR APPROVAL OF THE ESCP SHOULD NOT RELIEVE THE CONTRACTOR FROM HIS OR HER RESPONSIBILITIES FOR COMPLIANCE WITH THE REQUIREMENTS OF THE CONSTRUCTION SITE RUNOFF CONTROL ORDINANCE, NOR SHOULD AN APPROVED ESCP RELIEVE THE CONTRACTOR FROM ERRORS OR OMISSIONS IN THE APPROVED PLAN.
29. IF THE APPROVED PLAN NEEDS TO BE MODIFIED ADDITIONAL SEDIMENT AND STORMWATER CONTROL MEASURES MAY BE REQUIRED AS DEEMED NECESSARY BY THE CITY OF MENLO PARK.

STANDARD NOTES FOR EROSION CONTROL

1. THIS PLAN MAY NOT COVER ALL THE SITUATIONS OR PHASES THAT ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. IN GENERAL, THE CONTRACTOR IS RESPONSIBLE FOR KEEPING SEDIMENT STORM RUNOFF FROM LEAVING THE SITE. SEDIMENT ROLLS AND SILT FENCES SHALL BE USED BY THE CONTRACTOR ON AN AS NEEDED BASIS TO INHIBIT SILT FROM LEAVING THE SITE AND ENTERING THE STORM DRAIN SYSTEM. TEMPORARY EROSION CONTROL DEVICES SHOWN ON GRADING PLAN WHICH INTERFERE WITH THE WORK SHALL BE RELOCATED OR MODIFIED WHEN THE INSPECTOR SO DIRECTS AS THE WORK PROGRESSES.
2. EROSION CONTROL FACILITIES SHALL BE MAINTAINED DAILY. THESE FACILITIES SHALL CONTROL AND CONTAIN EROSION-CAUSED SILT DEPOSITS AND PROVIDE FOR THE SAFE DISCHARGE OF SILT FREE STORM WATER INTO EXISTING AND PROPOSED STORM DRAIN FACILITIES. DESIGN OF THESE FACILITIES MUST BE APPROVED AND UPDATED EACH YEAR BY THE ENGINEER (OCTOBER 1 TO APRIL 15).
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF THE ENGINEERING DIVISION OF THE PUBLIC SERVICES DEPARTMENT OR CITY OF MENLO PARK DEPARTMENT OF PUBLIC WORKS. CONTROL MEASURES ARE SUBJECT TO THE INSPECTION AND APPROVAL OF THE ENGINEERING DIVISION OF THE PUBLIC SERVICES DEPARTMENT OR CITY OF MENLO PARK DEPARTMENT OF PUBLIC WORKS.
4. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL SUB-CONTRACTORS AND SUPPLIERS ARE AWARE OF ALL STORM WATER QUALITY MEASURES & IMPLEMENT SUCH MEASURES. FAILURE TO COMPLY WITH THE APPROVED CONSTRUCTION WILL RESULT IN THE ISSUANCE OF CORRECTION NOTICES, CITATIONS, AND/ OR A PROJECT STOP ORDER.
5. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT LADEN RUNOFF TO ANY STORM DRAIN SYSTEM.
6. IF EXISTING DRIVEWAY IS REMOVED DURING CONSTRUCTION, THE CONTRACTOR SHALL PLACE DRAIN ROCK AS A GRAVEL ROADWAY (8" MINIMUM THICKNESS FOR THE FULL WIDTH AND LENGTH OF SITE EGRESS AREA AS DEFINED IN THESE PLANS) AT ENTRANCE TO THE SITE. LOCATION TO BE APPROVED BY CITY ENGINEER IN THE FIELD. CONSTRUCTION EGRESS SHALL BE EQUIPPED WITH A TRUCK WASHING STATION. ALL TRUCKS SHALL WASH TIRES AND UNDERSIDE OF VEHICLES AS APPROPRIATE WHEN LEAVING THE SITE. ANY MUD THAT IS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED THE SAME DAY AS REQUIRED BY THE CITY ENGINEER.
7. DURING THE RAINY SEASON, ALL PAVED AREAS ARE TO BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE IS TO BE MAINTAINED SO AS O MINIMIZE SEDIMENT RUNOFF TO ANY STORM DRAIN SYSTEM.
8. DURING PERIODS WHEN STORMS ARE FORECAST:
   A. EXCAVATED SOILS SHOULD NOT BE PLACED IN STREETS OR ON PAVED AREAS.
   B. ANY EXCAVATED SOILS SHOULD BE REMOVED FROM THE SITE BY THE END OF THE DAY.
   C. WHERE STOCKPILING IS NECESSARY, USE A TARPAULIN OR SURROUND THE STOCKPILED MATERIAL WITH FIBER ROLLS, GRAVEL SEDIMENT BARRIER, SILT FENCE, OR OTHER RUNOFF CONTROLS.
   D. USE INLET CONTROLS AS NEEDED (E.G. BLOCK & GRAVEL SEDIMENT BARRIER) FOR STORM DRAIN ADJACENT TO THE PROJECT SITE OR STOCKPILED SOIL.
9. THOROUGHLY SWEEP ALL PAVED AREAS EXPOSED TO SOIL EXCAVATION AND PLACEMENT.
10. STAND-BY CREWS SHALL BE ALERTED BY THE PERMIT APPLICANT OR CONTRACTOR FOR EMERGENCY WORK DURING RAINSTORMS.
11. AFTER OCTOBER 1ST TO APRIL 15TH, ALL EROSION CONTROL MEASURES WILL BE INSPECTED DAILY AND AFTER EACH STORM. BREACHES IN DIKES AND TEMPORARY SWALES WILL BE REPAIRED AT THE CLOSE OF EACH DAY AND WHENEVER RAIN IS FORECAST.
12. AS A PART OF THE EROSION CONTROL MEASURES, UNDERGROUND STORM DRAIN FACILITIES SHALL BE INSTALLED COMPLETE AS SHOWN ON THE IMPROVEMENT PLANS.
13. BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES TO THE SATISFACTION OF THE CITY ENGINEER.
14. SANDBAGS SHALL BE STOCKPILED ON SITE AND PLACED AT INTERVALS SHOWN ON EROSION CONTROL PLANS, WHEN THE RAIN FORECAST IS 40% OR GREATER, OR WHEN DIRECTED BY THE INSPECTOR.
15. SANDBAGS REFERRED TO IN THE PRECEDING ITEMS MUST BE FULL. APPROVED SANDBAG FILL MATERIALS ARE SAND, DECOMPOSED GRANITE AND /OR GRAVEL, OR OTHER MATERIALS APPROVED BY THE INSPECTOR.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING SAFETY OF VEHICLES OPERATING IN ROADWAY ADJACENT TO EROSION CONTROL FACILITIES.
17. AFTER RAINSTORMS CONTRACTOR SHALL CHECK FOR AND REMOVE SEDIMENT TRAPPED BY SAND BAGS AT STAGING AREA. REPLACE SAND BAGS IF DETERIORATION IS EVIDENT.
18. DUST CONTROL SHOULD BE PRACTICED ON ALL CONSTRUCTION SITES WITH EXPOSED SOILS AS NEEDED. IT IS IMPORTANT IN WINDY OR WIND-PRONE AREAS. DUST CONTROL IS CONSIDERED A TEMPORARY MEASURE AND AS AN INTERMEDIATE TREATMENT BETWEEN SITE DISTURBANCE AND CONSTRUCTION, PAVING, OR REVEGETATION. REFER TO EROSION CONTROL AND SEDIMENT CONTROL FIELD MANUAL, 3RD EDITION, PREPARED BY THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, SAN FRANCISCO BAY REGION.

EROSION AND SEDIMENT CONTROL MEASURES

1. THE FACILITIES SHOWN ON THIS PLAN ARE DESIGNED TO CONTROL EROSION AND SEDIMENT DURING THE RAINY SEASON, OCTOBER 15 TO APRIL 15. FACILITIES ARE TO BE OPERABLE PRIOR TO OCTOBER 1 OF ANY YEAR. GRADING OPERATIONS DURING THE RAINY SEASON WHICH LEAVE DENUDED SLOPES SHALL BE PROTECTED WITH EROSION CONTROL MEASURES IMMEDIATELY FOLLOWING GRADING ON THE SLOPES.
2. THIS PLAN COVERS ONLY THE FIRST WINTER FOLLOWING GRADING WITH ASSUMED SITE CONDITIONS AS SHOWN ON THE EROSION CONTROL PLAN. PRIOR TO SEPTEMBER 15, THE COMPLETION OF SITE IMPROVEMENT SHALL BE EVALUATED AND REVISIONS MADE TO THIS PLAN AS NECESSARY WITH THE APPROVAL OF THE CITY ENGINEER. PLANS ARE TO BE RESUBMITTED FOR CITY APPROVAL PRIOR TO SEPTEMBER 1 OF EACH SUBSEQUENT YEAR UNTIL SITE IMPROVEMENTS ARE ACCEPTED BY THE CITY.
3. CONSTRUCTION ENTRANCES SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF GRADING. CONSTRUCTION TRAFFIC ENTERING ONTO THE PAVED ROADS MUST CROSS THE STABILIZED CONSTRUCTION ENTRANCE WAYS.
4. CONTRACTOR SHALL MAINTAIN STABILIZED ENTRANCE AT EACH VEHICLE ACCESS TO EXISTING PAVED STREETS. MUD OR DEBRIS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED DAILY AND AS REQUIRED BY THE CITY.
5. IF HYDROSEEDING IS NOT USED OR IS NOT EFFECTIVE BY 10/10, THEN OTHER IMMEDIATE METHODS SHALL BE IMPLEMENTED, SUCH AS EROSION CONTROL BLANKETS, OR A THREE-STEP APPLICATION OF 1) SEED, MULCH, FERTILIZER 2) BLOWN STRAW 3) TACKIFIER AND MULCH.
6. INLET PROTECTION SHALL BE INSTALLED AT OPEN INLETS TO PREVENT SEDIMENT FROM ENTERING THE STORM DRAIN SYSTEM. INLETS NOT USED IN CONJUNCTION WITH EROSION CONTROL ARE TO BE BLOCKED TO PREVENT ENTRY OF SEDIMENT.

MAINTENANCE NOTES

1. MAINTENANCE IS TO BE PERFORMED AS FOLLOWS:
   A. REPAIR DAMAGES CAUSED BY SOIL EROSION OR CONSTRUCTION AT THE END OF EACH WORKING DAY.
   B. SWALES SHALL BE INSPECTED PERIODICALLY AND MAINTAINED AS NEEDED.
   C. SEDIMENT TRAPS, BERMS, AND SWALES ARE TO BE INSPECTED AFTER EACH STORM AND REPAIRS MADE AS NEEDED.
   D. SEDIMENT SHALL BE REMOVED AND SEDIMENT TRAP RESTORED TO ITS ORIGINAL DIMENSIONS WHEN SEDIMENT HAS ACCUMULATED TO A DEPTH OF 1 FOOT.
   E. SEDIMENT REMOVED FROM TRAP SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT IT WILL NOT ERODE.
   F. RILLS AND GULLIES MUST BE REPAIRED.
2. GRAVELBAG INLET PROTECTION SHALL BE CLEANED OUT WHENEVER SEDIMENT DEPTH IS ONE HALF THE HEIGHT OF ONE GRAVELBAG.

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DATE: 04/22/2026

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150 CALIFORNIA STREET
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SAN FRANCISCO, CA 94111
(415) 930-7900
www.bkf.com

335 PIERCE ROAD VESTING TENTATIVE MAP
APN 062-013-170 & 062-013-230
CITY OF MENLO PARK, SAN MATEO COUNTY

EROSION CONTROL NOTES AND DETAILS

No. | Revisions

Date: 4/23/2026
Scale: AS SHOWN
Design: LAH
Drawn: LAH
Approved: JCL
Job No: 20242424

Drawing Number: **C7.1**
11 OF 12

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DRAWING NAME: C:\Box\Projects - BKF\BKF-SF\2024\242424_335_Pierce_Menlo_Park\ENG-L\Sheets\TM\C7.0 PRELIMINARY EROSION CONTROL PLAN.dwg
PLOT DATE: 04-22-26 PLOTTED BY: cfeliciano

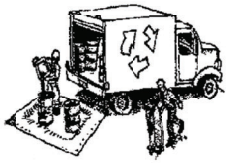
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SAN MATEO COUNTYWIDE
Water Pollution Prevention Program
Clean Water. Healthy Community.

Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management



Non-Hazardous Materials

- ❑ Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- ❑ Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials

- ❑ Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- ❑ Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- ❑ Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- ❑ Arrange for appropriate disposal of all hazardous wastes.

Waste Management

- ❑ Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- ❑ Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- ❑ Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- ❑ Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- ❑ Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- ❑ Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- ❑ Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control



Maintenance and Parking

- ❑ Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- ❑ Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- ❑ If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- ❑ If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- ❑ Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control

- ❑ Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- ❑ Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- ❑ Clean up spills or leaks immediately and dispose of cleanup materials properly.
- ❑ Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- ❑ Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- ❑ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ❑ Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving



- ❑ Schedule grading and excavation work during dry weather.
- ❑ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- ❑ Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- ❑ Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- ❑ Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils

- ❑ If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
  - Unusual soil conditions, discoloration, or odor.
  - Abandoned underground tanks.
  - Abandoned wells
  - Buried barrels, debris, or trash.

Paving/Asphalt Work



- ❑ Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- ❑ Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- ❑ Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- ❑ Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

- ❑ Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ❑ Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- ❑ If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



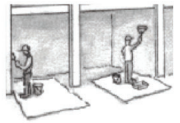
- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- ❑ When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping



- ❑ Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- ❑ Stack bagged material on pallets and under cover.
- ❑ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

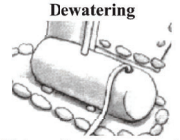
Painting & Paint Removal



Painting Cleanup and Removal

- ❑ Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- ❑ For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- ❑ For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- ❑ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- ❑ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

Dewatering



- ❑ Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- ❑ Divert run-on water from offsite away from all disturbed areas.
- ❑ When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- ❑ In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

Storm drain polluters may be liable for fines of up to $10,000 per day!

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BKF ENGINEERS
150 CALIFORNIA STREET
SUITE 600
SAN FRANCISCO, CA 94111
(415) 930-7900
www.bkf.com

335 PIERCE ROAD VESTING TENTATIVE MAP
APN 052-071-170, 052-071-210
CITY OF MENLO PARK, SAN MATEO COUNTY

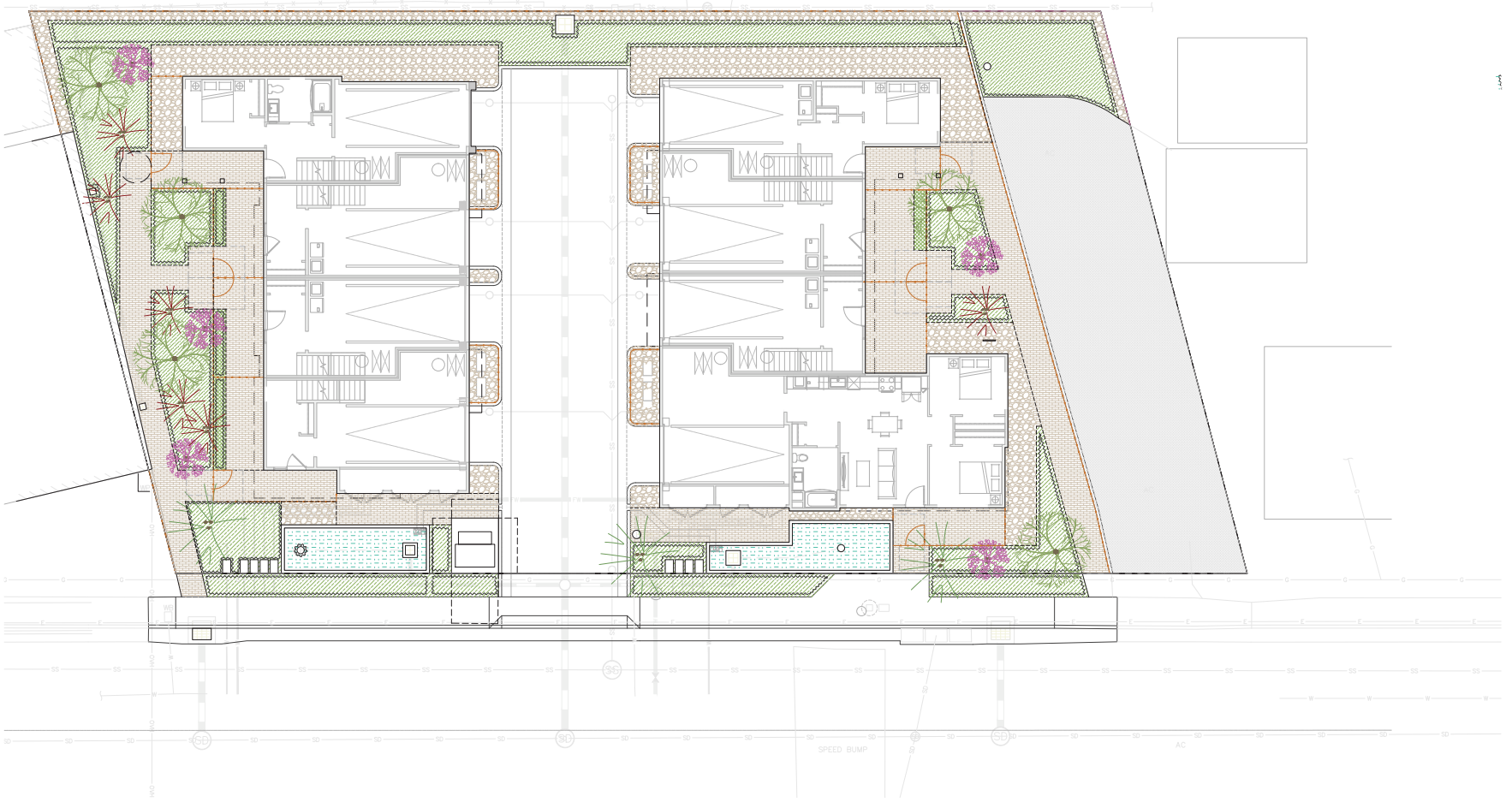
SAN MATEO COUNTY
CONSTRUCTION BMPs

No.	Revisions

Date: 4/23/2026
Scale: 1" = 10'
Design: LAH
Drawn: LAH
Approved: JDL
Job No: 20242424

Drawing Number:
C7.2
12 OF 12

NOT FOR CONSTRUCTION



LANDSCAPE SHEET LIST

L1.0 LANDSCAPE SITE PLAN
L1.1 LANDSCAPE MATERIAL PLAN
L4.1 LANDSCAPE TREE PLAN
L4.2 LANDSCAPE UNDERSTORY PLAN

Consultant

TS STUDIO
55 Sumner Street
San Francisco, CA 94103
415.420.8408
www.tsstudio.org

Stamp

Project:

335
PIERCE
ROAD
MENLO PARK, CA 94025

Issued For:
No.: Description: Date:

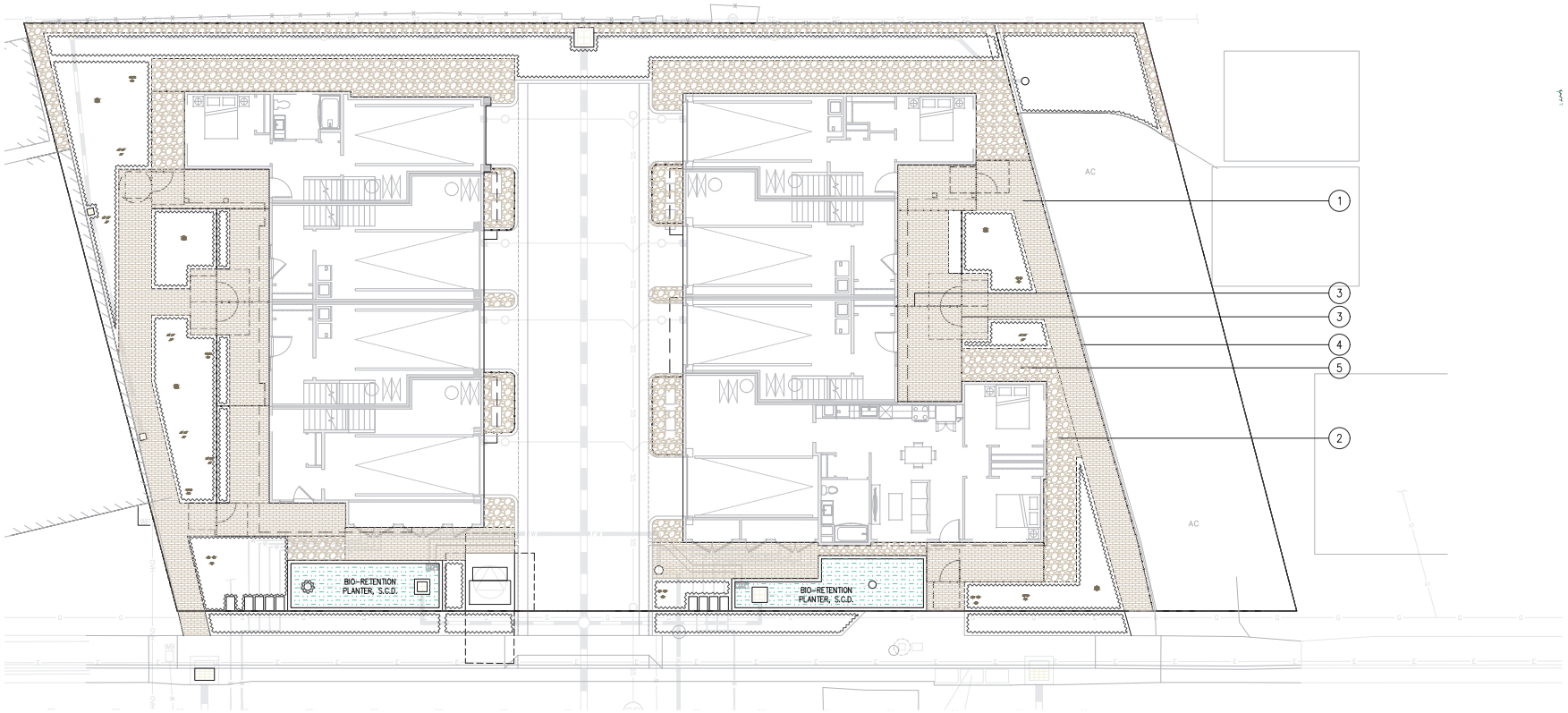
Project No.:
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Checked By:

Scale:

Sheet Name:
SITE PLAN

Sheet No.:
L1.0

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MATERIAL LEGEND



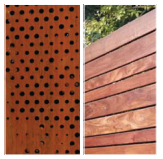
① PERMEABLE UNIT PAVERS



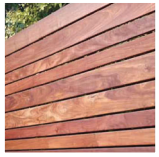
① ALT: GRANITECRETE PAVING



② CRUSHED GRAVEL NON-COMBUSTIBLE MATERIALS WITHIN 5' OF BUILDING



③ 4' METAL AND/OR WOOD FENCE AT PATIO NON-COMBUSTIBLE WITHIN 5' OF BUILDING



④ 6' WOOD FENCE AT PROPERTY LINE



⑤ BIKE RACK

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Project:

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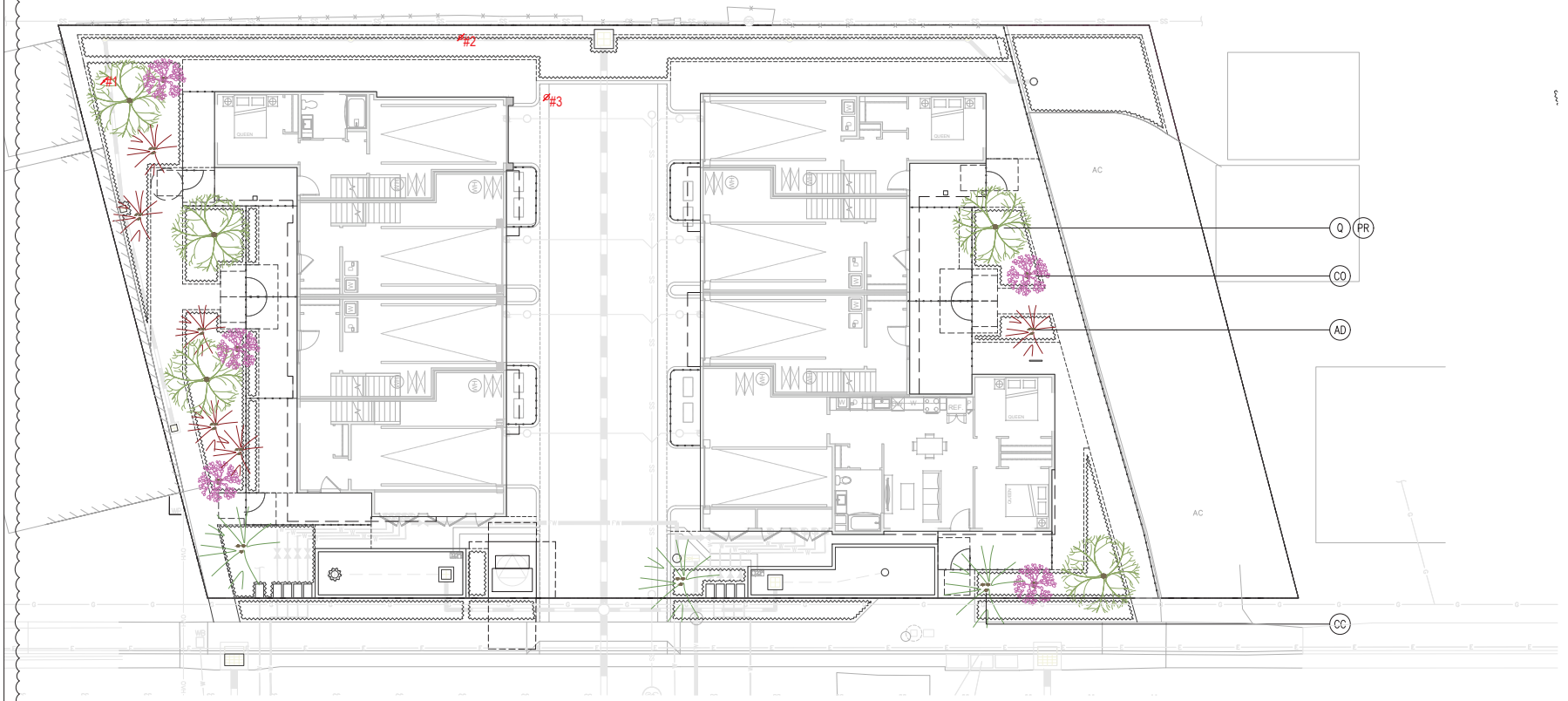
Project No.:
Drawn By:
Checked By:

Scale:

Sheet Name:
MATERIAL PLAN

Sheet No.:
L1.1

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LARGE TREE LIST

symbol	#	size	latin name	form	native	wucols	size
PR	5	24" box	Quercus species Native Oak	Multi Natural	NATIVE	LOW	H–50' W–15'–25'
Q			Platanus Racemosa 'Roberts'	Multi Natural	NATIVE	MED	H–45'–50' W–25'–35'

MEDIUM TREE LIST

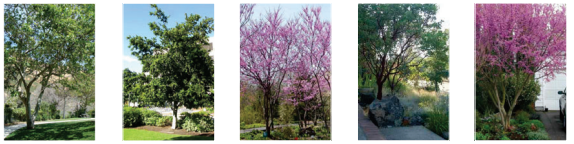
symbol	#	size	latin name	form	native	wucols	size
CC	6	24" box	Cercis Canadensis 'Pink' Eastern Redbud	Multi Low Branch	CAP	MED	H–25' W–20'

SMALL UNDERSTORY TREE LIST

symbol	#	size	latin name	form	native	wucols	size
AD	5	24" box	Arctostaphylos 'Dr Hurd' Dr. Hurd Manzanita	Multi	NATIVE	LOW	H–10'–15' W–8'–10'
CO	10	24" box	Cercis Occidentalis Western Redbud	Multi	NATIVE	V. LOW	H–10'–20' W–8'–15'

EXISTING TREE LEGEND

#1	3"	CITRUS – EXISTING TREE TO BE REMOVED
#2	8"	LIGUSTRUM LUCIDUM – EXISTING TREE TO BE REMOVED
#3	10"	LIGUSTRUM LUCIDUM – EXISTING TREE TO BE REMOVED



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Project:

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MENLO PARK, CA 94025

Issued For:
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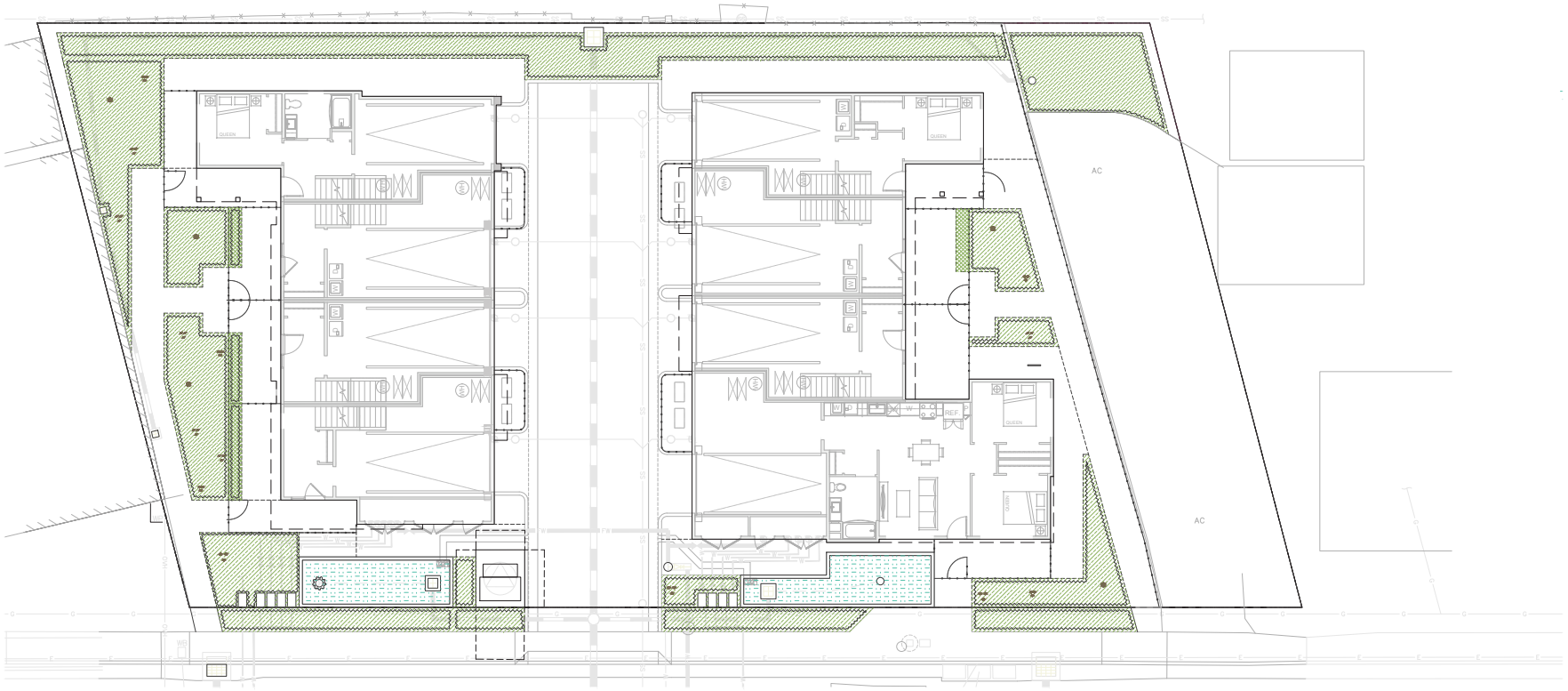
Project No.:
Drawn By:
Checked By:

Scale:

Sheet Name:
LANDSCAPE TREE PLAN

Sheet No.:
L4.1

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ABBREVIATIONS:

WUCOLS: WATER USE CLASSIFICATION OF LANDSAPE SPECIES
L = LOW WATER USE
M = MEDIUM WATER USE
H = HIGH WATER USE

NATIVE/CAP:
N = CALIFORNIA NATIVE PLANT
CAP = CLIMATE ADAPTIVE PLANT

NTS:
CALIFORNIA NATIVE PLANT NATIVE TO SPECIFIC SITE

E = EVERGREEN
D = DECIDUOUS
FS = FULL SUN
PS = PART SUN
SH = SHADE

UNDERSTORY LEGEND

FIRE RESISTANT – INITIAL SHRUB PLANT LIST

BOTANICAL	COMMON	WATER USE	NATIVE/ CAP	EVERGREEN/ DECIDUOUS	FULL SUN PART SHADE SHADE
ARCTOSTAPHYLOS SPECIES	MANZANITA	L	NATIVE	E	FS/PS
BACCHARIS PILULARIS	COYOTE BRUSH	L	NATIVE	E	FS/PS
CEANOTHUS SPP	CALIFORNIA LILAC	L	NATIVE	E	FS/PS
PRUNUS ILICIFOLIA	HOLLY-LEAFED CHERRY	L	NATIVE	E	FS/PS
RHAMNUS CALIFORNICA	COFFEEBERRY	L	NATIVE	E	FS/PS
RIBES SPP	EVERGREEN CURRANT	L	NATIVE	E	FS/PS
ROSA CALIFORNICA	CALIFORNIA ROSE	L	NATIVE	E	FS/PS
SYMPHORICARPOS MOLLIS	SNOWBERRY	L	NATIVE	E	FS/PS
SYMPHORICARPOS ALBUS	CREEPING SNOWBERRY	L	NATIVE	E	FS/PS

FIRE RESISTANT – INITIAL PERENNIAL / GRASSES LIST

BOTANICAL	COMMON	WATER USE	NATIVE/ CAP	EVERGREEN/ DECIDUOUS	FULL SUN PART SHADE SHADE
CAREX TUMULICOLA	FOOTHILL SEDGE	L	NATIVE	E	FS/PS
CERCOCARPUS BETULOIDES	MOUNTAIN MAHOGANY	L	NATIVE	E	FS/PS
ERIOGONUM GRANDE RUBESCENS	RED BUCKWHEAT	L	NATIVE	E	FS/PS
ESCHSCHOLZIA CALIFORNICA	CALIFORNIA POPPY	L	NATIVE	E	FS/PS
ESCHSCHOLZIA CALIFORNICA 'MARITIMA' 'COASTAL FORM'	CALIFORNIA POPPY	L	NATIVE	E	FS/PS
FESTUCA CALIFORNICA	CALIFORNIA FESCUE	L	NATIVE	E	FS/PS
IRIS DOUGLASIANA	DOUGLAS IRIS	L	NATIVE	E	FS/PS
JUNCUS PATENS	NATIVE RUSH	L	NATIVE	E	FS/PS
MIMULUS	MONKEYFLOWER	L	NATIVE	E	FS/PS

BOTANICAL	COMMON	WATER USE	NATIVE/ CAP	EVERGREEN/ DECIDUOUS	FULL SUN PART SHADE SHADE
MONARDELLA VILLOSA FRANC 'RUSSIAN RIVER'	COYOTE MINT	L	NATIVE	E	FS/PS
MUHLENBERGIA RIGENS	DOUGLAS IRIS	L	NATIVE	E	FS/PS
NASELLA PULCHRA	PURPLE NEEDLEGRASS	L	NATIVE	E	FS/PS
PENSTEMON HETEROPHYLLUS	FOOTHILL PENSTEMON	L	NATIVE	E	FS/PS
RANUNCULUS CALIFORNICA	CALIFORNIA BUTTERCUP	L	NATIVE	E	FS/PS
SALVIA SPATHACEA	HUMMINGBIRD SAGE	L	NATIVE	E	FS/PS
SALVIA SONOMENSIS	CREEPING SAGE	L	NATIVE	E	FS/PS
SATUREJA DOUGLASII	YERBA BUENA	L	NATIVE	E	FS/PS

BIO-RETENTION/FIRE RESISTANT – INITIAL PLANT LIST

BOTANICAL	COMMON	WATER USE	NATIVE/	EVERGREEN/ DECIDUOUS	FULL SUN PART SHADE SHADE
CERCIS OCCIDENTALIS	WESTERN REDBUD	L	NATIVE	E	FS/PS
CEANOTHUS SPP	CALIFORNIA LILAC	L	NATIVE	E	FS/PS
CAREX TUMULICOLA	FOOTHILL SEDGE	L	NATIVE	E	FS/PS
IRIS DOUGLASIANA	DOUGLAS IRIS	L	NATIVE	E	FS/PS
JUNCUS PATENS	NATIVE RUSH	L	NATIVE	E	FS/PS
MIMULUS	MONKEYFLOWER	L	NATIVE	E	FS/PS
MONARDELLA VILLOSA FRANC 'RUSSIAN RIVER'	COYOTE MINT	L	NATIVE	E	FS/PS
MUHLENBERGIA RIGENS	DOUGLAS IRIS	L	NATIVE	E	FS/PS

Habitat for Humanity Greater San Francisco

Consultant

TS STUDIO
55 Sumner Street
San Francisco, CA 94103
415.420.8408
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Project:

335 PIERCE ROAD
MENLO PARK, CA 94025

Issued For:
No.: Description: Date:

Project No.:
Drawn By:
Checked By:

Scale:

Sheet Name:
LANDSCAPE UNDERSTORY PLAN

Sheet No.:
L4.2

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EXHIBIT B

Habitat for Humanity®
Greater San Francisco

June 3, 2026

Calvin Chan, Senior Planner
City of Menlo Park
Planning Division
701 Laurel Street
Menlo Park, CA 94025

RE: Habitat Laurel Landing – Project Description.

Dear Calvin,

The following project description provides information needed to form an understanding of what the project entails.

Purpose of the proposal:
The project intends to create eight (8) affordable homeownership units for income qualified households that will have an affordable housing payment not more than 30% of household income.

Scope of work:
City entitlement applications include Use Permit, Architectural Control, Below Market Rate (BMR) Housing Agreement, Environmental Review to allow the City to be able to make a determination on the following project description:

> *Use Permit, Architectural Control, Lot Merger, Vesting Tentative Map, Below Market Rate (BMR) Housing Agreement/Habitat for Humanity/335-355 Pierce Road (Laurel Landing): Request for a use permit, architectural control, lot merger, vesting tentative map, and BMR housing agreement to construct two new three-story residential buildings of approximately 30 feet in height with a total of eight affordable townhome condominiums, totaling approximately 13,000 square feet, and associated site improvements on a vacant substandard lot with regard to minimum lot depth in the R-3 (Apartment) zoning district. The Project would include all BMR residential units to be owned and occupied by households earning no more than 80 percent of area median income. The application includes requests submitted pursuant to the State Density Bonus Law (SDBL) (Government Code Section 65915 et seq.). The Project requests SDBL waivers from: 1) minimum lot dimensions, 2) land area required per dwelling unit, 3) minimum yards and setbacks, 4) maximum floor area ratio, 5) maximum driveways and open parking areas (paving), 6) building profile and projections within setbacks, and 7) minimum driveway width. The Project requests SDBL concessions from: 1) development impact and permitting fees, 2) minimum vehicle parking spaces, 3) dual plumbing, 4) building energy demand, and 5) exterior building materials (inset windows).*

Architectural style, materials, colors, and construction methods:
Buildings are designed in a modern architectural style, using a number of approaches to create architectural interest through: building articulation; consistent fenestration pattern; use of varying material and colors; private defensible space at ground level; extensive landscaping; visual screening of utilities and mechanical equipment; repetition of neighboring building setbacks and architectural approaches. Construction methods will be traditional stick built, incorporating Habitat's sustainable building program approaches. The all electric buildings will include interior air filtration, noise mitigation

strategies, in-wall and exterior insulation; roof top solar panels; use of sustainable and non-toxic building products. Colors and materials will include:

- Composite siding;
- Vinyl windows;
- solid doors;
- mixed colors: White Granite; Sand Castle; White Rapids

Basis for site layout:
Buildings are created as large two, three, and four bed townhomes, split into two buildings over 3 floors to allow for on-site circulation and creation of private open space with associated communal landscaping. The site contains an access, egress easement with the neighboring property to allow access to their private garages at the rear of their site along a 20' wide driveway.

Existing and proposed uses:
The site is zone for residential use and has been within that use for an extended period. The proposed use will be for eight (8) townhome condominiums.

Outreach to neighboring properties:
Extensive outreach has been carried out prior to Habitat's ownership and continues with this project proposal. Community organizations are regularly consulted. The Project team has carried out a public meeting with local residents and representative and intends to promote upcoming public meetings for project determination.

The project team undertook further community outreach specific to this project proposal and the attached plans in November 2025. A total of fourteen people attended, local residents interested in the project, local residents interested in applying for the project and local community group members. Feedback was entirely positive and further informal community outreach will occur throughout the project. Habitat regularly attends community meetings and participates in community events.

For additional information please contact me at (415) 625 1048; (510) 701 3322 or rsmith@habitatgsf.org.

Thank you



Robert Smith
Project Manager, Real Estate Development, Habitat for Humanity Greater San Francisco

CC: Maureen Sedonaen, CEO HGSF ; Doug Fowler, Director of Real Estate

EXHIBIT C

Habitat for Humanity® Greater San Francisco

7.1 State Density Bonus Law – Concession/Incentive, Waiver Request

Habitat Laurel Landing Project

This submission provides the applicable State Density Bonus Law ("SDBL") overview related to the Habitat Pierce Road Project at 335 Pierce Road ("Project") proposed by Habitat for Humanity Greater San Francisco (HGSF) and first submitted to the City of Menlo Park on June 30th, 2025.

HGSF respectfully requests the City to allow Incentives/Concessions and acknowledge requested waivers in association with the **City Municipal Code *'Districts Established – General Regulations'* Section 16.08.105**, as it relates to the 2023 - 2031 6th Cycle Housing Element Opportunity Site No. 60 – 335 Pierce Road (project site).

Under Government Code Section 65915(e), SDBL entitles qualifying project waivers of development standards that would not result in an undue impact to public health or safety, cause an environmental problem, harm historic designations, or be contrary to law. The Project as designed to the City's objective design standards incorporated as part of SB330 application requirements, with the waivers applied, to allow development without physically precluding the projects proposed density for low- income housing in the City of Menlo Park. The proposed eight-unit development equates to a 22.85 dwelling units per acre density which is in excess of the maximum base density. The project proposes utilization of an 80% State Density Bonus Law units increase (four units) to achieve the desired eight units (nine units is possible; 5 base units + 4 bonus units = 9 maximum units). The Project consists of 100% affordable housing, the development is entitled up to five concessions or incentives (Gov. Code § 65915(d)(2)(D).

The SDBL's request for Waivers are as follows:

Minimum lot Dimensions; Lot Area Per Unit Front Setback; Rear Setback; Distance between Buildings on same lot; Distance between Buildings on adjoining lots; Driveways and Open Parking Areas; Floor Area Ratio; Building Profile; Projection within setback.

Municipal Code section 16.20 *'R-3 Apartment District'* requires that units meet specific development standards within the City Municipal Code. The requested waivers from the identified development standards are necessary to enable the construction of the proposed 8-unit affordable housing project. Current R-3 development standards identified would physically preclude development to achieve Low Income residential unit targets within the Housing Element. Density, unit count, and affordability levels are targeted by the City to meet Regional Housing Needs Allocation (RHNA). For example, the setback and building separation requirements limit the buildable envelope, making it infeasible to accommodate the full number of units on the site. Similarly, strict FAR limits reduce usable area for residential structures, directly conflicting with the state's objective to maximize affordable housing. Refining the design to meet the development standards would result in costly amendments and additions to the design that would drive up construction costs and result in a lower quality development. The proposed waivers would not impact public health and safety, cause environmental problems, harm historic designations, or be contrary to law.

Sheet A-1.1 within the architectural plan set shows the developable area (without waivers) of approx. 5,775 sf, versus the proposed developable area of approx. 10,350 sf. The developable area created by the waivers allows the project to reach it's allowed density of eight (8) units. The form of the residential units created provides a variety of household types, sized to accommodate a variety of different family sizes and providing sufficient amenities within the residential units to provide a good quality internal living environment.

16.20.030 Development regulations (Table 1):

- Minimum lot Dimensions (required 100 feet lot depth – provided 92'-7");
- Lot Area Per Unit (required 3,333 sf – provided 1,911 sf);
- Front Setback (required 25' 7" – provided 10');
- Rear Setback (required 25' 7" – provided 10'-2");
- Interior Side (required 10' – provided 5'-4" (to the easement, and 28'-1" to the property line. Western building position is outside required 10' (16' 3" provided));
- Distance between Buildings on same lot (required ½ of height – provided 30'-4" elevation to elevation at first level and 26'-4" elevation to elevation at upper levels);
- Distance between Buildings on adjoining lots (required 20' – provided 16'-3");
- Driveways and Open Parking Areas (required 20% - provided 24%);
- Floor Area Ratio (required 45% - provided 67%);
- Building Profile (required 45 degree profile at minimum setback line from the right of way – Provided 1 story vertical elevation at 10' from the street (17'-3" encroachment into required profile line at building 1), Proposed Building 2 is consistent with the building profile standard.
- Projection within setbacks (required not to exceed 35% - provided 50% (east elevation Building 1))
- Driveway width required 24' – provided 20'

With these waivers, the project will maintain a high degree of public health and safety and would not detrimentally impact the site or its surroundings.

The proposed eight-unit development equates to a 22.85 dwelling units per acre density which is in excess of the maximum base density. The project proposes utilization of an 80% State Density Bonus Law units increase (four units) to achieve the desired eight units (nine units is possible; 5 base units + 4 bonus units = 9 maximum units).

Concession/Incentives are as follows:

Waiver of all City development impact, and permitting fees; Provision of one garage parking space per unit; dual plumbing; 100% energy demand; exterior materials.

HGSF will deliver the Project as 100% affordable for homeownership, selling the homes to income-qualified, first-time homebuyers between 50% to 80% AMI which generates five available concessions for the project. The Project will surpass all City Municipal Code and SDBL minimum affordability requirements. Deed restrictions will ensure these homes remain affordable in perpetuity. The Project is an "affordable housing project" as defined in the Housing Crisis Act 2019 (SB330) and will help the City meet its RHNA obligations.

As a homeownership project proposing 100% of the units as deed restricted affordable, targeted at low income homeowners earning less than 80% of Average Median Income, the SDBL allows the project up to five (5) concessions based on AMI level and 100% affordable project. Concessions facilitate the construction of affordable units without the qualified impacts that would prohibit concessions. HGSF reserves the right to amend, update, and add to these concession requests as appropriate.

1. **Concession request for Fee Waiver**

HGSF requests a waiver of **all City development impact, and permitting fees, totaling $944,330** or as fee waivers may be applicable for the project. The estimated fees waived are detailed as follows:

- Recreation In-Lieu Fee - $627,200
- Building Construction Street Impact Fee - $25,000
- Improvement Plan Review Fees - $58,320
- Major Encroachment - $25,810
- Landscape WELO fees - $1,050
- Storm Drain Connection - $1200
- Grading and drainage fee - $20,000
- CC&R's - $1390
- Construction Inspection fees - $53,500
- Final Parcel Map - $3,810
- Condo Map - $2050
- Permitting Review fees – up to $125,000

Total – $944,330

The current estimated fee schedule from the City of Menlo Park total approximately 12% of the overall project's anticipated budget. Fee waivers are a critical way for the City to support the project and enable successful project implementation, maintaining the ability to deliver units to low income households.

In our program, homeowners' housing payments, including for example taxes, insurance, utilities, and HOA assessments, are capped at 30% of household income. A City fee waiver would help keep costs down and guarantee the long-term affordability, regulate affordable housing payments and enhance the long term viability of the Project.

2. **Concession request for Parking:**

The proposed provision of one garage parking space per unit for this 8-unit affordable housing development is consistent with the SDBL (Government Code Section 65915(d)) which permits eligible projects to request concessions or incentives that result in identifiable and actual cost reductions to

facilitate the inclusion of affordable housing. By limiting parking to one garage space per unit, the project reduces construction costs and land use inefficiencies associated with excess parking, thereby supporting the financial feasibility of delivering affordable units. This approach is further supported by the project site's location, which offers convenient access to local bus routes, essential city services, and a range of community amenities—all within walking or bicycling distance. The site's connectivity to public transportation and active transportation infrastructure reduces dependence on private vehicles, and limits the amount of site area allocated for parking. This alignment with the City's housing and state objectives to encourage infill development in existing communities has multiple benefits and direct cost savings for the project.

3. **Concession request for relief from Dual plumbing requirement (required – potable water plumbing only) (CMC 16.20.050 (3));**

A concession is requested from Municipal Code Chapter 16 for the project to remove the requirement for dual plumbing within the building. This is consistent with the SDBL (Government Code Section 65915(d)) which permits eligible projects to request concessions or incentives that result in identifiable and actual cost reductions to facilitate the inclusion of affordable housing. The proposed provision of domestic water to each unit, water management through flow efficiency and the installation of recycled water line at the property frontage, should provide sufficient mitigation to limit the impact of not incorporating recycled water into the buildings. Not imposing this requirement will result in identifiable, financially savings and actual cost reductions by not requiring the infrastructure, operation, maintenance and installation costs for the dual plumbing requirement.

4. **Building meets 100% of it's energy demand (required – provided building will be zero net energy ready (CMC 16.20.050 (2)(A)).:**

A concession is requested from Municipal Code Chapter 16 for the project to remove the requirement for the project to meet one hundred percent (100%) of energy demand through combined measures as required by CMC 16.20.050 (2)(A). This is consistent with the SDBL (Government Code Section 65915(d)) which permits eligible projects to request concessions or incentives that result in identifiable and actual cost reductions to facilitate the inclusion of affordable housing. The project proposes solar energy generation to each unit with the goal to meet zero net energy standards. The project is also intended to meet the required City LEED standard for new residential construction. If however the project cost, building compliance or availability of solar systems is such that zero net energy can not be achieved, the additional financial burden to purchase energy credits or create energy generation elsewhere to achieve this municipal code requirement would have a detrimental impact to the project. Not imposing this requirement will result in identifiable, financially sufficient and actual cost reductions by not requiring the infrastructure, operation, maintenance and installation costs.

5. **Require exterior material design requirements (CMC 16.20.040 (5)).:**

A concession is requested from Municipal Code Chapter 16 for the project to comply with the specifics of the exterior materials section. The specified design requirements will be incorporated into the project

wherever possible, however the requirements for 2" windows setbacks represent a significant cost and building detailing challenge that would impact project costs significantly as specifically required by CMC 16.20.040 (5). This is consistent with the SDBL (Government Code Section 65915(d)) which permits eligible projects to request concessions or incentives that result in identifiable and actual cost reductions to facilitate the inclusion of affordable housing. The additional financial burden to achieve this municipal code requirement would have a detrimental impact to the project. Not imposing this requirement will result in identifiable, financially sufficient and actual cost reductions by not requiring the infrastructure, operation, maintenance and installation costs.

Project Benefits & Need, Supporting the City to Meet its RHNA Requirements:

Pierce Road Project represents a unique opportunity for the City of Menlo Park:

- It will create 8 new household taxpayers for the City.
- Through HGSF's program, the homes will remain affordable in perpetuity.
- The Project is in the City's approved housing element and is a key aspect of meeting the Regional Housing Needs Allocation (RHNA).
- In total, HGSF intends to provide up to 45% of the Project's permanent funding stack through private donations and revenue generated from mortgages issued by HGSF.

Alongside these great benefits, the Project requires City support to remain feasible in the current climate:

- Over the past several years, inflation has dramatically increased project costs.
- Inflation, supply chain issues, and the scarcity of construction labor in the Bay Area market continue to force budgets upwards.

Our team is thrilled to be working with such a great partner, and we are grateful for the City of Menlo Park continued support to ensure the Habitat Laurel Landing project comes to fruition, creating 8 new homeownership opportunities to the City of Menlo Park. Please feel free to contact me at 415-625-1001; 510-701-3322 or rsmith@habitatgsf.org. I am happy to discuss this request with you directly.

Thank you,



Robert Smith

Project Manager, Habitat for Humanity Greater San Francisco

EXHIBIT D

Habitat for Humanity®
Greater San Francisco

Laurel Landing Project

Habitat For Humanity Greater San Francisco

CEQA Compliance Report

CONTENTS

CEQA Guidelines Categorical Exemption Section 15183; Section 15194, Section 15332.

Mitigation Monitoring and Reporting Program Compliance.

Mitigation Monitoring - AQ-3: Health Risk Assessment Reduction Measures.

Prepared by Habitat GSF
For City of Menlo Park

Dated: June 304, 2026

CEQA Guidelines Categorical Exemption Section 15183; Section 15194, Section 15332

Introduction

The Laurel Landing Project at 335-355 Pierce Road in Menlo Park will construct eight affordable housing units in two four-unit buildings on vacant land. This project constitutes infill residential development. The CEQA Guidelines identify a number of exemptions to CEQA review for this type of small scale infill residential development that is consistent with existing policy and provides affordable housing. The Project qualifies for the following CEQA exemptions, each of which individually would be sufficient to allow approval without any additional environmental review:

1. Section 15183 Exemption - Projects Consistent with General Plan;
2. Section 15194 Exemption (incorporating 15192) - Affordable Housing Exemption;
3. Section 15332, Exemption - Projects characterized as in-fill development.

1. CEQA Guidelines Section 15183 – General Plan Consistency

The following analysis supports finding that the Project is exempt from further environmental review pursuant to CEQA Guidelines Section 15183. Section 15183 specifies:

> CEQA mandates that projects which are consistent with the development intensity established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

The proposed project qualifies for review under CEQA Guidelines Section 15183. The project is consistent with General Plan and Zoning land use designations for the project site. The General Plan was adopted after certification of the City of Menlo Park General Plan Final Environmental Impact Report, certified by the City of Menlo Park City Council on November 29, 2016 (generally referred to as the ConnectMenlo EIR). Additionally the General Plan Housing Element Update was adopted relying on the Housing Element Supplemental Environmental Impact Report (generally referred to as the Housing Element SEIR) certified January 31, 2023.

The project does not require any study before approval. Section 15183 specifies that any review shall be limited to environmental effects which meet one of the following criteria:

> (a) Are peculiar to the project or its site;
> (b) Were not analyzed as significant effects in the prior EIR for the general plan with which the project is consistent;
> (c) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR;
> d) Are previously identified significant effects which as a result of substantial new information which was not known at the time the EIR was certified are determined to have a more severe adverse impact than that was discussed in the prior EIR;

As described below, none of the criteria requiring environmental review apply and the project qualifies to be exempt from further CEQA review under Section 15183.

a). There are no project specific significant effects that are peculiar to the project site. This small residential development project will be created with traditional construction approaches, using infrastructure and construction techniques that are long established not to create specific significant effects. The site is a level parcel in an urban setting with minimal vegetation and no natural resources.

b). The project is consistent with the General Plan and there are no significant effects specific to residential housing development of the site not identified in the General Plan EIR. The project site is identified within the recent Housing Element and associated CEQA evaluations. The project is consistent with both analysis.

c). The introduction of eight new residential units, which replace four residential units previously on a portion of the site, will create a cumulative total of four new units. This minimal increase in units would have a negligible off-site or cumulative environmental impact. Physical development off-site is also negligible, involving utility connections and street work that would not be beyond general maintenance and upkeep that can be undertaken without environmental impacts.

d). No new information has been identified that suggests significant impacts identified in the prior EIRs might cause more severe adverse impacts related to this project.

Evidence demonstrates that this project is in conformance with CEQA Guidelines Section 15183 and the Project is exempt from further review.

2. CEQA Guidelines Section 15194 – Affordable Housing (Incorporating Section 15192 requirements)

The project is exempt from environmental review pursuant to Article 12.5, Section 15194 (Affordable Housing Exemption) of the California Environmental Quality Act (CEQA) Guidelines. The first criteria of CEQA Guidelines Section 15194 requires that the project meet the threshold criteria set forth in CEQA Section 15192 (Threshold Requirements for Exemptions for Agricultural Housing, Affordable Housing, and Residential Infill Projects). As demonstrated below, the proposed project meets all the threshold criteria set forth in CEQA Guidelines Section 15192 and meets all the criteria set forth in CEQA Guidelines Section 15194. Therefore, the proposed project is exempt from CEQA review pursuant to the Affordable Housing Exemption.

2.a – Section 15192 Threshold requirements for Exemptions for Agricultural Housing, Affordable Housing, and Residential Infill Projects:

As stated in CEQA Guidelines Section 15192, in order to qualify for an exemption set forth in Section 15194, a housing project must meet all of the threshold criteria set forth in Section 15192. As described below, the proposed project meets all of the threshold criteria set forth in CEQA Guidelines Section 15192 and therefore qualifies for an Affordable Housing exemption:

(a) The project must be consistent with:

(1) Any applicable general plan, specific plan, including any mitigation measures required by such plan or program, as that plan or program existed on the date that the application for the project pursuant to Section 65943 of the Government Code was deemed complete;

City of Menlo Park General Plan and General Plan EIR were certified November 29, 2016. City of Menlo Park Housing Element and Housing Element SEIR were certified January 31, 2023.

The project site is designated Medium Density Residential in the City's General Plan Land Use map. The Medium Density Residential designation supports a variety of uses and identifies this designation as

providing for single family detached and attached homes, duplexes, multi-family apartments condominiums, public and quasi-public uses, and similar and compatible uses. Density shall be a maximum of 13 to 20 units per acre. Floor Area Ratio (FAR) shall be in the range of 40 to 75 percent, as identified in the applicable zoning district. The project is consistent with the identified density and FAR, with application of State Density Bonus Law density bonus units and waivers. The Housing Element identifies the site as Opportunity Site #60 with nine Moderate Income units credited in the Site Inventory. The land use designation also encourages development that is focused on residential development. The proposed 100 percent affordable housing project includes eight Low Income units (deeper affordability than Moderate Income) and is consistent with the General Plan in that it provides residential land and on-site amenities. The proposed project is a pedestrian oriented development with internal parking areas, and new Right of Way infrastructure along Pierce Road demonstrating further consistency with the General Plan.

The proposed project is consistent with and supported by the following General Plan policies, as well as other goals and policies listed in the July 13, 2026, Planning Commission staff report for planning entitlements review, herein incorporated by this reference:

Policy LU-1.6 Infill Development Environmental Review.
Policy LU-2.1 Neighborhood Compatibility.
Policy LU-6.8 Landscaping in Development.
Policy LU-6.9 Pedestrian and Bicycle Facilities.
Policy LU-7.1 Sustainability.

The Municipal Code supports the General Plan in the application of development standards. This project incorporates the Code development standards and where waivers are requested from those standards, the best effort has been made through design to minimize adverse effects or waive the standards to the minimum extent feasible.

(2) Any applicable zoning ordinance, as that zoning ordinance existed on the date that the application for the project pursuant to Section 65943 of the Government Code was deemed complete, unless the zoning of project property is inconsistent with the general plan because the project property has not been rezoned to conform to the general plan.

The City of Menlo Park Municipal Code provides a zoning map, building and development standards that regulate development throughout the R-3 zoning designations. The project site is within the R-3 zoning designations. The proposed project is consistent with the R-3 zoning regulations in that it consists of medium density buildings that accommodate residential uses. The project also provides on-site and off-site infrastructure improvements. The proposed buildings, which are 1 and 3-stories are within the typical building height for this zone (below 30').

The proposed project provides a Primary Frontage onto Pierce Road to denote where building frontage should be oriented. As such, the project is consistent with the applicable zoning ordinance for the subject property. The project will provide right of way infrastructure including public sidewalks, street trees and storm drainage facilities. State Density Bonus Law allows waivers from development standards and concessions which are submitted to the City for review and ensure the project is consistent with the applicable zoning ordinance. The project is consistent with the applicable zoning ordinance for the subject property.

(b) Community-level environmental review has been adopted or certified.

As described under (a)(1) and (a)(2) above, community-level environmental review has been adopted and certified. Both the City's General Plan and Housing Element were adopted and their associated EIRs were certified. The General Plan and General Plan EIR was adopted in 2016. The Housing Element and associated SEIR were adopted in 2023.

(c) The project and other projects approved prior to the approval of the project can be adequately served by existing utilities, and the project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

The General Plan EIR and Housing Element SEIR both determined that implementation of the General Plan and Housing Element would result in less than significant impacts regarding demand for water supply, wastewater treatment, and solid waste disposal at buildout. The project site is located within the City's service area and is currently served by existing utilities and service systems. New service connections will be required that tie into the existing facilities, which are located within Pierce Road. The connection of new services will not require substantial infrastructure improvements or expansion in order to adequately serve the proposed project. The project site previously contained four dwelling units using utility services, and the net increase of four units will not measurably increase such usage or overburden available utilities. Applicable City Water and Wastewater Capacity fees will be collected from the applicant in order to fund the proposed project's share for planned improvements consistent with the General Plan.

(d) The site of the project:
(1) Does not contain wetlands, as defined in Section 328.3 of Title 33 of the Code of Federal Regulations.
(2) Does not have any value as an ecological community upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.
(3) Does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.) or by the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code.
(4) Does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

The project site contains only limited grass and weed vegetation without any natural habitat or sensitive species resource value, and is surrounded by residential development on three sides with the 101 Highway on the fourth side. Half of the project site was previously developed, the other half has always been vacant, and the entire site has been regularly mowed and maintained. The site shows no evidence that wildlife exists or has occupied the area. The project site is not known to contain rare, endangered or special status plant species and there is nothing to suggest otherwise onsite or on surrounding properties. Development of the proposed project will not extend beyond the limits of the existing site (including Right of Way) and there are no sensitive species, habitat or wetlands onsite that will be affected.
As a condition of the project and as shown on the project plans, a large number of trees will be planted on site to support biodiversity.

(e) The site of the project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

A search of EnviroStor, performed in March 2026, showed no leaking underground storage tanks within the project vicinity. A search of Geotracker, performed in March, 2026, showed no open "LUST Cleanup

Sites" and no open "Cleanup Program Sites" on the subject property or in the vicinity of the project site. A Phase I report on the property identified no site specific hazards or historical contamination. Therefore, the project site is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

(f) The site of the project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity. In addition, the following steps have been taken in response to the results of this assessment:
(1) If a release of a hazardous substance is found to exist on the site, the release shall be removed, or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.
(2) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

The project applicant carried out a Phase I Environmental Site Assessment (ESA), prepared by AEI Consultants, dated December 16, 2024. The Phase I Environmental Site Assessment satisfies the objectives of a Preliminary Endangerment Assessment (PEA) where the collected evidence demonstrates that there is no reasonable basis to conclude that a release of hazardous substances has or will occur that could pose a threat to human health or the environment. The Phase I ESA evaluated current and historical land uses, regulatory database records, agency files, aerial photographs, fire insurance maps, environmental liens, and site reconnaissance to identify recognized environmental conditions (RECs), historical recognized environmental conditions (HRECs), and controlled recognized environmental conditions (CRECs).

As stated in the Phase I ESA, the preparers of the report meet the definition of Environmental Professional as defined in Section 312.10 of 40 CFR Part 312. The Phase I ESA was performed in conformance with the limitations of ASTM Standard Practice E1527-13 and the *EPA Standards and Practices for All Appropriate Inquiries* of City of Menlo Park, San Mateo County, California, at the subject property. Where the Phase I ESA documents the absence of RECs, identifies no evidence of releases, and reveals no historical uses commonly associated with hazardous materials contamination, the assessment provides substantial evidence that the property does not present conditions warranting further investigation. A preliminary endangerment assessment is equivalent to the culmination of a Phase I and a Phase II. A Phase II study is typically not prompted unless results of the Phase I indicate potential concern that require subsequent investigation. Because of the present and past uses on the project site and that the negative results of the Phase I, there are no concerns relating to the release of hazardous substances or exposure of future occupants to significant health hazards onsite or from nearby properties. Accordingly, the Phase I ESA has fulfilled the fundamental purpose of a PEA by establishing, through documentary review and site inspection, that there is no indication of a release or threatened release requiring additional response actions or detailed site characterization.

The results of the Phase I study include: no Recognized Environmental Conditions (RECs); Controlled RECs; or Historical RECs were identified for the subject property. The assessment of the current site conditions provides no indication that pollutants are currently present on the site. As such, a Phase II report is not required.

The Phase I ESA includes a comprehensive review of available environmental records and site conditions

and concludes that no environmental concerns are present, so requiring a separate PEA would not yield materially different information regarding potential environmental risk. The completed Phase I ESA serves as the functional equivalent of a preliminary environmental screening as it addresses the factors relevant to identifying potential hazardous substance releases and pathways of exposure. In the absence of evidence of contamination, hazardous waste handling, known spills, enforcement actions, or other indicators of environmental impairment, the Phase I ESA provides substantial evidence supporting a finding that the site does not pose a threat to public health, safety, or the environment. Therefore, the Phase I ESA adequately satisfies the intent and objectives of a Preliminary Endangerment Assessment by demonstrating that no conditions exist that would necessitate further environmental investigation or remediation.

Because the Phase I ESA did not identify a release of a hazardous substances on the subject property, subsections f (1) and f (2) are not applicable to the proposed project. Therefore, they are not discussed further.

(g) The project does not have a significant effect on historical resources pursuant to Section 21084.1 of the Public Resources Code.
The project site is not located within any historic districts identified in the General Plan, and the property has not been suggested for historic preservation status. The existing site and surroundings are not historically significant and there are no other historic structures that would be affected by the proposed project.

(h) The project site is not subject to wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.
There are no wildlands located within, or adjacent to the project site. The project site is categorized as a Non-Very High Fire Hazard Severity Zones (Non-VHFHSZ) by CAL FIRE and surrounded by land designated as Non-VHFHSZ on all sides. The project site is not subject to wildland fire hazards.

(i) The project site does not have an unusually high risk of fire or explosion from materials stored or used on nearby properties.
The site is abutted by the 101 Highway and residential uses, which do not present an unusually high risk of fire or explosion. Surrounding the project site is almost entirely residential accommodation, not located in an area with an unusual high risk of fire or explosion from materials stored or used on nearby residential properties. The project site is not subject to wildland fire hazards.

(j) The project site does not present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.
The site is abutted by Highway 101 and residential uses, which do not present risk of public health exposure. The project site is not located in an area that would exposure new residents to levels that exceed the standards established by state or federal agencies.

(k) Either the project site is not within a delineated earthquake fault zone or a seismic hazard zone, as determined pursuant to Section 2622 and 2696 of the Public Resources Code respectively, or the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake or seismic hazard.
A Geotechnical Report was prepared by Rockridge Geotechnical, dated December 19, 2025, that identifies the Monte-Vista Shannon, San Andreas, and Hayward faults as the nearest earthquake fault zone. These

and other faults in the region are identified and for these and other active faults within a 50-kilometer radius of the site, the distance from the site and estimated characteristic moment magnitude are calculated and accounted for in the report's recommended construction approaches to ensure safe delivery of the proposed project. The geotechnical investigation provides information to mitigate the risk of earthquakes and seismic hazards.

(l) Either the project site does not present a landslide hazard, flood plain, flood way, or restriction zone, or the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.
The project site is relatively flat with elevations outside the designated FEMA Flood zones by approximately 5-7' over the entire site. The flat project site does not present a landslide hazard. There are no project components proposed within a flood zone and all structures, paths and onsite amenities are located outside of the 100-year floodplain.

(m) The project site is not located on developed open space.
Developed open space is defined as publicly owned land that is generally open to public use, and is predominantly lacking in structural development other than structures associated with open spaces, including playgrounds, ballfields, and picnic facilities. The subject property does not meet these criteria nor support public open space uses. As such, the project site is not located on developed open space.

n) The project site is not located within the boundaries of a state conservancy.
The subject property is not located within the boundaries of a state conservancy.

(o) The project has not been divided into smaller projects to qualify for one or more of the exemptions set forth in sections 15193 to 15195.
The proposed project includes the development of eight housing units on a single residential lot that is merged from two residential lots. As such, the proposed project has not been divided into smaller projects to qualify for an exemption as set forth in section 15194.

2.b – Section 15194 - Affordable Housing Exemption
The project meets the following exemption conditions as described in CEQA Guidelines Section 15194:

a) The project meets the threshold criteria set forth in section 15192.
As described above, the project meets the threshold criteria in section 15192.

b) The project meets the following size criteria: the project site is not more than five acres in area.
The subject project site is 0.35 acres in size, which is not more than five acres in area. Therefore the project site meets the size criterion.

(c) The project meets both of the following requirements regarding location:
(1) The project meets one of the following location requirements relating to population density:
(A) The project site is located within an urbanized area or within a census-defined place with a population density of at least 5,000 persons per square mile.
(B) If the project consists of 50 or fewer units, the project site is located within an incorporated city with a population density of at least 2,500 persons per square mile and a total population of at least 25,000 persons.
(C) The project is located within either an incorporated city or a census defined place with a population density of at least 1,000 persons per square mile and there is no reasonable possibility that the project

would have a significant effect on the environment or the residents of the project due to unusual circumstances or due to the related or cumulative impacts of reasonably foreseeable projects in the vicinity of the project.
The City of Menlo Park is approximately 17 square miles with a population of approximately 33,000 as of 2026 (per the California Department of Finance) – equaling approximately 1,940 persons per square mile, which does not meet criteria (1)(A) or (1)(B) above. However, there is no reasonable possibility that the project would have a significant effect on the environment or the residents of the project due to unusual circumstances or due to the related or cumulative impacts of reasonably foreseeable projects in the vicinity of the project. As such, the proposed project meets location requirement (1)(C) above relating to population density. The project site is located within a fully urbanized and previously developed corridor adjacent to Highway 101, where transportation infrastructure, traffic, noise, and air quality conditions are longstanding and well-characterized features of the existing environment. The circumstances as they are assessed by the Air Quality District's thresholds of significance do not qualify for this project. Measures are being taken as part of the development to reduce existing harms from noise, air quality and other existing conditions that will limit these impacts even though they are not at a significant level. The project would not expose substantially more sensitive receptors to freeway-related noise than currently exists, and the method of construction of the structures would incorporate many features to mitigate noise, in addition to being compliant with applicable building code requirements. The specific construction approaches would further reduce local noise through the design for development in this transportation corridor. Air quality impacts associated with proximity to Highway 101 have been addressed through compliance with applicable agency guidance, building design measures, and standard regulatory requirements, and the project would not generate emissions exceeding applicable significance thresholds.

Information does not exist that would suggest any related or cumulative impacts would occur from reasonably foreseeable projects in the vicinity of the project site. The area surrounding the development is substantially developed. Wider development within the City is not anticipated to exceed what was planned for in the Housing Element or the General Plan and the associated growth beyond what was analyzed in both those CEQA reviews would not reasonably be exceeded so as to cause unanticipated significant impacts.

(2) The project meets one of the following site-specific location requirements:
(A) The project site has been previously developed for qualified urban uses; or
(B) The parcels immediately adjacent to the project site are developed with qualified urban uses.
(C) The project site has not been developed for urban uses and all of the following conditions are met:
1. No parcel within the site has been created within 10 years prior to the proposed development of the site.
2. At least 75 percent of the perimeter of the site adjoins parcels that are developed with qualified urban uses.
3. The existing remaining 25 percent of the perimeter of the site adjoins parcels that have previously been developed for qualified urban uses.
CEQA Guidelines Section 15191 (k) defines a "qualified urban use" as any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses. The subject site consists of two vacant residential lots, currently undeveloped and mowed for vegetation management. One parcel was developed with residential uses and the other has never been developed. The site is surrounded by qualified urban uses consisting of Highway 101 and existing residential uses. As such, the proposed project meets the site-specific location requirements above: (2)(A) for the former apartment building lot, which requires that the project site has been previously developed for a qualified urban use, and (2)(B) for the vacant lot, which requires that parcels immediately adjacent to project site

are developed with qualified urban uses. Therefore the project site satisfies both the density and location requirements in subsection (c).

(d) The project meets both of the following requirements regarding provision of affordable housing.
(1) The project consists of the construction, conversion, or use of residential housing consisting of 100 or fewer units that are affordable to low-income households.
The project proposes construction of eight affordable for-sale housing units at low income levels (50% - 80% AMI). As such, the proposed project meets requirement (d)(1) regarding the provision of affordable housing consisting of 100 or fewer units affordable to low income households. .

(2) The developer of the project provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for lower income households for a period of at least 30 years, at monthly housing costs deemed to be "affordable rent" for lower income, very low income, and extremely low income households, as determined pursuant to Section 50053 of the Health and Safety Code.

The use of the housing units for low income households would occur for a period of at least 55 years. The project is in partnership with the City of Menlo Park to provide additional affordable for-sale housing within the City. The City has dedicated funding for the project site purchase and for the design to be created and receive City permitting approval. One hundred percent of the eight affordable for-sale housing units will be for low income households earning at or below 80-percent of area median income, in accordance with Section 50053 of the Health and Safety Code. As such, the proposed project meets requirement (d)(2) above regarding the provision of affordable housing. Therefore the project meets both of the above requirements in subsection (d).

Evidence demonstrates that this project is in conformance with CEQA Guidelines Section 15194 and the Project is exempt from further review.

3. CEQA Guideline Section 15332 – Infill Exemption

CEQA Guideline Section 15332 identifies the Class 32 categorical exemption for projects characterized as in-fill development. This exemption is intended to promote infill development within urbanized areas. The class consists of environmentally benign in-fill projects which are consistent with local General Plan and zoning requirements. This class is not intended to be applied to projects which would result in any significant traffic, noise, air quality, or water quality effects. Such projects must meet Part 1 conditions (a) through (e) described below and must not trigger exceptions to the exemption in Part 2. This report provides the evidential basis to justify the Class 32 Categorical Infill Exemption and demonstrate there is no evidence that an environmental impact would occur from the project.

<u>Part 1: Qualifications</u>
Section 15332 requires that a project meet the following conditions to use the in-fill exemption. As documented below, the project satisfies each condition and there is no evidence to the contrary.

(a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
The subject parcel has a General Plan land use designation of Medium Density Residential and is zoned R3 – Multifamily Residential, which permits residential development and is supported by the Housing Element Opportunity Site designation for this site (#60). As discussed above regarding Section 15192

conformance, the project conforms to applicable General Plan policies and zoning designation and regulations, as described in the July 13, 2026, Planning Commission staff report for planning entitlements review, incorporated herein by this reference.

The proposed eight-unit development equates to a 22.85 dwelling units per acre density which is in excess of the maximum base density. However, the project proposes utilization of an 80% State Density Bonus Law units increase (four units) to achieve the desired eight units (nine units would be possible using the bonus (5 base units + 4 bonus units = 9 maximum units).

(b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project site is located within the city limits and 15,293 square feet in size (0.35 acres). Surrounding the site on all sides are urban uses, namely State Highway 101 to the south and residential development (single family and multifamily) to the north, east and west.

(c) *The project site has no value as habitat for endangered, rare or threatened species.*

The project site consists of two parcels being merged. One was occupied by a multifamily structure recently demolished; the other has been continually vacant and is sparsely covered by grasses regularly cut and maintained over its history. The property previously had four trees which were removed as non-heritage trees in 2025 following approval by the City Arborist. All trees were removed outside the nesting season and inspected for wildlife before removal. The entire site is vacant and undeveloped with no improvements, structures, minimal vegetative cover, or water features suitable for habitation by special-status species. The project site has limited value for habitat and is not known to provide habitat for endangered, rare, or threatened species. Surrounding the site are predominantly urban uses, with much of the surrounding land either made up of structures or rear yard areas associated with residential properties.

No conditions at the project site indicate the area is suitable for special status plants, animals or habitat. During site visits no special status species have been noted, nor is there evidence or recordings to suggest special species at the site or in the vicinity during background research. These conditions include but are not limited to the habitat's lack of serpentine soils, vernal pools, chaparral, and other conditions known to provide habitat value. Adjacent areas are developed therefore, most special status plant, animal or habitat species known to occur, or to once have occurred, in the project region are considered absent from the project's immediate vicinity. In addition to the current absence of special status plants, the site's existing conditions in conjunction with how extensively the surrounding area has been paved and/or landscaped, provides little to no potential for special status species to colonize in the future. Therefore, the project site has no value as habitat for special status plant, animals or habitat and no biotic impacts will occur from this project.

(d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

Traffic: Based on standards in the Institute of Traffic Engineers (ITE) 11th Edition, the eight condominium units in this project will generate a net increase in traffic, in the worst case PM trips, of no more than six peak hour trips after deducting traffic from the four previous units on the property. Vehicle access is available by city streets: Pierce Road (direct access), Del Norte Avenue and Alpine Ave (connecting streets). The project site is accessible by multiple modes of transportation. Sam Trans local buses and express buses run within this portion of the Belle Haven area and connect to the Menlo Park and Palo Alto

Caltrain stations. While no major transit stops exist within ½ mile of the project site, a number of connections within the area allow multiple connection to major transit stops within a 3-5 mile radius. Several bus stops are within two blocks of the project site. Walking is convenient from the project site to and from community facilities, retail and services including, but not limited to, the Belle Haven Child Development Center; Boys and Girls Club; Belle Haven Community Garden; Karl E. Clark Park; and Belle Haven Community Campus all within ½ mile and supermarket; coffee shops; commercial amenities within 1 mile along Willow Road. City planned improvements for bicycle access on Pierce Road include efforts underway such as dedicated (south side) and shared bicycle lanes (north side) to enhance connection to the US 101 Ringwood pedestrian overcrossing. This will encourage non-vehicle trips by bicycle that will connect this street to the wider community and services. Pedestrian facilities in the form of sidewalks are extensive throughout the area and offer multiple connection points. With eight units (for a net increase of four units) and eight parking spaces proposed, in a location that is accessible to alternative modes of transportation and convenient access to goods and services, the project is anticipated to have a negligible impact on traffic or Vehicle Miles Travelled (VMT) which would not create a significant CEQA impact.

During construction of the project, there will be additional vehicles in the vicinity of the project site, including construction equipment vehicles, deliveries and contractor personal vehicles. The modest size of the two-building project will result in a shortened construction period (18 months), and traffic impacts during construction and vehicle movements are not anticipated to have significant effects or cause any CEQA impacts.

Noise: Noise levels are strongly influenced by the Bayshore Freeway (Highway 101) in close proximity to the site. Project residents will be subject to the same noise levels as residents of the prior four units on the property and the surrounding neighborhood and would be consistent with the normally acceptable noise levels associated with residential accommodation, and required by General Plan policies.

The construction approach seeks to produce sustainable buildings that preserve resources and create high quality indoor habitable space for residents. Construction details such as continuous insulation for energy conservation, installation of fire rated sheetrock in single and double layers, and controlled air seepage from buildings all will provide the secondary benefit of reducing the interior noise environment of these residential units. The project will also be required through the Building Permit review process to ensure the impacts of exterior noise on interior noise levels will meet recommendations for window specification that meet the appropriate sound transmission class (STC) ratings to protect the interior environmental quality for residents. STC for each window will be specified in the Building Permit application for review and approval of the Community Development Department, per ConnectMenlo MMRP measure NOISE-1a..

Construction is anticipated to take 18 months. Equipment would include tractors, loaders, and possibly a backhoe. No pile driving is proposed. Noise generated during excavation, grading, site preparation, and building erection on the project site would result in potential noise impacts for off-site uses. Existing receptors in the vicinity, such as the adjacent residential uses would be subject to short-term noise generated by construction equipment and activities on the project site. Temporary increased noise from intermittent construction work typical of residential development is not anticipated to create significant effects. Furthermore, hours of construction would be restricted to avoid work in unsociable hours, in accordance with the Menlo Park Municipal Code.

Air Quality: Air quality impacts due to the project would be in the form of vehicle emissions during operation of the project, and fugitive dust, odors, and construction equipment emissions during

construction of the project.

Mobile source emissions would result from vehicle trips associated with the four additional households and vehicle miles traveled by those households. Vehicular traffic associated with the proposed project would emit carbon monoxide (CO) into the air along roadway segments and near intersections. Given the availability of alternative modes of transportation and goods and services in the vicinity of the project site, this increase in emissions would be negligible. Moreover, these potential impacts were already anticipated by and accounted for in the General Plan, General Plan EIR, Housing Element and Housing Element SEIR, which evaluated air quality effects of development in the city at the levels permitted by the General Plan. Implementation of the proposed project would not result in any new substantial sources of Toxic Air Contaminants (TACs). Fugitive dust emissions are generally associated with demolition, land clearing, exposure of soils to the air, and cut and fill operations. For this project, grading activities will be minimal, given that the site is currently vacant and relatively flat. Best Management Practices (BMP's) will be incorporated and required by City policies to ensure no impacts to the environment.

During construction, various diesel powered vehicles would be used which could create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the construction area. Construction activities cause combustion emissions from utility engines, heavy-duty construction vehicles, equipment hauling materials to and from construction sites and motor vehicles transporting construction crews. The use of construction equipment results in localized exhaust emissions. As part of the conditions of approval, the City would require conformance with Bay Area Air District requirements for construction to reduce particulate matter and diesel emissions.

Water Quality: The quality of surface water and groundwater in the vicinity of the project site is affected by past and current land uses at the site and within the watershed, as well as the composition of geologic materials. New development and significant redevelopment projects that would create or replace more than 10,000 square feet of impervious surface are subject to Provision C.3 enforced by the San Francisco Bay Regional Water Quality Control Board. The project will be subject to Provision C.3 because the site currently is largely permeable, so the proposed project would develop a large portion of the total area and increase the amount of impervious surface for paving 3,753 sf and roof area 5,577 sf for a total impervious surface of 9,330 sf. Stormwater would be managed by directing runoff from the roofs, sidewalks, and driveways, into detention and drainage basins. Stormwater would be cleaned within these basins with controlled release to infiltrate into the earth or be diverted to the City stormwater system. The project includes best management practices to reduce stormwater runoff impacts during construction of the project and would be required to be submitted by the applicant for approval and inspection at the building permit phase. No water quality impacts are anticipated as part of the project.

(e) *The site can be adequately served by all required utilities and public services.*

The project is situated in an urban area already served by all necessary municipal utilities (i.e., water, wastewater, stormwater, solid waste) and public services (i.e., fire, police, libraries, schools). The addition of residential units/households (21 persons in eight units (for a net increase of 11 persons) based on the DOF household size of 2.57 persons/household) would have a negligible impact on utility and public service capacity. Moreover, the anticipated population growth at the project site would be within the growth anticipated in the General Plan, based on its land use designation. No evidence exists that the project cannot be adequately served by existing utilities and public services.

Part 2: Exceptions to Exemptions

CEQA Guidelines Section 15300.2 identifies circumstances that may limit use of certain exemptions. As discussed below, Section 15300.2 does not apply to prevent use of the exemptions under Sections 15183, 15194 or 15332 for the project.

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

This possible exception applies only to CEQA exemptions under Classes 3, 4, 5, 6 or 11. Since the project qualifies for exemption under Sections 15183, 15194, and 15332, this criterion is not applicable. In any case, the project is in an urban developed area and is not located within a sensitive environment and will not impact an environmental resource.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

Potential construction impacts would be temporary and confined to the vicinity of the project; moreover, potential impacts would be subject to local, regional, and State regulations to reduce effects during construction. No successive projects in the vicinity of the project site are known or expected to occur over time that combined with the project would result in cumulatively considerable impacts.

(c) Unusual Circumstances. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

There are no unusual circumstances regarding the project site, project construction, use of the project for housing or any other factor that would create a significant environmental effect. The proposed residential activity is not different in nature or intensity than surrounding uses.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

The Project site has no trees, historic buildings, rock outcroppings or similar visual resources within a highway officially designated as a state scenic highway.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

The project site Phase I evaluation and historic site information does not identify any known hazardous materials and the property is not on the applicable lists. There is no evidence to suggest hazardous materials are present on site or on nearby properties.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The project site has not been listed in, or determined to be eligible for listing in, the National Register of Historic Places or California Register of Historical Resources. There are no buildings or properties in the vicinity that are considered a historical resource. Therefore, the project would not cause a substantial

adverse change in significance of a historical resource.

Evidence demonstrates that the project's reliance on the exemptions under Sections 15183, 15194 and 15332 are not subject to any of the exceptions in Section 15300.2.

Conclusion
The project qualifies for an exemption from CEQA environmental review under CEQA Guidelines Sections 15183, 15194 and 15332, The project does not have any features that would warrant further environmental review. Site circumstances and the surrounding environment have not changed to the extent that further environmental review would be required following certification of the General Plan EIR or Housing Element EIR. An exemption from CEQA is appropriate for this project.

END

Mitigation Monitoring and Reporting Program Compliance

Introduction

The City adopted mitigation measures from the ConnectMenlo EIR and Housing Element SEIR as part of adopting the General Plan and Housing Element updates. The following Housing Element SEIR Mitigation Monitoring and Reporting Program (MMRP) describes prior mitigation measures which might be applicable to the proposed project and identifies which should be implemented as part of its development.

1. **Mitigation Measure AQ-2: Emission Reduction Measures.**

The project will comply with the current Bay Area Air Quality Management District's (BAAQMD) basic control measures for reducing construction emissions of PM10 (Table 8-18-2, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).

The BAAQMD's CEQA Guidelines screening criteria are not met and the project isn't subject to CEQA, as it is an exempt project.

Table 1: Screening for Criteria Air Pollutants and Precursors BAAQMD.

			Screening Level	
Land Use Category	Land Use Subcategory	Land Use Unit	Construction	Operation
Residential	Condo-Townhouse	DU	416	63

The project size screening criteria are met. The operation of the proposed project would result in a less-than-significant impact related to criteria air pollutants and precursors because:

- The project size is at or below the applicable operational screening level size shown in Table 1.
- Operational activities would not include stationary engines (e.g., backup generators) and industrial sources subject to Air District rules and regulations.
- Operational activities would not overlap with construction-related activities

The project does not include any of the operational screening criteria above, therefore the lead agency would not need to perform a detailed assessment of the project's criteria air pollutant and precursor emissions.

2. **Mitigation Measure AQ-3: Health Risk Reduction Measure.**

The project is compliant with this mitigation measure as referenced in the associated Health Risk Assessment (6.3 Mitigation Monitoring and Reporting Program Compliance - **AQ-3 Health Risk Assessment Reduction Measures**) beginning on page 19 - with this analysis. The health risk assessment has been conducted to demonstrate that the project would not pose a risk to sensitive receptors. The incremental cancer risk would not exceed ten in one million (10E-06), The PM2.5 concentrations are below the threshold of 0.3 µg/m3. The project site complies with the requirements of the noncancer hazard index, and does not exceed 1.0. The HRA demonstrates how Habitat GSF has identified the potential risks and demonstrates how the mitigation measures and recommendations are incorporated into the project design to further reduce already acceptable impacts. These measures will further reduce any potential cancer and non-cancer risks beyond the existing acceptable level (i.e., below ten in one million or a hazard

index of 1.0). Further information is provided in the HRA with supporting evidence from the BAAQMD resources.

3. **Mitigation Measure BIO-1: Project-Specific Baseline Biological Resources Assessment.**

The project site is vacant and is continually maintained to control vegetation growth. No special status habitats are present that would support protected biotic species and no evidence exists of protected special status species at the site. The project is compliant with Mitigation Measure BIO-1.

4. **Mitigation Measure CR-1a: Identify Architectural Historic Resources and CR-1b: Identify Character-Defining Features and CR-1c: Document Architectural Historic Resources Prior to Demolition or Alteration.**

The project site does not contain any structures, no record of architectural historic resources is made on the site and no significant cultural events are documented against the project site. The project is compliant with Mitigation Measure CR-1a and CR-1b and CR-1c.

5. **Mitigation Measure CR-2a: Cultural Resources Study Requirements and CR-2b: Inadvertent Discovery of Cultural Resources.**

No cultural resource records exist for the project site with the Northwest Information Center of the California Historic Resources Information System. The General Contractor carrying out the work is familiar with the requirements for historic and archaeological discovery and mitigation measure CR-2b requirements which will be documented on project plans. The project is compliant with Mitigation Measure CR-2a and CR-2b.

6. **Mitigation Measure CR-3: Inadvertent Discovery of Human Remains.**

The General Contractor carrying out the work is fully aware of the requirements for discovery of human remains and mitigation measure CR-3 requirements will be documented on project plans. The project is compliant with Mitigation Measure CR-3.

7. **Mitigation Measure GEO-5: Discovery of Paleontological Resources.**

The General Contractor carrying out the work is fully aware of the requirements for discovery of paleontological resources and mitigation measure GEO-5 requirements will be documented on project plans. The project is compliant with Mitigation Measure GEO-5.

8. **Mitigation Measure GHG-1a: Enforce No Natural Gas Requirement and GHG-1b: Enforce EV Charging Requirements in CALGreen Tier 2.**

The project is an all-electric project with no connection to gas utilities. The project will incorporate EV charging facilities within each integral garage to each unit to be recorded on permit plan sets. The project is compliant with Mitigation Measure GSG-1a and GHG-1b.

9. **Mitigation Measure HAZ-3a: Environmental Site Management Plan and HAZ-3b: Vapor Intrusion Assessment.**

Phase I report for the project site demonstrates no contamination at the site. The project is compliant with mitigation measure HAZ-3a and HAZ-3b.

10. **Mitigation Measure LU-2: Demonstrate consistency with the applicable goals, policies, and programs in the General Plan and the supporting Zoning standards.**

The project is consistent with the General Plan Land Use Designation and Zoning Designation and is consistent with goals, policies and programs of the City. The project is compliant with mitigation measure LU-2.

11. **Mitigation Measure NOI-1: Construction Noise Control.**

Construction activities will be strictly monitored to ensure conformance with the City's Noise Ordinance. The project is compliant with mitigation measure NOI-1.

12. **Mitigation Measure TRANS-2: Implement VMT Reduction Measures.**

The project is screened out from VMT impacts, however short and long term allocated bicycle parking spaces will be provided for the site and will be internal to each individual unit. Pedestrian access from the site to supporting community amenities and public transport is available and will support non-vehicle trips by residents. The project is compliant with mitigation measure TRANS-2.

The project is compliant with all Mitigation Measures of the General Plan and Housing Element EIR's.

END

Mitigation Monitoring and Reporting Program
Compliance AQ-3 Health Risk Assessment Reduction Measures

1. **Mitigation Measure AQ-3: Health Risk Reduction Measure.**

Report Context
This Health Risk Assessment is being provided for background information only. A number of factors demonstrate compliance with this required mitigation measure including:

- The current project in its location screens out of this impact and need for mitigation;
- No evidence exists to demonstrate that this project is subject to mitigation based on the BAAQMD procedures; and
- The Habitat design program already incorporates the identified mitigation with indoor filtered (MERV13 or better) fresh air, and air intakes located away from the worst affected elevations.

This report sets out the various stages of compliance despite not being required to provide the information.

Overview
The project's proximity to the 101 Highway justifies the creation of a Health Risk Assessment (HRA) to be submitted to the City of Menlo Park. The residential project is within 1,000 feet of Highway 101, a major sources of Toxic Air Contaminants (TACs), as measured from the property line to the edge of the nearest travel lane. The Assessment is based on the policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District (BAAQMD).

The requirement for this mitigation measure incorporation originated from the ConnectMenlo EIR released on October 10, 2016 subsequent updates and Housing Element Update EIR and included within the Air Quality Element:

> *"Evaluation of impacts of the environment on the proposed project is not a CEQA issue unless it would exacerbate an environmental hazard or such analysis is identified in the Public Resources Code (i.e., exception) (California Building Industry Association v BAAQMD [2015]). Siting sensitive receptors proximate to existing sources of TACs and PM2.5 would not exacerbate the environmental hazard (i.e., concentration of TACs or PM2.5). However, community risk and hazards from placement of sensitive receptors proximate to major sources of TACs and PM2.5 has been incorporated into the environmental assessment in order for the City to consider potential health and welfare implications from siting new sensitive receptors. Existing TAC sources within Menlo Park include stationary sources permitted by BAAQMD, roadways with more than 10,000 annual average daily traffic, and highways or freeways."*

Incorporating mitigations to address air quality impacts on new residential within the proposed project is required through the Mitigation Measure AQ-3. The following Health Risk Reduction assessment seeks to identify impacts on i). surrounding uses during construction, and ii), for sensitive receptors (new homeowners), that occupy the completed eight (8) unit development. The focus of the report is to establish how mitigation measures will be incorporated to protect existing and future residents based on evidence from a number of sources, primarily the BAAQMD and recommendations within the City of Menlo Park General Plan EIR and Housing Element EIR.

Project Impact on Air Quality
Air quality impacts from this project would be associated with the construction of eight (8) for-sale affordable townhomes. Construction impacts from the project were determined through the potential project health risks and the impacts of existing toxic air contaminant (TAC) sources affecting nearby sensitive receptors, specifically surrounding residential properties. The analysis relies on the guidance provided by the BAAQMD and associated recommendations for risk reduction.

Site Air Quality Standards
The 0.35-acre site is located within the City of Menlo Park, San Mateo County and is within the jurisdiction of the BAAQMD. The District administers the State and Federal air quality standards. The BAAQMD identifies the regions non-compliance with respirable particulate matter (PM10), and fine particulate matter (PM2.5). The District is also non-compliant with ozone concentrations which are caused by the accumulation of Reactive Organic Gases (ROG) and Nitrogen Oxide (NOx) which impact ozone concentrations. Compliance with Particulate Matter is assessed and measured by particles that have a diameter of 10 micrometers or less (PM10), and fine particles that have a diameter of 2.5 micrometers or less (PM2.5). The impacts of high levels of these particle concentrations can aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality and inhibit lung function in children.

Toxic Air Contaminants (TACs) can also create negative impacts on sensitive receptors that include the residential land uses surrounding the project site. The project site is bounded on three sides by residential properties and residential uses predominantly exist within the surrounding 300-500 feet on three sides.

The National Ambient Air Quality Standards and California Ambient Air Quality Standards are administered by the BAAQMD. The BAAQMD has authority for the permitting and inspection of stationary air quality sources that includes enforcement of regulations; fee setting; levying fines; enforcement action; and ensuring public nuisances are minimized. The CARE program allows BAAQMD to evaluate and reduce health risks associated with air quality exposures. The CARE program provides the framework for response of this project to potential air quality impacts. Recommendations and risk reduction measures of this program will be incorporated into the project.

Threshold Analysis
The thresholds of significance provided by the BAAQMD assess for risks and hazards designed to ensure that no individual project (or source) creates a significant adverse impact and that no sensitive receptor endures a significant adverse impact from any individual project. Additionally, the thresholds of significance recognize that some areas are already near or at levels of significant impact.

In line with the BAAQMD recommendations, the project will include basic best management practices (BMPs) to manage fugitive dust and the impacts from dust. The project plans include Best Management Practices to ensure compliance with mitigations and protections associated with fugitive PM10 and

PM2.5. This will ensure impacts will be limited to less than significant levels. The size, location and approach to construction for this relatively small project of eight (8) townhomes that does not meet any of the thresholds for significance will ensure detrimental impacts will not be generated.

The project will comply with the current BAAQMD basic control measures for reducing construction emissions of PM10 (Table 8-18-2, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).

Table 3-1 Air Quality Thresholds of Significance (Project Level)

	Construction Related*	Operational	
Criteria Air Pollutants and Precursors (Regional)			
Pollutant	**Average Daily Emissions (lb/day)**	**Average Daily Emissions (lb/day)**	**Maximum Annual Emissions (tpy)**
ROG	54	54	10
NO_X	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
$PM_{10}/PM_{2.5}$ (fugitive dust)	Best management practices**	None	
Local CO	None	9.0 ppm (8-hour average), 20.0 ppm (1-hour average)	
Local Risks and Hazards			
Risks and hazards for new sources and receptors (cumulative threshold)	Same as operational thresholds	Cancer Risk: > 100 in a million (from all local sources) Non-cancer: > 10.0 Hazard Index (chronic, from all local sources) $PM_{2.5}$: > 0.8 µg/m3 annual average (from all local sources)	*OR* Compliance with Qualified Community Risk Reduction Plan
Risks and hazards for new sources and receptors (individual project)	Same as operational thresholds	Increased Cancer Risk >10.0 in a million Increased Non-cancer > 1.0 Hazard Index (chronic or acute) PM2.5 increase: > 0.3 µg/m^3 annual average	*OR* Compliance with Qualified Community Risk Reduction Plan

The BAAQMD's CEQA Guidelines screening criteria are not met and the project is not subject to CEQA as an exempt project.

Table 1: Screening for Criteria Air Pollutants and Precursors BAAQMD.

			Screening Level	
Land Use Category	Land Use Subcategory	Land Use Unit	Construction	Operation

Residential	Condo-Townhouse	DU	416	63

The project size screening criteria are met. The operation of the proposed project would result in a less-than-significant impact related to criteria air pollutants and precursors because:

- The project size is at or below the applicable operational screening level size shown in Table 1.
- Operational activities would not include stationary engines (e.g., backup generators) and industrial sources subject to Air District rules and regulations.
- Operational activities would not overlap with construction-related activities

The project does not include any of the operational screening criteria above, therefore the lead agency would not need to perform a detailed assessment of the project's criteria air pollutant and precursor emissions.

Construction Emissions

The project has been assessed for both On-site activities for construction equipment emissions and off-site activity that includes worker trips, construction hauling, and supplier traffic. The construction build-out for equipment quantities, hours per day (average), cumulative number of workdays, and construction schedule are assessed based on the start date and types of equipment specifications that will be used by Habitat GSF and associated CalEEMod defaults. Habitat GSF is committed to using equipment that is Tier 4 or better. The earliest possible start date would be Summer 2027, and based on CalEEMod defaults the project would be built out over a period of approximately 18 months, or 383 construction workdays. The earliest year of full operation will be 2029.

Construction related traffic is associated with worker, volunteer, homeowner trips and truck traffic. Analysis for construction traffic emissions are based on worker trips and vendor trips as other trips to the site will be largely incidental. Calculations were provided by CalEEMod with haul trips accounting for the minimum level of associated soil export. The number of haul trips were converted to a daily one-way trip. Based on the construction timeframe (length), the average daily construction emissions for the total duration of the project were calculated based on 383 construction days. The results were as follows:

Table 2: Emission period calculations - Construction

Year	ROG	Nox	PM10	PM2.5
2026 – 2027 – Tons per year	0.44	1.02	0.02	0.02
2026 – 2028 pounds/day	3.88	7.94	0.13	0.12
BAAQMD thresholds	54 lbs per day	54 lbs per day	82 lbs per day	54 lbs per day
Exceed Threshold	No	No	No	No

Emissions did not meet thresholds for any of the monitored factors. Controls would be applied to construction grading activities incorporating Best Management Practices (BMP's) to limit fugitive dust

from disturbed soils and mitigate trucks hauling soils. The controls ensure trucks leaving the site do not deposit particulates onto surrounding streets and subsequently impact air and water quality standards.

The project plans will include the BMP's to be implemented with a plan sheet specific to erosion control notes and details in addition to the incorporated building permit plan sheet shown below:



SAN MATEO COUNTYWIDE
Water Pollution Prevention Program
Clean Water. Healthy Community.

Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management

Non-Hazardous Materials
- ☐ Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- ☐ Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials
- ☐ Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- ☐ Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- ☐ Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- ☐ Arrange for appropriate disposal of all hazardous wastes.

Waste Management
- ☐ Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- ☐ Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- ☐ Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- ☐ Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- ☐ Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter
- ☐ Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- ☐ Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control

Maintenance and Parking
- ☐ Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- ☐ Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- ☐ If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- ☐ If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- ☐ Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control
- ☐ Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- ☐ Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- ☐ Clean up spills or leaks immediately and dispose of cleanup materials properly.
- ☐ Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- ☐ Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- ☐ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ☐ Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving
- ☐ Schedule grading and excavation work during dry weather.
- ☐ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- ☐ Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- ☐ Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- ☐ Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils
- ☐ If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
  - Unusual soil conditions, discoloration, or odor.
  - Abandoned underground tanks.
  - Abandoned wells
  - Buried barrels, debris, or trash.

Paving/Asphalt Work
- ☐ Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- ☐ Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- ☐ Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- ☐ Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal
- ☐ Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ☐ Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- ☐ If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application
- ☐ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ☐ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- ☐ When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping
- ☐ Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- ☐ Stack bagged material on pallets and under cover.
- ☐ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

Painting & Paint Removal

Painting Cleanup and Removal
- ☐ Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- ☐ For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- ☐ For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- ☐ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- ☐ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

Dewatering
- ☐ Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- ☐ Divert run-on water from offsite away from all disturbed areas.
- ☐ When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- ☐ In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

Storm drain polluters may be liable for fines of up to $10,000 per day!

This requirement will be included in the City's Conditions of Approval and with this incorporation of approaches will ensure impacts are less than significant.

Although the project is compliant with the requirements for emissions, a number of additional measures will be incorporated where feasible. The project is not subject to CEQA with a number of applicable exemptions, and the project does not meet any of the threshold criteria established by the BAAQMD. The project and participants will seek to ensure diesel off-road equipment shall have engines that meet the Tier 4 Final off-road emission standards, certified by CARB. The project does not anticipate being required to submit an equipment inventory, but Habitat GSF will undergo an internal review and document this requirement to it's own and vendors equipment. This is due to the site being clear and vacant (without existing structures), and the limited extent of the total export of soil which falls under significance thresholds. Site sponsors will monitor and enforce maximum off-road equipment idle times and ensure signs are posted around the site to limit vehicle idling.

Conditions of approval will require the submission of operation phase related air quality impacts prior to issuance of building permits. Screening thresholds exist for this assessment which this project is unlikely to trigger. This assessment will be made following entitlements.

Project Site – New Sensitive Receptors
The proposed project would create the placement of new sensitive receptors near major sources of TACs and PM2.5, namely the Highway 101. The potential to expose people to substantial pollutant concentrations is clear and well documented within both the City of Menlo Park General Plan, Housing Element and associated EIR's. General Plan policies would reduce concentrations of criteria air pollutant emissions and air toxins generated by new development. Incorporating the recommendations of Mitigation Measure AQ-3b will ensure that placement of sensitive receptors near major sources of air pollution would achieve the incremental risk thresholds established by BAAQMD.

BAAQMD monitoring at a number of facilities in close proximity to the project site show the levels of cumulative sources thresholds for this specific project site are not met. The TAC emissions measured within close proximity to the project site would not exceed the BAAQMD cumulative limits. The toxic air contamination page allows access to the facility toxic emission and prioritization tool that provides monitoring information to assess the potential risks at these locations and assess results against the BAAQMD single source thresholds of >10 for Cancer Risk (Per Million); >0.3 for Annual PM 2.5 (µg/m3); and Hazard Index >1.0. When each facility is assessed against the cumulative total, the BAAQMD cumulative source threshold sets limits of >100 for Cancer Risk; >0.8 for Annual PM2.5 and >10.0 for Hazard Index. The identified facilities do not exceed the cumulative threshold.

To address source pollutants at the proposed project site, despite current compliance, the mitigation calls for:

- Air intakes located away from high volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.

These measures are incorporated into the site development plan as a component of the proposed project. The project will include Energy Recovery Ventilation units that allow continuous filtration of air intake up to MERV filter at MERV13 (or higher). All air intakes will be directed away from the Highway 101 pollutant source. This requirement shall be noted on all building plans submitted to the City with manufacturers specifications provided and annotations to show the air filtration approach. The City's Building Division will verify this proposal. Internal air quality is a key focus of the Habitat GSF program and in addition to filtration of external air, the residential units will be all electric, significantly reducing indoor air pollutant sources. During construction, products will be sourced with low or no VOC's to preserve indoor air quality and the superstructure will be effectively sealed to avoid unintended air infiltration. Ventilation systems will be adjusted to positive pressure to reduce the unfiltered air penetration into units. Individual homeowners are provided with a homeowner education program that instructs homeowners how best to use their properties and maintain them to ensure continued effective operation.

Interior residential quality will also be enhanced with continuous insulation for energy conservation; installation of fire rated sheetrock in single and double layers; and controlled air seepage from buildings that all benefit the interior noise environment of these residential units. High performance windows will be installed to mitigate impacts of exterior noise with rated windows with appropriate sound transmission class (STC) ratings to protect the interior environmental quality for residents.

The measures incorporated during construction and operation will mitigate air quality impacts to the degree identified within the Mitigation Monitoring and Reporting Program, despite the project being well

below screening and impact levels. The project is consistent with the General Plan EIR and Housing Element EIR.

END

EXHIBIT E

RESOLUTION NO. 6356

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MENLO PARK ADOPTING CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM AND CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN (LAND USE & CIRCULATION ELEMENTS) AND M-2 AREA ZONING UPDATE

WHEREAS, the General Plan (Land Use and Circulation Elements) and M-2 Area Zoning Update public outreach and participation process known as ConnectMenlo ("Project") began in August 2014 and has included over 60 organized events including workshops and open houses, mobile tours of the City of Menlo Park ("City") and nearby communities, informational symposia, stakeholder interviews, focus groups, recommendations by a General Plan Advisory Committee composed of City commissioners, elected officials, and community members, and consideration by the Planning Commission and City Council at public meetings;

WHEREAS, the California Environmental Quality Act ("CEQA," Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (Cal. Code of Regulations, Title 14, Section 15000 et seq.) require an analysis and a determination regarding the Project's potential environmental impacts;

WHEREAS, the Project consists of long-term planning and policy documents that will guide future development activities in the City and does not approve any specific development projects. Therefore, pursuant to CEQA Guidelines Section 15168, it is appropriate that the Environmental Impact Report ("EIR") for the Project is a program-level EIR;

WHEREAS, the City released a Notice of Preparation ("NOP") for the Project to the Office of Planning and Research ("OPR") State Clearinghouse and interested agencies and persons on June 18, 2015 for a 30-day review period, during which interested agencies and the public could submit comments about the Project. The City held a public scoping meeting on September 21, 2015. Comments on the NOP were received by the City and considered during preparation of the Draft EIR;

WHEREAS, a Notice of Availability ("NOA") was issued and the Draft EIR was made available for public review on June 1, 2016 for a 45-day public review period through July 15, 2016. As a result of comments received on the Draft EIR, the City Council extended the Draft EIR review period for 15 days, providing in total a 60-day public review period ending on August 1, 2016;

WHEREAS, the Draft EIR was filed with the California Office of Planning and Research and copies of the Draft EIR were made available at the Community

Development Department, on the City's website and at the Menlo Park Public Library;

WHEREAS, on October 10, 2016, the City published a Response to Comments Document that contains all of the comments received on the Draft EIR during the public comment period, including a transcript of the public hearing, and written responses to those comments, prepared in accordance with CEQA and the CEQA Guidelines. The Draft EIR and Response to Comments Document, together with three errata, constitute the Final EIR;

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

WHEREAS, after notice having been lawfully given, a duly noticed public hearing was held before the City Planning Commission on October 19, 2016 and October 24, 2016 at which all persons interested had the opportunity to appear and comment and at which the Planning Commission considered and made recommendations to the City Council regarding on the Final EIR and the merits of the Project;

WHEREAS, after notice having been lawfully given, a duly noticed public hearing was held before the City Council on November 15, 2016 and November 29, 2016 at which all persons interested had the opportunity to appear and comment and at which the City Council considered the Final EIR and the merits of the Project; and

WHEREAS, the City Council has reviewed 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 at the City Council hearings and found that the Final EIR was prepared in compliance with CEQA;

WHEREAS, after closing the public hearing, the City Council acting on its independent judgment and analysis voted affirmatively to certify the Final EIR pursuant to CEQA;

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 Project and is supported by substantial evidence;

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

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;

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 having fully reviewed, considered and evaluated all the testimony and evidence submitted in this matter, voted affirmatively to certify the Final EIR, make the findings required by CEQA, adopt the Statement of Overriding Considerations, and adopt the Mitigation Monitoring and Reporting Program ("MMRP") and approve the Project.

NOW, THEREFORE, BE IT 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, as required under Sections 15091, 15092, and 15093 of the CEQA Guidelines, and adopts the MMRP as follows:

I. PROJECT DESCRIPTION

As fully described in Chapter 3 of the Draft EIR, the Project involves the updated goals, policies and programs of the General Plan Land Use Element and Circulation Element and the updated M-2 Area Zoning Ordinance, and the associated new development potential in the M-2 Area, also referred to as the Bayfront Area, combined with the remaining and previously approved buildout potential in the current General Plan that would be reaffirmed and carried forward to the 2040 buildout horizon.

The buildout of the potential future development in these identified locations is based on a horizon year of 2040; therefore, the EIR analyzes growth occurring between 2016 and 2040. The 2040 horizon year is generally consistent with

other key planning documents, including *Plan Bay Area*, which is the Bay Area's Regional Transportation Plan/Sustainable Community Strategy to Senate Bill 375, the Sustainable Communities and Climate Protection Act.

A. GENERAL PLAN UPDATE

Every city and county in California is required to prepare and to adopt a comprehensive long-term general plan for the physical development of the county or city and, in some cases, land outside the city or county boundaries (Government Code Section 65300). With the Housing, Open Space/Conservation, Noise and Safety Elements of the General Plan having been recently updated, the focus of the Project is on the Land Use and Circulation Elements. The City of Menlo Park has undertaken a community-based planning process to review changes to these elements as part of a focused General Plan Update. A major focus of the Project is balancing potential development impacts and the provision of community benefits, especially for the Belle Haven neighborhood. Targeted community benefits include alternative transportation to alleviate severe traffic congestion, housing to support both the adjacent neighborhood and the increasing workforce, and expanded service and retail uses.

The Land Use Element frames the type and scale of potential development that may occur, particularly in the M-2 Area, which is the area generally between US 101 and the San Francisco Bay and where most change is expected in Menlo Park over the next two decades. The proposed Land Use and Circulation Elements are intended to guide development and conservation in the City through the 2040 buildout horizon of this General Plan. These two elements are central components of the General Plan because they describe which land uses should be allowed in the City, where those land uses should be located, how those land uses may be accessed and connected, and how development of those uses should be managed so as to minimize impacts and maximize benefits to the City and its residents. The Circulation Element addresses transportation issues throughout the City, and both updated Elements will be consistent with the other General Plan Elements. The Project aims to improve transportation connections citywide for all modes of travel and to upgrade traffic metrics to keep up with the area's fast rate of development.

B. M-2 AREA ZONING UPDATE

The Draft EIR also assesses the proposed zoning provisions for the M-2 Area, which is the focus of future land use changes under the Project, to implement the updated General Plan programs, including development regulations and design

standards for the M-2 Area. The updated Zoning Ordinance will include the creation of three new zoning districts in the M-2 Area—Office (O), Life Sciences (LS) and Residential Mixed Use (R-MU). Properties in the M-2 Area will be rezoned with the new zoning designations for consistency with the General Plan.

C. BUILDOUT PROJECTIONS

The horizon-year projections were based on the probable, or reasonably foreseeable, “planning period development” that is expected to occur within the

planning period through the year 2040. As shown in Table 1, the remaining buildout potential under the current General Plan that is being reaffirmed as part of the Project is 1.8 million square feet of non-residential space, up to three hotels, and 1,000 residential units, which could generate up to 2,580 new residents and 4,400 new employees. The proposed net new development potential within the M-2 Area (the only new development potential proposed in the City) is 2.3 million square feet of non-residential space, 400 hotel rooms and 4,500 residential units, which could generate up to 11,570 new residents and 5,500 new employees. When combined and considered in the citywide context, the Project includes 4.1 million square feet of non-residential space, 400 hotel rooms and 5,500 residential units, which could generate up to 14,150 new residents and 9,900 employees. The environmental impact of this combined citywide development potential is the Project that is analyzed in the EIR.

TABLE 1 PROPOSED PROJECT BUILDOUT PROJECTIONS

Category	Current General Plan Remaining Development Potential[a]	+	Proposed New Development Potential (M-2 Area Only)[b]	=	Proposed Project[c]
BAYFRONT AREA					
Non-Residential Square Feet[d]	1.4 million		2.3 million		3.7 million
Hotel Rooms[e]	0		400		400
Residential Units[f]	150		4,500		4,650
Population[g]	390		11,570		11,960
Employees	3,400		5,500		8,900
REMAINDER OF CITY					
Non-Residential Square Feet	355,000		0		355,000
Hotel Rooms[e]	0		0		0
Residential Units[f]	850		0		0
Population[g]	2,190		0		0
Employees	1,000		0		0
CITYWIDE TOTALS					
Non-Residential Square Feet	***1.8 million***		***2.3 million***		***4.1 million***
Hotel Rooms[e]	***0***		***400***		**400**
Residential Units[f]	***1,000***		***4,500***		**5,500**
Population[g]	***2,580***		***11,570***		**14,150**
Employees	***4,400***		***5,500***		**9,900**

Notes: *Numbers are estimates and rounded for the purposes of this programmatic environmental review.*
a. This column represents the previously-approved and ongoing development potential under the existing General Plan.
b. This is the proposed new development potential of the proposed project. New development potential would occur in the M-2 Area only.
c. This column represents the total buildout development potential of the proposed project, which is the sum of columns (a) and (b).
d. Potential Commercial square footage in the M-2 Area would occur within Office, Life Science, and Residential districts.
e. Three hotels are proposed under the current General Plan; Hotel square footage is not included in the New Development Potential in the M-2 Area development potential non-residential square feet.
f. Residential units proposed in the M-2 Area would include multi-family units and dormitory style units. Residential units proposed throughout the remainder of the city could include multi-family units and single-family units developed as second units where single-family units currently exist.
g. Assumes 2.57 persons per household per Association of Bay Area Governments (ABAG) *Projections 2013, Subregional Study Area Table*.

D. PROJECT OBJECTIVES

The Project addresses growth in the M-2 Area but also circulation citywide and will seek to accomplish the following objectives:

- Establish and achieve the community's vision.
- Realize economic and revenue potential.
- Directly involve Bayfront Area property owners (as land use changes are expected only in that area).
- Streamline development review.
- Improve mobility for all travel modes.
- Preserve neighborhood character.

II. ENVIRONMENTAL REVIEW PROCESS

A. ENVIRONMENTAL IMPACT REPORT

According 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. A NOP of an EIR was issued by the City to the OPR State Clearinghouse and interested agencies and persons on June 18, 2015 for a 30-day review period, during which interested agencies and the public could submit comments about the Project. The City also held a public scoping meeting on September 21, 2015. Comments on the NOP were received by the City and considered during preparation of the Draft EIR.

A NOA was issued on Wednesday, June 1, 2016 and the Draft EIR was made available for public review for a 45-day public review period through Friday, July 15, 2016. As a result of comments received on the Draft EIR, the City extended the Draft EIR review period for a total 60-day comment period between June 1, 2016 and August 1, 2016, which is 15 days beyond the CEQA required 45-day comment period per Section 15105 of the CEQA Guidelines. The Draft EIR was distributed to local, regional, and State agencies and the general public was advised of the availability of the Draft EIR. Copies of the Draft EIR were made available for review to interested parties at the at the City Main Library (800 Alma Street), Belle Haven Branch Library (413 Ivy Drive), Onetta Harris Community Center (100 Terminal Avenue), and the Community Development Department (701 Laurel Street) in Menlo Park, as well as on the ConnectMenlo website at www.menlopark.org/connectmenlo.

The Responses to Comments Document provides responses to the comments received during the comment period on the Draft EIR. The Draft EIR and the Responses to Comments Document comprise the Final EIR. The Planning

Commission was presented with the Final EIR for consideration at a public hearing. The Planning Commission, however, does not take final action on the Final EIR or the Project, but provides recommendations. The City Council then considers the Planning Commission's recommendations on the Final EIR and the Project during a noticed public hearing, and takes the final action with regard to certification of the Final EIR and approval of the Project. The City Council is currently scheduled to consider certification of the Final EIR at a public hearing in late 2016.

III. CERTIFICATION OF THE FINAL EIR

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

IV. RECORD OF PROCEEDINGS

For purposes of CEQA and these findings, the record of proceedings consists of the following documents and testimony:

(a) The NOP and all other public notices issued by the City in conjunction with the Project;

(c) The Draft EIR for the Project, dated June 2016;

(d) All comments submitted by agencies or members of the public during the public comment period on the Draft EIR;

(e) The Final EIR for the Project, including comments received on the Draft EIR, responses to those comments, and the technical appendices, dated October 2016;

(f) The MMRP for the Project;

(h) All reports, studies, memoranda, maps, staff reports, or other planning documents related to the Project 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 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 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 Project;

(k) All matters of common knowledge to the Planning Commission and City Council, including, but not limited to:

  (i) City's General Plan and other applicable policies;

  (ii) 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.

(l) Any other materials required for the record of proceedings by CEQA Section 21167.6(e).

The documents described above comprising the record of proceedings are located in the Community Development Department, City of Menlo Park, 701 Laurel Street, Menlo Park, California 94025. The custodian of these documents is the City's Community Development Director or his/her designee.

V. FINDINGS

The findings, recommendations, and statement of overriding considerations set forth below ("Findings") 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 Project. The Findings provide the written analysis and conclusions of the City Council regarding the Project's environmental impacts, mitigation measures, alternatives to the Project, and the overriding considerations that support approval of the Project despite any remaining environmental effects it may have.

These findings summarize the environmental determinations of the Final EIR with regard to Project impacts before and after mitigation, and do not attempt to repeat the full analysis of each environmental impact contained in the Final EIR. Instead, these findings provide a summary description of and basis for each impact conclusion identified in the Final EIR, describe the applicable mitigation measures identified in the Final 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 these environmental findings and conclusions

can be found in the Final EIR, and these findings hereby incorporate by reference the discussion and analysis in the Final EIR supporting the Final EIR's determinations regarding mitigation measures and the Project's impacts.

In adopting mitigation measures, below, the City intends to adopt each of the mitigation measures identified in the Final EIR. Accordingly, in the event a mitigation measure identified in the Final 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 Final EIR due to a clerical error, the language of the mitigation measure as set forth in the Final EIR shall control unless the language of the mitigation measure has been specifically and expressly modified by these findings.

Sections VI and VII, below, provide brief descriptions of the impacts that the Final EIR identifies as either significant and unavoidable or less than significant with adopted mitigation. These descriptions also reproduce the full text of the mitigation measures identified in the Final EIR for each significant impact.

VI. FINDINGS FOR SIGNIFICANT AND UNAVOIDABLE IMPACTS

The Final EIR identifies the following significant and unavoidable adverse impacts associated with the approval of the Project, some of which can be reduced, although not to a less-than-significant level, through implementation of mitigation measures identified in the Final EIR. Public Resources Code Section 21081(a)(1). In some cases, the City cannot require or control implementation of mitigation measures for certain impacts because they are within the responsibility and jurisdiction of other public agencies. Public Resources Code Section 21081(a)(2). Therefore, as explained below, some impacts will remain significant and unavoidable notwithstanding adoption of feasible mitigation measures. To the extent that these mitigation measures will not mitigate or avoid all significant effects on the environment, and because the City cannot require mitigation measures that are within the responsibility and jurisdiction of other public agencies to be adopted or implemented by those agencies, it is hereby determined that any remaining significant and unavoidable adverse impacts are acceptable for the reasons specified in Section XII, below. Public Resources Code Section 21081(a)(3). As explained in Section X, below, the findings in this Section VI are based on the Final EIR, the discussion and analysis in which is hereby incorporated in full by this reference.

A. IMPACT AQ-2A: DESPITE IMPLEMENTATION OF THE PROJECT POLICIES, CRITERIA AIR POLLUTANT EMISSIONS ASSOCIATED WITH THE PROJECT CONSTRUCTION ACTIVITIES WOULD GENERATE A SUBSTANTIAL NET INCREASE IN EMISSIONS THAT EXCEEDS THE BAAQMD REGIONAL SIGNIFICANCE THRESHOLDS.

The Final EIR finds that future development under the Project would result in a substantial long-term increase in criteria air pollutants over the 24-year General Plan horizon. Criteria air pollutant emissions would be generated from on-site area sources (e.g., fuel used for landscaping equipment, consumer products), vehicle trips generated by the Project, and energy use (e.g., natural gas used for cooking and heating). Because cumulative development within the City of Menlo Park could exceed the regional significance thresholds, the Project could contribute to an increase in health effects in the basin until such time as the attainment standards are met in the San Francisco Bay Area Air Basin. The impact is considered significant and unavoidable.

Implementation of Mitigation Measure AQ-2a set forth below, which is hereby adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level. Due to the programmatic nature of the Project, no additional mitigation measures are feasible and available beyond Mitigation Measure AQ-2a; therefore, the impact would be significant and unavoidable.

Mitigation Measure AQ-2a:

Prior to issuance of a building permits, all development projects in the city that are subject to CEQA and exceed the screening sizes in the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines shall prepare and submit to the City's Planning Division a technical assessment evaluating potential project-related operational air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology for assessing air quality impacts. If operational-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD's CEQA Guidelines, the project applicant is required to incorporate mitigation measures into the development project to reduce air pollutant emissions during operation. The identified measures shall be incorporated into all appropriate construction documents, subject to the review and approval of the Planning Division prior to building permit issuance.

B. IMPACT AQ-2B: DESPITE IMPLEMENTATION OF THE PROJECT POLICIES, CRITERIA AIR POLLUTANT EMISSIONS ASSOCIATED WITH THE PROJECT CONSTRUCTION ACTIVITIES WOULD GENERATE A SUBSTANTIAL NET INCREASE IN EMISSIONS THAT EXCEEDS THE BAAQMD REGIONAL SIGNIFICANCE THRESHOLDS.

The Final EIR finds that future development under the Project would result in a substantial long-term increase in criteria air pollutants over the 24-year General Plan horizon. Criteria air pollutant emissions would be generated from construction-related activities and if uncontrolled, fugitive dust (PM_{10} and $PM_{2.5}$) levels downwind of actively disturbed areas during construction or overlapping construction activities could violate air quality standards or contribute substantially to an existing or projected air quality violation and expose sensitive receptors to elevated concentrations of pollutants during construction activities. Because cumulative development within the City of Menlo Park could exceed the regional significance thresholds, the Project could contribute to an increase in health effects in the basin until such time as the attainment standards are met in the San Francisco Bay Area Air Basin (SFBAAB). The impact is considered significant and unavoidable.

Implementation of Mitigation Measures AQ-2b1 and AQ-2b2 set forth below, which are hereby adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level. Due to the programmatic nature of the Project, no additional mitigation measures are feasible and available beyond Mitigation Measures AQ-2b1 and AQ-2b2; therefore, the impact would be significant and unavoidable.

Mitigation Measure AQ-2b1:

Prior to building permit issuance, the City shall require applicants for all development projects in the city to comply with the current Bay Area Air Quality Management District's (BAAQMD) basic control measures for reducing construction emissions of PM_{10} (Table 8-1, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).

Mitigation Measure AQ-2b2:

Prior to issuance of a building permit, development projects in the City that are subject to CEQA and exceed the screening sizes in the BAAQMD's CEQA Guidelines shall prepare and submit to the City of Menlo Park a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD

thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the project applicant

is required to incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds (e.g., Table 8-2, Additional Construction Mitigation Measures Recommended for projects with Construction Emissions Above the Threshold of the BAAQMD CEQA Guidelines, or applicable construction mitigation measures subsequently approved by BAAQMD). These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans), subject to the review and approval of the Planning Division prior to building permit issuance.

C. IMPACT AQ-5: DESPITE IMPLEMENTATION OF THE GENERAL PLAN POLICIES, CRITERIA AIR POLLUTANT EMISSIONS ASSOCIATED WITH THE GENERAL PLAN WOULD GENERATE A SUBSTANTIAL NET INCREASE IN EMISSIONS THAT EXCEEDS THE BAAQMD REGIONAL SIGNIFICANCE THRESHOLDS.

The Final EIR finds that the Project will combine with regional growth within the air basin to result in a cumulatively considerable net increase of pollutants for the SFBAAB, which is currently designated a nonattainment area for California and National O_3, California and National $PM_{2.5}$, and California PM_{10} ambient air quality standards (AAQS). Any project that produces a significant regional air quality impact in an area that is in nonattainment adds to the cumulative impact. Mitigation measures AQ-2a, AQ-2b1 and AQ-2b2, set forth and incorporated above, and Mitigation Measure AQ-3a and AQ-3b set forth and incorporated below (see Section VII(A)) would reduce impacts to the extent feasible, but the Project's impacts would remain significant and unavoidable.

There are no feasible mitigation measures available to reduce the impact to a less-than-significant level. Air pollutant emissions associated with the Project would result in a cumulatively considerable contribution to air quality impacts, and the Project's impacts would be significant and unavoidable.

Mitigation Measure AQ-5:

Implementation of Mitigation Measures AQ-2a through AQ-3b.

D. IMPACT GHG-1: THE PROJECT WOULD RESULT IN A SUBSTANTIAL INCREASE IN GREENHOUSE GAS (GHG) EMISSIONS FROM EXISTING CONDITIONS BY THE PROPOSED GENERAL PLAN HORIZON YEAR 2040 AND WOULD NOT ACHIEVE THE 2040 EFFICIENCY TARGET, WHICH IS BASED ON A TRAJECTORY TO THE 2050 GOAL OF AN 80 PERCENT REDUCTION FROM 1990 LEVELS PURSUANT TO EXECUTIVE ORDER S-03-05. ADDITIONAL STATE AND FEDERAL ACTIONS ARE NECESSARY TO ENSURE THAT STATE AND FEDERALLY REGULATED SOURCES (I.E., SOURCES OUTSIDE THE CITY'S JURISDICTIONAL CONTROL) TAKE SIMILAR AGGRESSIVE MEASURES TO ENSURE THE DEEP CUTS NEEDED TO ACHIEVE THE 2050 TARGET.

The Final EIR finds that the Project would result in a substantial increase in GHG emissions from existing conditions by the horizon year 2040 and would not achieve the 2040 efficiency target, which is based on a trajectory to the 2050 goal of an 80 percent reduction from 1990 levels. The policies identified in the General Plan as well as the transportation demand management (TDM) and other green building sustainability measures in the Zoning Ordinance update would reduce GHG emissions, to the extent feasible. However, additional state and federal actions are necessary to ensure that state and federally regulated sources (i.e., sources outside the City's jurisdictional control) take measures to ensure the deep cuts needed to achieve the 2050 target. Therefore, GHG impacts for consistency with the 2040 and more aggressive long-term targets of Executive Order S-03-15 are considered significant. The City has a Climate Action Plan (CAP) to achieve the GHG reduction goals of Assembly Bill (AB) 32 for year 2020.

Implementation of Mitigation Measure GHG-1 set forth below, which is hereby adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level. Implementation of Mitigation Measure GHG-1 would ensure that the City updates the CAP to identify a post-2020 GHG reduction goal to align with the upcoming California Air Resources Board's (CARB) Scoping Plan Update for statewide 2030 GHG emissions reductions target and identify a GHG reduction goal for the Project horizon year. At this time there are no post-2020 federal and state measures that would assist the City in achieving the efficiency target at the proposed project year. No additional mitigation measures are feasible and available; therefore, the impact would remain significant and unavoidable.

Mitigation Measure GHG-1:

Prior to January 1, 2020, the City of Menlo Park shall update the Climate Action Plan (CAP) to address the GHG reduction goals of Executive Order B-30-15 and

Executive Order S-03-05 for GHG sectors that the City has direct or indirect jurisdictional control over. The City shall identify a GHG emissions reduction target

for year 2030 and 2040 that is consistent with the GHG reduction goals identified in Executive Order B-30-15 and Executive Order S-03-05. The CAP shall be updated to include measures to ensure that the City is on a trajectory that aligns with the state's 2030 GHG emissions reduction target.

E. IMPACT GHG-2: WHILE THE PROJECT SUPPORTS PROGRESS TOWARD THE LONG TERM-GOALS IDENTIFIED IN EXECUTIVE ORDER B-30-15 AND EXECUTIVE ORDER S-03-05, IT CANNOT YET BE DEMONSTRATED THAT MENLO PARK WILL ACHIEVE GHG EMISSIONS REDUCTIONS THAT ARE CONSISTENT WITH A 40 PERCENT REDUCTION BELOW 1990 LEVELS BY 2030 OR AN 80 PERCENT REDUCTION BELOW 1990 LEVELS BY THE YEAR 2050 BASED ON EXISTING TECHNOLOGIES AND CURRENTLY ADOPTED POLICIES AND PROGRAMS.

The Final EIR finds that the Project would be consistent with the regional objectives of the Plan Bay Area and the City's CAP. The policies and programs in the Project would ensure substantial progress toward the long-term GHG reductions goals for 2050. However, CARB has not yet drafted a plan to achieve the statewide GHG emissions goals established in Executive Order S-03-05. In addition to the local measures included in the Project, additional state and federal measures are necessary to achieve the more aggressive targets established for 2050 in Executive Order S-03-05. Therefore, GHG impacts are considered to be significant, requiring mitigation. As described above, the City has a CAP to achieve the GHG reduction goals of AB 32 for year 2020.

Implementation of Mitigation Measure GHG-1 set forth above, adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level. Implementation of Mitigation Measure GHG-1 would ensure that the City updates the CAP to identify a post-2020 GHG reduction goal to align with the upcoming CARB Scoping Plan Update for statewide 2030 GHG emissions reductions target and identify a GHG reduction goal for the Project horizon year. At this time there are no post-2020 federal and state measures that would assist the City in achieving the efficiency target at the proposed project year. No additional mitigation measures are feasible and available; therefore, this impact would remain significant and unavoidable.

Mitigation Measure GHG-2:

Implement of Mitigation Measure GHG-1.

F. IMPACT POP-4: IMPLEMENTATION OF THE PROJECT, IN COMBINATION WITH PAST, PRESENT, AND REASONABLY FORESEEABLE PROJECTS, WOULD RESULT IN A SIGNIFICANT CUMULATIVE IMPACT WITH RESPECT TO POPULATION AND HOUSING.

The Final EIR finds that the Project's proposed development projections are not in alignment with the existing Association of Bay Area Government's (ABAG) *Projections 2013,* which is the is the official regional planning agency for the San Francisco Bay Area region, which is composed of the nine counties -Counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma, Sonoma - and contains 101 cities. ABAG produces growth forecasts on four-year cycles so that other agencies, including the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD), can use the forecasts to make project funding and regulatory decisions. The General Plans, zoning regulations and growth management programs of local jurisdictions inform ABAG's projections. Following adoption of the Project, future ABAG projections would take into account the buildout of the Project and Menlo Park's growth will no longer contribute to a cumulative exceedance of regional projections. Exceeding regional growth projections is not, by itself, a significant impact on the environment. The Project includes ongoing growth potential in the *Plan Bay Area's* El Camino Real and Downtown Priority Development Area, which is an area identified for transit-oriented infill, and includes housing and jobs in the M-2 Area that would be guided by a planning framework that promotes a "live/work/play" environment in an infill setting; therefore, meeting the intent of the MTC/ABAG's *Plan Bay Area* is the Bay Area's Regional Transportation Plan (RTP)/ Sustainable Community Strategy (SCS) to reduce environmental impacts, specifically those associated with air quality, greenhouse gas emissions, and transportation and circulation. The significant and unavoidable impact is a conservative conclusion that is strictly related to the consistency with the existing *Projections 2013* prepared by ABAG and is does not result in a physical impact to the environment. The EIR finds that because the City does not have the jurisdiction to regulate or guide the cumulative development outside of City of Menlo Park that could contribute to the cumulative exceedance of ABAG projections there is no mitigation the City can implement or monitor that would reduce the impact. There are no feasible and available mitigation measures available to reduce this impact. Therefore, this impact would remain significant and unavoidable.

G. IMPACT TRANS-1a: IMPLEMENTATION OF THE PROJECT WOULD EXCEED THE CITY'S CURRENT IMPACT THRESHOLDS UNDER THE 2040 PLUS PROJECT CONDITIONS AT SOME ROADWAY SEGMENTS IN THE STUDY AREA.

The Final EIR finds that that implementation of the Project would generate additional motor vehicle trips on the local roadway network, resulting in significant impacts some study segments during at least one of the AM or PM peak hours (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m., respectively). Implementation of Mitigation Measure TRANS-1a set forth below, which is hereby adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level.

Implementation of Mitigation Measure TRANS-1a, which is a typical improvement strategy to manage increased net daily trips by adding travel lanes to accommodate increased capacity of the roadway, could require additional right-of-way that is not under the jurisdiction of the City, which would affect local property owners and is considered infeasible in most locations. Also, the widening of roadways can lead to other secondary impacts, such as induced travel demand (e.g., more vehicles on the roadway due to increased capacity on a particular route), air quality degradation, increases in noise associated with motor vehicles, and reductions in transit use (less congestion or reduced driving time may make driving more attractive than transit travel). Wider roadways also result in a degradation of pedestrian and bicycle facilities, including increased intersection crossing times. Thus, while traffic may increase on certain roadways by varying percentages, it should be viewed as more than a level-of-service or traffic-operation issue. For these reasons, these types of measures are considered infeasible to reduce ADT on the impacted roadway segments. Furthermore, while implementation of the proposed Zoning regulations would reduce impacts at some roadways segments, it would not necessarily reduce all the impacted segments. For example, the proposed Zoning regulations that require a 20 percent trip reduction is anticipated to eliminate impacts on eight roadway segments, including segments of Alma Street, Encinal Avenue, Hamilton Avenue, Junipero Serra Boulevard, Laurel Street, Newbridge Street, and Linfield Drive. The trip reduction requirement would reduce traffic volumes at all other locations between 1 and 17 percent, resulting in reduced impacts. Additionally, the proposed street classification system would reclassify some street segments in the Bayfront Area, including segments of Chrysler Drive, Constitution Drive, Chilco Street, Adams Drive, and others, from local streets to Mixed-Use Collectors. These reclassifications would change the street design standards and eliminate or reduce impacts as streets are rebuilt to new standards over time. Furthermore, the net growth in 2040 Plus Project conditions

daily traffic volumes, which represents the net change from existing conditions, includes growth that will occur without the

project under 2040 No Project Conditions. Fully mitigating the impact to less than significant levels is infeasible because it would require eliminating most of the year 2040 traffic growth on impacted segments, including background traffic growth, regional traffic growth outside the control of the City and/or not part of the project. For these reasons, impacts to roadway segments are considered significant and unavoidable. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects that comply with the applicable regulations and meet applicable thresholds of significance. However, due to the programmatic nature of the proposed project, no feasible and additional mitigating policies are available.

Mitigation Measure TRANS-1a:

Widen impacted roadway segments at appropriate locations throughout the city to add travel lanes and capacity to accommodate the increase in net daily trips.

H. IMPACT TRANS-1b: IMPLEMENTATION OF THE PROJECT WOULD RESULT IN INCREASED DELAY TO PEAK HOUR MOTOR VEHICLE TRAFFIC EXCEEDING THE SIGNIFICANCE THRESHOLD AT SOME OF THE STUDY INTERSECTIONS.

The Final EIR finds that that implementation of the Project would generate additional motor vehicle trips on the local roadway network, resulting in significant impacts some study intersections during at least one of the AM or PM peak hours (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m., respectively). Implementation of Mitigation Measure TRANS-1b set forth below, which is hereby adopted and incorporated into the proposed project, would update the City's existing Transportation Impact Fee (TIF) program to secure a funding mechanism for future roadway and infrastructure improvements that are necessary to mitigate impacts from future projects based on then current standards, but not to a less-than-significant level. Impacts would remain significant and unavoidable because the City cannot guarantee improvements at these intersections at this time. This is in part because the nexus study has yet to be prepared, some of the improvements have the potential to cause secondary environmental impacts that would need to be addressed before construction could occur, and some of the impacted intersections are within the jurisdiction of the City of East Palo Alto and Caltrans. The City will continue to cooperate with these jurisdictions to identify improvements that would reduce or minimize the impacts to intersections and roadways as a result of implementation of future development projects in Menlo Park, but, many of the improvements in Mitigation

Measure TRANS-1a are within the responsibility and jurisdiction of other agencies and not the City of Menlo Park. No additional mitigation measures are feasible and available; therefore, the impact would be significant and unavoidable.

Mitigation Measure TRANS-1b:

The City of Menlo Park shall update the existing Transportation Impact Fee (TIF) program to guarantee funding for citywide roadway and infrastructure improvements that are necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a more intensive use. The fees collected shall be applied toward circulation improvements. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel room by the appropriate rate. Transportation Impact fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the Transportation Impact Fees to fund construction (or to recoup fees advanced to fund construction) of the transportation improvements identified below, among other things that at the time of potential future development may be warranted to mitigate traffic impacts. It should be noted that any project proposed prior to the adoption of an updated TIF will be required to conduct a project-specific Transportation Impact Assessment to determine the impacts and necessary transportation mitigations that are to be funded by that project.

As part of the update to the TIF program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the improvements and facilities required to mitigate the impacts of new development pursuant to the proposed project. The following examples of improvements and facilities would reduce impacts to acceptable level of service standards and these, among other improvements, could be included in the TIF program impact fees nexus study:

- ***Sand Hill Road (westbound) and I-280 Northbound On-ramp (#1):*** *Modify the signal-timing plan during the PM peak hour to increase the maximum allocation of green time to the westbound approach during the PM peak hour.*
- ***Sand Hill Road (eastbound) and I-280 Northbound Off-ramp (#2):*** *Add an additional northbound right-turn lane on the off-ramp to improve operations to acceptable LOS D during the AM peak hour.*

- ***El Camino Real and Ravenswood Avenue (#28):*** *One eastbound right-turn lane on Menlo Avenue to improve conditions.*
- ***Willow Road and Newbridge Street (#33):*** *Implement measures on Chilco Street south of Constitution Drive to reduce or prevent cut-through traffic through the Belle Haven neighborhood, such as peak-hour turn restrictions from Constitution Drive to southbound Chilco Street, and measures to enhance*
- *east/west circulation from Willow Road via O'Brien Drive and the proposed mixed-use collector street opposite Ivy Drive, extending east to University Avenue, to discourage use of Newbridge Street.*
- ***Willow Road and Hamilton Avenue (#36):*** *Provide primary access to potential future development sites east of Willow Road via O'Brien Drive and/or the proposed Mixed-Use Collector that would intersect Willow Road between Hamilton Avenue and O'Brien Drive. Implement measures on Chilco Street south of Constitution Drive to prevent cut-through traffic through the Belle Haven neighborhood, such as peak-hour turn restrictions from Constitution Drive to southbound Chilco Street. Although the provision of an eastbound left-turn lane on Hamilton Avenue where it approaches Willow Road would reduce the delay, this potential mitigation is not recommend because it would encourage cut-through traffic via Chilco Street and Hamilton Avenue, potentially affecting the Belle Haven neighborhood. Therefore, to avoid facilitating the use of Chilco Street and Hamilton Avenue as cut-through routes in the adjacent residential neighborhood, mitigating this traffic impact is not recommended at this time, consistent with City policies that discourage cut-through traffic in residential neighborhoods. The improvements should be incorporated into the updated fee program for ongoing consideration.*
- ***Bayfront Expressway and Willow Road (#37):*** *Evaluate the potential for grade separation to allow conflicting movements to occur simultaneously. The evaluation must consider traffic improvements, along with potential secondary impacts caused by potential right-of-way acquisition, impacts to adjacent wetlands and the Dumbarton Rail corridor, as well as potential impacts or benefits for multi-modal accommodation. If found feasible, the updated fee program should incorporate fair-share contributions from future development towards grade separation.*
- ***Bayfront Expressway and University Avenue (#38):*** *Evaluate the potential for grade separation to allow conflicting movements to occur simultaneously. The evaluation must consider traffic improvements, along with potential secondary impacts caused by potential right-of-way acquisition, impacts to adjacent wetlands and the Dumbarton Rail corridor, as well as potential impacts or benefits for multi-modal accommodation. If found feasible, the updated fee program should incorporate fair-share contributions from future development towards grade separation.*
- ***Chilco Street and Constitution Drive (#45):*** *Install a traffic signal and signalized crosswalks at the intersection. Construct three southbound lanes*

on the one-block segment of Chilco Street, between Bayfront Expressway and Chilco Street, to include two southbound left-turn lanes to accommodate the volume of left-turning vehicles entering the project site. In addition, during the AM peak hour, provide a "split-phase" signal operation on Chilco Street. Construct a northbound left-turn lane on Chilco Street approaching Constitution Drive. Construct two outbound lanes on Chilco Street between Constitution Drive and Bayfront Expressway. If the Facebook Campus Expansion Project is
approved, this mitigation measure would be required to be constructed as a requirement of that project.

- ***Chrysler Drive and Constitution Drive (#46):*** *Construct a southbound left-turn on Chrysler Drive, approaching Constitution Drive.*
- ***University Avenue and Adams Drive (#47):*** *Install a traffic signal at this intersection.*
- ***University Avenue and Bay Road (#51):*** *Realign the eastbound and westbound approaches to allow replacement of the east/west "split-phase" signal on Bay Street with standard protected signal phases in order to allow eastbound and westbound pedestrian crossings to occur simultaneously, which would allow for an increase in green time allocated to northbound/southbound movements on University Avenue and reduce peak-hour delay at this intersection. This intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements.*
- ***University Avenue and Donohoe Street (#54):*** *Mitigating this impact would require providing additional westbound lane capacity on Donohoe Street, including an extended dual left-turn pocket, dedicated through lane, and dual right-turn lanes; providing a southbound right-turn lane on University Avenue and lengthening the northbound turn pockets. However, this mitigation is likely to be infeasible given right-of-way limitations, proximity to existing US 101 on- and off-ramps, and adjacent properties. In addition, this intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements.*
- ***University Avenue and US 101 Southbound Ramps (#56):*** *Mitigating this impact would require modifications to the US 101 Southbound On/Off Ramps and at this location This intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements.*

- ***Chilco Street and Hamilton Avenue (#60):*** *Installation of a traffic signal would mitigate this impact to less than significant levels, but would have the undesirable secondary effect of encouraging the use of Chilco Street as a cut-through route, which conflicts with City goals that aim to reduce cut-through traffic in residential neighborhoods. Therefore, to avoid facilitating cut-through traffic, mitigating this traffic impact by increasing capacity is not recommended at this time, but should be incorporated into the updated fee program for ongoing consideration.*

I. IMPACT TRANS-2: IMPLEMENTATION OF THE PROJECT WOULD RESULT IN IMPACTS TO ROUTES OF REGIONAL SIGNIFICANCE.

The Final EIR finds that Routes of Regional Significance would be adversely impacted during at least one of the peak hours as a result of implementation of the Project. Implementation of Mitigation Measure TRANS-1a, set forth and incorporated above, would reduce these impacts, but not to a less-than-significant level. As discussed above, Mitigation Measure TRANS-1a is a typical improvement strategy to manage increased net daily trips. However, providing additional travel lanes would increase segment capacity but would not be feasible segments given available right-of-way and both downstream and downstream capacity limitations on facilities such as US 101 and the Dumbarton Bridge. In addition, the routes are under the control of Caltrans, and the City cannot guarantee implementation of mitigation. No additional mitigation measures are feasible and available; therefore, the impacts to regional routes of significance would remain significant and unavoidable.

Mitigation Measure TRANS-2:

Implement Mitigation Measure TRANS-1a.

J. IMPACT TRANS-6a: IMPLEMENTATION OF THE PROJECT WOULD NOT PROVIDE ADEQUATE PEDESTRIAN OR BICYCLE FACILITIES TO CONNECT TO THE AREA-WIDE CIRCULATION SYSTEM.

The Final EIR finds that the Project would not provide adequate pedestrian or bicycle facilities to connect to the area-wide circulation system. Implementation of Mitigation Measure TRANS-6a set forth below, which is hereby adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level. Implementation of Mitigation Measure TRANS-6a would update the City's existing Transportation Impact Fee (TIF) program to secure a funding mechanism for future pedestrian and bicycle improvements that are determined to be necessary to mitigate impacts from future projects based on then current standards, impacts would remain significant and unavoidable, because the City cannot guarantee improvements at this time. This is because the nexus study

has yet to be prepared. No additional mitigation measures are feasible and available; therefore, these impacts would remain significant and unavoidable.

Mitigation Measure TRANS-6a:

The City of Menlo Park shall update the Transportation Impact Fee (TIF) program to provide funding for citywide bicycle and pedestrian facilities that are necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a

more intensive use. The fees collected shall be applied toward improvements that will connect development sites within the area circulation system, including the elimination of gaps in the citywide pedestrian and bicycle network. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel room by the appropriate rate. Transportation Impact fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the transportation Impact fees to fund construction (or to recoup fees advanced to fund construction) of the transportation improvements identified in this mitigation measure, among other things that at the time of potential future development may be warranted to mitigate traffic impacts. It should be noted that any project proposed prior to the adoption of an updated TIF will be required to conduct a project-specific Transportation Impact Assessment to determine the impacts and necessary pedestrian or bicycle facilities mitigations that are to be funded by that project.

As part of the update to the TIF program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the bicycle and pedestrian improvements and facilities required to mitigate the traffic impacts of new development pursuant to the proposed project. The following examples of pedestrian and bicycle improvements would reduce impacts to acceptable standards, and these, among others improvements, could be included in the updated TIF program, also described under TRANS-1:

- ***US 101 Pedestrian & Bicycle Overcrossing at Marsh Road, and Marsh Road Corridor Pedestrian & Bicycle Improvements (Haven Avenue to Marsh Road/Bay Road):*** *Provide pedestrian and bicycle circulation between the Bayfront Area east of US 101 with the area circulation system west of US 101 along Marsh Road, including access to schools and commercial sites*

west of Marsh Road that are accessed via Bay Road and Florence Street. Improvements should facilitate pedestrian and bicycle circulation between Haven Avenue and across US 101 near Marsh Road. The recommended improvement would include a dedicated pedestrian and bicycle crossing adjacent to Marsh Road. Alternatively, the provision of continuous sidewalks with controlled pedestrian crossings and Class IV protected bicycle lanes on the Marsh Road overpass, if feasible, could mitigate this impact.

- ***Ringwood Avenue Corridor Pedestrian & Bicycle Improvements (Belle Haven to Middlefield Road):*** *Eliminate pedestrian and bicycle facility gaps on primary access routes to the Ringwood Avenue bicycle/pedestrian*

  overcrossing of US 101 (located near the terminus of Ringwood Avenue and Market Place). Improvements should include complete sidewalks on the north side of Pierce Road and bicycle facility improvements on the proposed Ringwood Avenue-Market Place-Hamilton Avenue bicycle boulevard (see Street Classification Map in Chapter 3, Project Description). These improvements would also enhance pedestrian and bicycle access to Menlo-Atherton High School.
- ***University Avenue Pedestrian Improvements:*** *Eliminate gaps in the sidewalk network on those portions of University Avenue that are within the Menlo Park City limits. The TIF Program should also include a contribution towards elimination of sidewalk gaps outside the City limits (within the City of East Palo Alto) to ensure that continuous sidewalks are provided on the west University Avenue between Adams Drive and the Bay Trail, located north of Purdue Avenue.*
- ***Willow Road Bikeway Corridor (Bayfront Expressway to Alma Street):*** *Provide a continuous bikeway facility that eliminates bicycle lane gaps, provides Class IV bicycle lanes on the US 101 overpass and where Willow Road intersects US 101 northbound and southbound ramps, and upgrades existing Class II bicycle lanes to Class IV protected bicycle lanes where feasible, particularly where the speed limit exceeds 35 miles per hour (mph).*
- ***Willow Road Pedestrian Crossings (Bayfront Expressway to Newbridge Street):*** *Provide enhanced pedestrian crossings of Willow Road at Hamilton Avenue, Ivy Drive (including proposed new street connection opposite Ivy Drive), O'Brien Drive and Newbridge Street. Enhanced crossings should include straightened crosswalks provided on each leg, high visibility crosswalk striping, accessible pedestrian signals, and pedestrian head-start signal timing (leading pedestrian intervals) where feasible. These enhanced crossings would provide improved access between the Belle Haven neighborhood and potential future development between Willow Road and University Avenue.*

- ***Dumbarton Corridor Connections:*** *Through separate projects, Samtrans is currently considering the potential for a bicycle/pedestrian shared-use trail along the Dumbarton Corridor right-of-way between Redwood City and East Palo Alto, through Menlo Park. If found feasible, the City's TIF Program should incorporate walking and bicycling access and connections to the proposed trail, including a potential rail crossing between Kelly Park and Onetta Harris Community Center and Chilco Street and pedestrian and bicycle improvements on streets that connect to the Dumbarton Corridor: Marsh Road, Chilco Street, Willow Road, and University Avenue.*

K. IMPACT TRANS-6b: THE PROJECT WOULD GENERATE A SUBSTANTIAL INCREASE IN TRANSIT RIDERS THAT CANNOT BE ADEQUATELY SERVICED BY EXISTING PUBLIC TRANSIT SERVICES, AND THE PROJECT WOULD GENERATE DEMAND FOR TRANSIT SERVICES AT SITES MORE THAN ONE-QUARTER MILE FROM EXISTING PUBLIC TRANSIT ROUTES.

The Final EIR finds that the Project would generate a substantial increase in transit riders that cannot be adequately serviced by existing public transit services, and the project would generate demand for transit services at sites more than one-quarter mile from existing public transit routes. Implementation of Mitigation Measure TRANS-6b set forth below, which is hereby adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level. Mitigation Measure TRANS-6b would update the City's existing Shuttle Fee program to guarantee funding for operations of City-sponsored shuttle service that is necessary to mitigate impacts from future projects based on the then current City standards, impacts would remain significant and unavoidable, because the City cannot guarantee improvements at this time. This is because the nexus study has yet to be prepared. No additional mitigation measures are feasible and available; therefore, these impacts would remain significant and unavoidable.

Mitigation Measure TRANS-6b:

The City of Menlo Park shall update the existing Shuttle Fee program to guarantee funding for citywide operations of City-sponsored shuttle service that is necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a more intensive use. The fees collected shall be applied toward circulation improvements and right-of-way acquisition. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel

room by the appropriate rate. Shuttle fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the Shuttle fees to fund operations of City-sponsored shuttle service to meet the increased demand.

As part of the update to the Shuttle Fee program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the transit improvements and facilities required to mitigate the transit impacts of new development pursuant to the proposed project. The types of transit-related improvements and facilities that

would reduce impacts to acceptable standards including increasing the fleet of City-sponsored Shuttles and adding additional transit stop facilities within one-quarter mile from residential and employment centers These, among other improvements, could be included in the Shuttle Fee program impact fees nexus study.

L. IMPACT TRANS-6c: THE PROJECT WOULD RESULT IN INCREASED PEAK-HOUR TRAFFIC DELAY AT INTERSECTIONS ON BAYFRONT EXPRESSWAY, UNIVERSITY AVENUE AND WILLOW ROAD, AS IDENTIFIED IN TRANS-1, THAT COULD DECREASE THE PERFORMANCE OF TRANSIT SERVICE AND INCREASE THE COST OF TRANSIT OPERATIONS.

The Final EIR finds that would result in increased peak-hour traffic delay at intersections on Bayfront Expressway, University Avenue and Willow Road that could decrease the performance of transit service and increase the cost of transit operations. Implementation of Mitigation Measure TRANS-6c set forth below, which is hereby adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level. Implementation of Mitigation Measure TRANS-6c, which could result in the provision transit service on the on the Dumbarton Corridor could mitigate this impact, because provision of Dumbarton transit service would require approval of other public agencies and is not under the jurisdiction of the City of Menlo Park, implementation of this mitigation cannot be guaranteed and this impact would remain is significant and unavoidable. No additional mitigation measures are feasible and available.

Mitigation Measure TRANS-6c:

The City should continue to support the Dumbarton Corridor Study, evaluating the feasibility of providing transit service to the existing rail corridor and/or

operational improvements to Bayfront Expressway, Marsh Road and Willow Road, such as a dedicated high-occupancy vehicle (HOV) lane, bus queue-jump lanes, or transit-signal priority that could reduce travel time for current bus operations.

VII. FINDINGS FOR SIGNIFICANT IMPACTS REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL BY MITIGATION MEASURES

The Final EIR identifies the following significant impacts associated with the Project. It is hereby determined that the impacts addressed by these mitigation measures will be mitigated to a less than significant level or avoided by adopting and incorporating these mitigation measures conditions into the Project. Public Resources Code Section 21081(a)(1). As explained in Section X, below, the

findings in this Section VII are based on the Final EIR, the discussion and analysis in which is hereby incorporated in full by this reference.

A. IMPACT AQ-3a: WAREHOUSING OPERATIONS COULD GENERATE A SUBSTANTIAL AMOUNT OF DIESEL PARTICULATE MATTER (DPM) EMISSIONS FROM OFF-ROAD EQUIPMENT USE AND TRUCK IDLING. IN ADDITION, SOME WAREHOUSING, RESEARCH AND DEVELOPMENT, AND INDUSTRIAL FACILITIES MAY INCLUDE USE OF TRANSPORT REFRIGERATION UNITS (TRUs) FOR COLD STORAGE THAT COULD EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.

The Final EIR finds that the buildout of the Project could result in new sources of criteria air pollutant emissions and/or toxic air contaminants near existing or planned sensitive receptors. Existing and Project policies would reduce concentrations of TACs and $PM_{2.5}$ generated by new development. Review of projects by BAAQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure health risks are minimized. Mitigation Measure AQ-3a would ensure that mobile sources of TACs not covered under BAAQMD permits are considered during subsequent project-level environmental review. Development of individual projects would be required to achieve the incremental risk thresholds established by BAAQMD. Implementation of the Mitigation Measures AQ-3a, set forth below, which are hereby adopted and incorporated into the Project, would reduce this impact to a less-than-significant level.

Mitigation Measure AQ-3a:

Applicants for future non-residential land uses within the city that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of a proposed project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Menlo Park prior to future discretionary Project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds 10 in one million (10E-06), $PM_{2.5}$ concentrations exceed 0.3 µg/m3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. Mitigation measures may include but are not limited to:

- *Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible.*
- *Electrifying warehousing docks.*
- *Requiring use of newer equipment and/or vehicles.*
- *Restricting off-site truck travel through the creation of truck routes.*

Mitigation measures identified in the project-specific HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of a proposed project.

B. IMPACT AQ-3B: PLACEMENT OF NEW SENSITIVE LAND USES NEAR MAJOR SOURCES OF AIR POLLUTION COULD BE EXPOSED TO ELEVATED CONCENTRATIONS OF AIR POLLUTANTS.

The Final EIR finds that the placement of new sensitive receptors near major sources of TACs and $PM_{2.5}$ could expose people to substantial pollutant concentrations. General Plan policies would reduce concentrations of criteria air pollutant emissions and air toxics generated by new development. Mitigation Measure AQ-3b would ensure that placement of sensitive receptors near major sources of air pollution would achieve the incremental risk thresholds established by BAAQMD.

Mitigation Measure AQ-3b:

As part of the discretionary review process for development applications, applicants for all non-residential projects within the City that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land

use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of a proposed project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City's Planning Division. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds 10 in one million (10E-06), $PM_{2.5}$ concentrations exceed 0.3 µg/m^3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. Mitigation measures may include but are not limited to:

- *Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible.*
- *Electrifying warehousing docks.*
- *Requiring use of newer equipment and/or vehicles.*
- *Restricting off-site truck travel through the creation of truck routes.*

Mitigation measures identified in the project-specific HRA shall be incorporated into the site development plan as a component of a proposed project, subject to the review and approval of the Community Development Department.

C. IMPACT BIO-1: IMPACTS TO SPECIAL-STATUS SPECIES OR THE INADVERTENT LOSS OF BIRD NESTS IN ACTIVE USE, WHICH WOULD CONFLICT WITH THE FEDERAL MIGRATORY BIRD TREATY ACT AND CALIFORNIA FISH AND GAME CODE COULD OCCUR AS A RESULT OF NEW DEVELOPMENT POTENTIAL IN THE BAYFRONT AREA AND FROM EXISTING AND ONGOING DEVELOPMENT POTENTIAL IN THE REMAINDER OF THE CITY IF ADEQUATE CONTROLS ARE NOT IMPLEMENTED.

The Final EIR finds that potential for occurrence of special-status species in developed areas is generally very remote in comparison to undeveloped lands with natural habitat that contain essential habitat characteristics for the range of species known in the Menlo Park vicinity; however, the western snowy plover, Santa Cruz kangaroo rat, salt-marsh harvest mouse and California least tern, among others, have the potential for occurrence in the remaining undeveloped lands in Bayfront Area and special-status species, including the Alameda song sparrow, American Badger, hoary bat, Santa Cruz kangaroo rat, pallid bat, California tiger salamander, western pond turtle, California red-legged frog have the potential for occurrence elsewhere in the study area. Implementation of Mitigation Measure BIO-1, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure BIO-1:

As part of the discretionary review process for development projects, new construction and building additions, regardless of size, in addition to appropriate CEQA review, the City shall require all project applicants to prepare and submit project-specific baseline biological resources assessments (BRA) if the project would occur on or adjacent to a parcel containing natural habitat with features such as mature and native trees, unused structures that could support special-status species, other sensitive biological resources, and/or active nests of common birds protected under Migratory Bird Treaty Act (MBTA). Sensitive biological resources triggering the need for the baseline BRA shall include: wetlands, occurrences or suitable habitat for special-status species, sensitive natural communities, and important movement corridors for wildlife such as creek corridors and shorelines.

The baseline BRA shall be prepared by a qualified biologist.

The baseline BRA shall provide a determination on whether any sensitive biological resources are present on the site, including jurisdictional wetlands and

waters, essential habitat for special-status species, and sensitive natural communities. If jurisdictional wetlands and/or waters are suspected to be present on the site, a jurisdictional delineation confirmed by the U.S. Army Corps of Engineers (USACE) will be provided as part of the baseline BRA.

The baseline BRA shall also include consideration of possible sensitive biological resources on any adjacent undeveloped lands that could be affected by the project and lands of the Don Edwards San Francisco Bay National Wildlife Refuge (Refuge).

The baseline BRA shall incorporate guidance from relevant regional conservation plans, including, but not limited to, the then current Don Edwards San Francisco Bay National Wildlife Refuge Comprehensive Conservation Plan, South Bay Salt Pond Restoration Project, Tidal Marsh Recovery Plan and the USFWS Recovery Plan for the Pacific Coast Population of the Western Snowy Plover, for determining the potential presence or absence of sensitive biological resources, however, the presence or absence of sensitive biological resources will be determined by on-site surveys. If the adjacent property is the Refuge, Refuge staff shall be contacted regarding the presence or absence of sensitive biological resources.

If sensitive biological resources are determined to be present on the site or may be present on any adjacent parcel containing natural habitat, coordination with the appropriate regulatory and resource agencies must occur. Appropriate measures, such as preconstruction surveys, establishing no-disturbance zones and restrictive time periods during construction, protective development setbacks and restrictions, and applying bird-safe building design practices and materials, shall be developed by the qualified biologist in consultations with the regulatory and resource agencies to provide adequate avoidance, or provide compensatory mitigation if avoidance is infeasible. With respect to fully protected species, if the BRA for any development project determines that any of the following Fully Protected Species are present, then neither take of such species will be permitted nor will mitigation measures including species collection or relocation. The Fully Protected Species include American Peregrine Falcon (Falco peregrinus anatum), California Black Rail (Laterallus jamaicensis coturniculus), California Clapper Rail – Ridgway's Rail (Rallus longirostris obsoletus), California Least Tern (Sterna albifrons browni), White-tail Kite (Elanus leucurus), Salt-marsh harvest mouse (Reithrodontomys raviventris), and San Francisco garter snake (Thamnophis sirtalis tetrataenia).

The qualified biologist shall consult with the Refuge management and, where appropriate, the Endangered Species Office of the U.S. Fish and Wildlife Service (USFWS), the National Marine Fisheries Service (NMFS), and California Department of Fish and Wildlife (CDFW) for determining the potential presence or

absence of sensitive biological resources and appropriate avoidance or compensatory mitigation measures, if required.

Where jurisdictional waters or federally and/or State-listed special-status species would be affected, appropriate authorizations, i.e. the USACE, San Francisco Bay Regional Water Quality Control Board (RWQCB), San Francisco Bay Conservation and Development Commission (BCDC), USFWS, NMFS, Refuge and CDFW, shall be obtained by the project applicant, and evidence of such authorization provided to the City prior to issuance of grading or other construction permits.

For sites that are adjacent to undeveloped lands with federally and/or State-listed special status species, or sensitive habitats, or lands of the Refuge, the BRA shall include evaluation of the potential effects of:

- *additional light,*
- *glare,*
- *shading (i.e. shadow analysis),*
- *noise,*
- *urban runoff,*
- *water flow disruption,*
- *water quality degradation/sedimentation,*
- *attraction of nuisance species/predators (e.g. attraction of refuse) and their abatement (e.g. adverse impacts of rodenticides), and*
- *pesticides*

generated by the project, as well as the possibility for increased activity from humans and/or domesticated pets and their effects on the nearby natural habitats. The BRA shall include proposed avoidance, minimization and mitigation of these adverse impacts.

The City of Menlo Park Planning Division may require an independent peer review of the adequacy of the baseline BRA as part of the review of the project to confirm its adequacy. Mitigation measures identified in the project-specific BRA shall be incorporated as a component of a proposed project and subsequent building permit, subject to the review and approval of the Community Development Department and the appropriate regulatory and resource agencies.

The following zoning regulations enacted by ordinances (including, but not limited to, 16.43 O-Office District, 16.43.080 Corporate housing, 16.43.140 Green and sustainable building; 16.44 LS-Life Science District, 16.44.130 Green and sustainable building) to minimize impacts to biological resources are incorporated

by reference into this mitigation measure and shall be a component of the project building permits:

1. *Setbacks (A) Minimum of two hundred (200) feet from the waterfront; waterfront is defined as the top of the levee.*
2. *Waterfront and Environmental Considerations. The following provisions are applicable when the property is adjacent to the waterfront or other sensitive habitat.*
   a. *Non-emergency lighting shall be limited to the minimum necessary to meet safety requirements and shall provide shielding and reflectors to minimize light spill and glare and shall not directly illuminate sensitive habitat areas. Incorporate timing devices and sensors to ensure night lighting is used only when necessary.*
   b. *Landscaping and its maintenance shall not negatively impact the water quality, native habitats, or natural resources.*
   c. *Pets shall not be allowed within the corporate housing due to their impacts on water quality, native habitats, and natural resources.*
3. *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.*

If it is determined through the BRA or CEQA review that further assessment/monitoring/reporting is required by appropriate regulatory or resource agencies, it shall be the responsibility of the City to ensure all project requirements are implemented.

D. IMPACT BIO-2: IMPACTS TO COASTAL SALT MARSH VEGETATION IN THE BAYLANDS, AND POSSIBLY AREAS OF RIPARIAN SCRUB AND WOODLAND ALONG SAN FRANCISQUITO CREEK AND OTHER DRAINAGES IN THE STUDY AREA COULD OCCUR AS A RESULT OF NEW DEVELOPMENT POTENTIAL IN THE BAYFRONT AREA AND FROM EXISTING AND ONGOING DEVELOPMENT POTENTIAL IN THE REMAINDER OF THE CITY IF ADEQUATE CONTROLS ARE NOT IMPLEMENTED.

The Final EIR finds that impacts to riparian habitats and other sensitive natural communities include both direct and indirect impacts that may occur. Direct impacts occur as a result of converting natural resources to developed properties, including the addition of impervious surfaces or hydrologic alterations. Habitat loss and degradation of existing habitat are direct impacts. Direct impacts may also be temporary impacts if they disturb a habitat that is subsequently restored after construction. An indirect impact is a physical change in the environment, which is not immediately related to, but is caused by the project. For example, if development results in reducing the sizes of remaining habitats, the values and functions of that habitat would be reduced and indirect impacts would occur. Increased stormwater runoff could potentially contribute to the loss of wetland habitat, affecting special status species that rely on this habitat.

Sensitive natural communities in the study area include areas of coastal salt marsh vegetation in the baylands, native valley oaks dominate the 88-acre Saint Patrick's Seminary in central Menlo Park and possibly areas of riparian scrub and woodland along San Francisquito Creek and other drainages. A portion of the Bayfront Area along University Avenue has a designation of Life Sciences over areas of marshland cover. These marshlands appear to be primarily freshwater and brackish in nature, but would still be a sensitive natural community type and are most likely regulated wetlands as discussed further under Impact Discussion BIO 3 below. Implementation of Mitigation Measure BIO-2, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure BIO-2:

Implement Mitigation Measure BIO-1.

E. IMPACT BIO-3: IMPLEMENTATION OF THE PROJECT COULD RESULT IN DIRECT AND INDIRECT IMPACTS TO WETLAND HABITAT IF ADEQUATE CONTROLS ARE NOT IMPLEMENTED.

The Final EIR finds that development and land use activities consistent with the Project could result in direct loss or modification to existing wetlands and unvegetated other waters, as well as indirect impacts due to water quality degradation. Affected wetlands could include both the wetland-related sensitive natural community types described above, as well as areas of open water, degraded and modified streams and channels, unvegetated waters, and isolated seasonal wetlands or freshwater seeps. Implementation of Mitigation Measure BIO-3, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure BIO-3:

Implement Mitigation Measure BIO-1.

F. IMPACT BIO-4: IMPLEMENTATION OF THE PROJECT COULD RESULT IN IMPACTS ON THE MOVEMENT OF FISH AND WILDLIFE, WILDLIFE CORRIDORS, OR WILDLIFE NURSERY SITES IF ADEQUATE CONTROLS ARE NOT IMPLEMENTED.

The Final EIR finds that development and land use activities consistent with the Project would result in a reduction in the remaining natural habitat in the study area. However, most wildlife in these areas are already acclimated to human activity in the urbanized portions of the study area. Implementation of Mitigation Measure BIO-4, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure BIO-4:

Implement Mitigation Measure BIO-1.

G. IMPACT BIO-6: IMPACTS TO SENSITIVE HABITAT IN THE STANFORD HABITAT CONSERVATION PLAN (HCP) AREA COULD OCCUR AS A RESULT OF EXISTING DEVELOPMENT POTENTIAL IN THE STUDY AREA THAT IS LOCATED WITHIN THE STANFORD HCP AREA IF ADEQUATE CONTROLS ARE NOT IMPLEMENTED.

The Final EIR finds that development within sensitive habitats within the Stanford Habitat Conservation Plan area could occur under the Project. Implementation of Mitigation Measure BIO-6 set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure BIO-6:

Implement Mitigation Measure BIO-1.

H. IMPACT BIO-7: IMPLEMENTATION OF THE PROJECT IN COMBINATION WITH PAST, PRESENT, AND REASONABLY FORESEEABLE PROJECTS, WOULD RESULT IN SIGNIFICANT CUMULATIVE IMPACTS WITH RESPECT TO BIOLOGICAL RESOURCES.

The Final EIR finds that implementation of the Project could result in further conversion of existing natural habitats to urban and suburban conditions, limiting the existing habitat values of the surrounding area and potentially resulting in significant cumulative impacts with respect to biological resources.

With implementation of Mitigation Measure BIO-1, set forth and incorporated above, the Project would not make a cumulatively considerable contribution to this cumulative impact, and the impact would be less than significant.

Mitigation Measure BIO-7:

Implement Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4 and BIO-6.

I. IMPACT CULT-1: FUTURE DEVELOPMENT IN MENLO PARK COULD LEAD TO DEMOLITION AND ALTERATION THAT HAS THE POTENTIAL TO CHANGE THE HISTORIC FABRIC OR SETTING OF HISTORIC ARCHITECTURAL RESOURCES SUCH THAT THE RESOURCE'S ABILITY TO CONVEY ITS SIGNIFICANCE MAY BE MATERIALLY IMPAIRED.

The Final EIR finds that implementation of the Project could result in new development and that could impair the historic integrity of resources are generally more important with larger and denser new construction and the impacts on historical resources would be significant. Implementation of Mitigation Measure CULT-1 set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure CULT-1:

At the time that individual projects are proposed on any site citywide with a building more than 50 years old or any site adjoining a property with a building more than 50 years old, the City shall require the project applicant to prepare a site-specific evaluation to determine if the project is subject to completion of a site-specific historic resources study. If it is determined that a site-specific historic resources study is required, the study shall be prepared by a qualified architectural historian meeting the Secretary of the Interior's Standards for Architecture or Architectural History. At a minimum, the study shall consist of a records search of the California Historical Resources Information System, an intensive-level pedestrian field survey, an evaluation of significance using standard National Register Historic Preservation and California Register Historic Preservation evaluation criteria, and recordation of all identified historic buildings

and structures on California Department of Parks and Recreation 523 Site Record forms. The study shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and recommendations for management of identified resources. If applicable, the specific requirements for inventory areas and documentation format required by certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), shall be adhered to.

If the project site or adjacent properties are found to be eligible for listing on the California Register, the project shall be required to conform to the current Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, and Restoring Historic Buildings, which require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.

J. IMPACT CULT-2A: IMPLEMENTATION OF THE PROJECT COULD HAVE THE POTENTIAL TO CAUSE A SIGNIFICANT IMPACT TO AN ARCHAEOLOGICAL RESOURCE PURSUANT TO CEQA GUIDELINES SECTION 15064.5.

The Final EIR finds that implementation of the Project could result in new development and that could impair the historic integrity of unknown archaeological deposits associated with the historic period of Menlo Park and Native American prehistoric archeological sites. Implementation of Mitigation Measure CULT-2a set forth below, which is hereby adopted and incorporated into the proposed project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure CULT-2a:

If a potentially significant subsurface cultural resource is encountered during ground disturbing activities on any parcel in the city, all construction activities within a 100-foot radius of the find shall cease until a qualified archeologist determines whether the resource requires further study. All developers in the study area shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of the California Environmental Quality Act (CEQA) criteria by a qualified archeologist. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also

perform appropriate technical analyses; prepare a comprehensive report complete with methods, results, and recommendations; and provide for the permanent curation of the recovered resources. The report shall be submitted to the City of Menlo Park, Northwest Information Center (NWIC), and State Historic Preservation Office (SHPO), if required.

K. IMPACT CULT-2b: FUTURE DEVELOPMENT IN MENLO PARK COULD IMPACT ARCHEOLOGICAL RESOURCES WITHOUT PROPER CONSULTATION WITH NATIVE AMERICAN TRIBES.

The Final EIR finds that implementation of the Project could result in new development and that could impair the historic integrity of unknown archaeological deposits associated with the historic period of Menlo Park and Native American prehistoric archeological sites. Implementation of Mitigation Measure CULT-2b set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure CULT-2b:

As part of the City's application approval process and prior to project approval, the City shall consult with those Native American Tribes with ancestral ties to the Menlo Park city limits regarding General Plan Amendments in the city and land use policy changes. Upon receipt of an application for proposed project that requires a General Plan Amendment or a land use policy change, the City shall submit a request for a list of Native American Tribes to be contacted about the proposed project to the Native American Heritage Commission (NAHC). Upon receipt of the list of Native American Tribes from the NAHC, the City shall submit a letter to each Tribe on the provided list requesting consultation with the Native American Tribe about the proposed project via the via the City's preferred confirmation of receipt correspondence tracking method (e.g., Federal Express, United States Postal Service Certified Mail, etc.).

L. IMPACT CULT-3: IMPLEMENTATION OF THE PROJECT WOULD HAVE THE POTENTIAL TO DIRECTLY OR INDIRECTLY AFFECT A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE, OR UNIQUE GEOLOGIC FEATURE.

The Final EIR finds that implementation of the Project could result in new development and that could impair unknown fossils or unique paleontological resources or unique geologic features in the study area. Implementation of Mitigation Measure CULT-3 set forth below, which is hereby adopted and

incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure CULT-3:

In the event that fossils or fossil bearing deposits are discovered during ground disturbing activities anywhere in the city, excavations within a 50-foot radius of the find shall be temporarily halted or diverted. Ground disturbance work shall cease until a City-approved 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 1995]), 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.

M. IMPACT CULT-4: GROUND-DISTURBING ACTIVITIES AS A RESULT OF FUTURE DEVELOPMENT IN MENLO PARK COULD ENCOUNTER HUMAN REMAINS THE DISTURBANCE OF THOSE REMAINS COULD RESULT IN A SIGNIFICANT IMPACT UNDER CEQA.

The Final EIR finds that implementation of the Project could result in new development and that could impair human remains, including those of Native Americans, associated with pre-contact archaeological deposits in the study area. Implementation of Mitigation Measure CULT-4 set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure CULT-4:

Procedures of conduct following the discovery of human remains citywide have been mandated by Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98 and the California Code of Regulations Section 15064.5(e) (CEQA). According to the provisions in CEQA, if human remains are encountered at the 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, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, 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.

N. IMPACT CULT-5: GROUND-DISTURBING ACTIVITIES AS A RESULT OF FUTURE DEVELOPMENT IN MENLO PARK COULD ENCOUNTER TRIBAL CULTURAL RESOURCES (TCRS) THE DISTURBANCE OF WHICH COULD RESULT IN A SIGNIFICANT IMPACT UNDER CEQA.

The Final EIR finds that implementation of the Project could result in new development and that could impair unknown archeological resources including Native American artifacts and human remains, which could be defined as tribal cultural resources (TCRs). Implementation of Mitigation Measure CULT-5a through CULT-5c set forth below, which is hereby adopted and incorporated into the proposed project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure CULT-5a:

Implement Mitigation Measures CULT-2a.

Mitigation Measure CULT-5b:

Implement Mitigation Measures CULT-2b.

Mitigation Measure CULT-5c:

Implement Mitigation Measures CULT-4.

O. IMPACT CULT-6: IMPLEMENTATION OF THE PROJECT, IN COMBINATION WITH PAST, PRESENT AND REASONABLY FORESEEABLE PROJECTS, WOULD RESULT IN A SIGNIFICANT CUMULATIVE IMPACTS WITH RESPECT TO CULTURAL RESOURCES.

The Final EIR finds that implementation of the Project could impair cultural resources, including unknown archaeological resources, paleontological resources, human remains, or TCR's historic building and potentially resulting in significant cumulative impacts with respect to biological resources.

Implementation of Mitigation Measure CULT-6, set forth and incorporated below, the Project would not make a cumulatively considerable contribution to this cumulative impact, and the impact would be less than significant.

Mitigation Measure CULT-6:

Implement Mitigation Measures CULT-1, CULT-2a, CULT-2b, CULT-3, and CULT-4.

P. IMPACT HAZ-4: IMPLEMENTATION OF THE PROJECT COULD OCCUR ON SITES WITH KNOWN HAZARDOUS MATERIALS AND, AS A RESULT, CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.

The Final EIR finds that because hazardous materials are known to be present in soil, soil gas, and/or groundwater due to past land uses at certain sites that may be redeveloped as part of the Project, the direct contact, inhalation, or ingestion of hazardous materials could potentially cause adverse health effects to construction workers and future site users. The severity of health effects would depend on the contaminant(s), concentration, use of personal protective equipment during construction, and duration of exposure. The disturbance and release of hazardous materials during earthwork activities, if present, could pose a hazard to construction workers, nearby receptors, and the environment and impacts could be potentially significant. Implementation of Mitigation Measures HAZ-4a and HAZ-4b, set forth below, which are hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure HAZ-4a:

Construction at the sites of any site in the City with known contamination, shall be conducted under a project-specific Environmental Site Management Plan (ESMP) that is prepared in consultation with the Regional Water Quality Control Board (RWQCB) or the Department of Toxic Substances Control (DTSC), as appropriate. 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. The ESMP shall: 1) provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation 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.

Mitigation Measure HAZ-4b:

For those sites throughout the city with potential residual contamination in soil, gas, or groundwater that are planned for redevelopment with an overlying occupied building, a vapor intrusion assessment shall be performed by a licensed environmental professional. If the results of the vapor intrusion assessment indicate the potential for significant vapor intrusion into an occupied building, project design shall include vapor controls or source removal, as appropriate, in accordance with regulatory agency requirements. Soil vapor mitigations or controls could include vapor barriers, passive venting, and/or active venting. The vapor intrusion assessment and associated vapor controls or source removal can be incorporated into the ESMP (Mitigation Measure HAZ-4a).

Q. IMPACT HAZ-9: IMPLEMENTATION OF THE PROJECT, IN COMBINATION WITH PAST, PRESENT, AND REASONABLY FORESEEABLE PROJECTS, WOULD RESULT IN SIGNIFICANT CUMULATIVE IMPACTS WITH RESPECT TO HAZARDS AND HAZARDOUS MATERIALS.

The Final EIR takes into account growth projected by the Project within the Menlo Park city boundary and Sphere of Influence (SOI), in combination with impacts from projected growth in the rest of San Mateo County and the surrounding region, as forecast by the Association of Bay Area of Governments (ABAG). Potential cumulative hazardous materials impacts could arise from a combination of the development of the Project together with the regional growth in the immediate vicinity of the study area. As discussed under Impact HAZ-4, disturbance and release of hazardous materials during earthwork activities, if present, could pose a hazard to construction workers, nearby receptors, and the environment and impacts could be potentially significant. Implementation of Mitigation Measures HAZ-9, set forth and incorporated below, in conjunction with

compliance with General Plan policies and strategies, other local, regional, State, and federal regulations, the proposed project would not make a cumulatively considerable contribution to this cumulative impact, and the impact would be less than significant.

Mitigation Measure HAZ-9:

Implement Mitigation Measures HAZ-4a and HAZ-4b.

R. IMPACT LU-2: FUTURE DEVELOPMENT PROPOSALS IN MENLO PARK COULD BE INCONSISTENT WITH THE APPLICABLE GOALS, POLICIES AND PROGRAMS IN THE GENERAL PLAN THAT HAVE BEEN PREPARED TO REDUCE AND/OR AVOID IMPACTS TO THE ENVIRONMENT AND THE SUPPORTING ZONING STANDARDS.

The Final EIR finds that future projects that are inconsistent with the applicable goals, policies and programs in the General Plan and supporting Zoning standards would be considered a significant impact. Implementation of Mitigation Measures LU-2, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure LU-2:

As part of the discretionary review process for development projects, all proposed development anywhere in Menlo Park is required to demonstrate consistency with the applicable goals, policies, and programs in the General Plan and the supporting Zoning standards to the satisfaction of the City of Menlo Park's Community Development Department. A future project is consistent with the General Plan and Zoning standards if, considering all its aspects, it will further the goals, policies and programs of the General Plan and supporting Zoning standards and not obstruct their attainment.

S. IMPACT LU-4: IMPLEMENTATION OF THE PROJECT, IN COMBINATION WITH PAST, PRESENT, AND REASONABLY FORESEEABLE PROJECTS, WOULD RESULT IN SIGNIFICANT CUMULATIVE IMPACTS WITH RESPECT TO LAND USE AND PLANNING.

The Final EIR finds that implementation of the Project could result in a cumulative land use impact if future projects under the proposed project are inconsistent with the applicable goals, policies and programs in the General Plan and supporting Zoning standards. Implementation of Mitigation Measure LU-4 set forth below, which is hereby adopted and incorporated into the proposed project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure LU-4:

Implement Mitigation Measure LU-2.

T. IMPACT NOISE-1: FUTURE PROJECTS IN MENLO PARK COULD RESULT IN DEVELOPMENT THAT EXCEEDS NOISE LIMITS REQUIRED UNDER TITLE 24 AND THE CITY'S REGULATIONS.

The Final EIR finds that if future projects in Menlo Park exceed the noise limits required under Title 24 or the City's regulations as set forth in the Zoning regulations this would result in a significant impact. Implementation of Mitigation Measures NOISE-1a, NOISE-1b, and NOISE-1c, set forth below, which are hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure NOISE-1a:

To meet the requirements of Title 24 and General Plan Program N1.A, project applicants shall perform acoustical studies prior to issuance of building permits for citywide development of new noise-sensitive uses. New residential dwellings, hotels, motels, dormitories, and school classrooms must meet an interior noise limit of 45 dBA CNEL or Ldn. Developments in areas exposed to more than 60 dBA CNEL must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. Where exterior noise levels are projected to exceed 60 dBA CNEL or Ldn at the façade of a building, a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the 45 dBA noise limit. Project applicants for all new multi-family residential projects subject to the review and approval of the Community Development Department, prior to building permit issuance, must perform acoustical studies within the

projected Ldn 60 dB noise contours, so that noise mitigation measures can be incorporated into project design and site planning, subject to the review and approval of the Community Development Department.

Mitigation Measure NOISE-1b:

Stationary noise sources and landscaping and maintenance activities citywide shall comply with Chapter 8.06, Noise, of the Menlo Park Municipal Code.

Mitigation Measure NOISE-1c:

Project applicants for all development projects in the city shall minimize the exposure of nearby properties to excessive noise levels from construction-related activity through CEQA review, conditions of approval and/or enforcement of the City's Noise Ordinance. Prior to issuance of demolition, grading, and/or building permits for development projects, a note shall be provided on development plans indicating that during on-going grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:

- *Construction activity is limited to the daytime hours between 8:00 a.m. to 6:00 p.m. on Monday through Friday, as prescribed in the City's municipal code.*
- *All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers, air intake silencers, and/or engine shrouds that are no less effective than as originally equipped by the manufacturer.*
- *Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.*
- *Stockpiling is located as far as feasible from nearby noise-sensitive receptors.*
- *Limit unnecessary engine idling to the extent feasible.*
- *Limit the use of public address systems.*
- *Construction traffic shall be limited to the haul routes established by the City of Menlo Park.*

U. IMPACT NOISE-2: FUTURE PROJECTS IN MENLO PARK COULD CAUSE EXPOSURE OF PEOPLE TO, OR GENERATION OF, EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS.

The Final EIR finds that if future projects in Menlo Park could cause exposure of people to, or generation of, excessive groundborne vibration or groundborne noise levels. Implementation of Mitigation Measured NOISE-2a and NOISE-2b, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure NOISE-2a:

To prevent architectural damage citywide as a result of construction-generated vibration:

- *Prior to issuance of a building permit for any development project requiring pile driving or blasting, the project applicant/developer shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. The maximum levels shall not exceed 0.2 inch/second, which is the level that can cause architectural damage for typical residential construction. If maximum levels would exceed these thresholds, alternative methods such static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used.*

To prevent vibration-induced annoyance as a result of construction-generated vibration:

- *Individual projects that involve vibration-intensive construction activities, such as blasting, pile drivers, jack hammers, and vibratory rollers, within 200 feet of sensitive receptors shall be evaluated for potential vibration impacts. A vibration study shall be conducted for individual projects where vibration-intensive impacts may occur. The study shall be prepared by an acoustical or vibration engineer holding a degree in engineering, physics, or allied discipline and who is able to demonstrate a minimum of two years of experience in preparing technical assessments in acoustics and/or groundborne vibrations. The study is subject to review and approval of the Community Development Department.*

Vibration impacts to nearby receptors shall not exceed the vibration annoyance levels (in RMS inches/second) as follows:

- *Workshop = 0.126*
- *Office = 0.063*
- *Residential Daytime (7:00 AM–10:00 PM)= 0.032*
- *Residential Nighttime (10:00 PM to 700 AM) = 0.016*

If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., nonexplosive blasting methods, drilled piles as opposed to pile driving, preclusion for using vibratory rollers, use of small- or medium-sized bulldozers,

etc.). Vibration reduction measures shall be incorporated into the site development plan as a component of the project and applicable building plans, subject to the review and approval of the Community Development Department.

Mitigation Measure NOISE-2b:

To reduce long-term vibration impacts of future development citywide on existing or potential future sensitive uses:

- *Locate sensitive uses away from vibration sources.*
- *Design industrial development to minimize vibration impacts on nearby uses. Where vibration impacts may occur, reduce impacts on residences and businesses through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration near rail lines and industrial uses.*
- *Work with the railroad operators (e.g., Caltrain, Union Pacific, etc.) to reduce, to the extent possible, the contribution of railroad train noise and vibration to Menlo Park's noise environment.*

V. IMPACT NOISE-4: FUTURE PROJECTS IN MENLO PARK COULD RESULT IN CONSTRUCTION-RELATED NOISE THAT EXCEEDS NOISE LIMITS REQUIRED UNDER THE CITY'S REGULATIONS.

The Final EIR finds that future projects would be required to demonstrate compliance with the City's required standards to ensure they do not result in the generation of construction noise levels in excess of standards established in the General Plan or the Municipal Code, and/or the applicable standards of other agencies. Implementation of Mitigation Measure NOISE-4, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impacts to a less-than-significant level.

Mitigation Measure NOISE-4:

Implement Mitigation Measure NOISE-1c.

W. IMPACT NOISE-7: IMPLEMENTATION OF THE PROJECT, IN COMBINATION WITH PAST, PRESENT, AND REASONABLY FORESEEABLE PROJECTS, WOULD RESULT IN SIGNIFICANT CUMULATIVE IMPACTS WITH RESPECT TO NOISE.

The Final EIR finds that implementation of the Project could result in a cumulative noise impact if future projects under the proposed project are inconsistent with the applicable goals, policies and programs in the General Plan and supporting Zoning standards related to maintaining acceptable noise operational and construction-related impacts. Implementation of Mitigation

Measure NOISE-7, set forth below, which is hereby adopted and incorporated into the proposed project, would avoid or reduce this impacts to a less-than-significant level.

Mitigation Measure NOISE-7:

Implement Mitigation Measures NOISE-1a through NOISE-1c, NOISE-2a, NOISE-2b, and NOISE-4.

X. IMPACT UTIL-10: IMPLEMENTATION OF THE PROJECT, WHEN CONSIDERED WITH THE OTHER JURISDICTIONS THAT DIVERT SOLID WASTE TO THE OX MOUNTAIN LANDFILL, COULD RESULT IN POTENTIAL LACK OF LANDFILL CAPACITY FOR DISPOSAL OF SOLID WASTE UNDER CUMULATIVE CONDITIONS.

The Final EIR finds that anticipated rates of solid waste disposal would have a less-than-significant impact with regard to target disposal rates, and that the City would continue its current recycling ordinances and waste management policies. Nevertheless, the 2034 estimated closure date for the Ox Mountain Landfill would result in insufficient solid waste disposal capacity at buildout of the proposed project when considered with other development in the service area of the Ox Mountain Landfill, resulting in a significant cumulative impact. Implementation of Mitigation Measure UTIL-10, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impacts to a less-than-significant level.

Mitigation Measure UTIL-10:

The City shall continue its reduction programs and diversion requirements in an effort to further reduce solid waste that is diverted to the landfill and lower its per capita disposal rate citywide. In addition, the City shall monitor solid waste

generation volumes in relation to capacities at receiving landfill sites to ensure that sufficient capacity exists to accommodate future growth. The City shall ensure any waste management firm it contracts with has access to a new landfill site(s) to replace the Ox Mountain landfills, at such time that this landfill is closed.

VIII. ALTERNATIVES

The Final EIR analyzed three alternatives to the Project, examining 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 3 (Project Description) of the Draft EIR; the potentially significant environmental effects of the Project, including feasible mitigation measures

identified to avoid these impacts, are analyzed in Chapter 4 (Environmental Evaluation) of the Draft EIR; and the alternatives are described in detail in Chapter 5 (Alternatives to the Proposed Project) of the Draft EIR.

Brief summaries of the alternatives are provided below. A brief discussion of the Environmentally Superior Alternative follows the summaries of the alternatives. As explained in Section IX, below, the findings in this Section VII are based on the Final EIR, the discussion and analysis in which is hereby incorporated in full by this reference.

A. THE NO PROJECT ALTERNATIVE: CURRENT GENERAL PLAN

CEQA requires evaluation of the "no project" alternative. State CEQA Guidelines section 15126.6(e). Consistent with State CEQA Guidelines section 15126.6(e)(3)(A), the No Project Alternative assumes that growth and development would continue to occur under the provisions of the current General Plan, including the development allocations non-residential space, hotel and residential unit allocations. Thus, no new development potential beyond what is currently permitted in the current General Plan would occur.

As shown in Draft EIR Table 5-1, the No Project Alternative would allow for the following new development allocations:

- Non-residential allocation: 1.8 million square feet (no net increase from current General Plan)
- Hotel allocation: 0 rooms (no net increase from current General Plan)
- Residential allocation: 1,000 units (no net increase from current General Plan)

When compared to the Project, implementation of the No Project Alternative would result in less development potential, and therefore fewer impacts related to biological resources, cultural resources, hazards and hazardous materials, noise, population and housing, public services and recreation, and utilities and services

systems. However, each of these topic areas were found to be less than significant under the Project with implementation of the Project's goals, policies and programs and Mitigation Measures BI0-1, CULT-1, CULT-2a, CULT-2b, CULT-3, CULT-4, and CULT-5a through CULT-5c, HAZ-4a, HAZ-4b, HAZ-9, NOISE-1a though NOISE-1c, NOISE-2a, NOISE-2b, NOISE-4, NOISE-7, and UTIL-10. Therefore, adoption of the No Project Alternative does not strictly reduce impacts merely because it allows for less development. For example, the Project includes land uses that plan to improve the balance between jobs and housing—the result is 14 Vehicles Miles Traveled (VMT) per service population, which is lower than the 19 miles anticipated with the No Project Alternative. The No Project Alternative would continue the business-as-usual land use imbalance

related to jobs and housing and would not foster a live/work/play environment in the M-2 Area and therefore, impacts related to VMT and consequently, air quality and GHG emissions would be greater than the Project.

While the current General Plan includes goals, policies, and programs that reduce impacts to the environment, the No Project Alternative does not include the improved and enhanced goals, policies, and programs that address the distinct issues and opportunities that the Menlo Park community is likely to face during the updated planning horizon of the General Plan. The proposed policies of the Land Use and Circulation Elements have been carefully prepared to reduce and/or avoid impacts to the environment as a result of future development in the City to the extent feasible. The proposed policies aim to reduce VMT, greenhouse gas emissions, air quality pollutants, energy consumption, water demand, and solid waste generation by promoting infill development; increasing opportunities for alternative modes of transportation, pedestrian, and bicycle access and connectivity, and local jobs; protecting open space; conserving natural resources; and requiring adherence to green building practices. General Plan policies aim to avoid hazardous conditions and facilitate a healthy and safe environment for residents and visitors to Menlo Park. In addition, General Plan polices aim to protect cultural resources and ensure that new development and redevelopment is compatible with neighboring land uses.

Furthermore, the proposed Zoning update includes regulations for development in the M-2 Area that would introduce Residential and Non-Residential Green Building Requirements, installation of electric vehicle (EV) chargers and meeting 100 percent of electricity and natural gas demand through either onside generation and/or purchase of renewable electricity or electricity credits to offset energy use. The Zoning Ordinance update also requires that future development project applicants submit a zero-waste management plan to the City, which will cover how the applicant plans to minimize waste to landfill and incineration. The continuation

of the ongoing General Plan and Zoning in the M-2 Area do not allow the City to stay current and address the evolving needs of it residents and employees.

As discussed in Section 5.4.3 of the Draft EIR, the No Project Alternative would not satisfy the Project objectives. One Project objective was to plan for changes to land uses in the M-2 Area. The No Project Alternative would not plan for any changes to the M-2 Area. Another Project objective was to achieve the community's vision. The No Project Alternative would not plan for a live/work/play environment in the M-2 Area that was envisioned by the community. The No

Project Alternative does achieve the community's vision or the Project objective to improve mobility for all travel modes. The No Project Alternative would not implement the new proposed General Plan goals, policies and programs, and Zoning regulations that would implement the community's vision for Menlo Park moving into the future. Another Project objective was to realize economic and revenue potential. With the No Project Alternative, there would be no new potential for housing which generates property tax revenue, for commercial uses that generate sales tax revenue, or for new hotel rooms that generate transient occupancy taxes for the City. Finally, the No Project Alternative would not meet the Project objective streamline environmental review and proposed projects would continue to undergo full environmental review under the outdated General Plan. For the foregoing reasons, the No Project Alternative is hereby rejected as infeasible.

B. REDUCED NON-RESIDENTIAL INTENSITY ALTERNATIVE

Under the Reduced Non-Residential Intensity Alternative, the updated goals, policies and programs of the General Plan Land Use Element and Circulation Element the updated M-2 Area Zoning Ordinance would be implemented. All net new non-residential development under the Project in the M-2 Area would be reduced by 50 percent and the ongoing development potential under the existing General Plan would continue under this Alternative. In other words, all potential development under the existing General Plan would not be reduced. All other components under the Project as described under Section 3.7 of Chapter 3, Project Description, of this Draft EIR, would occur, such as an update to the City's Zoning Ordinance for the M-2 Area to ensure consistency with the General Plan Update and previously adopted ordinances and policies.

As shown in Draft EIR Table 5-1, the Reduced Non-Residential Intensity Alternative would allow for the following new development allocations:

- Non-residential allocation: 2.9 million square feet (net increase of 1.1 million square feet from current General Plan)
- Hotel allocation: 200 rooms (net increase of 200 rooms from current General Plan)
- Residential: 5,500 units (net increase of 4,500 from current General Plan)

When compared to the Project, implementation of this alternative would result in less development potential and impacts related to air quality, biological resources, greenhouse gas emissions, hazards and hazardous materials, noise, public services and recreation, transportation and circulation, and utilities and services systems. However, because the Reduced Non-Residential Intensity Alternative assumes that the same General Plan goals, policies, and programs, updated Zoning regulation, and recommended Mitigation Measures AQ-3a, AQ-3b, BI0-1, CULT-1, CULT-2a, CULT-2b, CULT-3, CULT-4, and CULT-5a through

CULT-5c, HAZ-4a, HAZ-4b, HAZ-9, NOISE-1a though NOISE-1c, NOISE-2a, NOISE-2b, NOISE-4, NOISE-7, and UTIL-10 for the Project would apply, the impacts would not be less in these categories simply because less development is proposed. In other words, impacts would be reduced under both scenarios with the application of the mitigating features of the Project and the mitigation measures enforced through the MMRP. Mitigating Project features and Mitigation Measures AQ-2a, AQ-2b1, AQ-2b2, and AQ-5, and TRANS-1a, TRANS-1b, and TRANS-6a through TRANS-6c, would not reduce impacts because some aspects of the measures are not within the City's jurisdiction to implement. Development under the Reduced Non-Residential Intensity Alternative would result in less non-residential development but maintain the same level of residential as the Project, and therefore has the potential to improve the existing land use to job balance in the study area necessary to ensure that VMT-related impacts such as air quality, GHG emissions, and transportation and circulation would be lower when compared to the Project. It is for this reason this alternative was identified as the environmentally superior alternative. However, this identification does not in and of itself mean this is the most appropriate alternative to fulfill the vision and Project objectives for ConnectMenlo.

The Project is a reflection of the community's vision as identified through ConnectMenlo, which was a robust community engagement process. Under the Reduced Non-Residential Intensity Alternative, the total number of non-residential square footage, hotel rooms, and employees in the M-2 Area would be 50 percent less than anticipated under the Project. This alternative, therefore, does not fully achieve the community's vision because it is a reduction from that vision. Under this alternative, the 50 percent reduction in non-residential development would commensurately reduce economic and revenue potential as compared to the Project, especially from primary sources such as sales tax, business-to-business transaction taxes, and transient occupancy tax. Therefore, this alternative would not fully achieve the economic and revenue potential objective set forth for the Project. The Project and its live/work/play vision oriented toward pedestrian, transit and bicycle use (especially for commuting to nearby jobs) for the M-2 Area was developed working with M-2 Area property owners. Reducing the envisioned non-residential development potential will not achieve the vision of those property

owners or the public who participated in ConnectMenlo to create that vision or the objective to improve mobility for all travel modes. For the foregoing reasons, Reduced Non-Residential Intensity Alternative is hereby rejected as infeasible.

C. REDUCED INTENSITY ALTERNATIVE

Under the Reduced Intensity Alternative, the updated goals, policies and programs of the General Plan Land Use Element and Circulation Element the updated M-2 Area Zoning Ordinance would be implemented. In addition, all net

new development in the M-2 Area under the Project would be reduced by 25 percent. Potential development under the existing General Plan would not be reduced. All other components proposed by the Project as described under Section 3.7 of Chapter 3, Project Description, of this Draft EIR, would occur, such as an update to the City's Zoning Ordinance for the M-2 Area to ensure consistency with the General Plan Update and previously adopted ordinances and policies.

As shown in Draft EIR Table 5-1, the Reduced Intensity Alternative would allow for the following new development allocations:

- Non-residential allocation: 3.5 million square feet (net increase of 1.7 million square feet from current General Plan)
- Hotel allocation: 300 rooms (net increase of 300 rooms from current General Plan)
- Residential: 4,375 units (net increase of 3,375 units from current General Plan)

Like the Reduced Non-residential Intensity Alternative, when compared to the Project, implementation of the Reduced Intensity Alternative would result in less development potential and impacts related to air quality, biological resources, hazards and hazardous materials, noise, public services and recreation, and utilities and services systems. However, because the Reduced Intensity Alternative assumes that the same General Plan goals, policies, and programs, updated Zoning regulation, and recommended Mitigation Measures AQ-3a, AQ-3b, BI0-1, CULT-1, CULT-2a, CULT-2b, CULT-3, CULT-4, and CULT-5a through CULT-5c, HAZ-4a, HAZ-4b, HAZ-9, NOISE-1a though NOISE-1c, NOISE-2a, NOISE-2b, NOISE-4, NOISE-7, and UTIL-10 for the Project would apply, the impacts would not be less in these categories simply because less development is proposed. In other words, impacts would be reduced under both scenarios with the application of the mitigating features of the Project and the mitigation measures enforced through the MMRP. Mitigating Project features and Mitigation Measures AQ-2a, AQ-2b1, AQ-2b2, and AQ-5, and TRANS-1a, TRANS-1b, and TRANS-6a through TRANS-6c, would not reduce impacts because some aspects of the measures are not within the City's jurisdiction to implement.

Under the Reduced Intensity Alternative the total number of residential and non-residential square footage, hotel rooms, and employees in the M-2 Area would be 25 percent less than anticipated under the Project and would generally meet all of the project objectives, but not to the same extent as the Project. As

described above under the Reduced Non-Residential Intensity Alternative, the reduced economic and revenue potential from that of the Project would not fully achieve the economic and revenue potential objective set forth by the Project and consequently, would not fully establish and achieve the community's vision for jobs that would support and promote live/work/play environments oriented toward pedestrians, transit, and bicycle use (especially for commuting to nearby jobs) to the same extent as the Project. For the foregoing reasons, Reduced Intensity Alternative is hereby rejected as infeasible.

E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of the Project 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 goals or needs of Menlo Park. The project under consideration cannot be identified as the environmentally superior alternative. Additionally, in accordance with State CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the "No Project" Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

As shown in Table 5-2 in Chapter 5 of the Draft EIR, the No Project Alternative would, in comparison to the Project, result in reduced environmental impacts related to biological resources, cultural resources, hazards and hazardous materials, noise, population and housing (cumulative), public services, and utilities and service systems, but would ultimately result in greater impacts related to aesthetics, air quality, greenhouse gas emissions and transportation and traffic. Neither the Reduced Non-Residential Alternative nor the Reduced Intensity Alternative would result in greater impacts when compared to the Project. Therefore, as shown on Table 5-2, the Reduced Non-Residential Intensity Alternative would be the environmentally superior alternative because it would result in fewer significant impacts than the Reduced Intensity Alternative. This is in part because the equal reduction of jobs and housing in the Reduced Intensity Alternative would maintain the imbalance that currently exists in the city, which could result in a higher VMT than both the proposed project and the Reduced Non-Residential Intensity Alternative.

For the foregoing reasons, the Reduced Non-Residential Intensity Alternative is considered the environmentally superior alternative.

XII. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth above, the City has found that the Project will result in project and cumulative significant adverse environmental impacts related to air quality, greenhouse gas emissions, population and housing, and traffic and circulation that cannot be avoided following adoption, incorporation into the Project, and implementation of mitigation measures described in the EIR. In addition, there are no feasible project alternatives that would mitigate or avoid all of the Project's significant environmental impacts. Section 15093(b) of the State 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). Having balanced the economic, legal, social, technological or other benefits of the Project, including region-wide or statewide environmental benefits, against its significant and unavoidable environmental impacts, the City finds that the Project benefits outweigh its unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable.

The following statement identifies the reasons why, in the City's judgment, specific benefits of the Project outweigh the significant and unavoidable effects. The City finds that each of the Project benefits discussed below is a separate and independent basis for these findings. The reasons set forth below are based on the Final EIR and other information in the administrative record.

ECONOMIC BENEFITS

1. The Project would promote a vibrant economy by supporting a diversity of business and employment opportunities.
2. The Project provides for the greatest and most balanced economic growth alternative by creating 2.3 million square feet of new employment-related land uses and allowing the City greater opportunities to remain a competitive and innovative business destination in the regional development environment, which would support increased property and sales tax revenues.
3. The Project plans for 400 additional hotel rooms that will generate transient occupancy tax revenue for the City.
4. The Project updates the Transportation Impact Fee (TIF) program to guarantee funding for bicycle and pedestrian facilities and roadway and infrastructure improvements that are necessary to mitigate impacts from future projects.

ENVIRONMENTAL BENEFITS

1. The Project is environmentally superior to the existing General Plan, as discussed in Draft EIR Chapter 5 and summarized above in Section VII(A).
2. The Project recognizes the importance of linking land use and transportation planning.
3. The Project concentrates growth in existing urbanized areas and thereby results in fewer impacts from the construction of new infrastructure, maximizes use of existing impervious surfaces, provides multi-modal transportation opportunities, and reduces vehicle miles traveled, which translates into air quality and greenhouse gas emissions benefits and increases in resources and energy efficiency.
4. The Project largely concentrates growth at locations with existing uses and, as a result, potential future development would consist largely of either redevelopment of existing buildings and/or sites, and selective demolition of existing structures and replacement with new construction.
5. The Project includes policies that encourage conservation of water and energy resources in conformance with the City's sustainability goals.
6. The Project includes policies and mitigation measures, enforceable through the MMRP, that protect the Don Edwards Bay National Wildlife Refuge and other sensitive habitat areas.
7. The Project is in conformance with the principles of planning sustainable communities by meeting both the present and future housing needs of the City.
8. The Project is consistent with Plan Bay Area, which is the Bay Area's Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS), as well as SB 375, the Sustainable Communities and Climate Protection Act.

SOCIAL BENEFITS

1. The Project plans for citywide equity by providing the greatest job and housing opportunities in the M-2 Area to support a greater balance of land uses in this area of the City.
2. The Project includes up to 5,500 new residential units of which 4,500 would be in the M-2 Area, which represent significant new housing opportunities and include built in incentives for affordable housing.
3. The Project would result in reduced environmental justice inequities by facilitating and promoting the abatement of incompatible land uses and providing an equitable distribution of public amenities.

4. The Project would encourage mixed-use development in the M-2 Area to help improve walkability and quality of life for Menlo Park residents and the region by providing the opportunity for a better jobs/housing balance.
5. The Project provides opportunities for increased building heights and makes additional building height and residential density increases contingent on future development projects in Menlo Park providing the City with community benefits through corporate contributions.
6. The Project plans for M-2 Area residents to receive community benefits through corporate contributions as a result of the live/work/play environment envisioned.
7. The Project maintains investment backed expectations for the community at large.
8. The Project includes goals, policies, and programs that encourage social (and health) benefits associated with improved multi-modal transportation enhancements.

XII. ADOPTION OF THE MMRP

The City Council hereby adopts the mitigation measures set forth for the Project in the Final EIR and the MMRP attached hereto as Exhibit A and incorporated herein by this reference.

VI. 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, Pamela Aguilar, City Clerk of Menlo Park, do hereby certify that the above and foregoing Council Resolution was duly and regularly passed and adopted at a meeting by said Council on the 6th day of December, 2016, by the following votes:

AYES: Carlton, Keith, Ohtaki

NOES: None

ABSENT: Cline, Mueller

ABSTAIN: None

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this 6th day of December, 2016.



_____
Pamela Aguilar, CMC
City Clerk

Mitigation Monitoring or Reporting Program

This Mitigation Monitoring or Reporting Program (MMRP) has been prepared for the proposed Menlo Park General Plan (Land Use & Circulation Elements) and M-2 Area Zoning Update (proposed project). The purpose of the MMRP is to ensure the implementation of mitigation measures identified as part of the environmental review for the proposed project. The MMRP includes the following information:

- The full text of the mitigation measures;
- The party responsible for implementing the mitigation measures;
- The timing for implementation of the mitigation measure;
- The agency responsible for monitoring the implementation; and
- The monitoring action and frequency.

The mitigation measures in this MMRP shall be applied to all future development anywhere in the city unless otherwise specified in the specific mitigation measure. The City of Menlo Park must adopt this MMRP, or an equally effective program, if it approves the proposed project with the mitigation measures that were adopted or made conditions of project approval.

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
Air Quality						
AQ-2a: Prior to issuance of a building permits, all development projects in the city that are subject to CEQA and exceed the screening sizes in the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines shall prepare and submit to the City's Planning Division a technical assessment evaluating potential project-related operational air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology for assessing air quality impacts. If operational-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD's CEQA Guidelines, the project applicant is required to incorporate mitigation measures into the development project to reduce air pollutant emissions during operation. The identified measures shall be incorporated into all appropriate construction documents, subject to the review and approval of the Planning Division prior to building permit issuance.	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of the technical assessment	Initials:_____ Date:_____
AQ-2b1: Prior to building permit issuance, the City shall require applicants for all development projects in the city to comply with the current Bay Area Air Quality Management District's (BAAQMD) basic control measures for reducing construction emissions of PM10 (Table 8-1, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Prior to approval and during scheduled site visits	Initials:_____ Date:_____
AQ-2b2: Prior to issuance of a building permit, development projects in the City that are subject to CEQA and exceed the screening sizes in the BAAQMD's CEQA Guidelines shall prepare and submit to the City of Menlo Park a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of the technical assessment	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
identified in the BAAQMD CEQA Guidelines, the project applicant is required to incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds (e.g., Table 8-2, Additional Construction Mitigation Measures Recommended for projects with Construction Emissions Above the Threshold of the BAAQMD CEQA Guidelines, or applicable construction mitigation measures subsequently approved by BAAQMD). These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans), subject to the review and approval of the Planning Division prior to building permit issuance.						
AQ-3a: As part of the discretionary review process for development applications, applicants for all non-residential projects within the City that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of a proposed project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City's Planning Division. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds 10 in one million (10E-06), PM2.5 concentrations exceed 0.3 µg/m3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. Mitigation measures may include but are not limited to: ▪ Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible. ▪ Electrifying warehousing docks.	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of the HRA	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
▪ Requiring use of newer equipment and/or vehicles. ▪ Restricting off-site truck travel through the creation of truck routes. Mitigation measures identified in the project-specific HRA shall be incorporated into the site development plan as a component of a proposed project, subject to the review and approval of the Community Development Department.						
AQ-3b: As part of the discretionary review process, applicants for all residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) anywhere in the City within 1,000 feet of a major sources of toxic air contaminants (TACs) (e.g., warehouses, industrial areas, freeways, and roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City's Planning Division. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children ages 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM2.5 concentrations exceed 0.3 µg/m3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to: ▪ Air intakes located away from high volume roadways and/or truck loading zones. ▪ Heating, ventilation, and air conditioning systems of the	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of the HRA	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
buildings provided with appropriately sized maximum efficiency rating value (MERV) filters. Measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project subject to the review and approval of the Community Development Department. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City, subject to the review and approval of the Community Development Department.						
AQ-5: Implementation of Mitigation Measures AQ-2a through AQ-3b.						Initials:_____ Date:_____
Biological Resources						
BIO-1: As part of the discretionary review process for development projects, new construction and building additions regardless of size, in addition to appropriate CEQA review, the City shall require all project applicants to prepare and submit project-specific baseline biological resources assessments (BRA) if the project would occur on or adjacent to a parcel containing natural habitat with features such as mature and native trees, unused structures that could support special-status bat species, other sensitive biological resources, and/or active nests of common birds protected under the Migratory Bird Treaty Act (MBTA). Sensitive biological resources triggering the need for the baseline BRA shall include: wetlands, occurrences or suitable habitat for special-status species, sensitive natural communities, and important movement corridors for wildlife such as creek corridors and shorelines. The baseline BRA shall be prepared by a qualified biologist. The baseline BRA shall provide a determination on whether any sensitive biological resources are present on the site, including jurisdictional wetlands and waters, essential habitat for special-	Project applicant	During the building permit and site development review process and prior to permit issuance	A qualified biologist approved by the City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of a biological assessment and again, if determined further assessment is required as specified in this mitigation measure	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
status species, and sensitive natural communities. If jurisdictional wetlands and/or waters are suspected to be present on the site, a jurisdictional delineation confirmed by the U.S. Army Corps of Engineers (USACE) will be provided as part of the baseline BRA. The baseline BRA shall also include consideration of possible sensitive biological resources on any adjacent undeveloped lands that could be affected by the project, and lands of the Don Edwards San Francisco Bay National Wildlife Refuge (Refuge). The baseline BRA shall incorporate guidance from relevant regional conservation plans, including, but not limited to, the then current Don Edwards San Francisco Bay National Wildlife Refuge Comprehensive Conservation Plan, South Bay Salt Pond Restoration Project, Tidal Marsh Recovery Plan and the United States Fish and Wildlife Service (USFWS) Recovery Plan for the Pacific Coast Population of the Western Snowy Plover, for determining the potential presence or absence of sensitive biological resources; however, the presence or absence of sensitive biological resources will be determined by on-site surveys. If the adjacent property is the Refuge, Refuge staff shall be contacted regarding the presence or absence of sensitive biological resources. If sensitive biological resources are determined to be present on the site or may be present on any adjacent parcel containing natural habitat, coordination with the appropriate regulatory and resource agencies must occur. Appropriate measures, such as preconstruction surveys, establishing no-disturbance zones and restrictive time periods during construction, protective development setbacks and restrictions, and applying bird-safe building design practices and materials, shall be developed by the qualified biologist in consultation with the regulatory and resource agencies to provide adequate avoidance, or provide						

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
compensatory mitigation if avoidance is infeasible. With respect to fully protected species, if the BRA for any development project determines that any of the following Fully Protected Species are present, then neither take of such species will be permitted nor will mitigation measures including species collection or relocation. The Fully Protected Species include American Peregrine Falcon (*Falco peregrinus anatum*), California Black Rail (*Laterallus jamaicensis coturniculus),* California Clapper Rail - Ridgway's Rail (*Rallus longirostris obsoletus*) , California Least Tern (*Sterna albifrons browni*), White-tailed Kite (*Elanus leucurus*), Salt-marsh harvest mouse (*Reithrodontomys raviventris*), and San Francisco garter snake (*Thamnophis sirtalis tetrataenia*). The qualified biologist shall consult with the Refuge management and where appropriate, the Endangered Species Office of the USFWS, the National Marine Fisheries Service (NMFS), and California Department of Fish and Wildlife (CDFW) for determining the potential presence or absence of sensitive biological resources and appropriate avoidance or compensatory mitigation measures, if required. Where jurisdictional waters or federally and/or State-listed special-status species would be affected, appropriate authorizations (i.e., the USACE, San Francisco Bay Regional Water Quality Control Board (RWQCB), San Francisco Bay Conservation and Development Commission (BCDC), USFWS, NMFS, Refuge and CDFW), shall be obtained by the project applicant, and evidence of such authorization provided to the City prior to issuance of grading or other construction permits. For sites that are adjacent to undeveloped lands with federally and/or State-listed special status species, or sensitive habitats, or lands of the Refuge, the BRA shall include evaluation of the potential effects of:						

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
▪ additional light, ▪ glare, ▪ shading (i.e., shadow analysis), ▪ noise, ▪ urban runoff, ▪ water flow disruption, ▪ water quality degradation/sedimentation, ▪ attraction of nuisance species/predators (e.g., attraction to refuse) and their abatement (e.g., adverse impacts of rodenticides), ▪ and pesticides, generated by the project, as well as the possibility for increased activity from humans and/or domesticated pets and their effects on the nearby natural habitats. The BRA shall include proposed avoidance, minimization, and mitigation of these adverse impacts. The City of Menlo Park Planning Division may require an independent peer review of the adequacy of the baseline BRA as part of the review of the project to confirm its adequacy. Mitigation measures identified in the project-specific BRA shall be incorporated as a component of a proposed project and subsequent building permit, subject to the review and approval of the Community Development Department and the appropriate regulatory and resource agencies. The following zoning regulations enacted by ordinances (including but not limited to 16.43 O-Office District, 16.43.080 Corporate housing, 16.43.140 Green and sustainable building; 16.44 LS-Life Science District, 16.44.130 Green and sustainable building) to minimize impacts to biological resources are incorporated by reference into this mitigation measure and shall be a component of the project building permits:						

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
1. Setbacks (A) Minimum of two hundred (200) feet from the waterfront; waterfront is defined as the top of the levee. 2. Waterfront and Environmental Considerations. The following provisions are applicable when the property is adjacent to the waterfront or other sensitive habitat. a. Non-emergency lighting shall be limited to the minimum necessary to meet safety requirements and shall provide shielding and reflectors to minimize light spill and glare and shall not directly illuminate sensitive habitat areas. Incorporate timing devices and sensors to ensure night lighting is used only when necessary. b. Landscaping and its maintenance shall not negatively impact the water quality, native habitats, or natural resources. c. Pets shall not be allowed within the corporate housing due to their impacts on water quality, native habitats, and natural resources. 3. 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 nonreflective 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.						

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
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. If it is determined through the BRA or CEQA review that further assessment/monitoring/reporting is required by appropriate regulatory or resource agencies, it shall be the responsibility of the City to ensure all project requirements are implemented.						
Cultural Resources						
CULT-1: At the time that individual projects are proposed on any site citywide with a building more than 50 years old or any site adjoining a property with a building more than 50 years old, the City shall require the project applicant to prepare a site-specific evaluation to determine if the project is subject to completion of a site-specific historic resources study. If it is determined that a site-specific historic resources study is required, the study shall be prepared by a qualified architectural historian meeting the Secretary of the Interior's Standards for Architecture or Architectural History. At a minimum, the study shall consist of a records search of the California Historical Resources Information System, an intensive-level pedestrian field survey, an evaluation of significance using standard National Register Historic Preservation and California Register Historic Preservation evaluation criteria, and recordation of all identified historic buildings and structures on California Department of Parks and Recreation 523 Site Record forms. The study shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and	Project applicant	During the building permit and site development review process and prior to permit issuance	Qualified archeologist approved by the City of Menlo Park Planning Division	Plan review and approval	Once at time of preliminary assessment and again, if determined further assessment is required as specified in this mitigation measure	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
recommendations for management of identified resources. If applicable, the specific requirements for inventory areas and documentation format required by certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), shall be adhered to. If the project site or adjacent properties are found to be eligible for listing on the California Register, the project shall be required to conform to the current *Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, and Restoring Historic Buildings,* which require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.						
CULT-2a: If a potentially significant subsurface cultural resource is encountered during ground disturbing activities on any parcel in the city, all construction activities within a 100-foot radius of the find shall cease until a qualified archeologist determines whether the resource requires further study. All developers in the study area shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of the California Environmental Quality Act (CEQA) criteria by a qualified archeologist. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses; prepare a comprehensive report complete with methods, results, and recommendations; and provide for the permanent curation of the recovered resources. The report shall be submitted to the City of Menlo Park, Northwest Information Center (NWIC), and State Historic	Project applicant	During construction	Qualified archaeologist approved by the City of Menlo Park Planning Division	Initiated after a find is made during construction	During regularly scheduled site inspections that would be initiated after a find is made during construction	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
Preservation Office (SHPO), if required.						
CULT-2b: As part of the City's application approval process and prior to project approval, the City shall consult with those Native American Tribes with ancestral ties to the Menlo Park city limits regarding General Plan Amendments in the city and land use policy changes. Upon receipt of an application for proposed project that requires a General Plan Amendment or a land use policy change, the City shall submit a request for a list of Native American Tribes to be contacted about the proposed project to the Native American Heritage Commission (NAHC). Upon receipt of the list of Native American Tribes from the NAHC, the City shall submit a letter to each Tribe on the provided list requesting consultation with the Native American Tribe about the proposed project via the via the City's preferred confirmation of receipt correspondence tracking method (e.g., Federal Express, United States Postal Service Certified Mail, etc.).	The City of Menlo Park	During the project approval process	The City of Menlo Park Planning Division in conjunction with Native American Tribes with ancestral ties to the Menlo Park city limits	Initiated once Native American Tribes request consultation	To be determined by consulting parties	Initials:_____ Date:_____
CULT-3: In the event that fossils or fossil bearing deposits are discovered during ground disturbing activities anywhere in the city, excavations within a 50-foot radius of the find shall be temporarily halted or diverted. Ground disturbance work shall cease until a City-approved 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 1995]), 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	Project applicant	During construction	Qualified paleontologist approved by the City of Menlo Park Planning Division	Initiated after a find is made during construction	During regularly scheduled site inspections initiated after a find is made during construction	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
approval prior to implementation, and all construction activity shall adhere to the recommendations in the excavation plan.						
CULT-4: Procedures of conduct following the discovery of human remains citywide have been mandated by Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98 and the California Code of Regulations Section 15064.5(e) (CEQA). According to the provisions in CEQA, if human remains are encountered at the 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, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, 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.	Project applicant	During construction	The San Mateo County Coroner	Initiated after a find is made during construction	During regularly scheduled site inspections initiated after a find is made during construction	Initials:_____ Date:_____
Greenhouse Gas Emissions						
GHG-1: Prior to January 1, 2020, the City of Menlo Park shall update the Climate Action Plan (CAP) to address the GHG reduction goals of Executive Order B-30-15 and Executive Order S-03-05 for GHG sectors that the City has direct or indirect jurisdictional control over. The City shall identify a GHG emissions reduction target for year 2030 and 2040 that is consistent with the GHG reduction goals identified in Executive Order B-30-15 and	City of Menlo Park	Prior to January 1, 2020	City of Menlo Park Planning Division	Update the Climate Action Plan (CAP)	Once for update to the CAP	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
Executive Order S-03-05. The CAP shall be updated to include measures to ensure that the City is on a trajectory that aligns with the state's 2030 GHG emissions reduction target.						
GHG-2: Implement of Mitigation Measure GHG-1.						
Hazards and Hazardous Materials						
HAZ-4a: Construction at the sites of any site in the City with known contamination, shall be conducted under a project-specific Environmental Site Management Plan (ESMP) that is prepared in consultation with the Regional Water Quality Control Board (RWQCB) or the Department of Toxic Substances Control (DTSC), as appropriate. 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. The ESMP shall: 1) provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation 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.	Project applicant	During the building permit and site development review process and prior to permit issuance	The appropriate "Oversight Agency" designated by the City of Menlo Park Planning Division	Plan review and approval	Prior to construction and during regularly scheduled site inspections	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
HAZ-4b: For those sites throughout the city with potential residual contamination in soil, gas, or groundwater that are planned for redevelopment with an overlying occupied building, a vapor intrusion assessment shall be performed by a licensed environmental professional. If the results of the vapor intrusion assessment indicate the potential for significant vapor intrusion into an occupied building, project design shall include vapor controls or source removal, as appropriate, in accordance with regulatory agency requirements. Soil vapor mitigations or controls could include vapor barriers, passive venting, and/or active venting. The vapor intrusion assessment and associated vapor controls or source removal can be incorporated into the ESMP (Mitigation Measure HAZ-4a).	Project applicant	During the building permit and site development review process and prior to permit issuance	Licensed environmental professional in accordance with RWQCB, DTSC, and SMCEHD approved by the City of Menlo Park Planning Division	Plan review and approval	Prior to construction and during regularly scheduled site inspections	Initials:_____ Date:_____
Land Use Planning						
LU-2: As part of the discretionary review process for development projects, all proposed development anywhere in Menlo Park is required to demonstrate consistency with the applicable goals, policies, and programs in the General Plan and the supporting Zoning standards to the satisfaction of the City of Menlo Park's Community Development Department. A future project is consistent with the General Plan and Zoning standards if, considering all its aspects, it will further the goals, policies and programs of the General Plan and supporting Zoning standards and not obstruct their attainment.	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once prior to plan review and approval	Initials:_____ Date:_____
Noise						
NOISE-1a: To meet the requirements of Title 24 and General Plan Program N1.A, project applicants shall perform acoustical studies prior to issuance of building permits for citywide development of new noise-sensitive uses. New residential dwellings, hotels, motels, dormitories, and school classrooms must meet an interior noise limit of 45 dBA CNEL or L_{dn}. Developments in areas exposed to more than 60 dBA CNEL must demonstrate that the structure	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	Once for preparation of acoustical studies as outlined in the mitigation measure	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
has been designed to limit interior noise in habitable rooms to acceptable noise levels. Where exterior noise levels are projected to exceed 60 dBA CNEL or L_{dn} at the façade of a building, a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the 45 dBA noise limit. Project applicants for all new multi-family residential projects subject to the review and approval of the Community Development Department, prior to building permit issuance, must perform acoustical studies within the projected Ldn 60 dB noise contours, so that noise mitigation measures can be incorporated into project design and site planning, subject to the review and approval of the Community Development Department.						
NOISE-1b: Stationary noise sources and landscaping and maintenance activities citywide shall comply with Chapter 8.06, Noise, of the Menlo Park Municipal Code.	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	During construction	Initials:_____ Date:_____
NOISE-1c: Project applicants for all development projects in the city shall minimize the exposure of nearby properties to excessive noise levels from construction-related activity through CEQA review, conditions of approval and/or enforcement of the City's Noise Ordinance. Prior to issuance of demolition, grading, and/or building permits for development projects, a note shall be provided on development plans indicating that during on-going grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise: ▪ Construction activity is limited to the daytime hours between 8:00 a.m. to 6:00 p.m. on Monday through Friday, as prescribed in the City's municipal code. ▪ All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers, air intake silencers, and/or engine shrouds that are no less	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	During construction	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
effective than as originally equipped by the manufacturer. ▪ Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. ▪ Stockpiling is located as far as feasible from nearby noise-sensitive receptors. ▪ Limit unnecessary engine idling to the extent feasible. ▪ Limit the use of public address systems. ▪ Construction traffic shall be limited to the haul routes established by the City of Menlo Park.						
NOISE-2a: To prevent architectural damage citywide as a result of construction-generated vibration: ▪ Prior to issuance of a building permit for any development project requiring pile driving or blasting, the project applicant/developer shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. The maximum levels shall not exceed 0.2 inch/second, which is the level that can cause architectural damage for typical residential construction. If maximum levels would exceed these thresholds, alternative methods such static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used To prevent vibration-induced annoyance as a result of construction-generated vibration: ▪ Individual projects that involve vibration-intensive construction activities, such as blasting, pile drivers, jack hammers, and vibratory rollers, within 200 feet of sensitive receptors shall be evaluated for potential vibration impacts. A vibration study shall be conducted for individual projects where vibration-intensive impacts may occur. The study shall be prepared by an acoustical or vibration engineer holding a degree in engineering, physics, or allied discipline and who is able to demonstrate a minimum of two years of experience in	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	During construction	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
preparing technical assessments in acoustics and/or groundborne vibrations. The study is subject to review and approval of the Community Development Department. Vibration impacts to nearby receptors shall not exceed the vibration annoyance levels (in RMS inches/second) as follows: ▪ Workshop = 0.126 ▪ Office = 0.063 ▪ Residential Daytime (7AM–10PM)= 0.032 ▪ Residential Nighttime (10PM to 7 AM) = 0.016 If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., nonexplosive blasting methods, drilled piles as opposed to pile driving, preclusion for using vibratory rollers, use of small- or medium-sized bulldozers, etc.). Vibration reduction measures shall be incorporated into the site development plan as a component of the project and applicable building plans, subject to the review and approval of the Community Development Department.						
NOISE-2b: To reduce long-term vibration impacts of future development citywide on existing or potential future sensitive uses: ▪ Locate sensitive uses away from vibration sources. ▪ Design industrial development to minimize vibration impacts on nearby uses. Where vibration impacts may occur, reduce impacts on residences and businesses through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration near rail lines and industrial uses. ▪ Work with the railroad operators (e.g., Caltrain, Union Pacific, etc.) to reduce, to the extent possible, the contribution of railroad train noise and vibration to Menlo Park's noise environment.	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	Once prior to plan review and approval	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
Transportation and Circulation						
TRANS-1a: Widen impacted roadway segments at appropriate locations throughout the city to add travel lanes and capacity to accommodate the increase in net daily trips.	City of Menlo Park	Ongoing	City of Menlo Park Transportation Division	Ongoing	Ongoing	Initials:_____ Date:_____
TRANS-1b: The City of Menlo Park shall update the existing Transportation Impact Fee (TIF) program to guarantee funding for citywide roadway and infrastructure improvements that are necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a more intensive use. The fees collected shall be applied toward circulation improvements. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel room by the appropriate rate. Transportation Impact fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the Transportation Impact Fees to fund construction (or to recoup fees advanced to fund construction) of the transportation improvements identified below, among other things that at the time of potential future development may be warranted to mitigate traffic impacts. It should be noted that any project proposed prior to the adoption of an updated TIF will be required to conduct a project-specific Transportation Impact Assessment to determine the impacts and necessary transportation mitigations that are to be funded by that project. As part of the update to the TIF program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed	City of Menlo Park	Ongoing	City of Menlo Park Transportation Division	Ongoing	Ongoing	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the improvements and facilities required to mitigate the impacts of new development pursuant to the proposed project. The following examples of improvements and facilities would reduce impacts to acceptable level of service standards and these, among other improvements, could be included in the TIF program impact fees nexus study: ▪ **Sand Hill Road (westbound) and I-280 Northbound On-ramp (#1)**: Modify the signal-timing plan during the PM peak hour to increase the maximum allocation of green time to the westbound approach during the PM peak hour. ▪ **Sand Hill Road (eastbound) and I-280 Northbound Off-ramp (#2)**: Add an additional northbound right-turn lane on the off-ramp to improve operations to acceptable LOS D during the AM peak hour. ▪ **El Camino Real and Ravenswood Avenue (#28):** One eastbound right-turn lane on Menlo Avenue to improve conditions. ▪ **Willow Road and Newbridge Street (#33):** Implement measures on Chilco Street south of Constitution Drive to reduce or prevent cut-through traffic through the Belle Haven neighborhood, such as peak-hour turn restrictions from Constitution Drive to southbound Chilco Street, and measures to enhance east/west circulation from Willow Road via O'Brien Drive and the proposed mixed-use collector street opposite Ivy Drive, extending east to University Avenue, to discourage use of Newbridge Street. ▪ **Willow Road and Hamilton Avenue (#36):** Provide primary access to potential future development sites east of Willow Road via O'Brien Drive and/or the proposed Mixed-Use Collector that would intersect Willow Road between Hamilton Avenue and O'Brien Drive. Implement measures on Chilco Street south of Constitution Drive to prevent cut-through						

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
traffic through the Belle Haven neighborhood, such as peak-hour turn restrictions from Constitution Drive to southbound Chilco Street. Although the provision of an eastbound left-turn lane on Hamilton Avenue where it approaches Willow Road would reduce the delay, this potential mitigation is not recommend because it would encourage cut-through traffic via Chilco Street and Hamilton Avenue, potentially affecting the Belle Haven neighborhood. Therefore, to avoid facilitating the use of Chilco Street and Hamilton Avenue as cut-through routes in the adjacent residential neighborhood, mitigating this traffic impact is not recommended at this time, consistent with City policies that discourage cut-through traffic in residential neighborhoods. The improvements should be incorporated into the updated fee program for ongoing consideration. ▪ **Bayfront Expressway and Willow Road (#37):** Evaluate the potential for grade separation to allow conflicting movements to occur simultaneously. The evaluation must consider traffic improvements, along with potential secondary impacts caused by potential right-of-way acquisition, impacts to adjacent wetlands and the Dumbarton Rail corridor, as well as potential impacts or benefits for multi-modal accommodation. If found feasible, the updated fee program should incorporate fair-share contributions from future development towards grade separation. ▪ **Bayfront Expressway and University Avenue (#38):** Evaluate the potential for grade separation to allow conflicting movements to occur simultaneously. The evaluation must consider traffic improvements, along with potential secondary impacts caused by potential right-of-way acquisition, impacts to adjacent wetlands and the Dumbarton Rail corridor, as well as potential impacts or benefits for multi-modal accommodation. If found feasible, the updated fee program should incorporate fair-share contributions from future development towards grade separation.						

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
▪ **Chilco Street and Constitution Drive (#45):** Install a traffic signal and signalized crosswalks at the intersection. Construct three southbound lanes on the one-block segment of Chilco Street, between Bayfront Expressway and Chilco Street, to include two southbound left-turn lanes to accommodate the volume of left-turning vehicles entering the project site. In addition, during the AM peak hour, provide a "split-phase" signal operation on Chilco Street. Construct a northbound left-turn lane on Chilco Street approaching Constitution Drive. Construct two outbound lanes on Chilco Street between Constitution Drive and Bayfront Expressway. If the Facebook Campus Expansion Project is approved, this mitigation measure would be required to be constructed as a requirement of that project. ▪ **Chrysler Drive and Constitution Drive (#46):** Construct a southbound left-turn on Chrysler Drive, approaching Constitution Drive. ▪ **University Avenue and Adams Drive (#47):** Install a traffic signal at this intersection. ▪ **University Avenue and Bay Road (#51):** Realign the eastbound and westbound approaches to allow replacement of the east/west "split-phase" signal on Bay Street with standard protected signal phases in order to allow eastbound and westbound pedestrian crossings to occur simultaneously, which would allow for an increase in green time allocated to northbound/southbound movements on University Avenue and reduce peak-hour delay at this intersection. This intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements. ▪ **University Avenue and Donohoe Street (#54):** Mitigating this						

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
impact would require providing additional westbound lane capacity on Donohoe Street, including an extended dual left-turn pocket, dedicated through lane, and dual right-turn lanes; providing a southbound right-turn lane on University Avenue and lengthening the northbound turn pockets. However, this mitigation is likely to be infeasible given right-of-way limitations, proximity to existing US 101 on- and off-ramps, and adjacent properties. In addition, this intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements. ▪ **University Avenue and US 101 Southbound Ramps (#56):** Mitigating this impact would require modifications to the US 101 Southbound On/Off Ramps and at this location This intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements. ▪ **Chilco Street and Hamilton Avenue (#60):** Installation of a traffic signal would mitigate this impact to less than significant levels, but would have the undesirable secondary effect of encouraging the use of Chilco Street as a cut-through route, which conflicts with City goals that aim to reduce cut-through traffic in residential neighborhoods. Therefore, to avoid facilitating cut-through traffic, mitigating this traffic impact by increasing capacity is not recommended at this time, but should be incorporated into the updated fee program for ongoing consideration.						
TRANS-6a: The City of Menlo Park shall update the Transportation Impact Fee (TIF) program to provide funding for citywide bicycle	City of Menlo Park	Ongoing	City of Menlo Park	Ongoing	Ongoing	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
and pedestrian facilities that are necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a more intensive use. The fees collected shall be applied toward improvements that will connect development sites within the area circulation system, including the elimination of gaps in the citywide pedestrian and bicycle network. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel room by the appropriate rate. Transportation Impact fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the transportation Impact fees to fund construction (or to recoup fees advanced to fund construction) of the transportation improvements identified in this mitigation measure, among other things that at the time of potential future development may be warranted to mitigate traffic impacts. It should be noted that any project proposed prior to the adoption of an updated TIF will be required to conduct a project-specific Transportation Impact Assessment to determine the impacts and necessary pedestrian or bicycle facilities mitigations that are to be funded by that project. As part of the update to the TIF program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the bicycle and pedestrian improvements and facilities required to mitigate the traffic impacts of new development pursuant to the proposed project. The following examples of pedestrian and bicycle improvements would reduce impacts to acceptable standards,			Transportation Division			

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
and these, among others improvements, could be included in the updated TIF program, also described under TRANS-1: ▪ **US 101 Pedestrian & Bicycle Overcrossing at Marsh Road, and Marsh Road Corridor Pedestrian & Bicycle Improvements (Haven Avenue to Marsh Road/Bay Road):** Provide pedestrian and bicycle circulation between the Bayfront Area east of US 101 with the area circulation system west of US 101 along Marsh Road, including access to schools and commercial sites west of Marsh Road that are accessed via Bay Road and Florence Street. Improvements should facilitate pedestrian and bicycle circulation between Haven Avenue and across US 101 near Marsh Road. The recommended improvement would include a dedicated pedestrian and bicycle crossing adjacent to Marsh Road. Alternatively, the provision of continuous sidewalks with controlled pedestrian crossings and Class IV protected bicycle lanes on the Marsh Road overpass, if feasible, could mitigate this impact. ▪ **Ringwood Avenue Corridor Pedestrian & Bicycle Improvements (Belle Haven to Middlefield Road):** Eliminate pedestrian and bicycle facility gaps on primary access routes to the Ringwood Avenue bicycle/pedestrian overcrossing of US 101 (located near the terminus of Ringwood Avenue and Market Place). Improvements should include complete sidewalks on the north side of Pierce Road and bicycle facility improvements on the proposed Ringwood Avenue-Market Place-Hamilton Avenue bicycle boulevard (see Street Classification Map in Chapter 3, Project Description). These improvements would also enhance pedestrian and bicycle access to Menlo-Atherton High School. ▪ **University Avenue Pedestrian Improvements:** Eliminate gaps in the sidewalk network on those portions of University Avenue that are within the Menlo Park City limits. The TIF Program should also include a contribution towards elimination of sidewalk gaps outside the City limits (within the City of East Palo Alto) to ensure that continuous sidewalks are provided on						

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
the west University Avenue between Adams Drive and the Bay Trail, located north of Purdue Avenue. ▪ **Willow Road Bikeway Corridor (Bayfront Expressway to Alma Street):** Provide a continuous bikeway facility that eliminates bicycle lane gaps, provides Class IV bicycle lanes on the US 101 overpass and where Willow Road intersects US 101 northbound and southbound ramps, and upgrades existing Class II bicycle lanes to Class IV protected bicycle lanes where feasible, particularly where the speed limit exceeds 35 miles per hour (mph). ▪ **Willow Road Pedestrian Crossings (Bayfront Expressway to Newbridge Street):** Provide enhanced pedestrian crossings of Willow Road at Hamilton Avenue, Ivy Drive (including proposed new street connection opposite Ivy Drive), O'Brien Drive and Newbridge Street. Enhanced crossings should include straightened crosswalks provided on each leg, high visibility crosswalk striping, accessible pedestrian signals, and pedestrian head-start signal timing (leading pedestrian intervals) where feasible. These enhanced crossings would provide improved access between the Belle Haven neighborhood and potential future development between Willow Road and University Avenue. ▪ **Dumbarton Corridor Connections:** Through separate projects, Samtrans is currently considering the potential for a bicycle/pedestrian shared-use trail along the Dumbarton Corridor right-of-way between Redwood City and East Palo Alto, through Menlo Park. If found feasible, the City's TIF Program should incorporate walking and bicycling access and connections to the proposed trail, including a potential rail crossing between Kelly Park and Onetta Harris Community Center and Chilco Street and pedestrian and bicycle improvements on streets that connect to the Dumbarton Corridor: Marsh Road, Chilco Street, Willow Road, and University Avenue.						

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
TRANS-6b: The City of Menlo Park shall update the existing Shuttle Fee program to guarantee funding for citywide operations of City-sponsored shuttle service that is necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a more intensive use. The fees collected shall be applied toward circulation improvements and right-of-way acquisition. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel room by the appropriate rate. Shuttle fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the Shuttle fees to fund operations of City-sponsored shuttle service to meet the increased demand. As part of the update to the Shuttle Fee program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the transit improvements and facilities required to mitigate the transit impacts of new development pursuant to the proposed project. The types of transit-related improvements and facilities that would reduce impacts to acceptable standards including increasing the fleet of City-sponsored Shuttles and adding additional transit stop facilities within one-quarter mile from residential and employment centers These, among other improvements, could be included in the Shuttle Fee program impact fees nexus study.	City of Menlo Park	Ongoing	City of Menlo Park Transportation Division	Ongoing	Ongoing	Initials:_____ Date:_____
TRANS-6c: The City should continue to support the Dumbarton Corridor Study, evaluating the feasibility of providing transit service to the existing rail corridor and/or operational	City of Menlo Park	Ongoing	City of Menlo Park Transportation	Ongoing	Ongoing	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
improvements to Bayfront Expressway, Marsh Road and Willow Road, such as a dedicated high-occupancy vehicle (HOV) lane, bus queue-jump lanes, or transit-signal priority that could reduce travel time for current bus operations.			Division			
Utilities and Service Systems						
UTIL-10: The City shall continue its reduction programs and diversion requirements in an effort to further reduce solid waste that is diverted to the landfill and lower its per capita disposal rate citywide. In addition, the City shall monitor solid waste generation volumes in relation to capacities at receiving landfill sites to ensure that sufficient capacity exists to accommodate future growth. The City shall ensure any waste management firm it contracts with has access to a new landfill site(s) to replace the Ox Mountain landfills, at such time that this landfill is closed.	City of Menlo Park	Ongoing	City of Menlo Park Planning Division	Ongoing	Ongoing	Initials:_____ Date:_____

CHAPTER 4
Mitigation Monitoring and Reporting Program

4.1 Purpose of this Document

This chapter contains the Mitigation Monitoring and Reporting Program (MMRP) prepared in compliance with Public Resources Code Section 21081.6(a). The MMRP will be considered for adoption by the Planning Commission and/or the City Council and will aid the City in its implementation and monitoring of measures included in the Draft SEIR and adopted by the Commission and/or City Council.

CITY OF MENLO PARK HOUSING ELEMENT UPDATE
MITIGATION MONITORING AND REPORTING PROGRAM

	Implemented By	When Implemented	Monitored By	Verified By
Air Quality				
Mitigation Measure AQ-2: Emission Reduction Measures. The following mitigation measures are recommended to reduce criteria air pollutant emissions from multifamily housing developments under the HEU. a) [AQ-2b1 from *ConnectMenlo* with clarifying amendments]: As part of the City's development approval process, the City shall require applicants for future development projects to comply with the current Bay Area Air Quality Management District's basic control measures for reducing construction emissions of PM_{10} (Table 8-18-2, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines). b) [AQ-2b2 from *ConnectMenlo* EIR with clarifying amendments]: Prior to issuance of building permits, development project applicants that are subject to CEQA and exceed the screening sizes in the BAAQMD's CEQA Guidelines shall prepare and submit to the City of Menlo Park a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the City of Menlo Park shall require that applicants for new development projects incorporate emission reduction mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds of significance (see for example e.g., Table 8-28-3, Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above the Threshold of the BAAQMD CEQA Guidelines, or applicable construction mitigation measures subsequently approved by BAAQMD).1 These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Building Division and/or Planning Division c) In the event that a project-specific analysis finds that the project could result in significant construction criteria air pollutant emissions that exceed significance thresholds, the project sponsor shall implement the following emission reduction measures to the degree necessary to reduce the impact to less than significance thresholds, and shall implement other feasible measures as needed to reduce the impact to less than the significance thresholds. 1. Diesel off-road equipment shall have engines that meet the Tier 4 Final off-road emission standards, as certified by CARB, as required to reduce the emissions to less than the thresholds of significance shown in Table 2-1 of the BAAQMD CEQA Guidelines (BAAQMD, 2017b). This requirement shall be verified through submittal of an equipment inventory that includes the following information: (1) Type of Equipment, (2) Engine Year and Age, (3) Number of Years Since Rebuild of Engine (if applicable), (4) Type of Fuel Used, (5) Engine HP, (6) Verified Diesel Emission Control Strategy (VDECS) information if applicable and other related equipment data. A Certification Statement is also required to be made by the Contractor for documentation of compliance and for future review by the BAAQMD as necessary. The Certification Statement must state that the Contractor	Project sponsor	Prior to issuance of grading and/or building permits	Building Division and/or Planning Division	Building Division and/or Planning Division

1 Table 8-3 was previously numbered at Table 8-2 in BAAQMD's 2011 guidance document, as recorded in the *ConnectMenlo* EIR.

	Implemented By	When Implemented	Monitored By	Verified By
agrees to compliance and acknowledges that a violation of this requirement shall constitute a material breach of contract. The City may waive the equipment requirement above only under the following unusual circumstances: if a particular piece of off-road equipment with Tier 4 Final standards is technically not feasible or not commercially available; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or there is a compelling emergency need to use other alternate off-road equipment. If the City grants the waiver, the contractor shall use the next cleanest piece of off-road equipment available. 2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than 2 minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the 2-minute idling limit. d) [AQ-2a from *ConnectMenlo* EIR with clarifying amendments]: Prior to issuance of building permits, development project applicants that are subject to CEQA and exceed the screening sizes in the Bay Area Air Quality Management District's (BAAQMD) CEQA Guidelines shall prepare and submit to the City of Menlo Park a technical assessment evaluating potential project operation-phase-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If operational-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD's CEQA Guidelines, the City of Menlo Park Community Development Department shall require that applicants for new development projects incorporate emission reduction mitigation measures to reduce air pollutant emissions during operational activities to below the thresholds of significance.				
Mitigation Measure AQ-3: Health Risk Reduction Measures. a) [AQ-3b from *ConnectMenlo* with amendments]: Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in Menlo Park within 1,000 feet of a major sources of toxic air contaminants (TACs) (e.g., warehouses, industrial areas, freeways, and roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Menlo Park prior to future discretionary Project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children ages 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million ($10E^{-06}$), $PM_{2.5}$ concentrations exceed 0.3 $\mu g/m^3$, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to: • Air intakes located away from high volume roadways and/or truck loading zones.	Project sponsor	Prior to issuance of building permits	Building Division and/or Planning Division	Building Division and/or Planning Division

CITY OF MENLO PARK HOUSING ELEMENT UPDATE
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

	Implemented By	When Implemented	Monitored By	Verified By
• Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters. Measures identified in the HRA shall be included in the environmental document and/or incorporated into the site development plan as a component of the proposed project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Building Division and/or Planning Division. Project sponsors proposing multifamily development projects within 1,000 feet of sensitive receptors, including residences, schools, day care centers, and hospitals, shall prepare a project-level health risk assessment at the time the project is proposed. In lieu of a project-level health risk assessment, a comparison of the project with other similar-sized projects located a similar distance from receptors where a quantitative analysis has been conducted and were found to not exceed the BAAQMD health risk thresholds can be used to demonstrate less than significant health risk impacts. In the event that a project-level health risk assessment finds that the project could result in health risks that exceed significance thresholds, the project sponsor shall implement the clean construction equipment requirement of Mitigation Measure AQ-2(c) to the degree necessary to reduce the impact to less than significance thresholds, and shall implement other feasible measures as needed to reduce the impact to less than the significant thresholds.				
Biological Resources				
Mitigation Measure BIO-1: Project-Specific Baseline Biological Resources Assessments. Prior to individual project approval, the City shall require project applicants to prepare and submit project-specific baseline biological resources assessments on sites containing natural habitat with features such as mature and native trees or unused structures that could support special-status species and other sensitive biological resources, and common birds protected under Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC). The baseline biological resources assessment shall be prepared by a qualified biologist. The biological resource assessment shall provide a determination on whether any sensitive biological resources are present on the property, including jurisdictional wetlands and waters, essential habitat for special-status species, and sensitive natural communities. If sensitive biological resources are determined to be present, appropriate measures, such as preconstruction surveys, establishing no-disturbance zones during construction, and applying bird-safe building design practices and materials, shall be developed by the qualified biologist to provide adequate avoidance or compensatory mitigation if avoidance is infeasible. Where jurisdictional waters or federally and/or State-listed special-status species would be affected, appropriate authorizations shall be obtained by the project applicant, and evidence of such authorization provided to the City prior to issuance of grading or other construction permits. An independent peer review of the adequacy of the biological resource assessment may be required by the City, if necessary, to confirm its adequacy.	Project applicant	Prior to issuance of building permits	Building Division and/or Planning Division	Building Division and/or Planning Division
Cultural Resources				

	Implemented By	When Implemented	Monitored By	Verified By
Mitigation Measure CR-1a: Identify Architectural Historic Resources. Prior to any demolition work or significant alterations to any building or structure that is 45 years old or older, the City shall ensure that a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards evaluate the building or structure for eligibility for listing on the National Register, California Register, and for local eligibility.	Project applicant	Prior to issuance of building permits	Building Division and/or Planning Division	Building Division and/or Planning Division
Mitigation Measure CR-1b: Identify Character-Defining Features. Prior to any demolition work or significant alterations initiated at a known historical resource or a resource identified via implementation of Mitigation Measure CR-1a, the City shall ensure that a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards identifies character-defining features of each historical resource. Despite being presumed or having been previously determined eligible for listing in the National Register and/or California Register, character-defining features of the historical resources that would be demolished or may be significantly altered may not have been explicitly or adequately identified. According to guidance from the National Park Service, a historical resource "must retain… the essential physical features [i.e., character-defining features] that enable it to convey its historic identity. The essential physical features are those features that define both *why* a property is significant…and *when* it was significant" (National Park Service, 1997). The identification of character-defining features is necessary for complete documentation of each historical resource as well as appropriate public interpretation and salvage plans.	Project applicant	During initial project review and environmental analysis	Building Division and/or Planning Division	Building Division and/or Planning Division
Mitigation Measure CR-1c: Document Architectural Historic Resources Prior to Demolition or Alteration. Prior to any demolition work or significant alterations initiated of a known historical resource or a resource identified via implementation of Mitigation Measures CR-1a, the City shall ensure that a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards thoroughly documents each building and associated landscaping and setting. Documentation shall include still photography and a written documentary record of the building to the National Park Service's standards of the Historic American Buildings Survey (HABS) or the Historic American Engineering Record (HAER), including accurate scaled mapping and architectural descriptions. If available, scaled architectural plans will also be included. Photos include large-format (4"x5") black-and-white negatives and 8"x10" enlargements. Digital photography may be substituted for large-format negative photography if archived locally. The record shall be accompanied by a report containing site-specific history and appropriate contextual information. This information shall be gathered through site-specific and comparative archival research and oral history collection as appropriate. Copies of the records shall be submitted to the Northwest Information Center at Sonoma State University.	Project applicant	Prior to issuance of demolition permits	Building Division and/or Planning Division	Building Division and/or Planning Division
Mitigation Measure CR-2a: Cultural Resources Study Requirements. The City shall ensure that a cultural resources records search is performed at the Northwest Information Center (NWIC) of the California Historical Resources Information System for the project area for multi-family development projects arising from the HEU that require ground disturbance (i.e., excavation, trenching, grading, etc.). To receive project approval, an archaeologist meeting the U.S. Secretary of the Interior's Standards (SOIS) for Archeology must review the results and identify if the project would potentially impact cultural resources. If the archaeologist determines that known cultural resources or potential archaeologically sensitive areas may be impacted by the project, a pedestrian survey must be conducted under the supervision of a SOIS-qualified archaeologist of all accessible portions of the project area, if one	Project applicant	Prior to issuance of building permits	Building Division and/or Planning Division	Building Division and/or Planning Division

CITY OF MENLO PARK HOUSING ELEMENT UPDATE
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

	Implemented By	When Implemented	Monitored By	Verified By
has not been completed within the previous five years. Additional research, including subsurface testing, monitoring during construction, and/or a cultural resources awareness training may be required to identify, evaluate, and mitigate impacts to cultural resources, as recommended by the SOIS-qualified archaeologist. If avoidance is not feasible, the City shall consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) to be affiliated with Menlo Park for the purposes of tribal consultation under Chapter 905, California Statutes of 2004 (if the resource is pre-contact or indigenous) to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to PRC Section 21083.2 and CEQA Guidelines Section 15126.4. This shall include documentation of the resource and may include data recovery (according to PRC Section 21083.2), if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource (according to PRC Section 21084.3). A cultural report detailing the results of the research shall be prepared and submitted for review by the City and a final draft shall be submitted to the NWIC. Once the report has been approved by the City, the City may issue appropriate permits.				
Mitigation Measure CR-2b: Inadvertent Discovery of Cultural Resources. If pre-contact or historic-era archaeological resources are encountered during project construction and implementation, the project applicant shall halt all construction activities within 100 feet and notify the City. Pre-contact archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. An archaeologist meeting the U.S. Secretary of the Interior’s Standards (SOIS) for Archeology shall inspect the findings and work shall be stopped within 100 feet of the potential archaeological resource until the material is either determined by the archaeologist to not be an archaeological resource or appropriate treatment has been enacted, with appropriate consultation, as needed. If the City determines that the resource qualifies as a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines) and that the project has potential to damage or destroy the resource, mitigation shall be implemented in accordance with PRC Section 21083.2 and CEQA Guidelines Section 15126.4, with a preference for preservation in place. If preservation in place is feasible, this may be accomplished through one of the following means: (1) siting improvements to completely avoid the archaeological resource; (2) incorporating the resource into a park or dedicated open space, by deeding the resource into a permanent conservation easement; (3) capping and covering the resource before building the project on the resource site after the resource has been thoroughly studied by a SOIS qualified archaeologist and a report written on the findings. If preservation in place is not feasible, the City shall consult with California Native American tribes identified by the Native American Heritage Commissions (NAHC) to be affiliated with Menlo Park for the purposes of tribal consultation under Chapter 905, California Statutes of 2004 (if the resource is pre-contact or indigenous) to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to PRC Section 21083.2, and CEQA Guidelines Section 15126.4. This shall include documentation of the resource and may include data recovery (according to PRC Section 21083.2), if deemed appropriate by the	Project applicant	During construction	Building Division and/or Planning Division	Building Division and/or Planning Division

	Implemented By	When Implemented	Monitored By	Verified By
archaeologist, in consultation with the City, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource (according to PRC Section 21084.3).				
Mitigation Measure CR-3. Inadvertent Discovery of Human Remains. Procedures of conduct following the discovery of human remains have been mandated by Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98 and the California Code of Regulations Section 15064.5 (CEQA). According to the provisions in CEQA, if human remains are encountered, the project applicant shall ensure that all work in the immediate vicinity of the discovery shall cease and necessary steps are taken to ensure the integrity of the immediate area. 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, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the landowner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance.	Project applicant	During construction	Building Division and/or Planning Division	Building Division and/or Planning Division
Geology, Soils, and Paleontological Resources				
Mitigation Measure GEO-5: Discovery of 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 City-approved 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.	Project applicant	During construction	Building Division and/or Planning Division	Building Division and/or Planning Division
Greenhouse Gas Emissions				
Mitigation Measure GHG-1a: Enforce No Natural Gas Requirement. Subsequent housing development projects proposed under the HEU shall not be eligible for exceptions from the “all electric” requirement in the City’s Reach Codes.	Project applicant	When building permit application is filed	Building Division and/or Planning Division	Building Division and/or Planning Division
Mitigation Measure GHG-1b: Enforce EV Charging Requirements in CALGreen Tier 2. Subsequent housing development projects proposed under the HEU shall comply with EV charging requirements in the most recently adopted version of CALGreen Tier 2 at the time that a building permit application is filed.	Project applicant	When building permit application is filed	Building Division and/or Planning Division	Building Division and/or Planning Division
Hazards and Hazardous Materials				

CITY OF MENLO PARK HOUSING ELEMENT UPDATE
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

	Implemented By	When Implemented	Monitored By	Verified By
Mitigation Measure HAZ-3a: Environmental Site Management Plan. Project applicants shall ensure that construction at the sites with known contamination are conducted under a project-specific Environmental Site Management Plan (ESMP) that is prepared by qualified personnel in consultation with the RWQCB or the DTSC, as appropriate. 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. The ESMP shall: 1) Provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation 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.	Project applicant	Prior to issuance of building permits	Building Division and/or Planning Division	Building Division and/or Planning Division
Mitigation Measure HAZ-3b: Vapor Intrusion Assessment. Project applicants shall ensure that a vapor intrusion assessment is performed by a licensed environmental professional for sites with potential residual contamination in soil, soil gas, or groundwater that are planned for redevelopment with an overlying occupied building. If the results of the vapor intrusion assessment indicate the potential for significant vapor intrusion into an occupied building, project design shall include vapor controls or source removal, as appropriate, in accordance with regulatory agency requirements. Soil vapor controls could include vapor barriers, passive venting, and/or active venting. The vapor intrusion assessment and associated vapor controls or source removal can be incorporated into the ESMP (Mitigation Measure HAZ-3a).	Project applicant	Prior to issuance of building permits	Building Division and/or Planning Division	Building Division and/or Planning Division
Land Use and Planning				
Mitigation Measure LU-2: Demonstrate consistency with the applicable goals, policies, and programs in the General Plan and the supporting Zoning standards. Prior to individual project approval, as part of the project application process, future development in Menlo Park shall be required to demonstrate consistency with the applicable goals, policies, and programs in the General Plan and the supporting Zoning standards to the satisfaction of the City of Menlo Park's Community Development Department. A future project is consistent with the General Plan and Zoning standards if, considering all its aspects, it will further the goals, policies, and programs of the General Plan and supporting Zoning standards and not obstruct their attainment.	Project applicant	Prior to approval	Planning Division	Planning Division
Noise and Vibration				
Mitigation Measure NOI-1: Construction Noise Control.	Project applicant	Prior to issuance of construction permits	Building Division and/or Planning Division	Building Division and/or Planning Division

	Implemented By	When Implemented	Monitored By	Verified By
Project applicants shall minimize the exposure of nearby properties to excessive noise levels from construction-related activity through CEQA review, conditions of approval, and/or enforcement of the City's Noise Ordinance. Prior to issuance of demolition, grading, and/or building permits for development projects, a note shall be provided on development plans indicating that during on-going grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction- related noise: • Demonstrate that any construction activities taking place outside daytime construction hours of 8:00 a.m. to 6:00 p.m. Monday through Friday shall comply with the 60 dBA Leq limit during the hours of 7:00 a.m. to 8:00 a.m. and the 50 dBA Leq limit during the hours of 6:00 a.m. to 7:00 a.m. In addition, the property owner/developer shall demonstrate that individual pieces of equipment proposed for use will not exceed the limit (85 dBA Leq at 50 feet) for powered equipment noise and that combined construction noise will not result in a 10 dBA increase over the ambient noise level at nearby sensitive receptors. Activities that would produce noise above applicable daytime or nighttime limits shall be scheduled only during normal construction hours. If it is concluded that a particular piece of equipment will not meet the requirements of this mitigation measure, that equipment shall not be used outside the daytime construction hours. • Verify construction activities are conducted at adequate distances or otherwise shielded with sound barriers, as determined through analysis, from noise-sensitive receptors when working outside the daytime construction hours of 8:00 a.m. to 6:00 p.m. Monday through Friday, and verify compliance with the Menlo Park Municipal Code though measurement. • All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers, air intake silencers, and/or engine shrouds that are no less effective than as originally equipped by the manufacturer. • Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. • Stockpiling is located as far as feasible from nearby noise-sensitive receptors. • Limit unnecessary engine idling to the extent feasible. • Limit the use of public address systems. • Construction traffic shall be limited to the haul routes established by the City of Menlo Park. • Additional controls, as warranted, may include but are not limited to: – Upgraded construction equipment mufflers (e.g., improved mufflers, intake silencers, ducts, engine enclosures, acoustically attenuating shields, shrouds) on equipment and trucks used for project construction. – Equipment staging plans (e.g., locating stationary equipment at adequate distances). – Limitations on equipment and truck idling. – Shielding sensitive receptors with sound barriers to comply with the Menlo Park Municipal Code.				
Transportation				
Mitigation Measure TRANS-2: Implement VMT Reduction Measures. Individual multifamily housing development proposals that do not screen out from VMT impact analysis shall provide a quantitative VMT analysis using the methods outlined by the City's most recent VMT guidelines. Projects that result in a significant impact shall include travel demand	Project applicant	Prior to discretionary project approvals	Transportation Division and/or Planning Division	Transportation Division and/or Planning Division

CITY OF MENLO PARK HOUSING ELEMENT UPDATE
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

	Implemented By	When Implemented	Monitored By	Verified By
management measures and/or physical measures (i.e. improving multimodal transportation network, improving street connectivity) to reduce VMT, including but not limited to the measures below, which have been identified as potentially VMT reducing in the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (December 2021). Potential VMT reduction estimates are included below, but detailed requirements, calculation steps, and limitations are described in the CAPCOA Handbook. Additional measures may be proposed by individual projects and/or required by City staff to achieve the necessary VMT reductions or to meet applicable TDM reduction requirements. • Unbundle parking costs (i.e. sell or lease parking separately from the housing unit). Effectiveness: up to 15.7 percent reduction in GHG from VMT per the CAPCOA Handbook. • Provide car-sharing, bike sharing, or scooter sharing programs. Effectiveness: 0.15 – 0.18 percent reduction in GHG from VMT for car share, 0.02 – 0.06 percent for bike share, and 0.07 percent for scooter share, per the CAPCOA Handbook. The higher car share and bike share values are for electric car and bike share programs. • Subsidize transit passes for residents of affordable housing. Effectiveness: up to 5.5 percent reduction in GHG from VMT per the CAPCOA Handbook.				

EXHIBIT G

335-355 Pierce Road (Laurel Landing)

LOCATION:	PROJECT NUMBER:	APPLICANT:	OWNER:
335-355 Pierce Road	PLN2025-00038	Habitat for Humanity Greater San Francisco	Habitat for Humanity Greater San Francisco

PROJECT CONDITIONS:

1. The Tentative Map shall be subject to the following ***standard conditions***:

    a. Development of the project shall be substantially in conformance with the "Vesting Tentative Map for Condominium Purposes Habitat for Humanity Residential For Sale Units" prepared by BKF Engineers, consisting of 12 plan sheets, dated April 23, 2026 and approved by the City Council on _____, except as modified by the conditions contained herein, subject to review and approval of the Planning Division and Engineering Division.

    b. The Owner shall submit a Final Map for City Council approval within two years from the date of approval (_____, 2028) of the Tentative Map for the project to remain in effect.

    c. Owner shall adhere to the Subdivision Map Act and Chapter 15 of the City's Municipal Code.

    d. Prior to Final Map approval, the Owner shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project.

    e. Prior to Final Map approval, the Owner shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.

    f. Prior to Final Map approval, if applicable, the Owner shall submit plans indicating that the Owner shall remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for review and approval by the Engineering Division.

    g. Prior to Final Map approval, if applicable, the Owner shall submit a Grading and Drainage Plan for review and approval of the Engineering Division. The Grading and Drainage Plan shall be approved prior to the issuance of grading, demolition or building permits.

    h. Prior to Final Map approval, the Owner shall pay all fees incurred through staff time spent reviewing the application.

    i. The Owner or permittee shall defend, indemnify, and hold harmless the City of Menlo Park or its agents, officers, and employees from any claim, action, or proceeding against the City of Menlo Park or its agents, officers, or employees to attack, set aside, void, or annul an approval of the Planning Commission, City Council, Community Development Director, or any other department, committee, or agency of the City concerning a development, variance, permit, or land use approval which action is brought within the time period provided for in any applicable statute; provided, however, that the Owner's or permittee's duty to so defend, indemnify, and hold harmless shall be subject to the City's promptly notifying the Owner or permittee of any said claim, action, or proceeding and the City's full cooperation in the Owner's or permittee's defense of said claims, actions, or proceedings.

    j. Notice of Fees Protest – The Owner may protest any fees, dedications, reservations, or other exactions imposed by the City as part of the approval or as a condition of approval of this development. Per California Government Code 66020, this 90-day protest period has begun as of the date of the approval of this application.

335-355 Pierce Road (Laurel Landing)

LOCATION:	**PROJECT NUMBER:**	**APPLICANT:**	**OWNER:**
335-355 Pierce Road	PLN2025-00038	Habitat for Humanity Greater San Francisco	Habitat for Humanity Greater San Francisco

PROJECT CONDITIONS:

2. The Tentative Map shall be subject to the following ***project-specific*** conditions:

    a. All agreements shall run with the land and shall be recorded with the San Mateo County Recorder's Office prior to building permit final inspection. The Owner shall submit documentation of recordation for review and approval by the Engineering Division.

    b. Prior to Final Map approval, the Owner shall pay all applicable subdivision/map-related fees, including the applicable recreation in-lieu fee ($372,400 – Fee calculated for 8 multifamily/condominium units at $78,400/unit, with credit for two existing lots at $127,400/lot), established by the City's Master Fee Schedule unless otherwise waived, modified, or deferred as allowed by law or by City Council action. Building permit-related impact fees, including the Building Construction Street Impact Fee, shall be paid at the applicable building permit stage unless otherwise waived, modified, or deferred as allowed by law or by City Council action.

General Plan goals and policies consistency analysis			
Goal/ Policy	**Title**	**Summary**	**Consistency Analysis**
Policy OSC 2.3	Recreation Requirements for New Development	Require dedication of improved land, or payment of fee in lieu of, for park and recreation land for all residential uses	The owner would be required to pay a recreation in-lieu fee of $372,400 unless otherwise waived or modified by City Council action.
Goal H4	Affordable Housing	Support the development of a diversity of housing types for people at all income levels	The project is an eight unit, multi-family housing development project which includes all BMR homeownership townhomes. The units would vary in size and include two-, three-, and four-bedroom layouts to serve diverse needs. The City previously provided Habitat $3.6 million for site acquisition and pre-development costs associated with affordable housing development in the Belle Haven neighborhood, an identified underserved community in the Environmental Justice Element.
Policy H4.2	Housing to Address Local Housing Needs	Strive to provide opportunities for new housing development to meet the City's share of its Regional Housing Needs Allocation (RHNA)	The project would redevelop two vacant parcels and is Housing Element Opportunity Site #60. The project would support the City's pursuit of meeting its RHNA obligations.
Policy H4.3	Variety of Housing Choices	Strive to achieve a mix of housing types, densities, affordability levels and designs distributed throughout the city	The project would provide BMR homeownership opportunity and would include relatively larger two-to-four bedroom townhomes that could help support families with children and multigenerational living. The townhome units would be owned and occupied by households earning no more than 80% of area median income (Low Income).
Policy H4.9	Long-Term Housing Affordability Controls	Apply rent and income restrictions to ensure that affordable housing provided through incentives remains affordable over time to the income group for which it is intended	The project would create eight affordable homeownership units for income qualified households that would have an affordable housing payment of not more than 30% of household income for a minimum period of 55 years.
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	The City, to the extent consistent with State Law, would apply its adopted BMR preferences to the project.
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	The project would redevelop two vacant parcels in a residential area with eight new BMR homeownership units in the underserved community of Belle Haven. The project would support goals within the Housing and Environmental Justice Elements.
Goal LU-1	Promote the orderly development of Menlo Park and its surrounding area	Promote the orderly development of Menlo Park and its surrounding area	The project is located on Housing Element Opportunity Site #60. The project would merge two vacant parcels into one and redevelop the site with 100% affordable housing in a residential neighborhood within the R-3 (Apartment) zoning district. The project could be built at the proposed density within the current zoning pursuant to State Density Bonus Law.
Policy LU-1.1	Land Use Patterns	Cooperate with the appropriate agencies to help assure a coordinated land use pattern in Menlo Park and the surrounding area	The City has coordinated the project review with the Menlo Park Fire Protection District and confirmed the project would meet applicable fire safety requirements.

General Plan goals and policies consistency analysis			
Goal/ Policy	**Title**	**Summary**	**Consistency Analysis**
Goal LU-2	Maintain and enhance the character, variety and stability of Menlo Park's residential neighborhoods	Maintain and enhance the character, variety and stability of Menlo Park's residential neighborhoods	The project would redevelop two vacant parcels in the Belle Haven community and incorporate architectural features and design that complement the character and enhance stability of the neighborhood.
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	The project would redevelop two vacant parcels in the Belle Haven community and include high-quality design that staff believes is compatible with the scale, look, and feel of the Belle Haven neighborhood.
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	The project is a 100% affordable housing development managed by Habitat for Humanity Greater San Francisco, is proposed pursuant to State Density Bonus Law, and is consistent, where applicable, with BMR Guidelines.
Goal EJ-5	Provide safe, sanitary, and stable homes	Provide safe, sanitary, and stable homes	The project, managed by Habitat for Humanity Greater San Francisco, would redevelop two vacant parcels in the underserved community of Belle Haven and provide new homes that are safe, sanitary, and stable for long term residents seeking affordable homeownership opportunity.

RESOLUTION NO. XXXX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MENLO PARK TO APPROVE A VESTING TENTATIVE MAP FOR A MAJOR SUBDIVISION TO MERGE TWO PARCELS INTO ONE AND SUBDIVIDE THE SITE WITH EIGHT RESIDENTIAL CONDOMINIUM PARCELS AND ONE COMMON AREA PARCEL AT 335-355 PIERCE RD. (LAUREL LANDING BY HABITAT FOR HUMANITY GREATER SAN FRANCISCO), AND GRANT A PARTIAL FEES CONCESSION REQUEST FOR THE WAIVER OF THE REC-IN-LIEU FEE MADE UNDER STATE DENSITY BONUS LAW, GOVERNMENT CODE SECTION 65915 AND RELEVANT AMENDMENTS

WHEREAS, June 30, 2025, the City of Menlo Park (City) received an application requesting a use permit, architectural control permit, below market rate (BMR) housing agreement, and major subdivision to construct two new three-story multifamily residential buildings consisting of eight units on a lot (two parcels merged into one) in the R-3 (Apartment) zoning district (collectively, the Project) from Habitat for Humanity Greater San Francisco (Applicant and Owner) located at 335-355 Pierce Rd. (APNs 062-013-170 and 062-013-230) (Property). The Project is depicted in and subject to the project plans and project description letter, which are attached hereto as Exhibits A and B, and incorporated herein by this reference; and

WHEREAS, the Property is located in the R-3 (Apartment) zoning district; and

WHEREAS, the maximum allowed density for the Property is 13 dwelling units per acre which equates to five base density units for the Property; and

WHEREAS, the Project is a 100% affordable housing project entitled to an 80% State Density Bonus Law (Government Code Section 65915 and relevant amendments) density bonus which equates to four additional units above the base density allowance for a maximum of nine units and the Project would include eight units; and

WHEREAS, the Property is identified as Housing Element Opportunity Site #60 and the Housing Element Site Inventory credited nine Moderate Income units for the Property and the Project includes eight Low Income units; consistent with California's No Net Loss Law (Government Code Section 65863), the City would continue to maintain a continuous, adequate supply of residential sites to meet the remaining Regional Housing Needs Allocation across all income categories at all times through the 2023-2031 Housing Element planning period; and

WHEREAS, the Project is subject to the Below Market Rate housing ordinance (BMR Ordinance) and is required to comply with the Below Market Rate housing guidelines (BMR Guidelines) to ensure proper implementation of the BMR Ordinance; and

WHEREAS, in connection with the 2024 Notice of Funding Availability (NOFA) for the BMR Housing fund, and prior to the submission of a formal development application for the Project, the Housing Commission and City Council have previously reviewed the Applicant-requested modifications/alternatives to the BMR Guidelines to support uniform homeownership program administration; and

WHEREAS, in April 2024, the City Council approved $3.6 million from the BMR housing fund to support the Project's site acquisition and pre-development costs; and

WHEREAS, in January 2025, the City Council approved BMR Guidelines modifications/alternatives and the Housing Commission recommended Planning Commission approval of the BMR housing agreement; and

WHEREAS, State Density Bonus Law allows for applicants to request waivers from applicable development standards that would physically preclude the project at the provided density in order to provide affordable housing; and

WHEREAS, the Applicant has requested 12 waivers from City development requirements (encompassing City regulations, standards, provisions, and guidelines) concerning the following items: minimum lot dimensions, land area required per dwelling unit, minimum yards and setbacks, maximum floor area ratio, maximum driveways and open parking areas (paving), building profile and projections within setbacks, and minimum driveway width; and

WHEREAS, the Applicant has demonstrated in writing, attached hereto as Exhibit C, and incorporated herein by this reference, that application of the listed development requirements would physically preclude the project at the provided density in order to provide affordable housing; and

WHEREAS, the City has reviewed the justification and has deemed the waivers as appropriate for the proposed Project and grants the 12 waivers in order to accommodate the proposed density by separate resolution; and

WHEREAS, State Density Bonus Law allows for applicants to request concessions that provide actual and identifiable cost reductions to the provision of affordable housing; and

WHEREAS, the Applicant is eligible for five concessions under State Density Bonus Law; and
WHEREAS, the Applicant has requested five concessions from City development requirements concerning the following items: 1) vehicle parking, 2) exterior materials (inset windows), 3) water use efficiency and recycled water (dual plumbing), 4) energy demand, and 5) development impact and permitting fees per the City's Master Fee Schedule (fees concession); and

WHEREAS, the Applicant has demonstrated in writing, attached hereto as Exhibit C, that the requested concessions would result in actual and identifiable cost reductions for the provision of affordable housing; and

WHEREAS, per Government Code Section 65915(l)(3), based on Government Code Section 65915(k)(3)), State Density Bonus Law "does not limit or require the provision of direct financial incentives for the housing development, including the provision of publicly owned land, by the city, county, or city and county, or the waiver of fees or dedication requirements." In other words, the City is not required to grant the fees concession request, but may grant the request, in full or in part, if desired; and

WHEREAS, the City has reviewed the justification and has deemed the following concessions: 1) vehicle parking, 2) exterior materials (inset windows), 3) water use efficiency and recycled water (dual plumbing), and 4) energy demand as appropriate for the Project and grants these four concessions by separate resolution in order to accommodate the proposed density; and
WHEREAS, the City staff has reviewed the justification and has deemed the fees concession request for the waiver of the development impact and permitting fees per the City's Master Fee

Schedule as inappropriate with due consideration to the factors described in Section 3 below; and

WHEREAS, the proposed Project would comply with all other applicable standards of the R-3 zoning district; and

WHEREAS, the major subdivision would merge two parcels into one and subdivide the site with eight residential condominium parcels to be sold individually and a common area parcel; and

WHEREAS, the Applicant submitted a Tentative Map, attached hereto as Exhibit A, which was reviewed by the Engineering Division and found to be technically correct; and

WHEREAS, the Tentative Map was reviewed by utility and public service providers, including West Bay Sanitary District, Menlo Park Municipal Water, Comcast, AT&T, and PG&E and no objections were raised; and

WHEREAS, an approximately 20-foot-wide private access easement along the eastern side of the Property benefiting the adjacent private property at 365 Pierce Rd. would be maintained, and the proposed subdivision would not conflict with, and would preserve, that easement, and no public-access easements exist on the Property; 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 public hearing was scheduled and held before the Planning Commission July 13, 2026, at which all persons interested therein might appear and be heard; and

WHEREAS, development of the proposed Project would help implement the Housing Element and would further the City's progress towards meeting its obligations under the Regional Housing Needs Allocation (RHNA) as the Property is Housing Opportunity Site #60; and
WHEREAS, the Project requires discretionary actions by the City as summarized above, and therefore the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.) require analysis and a determination regarding the Project's environmental impacts; and

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

WHEREAS, the Planning Commission reviewed the project July 13, 2026, and found the project to be categorically exempt from environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15332 (Class 32, "In-fill Development Projects") and statutorily exempt from environmental review pursuant to CEQA Guidelines Section 15183 ("Projects Consistent with a Community Plan or Zoning") and Section 15194 ("Affordable Housing Exemption"), as analyzed in the CEQA compliance report, attached hereto as Exhibit D, and incorporated herein by this reference; and

WHEREAS, Dec. 6, 2016, the City certified a program-level environmental impact report (EIR) for updates to the City's General Plan (collectively ConnectMenlo, SCH# 2015062054), which

included a Mitigation Monitoring and Reporting Program (MMRP) to mitigate environmental impacts anticipated by the updated General Plan; and

WHEREAS, Jan. 31, 2023, the City certified a Subsequent EIR for the 2023-2031 Housing Element update (SCH# 2015062054), which includes additional MMRP measures applicable to housing projects; and

WHEREAS, the Applicant would be required to comply with applicable mitigation measures from the ConnectMenlo program-level Environmental Impact Report (EIR) Mitigation Monitoring and Reporting Program (MMRP), attached hereto as Exhibit E, and incorporated herein by this reference, and with the applicable mitigation measures from the 2023-2031 Housing Element update Subsequent EIR, attached hereto as Exhibit F, and incorporated herein by this reference, pursuant to Menlo Park Municipal Code Section 16.20.060; and

WHEREAS, July 13, 2026, 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 adopt Resolution No. 2026-020 to approve the findings and conditions for a use permit, architectural control permit, and BMR housing agreement for the project, including approval of the 12 requested State Density Bonus Law waivers and approval of four out of five requested State Density Bonus Law concessions, exclusive of the fees concession request; and

WHEREAS, July 13, 2026, 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 adopt Resolution No. 2026-021 recommending to the City Council to 1) approve a vesting tentative map for a major subdivision to create eight for-sale condominium units in the R-3 (Apartment) zoning district at 335-355 Pierce Rd., and 2) partially approve the State Density Bonus Law fees concession request, 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 Aug. 11, 2026, at which all persons interested therein might appear and be heard; and

WHEREAS, the City Council reviewed the vesting tentative map for a major subdivision on Aug. 11, 2026, and found the project to be categorically exempt from environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15332 (Class 32, “In-fill Development Projects”) and statutorily exempt from environmental review pursuant to CEQA Guidelines Section 15183 (“Projects Consistent with a Community Plan or Zoning”) and Section 15194 (“Affordable Housing Exemption”), as analyzed in the CEQA compliance report, attached hereto as Exhibit D, and incorporated herein by this reference.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Menlo Park finds that the above recitals together with the staff report and the application materials, including without limitation, related documents, reports, studies, maps, oral and written testimony, and materials in the City’s file for the application and the Project, and all adopted and applicable City planning documents related to the Project and the Project site, and all associated evidentiary basis are incorporated herein and support the actions set forth in this resolution.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council makes the following findings:

Section 1. The City Council makes findings that the proposed Tentative Map for a major subdivision is technically correct and in compliance with all applicable State regulations, City General Plan, Zoning and Subdivision Ordinances, and the State Subdivision Map Act for the following reasons:

1. The proposed Tentative Map for the Project site is technically correct and in compliance with all applicable State regulations, City General Plan, Zoning and Subdivision Ordinances, and the State Subdivision Map Act, as confirmed by the Engineering Division's review finding the Tentative Map technically correct, and the review by West Bay Sanitary District, Menlo Park Municipal Water, Comcast, AT&T, and PG&E, none of which raised an objection.
2. The proposed Tentative Map for the Project site, including the contemplated design and improvements, is consistent with the applicable General Plan goals and policies, in particular, the goals set forth in the Housing Element as the Property is Housing Element Opportunity Site #60. The Project is consistent with the land use designations described in the General Plan and would be consistent with the City General Plan goals and policies as well as City Zoning Ordinance requirements at the proposed density, inclusive of State Density Bonus Law, and for the types of uses.
3. The Project site is physically suitable for the type of development proposed. The site is located in the R-3 (Apartment) zoning district, and the proposed multifamily residential use is a use appropriate to that district and to the site's General Plan land use designation. The vacant, urbanized infill site can physically accommodate the proposed residential buildings and associated improvements.
4. The Project site is physically suitable for the proposed density of development. The proposed density is consistent with the density established for the site in the General Plan, inclusive of the density permitted under State Density Bonus Law, and the site is physically able to accommodate that density with the requested waivers and concessions.
5. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The vacant Project site is in an urbanized area of the City and does not include any aquatic habitat that would be disturbed by the Project, and the Project would not substantially injure the limited wildlife that access the site or their habitat.
6. The design of the subdivision or improvements is not likely to cause serious public health or safety problems. The Project would comply with the General Plan’s goals and policies, City Zoning and Subdivision Ordinances, and other applicable regulations designed to prevent serious health and safety problems.
7. The design of the subdivision and the proposed improvements will not conflict with any easements acquired by the public at large for access through or use of property within the proposed subdivision. No public-access easements exist on the Project site. An approximately 20-foot-wide private access easement along the eastern side of the Property, benefiting the adjacent property at 365 Pierce Rd., would be maintained and is not in conflict with the proposed subdivision.
8. The discharge of waste from the proposed subdivision into the existing community sewer system would not result in, or add to, a violation of existing requirements prescribed by the applicable California Regional Water Quality Control Board pursuant to Division 7 (commencing with Section 13000) of the Water Code. The Project would connect to the existing community sewer system operated by the West Bay Sanitary District, which reviewed the Tentative Map and raised no objection, and the Project is required to comply with all applicable regional water quality requirements.

Section 2. Based on the findings above, the City Council approves the Tentative Map for the Project, included in the project plans (Exhibit A), and the associated conditions of approval attached hereto as Exhibit G and incorporated herein by this reference.

Section 3. The Applicant's request to waive the development impact and permitting fees set forth in the City's Master Fee Schedule is a request for a direct financial incentive. Under State Density Bonus Law, the City is not required to provide direct financial incentives, including the waiver of fees or dedication requirements (Government Code Section 65915(l)(3)), and the Applicant's request is therefore not a concession that the City is obligated to grant under Government Code Section 65915(d).

A. Having considered the request, the City Council denies granting in full the requested fee waiver for the following reasons:
    1. The City Council has already committed $3.6 million from the BMR Housing Fund to support the project, approximately $3.15 million of which has been disbursed for site acquisition and pre-development activities.
    2. At eight units, the City is providing $450,000 per housing unit for the project, which is the highest per-unit funding contribution ever awarded from the BMR Housing Fund.
    3. The funding agreement between the City and Habitat is in the form of a grant. Typically, when affordable housing projects receive funding from the City's BMR Housing Fund, it is in the form of a deferred loan, payable after 55 years, with any surplus cash flow paid to the lenders annually. Since this is a grant, the City will not be repaid. Additionally, the waiver of fees established by the City's Master Fee Schedule would have financial implications for revenues for services provided and for impact fees that could benefit the future residents.
B. Having considered the request, the City Council grants in part the requested State Density Bonus Law fees concession with waiver of the recreation in-lieu fee ($372,400) for the project, specifically recognizing both the value and uniqueness of affordable home ownership project for Menlo Park, especially the Belle Haven neighborhood which is an identified underserved community within the General Plan Environmental Justice Element. All other development permit and impact fees shall be collected per the City's Master Fee Schedule for the Senate Bill 330-submitted project.
    1. The City is required to backfill waived development impact fees and related fees with General Fund and cost recovery revenue associated with the project. Approval of this resolution to grant the waiver of the recreation in-lieu fee would amend the fiscal year 2026-27 Adopted Budget to appropriate $372,400 in General Fund transfers out, with corresponding increase in estimated revenue in the receiving fund: $372,400 to the Recreation In-Lieu Fund (Fund 256).

Section 4. 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, Judi A. Herren, City Clerk of the City 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 eleventh day of August, 2026, 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, 2026.

_____
Judi A. Herren, City Clerk

Exhibits:
A. Project plans (Tentative Map only)
B. Project description letter
C. SDBL waivers and concessions letter
D. CEQA compliance report
E. ConnectMenlo Mitigation Monitoring and Reporting Program
F. 2023-2031 Cycle Housing Element Update Subsequent EIR Mitigation Monitoring and Reporting Program
G. Conditions of approval

EXHIBIT A



335 PIERCE

PLANNING RESUBMITTAL

JUNE 1, 2026

TCA ARCHITECTS

*THIS DESIGN IS CONCEPTUAL IN NATURE. THE INFORMATION AND NUMBERS PROVIDED ARE SUBJECT TO CHANGE, PENDING VERIFICATION BY CLIENT AND AUTHORITIES HAVING JURISDICTION.

PROJECT DESCRIPTION

A new 100% affordable town house project is proposed in the Belle Haven neighborhood at 335 Pierce Road. The development will combine two separate parcels into a single lot of approximately 15,293 square feet (0.35 acres) in size. One multifamily building (with four units) will be demolished to make room for the proposed project.

The project is designed as two buildings, consisting of three levels of wood construction (Type V). The maximum height of the building will be approximately 29'-11" feet to the highest point of the roof parapet. Each building will have four units for a total of eight, offering a mix of two-bedroom, three-bedroom and four-bedroom town homes for sale. Each townhome will provide an attached garage with one EV parking space and room for bicycles and trash bins.

Architecturally, the proposed building will feature a timeless contemporary design. The massing of the buildings is modulated into smaller volumes expressing each unit. A one-story volume is oriented towards Pierce Road reducing the scale of the project along its street façade. The primary exterior materials will be painted lap siding. The landscape design will feature a fire smart and drought tolerant landscaping. Private open space will be provided at grade next to each town home.

VICINITY MAP



PROJECT TEAM

DEVELOPER:

HABITAT FOR HUMANITY P: 510.701.3322
300 Montgomery Street, Suite 450
San Francisco, CA 94104 www.habitatgsf.org
Contact: Robert Smith rsmith@habitatgsf.org

ARCHITECT:

TCA Architects P: 510.545.4222
1111 Broadway, Suite 320
Oakland, CA 94607 www.tca-arch.com
Contact: Douglas Oliver doliver@tca-arch.com

LANDSCAPE ARCHITECT:

TS studio P: 415.420.8408
55 Sumner St. P: 415.596.2121
San Francico, CA 94103 www.tsstudio.org
Contact: J. Lee Stinckles lstickles@tsstudio.org

CIVIL ENGINEER:

BKF Engineers P: 408.467.9100
150 California St, Suite 600 P: 415.660.6360
San Francisco, CA 94111 www.bkf.com
Contact: Mike O'Connell moconnell@bkf.com

INDEX

01.30.2026 RESUBMITTAL

ARCHITECTURE:

G-1.1	PROJECT INDEX	●
G-1.2	PROJECT SUMMARY	●
G-2.1	SITE CONTEXT	○
G-3.1 - G-3.5	3D VIEW	○
G-4.1	STREETSCAPE ELEVATION AND AREA PLAN	●
G-4.2	FIRE ACCESS DIAGRAM	○
G-4.3 - G-4.5	F.A.R. DIAGRAM	●
G-4.6	OPEN SPACE & MINIMUM LANDSCAPING AREA	●
G-4.6	BUILDING COVERAGE / DRIVEWAY COVERAGE	○
G-4.8	ACCESSIBILITY/EGRESS DIAGRAM	○
G-4.9	SETBACK PROJECTIONS DIAGRAMS	●
G-4.10	STREETFACING FACADE MODULATION DIAGRAMS	●
G-4.11	INTERIOR FACADE MODULATION DIAGRAMS	●
A-1.1	SITE PLAN - LEVEL 1	●
A-1.2	SITE PLAN - LEVEL 2	●
A-1.3	SITE PLAN - LEVEL 3	●
A-1.4	SITE PLAN - ROOF	●
A-1.5	BLDG 1 - LEVEL 1	○
A-1.6	BLDG 1 - LEVEL 2	○
A-1.7	BLDG 1 - LEVEL 3	○
A-1.8	BLDG 1 - ROOF	○
A-1.9	BLDG 2 - LEVEL 1	○
A-1.10	BLDG 2 - LEVEL 2	○
A-1.11	BLDG 2 - LEVEL 3	○
A-1.12	BLDG 2 - ROOF	●
A-2.1	MATERIAL BOARD	●
A-2.2 - A-2.5	ELEVATIONS	●
A-3.1 - A-3.2	BUILDING SECTIONS	●
A-4.1 - A-4.8	UNIT PLANS	○

CIVIL:

C1.0	TITLE SHEET
C2.0	EXISTING CONDITIONS PLAN
C2.1	EXISTING PARCELIZATION
C2.2	PRELIMINARY PARCELIZATION PLAN
C3.0	PRELIMINARY SITE PLAN
C3.1	PRELIMINARY FIRE ACCESS PLAN
C4.0	PRELIMINARY GRADING PLAN
C5.0	PRELIMINARY UTILITY PLAN
C6.0	PRELIMINARY STORMWATER MANAGEMENT PLAN
C7.0	PRELIMINARY EROSION CONTROL PLAN
C7.1	PRELIMINARY EROSION CONTROL PLAN
C7.1	SAN MATEO COUNTY CONSTRUCTION BMPs

LANDSCAPE:

L1.0	LANDSCAPE SITE PLAN
L1.1	LANDSCAPE MATERIAL PLAN
L4.1	LANDSCAPE TREE PLAN
L4.2	LANDSCAPE UNDERSTORY PLAN

○ FIRST FORMAL SUBMITTAL OR NO CHANGES SINCE PREVIOUS SUBMITTAL
● MODIFICATIONS SINCE PREVIOUS SUBMITTAL OR NEW SHEETS ADDED

CODES AND REGULATIONS:

CODE:	PROJECT SHALL BE DESIGNED TO MEET THE APPLICABLE CALIFORNIA BUILDING STANDARDS CODE THAT IS IN EFFECT AT THE MOMENT OF THE BUILDING PERMIT APPLICATION. (CBC 1.1.9)
TYPE OF CONSTRUCTION:	TYPE VA
STORIES:	3 STORIES
OCCUPANCY GROUP:	R-2, S-2
OCCUPANCY SEPARATION:	PER CBC 508.4 REQUIRED SEPARATION OF OCCUPANCIES BETWEEN: R-2 AND S-2: 1HR
FIRE SPRINKLES:	2022 CBC 903.3.1 R-2 OCCUPANCY: NFPA 13 S-2 OCCUPANCY: NFPA 13
EXIT ACCESS TRAVEL DISTANCE:	PER CBC TABLE 1016.1 R-2 OCCUPANCY WITH SPRINKLER SYSTEM: 250'; COMMON PATH OF TRAVEL: 100' S-2 OCCUPANY WITH SPRINKLER SYSTEM: 400'; COMMON PATH OF TRAVEL: 125'
FIRE SEPARATION DISTANCE:	ALLOWABLE AREA UNPROTECTED OPENINGS (CBC 705.8.1) 5' TO LESS THAN 10': 25% 10' TO LESS THAN 15': 45% 15' TO LESS THAN 20': 75% MORE THAN 20': 100%
FIRE RESISTANCE RATING REQUIREMENTS: **TYPE VA CONSTRUCTION**	EXTERIOR BEARING WALLS: 1HR (CBC 601) EXTERIOR NON-BEARING WALL: 1HR (CBC 705.5)
DEFERRED SUBMITTALS:	1. FIRE SUPPRESSION SYSTEMS, NFPA 13 (2022 EDITION) 2. PRIVATE UNDERGROUND FIRE SERVICE MAIN, NFPA 24 (2019 EDITION) 3. FIRE ALARM SYSTEM, NFPA 72 (2022 EDITION) 4. PV SYSTEMS, CFC SECTION 1204 (2022 EDITION)

PROJECT SUMMARY:

ADDRESS:	355 PIERCE RD. MENLO PARK. CA 94025.
ASSESSOR'S PARCEL NUMBER (APN):	062-013-170 062-013-230
PROPOSED USE:	MULTI-FAMILY RESIDENTIAL
ZONING:	R-3 APARTMENT DISTRICT

	REQUIRED	PROVIDED
LOT AREA:	7,000 SF MIN.	15,293 SF | 0.35 AC
LOT WIDTH:	80' MIN.	170.66'
LOT DEPTH:	100' MIN.	89.61
LAND AREA PER DWELLING UNIT: (STATE DENSITY BONUS REQUESTED)	1 / 3,333 SF = 4 MAX.	1 / 1,911 SF
MINIMUM YARDS:		
FRONT:	15% OF LOT WIDTH; MIN.20FT.	25'-7"
INTERIOR SIDE:	10 FT	10'-0"
REAR:	15% OF LOT WIDTH; MIN.15FT.	25'-7"
DISTANCE BETWEEN MAIN BUILDINGS ON THE SAME LOT:	1/2 SUM OF THE HEIGHT OF THE BUILDINGS, 20 FT. MIN.	26'-4"
DISTANCE BETWEEN MAIN BUILDINGS LOCATED ON THE PROPERTY AND ADJACENT PROPERTY : (STATE DENSITY BONUS REQUESTED)	20 FT.	16'-9"
GROSS FLOOR AREA:		10,313 SF
FLOOR AREA RATIO: (STATE DENSITY BONUS REQUESTED)	45% MAX.	67%
BUILDING COVERAGE:	55% MAX.	5,591 SF 37%
DRIVEWAYS AND OPEN PARKING AREAS: (STATE DENSITY BONUS REQUESTED)	20% MAX.	3,652 SF 24%
OPEN SPACE:		
PRIVATE:	80 SF/UNIT = 640 SF	933 SF
LANDSCAPING:	25% MIN.	4,482 SF (29%)
BUILDING HEIGHT:	35' MAX.	29'-10"
ALLOWABLE NUMBER OF STORIES:		
MENLO PARK ZONING CODE:	3	3
CALIFORNIA BUILDING CODE:	4	3
PARKING: (STATE DENSITY BONUS REQUESTED)	2 / UNIT = 16	8
PARKING RATIO:	2	1
BIKE PARKING:		
LONG TERM:	1.5 / UNIT = 12	2 PER UNIT = 16 TOTAL
SHORT TERM:	ADDITIONAL 10% = 2	

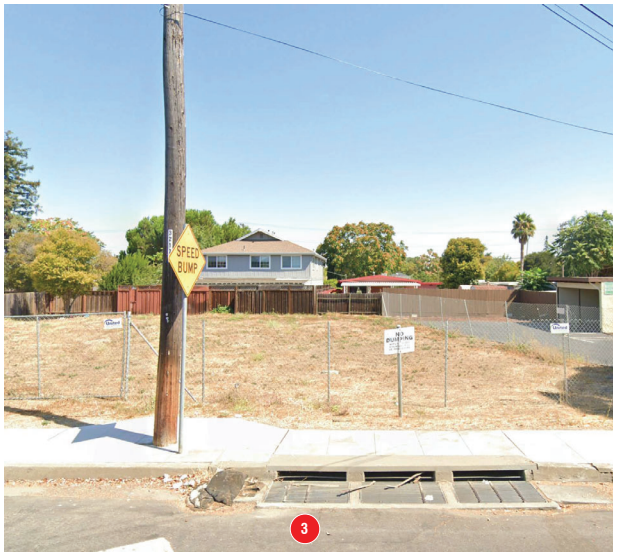
PROJECT AREA SUMMARY BY USE

LEVEL	RESIDENTIAL	GARAGE	B.O.H.	TOTAL
BUILDING				
1ST STORY	2,063 SF	0 SF	0 SF	2,063 SF
2ND STORY	4,298 SF	0 SF	0 SF	4,298 SF
3RD STORY	3,605 SF	0 SF	0 SF	3,605 SF
BUILDING	**9,966 SF**	**0 SF**	**0 SF**	**9,966 SF**
GARAGE				
1ST STORY	0 SF	2,951 SF	159 SF	3,110 SF
GARAGE	**0 SF**	**2,951 SF**	**159 SF**	**3,110 SF**
TOTAL	**9,966 SF**	**2,951 SF**	**159 SF**	**13,076 SF**

UNIT MIX

UNIT TYPE	PERCENTAGE	COUNT	AVG. UNIT AREA	TOTAL
TWO BEDROOM	38%	3	996 SF	2,989 SF
THREE BEDROOM	25%	2	1,253 SF	2,505 SF
FOUR BEDROOM	37%	3	1,491 SF	4,472 SF
Grand total	**100%**	**8**		**9,966 SF**


2


SPEED BUMP
3


4


1


N
SITE
1
2
PIERCE RD
3
4
5
US 101
BAYSHORE FWY.


5


353
355


355


335


335
333



TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

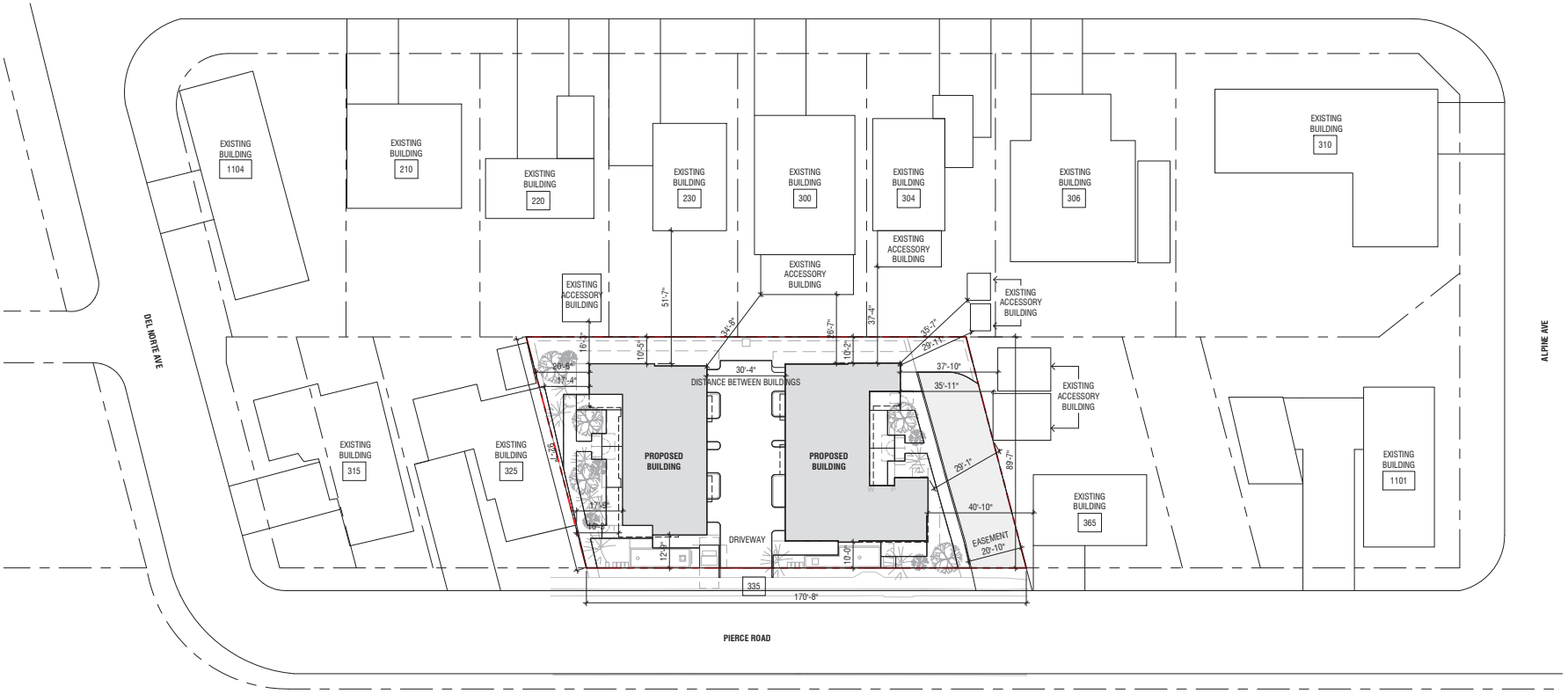
3D VIEW

G-3.5



STREETSCAPE ELEVATION (1/16" = 1')

16' 32' 64'



AREA PLAN (1"= 20')

20' 40' 80'

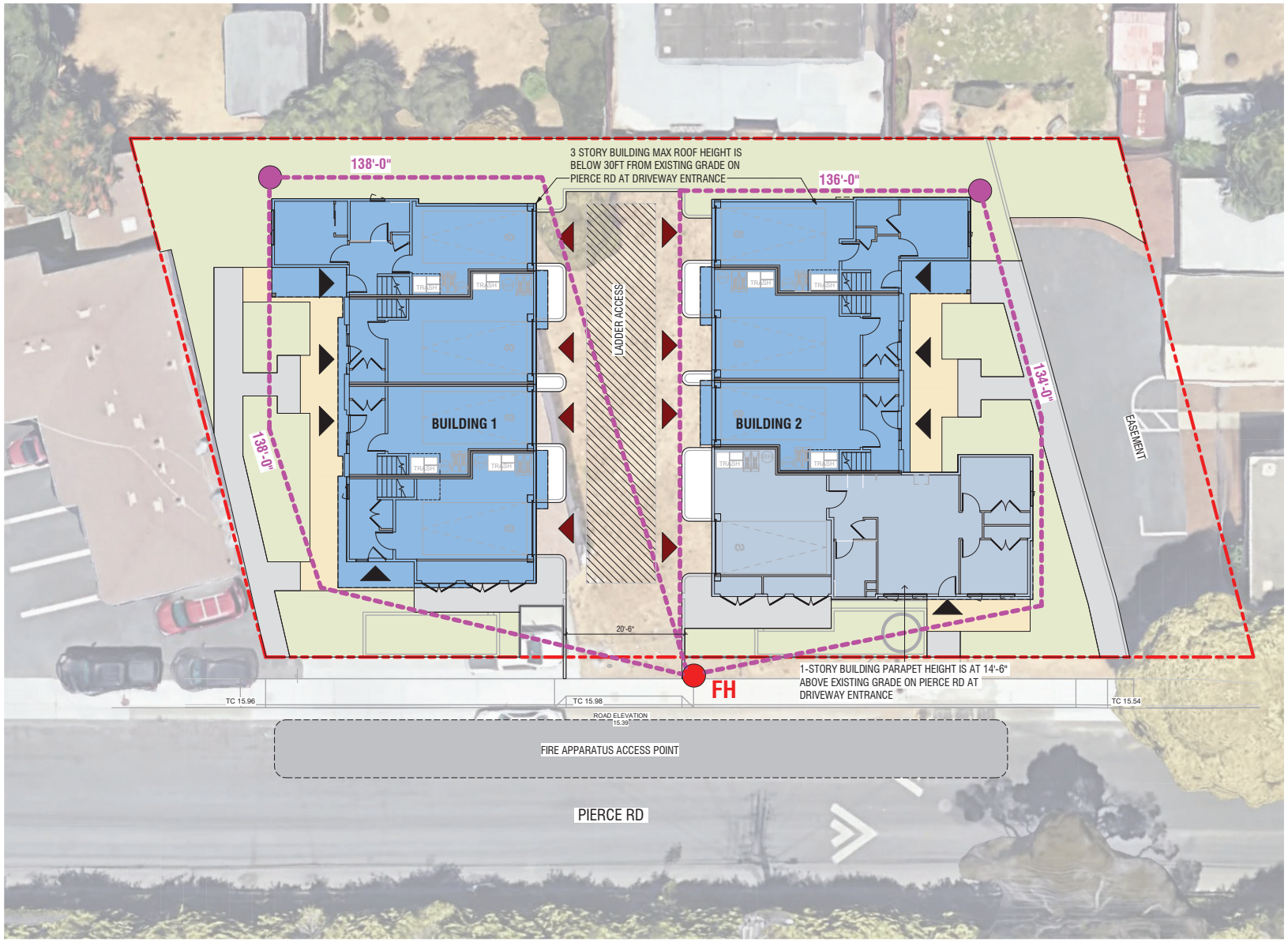
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

STREETSCAPE ELEVATION & AREA PLAN

G-4.1



LEGEND:

- PROPERTY LINE
- LINE OF BUILDING ABOVE
- 150' HOSE PULL LENGTH FROM FIRE APPARATUS ACCESS ROAD *(PER CFC SECTION 503.1.1)*
- FH — FIRE HYDRANT LOCATION *(*VERIFY LOCATION WITH CIVIL DRAWINGS)*
- BUILDING ENTRY
- VEHICULAR ENTRY TO GARAGE
- 29'-11" ROOF PARAPET ELEVATION ABOVE EXISTING GRADE
- 14'-6" ROOF PARAPET ELEVATION ABOVE EXISTING GRADE

NOTES:

1. *PER CFC SECTION 503*
2. *PER CFC SECTION 503.1.1 "BUILDINGS AND FACILITIES" - APPROVED FIRE APPARATUS ACCESS ROADS SHALL BE PROVIDED FOR EVERY FACILITY, BUILDING OR PORTION OF A BUILDING HEREAFTER CONSTRUCTED OR MOVED INTO OR WITHIN THE JURISDICTION. THE FIRE APPARATUS ACCESS ROAD SHALL COMPLY WITH THE REQUIREMENTS OF THIS SECTION AND SHALL EXTEND TO WITHIN 150 FEET (45 720 MM) OF ALL PORTIONS OF THE FACILITY AND ALL PORTIONS OF THE EXTERIOR WALLS OF THE FIRST STORY OF THE BUILDING AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE BUILDING OR FACILITY*

32'
16'
8'

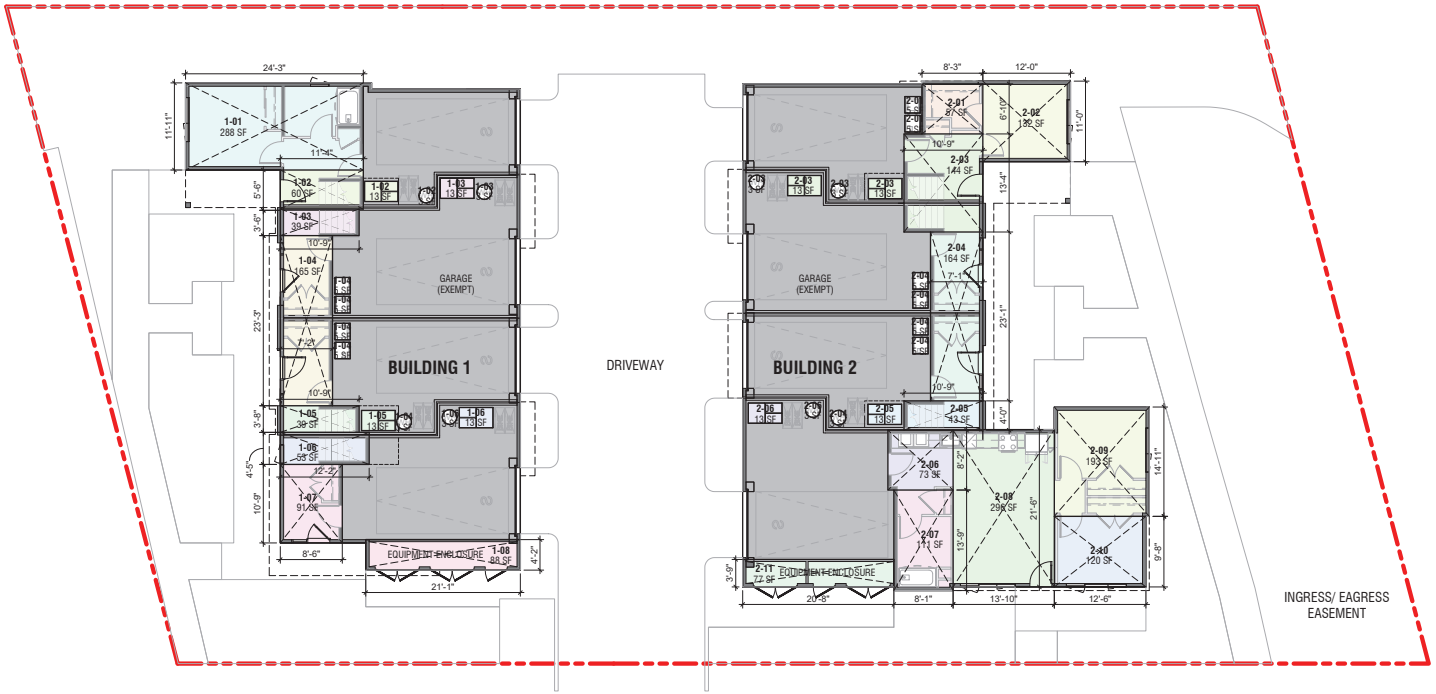
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

FIRE ACCESS DIAGRAM (1/8" = 1')

G-4.2



GROSS FLOOR AREA CALCULATION

NAME	AREA	NAME	AREA
1ST STORY		BUILDING 2	
BUILDING 1		2-11	349 SF
1-01	288 SF	2-12	388 SF
1-02	76 SF	2-13	20 SF
1-03	55 SF	2-14	300 SF
1-04	188 SF	2-15	713 SF
1-05	52 SF	2-16	23 SF
1-06	69 SF		1,793 SF
1-07	91 SF		4,299 SF
1-08	88 SF	3RD STORY	
	907 SF	BUILDING 1	
BUILDING 2		1-18	185 SF
2-01	67 SF	1-19	304 SF
2-02	132 SF	1-20	20 SF
2-03	176 SF	1-21	21 SF
2-04	187 SF	1-22	442 SF
2-05	56 SF	1-23	418 SF
2-06	89 SF	1-24	21 SF
2-07	111 SF	1-25	24 SF
2-08	296 SF	1-26	131 SF
2-09	193 SF	1-27	19 SF
2-10	120 SF	1-28	20 SF
2-11	77 SF	1-29	363 SF
	1,504 SF	1-30	142 SF
	2,411 SF		2,110 SF
2ND STORY		BUILDING 2	
BUILDING 1		2-17	271 SF
1-08	431 SF	2-18	167 SF
1-09	143 SF	2-19	20 SF
1-10	489 SF	2-20	32 SF
1-11	20 SF	2-21	48 SF
1-12	20 SF	2-22	341 SF
1-13	682 SF	2-23	23 SF
1-14	61 SF	2-24	550 SF
1-15	72 SF	2-25	16 SF
1-16	446 SF	2-26	25 SF
1-17	142 SF		1,493 SF
	2,506 SF		3,603 SF
		GRAND TOTAL	10,313 SF

GROSS FLOOR AREA BUILDING 1

LEVEL	AREA
1ST STORY	907 SF
2ND STORY	2,506 SF
3RD STORY	2,110 SF
Total	5,523 SF

GROSS FLOOR AREA BUILDING 2

LEVEL	AREA
1ST STORY	1,504 SF
2ND STORY	1,793 SF
3RD STORY	1,493 SF
Total	4,790 SF
GRAND TOTAL:	**10,313 SF**

F.A.R. CALCULATION

GROSS FLOOR AREA:	**10,313 SF**
BUILDABLE LOT AREA:	**15,293 SF**
F.A.R.:	**67%**

DEFINITIONS:
1. "FLOOR AREA RATIO" (PER MENLO PARK ZONING CODE 16.04.315) IS THE MAXIMUM PERMITTED RATIO OF THE TOTAL SQUARE FOOTAGE OF THE GROSS FLOOR AREA OF ALL BUILDINGS ON A LOT TO THE SQUARE FOOTAGE OF THE LOT.
2. "GROSS FLOOR AREA" (PER MENLO PARK ZONING CODE 16.04.325) IS THE SUM OF THE HORIZONTAL AREAS OF ALL FLOORS WITHIN THE SURROUNDING SOLID WALLS OF A BUILDING COVERED BY A ROOF MEASURED TO THE OUTSIDE SURFACES OF EXTERIOR WALLS, EXCLUDING AREAS DEVOTED TO COVERED PARKING.

32'
16'
8'

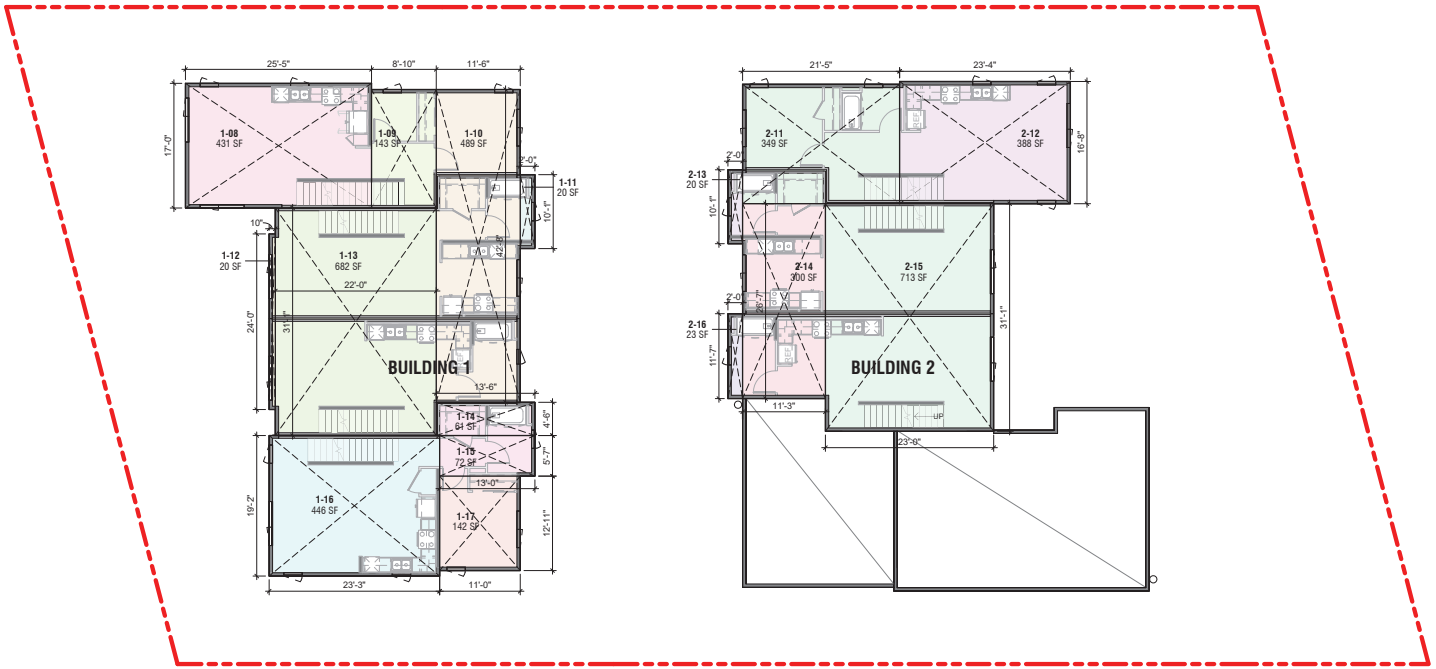
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

F.A.R. DIAGRAM (1/8" = 1')
1ST STORY

G-4.3



GROSS FLOOR AREA CALCULATION

NAME	AREA	NAME	AREA
1ST STORY		BUILDING 2	
BUILDING 1		2-11	349 SF
1-01	288 SF	2-12	388 SF
1-02	76 SF	2-13	20 SF
1-03	55 SF	2-14	300 SF
1-04	188 SF	2-15	713 SF
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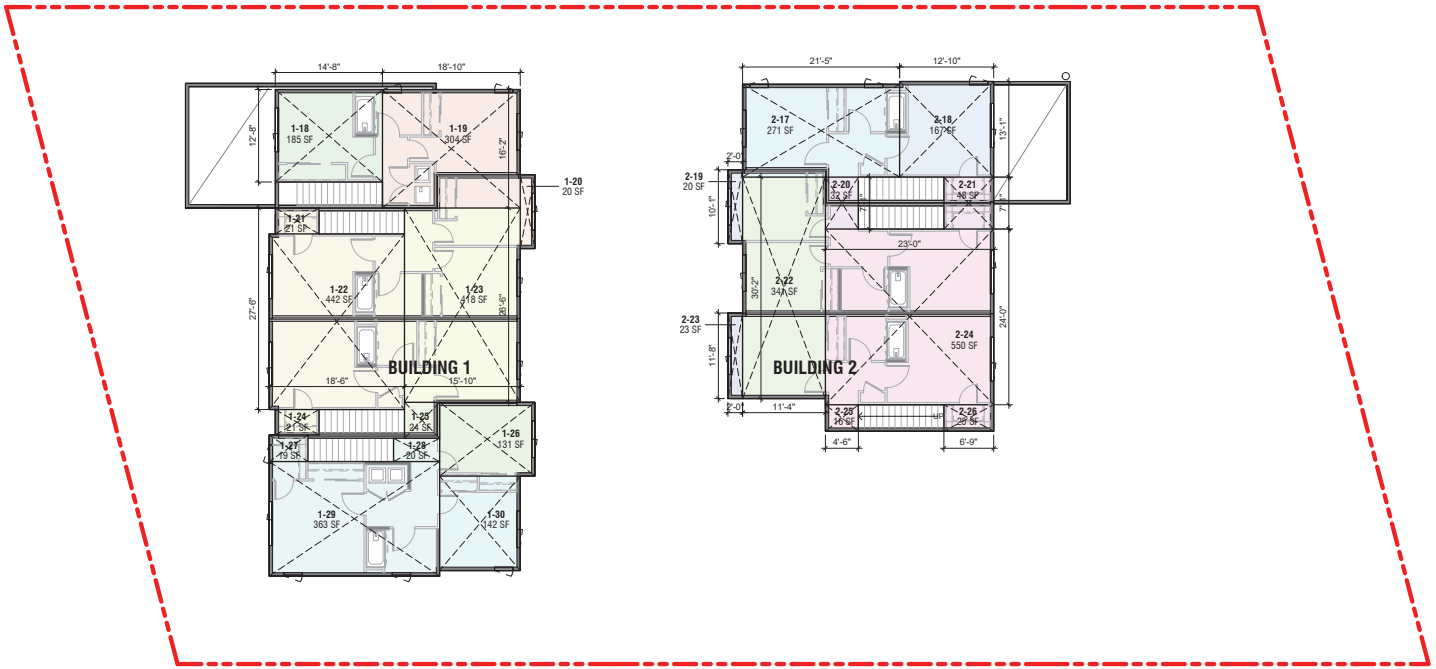
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

F.A.R. DIAGRAM (1/8" = 1')
2ND STORY

G-4.4



GROSS FLOOR AREA CALCULATION

NAME	AREA	NAME	AREA
1ST STORY		BUILDING 2	
BUILDING 1		2-11	349 SF
1-01	288 SF	2-12	388 SF
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Total	5,523 SF

GROSS FLOOR AREA BUILDING 2

LEVEL	AREA
1ST STORY	1,504 SF
2ND STORY	1,793 SF
3RD STORY	1,493 SF
Total	4,790 SF
GRAND TOTAL:	**10,313 SF**

F.A.R. CALCULATION

GROSS FLOOR AREA:	**10,313 SF**
BUILDABLE LOT AREA:	**15,293 SF**
F.A.R.:	**67%**

DEFINITIONS:
1. "FLOOR AREA RATIO" (PER MENLO PARK ZONING CODE 16.04.315) IS THE MAXIMUM PERMITTED RATIO OF THE TOTAL SQUARE FOOTAGE OF THE GROSS FLOOR AREA OF ALL BUILDINGS ON A LOT TO THE SQUARE FOOTAGE OF THE LOT.
2. "GROSS FLOOR AREA" (PER MENLO PARK ZONING CODE 16.04.325) IS THE SUM OF THE HORIZONTAL AREAS OF ALL FLOORS WITHIN THE SURROUNDING SOLID WALLS OF A BUILDING COVERED BY A ROOF MEASURED TO THE OUTSIDE SURFACES OF EXTERIOR WALLS, EXCLUDING AREAS DEVOTED TO COVERED PARKING.

32'
16'
8'

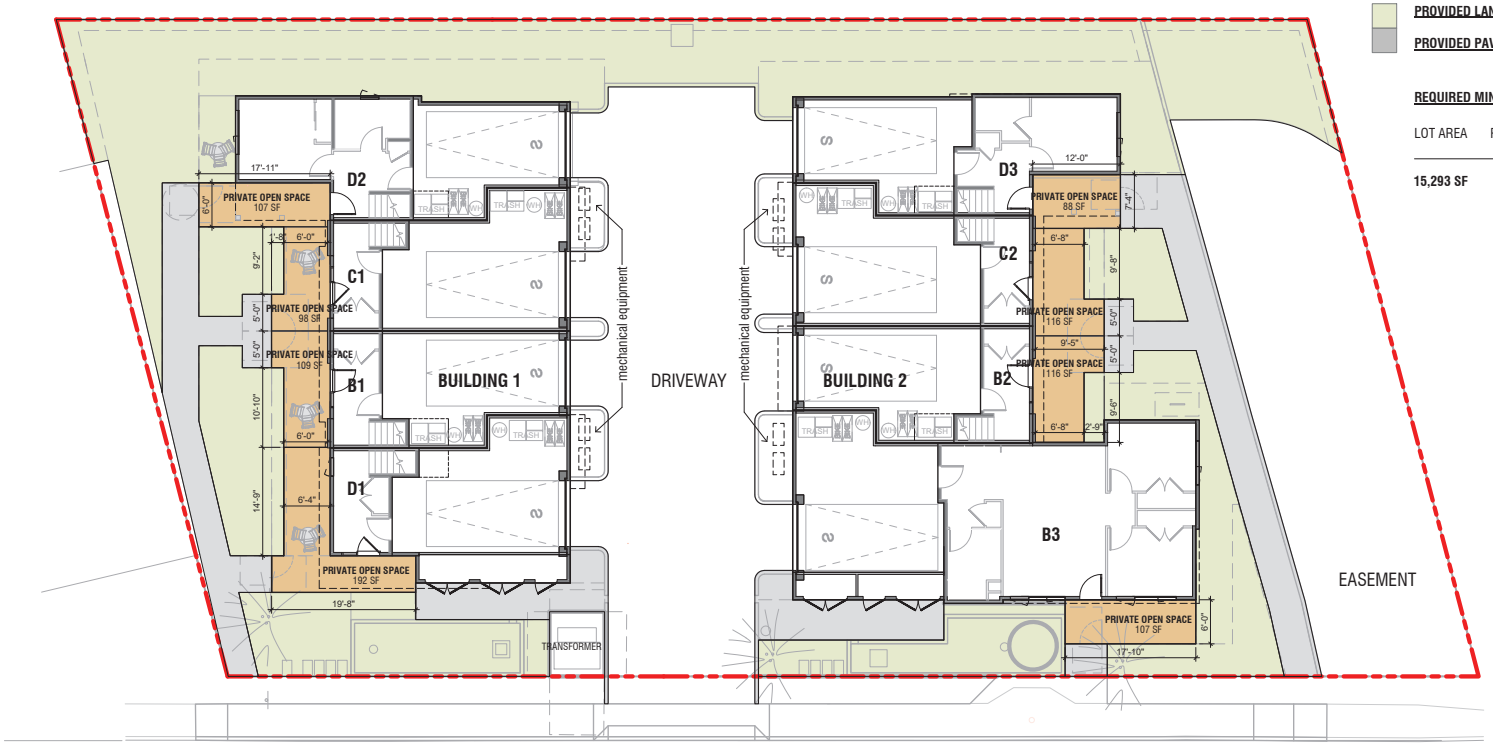
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

F.A.R. DIAGRAM (1/8" = 1')
3RD STORY

G-4.5



REQUIRED PRIVATE RESIDENTIAL OPEN SPACE (MIN 80 SF PER UNIT)

UNIT COUNT	REQUIRED AREA	PROVIDED AREA
8	640 SF	933 SF

PROVIDED LANDSCAPED AREA 4,004 SF (26%)

PROVIDED PAVED AREA 1,180 SF (8%)

REQUIRED MINIMUM LANDSCAPE OPEN SPACE (25% OF LOT AREA)

LOT AREA	REQUIRED AREA	MAXIMUM PRIVATE OR SHARED CONTRIBUTION	PROVIDED AREA
15,293 SF	3,823 SF	478 SF	4,004 SF+478 SF= **4,482 SF (29%)**

PRIVATE OPEN SPACE TABULATION

UNIT D1	192 SF
UNIT B1	109 SF
UNIT C1	98 SF
UNIT D2	107 SF
UNIT B3	107 SF
UNIT B2	116 SF
UNIT C2	116 SF
UNIT D3	88 SF
TOTAL	933 SF

DEFINITIONS:

1. "OPEN SPACE" (PER MENLO PARK ZONING CODE 16.04.500) MEANS THAT PORTION OF THE BUILDING SITE OPEN, UNOBSTRUCTED AND UNOCCUPIED FROM THE GROUND UPWARD; INCLUDING WALKWAYS, LANDSCAPING, UNCOVERED PATIOS AND UNCOVERED RECREATION FACILITIES.

2. PER MENLO PARK ZONING CODE 16.20.030 TABLE 1, FOOTNOTE 3 MINIMUM OPEN SPACE (LANDSCAPING) MAY INCLUDE BOTH GROUND LEVEL IMPROVEMENTS AND OTHER PRIVATE OR SHARED OPEN SPACE FEATURES (E.G., PRIVATE DECKS AND BALCONIES, SHARED ROOFTOP) WHICH MAY SATISFY UP TO 12.5 PERCENT OF THE OVERALL MINIMUM OPEN SPACE (LANDSCAPING) REQUIREMENT.

3. PER MENLO PARK ZONING CODE 16.20.040 (7)(A) RESIDENTIAL DEVELOPMENTS SHALL HAVE A MINIMUM OF 100 SQ.FT. OF OPEN SPACE PER UNIT CREATED AS COMMON OPEN SPACE OR A MINIMUM OF 80 SQ.FT. OF OPEN SPACE PER UNIT CREATED AS PRIVATE OPEN SPACE, WHERE PRIVATE OPEN SPACE SHALL HAVE A MINIMUM DIMENSION OF 6 FEET BY 6 FEET. IN CASE OF A MIX OF PRIVATE AND COMMON OPEN SPACE, SUCH COMMON OPEN SPACE SHALL BE PROVIDED AT A RATIO EQUAL TO 1.25 SQ.FT. FOR EACH 1 SQ.FT. OF PRIVATE OPEN SPACE THAT IS NOT PROVIDED.

32'
16'
8'

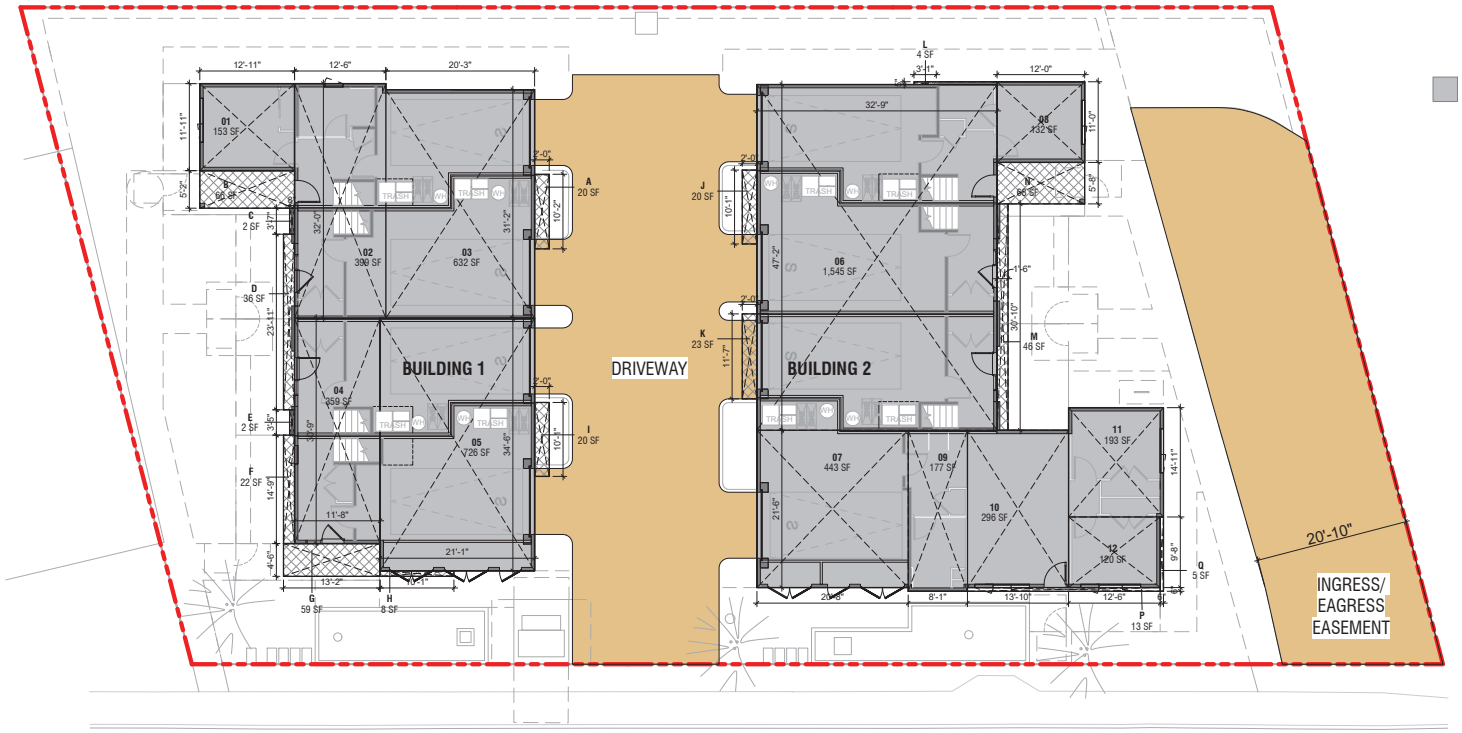
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JUNE 1, 2026

OPEN SPACE/ MINIMUM LANDSCAPING AREA (1/8" = 1')

G-4.6



EXISTING BUILDING COVERAGE

1,687 SF

MAXIMUM DRIVEWAYS AND OPEN PARKING AREAS (MAX 20% OF LOT AREA)

LOT AREA	ALLOWED AREA	PROVIDED AREA
15,293 SF	3,059 SF	3,652 SF (24%)

MAXIMUM BUILDING COVERAGE (55% OF LOT AREA)

LOT AREA	ALLOWED AREA	PROVIDED AREA
15,293 SF	8,411 SF	5,591 SF (37%)

BUILDING COVERAGE CALCULATIONS

NAME	AREA
1ST STORY	
01	153 SF
02	399 SF
03	632 SF
04	359 SF
05	726 SF
06	1,545 SF
07	443 SF
08	132 SF
09	177 SF
10	296 SF
11	193 SF
12	120 SF
A	20 SF
B	66 SF
C	2 SF
D	36 SF
E	2 SF
F	22 SF
G	59 SF
H	8 SF
I	20 SF
J	20 SF
K	23 SF
L	4 SF
M	46 SF
N	68 SF
P	13 SF
Q	5 SF
	5,591 SF

DEFINITIONS:
1. "BUILDING COVERAGE" MEANS THAT PERCENTAGE OF THE BUILDING SITE PERMITTED TO BE COVERED BY BUILDINGS, AS MEASURED FROM THE GROUND UPWARD, EXCLUSIVE OF ANY EAVE NOT IN EXCESS OF 6 FEET AND ELECTRIC EQUIPMENT ENCLOSURES.
2. PERMEABLE PAVERS MAY COUNT AS 50 PERCENT TOWARDS THE PAVING REQUIREMENT.

32'
16'
8'

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TCA # 2025-158

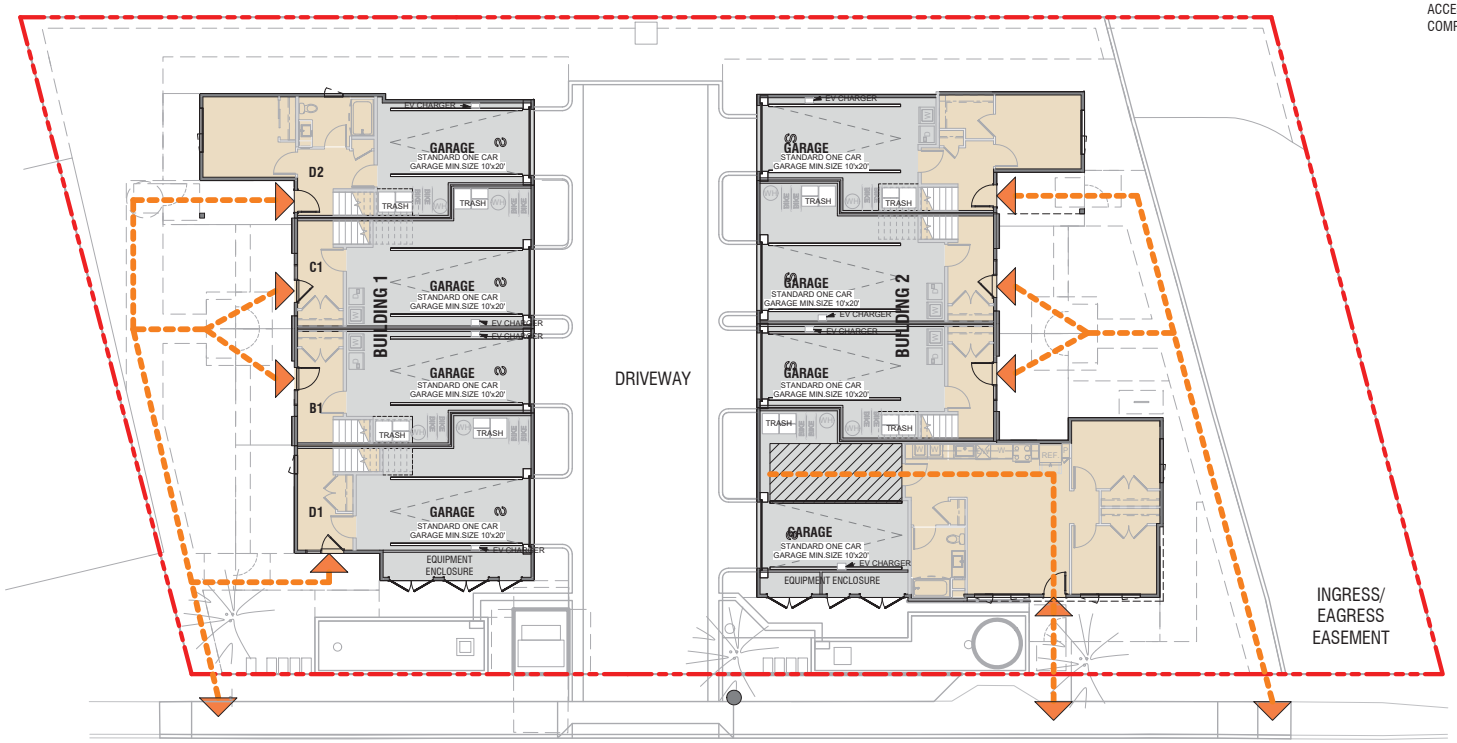
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JUNE 1, 2026

BUILDING COVERAGE / DRIVEWAY COVERAGE (1/8" = 1')

G-4.7

ACCESSIBLE PATH

NOTES:
A LEVEL ACCESSIBLE PATH IS PROVIDED TO THE ENTRANCE OF ALL UNITS FROM THE PUBLIC RIGHT OF WAY. ONE UNIT IS PROVIDED AS FULLY ACCESSIBLE INCLUDING ACCESSIBLE ACCESS TO ALL PARTS OF THE INTERIOR OF THAT UNIT IN COMPLIANCE WITH CHAPTER 11B.



32'
16'
8'

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TCA # 2025-158

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JUNE 1, 2026

ACCESSIBILITY/EGRESS DIAGRAM (1/8" = 1')

G-4.8



NOTES:
1. "BUILDING SETBACKS AND PROJECTIONS WITHIN SETBACKS": PER MENLO PARK ZONING CODE 16.20.040 (1)(C) THE TOTAL AREA OF ALL HORIZONTAL AND VERTICAL BUILDING PROJECTIONS SHALL NOT EXCEED THIRTY-FIVE PERCENT (35%) OF THE BUILDING FACADE AREA, AND NO ONE (1) PROJECTION SHALL EXCEED FIFTEEN PERCENT (15%) OF THE FACADE AREA ON WHICH THE PROJECTIONS ARE LOCATED. WHERE SUCH PROJECTIONS ENCLOSE INTERIOR LIVING SPACE, EIGHTY-FIVE PERCENT (85%) OF THE VERTICAL SURFACE OF THE PROJECTION SHALL BE WINDOWS OR GLAZED.

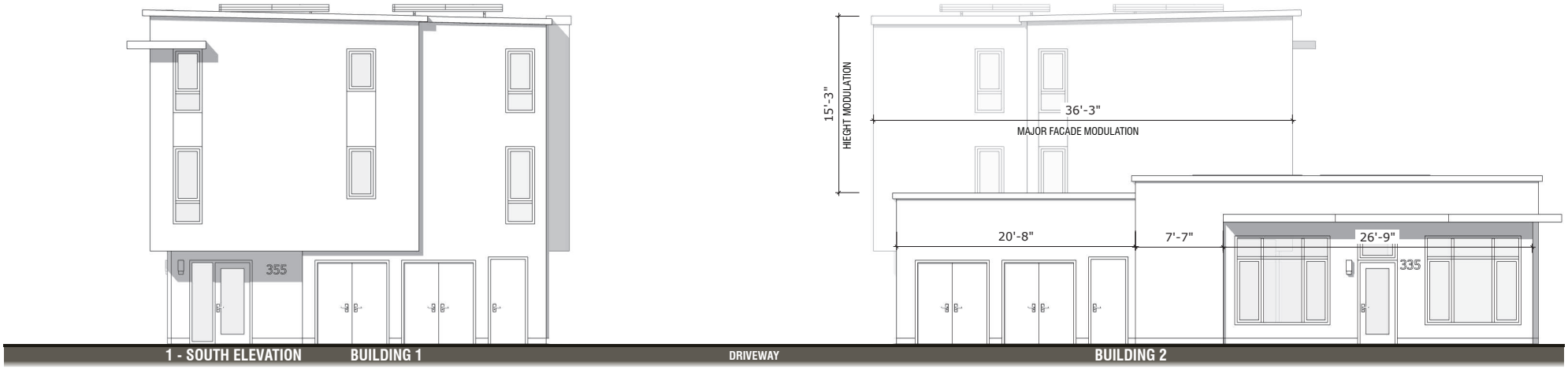
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MENLO PARK, CA
TCA # 2025-158

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JUNE 1, 2026

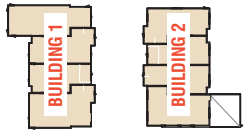
SETBACK PROJECTIONS DIAGRAMS (1/4" = 1')

G-4.9



BUILDING FACADE IS LESS THAN 50 FEET

KEY PLAN



NOTES:

1. "FACADE MODULATION AND TREATMENT": PER MENLO PARK ZONING CODE 16.20.040 (2):

(A) BUILDING FACADES FACING PUBLIC RIGHTS-OF-WAY OR PUBLIC OPEN SPACES SHALL NOT EXCEED FIFTY (50) FEET IN LENGTH WITHOUT A MINOR BUILDING FACADE MODULATION. AT A MINIMUM OF EVERY THIRTY-FIVE (35) FEET OF FACADE LENGTH, THE MINOR VERTICAL FACADE MODULATION SHALL BE A MINIMUM TWO (2) FEET DEEP BY FIVE (5) FEET WIDE RECESS OR A MINIMUM TWO (2) FOOT SETBACK OF THE BUILDING PLANE FROM THE PRIMARY BUILDING FACADE.

(C) IN ADDITION, THE MAJOR BUILDING FACADE MODULATION SHALL BE ACCOMPANIED WITH A FOUR (4) FOOT MINIMUM HEIGHT MODULATION AND A MAJOR CHANGE IN FENESTRATION PATTERN, MATERIAL AND/OR COLOR.

16'
8'
4'

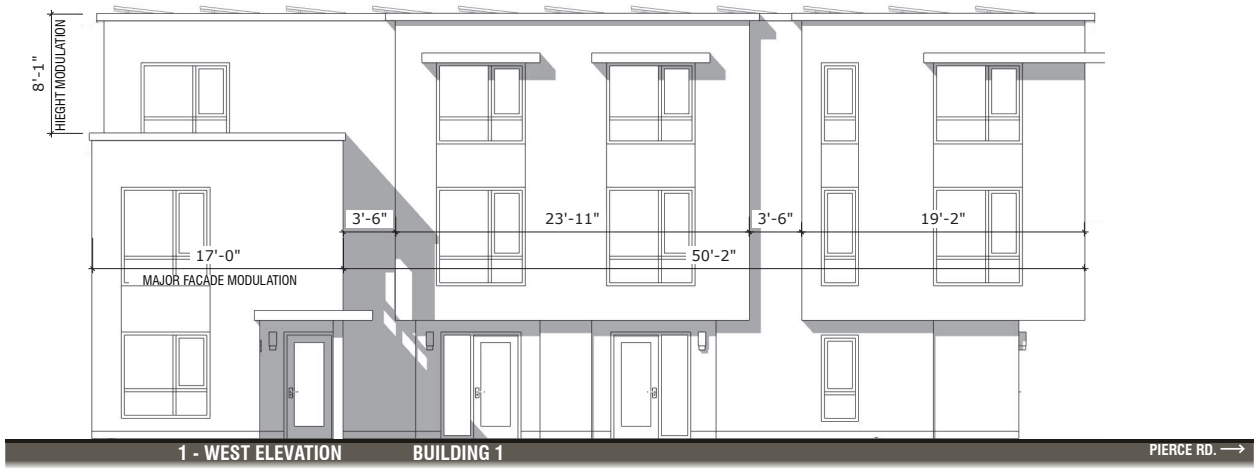
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TCA # 2025-158

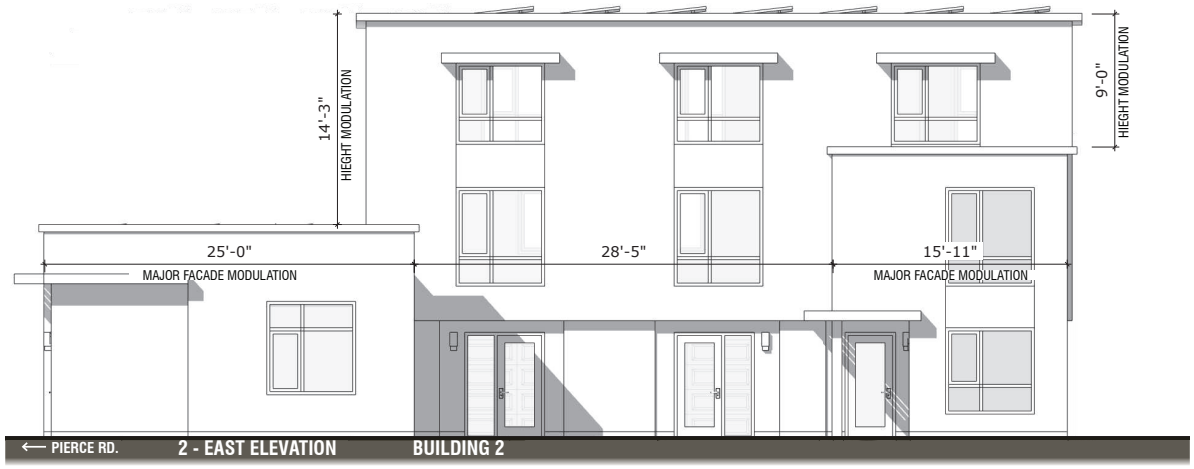
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STREETFACING FACADE MODULATION DIAGRAMS (1/4" = 1')

G-4.10

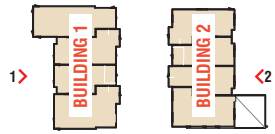


ELEVATION FACING SIDE YARD



ELEVATION FACING SIDE YARD

KEY PLAN



16'
8'
4'

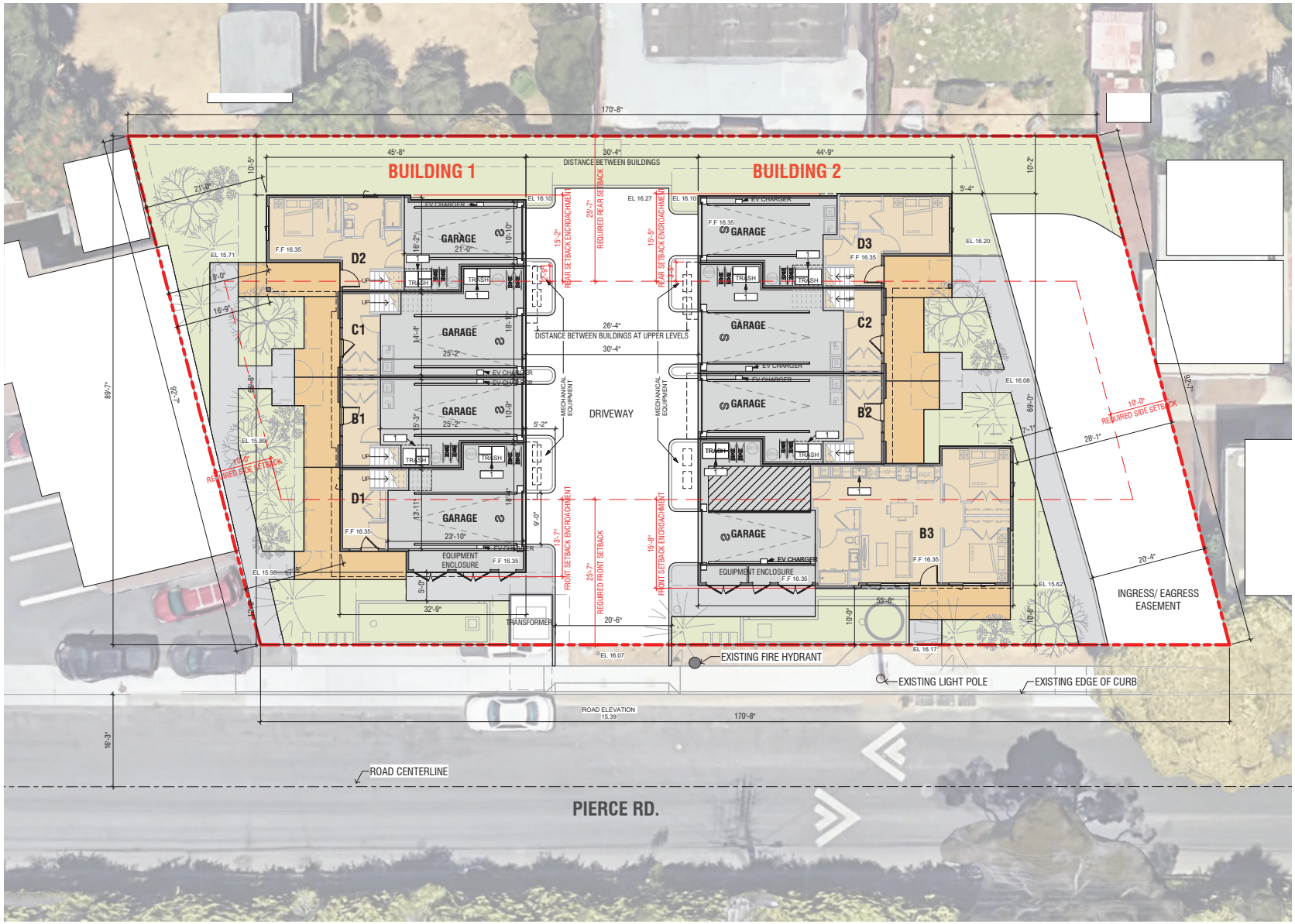
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JUNE 1, 2026

INTERIOR FACADE MODULATION DIAGRAMS (1/4" = 1')

G-4.11



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

SITE ANALYSIS

TOTAL PARCEL AREA: 15,293 SF

NET PARCEL AREA: 13,425 SF
(EXCLUSIVE OF ACCESS EASEMENT)

TOTAL GROSS FLOOR AREA:

GROSS FLOOR AREA BUILDING 1

LEVEL	AREA
1ST STORY	907 SF
2ND STORY	2,506 SF
3RD STORY	2,110 SF
Total	5,523 SF

GROSS FLOOR AREA BUILDING 2

LEVEL	AREA
1ST STORY	1,504 SF
2ND STORY	1,793 SF
3RD STORY	1,493 SF
Total	4,790 SF
GRAND TOTAL:	**10,313 SF**

BUILDING COVERAGE: **5,591 SF (37%)**
LANDSCAPING: **4,482 SF (29%)**
DRIVEWAY SURFACES: **3,652 SF (24%)**
PARKING SPACES: **8**

32'
16'
8'

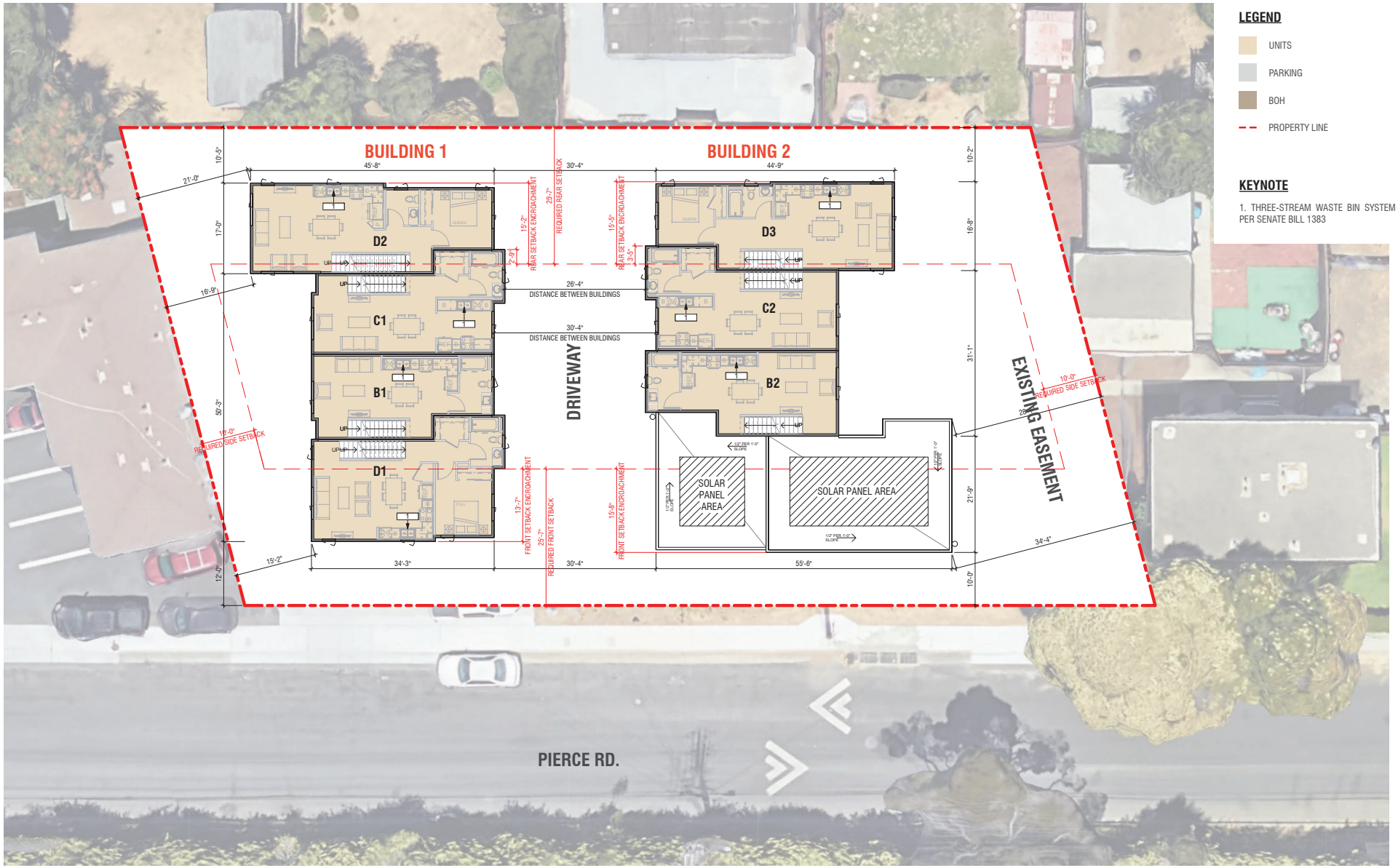
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MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

SITE PLAN (1/8" = 1')
LEVEL 1

A-1.1



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

32'
16'
8'

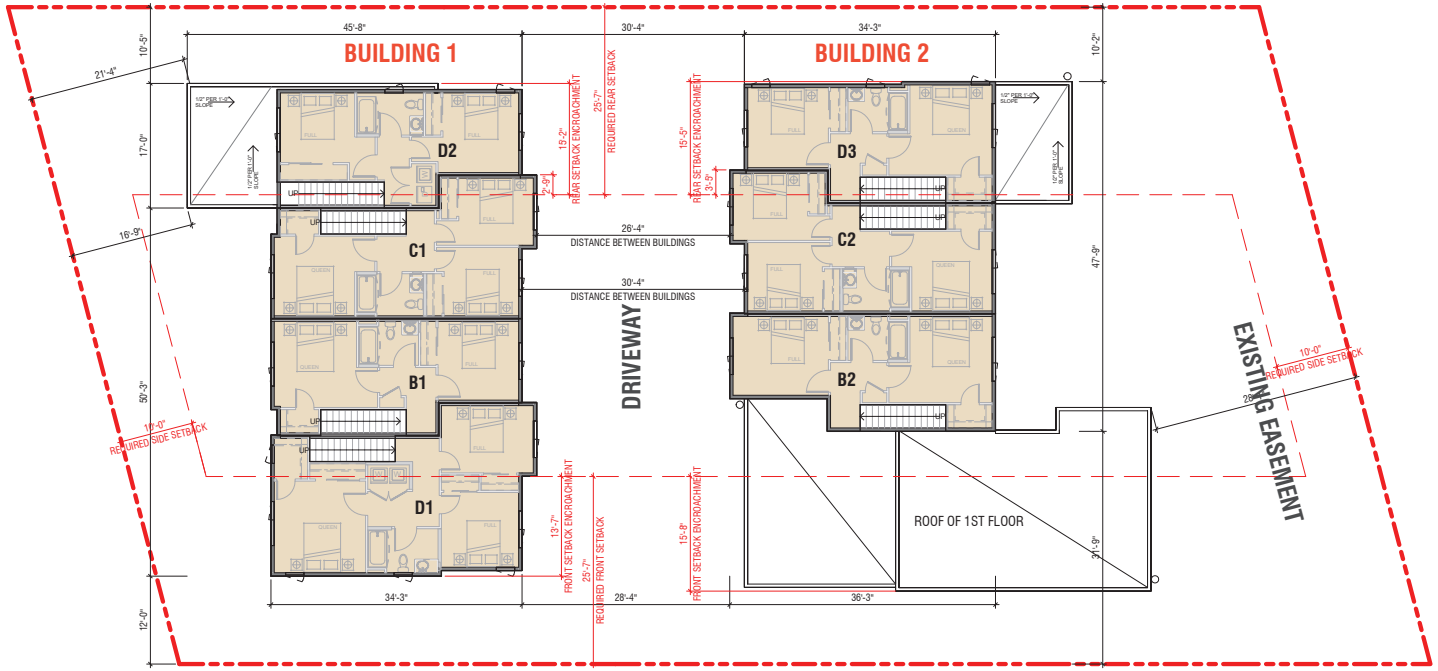
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MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

SITE PLAN (1/8" = 1')
LEVEL 2

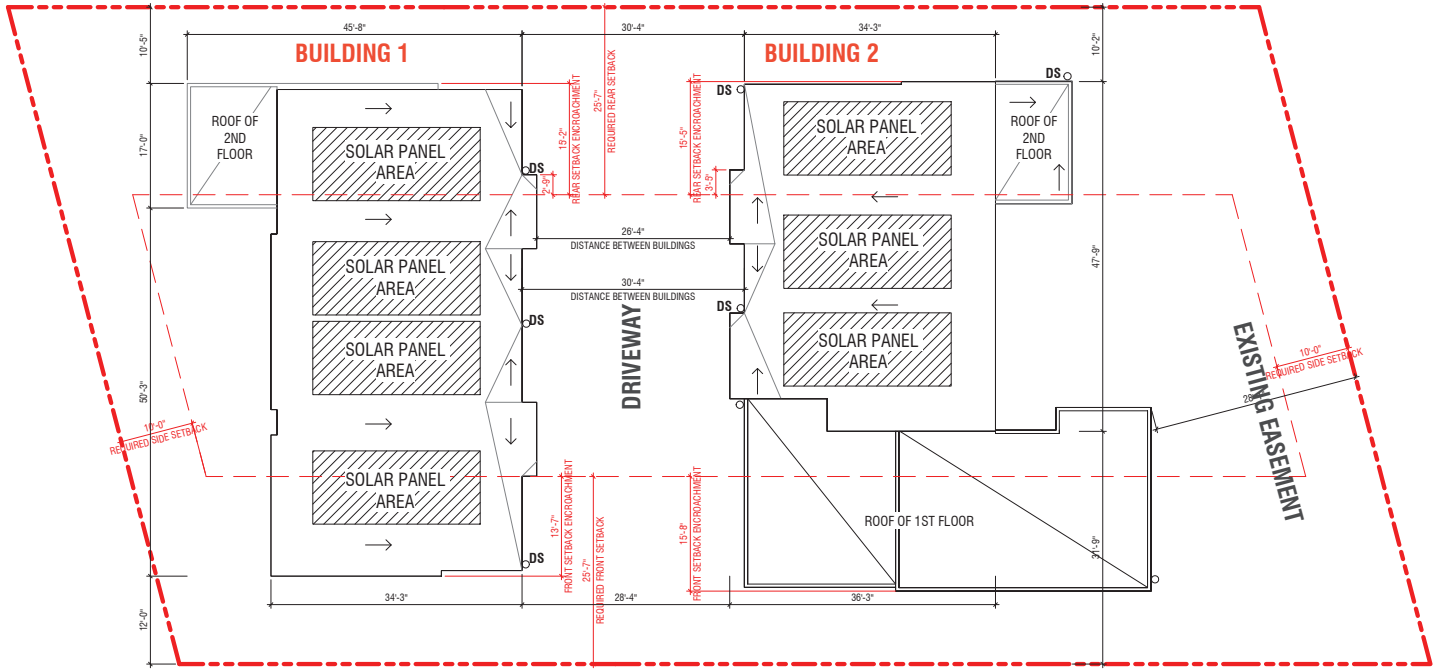
A-1.2



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

32'
16'
8'



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

32'
16'
8'

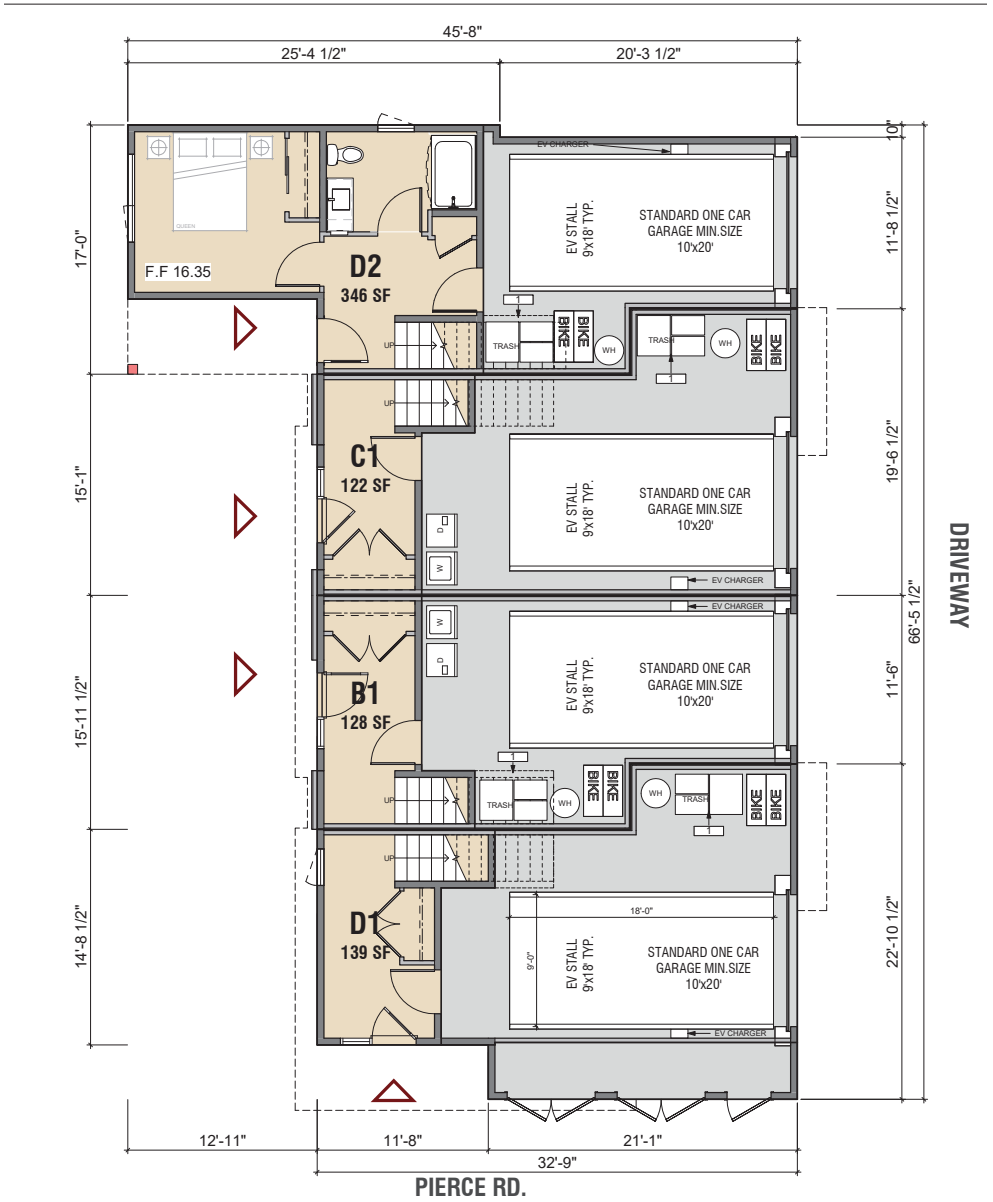
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

SITE PLAN (1/8" = 1')
ROOF LEVEL

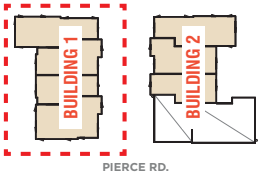
A-1.4



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

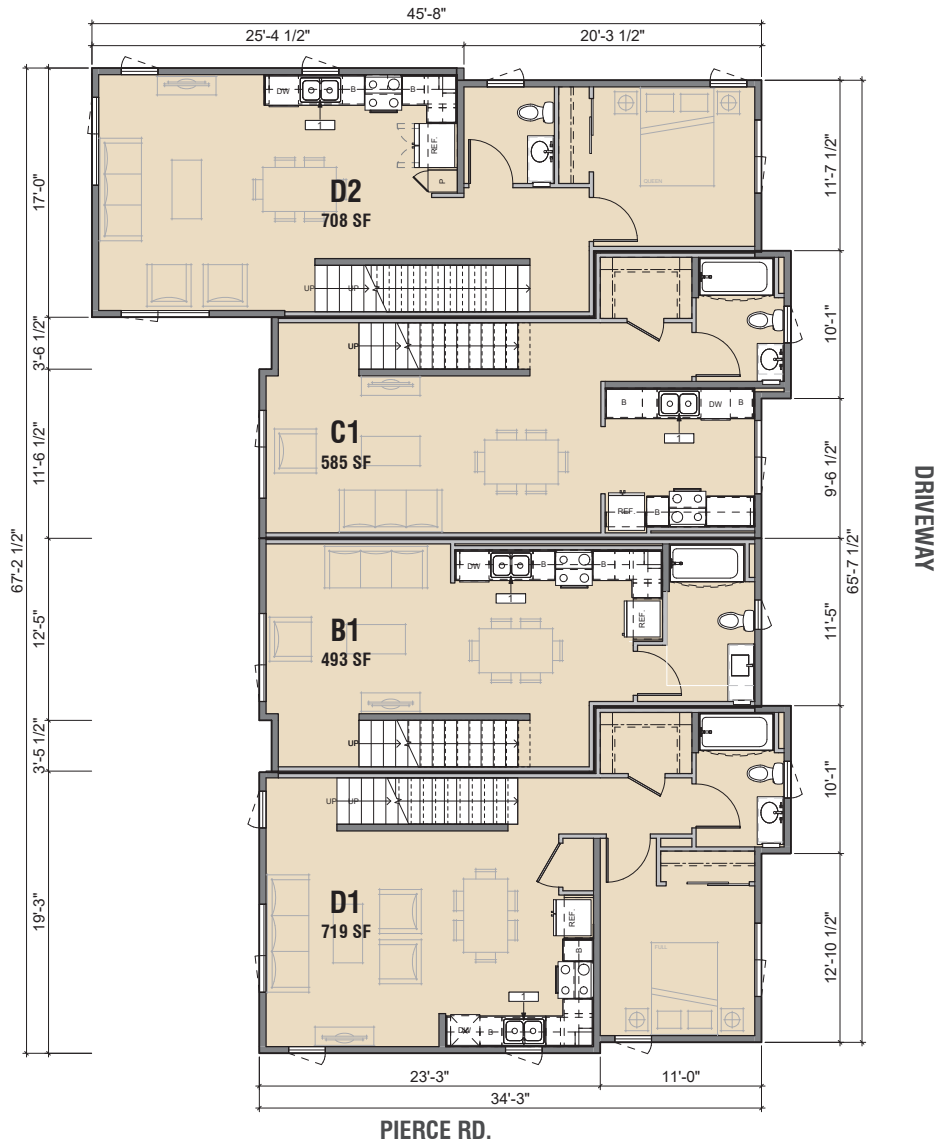
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TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 1 (1/4" = 1')
LEVEL 1

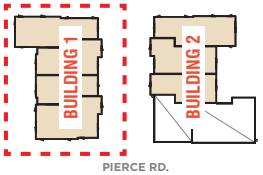
A-1.5



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

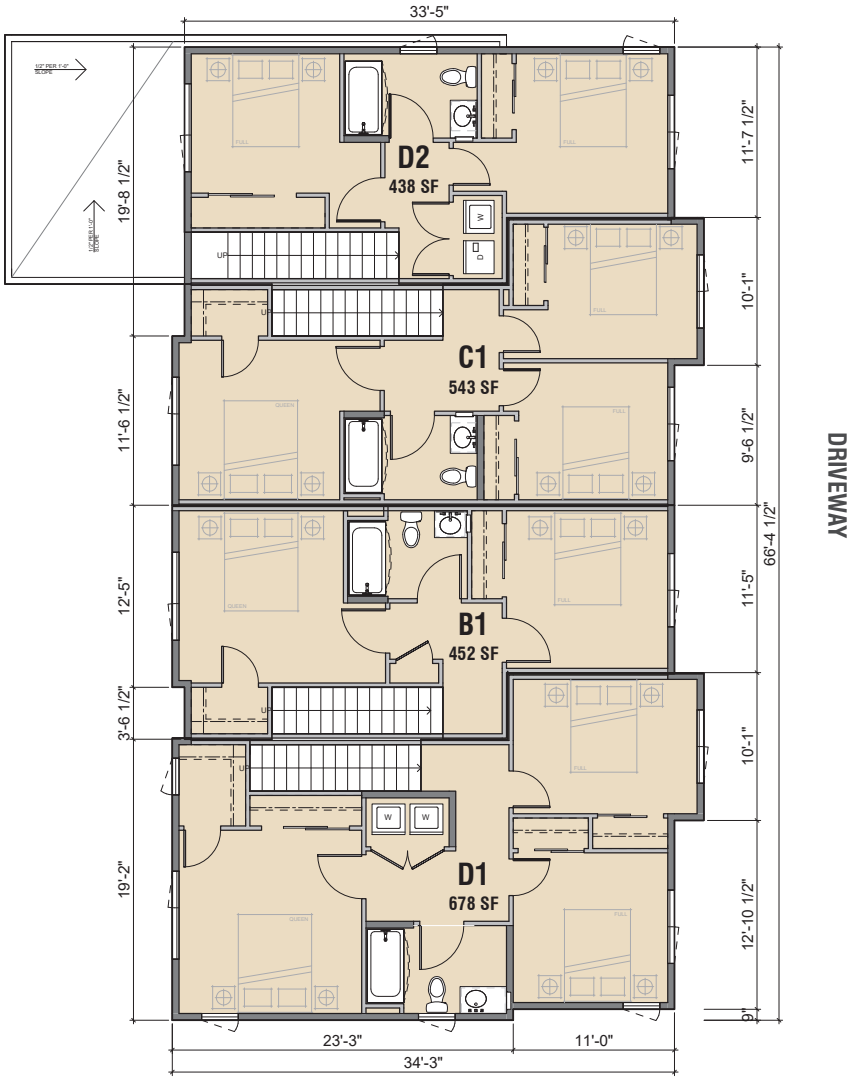
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TCA # 2025-158

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JUNE 1, 2026

BUILDING 1 (1/4" = 1')
LEVEL 2

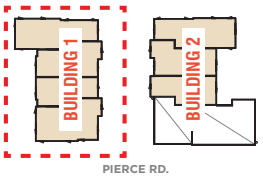
A-1.6



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



16'
8'
4'

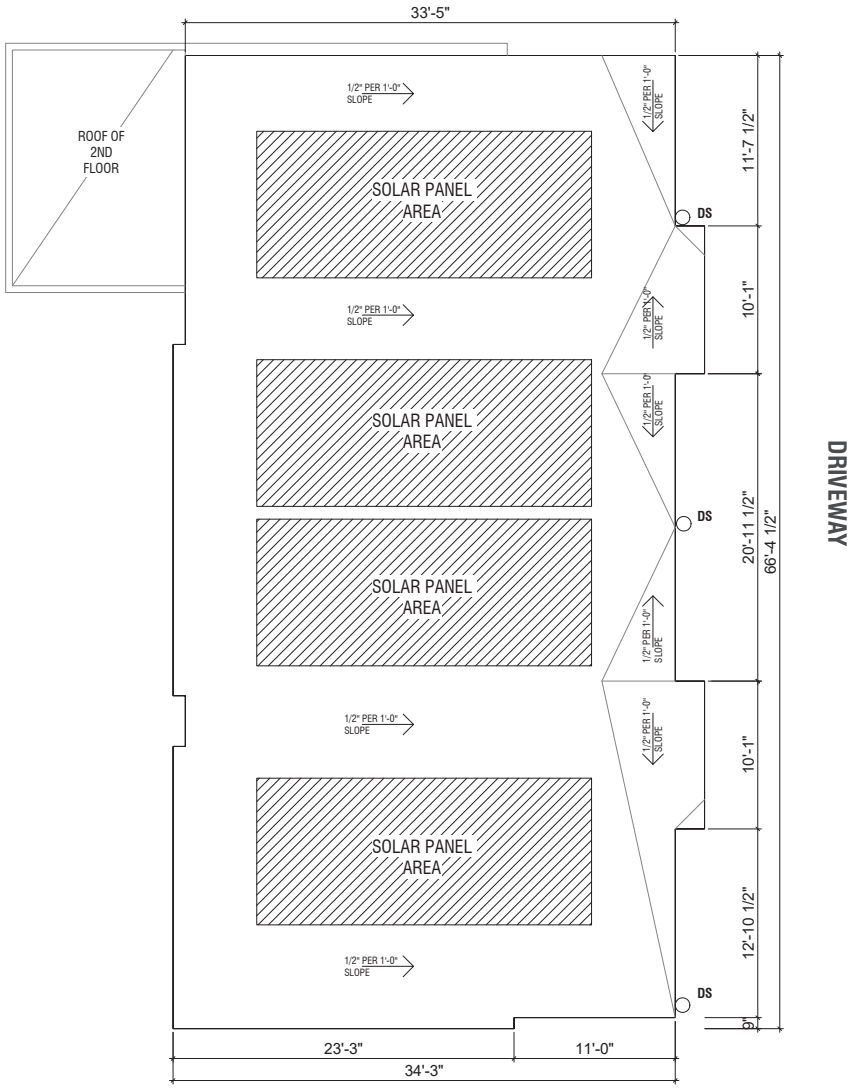
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 1 (1/4" = 1')
LEVEL 3

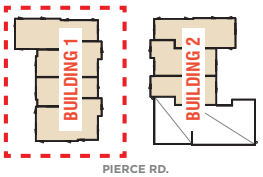
A-1.7



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



16'
8'
4'

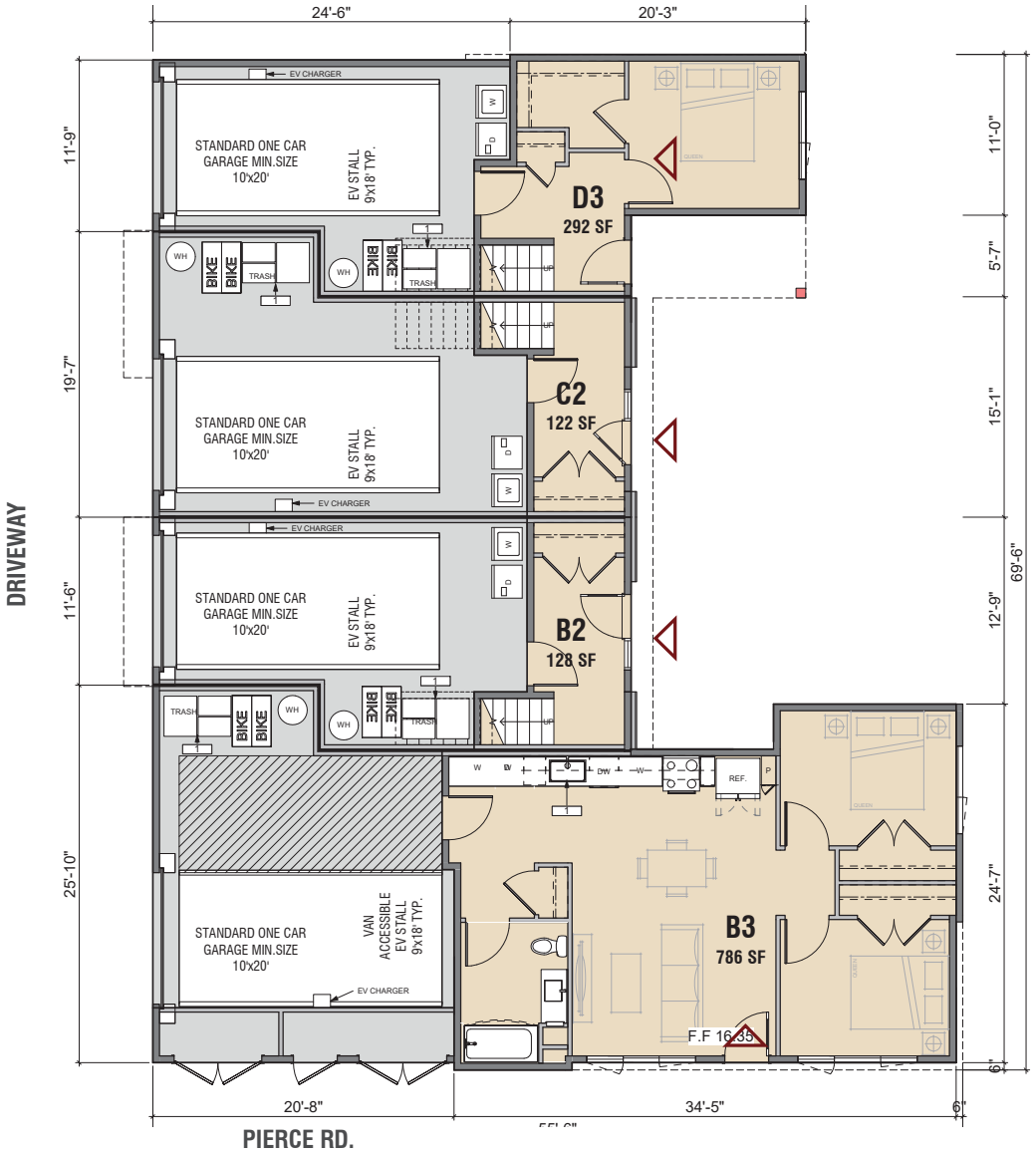
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 1 (1/4" = 1')
ROOF LEVEL

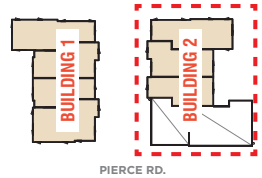
A-1.8



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

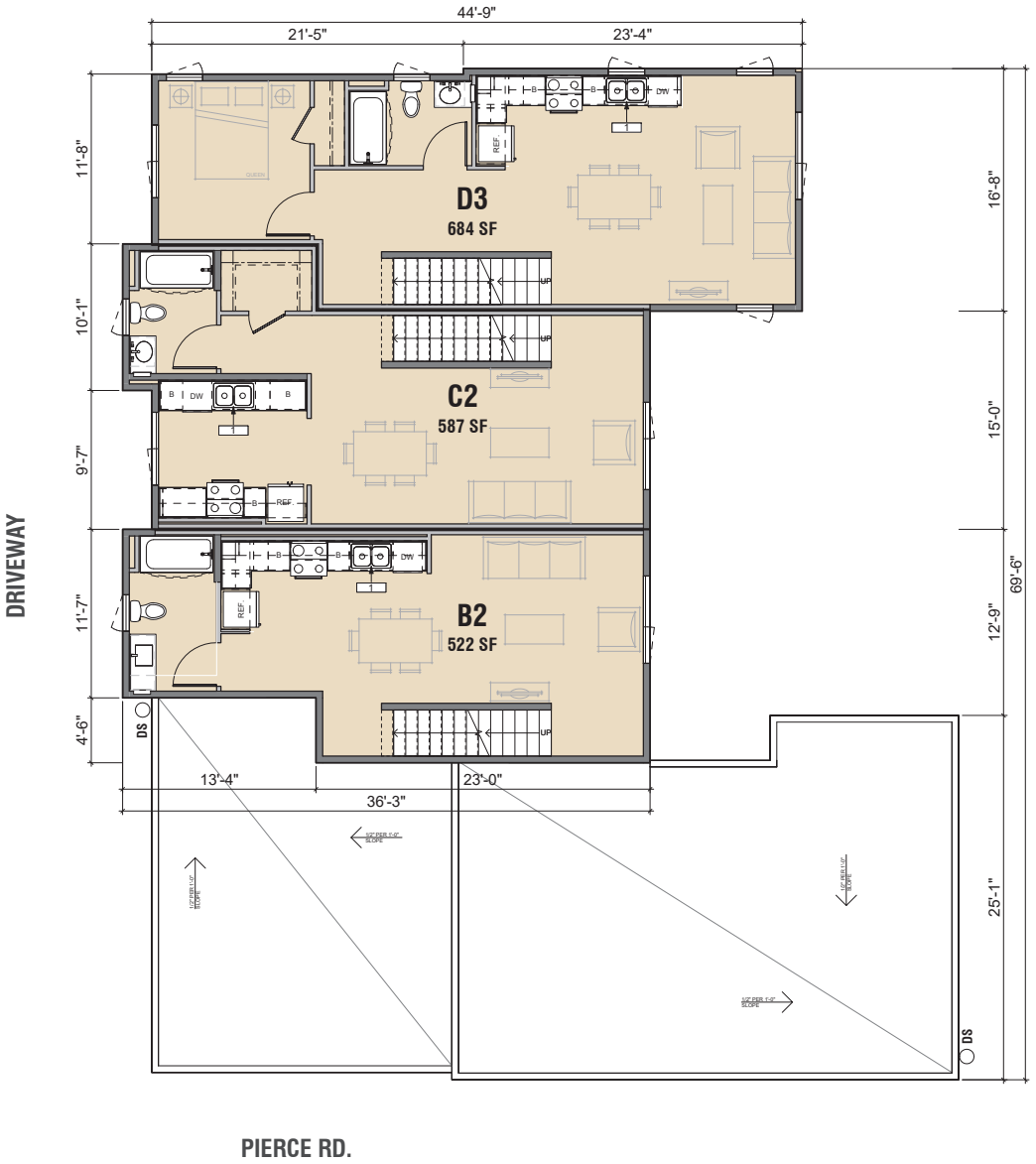
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MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 2 (1/4" = 1')
LEVEL 1

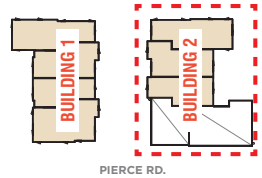
A-1.9



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

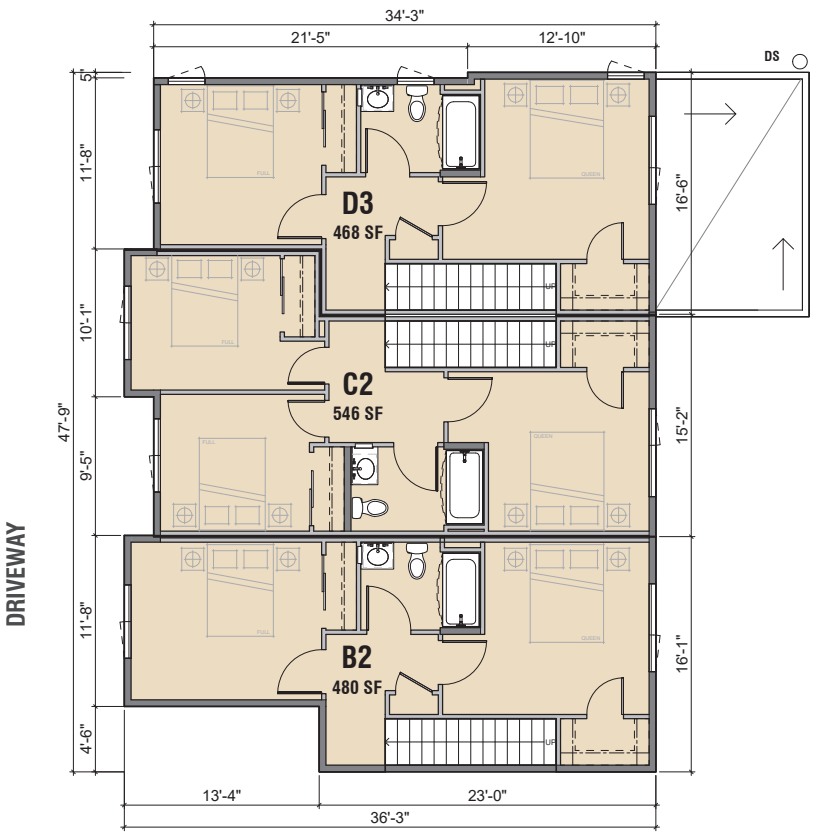
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 2 (1/4" = 1')
LEVEL 2

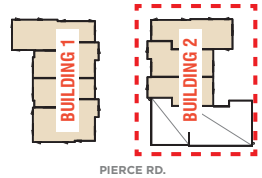
A-1.10



LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



16'
8'
4'

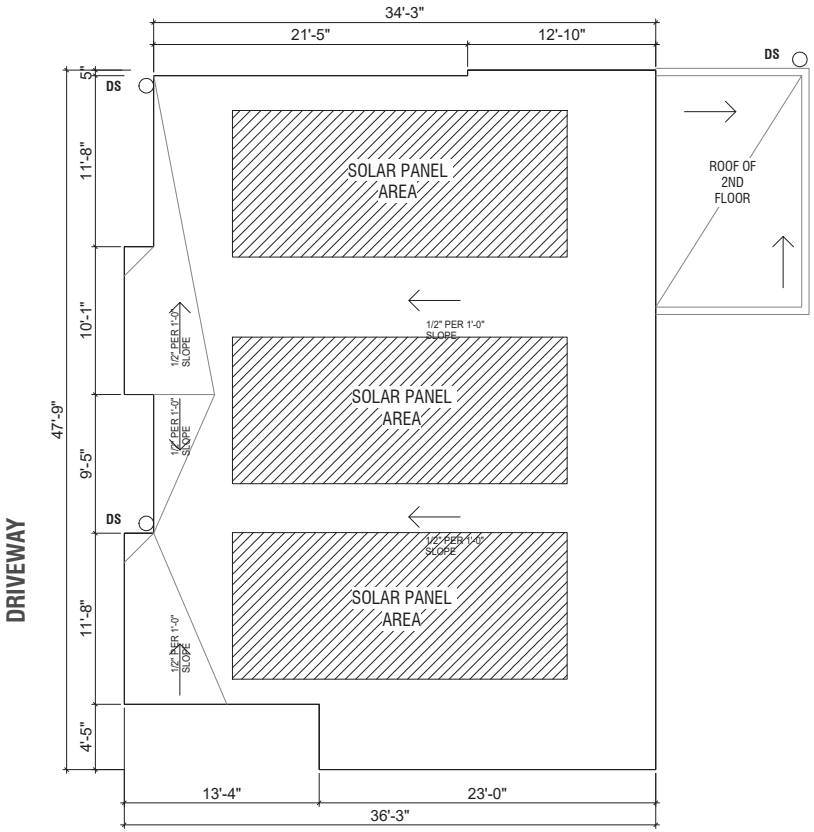
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335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 2 (1/4" = 1')
LEVEL 3

A-1.11

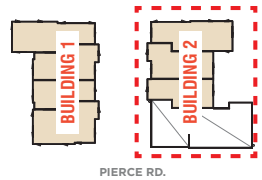


PIERCE RD.

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



16'
8'
4'

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

BUILDING 2 (1/4" = 1')
ROOF LEVEL

A-1.12



EXPERIENCE THE CARLISLE DIFFERENCE

CARLISLE SYNTEC SYSTEMS

Sure-Weld® TPO
Reinforced Membrane

- Excellent resistance to impact and low temperatures
- UL 2218 Class 4 hail rating
- Manufactured with non-halogenated flame retardants
- Excellent chemical resistance to acids, bases and restaurant exhaust emissions
- Exceptional resistance to heat, solar UV, ozone and oxidation
- Manufactured using a hot-melt extrusion process for complete scrim encapsulation
- Enhanced with the OctaGuard XT weathering package
- Standard Colors: White, Gray, Tan
- Special Colors: Slate Gray, Med Bronze, Terra Cotta, Patina Green, Rock Brown

*Sure-Weld HS Special Color TPO membranes are available in 5'- and 10'-wide sheets. Refer to Carlisle's Sure-Weld TPO Color Palette Sell Sheet for details. Sure-Weld 80-mil in special colors are limited to warranties up to 20 years.

Overview

Carlisle's Sure-Weld TPO reinforced membrane is a premium, heat-weldable, single-ply thermoplastic polyolefin (TPO) sheet designed for new roof construction and re-roofing applications. Sure-Weld High Slope (HS) membrane is formulated with additional flame retardant for higher-slope fire code approvals. Sure-Weld Extra is 80 mils (2.03 mm) thick for significantly higher strength and weatherability.

Sure-Weld TPO membranes use advanced polymerization technology that combines the flexibility of ethylene-propylene (EP) rubber with the heat weldability of polypropylene. All Sure-Weld TPO membranes include OctaGuard XT™, an industry-leading, state-of-the-art weathering package. OctaGuard XT technology enables Sure-Weld TPO to withstand the extreme weatherability testing that is intended to simulate exposure to severe climates.

Physical properties of the membrane are enhanced by a strong polyester fabric that is encapsulated between the TPO-based top and bottom plies. The combination of the fabric and TPO plies provides high breaking and tearing strength, as well as excellent puncture resistance. The relatively smooth surface of the membrane produces a total surface fusion weld that results in a consistent, watertight, monolithic roof assembly. The membrane is environmentally friendly and safe to install.

Features and Benefits

- Living Building Challenge "Red List Free" – Declare Label
- Sure-Weld TPO is available in 4'- and 6'-ft (121.92 cm and 182.88 cm) perimeter sheets and 8'-, 10'-, 12'-, and 16'-ft (243.84 cm, 304.80 cm, 365.76 cm, and 487.68 cm) Sure-Weld field sheets*
- Sure-Weld High Slope TPO is available in 5', 10', and 16' (152.40 cm, 304.80 cm, and 487.68 cm) sheets
- Outstanding puncture resistance and excellent fire resistant assemblies
- HS formula opens assemblies for slopes greater than ½" over combustible and non-combustible deck types where standard TPO is restricted
- Environmentally friendly and stable formulation

Sustainable Attributes

Carlisle SynTec Systems' focus has always been innovation — innovation to solve problems, improve performance, reduce labor, and above all, improve sustainability. Carlisle is committed to driving sustainable and efficient processes in the design and manufacturing of our products.

- Up to 10% pre-consumer recycled content
- Fully recyclable when used in mechanically attached systems
- 3rd-party verified Environmental Product Declaration available
- NSF P151 certification for rainwater catchment**
- California Title 24 compliant***
- Free of Living Building Challenge red list chemicals

**White only, produced in Tooele, UT and Carlisle, PA
***White and Tan only

Installation

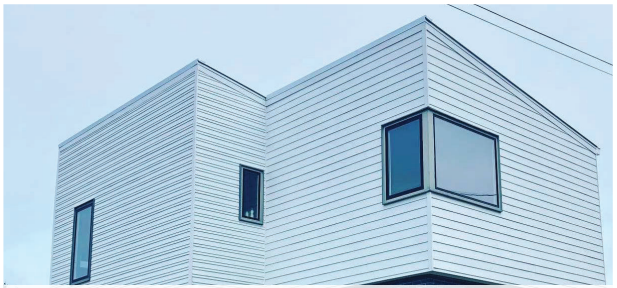
Sure-Weld TPO roofing systems are quick to install, as minimal labor and few components are required. TPO systems are installed using an Automatic

800-479-6832 | P.O. Box 7000 | Carlisle, PA 17013 | Fax: 717-245-7053 | www.carlislesyntec.com

ROOFS WILL BE THERMOPLASTIC POLYOLEFIN (TPO), AN ENGINEERED MEMBRANE THAT PROVIDES LONG-TERM RESISTANCE TO HEAT, UV EXPOSURE, AND FUNGAL GROWTH, OR A COMPARABLE CLASS A (FIRE-RESISTANT) FLAT ROOFING PRODUCT. ROOFING COLOR WILL BE WHITE, GRAY, OR TAN, WITH SOLAR PANELS INSTALLED AT THE ROOF LEVEL.



GD - GARAGE DOORS - IDEAL DOOR STEEL PANEL OR EQ, COLOR GRAY



CS1 - COMPOSITE SIDING - WOODTONE, COLOR WHITE RAPIDS



D - ENTRY DOORS - MASTERCRAFT FROSTED PRIMED STEEL DOOR OR EQ, COLOR WHITE



CS2 - COMPOSITE SIDING - WOODTONE, COLOR WHITE GRANITE



MA - METAL AWNING, COLOR SW7521 DORMER BROWN

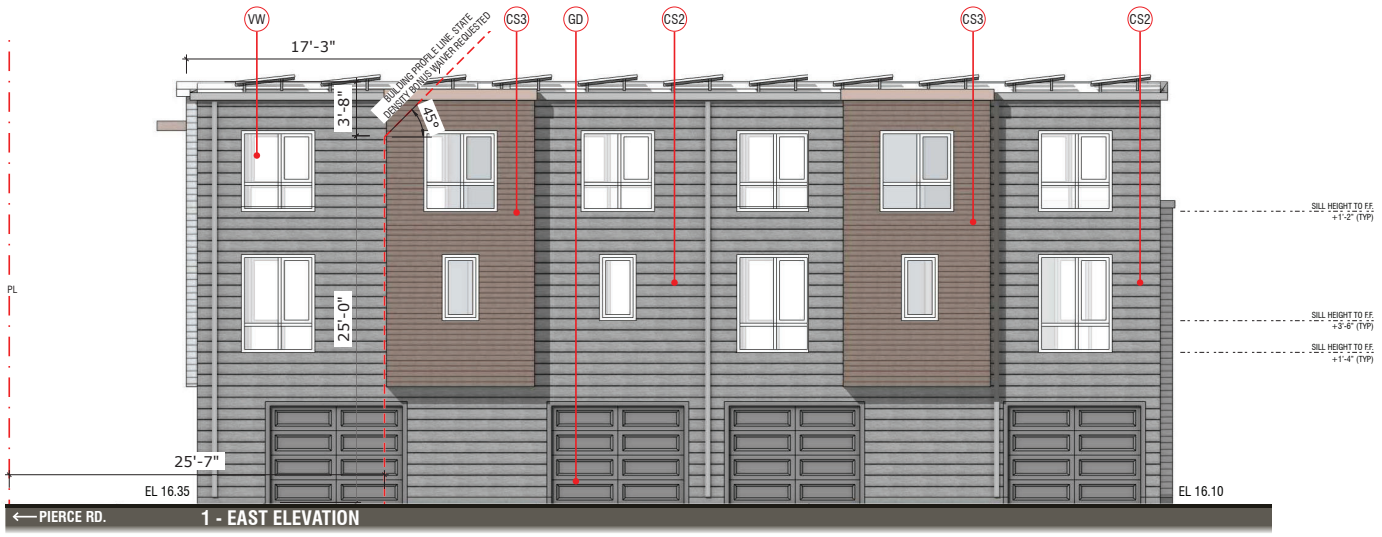
PROJECT IS NOT PROVIDING RECESSED WINDOWS. STATE DENSITY BONUS WAIVER IS REQUESTED.

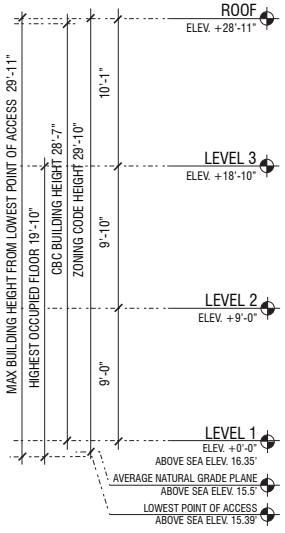


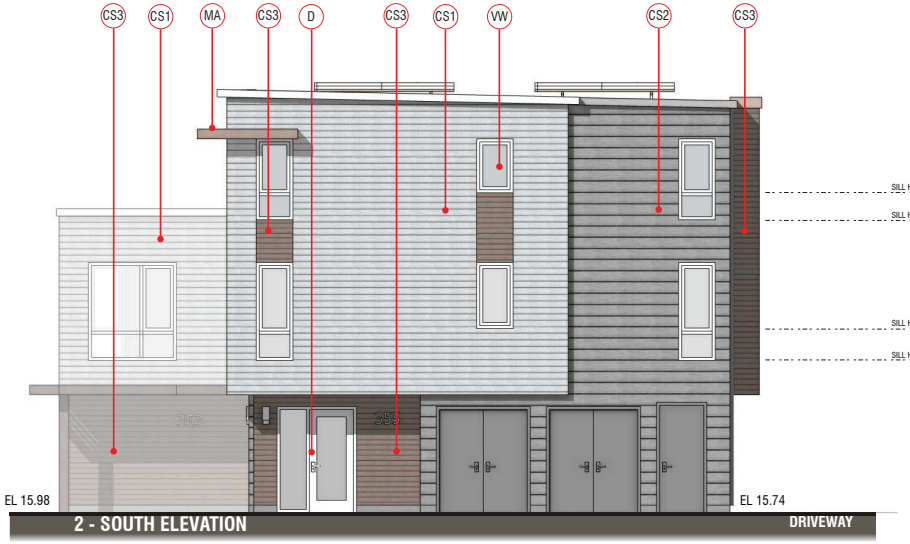
VW - VINYL WINDOW - VPI QUALITY WINDOWS, ENDURANCE SERIES, COLOR WHITE

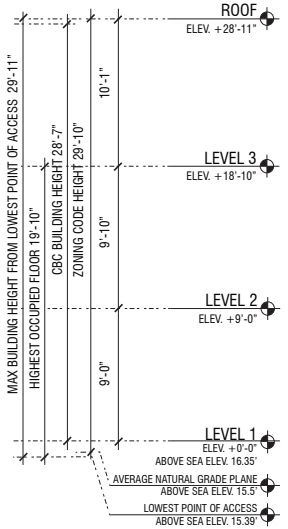


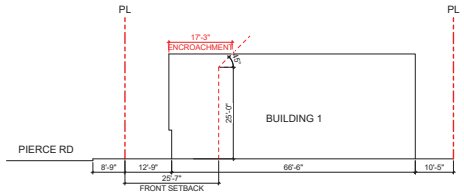
CS3 - COMPOSITE SIDING - WOODTONE, COLOR SAND CASTLE







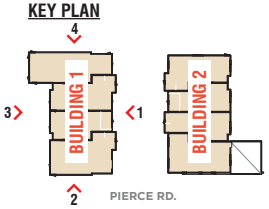




MATERIAL LEGEND

CS1 - COMPOSITE SIDING
CS2 - COMPOSITE SIDING
CS3 - COMPOSITE SIDING
VW - VINYL WINDOW
GD - GARAGE DOORS
D - ENTRY DOOR
MA - METAL AWNING

KEY PLAN



DEFINITIONS:

1. BUILDING HEIGHT PER CBC IS THE VERTICAL DISTANCE FROM GRADE PLANE TO THE AVERAGE HEIGHT OF THE HIGHEST ROOF SURFACE.

2. "HEIGHT OF STRUCTURE" (PER MENLO PARK ZONING CODE 16.04.330) MEANS THE VERTICAL DISTANCE FROM THE AVERAGE LEVEL OF THE HIGHEST AND LOWEST POINTS OF THE NATURAL GRADE OF THE PORTION OF THE LOT COVERED BY THE STRUCTURE TO THE TOPMOST POINT OF THE STRUCTURE, EXCLUDING ELEVATOR EQUIPMENT ROOMS, VENTILATING AND AIR CONDITIONING EQUIPMENT AND CHIMNEYS.

TCA ARCHITECTS | Habitat for Humanity

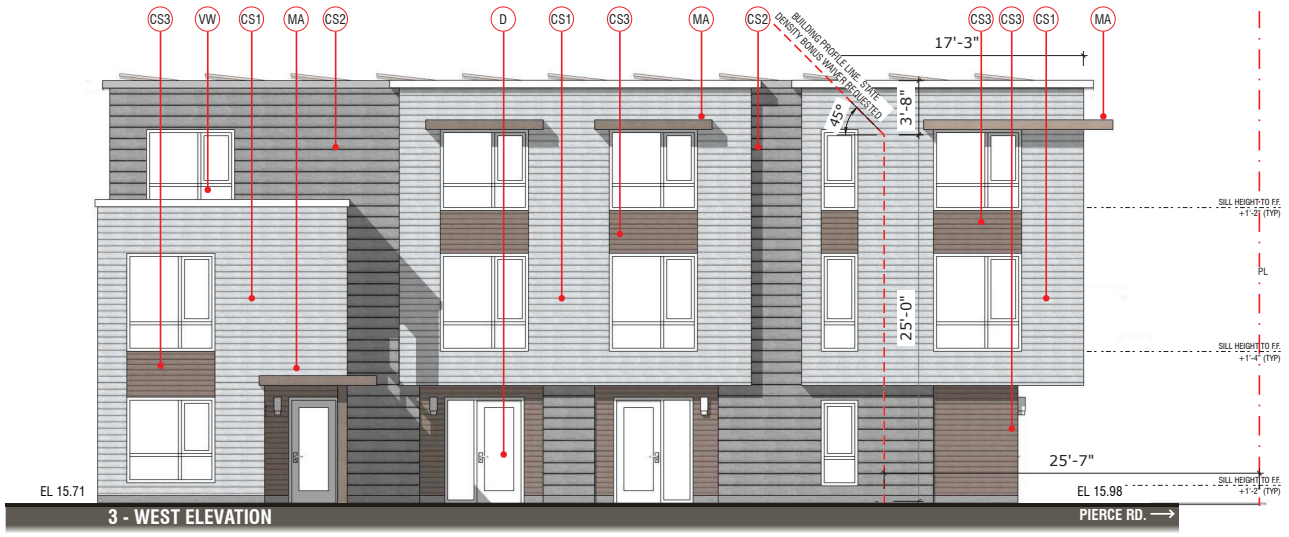
335 PIERCE
MENLO PARK, CA
TCA # 2025-158

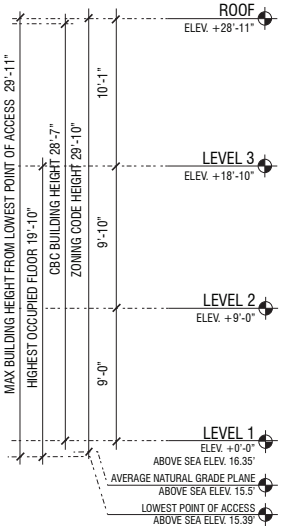
PLANNING RESUBMITTAL
JUNE 1, 2026

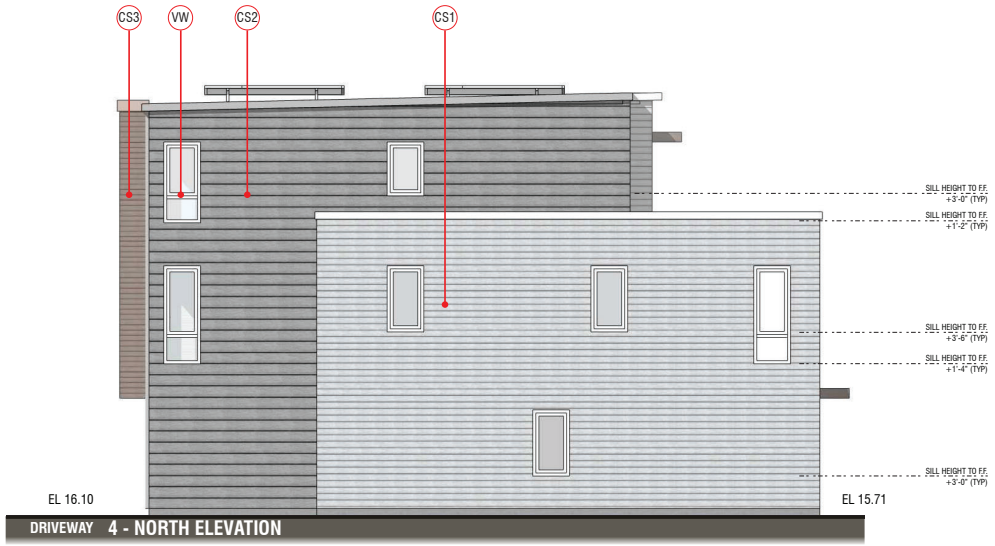
ELEVATIONS (1/4" = 1')

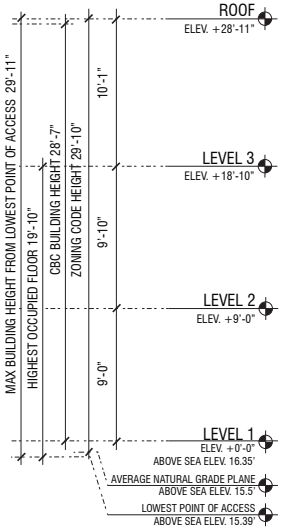
16'
8'
4'

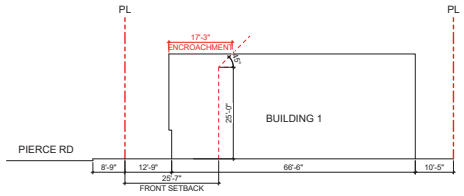
A-2.2







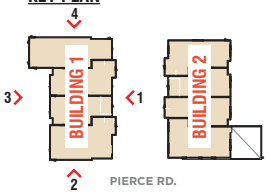




MATERIAL LEGEND

CS1 - COMPOSITE SIDING
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16'
8'
4'

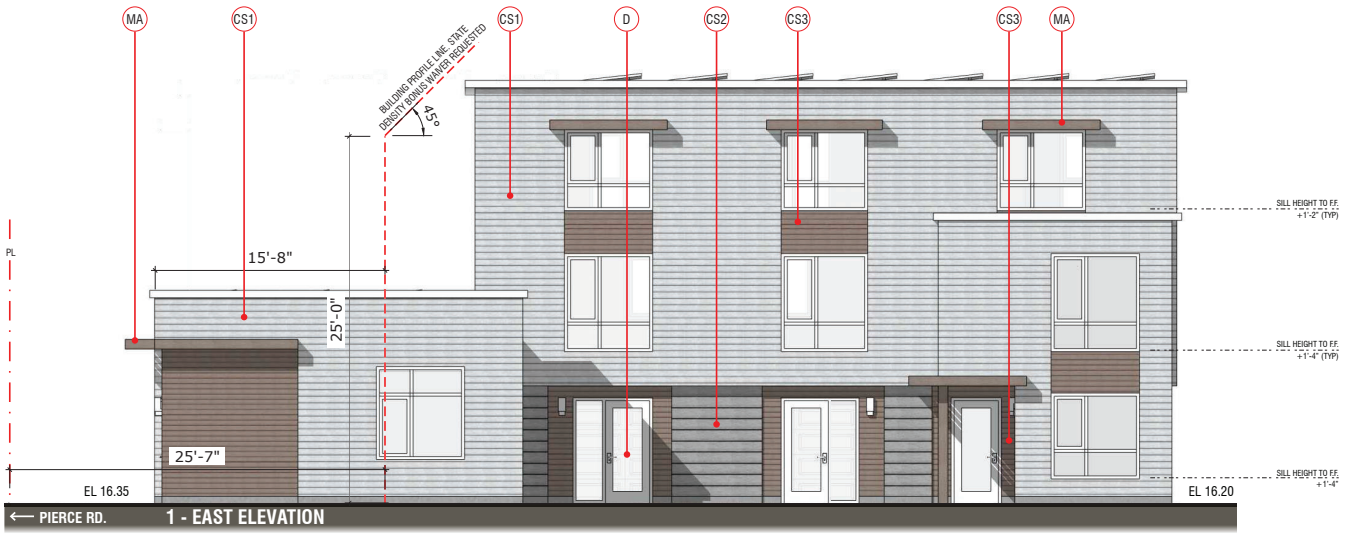
TCA ARCHITECTS | Habitat for Humanity

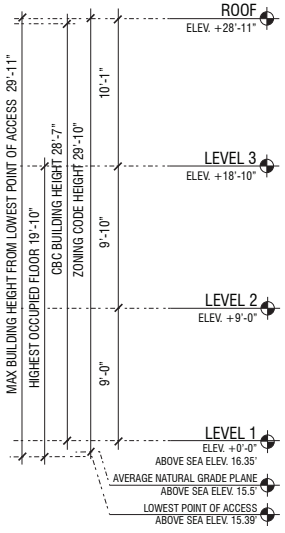
335 PIERCE
MENLO PARK, CA
TCA # 2025-158

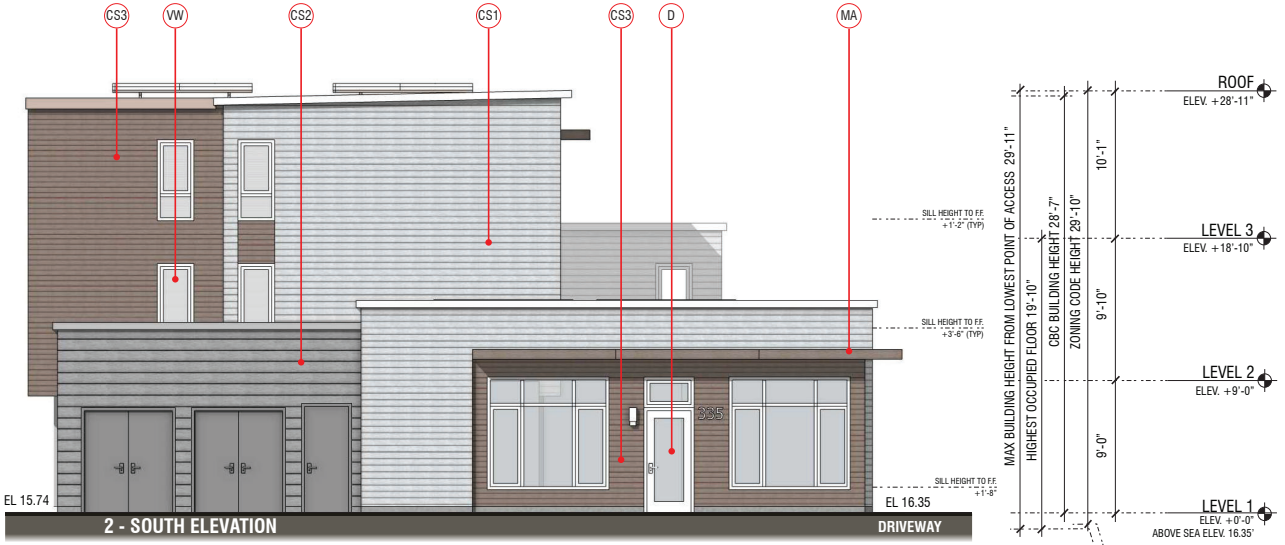
PLANNING RESUBMITTAL
JUNE 1, 2026

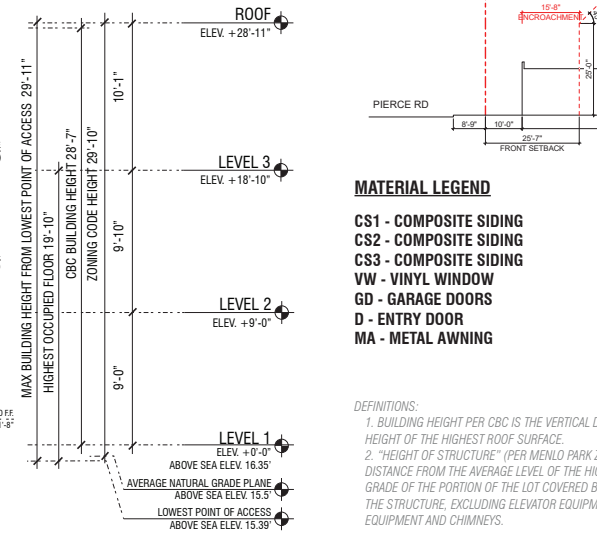
ELEVATIONS (1/4" = 1')

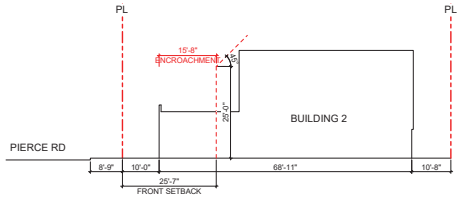
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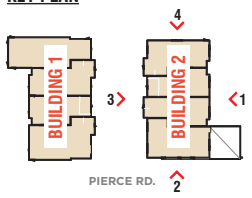




MATERIAL LEGEND

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16'
8'
4'

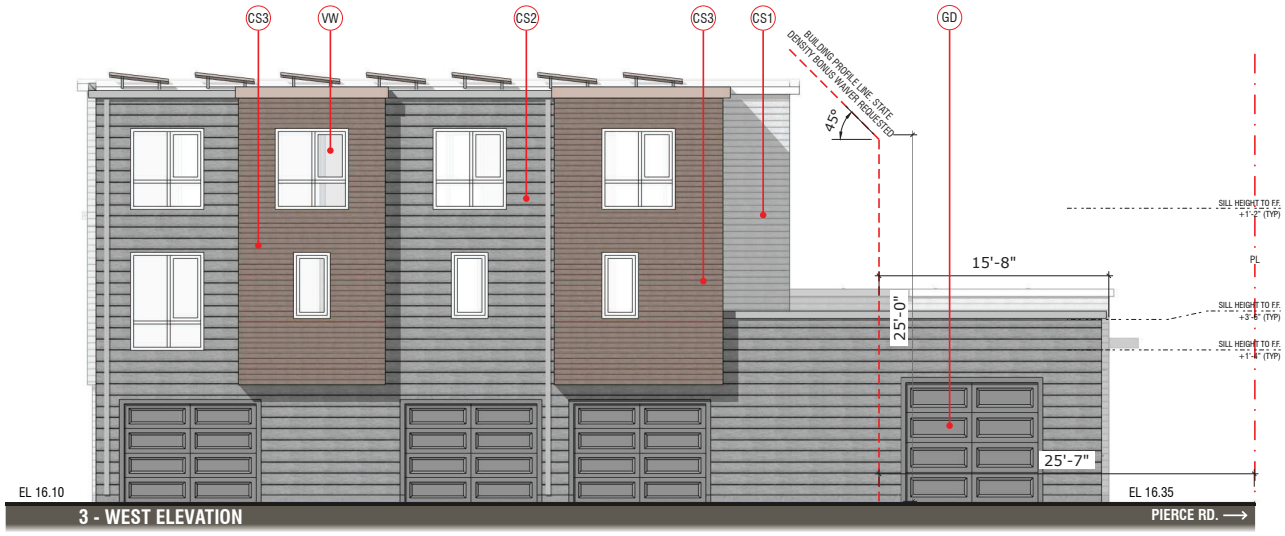
TCA ARCHITECTS | Habitat for Humanity

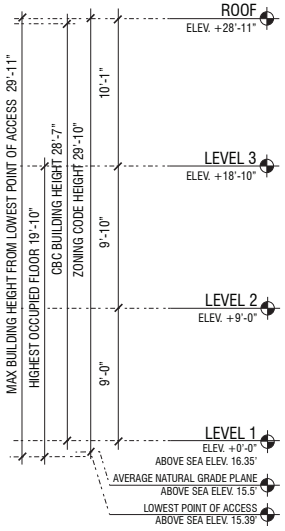
335 PIERCE
MENLO PARK, CA
TCA # 2025-158

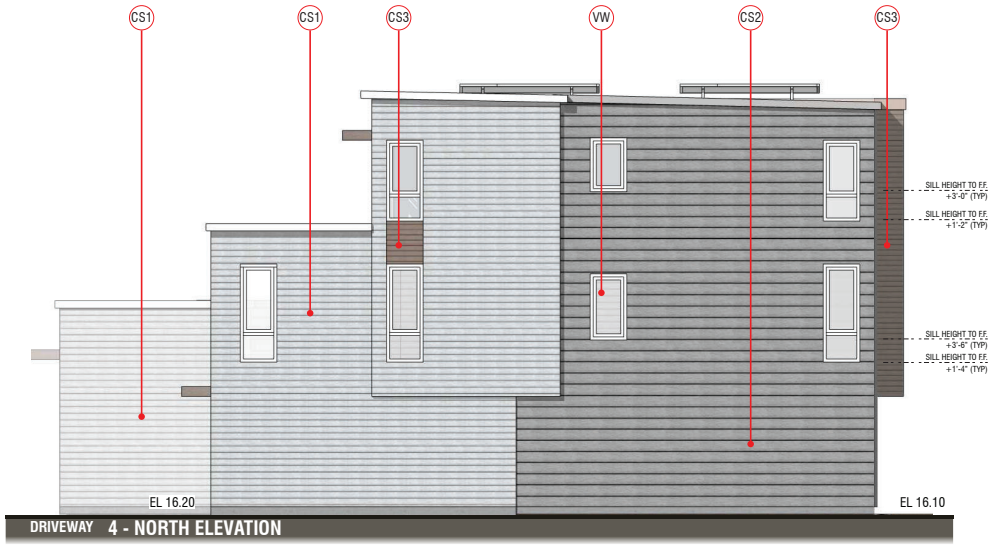
PLANNING RESUBMITTAL
JUNE 1, 2026

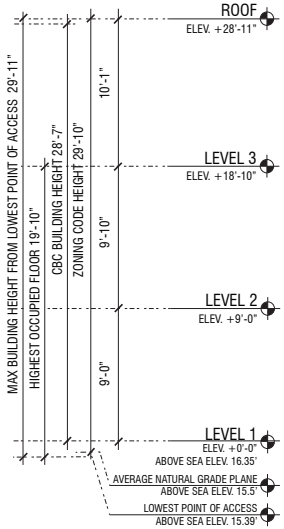
ELEVATIONS (1/4" = 1')

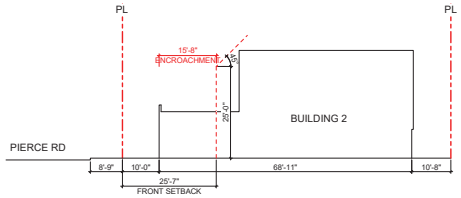
A-2.4







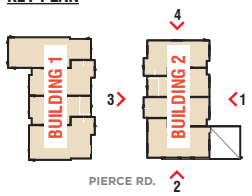




MATERIAL LEGEND

CS1 - COMPOSITE SIDING
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16'
8'
4'

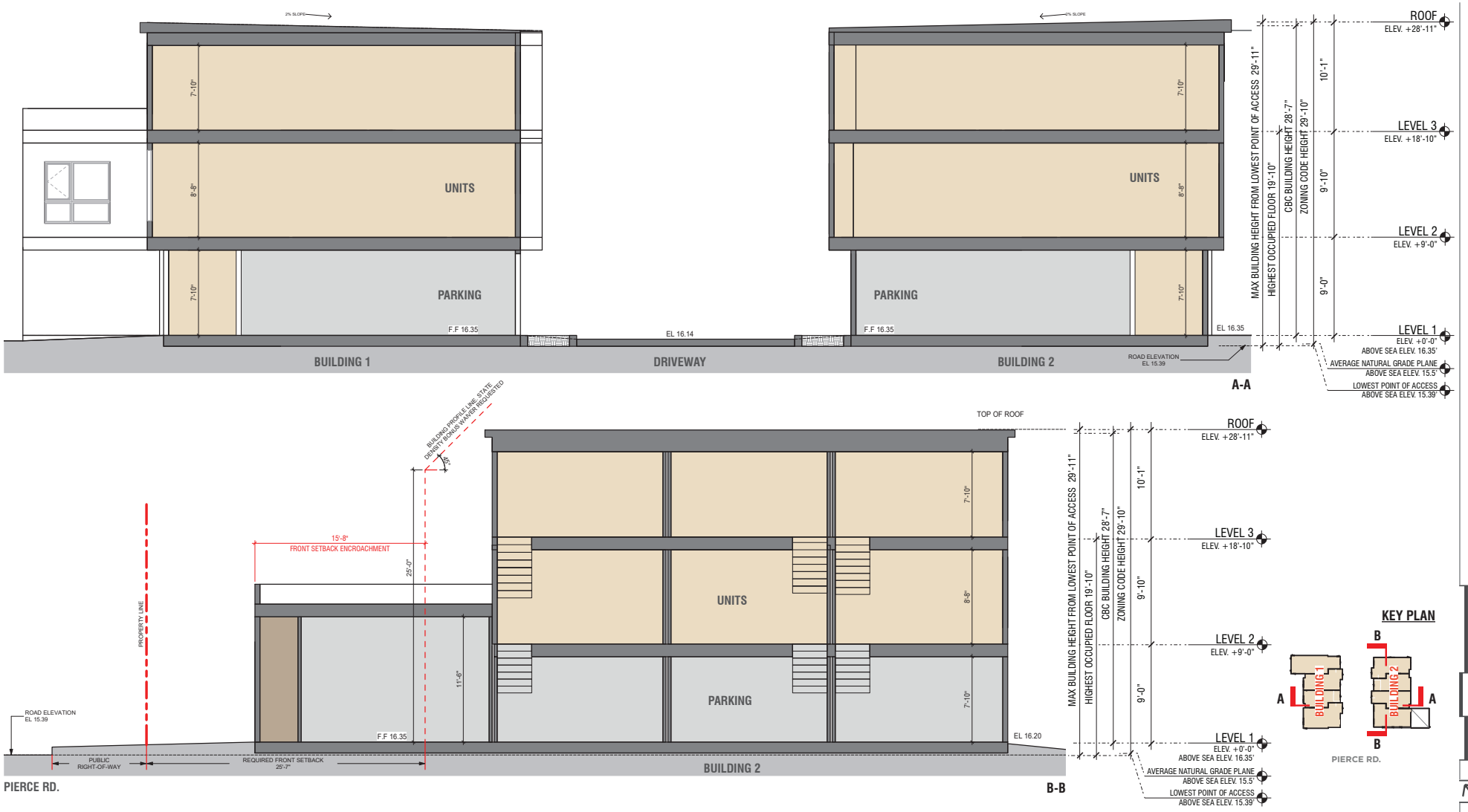
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

ELEVATIONS (1/4" = 1')

A-2.5



DEFINITIONS:

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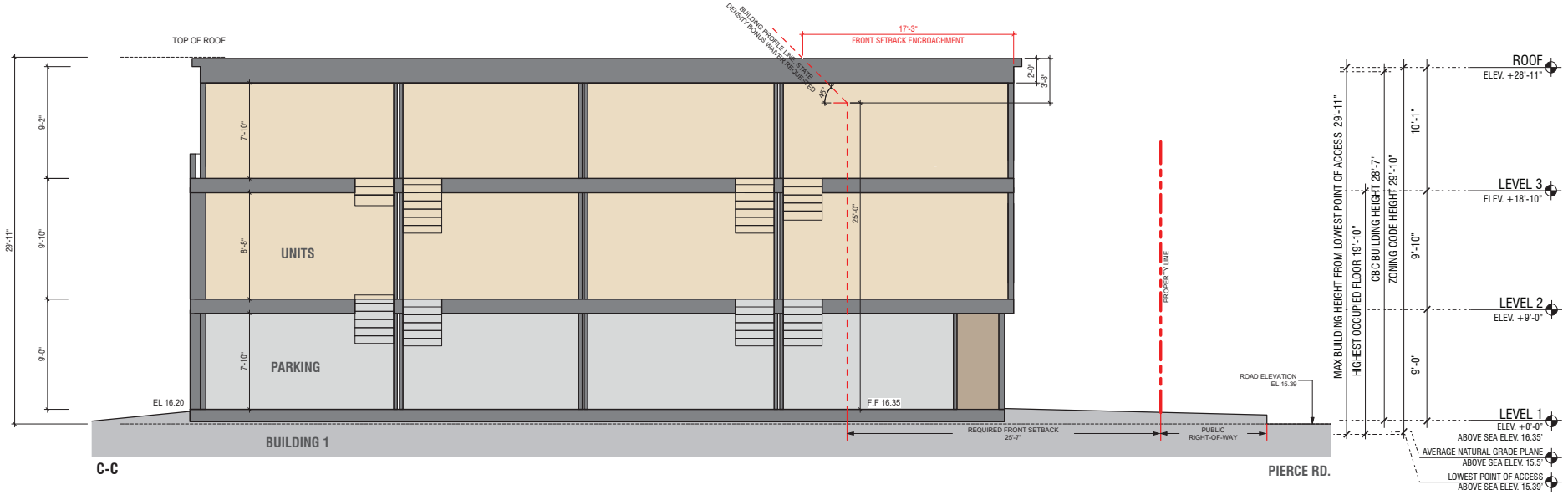
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

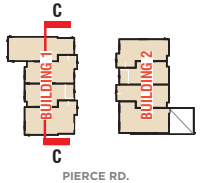
PLANNING RESUBMITTAL
JUNE 1, 2026

SECTIONS (1/4" = 1')

A-3.1



KEY PLAN



16'
8'
4'

DEFINITIONS:

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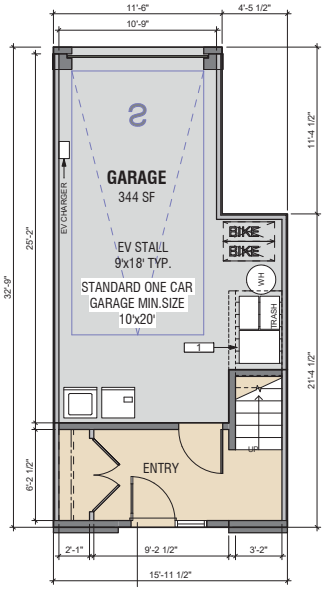
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

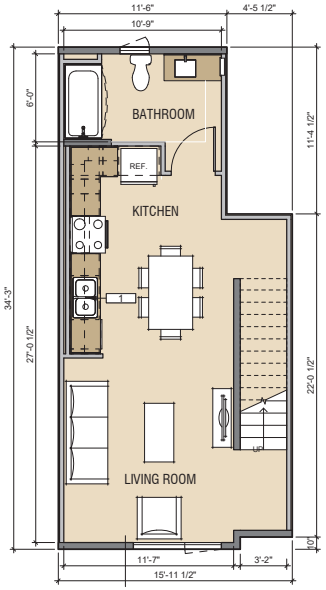
PLANNING RESUBMITTAL
JUNE 1, 2026

SECTIONS (1/4" = 1')

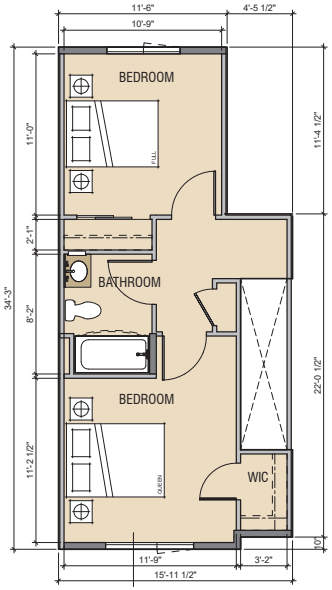
A-3.2



B1
128 SF
LEVEL 1



B1
493 SF
LEVEL 2

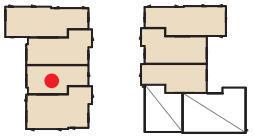


B1
452 SF
LEVEL 3

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



PIERCE RD.

KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

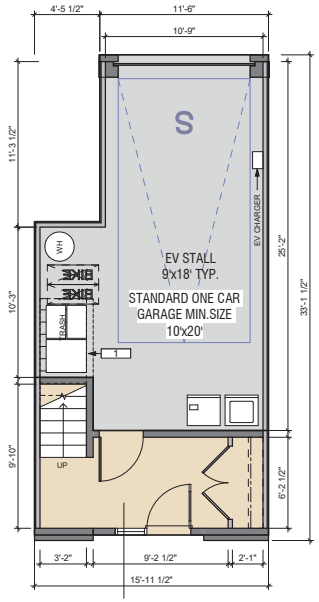
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

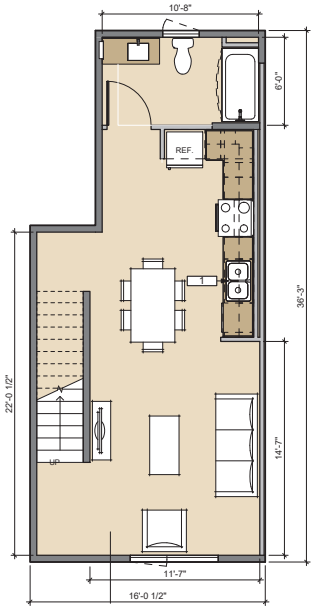
PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT B1

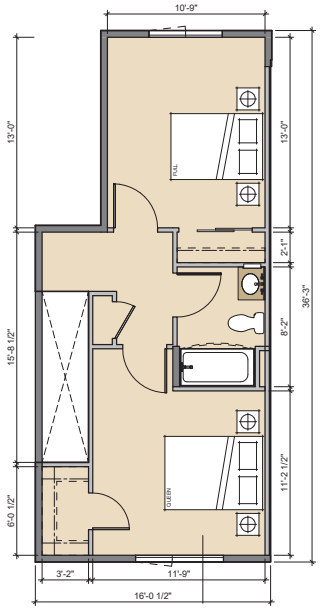
A-4.1



B2
128 SF
LEVEL 1



B2
522 SF
LEVEL 2

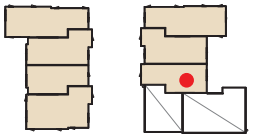


B2
480 SF
LEVEL 3

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



PIERCE RD.

KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

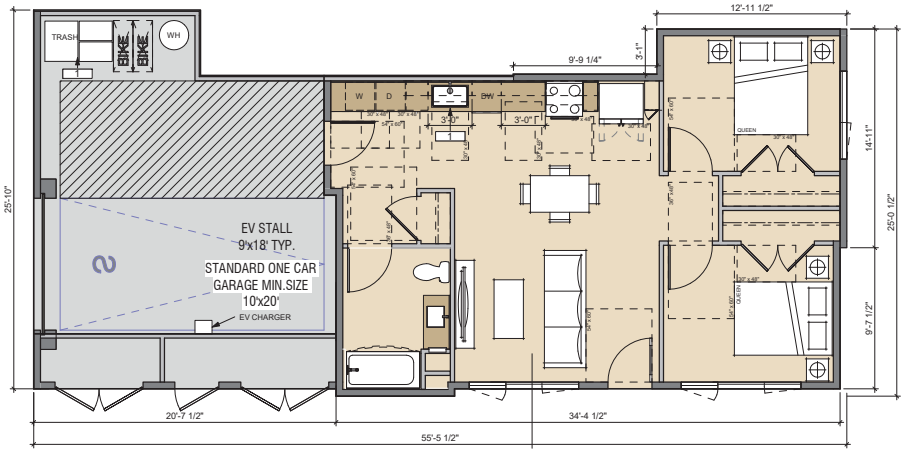
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT B2

A-4.2

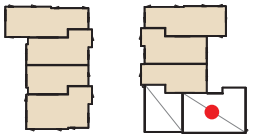


B3
786 SF

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

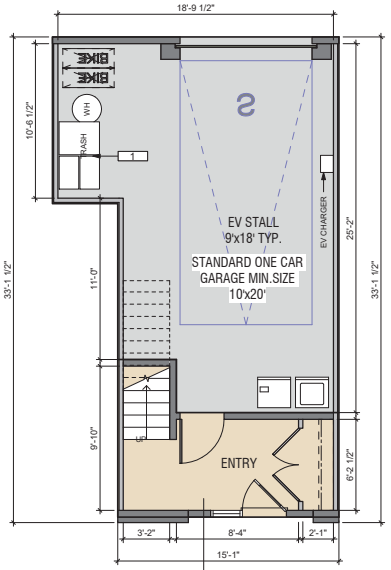
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

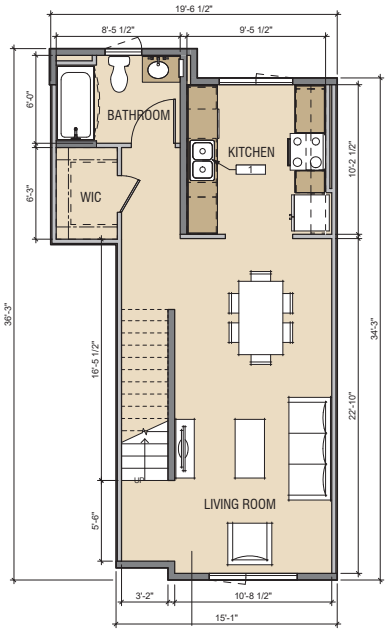
PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT B3

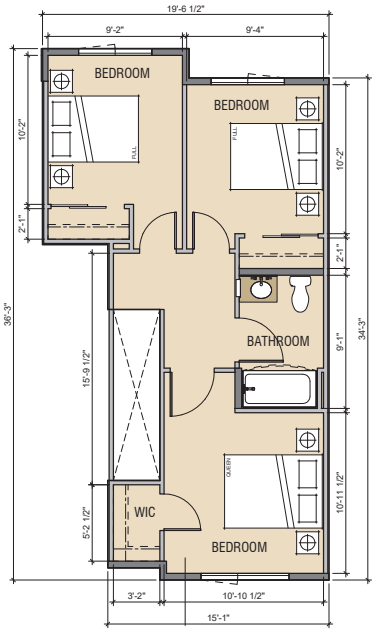
A-4.3



C1
122 SF
LEVEL 1



C1
585 SF
LEVEL 2

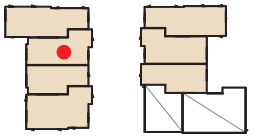


C1
543 SF
LEVEL 3

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



PIERCE RD.

KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

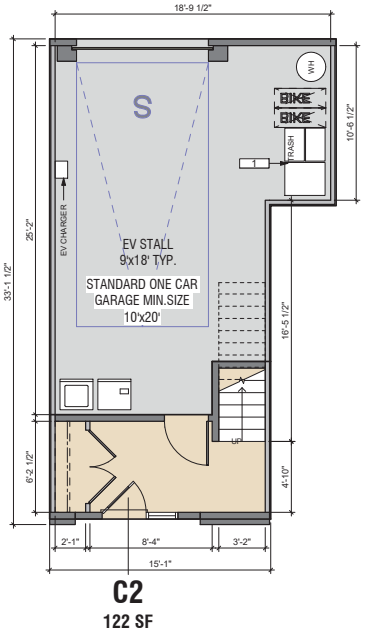
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

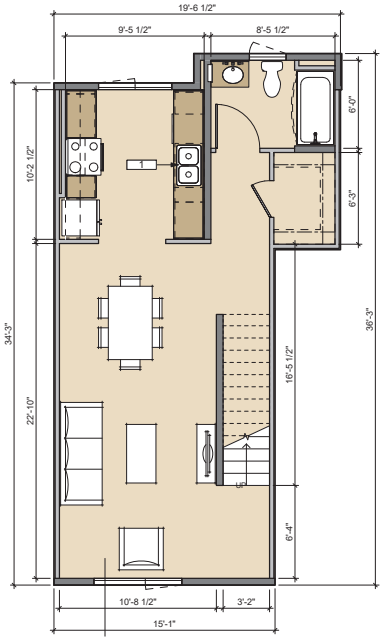
PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT C1

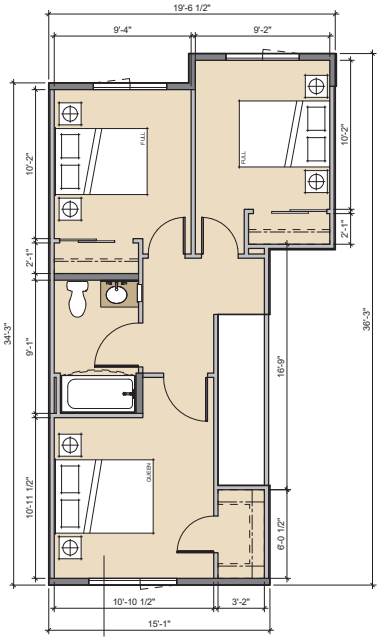
A-4.4



C2
122 SF



C2
588 SF

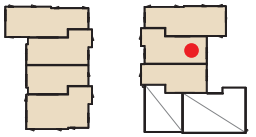


C2
546 SF

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

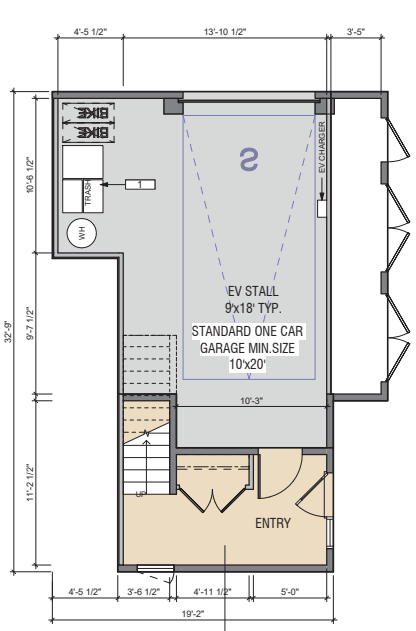
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

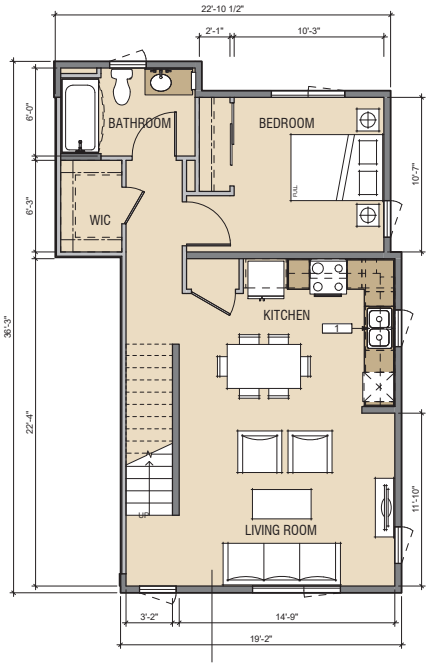
PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT C1

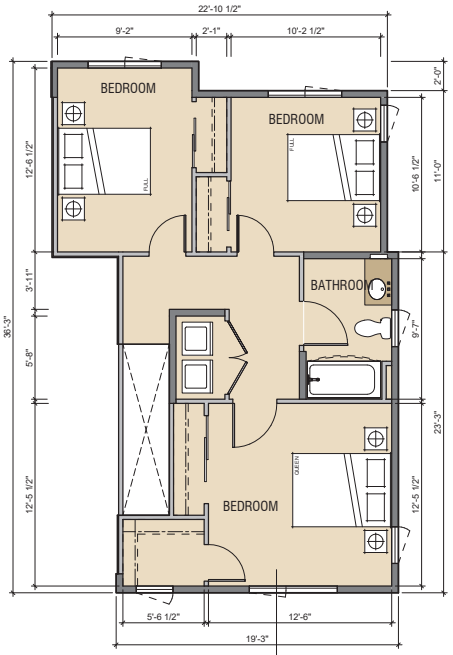
A-4.5



D1
139 SF
LEVEL 1



D1
719 SF
LEVEL 2

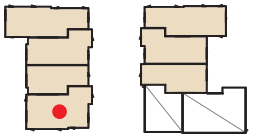


D1
678 SF
LEVEL 3

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

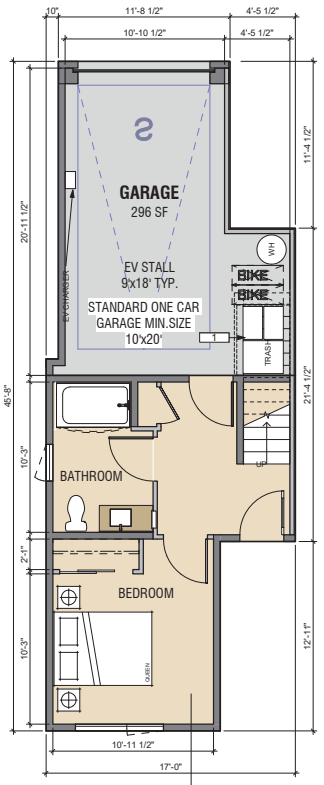
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

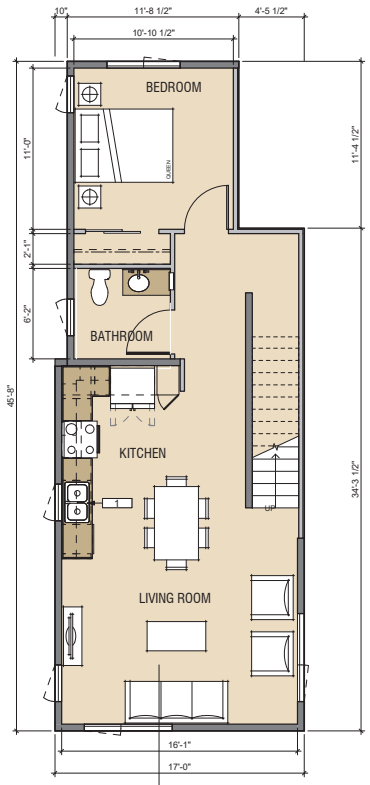
PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT C2

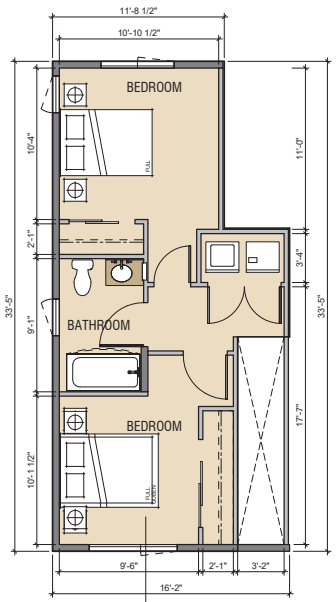
A-4.6



D2
346 SF
LEVEL 1



D2
708 SF
LEVEL 2

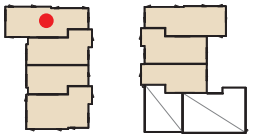


D2
438 SF
LEVEL 3

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



PIERCE RD.

KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

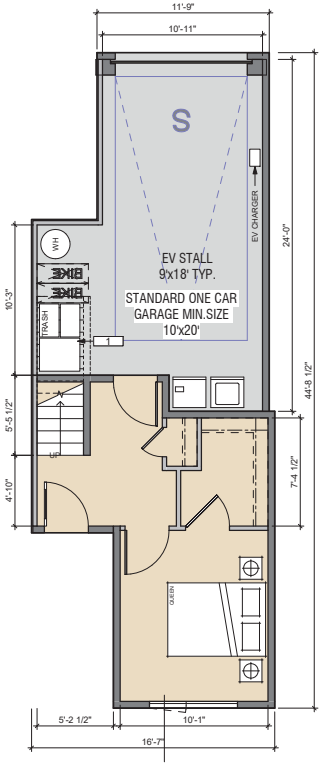
TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

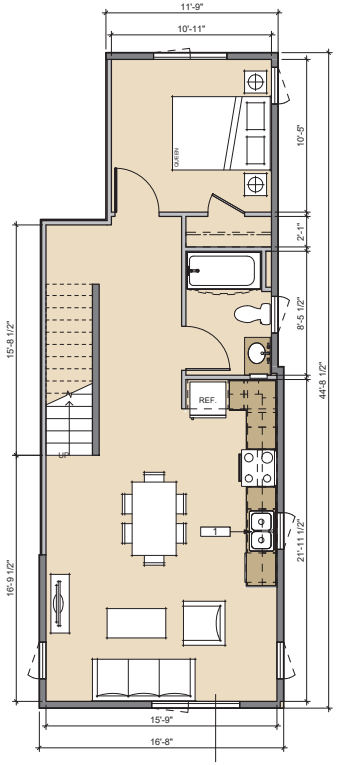
PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT D1

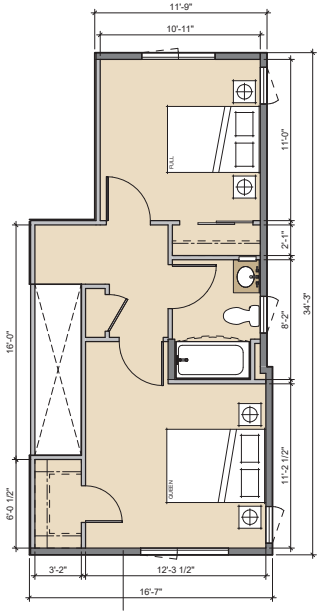
A-4.7



D3
292 SF
LEVEL 1



D3
684 SF
LEVEL 2

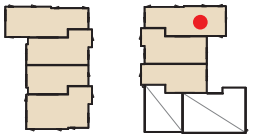


D3
468 SF
LEVEL 3

LEGEND

- UNITS
- PARKING
- BOH
- PROPERTY LINE

KEY PLAN



PIERCE RD.

KEYNOTE

1. THREE-STREAM WASTE BIN SYSTEM PER SENATE BILL 1383

16'
8'
4'

TCA ARCHITECTS | Habitat for Humanity

335 PIERCE
MENLO PARK, CA
TCA # 2025-158

PLANNING RESUBMITTAL
JUNE 1, 2026

UNIT PLANS (1/4" = 1')
UNIT D2

A-4.8

VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES HABITAT FOR HUMANITY RESIDENTIAL FOR SALE UNITS

335 PIERCE ROAD

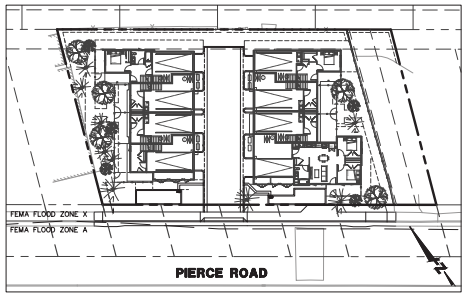
CITY OF MENLO PARK, CALIFORNIA
COUNTY OF SAN MATEO

LEGEND

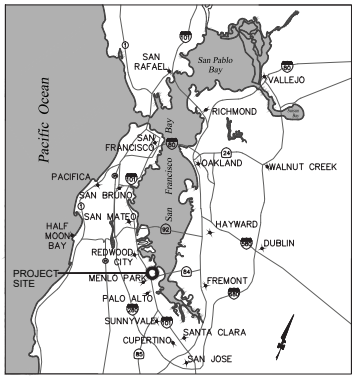
◉	FOUND STANDARD STREET MONUMENT
———	PROPERTY BOUNDARY LINE
———	ADJOINING PROPERTY LINE
—x—x—x—	FENCE
AD	AREA DRAIN
B.S.L.	BUILDING SETBACK LINE per MAP (61-M-8)
CB	CATCH BASIN
CO	CLEAN OUT
MH	MANHOLE
P.O.B.	POINT OF BEGINNING
PUE	PUBLIC UTILITY EASEMENT
R/W	RIGHT-OF-WAY PARCEL
SDE	STORM DRAINAGE EASEMENT
WM	WATER METER
WV	WATER VALVE

PROJECT DATA

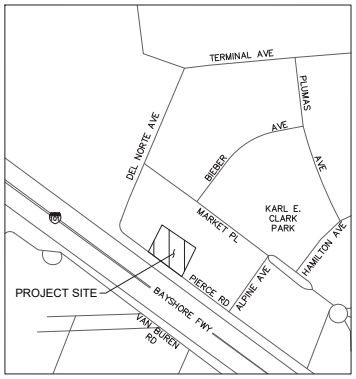
OWNER:	HABITAT FOR HUMANITY
APPLICANT:	HABITAT FOR HUMANITY GREATER SAN FRANCISCO 300 MONTGOMERY STREET, SUITE 450 SAN FRANCISCO, CA 94104 ROB SMITH (510) 701-3322
ARCHITECT:	TCA ARCHITECTS 1111 BROADWAY, SUITE 1320 OAKLAND, CA 94607 (510) 545-4222
LANDSCAPE ARCHITECT:	TS STUDIO 55 SUMNER STREET SAN FRANCISCO, CA 94103 (415) 420-8408
ENGINEER:	BKF ENGINEERS 150 CALIFORNIA STREET, SUITE 600 SAN FRANCISCO, CA 94111 (415) 930-7900
WATER SUPPLY:	MENLO PARK MUNICIPAL WATER
FIRE PROTECTION:	MENLO PARK FIRE PROTECTION DISTRICT
SEWAGE DISPOSAL:	WEST BAY SANITARY DISTRICT
STORM DRAIN:	CITY OF MENLO PARK
GAS & ELECTRIC:	PG&E
TELEPHONE:	VARIOUS PROVIDERS
CABLE:	VARIOUS PROVIDERS
FLOOD ZONE:	THE SUBJECT PROPERTY LIES WITHIN ZONE "X" OF THE FLOOD INSURANCE RATE MAP NO. 06081C0306F, WHICH BEARS AN EFFECTIVE DATE OF APRIL 5, 2019. ZONE X IS DEFINED AS AN AREA OF MINIMAL FLOOD HAZARD. (AREAS WITH A 0.2% ANNUAL CHANCE FLOOD HAZARD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE.)
FINISHED FLOOR:	ELEVATION=16.35
ZONING & USE:	EXISTING = R3, APARTMENT RESIDENTIAL PROPOSED = R3, INDIVIDUAL RESIDENTIAL UNITS



SITE PLAN
SCALE 1"=30'



VICINITY MAP
NTS



LOCATION MAP
NTS

SHEET INDEX		
SHEET COUNT	SHEET NUMBER	SHEET TITLE
1	C1.0	TITLE SHEET
2	C2.0	EXISTING CONDITIONS AND PRELIMIANRY DEMOLITION PLAN
3	C2.1	EXISTING PARCELIZATION
4	C2.2	PRELIMINARY PARCELIZATION PLAN
5	C3.0	PRELIMINARY SITE PLAN
6	C3.1	PRELIMINARY FIRE ACCESS PLAN
7	C4.0	PRELIMINARY GRADING PLAN
8	C5.0	PRELIMINARY UTILITY PLAN
9	C6.0	PRELIMINARY STORMWATER MANAGEMENT PLAN
10	C7.0	PRELIMINARY EROSION CONTROL PLAN
11	C7.1	EROSION CONTROL NOTES AND DETAILS
12	C7.2	SAN MATEO COUNTY CONSTRUCTION BMPs

PURPOSE
MERGE TWO PARCELS INTO ONE AND SUBDIVIDE SITE WITH EIGHT RESIDENTIAL CONDOMINIUM UNITS.

ELEVATION DATUM
CITY OF MENLO PARK BENCHMARK Q110

BRASS DISC SET IN CONCRETE POST POST STAMPED "Q110" IN THE CITY OF EAST PALO ALTO, 125' NORTHEAST OF INTERSECTION OF E. BAYSHORE RD. AND LAUREL AVENUE, NEAR THE NORTHEASTERLY CURB RETURN FOR A DRIVEWAY AT THE SOUTHERLY SIDE OF 1007 LAUREL AVENUE, 4' OFF THE BACK OF WALK.

ELEVATION = 20.56 FEET, NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

BASIS OF BEARINGS
THE BEARING NORTH 52°36'45" WEST, BETWEEN FOUND MONUMENTS ALONG THE MONUMENT LINE OF PIERCE ROAD, AS SAID MONUMENTS AND BEARING ARE SHOWN ON THAT CERTAIN RECORD OF SURVEY FILED FOR RECORD ON AUGUST 8, 2011 IN VOLUME 36 OF LICENSED LAND SURVEY MAPS AT PAGES 25 THROUGH 20, RECORDS OF SAN MATEO COUNTY.

ALL DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF.

EXISTING BUILDING ENCROACHMENT
SURVEY INDICATES A PRE-EXISTING THIRD-PARTY STRUCTURE ENCROACHING ONTO THE WEST PROPERTY LINE OF PROPOSED LOT 1. THE ENCROACHMENT VARIES BETWEEN APPROXIMATELY 0.5 TO 2.0 FEET. RESOLUTION, IF REQUIRED, SHALL BE ADDRESSED THROUGH TITLE AND/OR RECORDED DOCUMENTS AT THE FINAL MAP STAGE.

ENGINEER'S STATEMENT
THIS VESTING TENTATIVE MAP SUBMITTAL HAS BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

4/23/2026
DATE

JANINE LAPP, P.E.
PROJECT MANAGER

REGISTERED PROFESSIONAL ENGINEER
JANINE C. LAPP
No. 85762
CIVIL
STATE OF CALIFORNIA

PRELIMINARY
NOT FOR CONSTRUCTION
DATE: 04/22/2026

BKF ENGINEERS
150 CALIFORNIA STREET
SUITE 600
SAN FRANCISCO, CA 94111
(415) 930-7900
www.bkf.com

335 PIERCE ROAD VESTING TENTATIVE MAP
APN 062-017-170, 062-017-210
CITY OF MENLO PARK, SAN MATEO COUNTY

TITLE SHEET

No.	Revisions

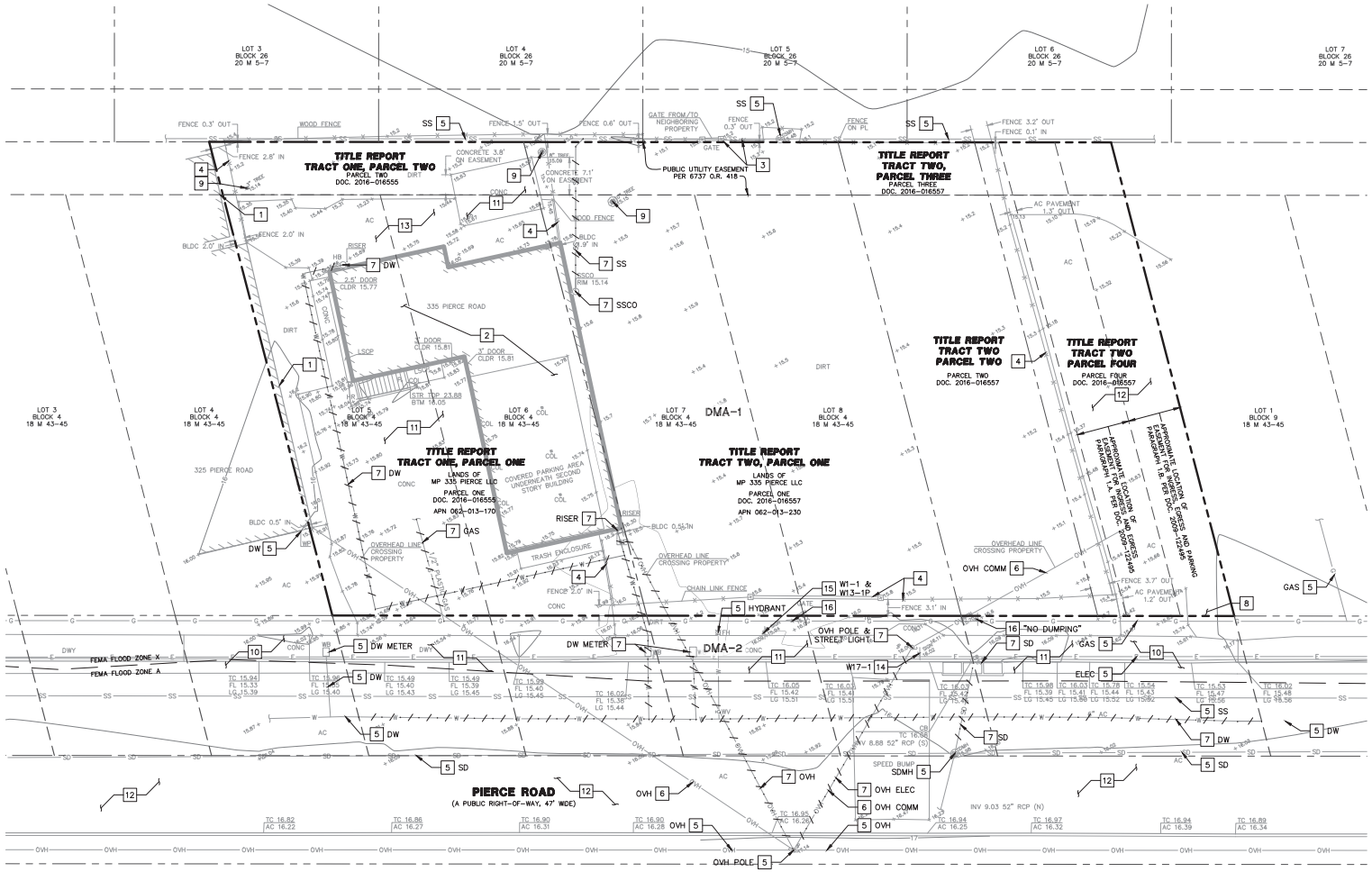
Date: 4/23/2026
Scale: N/A
Designed: LAH
Drawn: LAH
Approved: JCL
Job No: 20242424

Drawing Number:
C1.0
1 OF 12

NOT FOR CONSTRUCTION

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DRAWING NAME: G:\Entitlements - SF\335P\CAD\SHEETS\C1.0 TITLE SHEET.dwg
PLOT DATE: 04-22-26 / PLOTTED BY: dhelvick



EXISTING PERVIOUS VS. IMPERVIOUS SITE CONDITIONS			
	EX ROOF AREA	EX IMPERVIOUS PAVEMENT AREA	EX LANDSCAPE AREA
SQUARE FEET	1,741	5,758	9,614
PERCENT OF TOTAL SITE	10%	34%	56%

NOTE:

1. SHOWN AREAS PERTAIN TO EXISTING CONDITIONS WITHIN APPROXIMATE PROJECT LIMITS.
2. CONTRACTOR TO COORDINATE ACCESS OR TEMPORARY DRIVEWAY INACCESSIBILITY WITH ADJACENT PROPERTIES PRIOR TO BEGINNING CONSTRUCTION.

DEMOLITION LEGEND:

· / · / · / · EX UTILITY TO BE REMOVED

DEMOLITION KEY NOTES:

1	EX BUILDING TO REMAIN
2	EX BUILDING TO BE DEMOLISHED
3	EX FENCE TO REMAIN
4	EX FENCE TO BE DEMOLISHED
5	EX UTILITY TO REMAIN
6	EX UTILITY TO BE RELOCATED
7	EX UTILITY TO BE DEMOLISHED
8	EX TREE TO REMAIN
9	EX TREE TO BE REMOVED
10	EX CONCRETE TO REMAIN
11	EX CONCRETE TO BE REMOVED
12	EX ASPHALT TO REMIAN
13	EX ASPHALT TO BE REMOVED
14	EX SIGN TO REMAIN
15	EX SIGN TO BE RELOCATED
16	EX SIGN TO BE REMOVED

PRELIMINARY
NOT FOR CONSTRUCTION
DATE: 04/22/2026

BKF ENGINEERS
150 CALIFORNIA STREET
SUITE 600
SAN FRANCISCO, CA 94111
(415) 930-7900
www.bkf.com

335 PIERCE ROAD VESTING TENTATIVE MAP
APN 062-013-170 & 062-013-230
CITY OF MENLO PARK, SAN MATEO COUNTY

EXISTING CONDITIONS AND PRELIMIANRY DEMOLITION PLAN

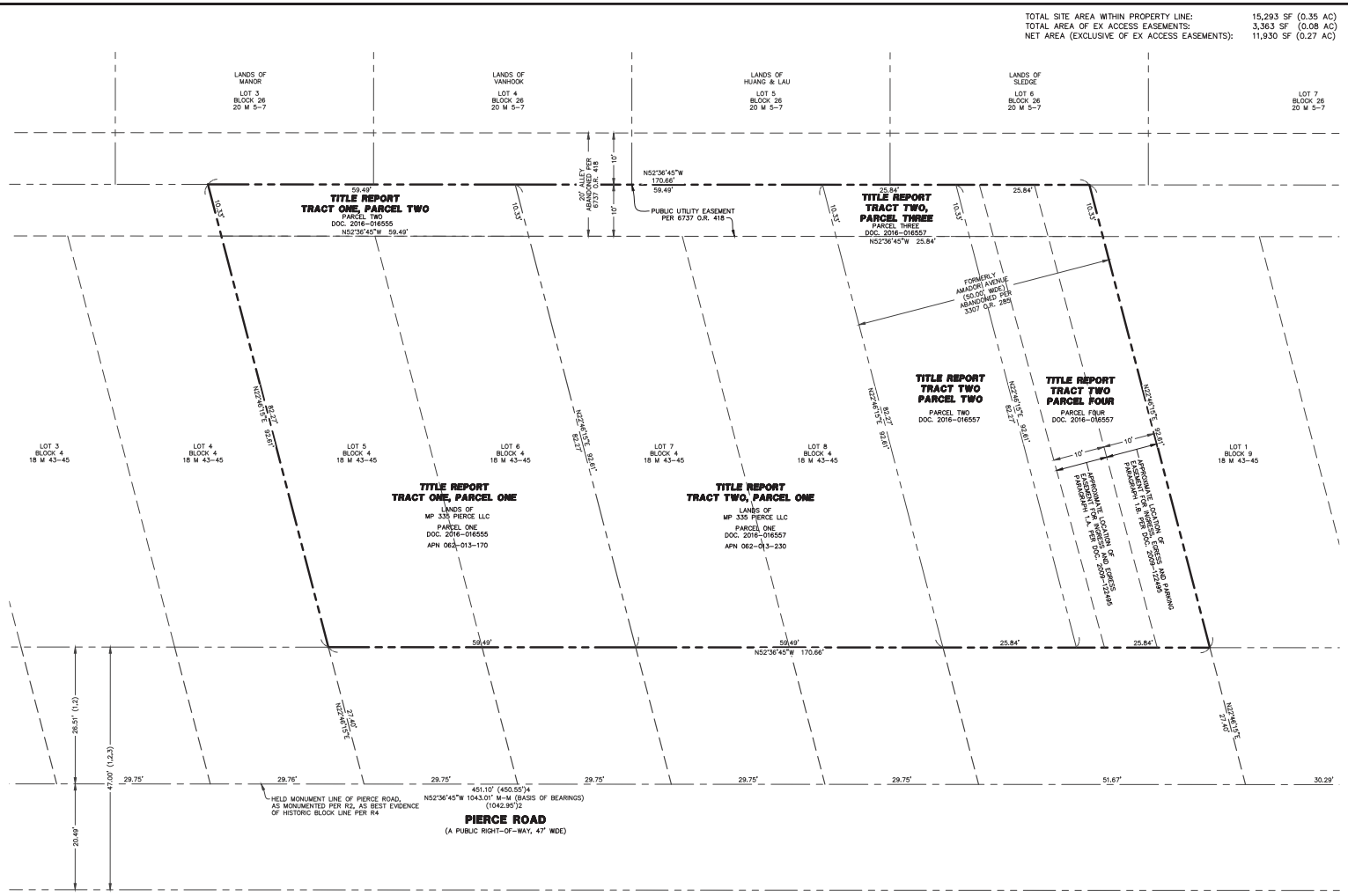
No.	Revisions

Date: 4/23/2026
Scale: 1" = 10'
Design: LAH
Drawn: LAH
Approved: JPL
Job No: 20242424

Drawing Number:
C2.0
2 OF 12

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PRELIMINARY
NOT FOR CONSTRUCTION
DATE: 04/22/2026

BKF ENGINEERS
150 CALIFORNIA STREET
SUITE 1500
SAN FRANCISCO, CA 94111
(415) 930-7900
www.bkf.com

335 PIERCE ROAD VESTING TENTATIVE MAP
APN 062-013-170, 062-013-230
CITY OF MENLO PARK, SAN MATEO COUNTY

EXISTING PARCELIZATION

No.	Revisions

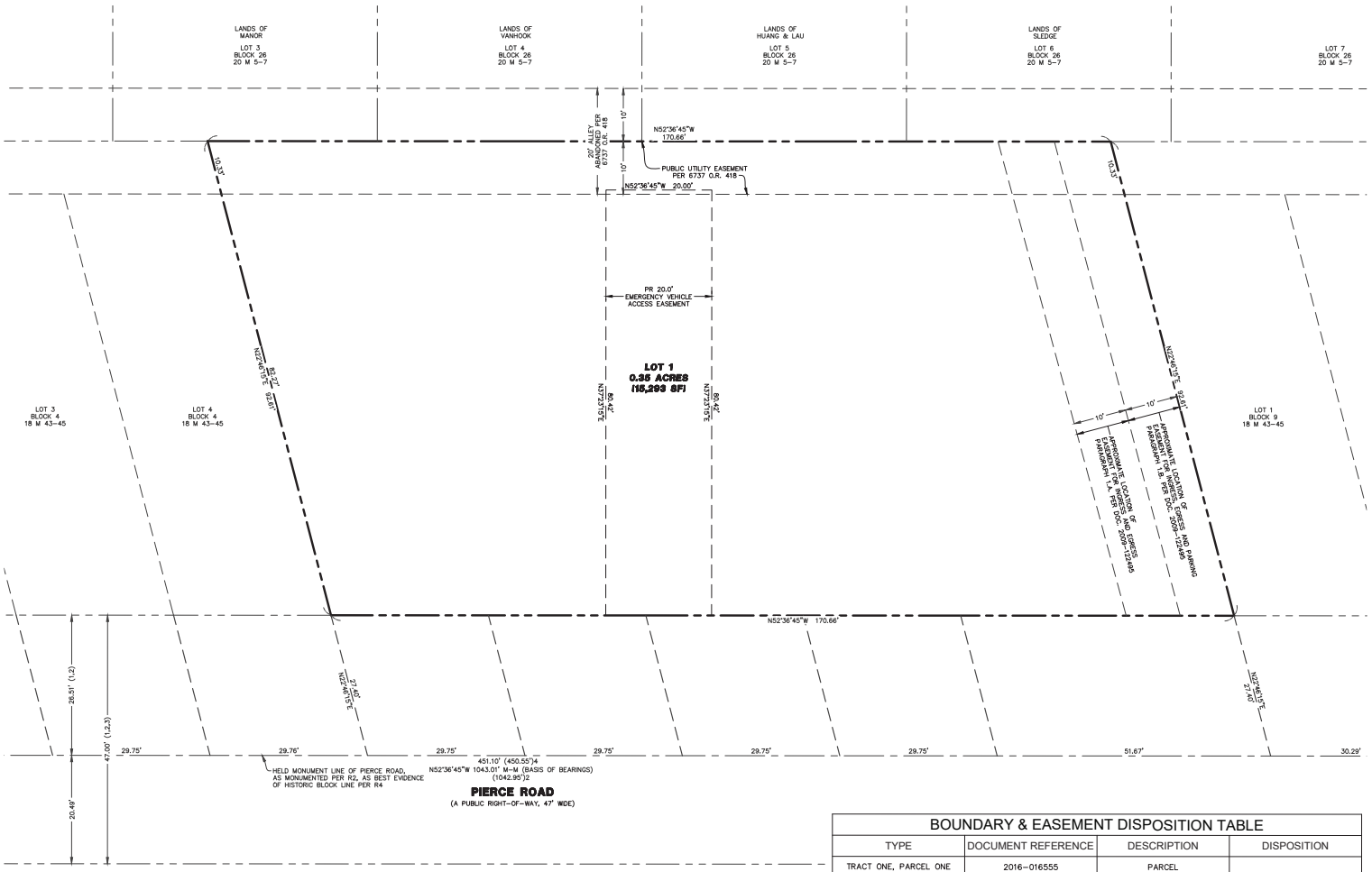
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Scale: 1" = 10'
Design: LAH
Drawn: LAH
Approved: JDL
Job No: 20243424

Drawing Number:
C2.1
3 OF 12

NOT FOR CONSTRUCTION

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TOTAL SITE AREA WITHIN PROPERTY LINE: 15,293 SF (0.35 AC)
TOTAL AREA OF PR ACCESS EASEMENTS: 4,955 SF (0.11 AC)
NET AREA (EXCLUSIVE OF PR ACCESS EASEMENTS): 10,338 SF (0.24 AC)



BOUNDARY & EASEMENT DISPOSITION TABLE

TYPE	DOCUMENT REFERENCE	DESCRIPTION	DISPOSITION
TRACT ONE, PARCEL ONE	2016–016555	PARCEL	MERGE INTO LOT 1
TRACT ONE, PARCEL TWO	2016–016555	UTILITY EASEMENT PARCEL	
TRACT TWO, PARCEL ONE	2016–016557	PARCEL	
TRACT TWO, PARCEL TWO	2016–016557	UTILITY EASEMENT PARCEL	
TRACT TWO, PARCEL THREE	2016–016557	PARCEL	
TRACT TWO, PARCEL FOUR	2016–016557	PARCEL	
EASEMENT	6737 O.R. 418	10' PUBLIC UTILITY EASEMENT	TO REMAIN
EASEMENT	PARAGRAPH 1.A. PER DOC. 2009–122495	10' EASEMENT FOR INGRESS AND EGRESS	TO REMAIN
EASEMENT	PARAGRAPH 1.B. PER DOC. 2009–122495	10' EASEMENT FOR INGRESS, EGRESS AND PARKING	TO REMAIN
EASEMENT	N/A	20' EMERGENCY VEHICLE ACCESS EASEMENT	PROPOSED
EASEMENT	N/A	EXISTING BUILDING ENCROACHMENT	PROPOSED, SEE NOTE 2.

NOTE:

1. EVAE TO BE RECORDED WITH FINAL MAP AND REFERENCED IN THE CC&RS, WITH MAINTENANCE AND NO–PARKING/CLEAR ACCESS OBLIGATIONS ASSIGNED TO THE HOA.
2. SURVEY INDICATES A PRE–EXISTING THIRD–PARTY STRUCTURE ENCROACHING ONTO THE WEST PROPERTY LINE OF PROPOSED LOT 1. THE ENCROACHMENT VARIES BETWEEN APPROXIMATELY 0.5 TO 2.0 FEET. RESOLUTION, IF REQUIRED, SHALL BE ADDRESSED THROUGH TITLE AND/OR RECORDED DOCUMENTS AT THE FINAL MAP STAGE.

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335 PIERCE ROAD VESTING TENTATIVE MAP
APN 062-271-170, 062-271-210
CITY OF MENLO PARK, SAN MATEO COUNTY

PRELIMINARY PARCELIZATION PLAN

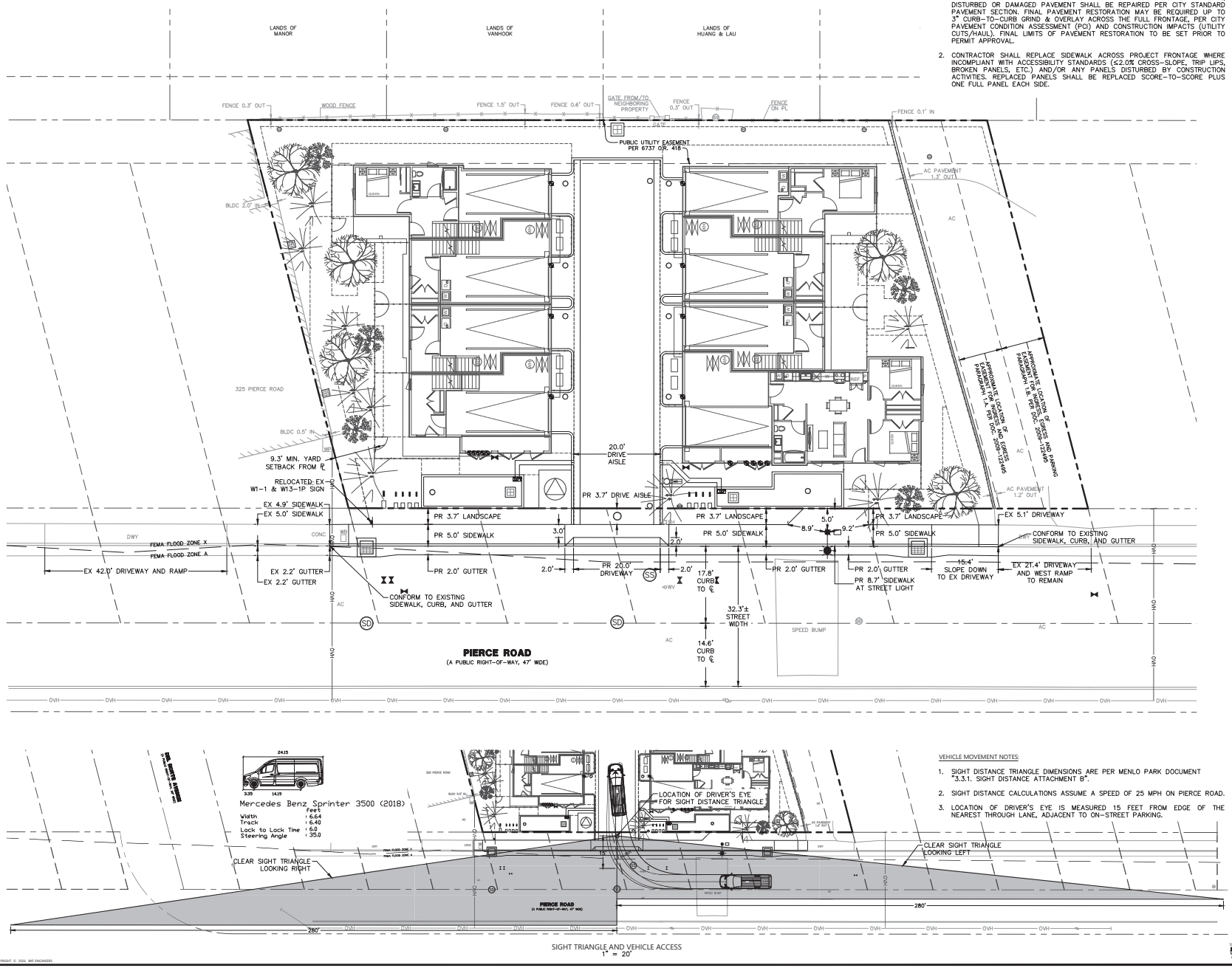
No.	Revisions

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PRELIMINARY SITE PLAN

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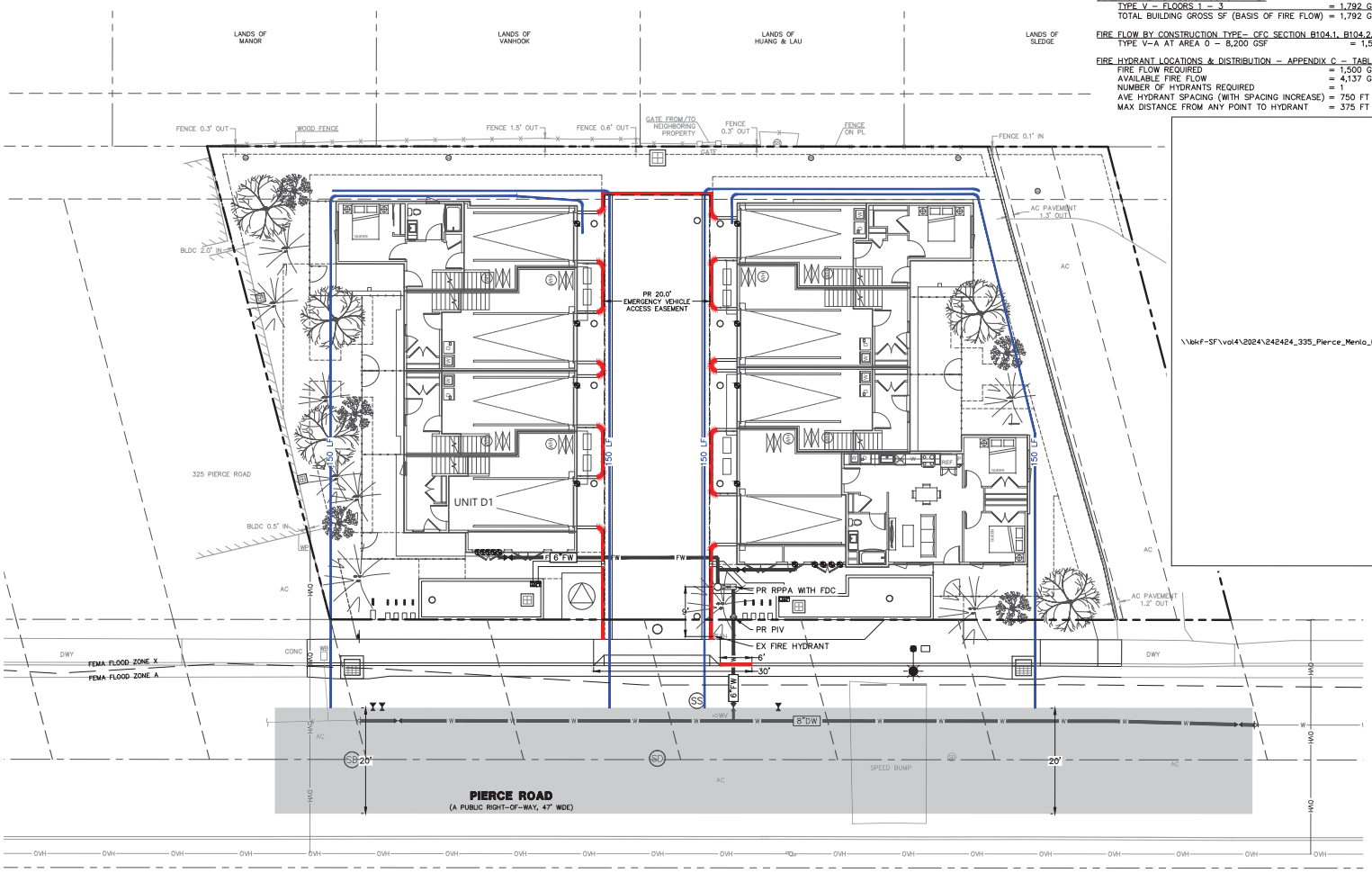
LARGEST UNIT: D1 (FOUR BEDROOM)

BUILDING AREA BY CONSTRUCTION TYPE:
TYPE V – FLOORS 1 – 3 = 1,792 GSF
TOTAL BUILDING GROSS SF (BASIS OF FIRE FLOW) = 1,792 GSF

FIRE FLOW BY CONSTRUCTION TYPE– CFC SECTION B104.1, B104.2, B105.1, & TABLE B105.1(1):
TYPE V–A AT AREA 0 – 8,200 GSF = 1,500 GPM

FIRE HYDRANT LOCATIONS & DISTRIBUTION – APPENDIX C – TABLE C102.1:
FIRE FLOW REQUIRED = 1,500 GPM
AVAILABLE FIRE FLOW = 4,137 GPM @ 20 PSI
NUMBER OF HYDRANTS REQUIRED = 1
AVE HYDRANT SPACING (WITH SPACING INCREASE) = 750 FT (500 + 50% INCREASE – C102.1(f))
MAX DISTANCE FROM ANY POINT TO HYDRANT = 375 FT (250 + 50% INCREASE – C102.1(f))

\\bkf-SF\vol4\2024\242424_335_Pierce_Menlo_Park\ENG-L\Details\PR_FFTest.tif



NOTES:

1. FIRE FLOW CALCULATIONS ARE BASED UPON PRELIMINARY BUILDING AREA SUMMARIES FROM ARCHITECT CAD DATED APRIL 10, 2025 AND THE CALIFORNIA FIRE CODE (2022 EDITION) – SECTION 507, APP. B & C.
2. CALCULATIONS ASSUME USE OF FIRE RESISTANT MATERIALS BETWEEN UNITS.
3. CALCULATIONS SHOWN ARE FOR LARGEST SINGLE UNIT AMONG BOTH BUILDINGS.
4. PER COORDINATION WITH FIRE MARSHAL, DATED JULY 29, 2025:
   4.1. FIRE APPARATUS ACCESS IS TO BE PROVIDED FROM PIERCE RD.
   4.2. AERIAL LADDER ACCESS TO BE PROVIDED FROM PIERCE RD. LADDER ACCESS FOR BUILDINGS WILL BE PROVIDED VIA HAND–CARRIED LADDERS IN LIEU OF AERIAL APPARATUS VEHICLE ACCESS.
5. FIRE APPARATUS ROADWAYS, INCLUDING PUBLIC OR PRIVATE STREETS OR ROADS USED FOR VEHICLE ACCESS SHALL BE INSTALLED AND IN SERVICE PRIOR TO CONSTRUCTION. FIRE APPARATUS ROADWAYS SHALL BE CAPABLE OF SUPPORTING THE IMPOSED WEIGHT OF A 75,000–POUND (34,050 KG) FIRE APPARATUS AND SHALL BE PROVIDED WITH AN ALL–WEATHER DRIVING SURFACE.
6. FIRE PROTECTION WATER SERVING ALL HYDRANTS SHALL BE PROVIDED AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE.
7. PRIOR TO COMBUSTIBLE MATERIAL ARRIVING ON THE SITE, CONTRACTOR SHALL CONTACT THE MENLO PARK FIRE PROTECTION DISTRICT TO SCHEDULE AN INSPECTION OF ROADWAYS AND FIRE HYDRANTS.
8. ALL CURBS WITHIN THE COMPLEX THAT IS NOT BEEN DESIGNATED AS ON–SITE PARKING SHALL BE STRIPED RED AND MARKED WITH "NO PARKING FIRE LANE". FIRE LANE STRIPING WILL INCLUDE AREA FRONTING EACH RESIDENTIAL UNITS GARAGE, AS SHOWN.

LEGEND:

- Ω PROPOSED FIRE DEPARTMENT CONNECTION, S.P.P.
- 150' MAX HOSE PULL LENGTH
- PROPOSED RED CURB
- MIN 20' WIDE FIRE APPARATUS ACCESS LANE

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PRELIMINARY FIRE ACCESS PLAN

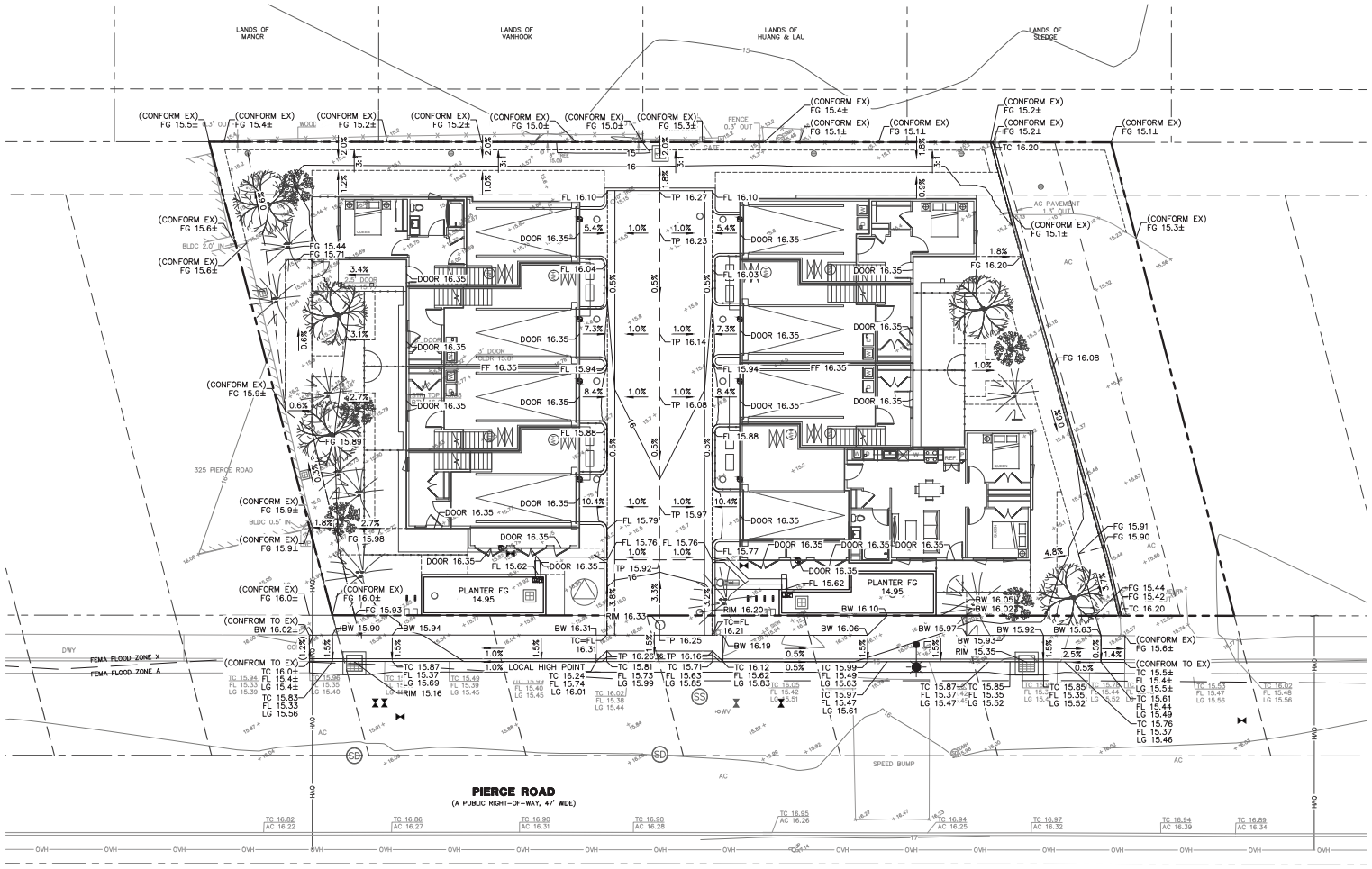
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GRADING NOTE:

1. CONTRACTOR SHALL REPLACE SIDEWALK ACROSS PROJECT FRONTAGE WHERE INCOMPLIANT WITH ACCESSIBILITY STANDARDS (≤2.0% CROSS-SLOPE, TRIP LIPS, BROKEN PANELS, ETC.) AND/OR ANY PANELS DISTURBED BY CONSTRUCTION ACTIVITIES. REPLACED PANELS SHALL BE REPLACED SCORE-TO-SCORE PLUS ONE FULL PANEL EACH SIDE.

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335 PIERCE ROAD VESTING TENTATIVE MAP
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CITY OF MENLO PARK, SAN MATEO COUNTY

PRELIMINARY GRADING PLAN

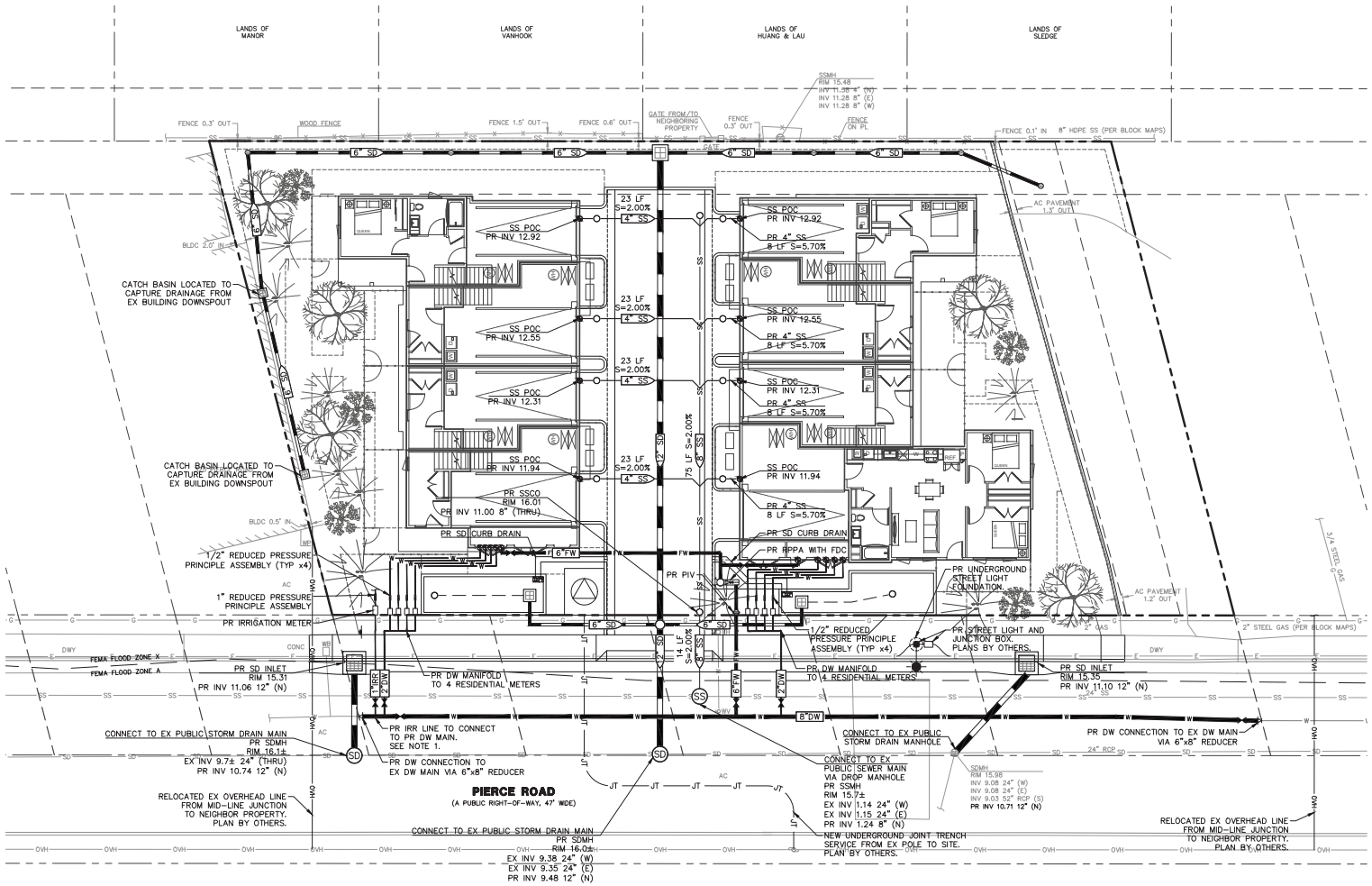
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NOTE:

1. PR IRRIGATION LINE TO CONNECT TO PR WATER MAIN. IRRIGATION LINE TO BE CONNECTED TO FUTURE RECYCLED WATER MAIN WHEN INSTALLED IN PIERCE ROAD BY OTHERS.
2. ALL CONNECTIONS TO THE STORM MAIN SHALL BE VIA MANHOLES.

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335 PIERCE ROAD VESTING TENTATIVE MAP
APN 062-271-170, 062-271-210
CITY OF MENLO PARK, SAN MATEO COUNTY

PRELIMINARY UTILITY PLAN

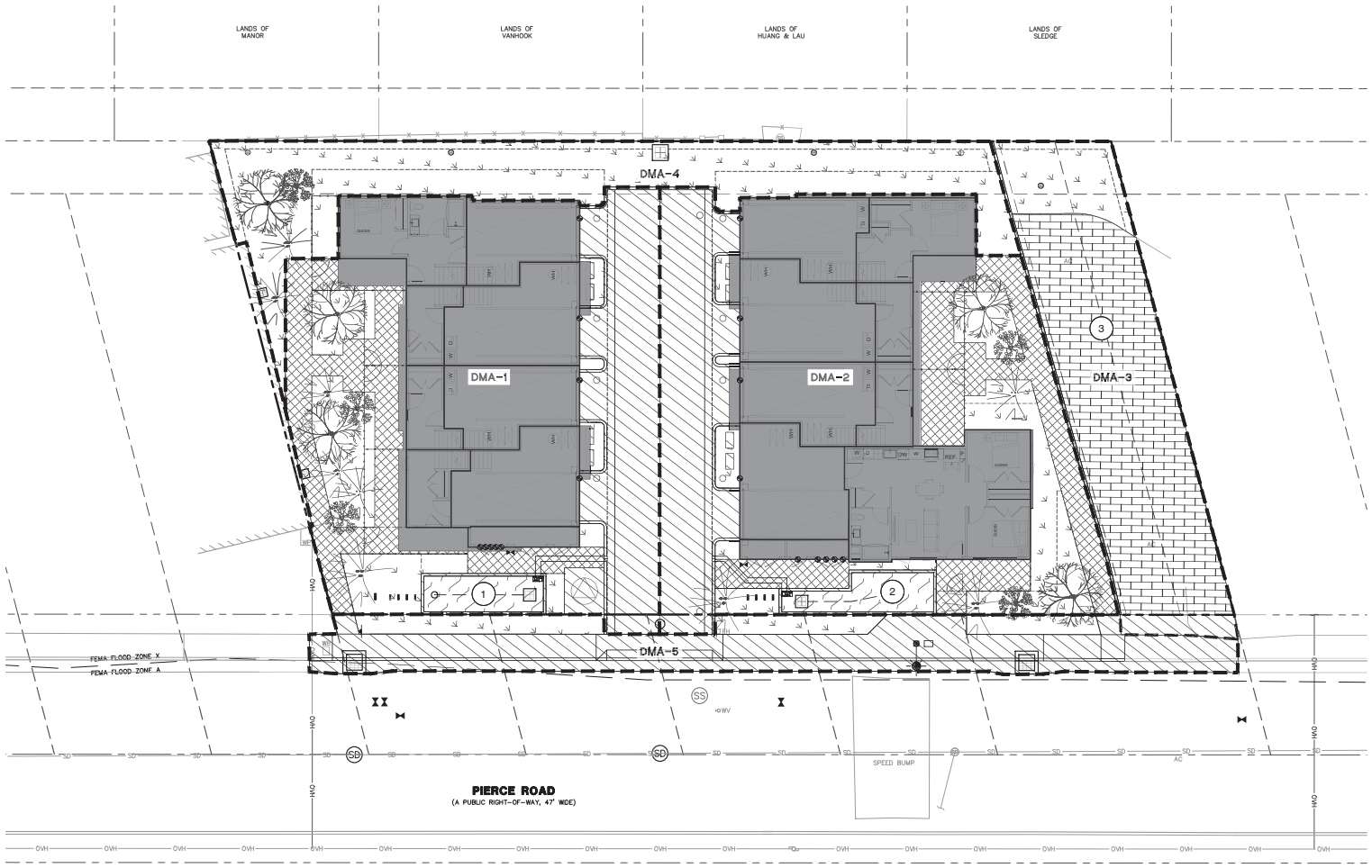
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DMA NAME	ROOF AREA (SF)	IMPERVIOUS PAVEMENT AREA (SF)	LANDSCAPE AREA (SF)	PERVIOUS PAVEMENT AREA (SF)	AT-GRADE BIO-RETENTION AREA (SF)	TOTAL DMA AREA (SF)	REQUIRED TREATMENT (SF)	PROVIDED TREATMENT (SF)	TREATMENT METHOD	DRAINS TO TREATMENT MEASURE (ID #)
DMA-1	2,505	1,174	704	819	153	5,355	147	153	BIO-RETENTION	1
DMA-2	3,071	1,104	733	938	168	6,014	167	168	BIO-RETENTION	2
DMA-3	0	133	321	1,628	0	2,082	5	0	PERMEABLE PAVER SEE NOTE 5.	3
DMA-4	0	0	1,938	0	0	1,938	0	0	N/A	N/A
DMA-5	0	1,342	383	0	0	1,725	54	0	SEE NOTE 3.	N/A
TOTAL:	5,577	3,753	4,079	3,384	321	17,113	373	321	-	-

NOTES:

1. REQUIRED TREATMENT AREA IS BASED ON 4% OF THE IMPERVIOUS AREA.
2. PERVIOUS HARDSCAPE AND PERMEABLE PAVERS ARE SELF TREATING.
3. NEIGHBORING BUILDING TO THE WEST (325 PIERCE RD.) IS CONSTRUCTED OVER THE PROPERTY LINE AND DRAINS TO THE SUBJECT PROPERTY (335 PIERCE RD.). STORMWATER FROM RAIN LEADERS WILL BE CAPTURED VIA AT GRADE INLETS AND DIRECTED TO THE PUBLIC STORM DRAIN WITHOUT TREATMENT.
4. REFERENCE PROJECT ON-SITE AND OFF-SITE GREEN INFRASTRUCTURE FEASIBILITY MEMOS DATED 4/23/2026 AND 12/5/2025, RESPECTIVELY.
5. TREATMENT FOR IMPERVIOUS AREA WITHIN DMA 3 TO BE PROVIDED VIA EXCESS CAPACITY WITHIN THE PERMEABLE PAVERS.

LEGEND

- IMPERVIOUS AREA: ROOF
- IMPERVIOUS AREA: PAVEMENT
- PERVIOUS AREA: LANDSCAPE
- PERVIOUS HARDSCAPE AREA
- BIORETENTION/ FLOW-THROUGH PLANTER
- PERMEABLE PAVERS PER SAN MATEO COUNTY C.3 STANDARDS
- DRAINAGE MANAGEMENT AREA (DMA)
- (#) TREATMENT MEASURE ID NUMBER

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PRELIMINARY STORMWATER MANAGEMENT PLAN

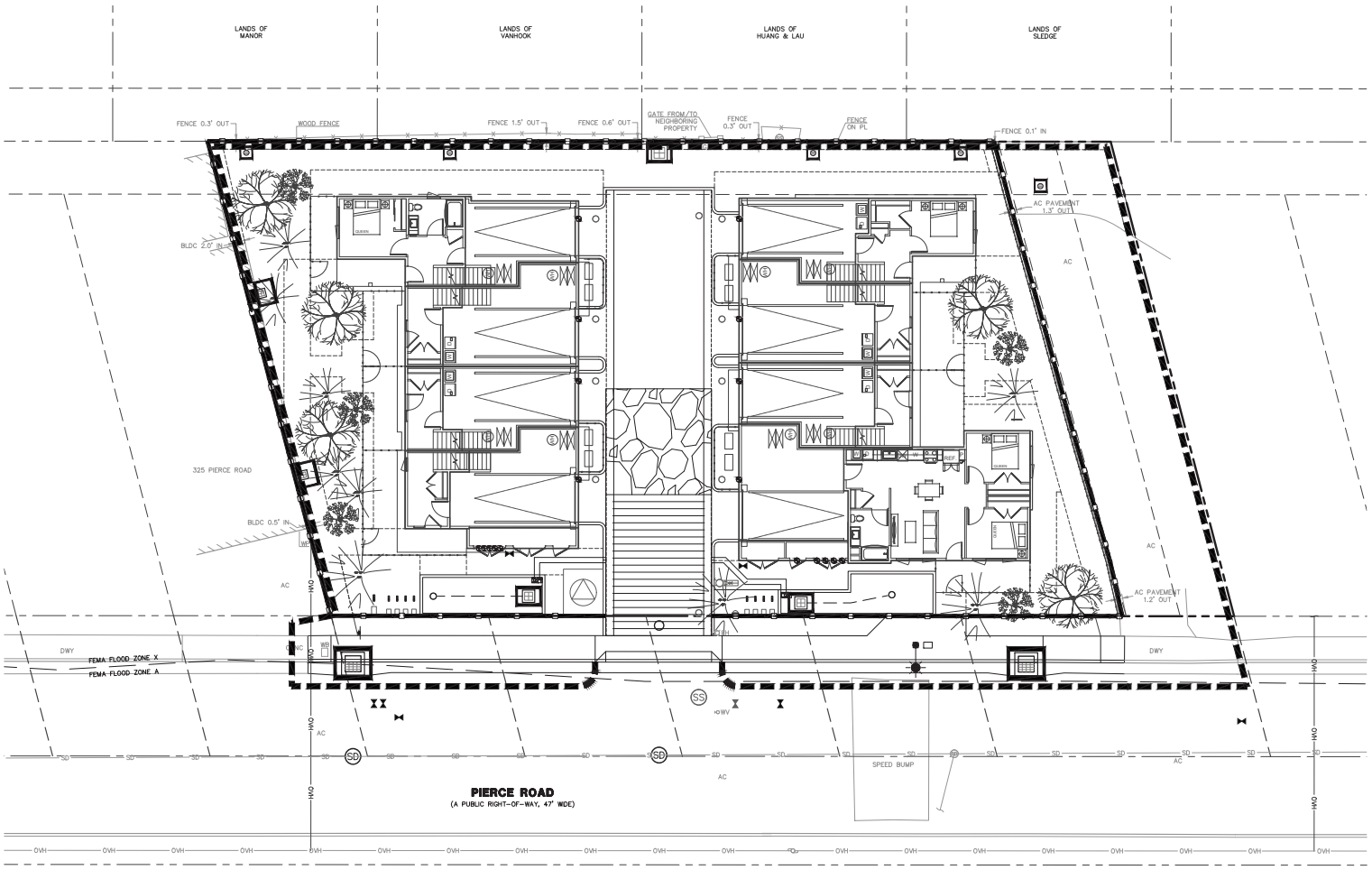
Revisions | No.

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EROSION CONTROL LEGEND

- INLET PROTECTION (1 / C7.1)
- STABILIZED CONSTRUCTION ENTRANCE/EXIT (2 / C7.1)
- FIBER ROLL (3 / C7.1)
- CONSTRUCTION FENCE BY OTHERS

NOTES:

1. EROSION CONTROL PLAN REPRESENTS FINAL CONDITION ONLY. INTERIM CONDITIONS ARE THE RESPONSIBILITY OF THE CONTRACTOR.
2. INSTALL INLET PROTECTION AT THE NEAREST ADJACENT INLETS ON STREETS.

1" = 10'

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APN 062-271-170, 180, 190, 210
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PRELIMINARY EROSION CONTROL PLAN

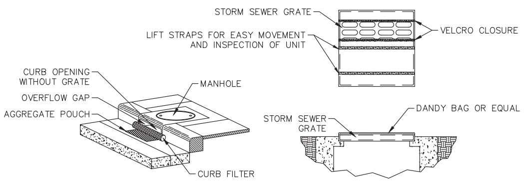
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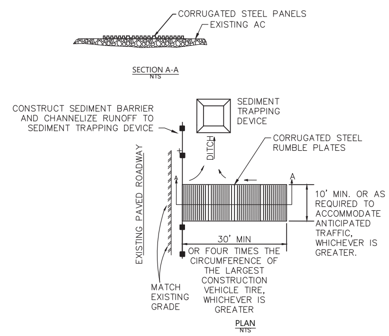
INLET PROTECTION WITH CURB INLET

INLET PROTECTION WITHOUT CURB INLET

NOTES:

1. INSTALL PER MANUFACTURERS RECOMMENDATIONS.
2. PRIOR TO INSTALLATION, CLEAR THE AREA AROUND EACH INLET OF OBSTRUCTIONS, INCLUDING ROCKS, CLODS, AND DEBRIS GRATER THAN 1-IN DIAMETER.

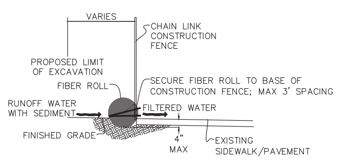
1 – CURB INLET SEDIMENT FILTER BAG PROTECTION
NTS



NOTES:

1. THE LOCATIONS SHOWN ARE FOR INFORMATION ONLY. CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL ROCK AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USE TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAYS SHALL BE REMOVED IMMEDIATELY.
2. WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAYS. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED ROCK THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. SEDIMENT SHALL BE PREVENTED FROM ENTERING THE STORM DRAIN, DITCH OR WATERCOURSE THROUGH USE OF INLET PROTECTION (E.G. GRAVELBAGS OR OTHER APPROVED METHODS).
3. THE THICKNESS OF THE PAD SHALL NOT BE LESS THAN 12".
4. THE WIDTH OF THE PAD SHALL NOT BE LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS, OR 10', WHICHEVER IS LESS.

2 – STABILIZED CONSTRUCTION ENTRANCE
NTS



NOTES:

1. FIBER ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE ANCHORING OF THE ROLL TO THE BASE OF THE CONSTRUCTION FENCE IN A TRENCH, 3" TO 4" DEEP, AND WEIGHTED WITH A SAND OR RACK BAG TO PREVENT FIBER ROLL FROM FLOATATION OR UP LIFT.
2. ADJACENT ROLLS SHALL TIGHTLY ABUT.
3. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND FIBER ROLL.

3 – FIBER ROLL
NTS

EROSION AND SEDIMENT CONTROL NOTES:

1. OWNER'S CONTACT: ROBERT SMITH
PROJECT MANAGER
HABITAT FOR HUMANITY
GREATER SAN FRANCISCO
300 MONTGOMERY STREET
SUITE 450
SAN FRANCISCO, CA 94104
510.701.3322
RSMITH@HABITATGSF.ORG

IT SHALL BE THE OWNER'S RESPONSIBILITY TO MAINTAIN CONTROL OF THE ENTIRE CONSTRUCTION OPERATION AND TO KEEP THE ENTIRE SITE IN COMPLIANCE WITH THE SOIL EROSION CONTROL PLAN.

2. CIVIL ENGINEER: BKF ENGINEERS
150 CALIFORNIA STREET,
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(415) 930-7900
3. THIS PLAN IS INTENDED TO BE USED FOR INTERIM EROSION AND SEDIMENT CONTROL ONLY AND IS NOT TO BE USED FOR FINAL ELEVATIONS OR PERMANENT IMPROVEMENTS.
4. OWNER/CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING EROSION AND SEDIMENT CONTROL MEASURES PRIOR, DURING AND AFTER STORM EVENTS.
5. REASONABLE CARE SHALL BE TAKEN WHEN HAULING ANY EARTH, SAND, GRAVEL, STONE, DEBRIS, PAPER OR OTHER SUBSTANCE OVER A PUBLIC STREET, ALLEY, OR OTHER PUBLIC PLACE. SHOULD THE HAUL MATERIAL BLOW, SPILL, OR TRACK OVER UPON SAID PUBLIC OR AND ADJACENT PRIVATE PROPERTY, IMMEDIATE REMEDY SHALL OCCUR.
6. SANITARY FACILITIES SHALL BE MAINTAINED ON THE SITE.
7. CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN SUCH A MANNER THAT EROSION AND WATER POLLUTION WILL BE MINIMIZED. STATE AND LOCAL LAWS CONCERNING THE POLLUTION ABATEMENT SHALL BE COMPLIED WITH.
8. EROSION CONTROL MEASURES SHALL FOLLOW THE RECOMMENDATIONS OF THE SOIL MANAGEMENT PLAN.
9. CONTRACTOR SHALL PROVIDE DUST CONTROL AS REQUIRED BY THE APPROPRIATE FEDERAL, STATE, AND LOCAL AGENCY REQUIREMENTS.
10. THE CONTRACTOR SHALL UPDATE THE PLANS TO REFLECT CHANGING SITE CONDITIONS. PLAN UPDATES SHALL BE BASED UPON GENERAL SURVEY DATA. EROSION CONTROL EFFECTIVENESS SHALL ALSO BE MONITORED AND THE PLANS UPGRADED AS REQUIRED TO PREVENT SIGNIFICANT QUANTITIES OF SEDIMENT FROM ENTERING THE DOWNSTREAM DRAINAGE SYSTEM.
11. THE CONTRACTOR WILL BE RESPONSIBLE FOR DAMAGES TO PUBLICLY AND/OR PRIVATELY OWNED AND MAINTAINED ROADS CAUSED BY THE CONTRACTOR'S GRADING ACTIVITIES, AND WILL BE RESPONSIBLE FOR THE CLEANUP OF MATERIAL SPILLED ON PUBLIC ROADS ON THE HAUL ROUTE, ADJACENT PUBLIC ROADS SHALL BE CLEANED AT THE END OF EACH WORKING DAY.
12. THE NAME, ADDRESS AND 24 HOUR TELEPHONE NUMBER OF THE PERSON RESPONSIBLE FOR IMPLEMENTATION OF EROSION AND SEDIMENTATION CONTROL PLAN SHALL BE PROVIDED TO THE CONSTRUCTION MANAGER AND THE CITY.
13. TRUCK TIRES SHALL BE CLEANED PRIOR TO EXITING THE PROPERTY.
14. STOCKPILED MATERIAL
    A. EXCAVATED SOILS SHOULD NOT BE PLACED IN STREETS OR ON PAVED AREAS.
    B. EXCAVATED SOILS SHOULD BE REMOVED FROM THE SITE BY THE END OF THE DAY, UNLESS STOCKPILING IS NECESSARY.
    C. SURROUND STOCKPILES WITH PERIMETER SILT FENCES, FIBER ROLLS, APPROPRIATELY SIZED SECONDARY CONTAINMENT, OR OTHER RUNOFF CONTROLS.
    D. STABILIZE INACTIVE STOCKPILES WITH SOIL STABILIZER AND/OR MULCH, OR COVER WITH A TARPAULIN.
    E. COVER STOCKPILES OF CRUSHED AC OR PCC PAVEMENT WITH A TARPAULIN OR PROVIDE CASE-SPECIFIC DESIGNED SECONDARY CONTAINMENT AND SURROUND WITH APPROPRIATE RUNOFF CONTROLS.
    F. USE INLET PROTECTION FOR STORM DRAIN STRUCTURES ADJACENT TO THE MATERIAL.
    G. THOROUGHLY SWEEP PAVED AREAS EXPOSED TO SOIL EXCAVATION PLACEMENT.
19. IF NO WORK HAS PROGRESSED FOR A PERIOD OF 6-WEEKS, FINAL DRAINAGE AND EROSION CONTROL IMPROVEMENTS SHALL BE INSTALLED IN ACCORDANCE WITH AN APPROVED WINTERIZATION PLAN.
20. SEDIMENT AND DEBRIS SHALL BE REMOVED FROM TEMPORARY BASINS AND DRAIN INLETS AFTER EACH STORM. SLOPES SHALL BE REPAIRED AS SOON AS POSSIBLE WHEN DAMAGED.
21. PADS SHALL BE GRADED TO MINIMIZE STANDING WATER. SPECIFIC LOCATIONS REQUIRING SUPPLEMENTAL GRADING TO ACHIEVE ACCEPTABLE DRAINAGE SHALL BE DETERMINED BY THE CONSTRUCTION MANAGER.
22. STUBBED OUT ENDS OF PARTIALLY COMPLETED SUBDRAINS SHALL BE WRAPPED WITH AN APPROVED FABRIC TO PREVENT SOIL AND DEBRIS FROM ENTERING THE PIPE.
23. HAUL ROADS ARE CURRENTLY NOT SHOWN ON THE PLANS. EROSION CONTROL MEASURES SHALL BE TAKEN TO MINIMIZE EROSION RELATED TO HAUL ROADS.
24. DISPOSAL AREAS FOR SEDIMENT TO BE DETERMINED IN FIELD. WHEN MATERIAL IS STOCKPILED, IT SHALL BE SURROUNDED BY FIBER ROLLS.
25. TEMPORARY AND PERMANENT SLOPES GREATER THAN 5 FEET SHALL BE SEEDED UNLESS OTHERWISE SHOWN ON THE PLAN.
26. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED DURING GRADING OPERATION, BEFORE OCTOBER 1 AND PRIOR TO INSTALLATION OF STORM DRAINAGE SYSTEM. SUCH ADDITIONAL MEASURES WILL BE CONTINGENT UPON THE STAGE OF GRADING OPERATION. CONTRACTOR SHALL IMPLEMENT ANY ADDITIONAL EROSION CONTROL MEASURES AS REQUIRED BY THE ENGINEER.
27. THE CITY OF MENLO PARK MUST BE NOTIFIED 48 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
28. REVIEW AND/OR APPROVAL OF THE ESCP SHOULD NOT RELIEVE THE CONTRACTOR FROM HIS OR HER RESPONSIBILITIES FOR COMPLIANCE WITH THE REQUIREMENTS OF THE CONSTRUCTION SITE RUNOFF CONTROL ORDINANCE, NOR SHOULD AN APPROVED ESCP RELIEVE THE CONTRACTOR FROM ERRORS OR OMISSIONS IN THE APPROVED PLAN.
29. IF THE APPROVED PLAN NEEDS TO BE MODIFIED ADDITIONAL SEDIMENT AND STORMWATER CONTROL MEASURES MAY BE REQUIRED AS DEEMED NECESSARY BY THE CITY OF MENLO PARK.

STANDARD NOTES FOR EROSION CONTROL

1. THIS PLAN MAY NOT COVER ALL THE SITUATIONS OR PHASES THAT ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. IN GENERAL, THE CONTRACTOR IS RESPONSIBLE FOR KEEPING SEDIMENT STORM RUNOFF FROM LEAVING THE SITE. SEDIMENT ROLLS AND SILT FENCES SHALL BE USED BY THE CONTRACTOR ON AN AS NEEDED BASIS TO INHIBIT SILT FROM LEAVING THE SITE AND ENTERING THE STORM DRAIN SYSTEM. TEMPORARY EROSION CONTROL DEVICES SHOWN ON GRADING PLAN WHICH INTERFERE WITH THE WORK SHALL BE RELOCATED OR MODIFIED WHEN THE INSPECTOR SO DIRECTS AS THE WORK PROGRESSES.
2. EROSION CONTROL FACILITIES SHALL BE MAINTAINED DAILY. THESE FACILITIES SHALL CONTROL AND CONTAIN EROSION-CAUSED SILT DEPOSITS AND PROVIDE FOR THE SAFE DISCHARGE OF SILT FREE STORM WATER INTO EXISTING AND PROPOSED STORM DRAIN FACILITIES. DESIGN OF THESE FACILITIES MUST BE APPROVED AND UPDATED EACH YEAR BY THE ENGINEER (OCTOBER 1 TO APRIL 15).
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF THE ENGINEERING DIVISION OF THE PUBLIC SERVICES DEPARTMENT OR CITY OF MENLO PARK DEPARTMENT OF PUBLIC WORKS. CONTROL MEASURES ARE SUBJECT TO THE INSPECTION AND APPROVAL OF THE ENGINEERING DIVISION OF THE PUBLIC SERVICES DEPARTMENT OR CITY OF MENLO PARK DEPARTMENT OF PUBLIC WORKS.
4. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL SUB-CONTRACTORS AND SUPPLIERS ARE AWARE OF ALL STORM WATER QUALITY MEASURES & IMPLEMENT SUCH MEASURES. FAILURE TO COMPLY WITH THE APPROVED CONSTRUCTION WILL RESULT IN THE ISSUANCE OF CORRECTION NOTICES, CITATIONS, AND/ OR A PROJECT STOP ORDER.
5. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT LADEN RUNOFF TO ANY STORM DRAIN SYSTEM.
6. IF EXISTING DRIVEWAY IS REMOVED DURING CONSTRUCTION, THE CONTRACTOR SHALL PLACE DRAIN ROCK AS A GRAVEL ROADWAY (8" MINIMUM THICKNESS FOR THE FULL WIDTH AND LENGTH OF SITE EGRESS AREA AS DEFINED IN THESE PLANS) AT ENTRANCE TO THE SITE. LOCATION TO BE APPROVED BY CITY ENGINEER IN THE FIELD. CONSTRUCTION EGRESS SHALL BE EQUIPPED WITH A TRUCK WASHING STATION. ALL TRUCKS SHALL WASH TIRES AND UNDERSIDE OF VEHICLES AS APPROPRIATE WHEN LEAVING THE SITE. ANY MUD THAT IS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED THE SAME DAY AS REQUIRED BY THE CITY ENGINEER.
7. DURING THE RAINY SEASON, ALL PAVED AREAS ARE TO BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE IS TO BE MAINTAINED SO AS O MINIMIZE SEDIMENT RUNOFF TO ANY STORM DRAIN SYSTEM.
8. DURING PERIODS WHEN STORMS ARE FORECAST:
    A. EXCAVATED SOILS SHOULD NOT BE PLACED IN STREETS OR ON PAVED AREAS.
    B. ANY EXCAVATED SOILS SHOULD BE REMOVED FROM THE SITE BY THE END OF THE DAY.
    C. WHERE STOCKPILING IS NECESSARY, USE A TARPAULIN OR SURROUND THE STOCKPILED MATERIAL WITH FIBER ROLLS, GRAVEL SEDIMENT BARRIER, SILT FENCE, OR OTHER RUNOFF CONTROLS.
    D. USE INLET CONTROLS AS NEEDED (E.G. BLOCK & GRAVEL SEDIMENT BARRIER) FOR STORM DRAIN ADJACENT TO THE PROJECT SITE OR STOCKPILED SOIL.
9. THOROUGHLY SWEEP ALL PAVED AREAS EXPOSED TO SOIL EXCAVATION AND PLACEMENT.
10. STAND-BY CREWS SHALL BE ALERTED BY THE PERMIT APPLICANT OR CONTRACTOR FOR EMERGENCY WORK DURING RAINSTORMS.
11. AFTER OCTOBER 1ST TO APRIL 15TH, ALL EROSION CONTROL MEASURES WILL BE INSPECTED DAILY AND AFTER EACH STORM. BREACHES IN DIKES AND TEMPORARY SWALES WILL BE REPAIRED AT THE CLOSE OF EACH DAY AND WHENEVER RAIN IS FORECAST.
12. AS A PART OF THE EROSION CONTROL MEASURES, UNDERGROUND STORM DRAIN FACILITIES SHALL BE INSTALLED COMPLETE AS SHOWN ON THE IMPROVEMENT PLANS.
13. BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES TO THE SATISFACTION OF THE CITY ENGINEER.
14. SANDBAGS SHALL BE STOCKPILED ON SITE AND PLACED AT INTERVALS SHOWN ON EROSION CONTROL PLANS, WHEN THE RAIN FORECAST IS 40% OR GREATER, OR WHEN DIRECTED BY THE INSPECTOR.
15. SANDBAGS REFERRED TO IN THE PRECEDING ITEMS MUST BE FULL. APPROVED SANDBAG FILL MATERIALS ARE SAND, DECOMPOSED GRANITE AND /OR GRAVEL, OR OTHER MATERIALS APPROVED BY THE INSPECTOR.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING SAFETY OF VEHICLES OPERATING IN ROADWAY ADJACENT TO EROSION CONTROL FACILITIES.
17. AFTER RAINSTORMS CONTRACTOR SHALL CHECK FOR AND REMOVE SEDIMENT TRAPPED BY SAND BAGS AT STAGING AREA. REPLACE SAND BAGS IF DETERIORATION IS EVIDENT.
18. DUST CONTROL SHOULD BE PRACTICED ON ALL CONSTRUCTION SITES WITH EXPOSED SOILS AS NEEDED. IT IS IMPORTANT IN WINDY OR WIND-PRONE AREAS. DUST CONTROL IS CONSIDERED A TEMPORARY MEASURE AND AS AN INTERMEDIATE TREATMENT BETWEEN SITE DISTURBANCE AND CONSTRUCTION, PAVING, OR REVEGETATION. REFER TO EROSION CONTROL AND SEDIMENT CONTROL FIELD MANUAL, 3RD EDITION, PREPARED BY THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, SAN FRANCISCO BAY REGION.

EROSION AND SEDIMENT CONTROL MEASURES

1. THE FACILITIES SHOWN ON THIS PLAN ARE DESIGNED TO CONTROL EROSION AND SEDIMENT DURING THE RAINY SEASON, OCTOBER 15 TO APRIL 15. FACILITIES ARE TO BE OPERABLE PRIOR TO OCTOBER 1 OF ANY YEAR. GRADING OPERATIONS DURING THE RAINY SEASON WHICH LEAVE DENUDED SLOPES SHALL BE PROTECTED WITH EROSION CONTROL MEASURES IMMEDIATELY FOLLOWING GRADING ON THE SLOPES.
2. THIS PLAN COVERS ONLY THE FIRST WINTER FOLLOWING GRADING WITH ASSUMED SITE CONDITIONS AS SHOWN ON THE EROSION CONTROL PLAN. PRIOR TO SEPTEMBER 15, THE COMPLETION OF SITE IMPROVEMENT SHALL BE EVALUATED AND REVISIONS MADE TO THIS PLAN AS NECESSARY WITH THE APPROVAL OF THE CITY ENGINEER. PLANS ARE TO BE RESUBMITTED FOR CITY APPROVAL PRIOR TO SEPTEMBER 1 OF EACH SUBSEQUENT YEAR UNTIL SITE IMPROVEMENTS ARE ACCEPTED BY THE CITY.
3. CONSTRUCTION ENTRANCES SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF GRADING. CONSTRUCTION TRAFFIC ENTERING ONTO THE PAVED ROADS MUST CROSS THE STABILIZED CONSTRUCTION ENTRANCE WAYS.
4. CONTRACTOR SHALL MAINTAIN STABILIZED ENTRANCE AT EACH VEHICLE ACCESS TO EXISTING PAVED STREETS. MUD OR DEBRIS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED DAILY AND AS REQUIRED BY THE CITY.
5. IF HYDROSEEDING IS NOT USED OR IS NOT EFFECTIVE BY 10/10, THEN OTHER IMMEDIATE METHODS SHALL BE IMPLEMENTED, SUCH AS EROSION CONTROL BLANKETS, OR A THREE-STEP APPLICATION OF 1) SEED, MULCH, FERTILIZER 2) BLOWN STRAW 3) TACKIFIER AND MULCH.
6. INLET PROTECTION SHALL BE INSTALLED AT OPEN INLETS TO PREVENT SEDIMENT FROM ENTERING THE STORM DRAIN SYSTEM. INLETS NOT USED IN CONJUNCTION WITH EROSION CONTROL ARE TO BE BLOCKED TO PREVENT ENTRY OF SEDIMENT.

MAINTENANCE NOTES

1. MAINTENANCE IS TO BE PERFORMED AS FOLLOWS:
    A. REPAIR DAMAGES CAUSED BY SOIL EROSION OR CONSTRUCTION AT THE END OF EACH WORKING DAY.
    B. SWALES SHALL BE INSPECTED PERIODICALLY AND MAINTAINED AS NEEDED.
    C. SEDIMENT TRAPS, BERMS, AND SWALES ARE TO BE INSPECTED AFTER EACH STORM AND REPAIRS MADE AS NEEDED.
    D. SEDIMENT SHALL BE REMOVED AND SEDIMENT TRAP RESTORED TO ITS ORIGINAL DIMENSIONS WHEN SEDIMENT HAS ACCUMULATED TO A DEPTH OF 1 FOOT.
    E. SEDIMENT REMOVED FROM TRAP SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT IT WILL NOT ERODE.
    F. RILLS AND GULLIES MUST BE REPAIRED.
2. GRAVELBAG INLET PROTECTION SHALL BE CLEANED OUT WHENEVER SEDIMENT DEPTH IS ONE HALF THE HEIGHT OF ONE GRAVELBAG.

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335 PIERCE ROAD VESTING TENTATIVE MAP
APN 062-013-170 & 062-013-230
CITY OF MENLO PARK, SAN MATEO COUNTY

EROSION CONTROL NOTES AND DETAILS

No.	Revisions

Date: 4/23/2026
Scale: AS SHOWN
Design: LAH
Drawn: LAH
Approved: JCL
Job No: 20242424

Drawing Number: C7.1
11 OF 12

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DRAWING NAME: C:\Box\Projects - BKF\BKF-SF\2024\242424_335_Pierce_Menlo_Park\ENG-L\Sheets\TM\C7.0 PRELIMINARY EROSION CONTROL PLAN.dwg
PLOT DATE: 04-22-26 PLOTTED BY: cfeliciano

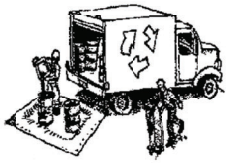
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SAN MATEO COUNTYWIDE
Water Pollution Prevention Program
Clean Water. Healthy Community.

Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management



Non-Hazardous Materials

- ❑ Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- ❑ Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials

- ❑ Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- ❑ Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- ❑ Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- ❑ Arrange for appropriate disposal of all hazardous wastes.

Waste Management

- ❑ Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- ❑ Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- ❑ Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- ❑ Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- ❑ Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- ❑ Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- ❑ Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control



Maintenance and Parking

- ❑ Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- ❑ Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- ❑ If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- ❑ If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- ❑ Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control

- ❑ Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- ❑ Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- ❑ Clean up spills or leaks immediately and dispose of cleanup materials properly.
- ❑ Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- ❑ Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- ❑ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ❑ Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving



- ❑ Schedule grading and excavation work during dry weather.
- ❑ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- ❑ Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- ❑ Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- ❑ Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils

- ❑ If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
  - Unusual soil conditions, discoloration, or odor.
  - Abandoned underground tanks.
  - Abandoned wells
  - Buried barrels, debris, trash.

Paving/Asphalt Work



- ❑ Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- ❑ Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- ❑ Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- ❑ Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

- ❑ Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ❑ Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- ❑ If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application



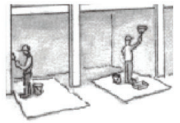
- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- ❑ When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping



- ❑ Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- ❑ Stack bagged material on pallets and under cover.
- ❑ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

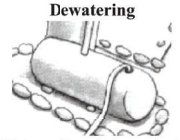
Painting & Paint Removal



Painting Cleanup and Removal

- ❑ Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- ❑ For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- ❑ For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- ❑ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- ❑ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

Dewatering



- ❑ Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- ❑ Divert run-on water from offsite away from all disturbed areas.
- ❑ When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- ❑ In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

Storm drain polluters may be liable for fines of up to $10,000 per day!

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335 PIERCE ROAD VESTING TENTATIVE MAP
APN 052-071-170, 052-071-210
CITY OF MENLO PARK, SAN MATEO COUNTY

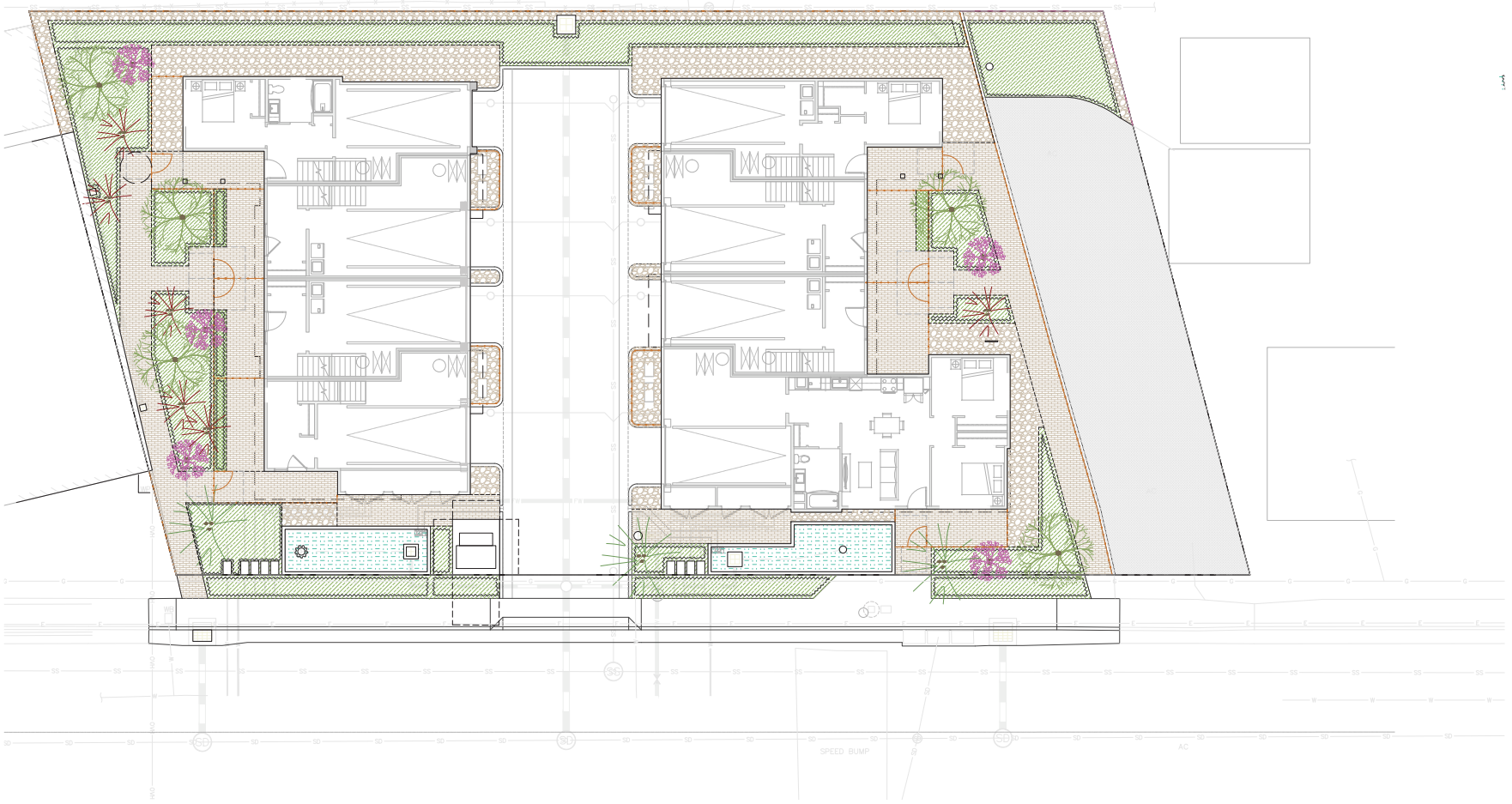
SAN MATEO COUNTY
CONSTRUCTION BMPs

No.	Revisions

Date: 4/23/2026
Scale: 1" = 10'
Designed: LAH
Drawn: LAH
Approved: JDL
Job No: 20242424

Drawing Number:
C7.2
12 OF 12

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LANDSCAPE SHEET LIST

L1.0 LANDSCAPE SITE PLAN
L1.1 LANDSCAPE MATERIAL PLAN
L4.1 LANDSCAPE TREE PLAN
L4.2 LANDSCAPE UNDERSTORY PLAN

Consultant

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415.420.8408
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Stamp

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335
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MENLO PARK, CA 94025

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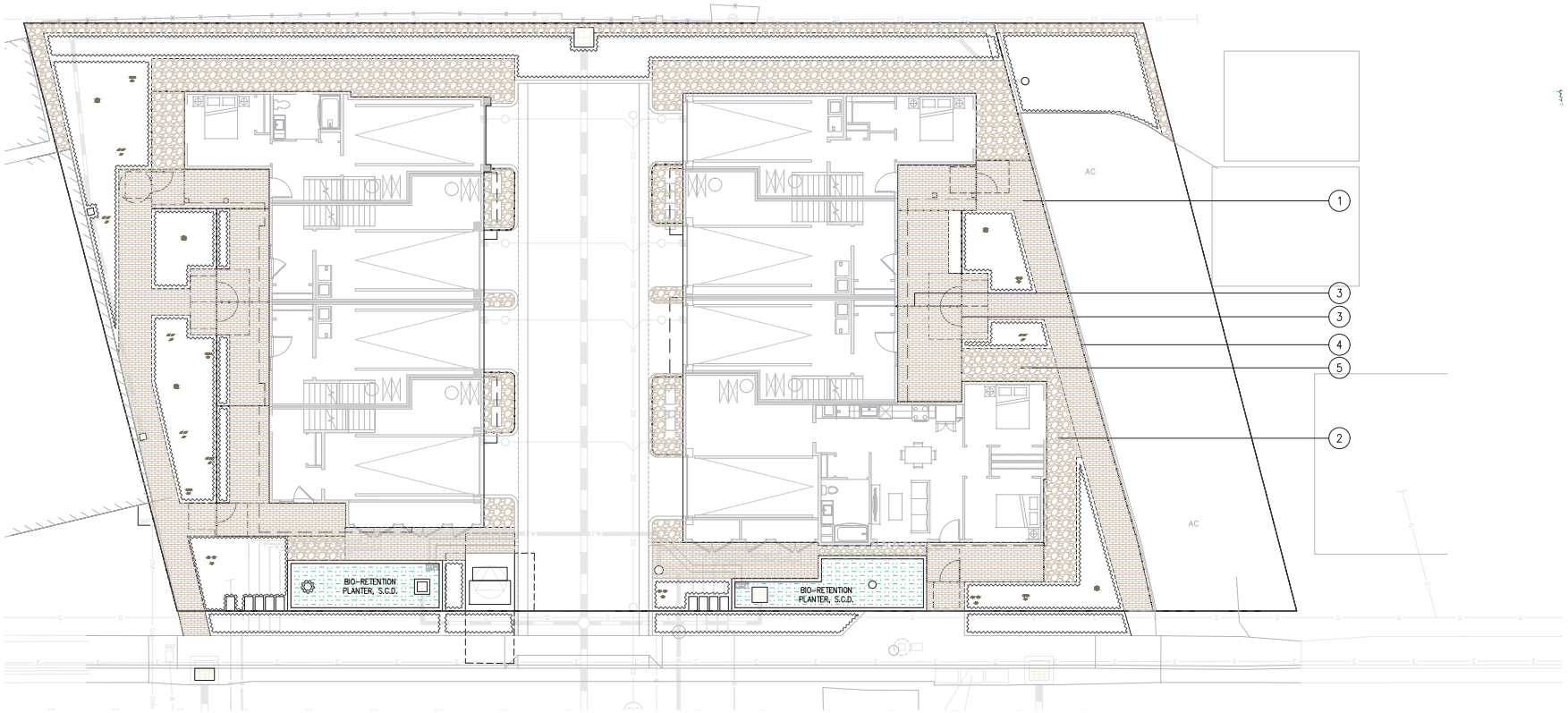
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SITE PLAN

Sheet No.:
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MATERIAL LEGEND



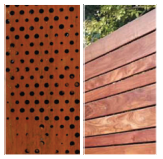
① PERMEABLE UNIT PAVERS



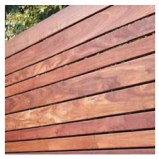
① ALT: GRANITECRETE PAVING



② CRUSHED GRAVEL NON-COMBUSTIBLE MATERIALS WITHIN 5' OF BUILDING



③ 4' METAL AND/OR WOOD FENCE AT PATIO NON-COMBUSTIBLE WITHIN 5' OF BUILDING



④ 6' WOOD FENCE AT PROPERTY LINE



⑤ BIKE RACK

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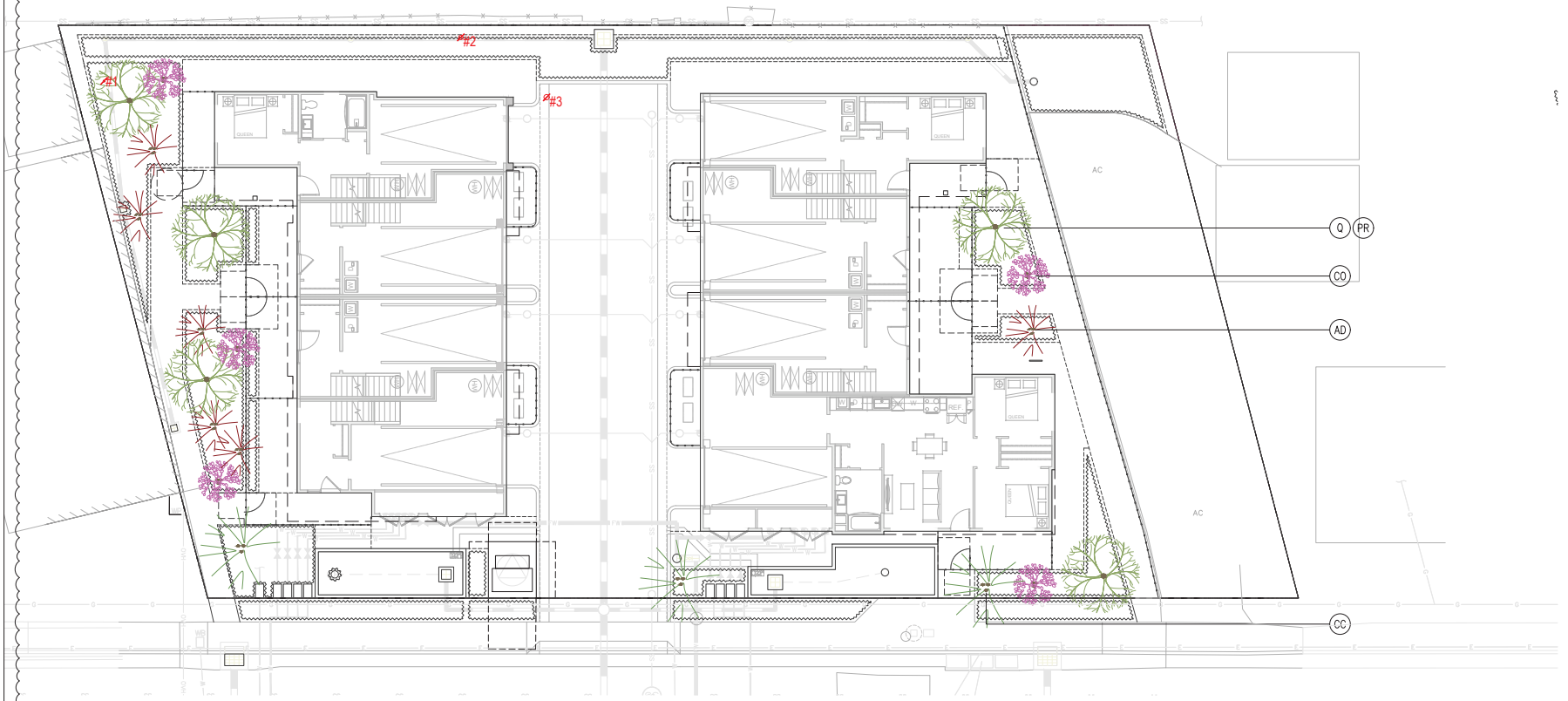
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MATERIAL PLAN

Sheet No.:
L1.1

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LARGE TREE LIST

symbol	#	size	latin name	form	native	wucols	size
PR	5	24" box	Quercus species Native Oak	Multi Natural	NATIVE	LOW	H–50' W–15'–25'
Q			Platanus Racemosa 'Roberts'	Multi Natural	NATIVE	MED	H–45'–50' W–25'–35'

MEDIUM TREE LIST

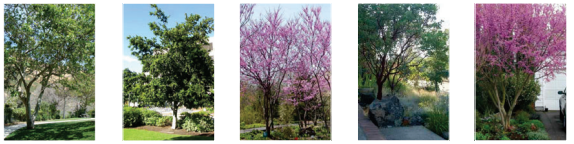
symbol	#	size	latin name	form	native	wucols	size
CC	6	24" box	Cercis Canadensis 'Pink' Eastern Redbud	Multi Low Branch	CAP	MED	H–25' W–20'

SMALL UNDERSTORY TREE LIST

symbol	#	size	latin name	form	native	wucols	size
AD	5	24" box	Arctostaphylos 'Dr Hurd' Dr. Hurd Manzanita	Multi	NATIVE	LOW	H–10'–15' W–8'–10'
CO	10	24" box	Cercis Occidentalis Western Redbud	Multi	NATIVE	V. LOW	H–10'–20' W–8'–15'

EXISTING TREE LEGEND

#1	3"	CITRUS – EXISTING TREE TO BE REMOVED
#2	8"	LIGUSTRUM LUCIDUM – EXISTING TREE TO BE REMOVED
#3	10"	LIGUSTRUM LUCIDUM – EXISTING TREE TO BE REMOVED



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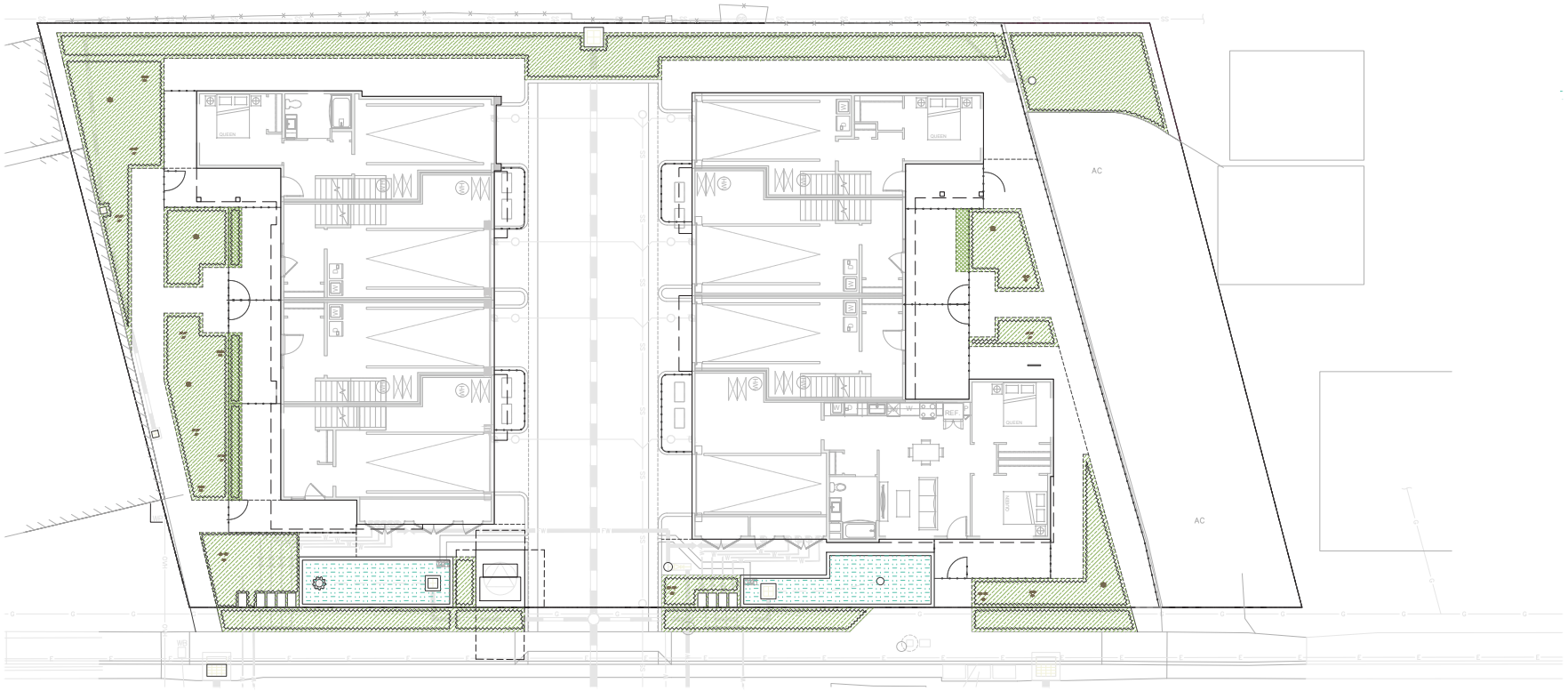
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LANDSCAPE TREE PLAN

Sheet No.:
L4.1



ABBREVIATIONS:

WUCOLS: WATER USE CLASSIFICATION OF LANDSAPE SPECIES
L = LOW WATER USE
M = MEDIUM WATER USE
H = HIGH WATER USE

NATIVE/CAP:
N = CALIFORNIA NATIVE PLANT
CAP = CLIMATE ADAPTIVE PLANT

NTS:
CALIFORNIA NATIVE PLANT NATIVE TO SPECIFIC SITE

E = EVERGREEN
D = DECIDUOUS
FS = FULL SUN
PS = PART SUN
SH = SHADE

UNDERSTORY LEGEND

FIRE RESISTANT – INITIAL SHRUB PLANT LIST

BOTANICAL	COMMON	WATER USE	NATIVE/ CAP	EVERGREEN/ DECIDUOUS	FULL SUN PART SHADE SHADE
ARCTOSTAPHYLOS SPECIES	MANZANITA	L	NATIVE	E	FS/PS
BACCHARIS PILULARIS	COYOTE BRUSH	L	NATIVE	E	FS/PS
CEANOTHUS SPP	CALIFORNIA LILAC	L	NATIVE	E	FS/PS
PRUNUS ILICIFOLIA	HOLLY-LEAFED CHERRY	L	NATIVE	E	FS/PS
RHAMNUS CALIFORNICA	COFFEEBERRY	L	NATIVE	E	FS/PS
RIBES SPP	EVERGREEN CURRANT	L	NATIVE	E	FS/PS
ROSA CALIFORNICA	CALIFORNIA ROSE	L	NATIVE	E	FS/PS
SYMPHORICARPOS MOLLIS	SNOWBERRY	L	NATIVE	E	FS/PS
SYMPHORICARPOS ALBUS	CREEPING SNOWBERRY	L	NATIVE	E	FS/PS

FIRE RESISTANT – INITIAL PERENNIAL / GRASSES LIST

BOTANICAL	COMMON	WATER USE	NATIVE/ CAP	EVERGREEN/ DECIDUOUS	FULL SUN PART SHADE SHADE
CAREX TUMULICOLA	FOOTHILL SEDGE	L	NATIVE	E	FS/PS
CERCOCARPUS BETULOIDES	MOUNTAIN MAHOGANY	L	NATIVE	E	FS/PS
ERIOGONUM GRANDE RUBESCENS	RED BUCKWHEAT	L	NATIVE	E	FS/PS
ESCHSCHOLZIA CALIFORNICA	CALIFORNIA POPPY	L	NATIVE	E	FS/PS
ESCHSCHOLZIA CALIFORNICA 'MARITIMA' 'COASTAL FORM'	CALIFORNIA POPPY	L	NATIVE	E	FS/PS
FESTUCA CALIFORNICA	CALIFORNIA FESCUE	L	NATIVE	E	FS/PS
IRIS DOUGLASIANA	DOUGLAS IRIS	L	NATIVE	E	FS/PS
JUNCUS PATENS	NATIVE RUSH	L	NATIVE	E	FS/PS
MIMULUS	MONKEYFLOWER	L	NATIVE	E	FS/PS

BOTANICAL	COMMON	WATER USE	NATIVE/ CAP	EVERGREEN/ DECIDUOUS	FULL SUN PART SHADE SHADE
MONARDELLA VILLOSA FRANC 'RUSSIAN RIVER'	COYOTE MINT	L	NATIVE	E	FS/PS
MUHLENBERGIA RIGENS	DOUGLAS IRIS	L	NATIVE	E	FS/PS
NASELLA PULCHRA	PURPLE NEEDLEGRASS	L	NATIVE	E	FS/PS
PENSTEMON HETEROPHYLLUS	FOOTHILL PENSTEMON	L	NATIVE	E	FS/PS
RANUNCULUS CALIFORNICA	CALIFORNIA BUTTERCUP	L	NATIVE	E	FS/PS
SALVIA SPATHACEA	HUMMINGBIRD SAGE	L	NATIVE	E	FS/PS
SALVIA SONOMENSIS	CREEPING SAGE	L	NATIVE	E	FS/PS
SATUREJA DOUGLASII	YERBA BUENA	L	NATIVE	E	FS/PS

BIO-RETENTION/FIRE RESISTANT – INITIAL PLANT LIST

BOTANICAL	COMMON	WATER USE	NATIVE/	EVERGREEN/ DECIDUOUS	FULL SUN PART SHADE SHADE
CERCIS OCCIDENTALIS	WESTERN REDBUD	L	NATIVE	E	FS/PS
CEANOTHUS SPP	CALIFORNIA LILAC	L	NATIVE	E	FS/PS
CAREX TUMULICOLA	FOOTHILL SEDGE	L	NATIVE	E	FS/PS
IRIS DOUGLASIANA	DOUGLAS IRIS	L	NATIVE	E	FS/PS
JUNCUS PATENS	NATIVE RUSH	L	NATIVE	E	FS/PS
MIMULUS	MONKEYFLOWER	L	NATIVE	E	FS/PS
MONARDELLA VILLOSA FRANC 'RUSSIAN RIVER'	COYOTE MINT	L	NATIVE	E	FS/PS
MUHLENBERGIA RIGENS	DOUGLAS IRIS	L	NATIVE	E	FS/PS

Habitat for Humanity Greater San Francisco

Consultant

TS STUDIO
55 Sumner Street
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Stamp

Project:

335 PIERCE ROAD
MENLO PARK, CA 94025

Issued For:
No.: Description: Date:

Project No.:
Drawn By:
Checked By:

Scale:

Sheet Name:
LANDSCAPE UNDERSTORY PLAN

Sheet No.:
L4.2

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EXHIBIT B

Habitat for Humanity®
Greater San Francisco

June 3, 2026

Calvin Chan, Senior Planner
City of Menlo Park
Planning Division
701 Laurel Street
Menlo Park, CA 94025

RE: Habitat Laurel Landing – Project Description.

Dear Calvin,

The following project description provides information needed to form an understanding of what the project entails.

Purpose of the proposal:
The project intends to create eight (8) affordable homeownership units for income qualified households that will have an affordable housing payment not more than 30% of household income.

Scope of work:
City entitlement applications include Use Permit, Architectural Control, Below Market Rate (BMR) Housing Agreement, Environmental Review to allow the City to be able to make a determination on the following project description:

> *Use Permit, Architectural Control, Lot Merger, Vesting Tentative Map, Below Market Rate (BMR) Housing Agreement/Habitat for Humanity/335-355 Pierce Road (Laurel Landing): Request for a use permit, architectural control, lot merger, vesting tentative map, and BMR housing agreement to construct two new three-story residential buildings of approximately 30 feet in height with a total of eight affordable townhome condominiums, totaling approximately 13,000 square feet, and associated site improvements on a vacant substandard lot with regard to minimum lot depth in the R-3 (Apartment) zoning district. The Project would include all BMR residential units to be owned and occupied by households earning no more than 80 percent of area median income. The application includes requests submitted pursuant to the State Density Bonus Law (SDBL) (Government Code Section 65915 et seq.). The Project requests SDBL waivers from: 1) minimum lot dimensions, 2) land area required per dwelling unit, 3) minimum yards and setbacks, 4) maximum floor area ratio, 5) maximum driveways and open parking areas (paving), 6) building profile and projections within setbacks, and 7) minimum driveway width. The Project requests SDBL concessions from: 1) development impact and permitting fees, 2) minimum vehicle parking spaces, 3) dual plumbing, 4) building energy demand, and 5) exterior building materials (inset windows).*

Architectural style, materials, colors, and construction methods:
Buildings are designed in a modern architectural style, using a number of approaches to create architectural interest through: building articulation; consistent fenestration pattern; use of varying material and colors; private defensible space at ground level; extensive landscaping; visual screening of utilities and mechanical equipment; repetition of neighboring building setbacks and architectural approaches. Construction methods will be traditional stick built, incorporating Habitat's sustainable building program approaches. The all electric buildings will include interior air filtration, noise mitigation

strategies, in-wall and exterior insulation; roof top solar panels; use of sustainable and non-toxic building products. Colors and materials will include:

- Composite siding;
- Vinyl windows;
- solid doors;
- mixed colors: White Granite; Sand Castle; White Rapids

Basis for site layout:
Buildings are created as large two, three, and four bed townhomes, split into two buildings over 3 floors to allow for on-site circulation and creation of private open space with associated communal landscaping. The site contains an access, egress easement with the neighboring property to allow access to their private garages at the rear of their site along a 20' wide driveway.

Existing and proposed uses:
The site is zone for residential use and has been within that use for an extended period. The proposed use will be for eight (8) townhome condominiums.

Outreach to neighboring properties:
Extensive outreach has been carried out prior to Habitat's ownership and continues with this project proposal. Community organizations are regularly consulted. The Project team has carried out a public meeting with local residents and representative and intends to promote upcoming public meetings for project determination.

The project team undertook further community outreach specific to this project proposal and the attached plans in November 2025. A total of fourteen people attended, local residents interested in the project, local residents interested in applying for the project and local community group members. Feedback was entirely positive and further informal community outreach will occur throughout the project. Habitat regularly attends community meetings and participates in community events.

For additional information please contact me at (415) 625 1048; (510) 701 3322 or rsmith@habitatgsf.org.

Thank you



Robert Smith
Project Manager, Real Estate Development, Habitat for Humanity Greater San Francisco

CC: Maureen Sedonaen, CEO HGSF ; Doug Fowler, Director of Real Estate

EXHIBIT C

Habitat for Humanity® Greater San Francisco

7.1 State Density Bonus Law – Concession/Incentive, Waiver Request

Habitat Laurel Landing Project

This submission provides the applicable State Density Bonus Law ("SDBL") overview related to the Habitat Pierce Road Project at 335 Pierce Road ("Project") proposed by Habitat for Humanity Greater San Francisco (HGSF) and first submitted to the City of Menlo Park on June 30th, 2025.

HGSF respectfully requests the City to allow Incentives/Concessions and acknowledge requested waivers in association with the **City Municipal Code *'Districts Established – General Regulations'* Section 16.08.105**, as it relates to the 2023 - 2031 6th Cycle Housing Element Opportunity Site No. 60 – 335 Pierce Road (project site).

Under Government Code Section 65915(e), SDBL entitles qualifying project waivers of development standards that would not result in an undue impact to public health or safety, cause an environmental problem, harm historic designations, or be contrary to law. The Project as designed to the City's objective design standards incorporated as part of SB330 application requirements, with the waivers applied, to allow development without physically precluding the projects proposed density for low- income housing in the City of Menlo Park. The proposed eight-unit development equates to a 22.85 dwelling units per acre density which is in excess of the maximum base density. The project proposes utilization of an 80% State Density Bonus Law units increase (four units) to achieve the desired eight units (nine units is possible; 5 base units + 4 bonus units = 9 maximum units). The Project consists of 100% affordable housing, the development is entitled up to five concessions or incentives (Gov. Code § 65915(d)(2)(D).

The SDBL's request for Waivers are as follows:

Minimum lot Dimensions; Lot Area Per Unit Front Setback; Rear Setback; Distance between Buildings on same lot; Distance between Buildings on adjoining lots; Driveways and Open Parking Areas; Floor Area Ratio; Building Profile; Projection within setback.

Municipal Code section 16.20 *'R-3 Apartment District'* requires that units meet specific development standards within the City Municipal Code. The requested waivers from the identified development standards are necessary to enable the construction of the proposed 8-unit affordable housing project. Current R-3 development standards identified would physically preclude development to achieve Low Income residential unit targets within the Housing Element. Density, unit count, and affordability levels are targeted by the City to meet Regional Housing Needs Allocation (RHNA). For example, the setback and building separation requirements limit the buildable envelope, making it infeasible to accommodate the full number of units on the site. Similarly, strict FAR limits reduce usable area for residential structures, directly conflicting with the state's objective to maximize affordable housing. Refining the design to meet the development standards would result in costly amendments and additions to the design that would drive up construction costs and result in a lower quality development. The proposed waivers would not impact public health and safety, cause environmental problems, harm historic designations, or be contrary to law.

Sheet A-1.1 within the architectural plan set shows the developable area (without waivers) of approx. 5,775 sf, versus the proposed developable area of approx. 10,350 sf. The developable area created by the waivers allows the project to reach it's allowed density of eight (8) units. The form of the residential units created provides a variety of household types, sized to accommodate a variety of different family sizes and providing sufficient amenities within the residential units to provide a good quality internal living environment.

16.20.030 Development regulations (Table 1):

- Minimum lot Dimensions (required 100 feet lot depth – provided 92'-7");
- Lot Area Per Unit (required 3,333 sf – provided 1,911 sf);
- Front Setback (required 25' 7" – provided 10');
- Rear Setback (required 25' 7" – provided 10'-2");
- Interior Side (required 10' – provided 5'-4" (to the easement, and 28'-1" to the property line. Western building position is outside required 10' (16' 3" provided));
- Distance between Buildings on same lot (required ½ of height – provided 30'-4" elevation to elevation at first level and 26'-4" elevation to elevation at upper levels);
- Distance between Buildings on adjoining lots (required 20' – provided 16'-3");
- Driveways and Open Parking Areas (required 20% - provided 24%);
- Floor Area Ratio (required 45% - provided 67%);
- Building Profile (required 45 degree profile at minimum setback line from the right of way – Provided 1 story vertical elevation at 10' from the street (17'-3" encroachment into required profile line at building 1), Proposed Building 2 is consistent with the building profile standard.
- Projection within setbacks (required not to exceed 35% - provided 50% (east elevation Building 1))
- Driveway width required 24' – provided 20'

With these waivers, the project will maintain a high degree of public health and safety and would not detrimentally impact the site or its surroundings.

The proposed eight-unit development equates to a 22.85 dwelling units per acre density which is in excess of the maximum base density. The project proposes utilization of an 80% State Density Bonus Law units increase (four units) to achieve the desired eight units (nine units is possible; 5 base units + 4 bonus units = 9 maximum units).

Concession/Incentives are as follows:

Waiver of all City development impact, and permitting fees; Provision of one garage parking space per unit; dual plumbing; 100% energy demand; exterior materials.

HGSF will deliver the Project as 100% affordable for homeownership, selling the homes to income-qualified, first-time homebuyers between 50% to 80% AMI which generates five available concessions for the project. The Project will surpass all City Municipal Code and SDBL minimum affordability requirements. Deed restrictions will ensure these homes remain affordable in perpetuity. The Project is an "affordable housing project" as defined in the Housing Crisis Act 2019 (SB330) and will help the City meet its RHNA obligations.

As a homeownership project proposing 100% of the units as deed restricted affordable, targeted at low income homeowners earning less than 80% of Average Median Income, the SDBL allows the project up to five (5) concessions based on AMI level and 100% affordable project. Concessions facilitate the construction of affordable units without the qualified impacts that would prohibit concessions. HGSF reserves the right to amend, update, and add to these concession requests as appropriate.

1. **Concession request for Fee Waiver**

HGSF requests a waiver of **all City development impact, and permitting fees, totaling $944,330** or as fee waivers may be applicable for the project. The estimated fees waived are detailed as follows:

- Recreation In-Lieu Fee - $627,200
- Building Construction Street Impact Fee - $25,000
- Improvement Plan Review Fees - $58,320
- Major Encroachment - $25,810
- Landscape WELO fees - $1,050
- Storm Drain Connection - $1200
- Grading and drainage fee - $20,000
- CC&R's - $1390
- Construction Inspection fees - $53,500
- Final Parcel Map - $3,810
- Condo Map - $2050
- Permitting Review fees – up to $125,000

Total – $944,330

The current estimated fee schedule from the City of Menlo Park total approximately 12% of the overall project's anticipated budget. Fee waivers are a critical way for the City to support the project and enable successful project implementation, maintaining the ability to deliver units to low income households.

In our program, homeowners' housing payments, including for example taxes, insurance, utilities, and HOA assessments, are capped at 30% of household income. A City fee waiver would help keep costs down and guarantee the long-term affordability, regulate affordable housing payments and enhance the long term viability of the Project.

2. **Concession request for Parking:**

The proposed provision of one garage parking space per unit for this 8-unit affordable housing development is consistent with the SDBL (Government Code Section 65915(d)) which permits eligible projects to request concessions or incentives that result in identifiable and actual cost reductions to

facilitate the inclusion of affordable housing. By limiting parking to one garage space per unit, the project reduces construction costs and land use inefficiencies associated with excess parking, thereby supporting the financial feasibility of delivering affordable units. This approach is further supported by the project site's location, which offers convenient access to local bus routes, essential city services, and a range of community amenities—all within walking or bicycling distance. The site's connectivity to public transportation and active transportation infrastructure reduces dependence on private vehicles, and limits the amount of site area allocated for parking. This alignment with the City's housing and state objectives to encourage infill development in existing communities has multiple benefits and direct cost savings for the project.

3. **Concession request for relief from Dual plumbing requirement (required – potable water plumbing only) (CMC 16.20.050 (3));**

A concession is requested from Municipal Code Chapter 16 for the project to remove the requirement for dual plumbing within the building. This is consistent with the SDBL (Government Code Section 65915(d)) which permits eligible projects to request concessions or incentives that result in identifiable and actual cost reductions to facilitate the inclusion of affordable housing. The proposed provision of domestic water to each unit, water management through flow efficiency and the installation of recycled water line at the property frontage, should provide sufficient mitigation to limit the impact of not incorporating recycled water into the buildings. Not imposing this requirement will result in identifiable, financially savings and actual cost reductions by not requiring the infrastructure, operation, maintenance and installation costs for the dual plumbing requirement.

4. **Building meets 100% of it's energy demand (required – provided building will be zero net energy ready (CMC 16.20.050 (2)(A)).:**

A concession is requested from Municipal Code Chapter 16 for the project to remove the requirement for the project to meet one hundred percent (100%) of energy demand through combined measures as required by CMC 16.20.050 (2)(A). This is consistent with the SDBL (Government Code Section 65915(d)) which permits eligible projects to request concessions or incentives that result in identifiable and actual cost reductions to facilitate the inclusion of affordable housing. The project proposes solar energy generation to each unit with the goal to meet zero net energy standards. The project is also intended to meet the required City LEED standard for new residential construction. If however the project cost, building compliance or availability of solar systems is such that zero net energy can not be achieved, the additional financial burden to purchase energy credits or create energy generation elsewhere to achieve this municipal code requirement would have a detrimental impact to the project. Not imposing this requirement will result in identifiable, financially sufficient and actual cost reductions by not requiring the infrastructure, operation, maintenance and installation costs.

5. **Require exterior material design requirements (CMC 16.20.040 (5)).:**

A concession is requested from Municipal Code Chapter 16 for the project to comply with the specifics of the exterior materials section. The specified design requirements will be incorporated into the project

wherever possible, however the requirements for 2" windows setbacks represent a significant cost and building detailing challenge that would impact project costs significantly as specifically required by CMC 16.20.040 (5). This is consistent with the SDBL (Government Code Section 65915(d)) which permits eligible projects to request concessions or incentives that result in identifiable and actual cost reductions to facilitate the inclusion of affordable housing. The additional financial burden to achieve this municipal code requirement would have a detrimental impact to the project. Not imposing this requirement will result in identifiable, financially sufficient and actual cost reductions by not requiring the infrastructure, operation, maintenance and installation costs.

Project Benefits & Need, Supporting the City to Meet its RHNA Requirements:

Pierce Road Project represents a unique opportunity for the City of Menlo Park:

- It will create 8 new household taxpayers for the City.
- Through HGSF's program, the homes will remain affordable in perpetuity.
- The Project is in the City's approved housing element and is a key aspect of meeting the Regional Housing Needs Allocation (RHNA).
- In total, HGSF intends to provide up to 45% of the Project's permanent funding stack through private donations and revenue generated from mortgages issued by HGSF.

Alongside these great benefits, the Project requires City support to remain feasible in the current climate:

- Over the past several years, inflation has dramatically increased project costs.
- Inflation, supply chain issues, and the scarcity of construction labor in the Bay Area market continue to force budgets upwards.

Our team is thrilled to be working with such a great partner, and we are grateful for the City of Menlo Park continued support to ensure the Habitat Laurel Landing project comes to fruition, creating 8 new homeownership opportunities to the City of Menlo Park. Please feel free to contact me at 415-625-1001; 510-701-3322 or rsmith@habitatgsf.org. I am happy to discuss this request with you directly.

Thank you,



Robert Smith

Project Manager, Habitat for Humanity Greater San Francisco

EXHIBIT D

Habitat for Humanity®
Greater San Francisco

Laurel Landing Project

Habitat For Humanity Greater San Francisco

CEQA Compliance Report

CONTENTS

CEQA Guidelines Categorical Exemption Section 15183; Section 15194, Section 15332.

Mitigation Monitoring and Reporting Program Compliance.

Mitigation Monitoring - AQ-3: Health Risk Assessment Reduction Measures.

Prepared by Habitat GSF
For City of Menlo Park

Dated: June 304, 2026

CEQA Guidelines Categorical Exemption Section 15183; Section 15194, Section 15332

Introduction

The Laurel Landing Project at 335-355 Pierce Road in Menlo Park will construct eight affordable housing units in two four-unit buildings on vacant land. This project constitutes infill residential development. The CEQA Guidelines identify a number of exemptions to CEQA review for this type of small scale infill residential development that is consistent with existing policy and provides affordable housing. The Project qualifies for the following CEQA exemptions, each of which individually would be sufficient to allow approval without any additional environmental review:

1. Section 15183 Exemption - Projects Consistent with General Plan;
2. Section 15194 Exemption (incorporating 15192) - Affordable Housing Exemption;
3. Section 15332, Exemption - Projects characterized as in-fill development.

1. CEQA Guidelines Section 15183 – General Plan Consistency

The following analysis supports finding that the Project is exempt from further environmental review pursuant to CEQA Guidelines Section 15183. Section 15183 specifies:

> CEQA mandates that projects which are consistent with the development intensity established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

The proposed project qualifies for review under CEQA Guidelines Section 15183. The project is consistent with General Plan and Zoning land use designations for the project site. The General Plan was adopted after certification of the City of Menlo Park General Plan Final Environmental Impact Report, certified by the City of Menlo Park City Council on November 29, 2016 (generally referred to as the ConnectMenlo EIR). Additionally the General Plan Housing Element Update was adopted relying on the Housing Element Supplemental Environmental Impact Report (generally referred to as the Housing Element SEIR) certified January 31, 2023.

The project does not require any study before approval. Section 15183 specifies that any review shall be limited to environmental effects which meet one of the following criteria:

> (a) Are peculiar to the project or its site;
> (b) Were not analyzed as significant effects in the prior EIR for the general plan with which the project is consistent;
> (c) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR;
> d) Are previously identified significant effects which as a result of substantial new information which was not known at the time the EIR was certified are determined to have a more severe adverse impact than that was discussed in the prior EIR;

As described below, none of the criteria requiring environmental review apply and the project qualifies to be exempt from further CEQA review under Section 15183.

a). There are no project specific significant effects that are peculiar to the project site. This small residential development project will be created with traditional construction approaches, using infrastructure and construction techniques that are long established not to create specific significant effects. The site is a level parcel in an urban setting with minimal vegetation and no natural resources.

b). The project is consistent with the General Plan and there are no significant effects specific to residential housing development of the site not identified in the General Plan EIR. The project site is identified within the recent Housing Element and associated CEQA evaluations. The project is consistent with both analysis.

c). The introduction of eight new residential units, which replace four residential units previously on a portion of the site, will create a cumulative total of four new units. This minimal increase in units would have a negligible off-site or cumulative environmental impact. Physical development off-site is also negligible, involving utility connections and street work that would not be beyond general maintenance and upkeep that can be undertaken without environmental impacts.

d). No new information has been identified that suggests significant impacts identified in the prior EIRs might cause more severe adverse impacts related to this project.

Evidence demonstrates that this project is in conformance with CEQA Guidelines Section 15183 and the Project is exempt from further review.

2. CEQA Guidelines Section 15194 – Affordable Housing (Incorporating Section 15192 requirements)

The project is exempt from environmental review pursuant to Article 12.5, Section 15194 (Affordable Housing Exemption) of the California Environmental Quality Act (CEQA) Guidelines. The first criteria of CEQA Guidelines Section 15194 requires that the project meet the threshold criteria set forth in CEQA Section 15192 (Threshold Requirements for Exemptions for Agricultural Housing, Affordable Housing, and Residential Infill Projects). As demonstrated below, the proposed project meets all the threshold criteria set forth in CEQA Guidelines Section 15192 and meets all the criteria set forth in CEQA Guidelines Section 15194. Therefore, the proposed project is exempt from CEQA review pursuant to the Affordable Housing Exemption.

2.a – Section 15192 Threshold requirements for Exemptions for Agricultural Housing, Affordable Housing, and Residential Infill Projects:

As stated in CEQA Guidelines Section 15192, in order to qualify for an exemption set forth in Section 15194, a housing project must meet all of the threshold criteria set forth in Section 15192. As described below, the proposed project meets all of the threshold criteria set forth in CEQA Guidelines Section 15192 and therefore qualifies for an Affordable Housing exemption:

(a) The project must be consistent with:

(1) Any applicable general plan, specific plan, including any mitigation measures required by such plan or program, as that plan or program existed on the date that the application for the project pursuant to Section 65943 of the Government Code was deemed complete;

City of Menlo Park General Plan and General Plan EIR were certified November 29, 2016. City of Menlo Park Housing Element and Housing Element SEIR were certified January 31, 2023.

The project site is designated Medium Density Residential in the City's General Plan Land Use map. The Medium Density Residential designation supports a variety of uses and identifies this designation as

providing for single family detached and attached homes, duplexes, multi-family apartments condominiums, public and quasi-public uses, and similar and compatible uses. Density shall be a maximum of 13 to 20 units per acre. Floor Area Ratio (FAR) shall be in the range of 40 to 75 percent, as identified in the applicable zoning district. The project is consistent with the identified density and FAR, with application of State Density Bonus Law density bonus units and waivers. The Housing Element identifies the site as Opportunity Site #60 with nine Moderate Income units credited in the Site Inventory. The land use designation also encourages development that is focused on residential development. The proposed 100 percent affordable housing project includes eight Low Income units (deeper affordability than Moderate Income) and is consistent with the General Plan in that it provides residential land and on-site amenities. The proposed project is a pedestrian oriented development with internal parking areas, and new Right of Way infrastructure along Pierce Road demonstrating further consistency with the General Plan.

The proposed project is consistent with and supported by the following General Plan policies, as well as other goals and policies listed in the July 13, 2026, Planning Commission staff report for planning entitlements review, herein incorporated by this reference:

Policy LU-1.6 Infill Development Environmental Review.
Policy LU-2.1 Neighborhood Compatibility.
Policy LU-6.8 Landscaping in Development.
Policy LU-6.9 Pedestrian and Bicycle Facilities.
Policy LU-7.1 Sustainability.

The Municipal Code supports the General Plan in the application of development standards. This project incorporates the Code development standards and where waivers are requested from those standards, the best effort has been made through design to minimize adverse effects or waive the standards to the minimum extent feasible.

(2) Any applicable zoning ordinance, as that zoning ordinance existed on the date that the application for the project pursuant to Section 65943 of the Government Code was deemed complete, unless the zoning of project property is inconsistent with the general plan because the project property has not been rezoned to conform to the general plan.

The City of Menlo Park Municipal Code provides a zoning map, building and development standards that regulate development throughout the R-3 zoning designations. The project site is within the R-3 zoning designations. The proposed project is consistent with the R-3 zoning regulations in that it consists of medium density buildings that accommodate residential uses. The project also provides on-site and off-site infrastructure improvements. The proposed buildings, which are 1 and 3-stories are within the typical building height for this zone (below 30').

The proposed project provides a Primary Frontage onto Pierce Road to denote where building frontage should be oriented. As such, the project is consistent with the applicable zoning ordinance for the subject property. The project will provide right of way infrastructure including public sidewalks, street trees and storm drainage facilities. State Density Bonus Law allows waivers from development standards and concessions which are submitted to the City for review and ensure the project is consistent with the applicable zoning ordinance. The project is consistent with the applicable zoning ordinance for the subject property.

(b) Community-level environmental review has been adopted or certified.

As described under (a)(1) and (a)(2) above, community-level environmental review has been adopted and certified. Both the City's General Plan and Housing Element were adopted and their associated EIRs were certified. The General Plan and General Plan EIR was adopted in 2016. The Housing Element and associated SEIR were adopted in 2023.

(c) The project and other projects approved prior to the approval of the project can be adequately served by existing utilities, and the project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

The General Plan EIR and Housing Element SEIR both determined that implementation of the General Plan and Housing Element would result in less than significant impacts regarding demand for water supply, wastewater treatment, and solid waste disposal at buildout. The project site is located within the City's service area and is currently served by existing utilities and service systems. New service connections will be required that tie into the existing facilities, which are located within Pierce Road. The connection of new services will not require substantial infrastructure improvements or expansion in order to adequately serve the proposed project. The project site previously contained four dwelling units using utility services, and the net increase of four units will not measurably increase such usage or overburden available utilities. Applicable City Water and Wastewater Capacity fees will be collected from the applicant in order to fund the proposed project's share for planned improvements consistent with the General Plan.

(d) The site of the project:
(1) Does not contain wetlands, as defined in Section 328.3 of Title 33 of the Code of Federal Regulations.
(2) Does not have any value as an ecological community upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.
(3) Does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.) or by the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code.
(4) Does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

The project site contains only limited grass and weed vegetation without any natural habitat or sensitive species resource value, and is surrounded by residential development on three sides with the 101 Highway on the fourth side. Half of the project site was previously developed, the other half has always been vacant, and the entire site has been regularly mowed and maintained. The site shows no evidence that wildlife exists or has occupied the area. The project site is not known to contain rare, endangered or special status plant species and there is nothing to suggest otherwise onsite or on surrounding properties. Development of the proposed project will not extend beyond the limits of the existing site (including Right of Way) and there are no sensitive species, habitat or wetlands onsite that will be affected.
As a condition of the project and as shown on the project plans, a large number of trees will be planted on site to support biodiversity.

(e) The site of the project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

A search of EnviroStor, performed in March 2026, showed no leaking underground storage tanks within the project vicinity. A search of Geotracker, performed in March, 2026, showed no open "LUST Cleanup

Sites" and no open "Cleanup Program Sites" on the subject property or in the vicinity of the project site. A Phase I report on the property identified no site specific hazards or historical contamination. Therefore, the project site is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

(f) The site of the project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity. In addition, the following steps have been taken in response to the results of this assessment:
(1) If a release of a hazardous substance is found to exist on the site, the release shall be removed, or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.
(2) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

The project applicant carried out a Phase I Environmental Site Assessment (ESA), prepared by AEI Consultants, dated December 16, 2024. The Phase I Environmental Site Assessment satisfies the objectives of a Preliminary Endangerment Assessment (PEA) where the collected evidence demonstrates that there is no reasonable basis to conclude that a release of hazardous substances has or will occur that could pose a threat to human health or the environment. The Phase I ESA evaluated current and historical land uses, regulatory database records, agency files, aerial photographs, fire insurance maps, environmental liens, and site reconnaissance to identify recognized environmental conditions (RECs), historical recognized environmental conditions (HRECs), and controlled recognized environmental conditions (CRECs).

As stated in the Phase I ESA, the preparers of the report meet the definition of Environmental Professional as defined in Section 312.10 of 40 CFR Part 312. The Phase I ESA was performed in conformance with the limitations of ASTM Standard Practice E1527-13 and the *EPA Standards and Practices for All Appropriate Inquiries* of City of Menlo Park, San Mateo County, California, at the subject property. Where the Phase I ESA documents the absence of RECs, identifies no evidence of releases, and reveals no historical uses commonly associated with hazardous materials contamination, the assessment provides substantial evidence that the property does not present conditions warranting further investigation. A preliminary endangerment assessment is equivalent to the culmination of a Phase I and a Phase II. A Phase II study is typically not prompted unless results of the Phase I indicate potential concern that require subsequent investigation. Because of the present and past uses on the project site and that the negative results of the Phase I, there are no concerns relating to the release of hazardous substances or exposure of future occupants to significant health hazards onsite or from nearby properties. Accordingly, the Phase I ESA has fulfilled the fundamental purpose of a PEA by establishing, through documentary review and site inspection, that there is no indication of a release or threatened release requiring additional response actions or detailed site characterization.

The results of the Phase I study include: no Recognized Environmental Conditions (RECs); Controlled RECs; or Historical RECs were identified for the subject property. The assessment of the current site conditions provides no indication that pollutants are currently present on the site. As such, a Phase II report is not required.

The Phase I ESA includes a comprehensive review of available environmental records and site conditions

and concludes that no environmental concerns are present, so requiring a separate PEA would not yield materially different information regarding potential environmental risk. The completed Phase I ESA serves as the functional equivalent of a preliminary environmental screening as it addresses the factors relevant to identifying potential hazardous substance releases and pathways of exposure. In the absence of evidence of contamination, hazardous waste handling, known spills, enforcement actions, or other indicators of environmental impairment, the Phase I ESA provides substantial evidence supporting a finding that the site does not pose a threat to public health, safety, or the environment. Therefore, the Phase I ESA adequately satisfies the intent and objectives of a Preliminary Endangerment Assessment by demonstrating that no conditions exist that would necessitate further environmental investigation or remediation.

Because the Phase I ESA did not identify a release of a hazardous substances on the subject property, subsections f (1) and f (2) are not applicable to the proposed project. Therefore, they are not discussed further.

(g) The project does not have a significant effect on historical resources pursuant to Section 21084.1 of the Public Resources Code.
The project site is not located within any historic districts identified in the General Plan, and the property has not been suggested for historic preservation status. The existing site and surroundings are not historically significant and there are no other historic structures that would be affected by the proposed project.

(h) The project site is not subject to wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.
There are no wildlands located within, or adjacent to the project site. The project site is categorized as a Non-Very High Fire Hazard Severity Zones (Non-VHFHSZ) by CAL FIRE and surrounded by land designated as Non-VHFHSZ on all sides. The project site is not subject to wildland fire hazards.

(i) The project site does not have an unusually high risk of fire or explosion from materials stored or used on nearby properties.
The site is abutted by the 101 Highway and residential uses, which do not present an unusually high risk of fire or explosion. Surrounding the project site is almost entirely residential accommodation, not located in an area with an unusual high risk of fire or explosion from materials stored or used on nearby residential properties. The project site is not subject to wildland fire hazards.

(j) The project site does not present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.
The site is abutted by Highway 101 and residential uses, which do not present risk of public health exposure. The project site is not located in an area that would exposure new residents to levels that exceed the standards established by state or federal agencies.

(k) Either the project site is not within a delineated earthquake fault zone or a seismic hazard zone, as determined pursuant to Section 2622 and 2696 of the Public Resources Code respectively, or the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake or seismic hazard.
A Geotechnical Report was prepared by Rockridge Geotechnical, dated December 19, 2025, that identifies the Monte-Vista Shannon, San Andreas, and Hayward faults as the nearest earthquake fault zone. These

and other faults in the region are identified and for these and other active faults within a 50-kilometer radius of the site, the distance from the site and estimated characteristic moment magnitude are calculated and accounted for in the report's recommended construction approaches to ensure safe delivery of the proposed project. The geotechnical investigation provides information to mitigate the risk of earthquakes and seismic hazards.

(l) Either the project site does not present a landslide hazard, flood plain, flood way, or restriction zone, or the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.
The project site is relatively flat with elevations outside the designated FEMA Flood zones by approximately 5-7' over the entire site. The flat project site does not present a landslide hazard. There are no project components proposed within a flood zone and all structures, paths and onsite amenities are located outside of the 100-year floodplain.

(m) The project site is not located on developed open space.
Developed open space is defined as publicly owned land that is generally open to public use, and is predominantly lacking in structural development other than structures associated with open spaces, including playgrounds, ballfields, and picnic facilities. The subject property does not meet these criteria nor support public open space uses. As such, the project site is not located on developed open space.

n) The project site is not located within the boundaries of a state conservancy.
The subject property is not located within the boundaries of a state conservancy.

(o) The project has not been divided into smaller projects to qualify for one or more of the exemptions set forth in sections 15193 to 15195.
The proposed project includes the development of eight housing units on a single residential lot that is merged from two residential lots. As such, the proposed project has not been divided into smaller projects to qualify for an exemption as set forth in section 15194.

2.b – Section 15194 - Affordable Housing Exemption
The project meets the following exemption conditions as described in CEQA Guidelines Section 15194:

a) The project meets the threshold criteria set forth in section 15192.
As described above, the project meets the threshold criteria in section 15192.

b) The project meets the following size criteria: the project site is not more than five acres in area.
The subject project site is 0.35 acres in size, which is not more than five acres in area. Therefore the project site meets the size criterion.

(c) The project meets both of the following requirements regarding location:
(1) The project meets one of the following location requirements relating to population density:
(A) The project site is located within an urbanized area or within a census-defined place with a population density of at least 5,000 persons per square mile.
(B) If the project consists of 50 or fewer units, the project site is located within an incorporated city with a population density of at least 2,500 persons per square mile and a total population of at least 25,000 persons.
(C) The project is located within either an incorporated city or a census defined place with a population density of at least 1,000 persons per square mile and there is no reasonable possibility that the project

would have a significant effect on the environment or the residents of the project due to unusual circumstances or due to the related or cumulative impacts of reasonably foreseeable projects in the vicinity of the project.

The City of Menlo Park is approximately 17 square miles with a population of approximately 33,000 as of 2026 (per the California Department of Finance) – equaling approximately 1,940 persons per square mile, which does not meet criteria (1)(A) or (1)(B) above. However, there is no reasonable possibility that the project would have a significant effect on the environment or the residents of the project due to unusual circumstances or due to the related or cumulative impacts of reasonably foreseeable projects in the vicinity of the project. As such, the proposed project meets location requirement (1)(C) above relating to population density. The project site is located within a fully urbanized and previously developed corridor adjacent to Highway 101, where transportation infrastructure, traffic, noise, and air quality conditions are longstanding and well-characterized features of the existing environment. The circumstances as they are assessed by the Air Quality District's thresholds of significance do not qualify for this project. Measures are being taken as part of the development to reduce existing harms from noise, air quality and other existing conditions that will limit these impacts even though they are not at a significant level. The project would not expose substantially more sensitive receptors to freeway-related noise than currently exists, and the method of construction of the structures would incorporate many features to mitigate noise, in addition to being compliant with applicable building code requirements. The specific construction approaches would further reduce local noise through the design for development in this transportation corridor. Air quality impacts associated with proximity to Highway 101 have been addressed through compliance with applicable agency guidance, building design measures, and standard regulatory requirements, and the project would not generate emissions exceeding applicable significance thresholds.

Information does not exist that would suggest any related or cumulative impacts would occur from reasonably foreseeable projects in the vicinity of the project site. The area surrounding the development is substantially developed. Wider development within the City is not anticipated to exceed what was planned for in the Housing Element or the General Plan and the associated growth beyond what was analyzed in both those CEQA reviews would not reasonably be exceeded so as to cause unanticipated significant impacts.

(2) The project meets one of the following site-specific location requirements:
(A) The project site has been previously developed for qualified urban uses; or
(B) The parcels immediately adjacent to the project site are developed with qualified urban uses.
(C) The project site has not been developed for urban uses and all of the following conditions are met:
1. No parcel within the site has been created within 10 years prior to the proposed development of the site.
2. At least 75 percent of the perimeter of the site adjoins parcels that are developed with qualified urban uses.
3. The existing remaining 25 percent of the perimeter of the site adjoins parcels that have previously been developed for qualified urban uses.

CEQA Guidelines Section 15191 (k) defines a "qualified urban use" as any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses. The subject site consists of two vacant residential lots, currently undeveloped and mowed for vegetation management. One parcel was developed with residential uses and the other has never been developed. The site is surrounded by qualified urban uses consisting of Highway 101 and existing residential uses. As such, the proposed project meets the site-specific location requirements above: (2)(A) for the former apartment building lot, which requires that the project site has been previously developed for a qualified urban use, and (2)(B) for the vacant lot, which requires that parcels immediately adjacent to project site

are developed with qualified urban uses. Therefore the project site satisfies both the density and location requirements in subsection (c).

(d) The project meets both of the following requirements regarding provision of affordable housing.
(1) The project consists of the construction, conversion, or use of residential housing consisting of 100 or fewer units that are affordable to low-income households.
The project proposes construction of eight affordable for-sale housing units at low income levels (50% - 80% AMI). As such, the proposed project meets requirement (d)(1) regarding the provision of affordable housing consisting of 100 or fewer units affordable to low income households. .

(2) The developer of the project provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for lower income households for a period of at least 30 years, at monthly housing costs deemed to be "affordable rent" for lower income, very low income, and extremely low income households, as determined pursuant to Section 50053 of the Health and Safety Code.

The use of the housing units for low income households would occur for a period of at least 55 years. The project is in partnership with the City of Menlo Park to provide additional affordable for-sale housing within the City. The City has dedicated funding for the project site purchase and for the design to be created and receive City permitting approval. One hundred percent of the eight affordable for-sale housing units will be for low income households earning at or below 80-percent of area median income, in accordance with Section 50053 of the Health and Safety Code. As such, the proposed project meets requirement (d)(2) above regarding the provision of affordable housing. Therefore the project meets both of the above requirements in subsection (d).

Evidence demonstrates that this project is in conformance with CEQA Guidelines Section 15194 and the Project is exempt from further review.

3. CEQA Guideline Section 15332 – Infill Exemption

CEQA Guideline Section 15332 identifies the Class 32 categorical exemption for projects characterized as in-fill development. This exemption is intended to promote infill development within urbanized areas. The class consists of environmentally benign in-fill projects which are consistent with local General Plan and zoning requirements. This class is not intended to be applied to projects which would result in any significant traffic, noise, air quality, or water quality effects. Such projects must meet Part 1 conditions (a) through (e) described below and must not trigger exceptions to the exemption in Part 2. This report provides the evidential basis to justify the Class 32 Categorical Infill Exemption and demonstrate there is no evidence that an environmental impact would occur from the project.

<u>Part 1: Qualifications</u>
Section 15332 requires that a project meet the following conditions to use the in-fill exemption. As documented below, the project satisfies each condition and there is no evidence to the contrary.

(a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
The subject parcel has a General Plan land use designation of Medium Density Residential and is zoned R3 – Multifamily Residential, which permits residential development and is supported by the Housing Element Opportunity Site designation for this site (#60). As discussed above regarding Section 15192

conformance, the project conforms to applicable General Plan policies and zoning designation and regulations, as described in the July 13, 2026, Planning Commission staff report for planning entitlements review, incorporated herein by this reference.

The proposed eight-unit development equates to a 22.85 dwelling units per acre density which is in excess of the maximum base density. However, the project proposes utilization of an 80% State Density Bonus Law units increase (four units) to achieve the desired eight units (nine units would be possible using the bonus (5 base units + 4 bonus units = 9 maximum units).

(b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project site is located within the city limits and 15,293 square feet in size (0.35 acres). Surrounding the site on all sides are urban uses, namely State Highway 101 to the south and residential development (single family and multifamily) to the north, east and west.

(c) *The project site has no value as habitat for endangered, rare or threatened species.*

The project site consists of two parcels being merged. One was occupied by a multifamily structure recently demolished; the other has been continually vacant and is sparsely covered by grasses regularly cut and maintained over its history. The property previously had four trees which were removed as non-heritage trees in 2025 following approval by the City Arborist. All trees were removed outside the nesting season and inspected for wildlife before removal. The entire site is vacant and undeveloped with no improvements, structures, minimal vegetative cover, or water features suitable for habitation by special-status species. The project site has limited value for habitat and is not known to provide habitat for endangered, rare, or threatened species. Surrounding the site are predominantly urban uses, with much of the surrounding land either made up of structures or rear yard areas associated with residential properties.

No conditions at the project site indicate the area is suitable for special status plants, animals or habitat. During site visits no special status species have been noted, nor is there evidence or recordings to suggest special species at the site or in the vicinity during background research. These conditions include but are not limited to the habitat's lack of serpentine soils, vernal pools, chaparral, and other conditions known to provide habitat value. Adjacent areas are developed therefore, most special status plant, animal or habitat species known to occur, or to once have occurred, in the project region are considered absent from the project's immediate vicinity. In addition to the current absence of special status plants, the site's existing conditions in conjunction with how extensively the surrounding area has been paved and/or landscaped, provides little to no potential for special status species to colonize in the future. Therefore, the project site has no value as habitat for special status plant, animals or habitat and no biotic impacts will occur from this project.

(d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

Traffic: Based on standards in the Institute of Traffic Engineers (ITE) 11th Edition, the eight condominium units in this project will generate a net increase in traffic, in the worst case PM trips, of no more than six peak hour trips after deducting traffic from the four previous units on the property. Vehicle access is available by city streets: Pierce Road (direct access), Del Norte Avenue and Alpine Ave (connecting streets). The project site is accessible by multiple modes of transportation. Sam Trans local buses and express buses run within this portion of the Belle Haven area and connect to the Menlo Park and Palo Alto

Caltrain stations. While no major transit stops exist within ½ mile of the project site, a number of connections within the area allow multiple connection to major transit stops within a 3-5 mile radius. Several bus stops are within two blocks of the project site. Walking is convenient from the project site to and from community facilities, retail and services including, but not limited to, the Belle Haven Child Development Center; Boys and Girls Club; Belle Haven Community Garden; Karl E. Clark Park; and Belle Haven Community Campus all within ½ mile and supermarket; coffee shops; commercial amenities within 1 mile along Willow Road. City planned improvements for bicycle access on Pierce Road include efforts underway such as dedicated (south side) and shared bicycle lanes (north side) to enhance connection to the US 101 Ringwood pedestrian overcrossing. This will encourage non-vehicle trips by bicycle that will connect this street to the wider community and services. Pedestrian facilities in the form of sidewalks are extensive throughout the area and offer multiple connection points. With eight units (for a net increase of four units) and eight parking spaces proposed, in a location that is accessible to alternative modes of transportation and convenient access to goods and services, the project is anticipated to have a negligible impact on traffic or Vehicle Miles Travelled (VMT) which would not create a significant CEQA impact.

During construction of the project, there will be additional vehicles in the vicinity of the project site, including construction equipment vehicles, deliveries and contractor personal vehicles. The modest size of the two-building project will result in a shortened construction period (18 months), and traffic impacts during construction and vehicle movements are not anticipated to have significant effects or cause any CEQA impacts.

Noise: Noise levels are strongly influenced by the Bayshore Freeway (Highway 101) in close proximity to the site. Project residents will be subject to the same noise levels as residents of the prior four units on the property and the surrounding neighborhood and would be consistent with the normally acceptable noise levels associated with residential accommodation, and required by General Plan policies.

The construction approach seeks to produce sustainable buildings that preserve resources and create high quality indoor habitable space for residents. Construction details such as continuous insulation for energy conservation, installation of fire rated sheetrock in single and double layers, and controlled air seepage from buildings all will provide the secondary benefit of reducing the interior noise environment of these residential units. The project will also be required through the Building Permit review process to ensure the impacts of exterior noise on interior noise levels will meet recommendations for window specification that meet the appropriate sound transmission class (STC) ratings to protect the interior environmental quality for residents. STC for each window will be specified in the Building Permit application for review and approval of the Community Development Department, per ConnectMenlo MMRP measure NOISE-1a..

Construction is anticipated to take 18 months. Equipment would include tractors, loaders, and possibly a backhoe. No pile driving is proposed. Noise generated during excavation, grading, site preparation, and building erection on the project site would result in potential noise impacts for off-site uses. Existing receptors in the vicinity, such as the adjacent residential uses would be subject to short-term noise generated by construction equipment and activities on the project site. Temporary increased noise from intermittent construction work typical of residential development is not anticipated to create significant effects. Furthermore, hours of construction would be restricted to avoid work in unsociable hours, in accordance with the Menlo Park Municipal Code.

Air Quality: Air quality impacts due to the project would be in the form of vehicle emissions during operation of the project, and fugitive dust, odors, and construction equipment emissions during

construction of the project.

Mobile source emissions would result from vehicle trips associated with the four additional households and vehicle miles traveled by those households. Vehicular traffic associated with the proposed project would emit carbon monoxide (CO) into the air along roadway segments and near intersections. Given the availability of alternative modes of transportation and goods and services in the vicinity of the project site, this increase in emissions would be negligible. Moreover, these potential impacts were already anticipated by and accounted for in the General Plan, General Plan EIR, Housing Element and Housing Element SEIR, which evaluated air quality effects of development in the city at the levels permitted by the General Plan. Implementation of the proposed project would not result in any new substantial sources of Toxic Air Contaminants (TACs). Fugitive dust emissions are generally associated with demolition, land clearing, exposure of soils to the air, and cut and fill operations. For this project, grading activities will be minimal, given that the site is currently vacant and relatively flat. Best Management Practices (BMP's) will be incorporated and required by City policies to ensure no impacts to the environment.

During construction, various diesel powered vehicles would be used which could create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the construction area. Construction activities cause combustion emissions from utility engines, heavy-duty construction vehicles, equipment hauling materials to and from construction sites and motor vehicles transporting construction crews. The use of construction equipment results in localized exhaust emissions. As part of the conditions of approval, the City would require conformance with Bay Area Air District requirements for construction to reduce particulate matter and diesel emissions.

Water Quality: The quality of surface water and groundwater in the vicinity of the project site is affected by past and current land uses at the site and within the watershed, as well as the composition of geologic materials. New development and significant redevelopment projects that would create or replace more than 10,000 square feet of impervious surface are subject to Provision C.3 enforced by the San Francisco Bay Regional Water Quality Control Board. The project will be subject to Provision C.3 because the site currently is largely permeable, so the proposed project would develop a large portion of the total area and increase the amount of impervious surface for paving 3,753 sf and roof area 5,577 sf for a total impervious surface of 9,330 sf. Stormwater would be managed by directing runoff from the roofs, sidewalks, and driveways, into detention and drainage basins. Stormwater would be cleaned within these basins with controlled release to infiltrate into the earth or be diverted to the City stormwater system. The project includes best management practices to reduce stormwater runoff impacts during construction of the project and would be required to be submitted by the applicant for approval and inspection at the building permit phase. No water quality impacts are anticipated as part of the project.

(e) *The site can be adequately served by all required utilities and public services.*

The project is situated in an urban area already served by all necessary municipal utilities (i.e., water, wastewater, stormwater, solid waste) and public services (i.e., fire, police, libraries, schools). The addition of residential units/households (21 persons in eight units (for a net increase of 11 persons) based on the DOF household size of 2.57 persons/household) would have a negligible impact on utility and public service capacity. Moreover, the anticipated population growth at the project site would be within the growth anticipated in the General Plan, based on its land use designation. No evidence exists that the project cannot be adequately served by existing utilities and public services.

Part 2: Exceptions to Exemptions

CEQA Guidelines Section 15300.2 identifies circumstances that may limit use of certain exemptions. As discussed below, Section 15300.2 does not apply to prevent use of the exemptions under Sections 15183, 15194 or 15332 for the project.

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

This possible exception applies only to CEQA exemptions under Classes 3, 4, 5, 6 or 11. Since the project qualifies for exemption under Sections 15183, 15194, and 15332, this criterion is not applicable. In any case, the project is in an urban developed area and is not located within a sensitive environment and will not impact an environmental resource.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

Potential construction impacts would be temporary and confined to the vicinity of the project; moreover, potential impacts would be subject to local, regional, and State regulations to reduce effects during construction. No successive projects in the vicinity of the project site are known or expected to occur over time that combined with the project would result in cumulatively considerable impacts.

(c) Unusual Circumstances. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

There are no unusual circumstances regarding the project site, project construction, use of the project for housing or any other factor that would create a significant environmental effect. The proposed residential activity is not different in nature or intensity than surrounding uses.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

The Project site has no trees, historic buildings, rock outcroppings or similar visual resources within a highway officially designated as a state scenic highway.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

The project site Phase I evaluation and historic site information does not identify any known hazardous materials and the property is not on the applicable lists. There is no evidence to suggest hazardous materials are present on site or on nearby properties.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The project site has not been listed in, or determined to be eligible for listing in, the National Register of Historic Places or California Register of Historical Resources. There are no buildings or properties in the vicinity that are considered a historical resource. Therefore, the project would not cause a substantial

adverse change in significance of a historical resource.

Evidence demonstrates that the project's reliance on the exemptions under Sections 15183, 15194 and 15332 are not subject to any of the exceptions in Section 15300.2.

Conclusion
The project qualifies for an exemption from CEQA environmental review under CEQA Guidelines Sections 15183, 15194 and 15332, The project does not have any features that would warrant further environmental review. Site circumstances and the surrounding environment have not changed to the extent that further environmental review would be required following certification of the General Plan EIR or Housing Element EIR. An exemption from CEQA is appropriate for this project.

END

Mitigation Monitoring and Reporting Program Compliance

Introduction

The City adopted mitigation measures from the ConnectMenlo EIR and Housing Element SEIR as part of adopting the General Plan and Housing Element updates. The following Housing Element SEIR Mitigation Monitoring and Reporting Program (MMRP) describes prior mitigation measures which might be applicable to the proposed project and identifies which should be implemented as part of its development.

1. **Mitigation Measure AQ-2: Emission Reduction Measures.**

The project will comply with the current Bay Area Air Quality Management District's (BAAQMD) basic control measures for reducing construction emissions of PM10 (Table 8-18-2, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).

The BAAQMD's CEQA Guidelines screening criteria are not met and the project isn't subject to CEQA, as it is an exempt project.

Table 1: Screening for Criteria Air Pollutants and Precursors BAAQMD.

			Screening Level	
Land Use Category	Land Use Subcategory	Land Use Unit	Construction	Operation
Residential	Condo-Townhouse	DU	416	63

The project size screening criteria are met. The operation of the proposed project would result in a less-than-significant impact related to criteria air pollutants and precursors because:

- The project size is at or below the applicable operational screening level size shown in Table 1.
- Operational activities would not include stationary engines (e.g., backup generators) and industrial sources subject to Air District rules and regulations.
- Operational activities would not overlap with construction-related activities

The project does not include any of the operational screening criteria above, therefore the lead agency would not need to perform a detailed assessment of the project's criteria air pollutant and precursor emissions.

2. **Mitigation Measure AQ-3: Health Risk Reduction Measure.**

The project is compliant with this mitigation measure as referenced in the associated Health Risk Assessment (6.3 Mitigation Monitoring and Reporting Program Compliance - **AQ-3 Health Risk Assessment Reduction Measures**) beginning on page 19 - with this analysis. The health risk assessment has been conducted to demonstrate that the project would not pose a risk to sensitive receptors. The incremental cancer risk would not exceed ten in one million (10E-06), The PM2.5 concentrations are below the threshold of 0.3 µg/m3. The project site complies with the requirements of the noncancer hazard index, and does not exceed 1.0. The HRA demonstrates how Habitat GSF has identified the potential risks and demonstrates how the mitigation measures and recommendations are incorporated into the project design to further reduce already acceptable impacts. These measures will further reduce any potential cancer and non-cancer risks beyond the existing acceptable level (i.e., below ten in one million or a hazard

index of 1.0). Further information is provided in the HRA with supporting evidence from the BAAQMD resources.

3. **Mitigation Measure BIO-1: Project-Specific Baseline Biological Resources Assessment.**

The project site is vacant and is continually maintained to control vegetation growth. No special status habitats are present that would support protected biotic species and no evidence exists of protected special status species at the site. The project is compliant with Mitigation Measure BIO-1.

4. **Mitigation Measure CR-1a: Identify Architectural Historic Resources and CR-1b: Identify Character-Defining Features and CR-1c: Document Architectural Historic Resources Prior to Demolition or Alteration.**

The project site does not contain any structures, no record of architectural historic resources is made on the site and no significant cultural events are documented against the project site. The project is compliant with Mitigation Measure CR-1a and CR-1b and CR-1c.

5. **Mitigation Measure CR-2a: Cultural Resources Study Requirements and CR-2b: Inadvertent Discovery of Cultural Resources.**

No cultural resource records exist for the project site with the Northwest Information Center of the California Historic Resources Information System. The General Contractor carrying out the work is familiar with the requirements for historic and archaeological discovery and mitigation measure CR-2b requirements which will be documented on project plans. The project is compliant with Mitigation Measure CR-2a and CR-2b.

6. **Mitigation Measure CR-3: Inadvertent Discovery of Human Remains.**

The General Contractor carrying out the work is fully aware of the requirements for discovery of human remains and mitigation measure CR-3 requirements will be documented on project plans. The project is compliant with Mitigation Measure CR-3.

7. **Mitigation Measure GEO-5: Discovery of Paleontological Resources.**

The General Contractor carrying out the work is fully aware of the requirements for discovery of paleontological resources and mitigation measure GEO-5 requirements will be documented on project plans. The project is compliant with Mitigation Measure GEO-5.

8. **Mitigation Measure GHG-1a: Enforce No Natural Gas Requirement and GHG-1b: Enforce EV Charging Requirements in CALGreen Tier 2.**

The project is an all-electric project with no connection to gas utilities. The project will incorporate EV charging facilities within each integral garage to each unit to be recorded on permit plan sets. The project is compliant with Mitigation Measure GSG-1a and GHG-1b.

9. **Mitigation Measure HAZ-3a: Environmental Site Management Plan and HAZ-3b: Vapor Intrusion Assessment.**

Phase I report for the project site demonstrates no contamination at the site. The project is compliant with mitigation measure HAZ-3a and HAZ-3b.

10. **Mitigation Measure LU-2: Demonstrate consistency with the applicable goals, policies, and programs in the General Plan and the supporting Zoning standards.**

The project is consistent with the General Plan Land Use Designation and Zoning Designation and is consistent with goals, policies and programs of the City. The project is compliant with mitigation measure LU-2.

11. **Mitigation Measure NOI-1: Construction Noise Control.**

Construction activities will be strictly monitored to ensure conformance with the City's Noise Ordinance. The project is compliant with mitigation measure NOI-1.

12. **Mitigation Measure TRANS-2: Implement VMT Reduction Measures.**

The project is screened out from VMT impacts, however short and long term allocated bicycle parking spaces will be provided for the site and will be internal to each individual unit. Pedestrian access from the site to supporting community amenities and public transport is available and will support non-vehicle trips by residents. The project is compliant with mitigation measure TRANS-2.

The project is compliant with all Mitigation Measures of the General Plan and Housing Element EIR's.

END

Mitigation Monitoring and Reporting Program
Compliance AQ-3 Health Risk Assessment Reduction Measures

1. **Mitigation Measure AQ-3: Health Risk Reduction Measure.**

Report Context
This Health Risk Assessment is being provided for background information only. A number of factors demonstrate compliance with this required mitigation measure including:

- The current project in its location screens out of this impact and need for mitigation;
- No evidence exists to demonstrate that this project is subject to mitigation based on the BAAQMD procedures; and
- The Habitat design program already incorporates the identified mitigation with indoor filtered (MERV13 or better) fresh air, and air intakes located away from the worst affected elevations.

This report sets out the various stages of compliance despite not being required to provide the information.

Overview
The project's proximity to the 101 Highway justifies the creation of a Health Risk Assessment (HRA) to be submitted to the City of Menlo Park. The residential project is within 1,000 feet of Highway 101, a major sources of Toxic Air Contaminants (TACs), as measured from the property line to the edge of the nearest travel lane. The Assessment is based on the policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District (BAAQMD).

The requirement for this mitigation measure incorporation originated from the ConnectMenlo EIR released on October 10, 2016 subsequent updates and Housing Element Update EIR and included within the Air Quality Element:

> *"Evaluation of impacts of the environment on the proposed project is not a CEQA issue unless it would exacerbate an environmental hazard or such analysis is identified in the Public Resources Code (i.e., exception) (California Building Industry Association v BAAQMD [2015]). Siting sensitive receptors proximate to existing sources of TACs and PM2.5 would not exacerbate the environmental hazard (i.e., concentration of TACs or PM2.5). However, community risk and hazards from placement of sensitive receptors proximate to major sources of TACs and PM2.5 has been incorporated into the environmental assessment in order for the City to consider potential health and welfare implications from siting new sensitive receptors. Existing TAC sources within Menlo Park include stationary sources permitted by BAAQMD, roadways with more than 10,000 annual average daily traffic, and highways or freeways."*

Incorporating mitigations to address air quality impacts on new residential within the proposed project is required through the Mitigation Measure AQ-3. The following Health Risk Reduction assessment seeks to identify impacts on i). surrounding uses during construction, and ii), for sensitive receptors (new homeowners), that occupy the completed eight (8) unit development. The focus of the report is to establish how mitigation measures will be incorporated to protect existing and future residents based on evidence from a number of sources, primarily the BAAQMD and recommendations within the City of Menlo Park General Plan EIR and Housing Element EIR.

Project Impact on Air Quality
Air quality impacts from this project would be associated with the construction of eight (8) for-sale affordable townhomes. Construction impacts from the project were determined through the potential project health risks and the impacts of existing toxic air contaminant (TAC) sources affecting nearby sensitive receptors, specifically surrounding residential properties. The analysis relies on the guidance provided by the BAAQMD and associated recommendations for risk reduction.

Site Air Quality Standards
The 0.35-acre site is located within the City of Menlo Park, San Mateo County and is within the jurisdiction of the BAAQMD. The District administers the State and Federal air quality standards. The BAAQMD identifies the regions non-compliance with respirable particulate matter (PM10), and fine particulate matter (PM2.5). The District is also non-compliant with ozone concentrations which are caused by the accumulation of Reactive Organic Gases (ROG) and Nitrogen Oxide (NOx) which impact ozone concentrations. Compliance with Particulate Matter is assessed and measured by particles that have a diameter of 10 micrometers or less (PM10), and fine particles that have a diameter of 2.5 micrometers or less (PM2.5). The impacts of high levels of these particle concentrations can aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality and inhibit lung function in children.

Toxic Air Contaminants (TACs) can also create negative impacts on sensitive receptors that include the residential land uses surrounding the project site. The project site is bounded on three sides by residential properties and residential uses predominantly exist within the surrounding 300-500 feet on three sides.

The National Ambient Air Quality Standards and California Ambient Air Quality Standards are administered by the BAAQMD. The BAAQMD has authority for the permitting and inspection of stationary air quality sources that includes enforcement of regulations; fee setting; levying fines; enforcement action; and ensuring public nuisances are minimized. The CARE program allows BAAQMD to evaluate and reduce health risks associated with air quality exposures. The CARE program provides the framework for response of this project to potential air quality impacts. Recommendations and risk reduction measures of this program will be incorporated into the project.

Threshold Analysis
The thresholds of significance provided by the BAAQMD assess for risks and hazards designed to ensure that no individual project (or source) creates a significant adverse impact and that no sensitive receptor endures a significant adverse impact from any individual project. Additionally, the thresholds of significance recognize that some areas are already near or at levels of significant impact.

In line with the BAAQMD recommendations, the project will include basic best management practices (BMPs) to manage fugitive dust and the impacts from dust. The project plans include Best Management Practices to ensure compliance with mitigations and protections associated with fugitive PM10 and

PM2.5. This will ensure impacts will be limited to less than significant levels. The size, location and approach to construction for this relatively small project of eight (8) townhomes that does not meet any of the thresholds for significance will ensure detrimental impacts will not be generated.

The project will comply with the current BAAQMD basic control measures for reducing construction emissions of PM10 (Table 8-18-2, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).

Table 3-1 Air Quality Thresholds of Significance (Project Level)

	Construction Related*	Operational	
Criteria Air Pollutants and Precursors (Regional)			
Pollutant	**Average Daily Emissions (lb/day)**	**Average Daily Emissions (lb/day)**	**Maximum Annual Emissions (tpy)**
ROG	54	54	10
NO_X	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
$PM_{10}/PM_{2.5}$ (fugitive dust)	Best management practices**	None	
Local CO	None	9.0 ppm (8-hour average), 20.0 ppm (1-hour average)	
Local Risks and Hazards			
Risks and hazards for new sources and receptors (cumulative threshold)	Same as operational thresholds	Cancer Risk: > 100 in a million (from all local sources) Non-cancer: > 10.0 Hazard Index (chronic, from all local sources) $PM_{2.5}$: > 0.8 µg/m3 annual average (from all local sources)	*OR* Compliance with Qualified Community Risk Reduction Plan
Risks and hazards for new sources and receptors (individual project)	Same as operational thresholds	Increased Cancer Risk >10.0 in a million Increased Non-cancer > 1.0 Hazard Index (chronic or acute) PM2.5 increase: > 0.3 µg/m^3 annual average	*OR* Compliance with Qualified Community Risk Reduction Plan

The BAAQMD's CEQA Guidelines screening criteria are not met and the project is not subject to CEQA as an exempt project.

Table 1: Screening for Criteria Air Pollutants and Precursors BAAQMD.

			Screening Level	
Land Use Category	Land Use Subcategory	Land Use Unit	Construction	Operation

Residential	Condo-Townhouse	DU	416	63

The project size screening criteria are met. The operation of the proposed project would result in a less-than-significant impact related to criteria air pollutants and precursors because:

- The project size is at or below the applicable operational screening level size shown in Table 1.
- Operational activities would not include stationary engines (e.g., backup generators) and industrial sources subject to Air District rules and regulations.
- Operational activities would not overlap with construction-related activities

The project does not include any of the operational screening criteria above, therefore the lead agency would not need to perform a detailed assessment of the project's criteria air pollutant and precursor emissions.

Construction Emissions

The project has been assessed for both On-site activities for construction equipment emissions and off-site activity that includes worker trips, construction hauling, and supplier traffic. The construction build-out for equipment quantities, hours per day (average), cumulative number of workdays, and construction schedule are assessed based on the start date and types of equipment specifications that will be used by Habitat GSF and associated CalEEMod defaults. Habitat GSF is committed to using equipment that is Tier 4 or better. The earliest possible start date would be Summer 2027, and based on CalEEMod defaults the project would be built out over a period of approximately 18 months, or 383 construction workdays. The earliest year of full operation will be 2029.

Construction related traffic is associated with worker, volunteer, homeowner trips and truck traffic. Analysis for construction traffic emissions are based on worker trips and vendor trips as other trips to the site will be largely incidental. Calculations were provided by CalEEMod with haul trips accounting for the minimum level of associated soil export. The number of haul trips were converted to a daily one-way trip. Based on the construction timeframe (length), the average daily construction emissions for the total duration of the project were calculated based on 383 construction days. The results were as follows:

Table 2: Emission period calculations - Construction

Year	ROG	Nox	PM10	PM2.5
2026 – 2027 – Tons per year	0.44	1.02	0.02	0.02
2026 – 2028 pounds/day	3.88	7.94	0.13	0.12
BAAQMD thresholds	54 lbs per day	54 lbs per day	82 lbs per day	54 lbs per day
Exceed Threshold	No	No	No	No

Emissions did not meet thresholds for any of the monitored factors. Controls would be applied to construction grading activities incorporating Best Management Practices (BMP's) to limit fugitive dust

from disturbed soils and mitigate trucks hauling soils. The controls ensure trucks leaving the site do not deposit particulates onto surrounding streets and subsequently impact air and water quality standards.

The project plans will include the BMP's to be implemented with a plan sheet specific to erosion control notes and details in addition to the incorporated building permit plan sheet shown below:



SAN MATEO COUNTYWIDE
Water Pollution Prevention Program
Clean Water. Healthy Community.

Construction Best Management Practices (BMPs)

Construction projects are required to implement the stormwater best management practices (BMP) on this page, as they apply to your project, all year long.

Materials & Waste Management

Non-Hazardous Materials
- ❑ Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- ❑ Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials
- ❑ Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- ❑ Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- ❑ Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- ❑ Arrange for appropriate disposal of all hazardous wastes.

Waste Management
- ❑ Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- ❑ Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- ❑ Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- ❑ Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- ❑ Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter
- ❑ Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- ❑ Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.

Equipment Management & Spill Control

Maintenance and Parking
- ❑ Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- ❑ Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- ❑ If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan or drop cloths big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- ❑ If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- ❑ Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, or steam cleaning equipment.

Spill Prevention and Control
- ❑ Keep spill cleanup materials (e.g., rags, absorbents and cat litter) available at the construction site at all times.
- ❑ Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- ❑ Clean up spills or leaks immediately and dispose of cleanup materials properly.
- ❑ Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- ❑ Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- ❑ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ❑ Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).

Earthmoving
- ❑ Schedule grading and excavation work during dry weather.
- ❑ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- ❑ Remove existing vegetation only when absolutely necessary, and seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.
- ❑ Prevent sediment from migrating offsite and protect storm drain inlets, gutters, ditches, and drainage courses by installing and maintaining appropriate BMPs, such as fiber rolls, silt fences, sediment basins, gravel bags, berms, etc.
- ❑ Keep excavated soil on site and transfer it to dump trucks on site, not in the streets.

Contaminated Soils
- ❑ If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
  - Unusual soil conditions, discoloration, or odor.
  - Abandoned underground tanks.
  - Abandoned wells
  - Buried barrels, debris, or trash.

Paving/Asphalt Work
- ❑ Avoid paving and seal coating in wet weather or when rain is forecast, to prevent materials that have not cured from contacting stormwater runoff.
- ❑ Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- ❑ Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- ❑ Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal
- ❑ Protect nearby storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ❑ Shovel, absorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- ❑ If sawcut slurry enters a catch basin, clean it up immediately.

Concrete, Grout & Mortar Application
- ❑ Store concrete, grout, and mortar away from storm drains or waterways, and on pallets under cover to protect them from rain, runoff, and wind.
- ❑ Wash out concrete equipment/trucks offsite or in a designated washout area, where the water will flow into a temporary waste pit, and in a manner that will prevent leaching into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- ❑ When washing exposed aggregate, prevent washwater from entering storm drains. Block any inlets and vacuum gutters, hose washwater onto dirt areas, or drain onto a bermed surface to be pumped and disposed of properly.

Landscaping
- ❑ Protect stockpiled landscaping materials from wind and rain by storing them under tarps all year-round.
- ❑ Stack bagged material on pallets and under cover.
- ❑ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.

Painting & Paint Removal

Painting Cleanup and Removal
- ❑ Never clean brushes or rinse paint containers into a street, gutter, storm drain, or stream.
- ❑ For water-based paints, paint out brushes to the extent possible, and rinse into a drain that goes to the sanitary sewer. Never pour paint down a storm drain.
- ❑ For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of excess liquids as hazardous waste.
- ❑ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.
- ❑ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead, mercury, or tributyltin must be disposed of as hazardous waste. Lead based paint removal requires a state-certified contractor.

Dewatering
- ❑ Discharges of groundwater or captured runoff from dewatering operations must be properly managed and disposed. When possible send dewatering discharge to landscaped area or sanitary sewer. If discharging to the sanitary sewer call your local wastewater treatment plant.
- ❑ Divert run-on water from offsite away from all disturbed areas.
- ❑ When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- ❑ In areas of known or suspected contamination, call your local agency to determine whether the ground water must be tested. Pumped groundwater may need to be collected and hauled off-site for treatment and proper disposal.

Storm drain polluters may be liable for fines of up to $10,000 per day!

This requirement will be included in the City's Conditions of Approval and with this incorporation of approaches will ensure impacts are less than significant.

Although the project is compliant with the requirements for emissions, a number of additional measures will be incorporated where feasible. The project is not subject to CEQA with a number of applicable exemptions, and the project does not meet any of the threshold criteria established by the BAAQMD. The project and participants will seek to ensure diesel off-road equipment shall have engines that meet the Tier 4 Final off-road emission standards, certified by CARB. The project does not anticipate being required to submit an equipment inventory, but Habitat GSF will undergo an internal review and document this requirement to it's own and vendors equipment. This is due to the site being clear and vacant (without existing structures), and the limited extent of the total export of soil which falls under significance thresholds. Site sponsors will monitor and enforce maximum off-road equipment idle times and ensure signs are posted around the site to limit vehicle idling.

Conditions of approval will require the submission of operation phase related air quality impacts prior to issuance of building permits. Screening thresholds exist for this assessment which this project is unlikely to trigger. This assessment will be made following entitlements.

Project Site – New Sensitive Receptors
The proposed project would create the placement of new sensitive receptors near major sources of TACs and PM2.5, namely the Highway 101. The potential to expose people to substantial pollutant concentrations is clear and well documented within both the City of Menlo Park General Plan, Housing Element and associated EIR's. General Plan policies would reduce concentrations of criteria air pollutant emissions and air toxins generated by new development. Incorporating the recommendations of Mitigation Measure AQ-3b will ensure that placement of sensitive receptors near major sources of air pollution would achieve the incremental risk thresholds established by BAAQMD.

BAAQMD monitoring at a number of facilities in close proximity to the project site show the levels of cumulative sources thresholds for this specific project site are not met. The TAC emissions measured within close proximity to the project site would not exceed the BAAQMD cumulative limits. The toxic air contamination page allows access to the facility toxic emission and prioritization tool that provides monitoring information to assess the potential risks at these locations and assess results against the BAAQMD single source thresholds of >10 for Cancer Risk (Per Million); >0.3 for Annual PM 2.5 (µg/m3); and Hazard Index >1.0. When each facility is assessed against the cumulative total, the BAAQMD cumulative source threshold sets limits of >100 for Cancer Risk; >0.8 for Annual PM2.5 and >10.0 for Hazard Index. The identified facilities do not exceed the cumulative threshold.

To address source pollutants at the proposed project site, despite current compliance, the mitigation calls for:

- Air intakes located away from high volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.

These measures are incorporated into the site development plan as a component of the proposed project. The project will include Energy Recovery Ventilation units that allow continuous filtration of air intake up to MERV filter at MERV13 (or higher). All air intakes will be directed away from the Highway 101 pollutant source. This requirement shall be noted on all building plans submitted to the City with manufacturers specifications provided and annotations to show the air filtration approach. The City's Building Division will verify this proposal. Internal air quality is a key focus of the Habitat GSF program and in addition to filtration of external air, the residential units will be all electric, significantly reducing indoor air pollutant sources. During construction, products will be sourced with low or no VOC's to preserve indoor air quality and the superstructure will be effectively sealed to avoid unintended air infiltration. Ventilation systems will be adjusted to positive pressure to reduce the unfiltered air penetration into units. Individual homeowners are provided with a homeowner education program that instructs homeowners how best to use their properties and maintain them to ensure continued effective operation.

Interior residential quality will also be enhanced with continuous insulation for energy conservation; installation of fire rated sheetrock in single and double layers; and controlled air seepage from buildings that all benefit the interior noise environment of these residential units. High performance windows will be installed to mitigate impacts of exterior noise with rated windows with appropriate sound transmission class (STC) ratings to protect the interior environmental quality for residents.

The measures incorporated during construction and operation will mitigate air quality impacts to the degree identified within the Mitigation Monitoring and Reporting Program, despite the project being well

below screening and impact levels. The project is consistent with the General Plan EIR and Housing Element EIR.

END

EXHIBIT E

RESOLUTION NO. 6356

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MENLO PARK ADOPTING CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM AND CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN (LAND USE & CIRCULATION ELEMENTS) AND M-2 AREA ZONING UPDATE

WHEREAS, the General Plan (Land Use and Circulation Elements) and M-2 Area Zoning Update public outreach and participation process known as ConnectMenlo ("Project") began in August 2014 and has included over 60 organized events including workshops and open houses, mobile tours of the City of Menlo Park ("City") and nearby communities, informational symposia, stakeholder interviews, focus groups, recommendations by a General Plan Advisory Committee composed of City commissioners, elected officials, and community members, and consideration by the Planning Commission and City Council at public meetings;

WHEREAS, the California Environmental Quality Act ("CEQA," Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (Cal. Code of Regulations, Title 14, Section 15000 et seq.) require an analysis and a determination regarding the Project's potential environmental impacts;

WHEREAS, the Project consists of long-term planning and policy documents that will guide future development activities in the City and does not approve any specific development projects. Therefore, pursuant to CEQA Guidelines Section 15168, it is appropriate that the Environmental Impact Report ("EIR") for the Project is a program-level EIR;

WHEREAS, the City released a Notice of Preparation ("NOP") for the Project to the Office of Planning and Research ("OPR") State Clearinghouse and interested agencies and persons on June 18, 2015 for a 30-day review period, during which interested agencies and the public could submit comments about the Project. The City held a public scoping meeting on September 21, 2015. Comments on the NOP were received by the City and considered during preparation of the Draft EIR;

WHEREAS, a Notice of Availability ("NOA") was issued and the Draft EIR was made available for public review on June 1, 2016 for a 45-day public review period through July 15, 2016. As a result of comments received on the Draft EIR, the City Council extended the Draft EIR review period for 15 days, providing in total a 60-day public review period ending on August 1, 2016;

WHEREAS, the Draft EIR was filed with the California Office of Planning and Research and copies of the Draft EIR were made available at the Community

Development Department, on the City's website and at the Menlo Park Public Library;

WHEREAS, on October 10, 2016, the City published a Response to Comments Document that contains all of the comments received on the Draft EIR during the public comment period, including a transcript of the public hearing, and written responses to those comments, prepared in accordance with CEQA and the CEQA Guidelines. The Draft EIR and Response to Comments Document, together with three errata, constitute the Final EIR;

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

WHEREAS, after notice having been lawfully given, a duly noticed public hearing was held before the City Planning Commission on October 19, 2016 and October 24, 2016 at which all persons interested had the opportunity to appear and comment and at which the Planning Commission considered and made recommendations to the City Council regarding on the Final EIR and the merits of the Project;

WHEREAS, after notice having been lawfully given, a duly noticed public hearing was held before the City Council on November 15, 2016 and November 29, 2016 at which all persons interested had the opportunity to appear and comment and at which the City Council considered the Final EIR and the merits of the Project; and

WHEREAS, the City Council has reviewed 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 at the City Council hearings and found that the Final EIR was prepared in compliance with CEQA;

WHEREAS, after closing the public hearing, the City Council acting on its independent judgment and analysis voted affirmatively to certify the Final EIR pursuant to CEQA;

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 Project and is supported by substantial evidence;

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

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;

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 having fully reviewed, considered and evaluated all the testimony and evidence submitted in this matter, voted affirmatively to certify the Final EIR, make the findings required by CEQA, adopt the Statement of Overriding Considerations, and adopt the Mitigation Monitoring and Reporting Program ("MMRP") and approve the Project.

NOW, THEREFORE, BE IT 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, as required under Sections 15091, 15092, and 15093 of the CEQA Guidelines, and adopts the MMRP as follows:

I. PROJECT DESCRIPTION

As fully described in Chapter 3 of the Draft EIR, the Project involves the updated goals, policies and programs of the General Plan Land Use Element and Circulation Element and the updated M-2 Area Zoning Ordinance, and the associated new development potential in the M-2 Area, also referred to as the Bayfront Area, combined with the remaining and previously approved buildout potential in the current General Plan that would be reaffirmed and carried forward to the 2040 buildout horizon.

The buildout of the potential future development in these identified locations is based on a horizon year of 2040; therefore, the EIR analyzes growth occurring between 2016 and 2040. The 2040 horizon year is generally consistent with

other key planning documents, including *Plan Bay Area*, which is the Bay Area's Regional Transportation Plan/Sustainable Community Strategy to Senate Bill 375, the Sustainable Communities and Climate Protection Act.

A. GENERAL PLAN UPDATE

Every city and county in California is required to prepare and to adopt a comprehensive long-term general plan for the physical development of the county or city and, in some cases, land outside the city or county boundaries (Government Code Section 65300). With the Housing, Open Space/Conservation, Noise and Safety Elements of the General Plan having been recently updated, the focus of the Project is on the Land Use and Circulation Elements. The City of Menlo Park has undertaken a community-based planning process to review changes to these elements as part of a focused General Plan Update. A major focus of the Project is balancing potential development impacts and the provision of community benefits, especially for the Belle Haven neighborhood. Targeted community benefits include alternative transportation to alleviate severe traffic congestion, housing to support both the adjacent neighborhood and the increasing workforce, and expanded service and retail uses.

The Land Use Element frames the type and scale of potential development that may occur, particularly in the M-2 Area, which is the area generally between US 101 and the San Francisco Bay and where most change is expected in Menlo Park over the next two decades. The proposed Land Use and Circulation Elements are intended to guide development and conservation in the City through the 2040 buildout horizon of this General Plan. These two elements are central components of the General Plan because they describe which land uses should be allowed in the City, where those land uses should be located, how those land uses may be accessed and connected, and how development of those uses should be managed so as to minimize impacts and maximize benefits to the City and its residents. The Circulation Element addresses transportation issues throughout the City, and both updated Elements will be consistent with the other General Plan Elements. The Project aims to improve transportation connections citywide for all modes of travel and to upgrade traffic metrics to keep up with the area's fast rate of development.

B. M-2 AREA ZONING UPDATE

The Draft EIR also assesses the proposed zoning provisions for the M-2 Area, which is the focus of future land use changes under the Project, to implement the updated General Plan programs, including development regulations and design

standards for the M-2 Area. The updated Zoning Ordinance will include the creation of three new zoning districts in the M-2 Area—Office (O), Life Sciences (LS) and Residential Mixed Use (R-MU). Properties in the M-2 Area will be rezoned with the new zoning designations for consistency with the General Plan.

C. BUILDOUT PROJECTIONS

The horizon-year projections were based on the probable, or reasonably foreseeable, “planning period development” that is expected to occur within the

planning period through the year 2040. As shown in Table 1, the remaining buildout potential under the current General Plan that is being reaffirmed as part of the Project is 1.8 million square feet of non-residential space, up to three hotels, and 1,000 residential units, which could generate up to 2,580 new residents and 4,400 new employees. The proposed net new development potential within the M-2 Area (the only new development potential proposed in the City) is 2.3 million square feet of non-residential space, 400 hotel rooms and 4,500 residential units, which could generate up to 11,570 new residents and 5,500 new employees. When combined and considered in the citywide context, the Project includes 4.1 million square feet of non-residential space, 400 hotel rooms and 5,500 residential units, which could generate up to 14,150 new residents and 9,900 employees. The environmental impact of this combined citywide development potential is the Project that is analyzed in the EIR.

TABLE 1 PROPOSED PROJECT BUILDOUT PROJECTIONS

Category	Current General Plan Remaining Development Potential[a]	+	Proposed New Development Potential (M-2 Area Only)[b]	=	Proposed Project[c]
BAYFRONT AREA					
Non-Residential Square Feet[d]	1.4 million		2.3 million		3.7 million
Hotel Rooms[e]	0		400		400
Residential Units[f]	150		4,500		4,650
Population[g]	390		11,570		11,960
Employees	3,400		5,500		8,900
REMAINDER OF CITY					
Non-Residential Square Feet	355,000		0		355,000
Hotel Rooms[e]	0		0		0
Residential Units[f]	850		0		0
Population[g]	2,190		0		0
Employees	1,000		0		0
CITYWIDE TOTALS					
Non-Residential Square Feet	***1.8 million***		***2.3 million***		***4.1 million***
Hotel Rooms[e]	***0***		***400***		**400**
Residential Units[f]	***1,000***		***4,500***		**5,500**
Population[g]	***2,580***		***11,570***		**14,150**
Employees	***4,400***		***5,500***		**9,900**

Notes: *Numbers are estimates and rounded for the purposes of this programmatic environmental review.*
a. This column represents the previously-approved and ongoing development potential under the existing General Plan.
b. This is the proposed new development potential of the proposed project. New development potential would occur in the M-2 Area only.
c. This column represents the total buildout development potential of the proposed project, which is the sum of columns (a) and (b).
d. Potential Commercial square footage in the M-2 Area would occur within Office, Life Science, and Residential districts.
e. Three hotels are proposed under the current General Plan; Hotel square footage is not included in the New Development Potential in the M-2 Area development potential non-residential square feet.
f. Residential units proposed in the M-2 Area would include multi-family units and dormitory style units. Residential units proposed throughout the remainder of the city could include multi-family units and single-family units developed as second units where single-family units currently exist.
g. Assumes 2.57 persons per household per Association of Bay Area Governments (ABAG) *Projections 2013, Subregional Study Area Table*.

D. PROJECT OBJECTIVES

The Project addresses growth in the M-2 Area but also circulation citywide and will seek to accomplish the following objectives:

- Establish and achieve the community's vision.
- Realize economic and revenue potential.
- Directly involve Bayfront Area property owners (as land use changes are expected only in that area).
- Streamline development review.
- Improve mobility for all travel modes.
- Preserve neighborhood character.

II. ENVIRONMENTAL REVIEW PROCESS

A. ENVIRONMENTAL IMPACT REPORT

According 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. A NOP of an EIR was issued by the City to the OPR State Clearinghouse and interested agencies and persons on June 18, 2015 for a 30-day review period, during which interested agencies and the public could submit comments about the Project. The City also held a public scoping meeting on September 21, 2015. Comments on the NOP were received by the City and considered during preparation of the Draft EIR.

A NOA was issued on Wednesday, June 1, 2016 and the Draft EIR was made available for public review for a 45-day public review period through Friday, July 15, 2016. As a result of comments received on the Draft EIR, the City extended the Draft EIR review period for a total 60-day comment period between June 1, 2016 and August 1, 2016, which is 15 days beyond the CEQA required 45-day comment period per Section 15105 of the CEQA Guidelines. The Draft EIR was distributed to local, regional, and State agencies and the general public was advised of the availability of the Draft EIR. Copies of the Draft EIR were made available for review to interested parties at the at the City Main Library (800 Alma Street), Belle Haven Branch Library (413 Ivy Drive), Onetta Harris Community Center (100 Terminal Avenue), and the Community Development Department (701 Laurel Street) in Menlo Park, as well as on the ConnectMenlo website at www.menlopark.org/connectmenlo.

The Responses to Comments Document provides responses to the comments received during the comment period on the Draft EIR. The Draft EIR and the Responses to Comments Document comprise the Final EIR. The Planning

Commission was presented with the Final EIR for consideration at a public hearing. The Planning Commission, however, does not take final action on the Final EIR or the Project, but provides recommendations. The City Council then considers the Planning Commission's recommendations on the Final EIR and the Project during a noticed public hearing, and takes the final action with regard to certification of the Final EIR and approval of the Project. The City Council is currently scheduled to consider certification of the Final EIR at a public hearing in late 2016.

III. CERTIFICATION OF THE FINAL EIR

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

IV. RECORD OF PROCEEDINGS

For purposes of CEQA and these findings, the record of proceedings consists of the following documents and testimony:

(a) The NOP and all other public notices issued by the City in conjunction with the Project;

(c) The Draft EIR for the Project, dated June 2016;

(d) All comments submitted by agencies or members of the public during the public comment period on the Draft EIR;

(e) The Final EIR for the Project, including comments received on the Draft EIR, responses to those comments, and the technical appendices, dated October 2016;

(f) The MMRP for the Project;

(h) All reports, studies, memoranda, maps, staff reports, or other planning documents related to the Project 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 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 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 Project;

(k) All matters of common knowledge to the Planning Commission and City Council, including, but not limited to:

  (i) City's General Plan and other applicable policies;

  (ii) 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.

(l) Any other materials required for the record of proceedings by CEQA Section 21167.6(e).

The documents described above comprising the record of proceedings are located in the Community Development Department, City of Menlo Park, 701 Laurel Street, Menlo Park, California 94025. The custodian of these documents is the City's Community Development Director or his/her designee.

V. FINDINGS

The findings, recommendations, and statement of overriding considerations set forth below ("Findings") 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 Project. The Findings provide the written analysis and conclusions of the City Council regarding the Project's environmental impacts, mitigation measures, alternatives to the Project, and the overriding considerations that support approval of the Project despite any remaining environmental effects it may have.

These findings summarize the environmental determinations of the Final EIR with regard to Project impacts before and after mitigation, and do not attempt to repeat the full analysis of each environmental impact contained in the Final EIR. Instead, these findings provide a summary description of and basis for each impact conclusion identified in the Final EIR, describe the applicable mitigation measures identified in the Final 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 these environmental findings and conclusions

can be found in the Final EIR, and these findings hereby incorporate by reference the discussion and analysis in the Final EIR supporting the Final EIR's determinations regarding mitigation measures and the Project's impacts.

In adopting mitigation measures, below, the City intends to adopt each of the mitigation measures identified in the Final EIR. Accordingly, in the event a mitigation measure identified in the Final 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 Final EIR due to a clerical error, the language of the mitigation measure as set forth in the Final EIR shall control unless the language of the mitigation measure has been specifically and expressly modified by these findings.

Sections VI and VII, below, provide brief descriptions of the impacts that the Final EIR identifies as either significant and unavoidable or less than significant with adopted mitigation. These descriptions also reproduce the full text of the mitigation measures identified in the Final EIR for each significant impact.

VI. FINDINGS FOR SIGNIFICANT AND UNAVOIDABLE IMPACTS

The Final EIR identifies the following significant and unavoidable adverse impacts associated with the approval of the Project, some of which can be reduced, although not to a less-than-significant level, through implementation of mitigation measures identified in the Final EIR. Public Resources Code Section 21081(a)(1). In some cases, the City cannot require or control implementation of mitigation measures for certain impacts because they are within the responsibility and jurisdiction of other public agencies. Public Resources Code Section 21081(a)(2). Therefore, as explained below, some impacts will remain significant and unavoidable notwithstanding adoption of feasible mitigation measures. To the extent that these mitigation measures will not mitigate or avoid all significant effects on the environment, and because the City cannot require mitigation measures that are within the responsibility and jurisdiction of other public agencies to be adopted or implemented by those agencies, it is hereby determined that any remaining significant and unavoidable adverse impacts are acceptable for the reasons specified in Section XII, below. Public Resources Code Section 21081(a)(3). As explained in Section X, below, the findings in this Section VI are based on the Final EIR, the discussion and analysis in which is hereby incorporated in full by this reference.

A. IMPACT AQ-2A: DESPITE IMPLEMENTATION OF THE PROJECT POLICIES, CRITERIA AIR POLLUTANT EMISSIONS ASSOCIATED WITH THE PROJECT CONSTRUCTION ACTIVITIES WOULD GENERATE A SUBSTANTIAL NET INCREASE IN EMISSIONS THAT EXCEEDS THE BAAQMD REGIONAL SIGNIFICANCE THRESHOLDS.

The Final EIR finds that future development under the Project would result in a substantial long-term increase in criteria air pollutants over the 24-year General Plan horizon. Criteria air pollutant emissions would be generated from on-site area sources (e.g., fuel used for landscaping equipment, consumer products), vehicle trips generated by the Project, and energy use (e.g., natural gas used for cooking and heating). Because cumulative development within the City of Menlo Park could exceed the regional significance thresholds, the Project could contribute to an increase in health effects in the basin until such time as the attainment standards are met in the San Francisco Bay Area Air Basin. The impact is considered significant and unavoidable.

Implementation of Mitigation Measure AQ-2a set forth below, which is hereby adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level. Due to the programmatic nature of the Project, no additional mitigation measures are feasible and available beyond Mitigation Measure AQ-2a; therefore, the impact would be significant and unavoidable.

Mitigation Measure AQ-2a:

Prior to issuance of a building permits, all development projects in the city that are subject to CEQA and exceed the screening sizes in the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines shall prepare and submit to the City's Planning Division a technical assessment evaluating potential project-related operational air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology for assessing air quality impacts. If operational-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD's CEQA Guidelines, the project applicant is required to incorporate mitigation measures into the development project to reduce air pollutant emissions during operation. The identified measures shall be incorporated into all appropriate construction documents, subject to the review and approval of the Planning Division prior to building permit issuance.

B. IMPACT AQ-2B: DESPITE IMPLEMENTATION OF THE PROJECT POLICIES, CRITERIA AIR POLLUTANT EMISSIONS ASSOCIATED WITH THE PROJECT CONSTRUCTION ACTIVITIES WOULD GENERATE A SUBSTANTIAL NET INCREASE IN EMISSIONS THAT EXCEEDS THE BAAQMD REGIONAL SIGNIFICANCE THRESHOLDS.

The Final EIR finds that future development under the Project would result in a substantial long-term increase in criteria air pollutants over the 24-year General Plan horizon. Criteria air pollutant emissions would be generated from construction-related activities and if uncontrolled, fugitive dust (PM_{10} and $PM_{2.5}$) levels downwind of actively disturbed areas during construction or overlapping construction activities could violate air quality standards or contribute substantially to an existing or projected air quality violation and expose sensitive receptors to elevated concentrations of pollutants during construction activities. Because cumulative development within the City of Menlo Park could exceed the regional significance thresholds, the Project could contribute to an increase in health effects in the basin until such time as the attainment standards are met in the San Francisco Bay Area Air Basin (SFBAAB). The impact is considered significant and unavoidable.

Implementation of Mitigation Measures AQ-2b1 and AQ-2b2 set forth below, which are hereby adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level. Due to the programmatic nature of the Project, no additional mitigation measures are feasible and available beyond Mitigation Measures AQ-2b1 and AQ-2b2; therefore, the impact would be significant and unavoidable.

Mitigation Measure AQ-2b1:

Prior to building permit issuance, the City shall require applicants for all development projects in the city to comply with the current Bay Area Air Quality Management District's (BAAQMD) basic control measures for reducing construction emissions of PM_{10} (Table 8-1, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).

Mitigation Measure AQ-2b2:

Prior to issuance of a building permit, development projects in the City that are subject to CEQA and exceed the screening sizes in the BAAQMD's CEQA Guidelines shall prepare and submit to the City of Menlo Park a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD

thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the project applicant

is required to incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds (e.g., Table 8-2, Additional Construction Mitigation Measures Recommended for projects with Construction Emissions Above the Threshold of the BAAQMD CEQA Guidelines, or applicable construction mitigation measures subsequently approved by BAAQMD). These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans), subject to the review and approval of the Planning Division prior to building permit issuance.

C. IMPACT AQ-5: DESPITE IMPLEMENTATION OF THE GENERAL PLAN POLICIES, CRITERIA AIR POLLUTANT EMISSIONS ASSOCIATED WITH THE GENERAL PLAN WOULD GENERATE A SUBSTANTIAL NET INCREASE IN EMISSIONS THAT EXCEEDS THE BAAQMD REGIONAL SIGNIFICANCE THRESHOLDS.

The Final EIR finds that the Project will combine with regional growth within the air basin to result in a cumulatively considerable net increase of pollutants for the SFBAAB, which is currently designated a nonattainment area for California and National O_3, California and National $PM_{2.5}$, and California PM_{10} ambient air quality standards (AAQS). Any project that produces a significant regional air quality impact in an area that is in nonattainment adds to the cumulative impact. Mitigation measures AQ-2a, AQ-2b1 and AQ-2b2, set forth and incorporated above, and Mitigation Measure AQ-3a and AQ-3b set forth and incorporated below (see Section VII(A)) would reduce impacts to the extent feasible, but the Project's impacts would remain significant and unavoidable.

There are no feasible mitigation measures available to reduce the impact to a less-than-significant level. Air pollutant emissions associated with the Project would result in a cumulatively considerable contribution to air quality impacts, and the Project's impacts would be significant and unavoidable.

Mitigation Measure AQ-5:

Implementation of Mitigation Measures AQ-2a through AQ-3b.

D. IMPACT GHG-1: THE PROJECT WOULD RESULT IN A SUBSTANTIAL INCREASE IN GREENHOUSE GAS (GHG) EMISSIONS FROM EXISTING CONDITIONS BY THE PROPOSED GENERAL PLAN HORIZON YEAR 2040 AND WOULD NOT ACHIEVE THE 2040 EFFICIENCY TARGET, WHICH IS BASED ON A TRAJECTORY TO THE 2050 GOAL OF AN 80 PERCENT REDUCTION FROM 1990 LEVELS PURSUANT TO EXECUTIVE ORDER S-03-05. ADDITIONAL STATE AND FEDERAL ACTIONS ARE NECESSARY TO ENSURE THAT STATE AND FEDERALLY REGULATED SOURCES (I.E., SOURCES OUTSIDE THE CITY'S JURISDICTIONAL CONTROL) TAKE SIMILAR AGGRESSIVE MEASURES TO ENSURE THE DEEP CUTS NEEDED TO ACHIEVE THE 2050 TARGET.

The Final EIR finds that the Project would result in a substantial increase in GHG emissions from existing conditions by the horizon year 2040 and would not achieve the 2040 efficiency target, which is based on a trajectory to the 2050 goal of an 80 percent reduction from 1990 levels. The policies identified in the General Plan as well as the transportation demand management (TDM) and other green building sustainability measures in the Zoning Ordinance update would reduce GHG emissions, to the extent feasible. However, additional state and federal actions are necessary to ensure that state and federally regulated sources (i.e., sources outside the City's jurisdictional control) take measures to ensure the deep cuts needed to achieve the 2050 target. Therefore, GHG impacts for consistency with the 2040 and more aggressive long-term targets of Executive Order S-03-15 are considered significant. The City has a Climate Action Plan (CAP) to achieve the GHG reduction goals of Assembly Bill (AB) 32 for year 2020.

Implementation of Mitigation Measure GHG-1 set forth below, which is hereby adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level. Implementation of Mitigation Measure GHG-1 would ensure that the City updates the CAP to identify a post-2020 GHG reduction goal to align with the upcoming California Air Resources Board's (CARB) Scoping Plan Update for statewide 2030 GHG emissions reductions target and identify a GHG reduction goal for the Project horizon year. At this time there are no post-2020 federal and state measures that would assist the City in achieving the efficiency target at the proposed project year. No additional mitigation measures are feasible and available; therefore, the impact would remain significant and unavoidable.

Mitigation Measure GHG-1:

Prior to January 1, 2020, the City of Menlo Park shall update the Climate Action Plan (CAP) to address the GHG reduction goals of Executive Order B-30-15 and

Executive Order S-03-05 for GHG sectors that the City has direct or indirect jurisdictional control over. The City shall identify a GHG emissions reduction target

for year 2030 and 2040 that is consistent with the GHG reduction goals identified in Executive Order B-30-15 and Executive Order S-03-05. The CAP shall be updated to include measures to ensure that the City is on a trajectory that aligns with the state's 2030 GHG emissions reduction target.

E. IMPACT GHG-2: WHILE THE PROJECT SUPPORTS PROGRESS TOWARD THE LONG TERM-GOALS IDENTIFIED IN EXECUTIVE ORDER B-30-15 AND EXECUTIVE ORDER S-03-05, IT CANNOT YET BE DEMONSTRATED THAT MENLO PARK WILL ACHIEVE GHG EMISSIONS REDUCTIONS THAT ARE CONSISTENT WITH A 40 PERCENT REDUCTION BELOW 1990 LEVELS BY 2030 OR AN 80 PERCENT REDUCTION BELOW 1990 LEVELS BY THE YEAR 2050 BASED ON EXISTING TECHNOLOGIES AND CURRENTLY ADOPTED POLICIES AND PROGRAMS.

The Final EIR finds that the Project would be consistent with the regional objectives of the Plan Bay Area and the City's CAP. The policies and programs in the Project would ensure substantial progress toward the long-term GHG reductions goals for 2050. However, CARB has not yet drafted a plan to achieve the statewide GHG emissions goals established in Executive Order S-03-05. In addition to the local measures included in the Project, additional state and federal measures are necessary to achieve the more aggressive targets established for 2050 in Executive Order S-03-05. Therefore, GHG impacts are considered to be significant, requiring mitigation. As described above, the City has a CAP to achieve the GHG reduction goals of AB 32 for year 2020.

Implementation of Mitigation Measure GHG-1 set forth above, adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level. Implementation of Mitigation Measure GHG-1 would ensure that the City updates the CAP to identify a post-2020 GHG reduction goal to align with the upcoming CARB Scoping Plan Update for statewide 2030 GHG emissions reductions target and identify a GHG reduction goal for the Project horizon year. At this time there are no post-2020 federal and state measures that would assist the City in achieving the efficiency target at the proposed project year. No additional mitigation measures are feasible and available; therefore, this impact would remain significant and unavoidable.

Mitigation Measure GHG-2:

Implement of Mitigation Measure GHG-1.

F. IMPACT POP-4: IMPLEMENTATION OF THE PROJECT, IN COMBINATION WITH PAST, PRESENT, AND REASONABLY FORESEEABLE PROJECTS, WOULD RESULT IN A SIGNIFICANT CUMULATIVE IMPACT WITH RESPECT TO POPULATION AND HOUSING.

The Final EIR finds that the Project's proposed development projections are not in alignment with the existing Association of Bay Area Government's (ABAG) *Projections 2013,* which is the is the official regional planning agency for the San Francisco Bay Area region, which is composed of the nine counties -Counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma, Sonoma - and contains 101 cities. ABAG produces growth forecasts on four-year cycles so that other agencies, including the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD), can use the forecasts to make project funding and regulatory decisions. The General Plans, zoning regulations and growth management programs of local jurisdictions inform ABAG's projections. Following adoption of the Project, future ABAG projections would take into account the buildout of the Project and Menlo Park's growth will no longer contribute to a cumulative exceedance of regional projections. Exceeding regional growth projections is not, by itself, a significant impact on the environment. The Project includes ongoing growth potential in the *Plan Bay Area's* El Camino Real and Downtown Priority Development Area, which is an area identified for transit-oriented infill, and includes housing and jobs in the M-2 Area that would be guided by a planning framework that promotes a "live/work/play" environment in an infill setting; therefore, meeting the intent of the MTC/ABAG's *Plan Bay Area* is the Bay Area's Regional Transportation Plan (RTP)/ Sustainable Community Strategy (SCS) to reduce environmental impacts, specifically those associated with air quality, greenhouse gas emissions, and transportation and circulation. The significant and unavoidable impact is a conservative conclusion that is strictly related to the consistency with the existing *Projections 2013* prepared by ABAG and is does not result in a physical impact to the environment. The EIR finds that because the City does not have the jurisdiction to regulate or guide the cumulative development outside of City of Menlo Park that could contribute to the cumulative exceedance of ABAG projections there is no mitigation the City can implement or monitor that would reduce the impact. There are no feasible and available mitigation measures available to reduce this impact. Therefore, this impact would remain significant and unavoidable.

G. IMPACT TRANS-1a: IMPLEMENTATION OF THE PROJECT WOULD EXCEED THE CITY'S CURRENT IMPACT THRESHOLDS UNDER THE 2040 PLUS PROJECT CONDITIONS AT SOME ROADWAY SEGMENTS IN THE STUDY AREA.

The Final EIR finds that that implementation of the Project would generate additional motor vehicle trips on the local roadway network, resulting in significant impacts some study segments during at least one of the AM or PM peak hours (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m., respectively). Implementation of Mitigation Measure TRANS-1a set forth below, which is hereby adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level.

Implementation of Mitigation Measure TRANS-1a, which is a typical improvement strategy to manage increased net daily trips by adding travel lanes to accommodate increased capacity of the roadway, could require additional right-of-way that is not under the jurisdiction of the City, which would affect local property owners and is considered infeasible in most locations. Also, the widening of roadways can lead to other secondary impacts, such as induced travel demand (e.g., more vehicles on the roadway due to increased capacity on a particular route), air quality degradation, increases in noise associated with motor vehicles, and reductions in transit use (less congestion or reduced driving time may make driving more attractive than transit travel). Wider roadways also result in a degradation of pedestrian and bicycle facilities, including increased intersection crossing times. Thus, while traffic may increase on certain roadways by varying percentages, it should be viewed as more than a level-of-service or traffic-operation issue. For these reasons, these types of measures are considered infeasible to reduce ADT on the impacted roadway segments. Furthermore, while implementation of the proposed Zoning regulations would reduce impacts at some roadways segments, it would not necessarily reduce all the impacted segments. For example, the proposed Zoning regulations that require a 20 percent trip reduction is anticipated to eliminate impacts on eight roadway segments, including segments of Alma Street, Encinal Avenue, Hamilton Avenue, Junipero Serra Boulevard, Laurel Street, Newbridge Street, and Linfield Drive. The trip reduction requirement would reduce traffic volumes at all other locations between 1 and 17 percent, resulting in reduced impacts. Additionally, the proposed street classification system would reclassify some street segments in the Bayfront Area, including segments of Chrysler Drive, Constitution Drive, Chilco Street, Adams Drive, and others, from local streets to Mixed-Use Collectors. These reclassifications would change the street design standards and eliminate or reduce impacts as streets are rebuilt to new standards over time. Furthermore, the net growth in 2040 Plus Project conditions

daily traffic volumes, which represents the net change from existing conditions, includes growth that will occur without the

project under 2040 No Project Conditions. Fully mitigating the impact to less than significant levels is infeasible because it would require eliminating most of the year 2040 traffic growth on impacted segments, including background traffic growth, regional traffic growth outside the control of the City and/or not part of the project. For these reasons, impacts to roadway segments are considered significant and unavoidable. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects that comply with the applicable regulations and meet applicable thresholds of significance. However, due to the programmatic nature of the proposed project, no feasible and additional mitigating policies are available.

Mitigation Measure TRANS-1a:

Widen impacted roadway segments at appropriate locations throughout the city to add travel lanes and capacity to accommodate the increase in net daily trips.

H. IMPACT TRANS-1b: IMPLEMENTATION OF THE PROJECT WOULD RESULT IN INCREASED DELAY TO PEAK HOUR MOTOR VEHICLE TRAFFIC EXCEEDING THE SIGNIFICANCE THRESHOLD AT SOME OF THE STUDY INTERSECTIONS.

The Final EIR finds that that implementation of the Project would generate additional motor vehicle trips on the local roadway network, resulting in significant impacts some study intersections during at least one of the AM or PM peak hours (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m., respectively). Implementation of Mitigation Measure TRANS-1b set forth below, which is hereby adopted and incorporated into the proposed project, would update the City's existing Transportation Impact Fee (TIF) program to secure a funding mechanism for future roadway and infrastructure improvements that are necessary to mitigate impacts from future projects based on then current standards, but not to a less-than-significant level. Impacts would remain significant and unavoidable because the City cannot guarantee improvements at these intersections at this time. This is in part because the nexus study has yet to be prepared, some of the improvements have the potential to cause secondary environmental impacts that would need to be addressed before construction could occur, and some of the impacted intersections are within the jurisdiction of the City of East Palo Alto and Caltrans. The City will continue to cooperate with these jurisdictions to identify improvements that would reduce or minimize the impacts to intersections and roadways as a result of implementation of future development projects in Menlo Park, but, many of the improvements in Mitigation

Measure TRANS-1a are within the responsibility and jurisdiction of other agencies and not the City of Menlo Park. No additional mitigation measures are feasible and available; therefore, the impact would be significant and unavoidable.

Mitigation Measure TRANS-1b:

The City of Menlo Park shall update the existing Transportation Impact Fee (TIF) program to guarantee funding for citywide roadway and infrastructure improvements that are necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a more intensive use. The fees collected shall be applied toward circulation improvements. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel room by the appropriate rate. Transportation Impact fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the Transportation Impact Fees to fund construction (or to recoup fees advanced to fund construction) of the transportation improvements identified below, among other things that at the time of potential future development may be warranted to mitigate traffic impacts. It should be noted that any project proposed prior to the adoption of an updated TIF will be required to conduct a project-specific Transportation Impact Assessment to determine the impacts and necessary transportation mitigations that are to be funded by that project.

As part of the update to the TIF program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the improvements and facilities required to mitigate the impacts of new development pursuant to the proposed project. The following examples of improvements and facilities would reduce impacts to acceptable level of service standards and these, among other improvements, could be included in the TIF program impact fees nexus study:

- ***Sand Hill Road (westbound) and I-280 Northbound On-ramp (#1):*** *Modify the signal-timing plan during the PM peak hour to increase the maximum allocation of green time to the westbound approach during the PM peak hour.*
- ***Sand Hill Road (eastbound) and I-280 Northbound Off-ramp (#2):*** *Add an additional northbound right-turn lane on the off-ramp to improve operations to acceptable LOS D during the AM peak hour.*

- ***El Camino Real and Ravenswood Avenue (#28):*** *One eastbound right-turn lane on Menlo Avenue to improve conditions.*
- ***Willow Road and Newbridge Street (#33):*** *Implement measures on Chilco Street south of Constitution Drive to reduce or prevent cut-through traffic through the Belle Haven neighborhood, such as peak-hour turn restrictions from Constitution Drive to southbound Chilco Street, and measures to enhance*
- *east/west circulation from Willow Road via O'Brien Drive and the proposed mixed-use collector street opposite Ivy Drive, extending east to University Avenue, to discourage use of Newbridge Street.*
- ***Willow Road and Hamilton Avenue (#36):*** *Provide primary access to potential future development sites east of Willow Road via O'Brien Drive and/or the proposed Mixed-Use Collector that would intersect Willow Road between Hamilton Avenue and O'Brien Drive. Implement measures on Chilco Street south of Constitution Drive to prevent cut-through traffic through the Belle Haven neighborhood, such as peak-hour turn restrictions from Constitution Drive to southbound Chilco Street. Although the provision of an eastbound left-turn lane on Hamilton Avenue where it approaches Willow Road would reduce the delay, this potential mitigation is not recommend because it would encourage cut-through traffic via Chilco Street and Hamilton Avenue, potentially affecting the Belle Haven neighborhood. Therefore, to avoid facilitating the use of Chilco Street and Hamilton Avenue as cut-through routes in the adjacent residential neighborhood, mitigating this traffic impact is not recommended at this time, consistent with City policies that discourage cut-through traffic in residential neighborhoods. The improvements should be incorporated into the updated fee program for ongoing consideration.*
- ***Bayfront Expressway and Willow Road (#37):*** *Evaluate the potential for grade separation to allow conflicting movements to occur simultaneously. The evaluation must consider traffic improvements, along with potential secondary impacts caused by potential right-of-way acquisition, impacts to adjacent wetlands and the Dumbarton Rail corridor, as well as potential impacts or benefits for multi-modal accommodation. If found feasible, the updated fee program should incorporate fair-share contributions from future development towards grade separation.*
- ***Bayfront Expressway and University Avenue (#38):*** *Evaluate the potential for grade separation to allow conflicting movements to occur simultaneously. The evaluation must consider traffic improvements, along with potential secondary impacts caused by potential right-of-way acquisition, impacts to adjacent wetlands and the Dumbarton Rail corridor, as well as potential impacts or benefits for multi-modal accommodation. If found feasible, the updated fee program should incorporate fair-share contributions from future development towards grade separation.*
- ***Chilco Street and Constitution Drive (#45):*** *Install a traffic signal and signalized crosswalks at the intersection. Construct three southbound lanes*

on the one-block segment of Chilco Street, between Bayfront Expressway and Chilco Street, to include two southbound left-turn lanes to accommodate the volume of left-turning vehicles entering the project site. In addition, during the AM peak hour, provide a "split-phase" signal operation on Chilco Street. Construct a northbound left-turn lane on Chilco Street approaching Constitution Drive. Construct two outbound lanes on Chilco Street between Constitution Drive and Bayfront Expressway. If the Facebook Campus Expansion Project is
approved, this mitigation measure would be required to be constructed as a requirement of that project.

- ***Chrysler Drive and Constitution Drive (#46):*** *Construct a southbound left-turn on Chrysler Drive, approaching Constitution Drive.*
- ***University Avenue and Adams Drive (#47):*** *Install a traffic signal at this intersection.*
- ***University Avenue and Bay Road (#51):*** *Realign the eastbound and westbound approaches to allow replacement of the east/west "split-phase" signal on Bay Street with standard protected signal phases in order to allow eastbound and westbound pedestrian crossings to occur simultaneously, which would allow for an increase in green time allocated to northbound/southbound movements on University Avenue and reduce peak-hour delay at this intersection. This intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements.*
- ***University Avenue and Donohoe Street (#54):*** *Mitigating this impact would require providing additional westbound lane capacity on Donohoe Street, including an extended dual left-turn pocket, dedicated through lane, and dual right-turn lanes; providing a southbound right-turn lane on University Avenue and lengthening the northbound turn pockets. However, this mitigation is likely to be infeasible given right-of-way limitations, proximity to existing US 101 on- and off-ramps, and adjacent properties. In addition, this intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements.*
- ***University Avenue and US 101 Southbound Ramps (#56):*** *Mitigating this impact would require modifications to the US 101 Southbound On/Off Ramps and at this location This intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements.*

- ***Chilco Street and Hamilton Avenue (#60):*** *Installation of a traffic signal would mitigate this impact to less than significant levels, but would have the undesirable secondary effect of encouraging the use of Chilco Street as a cut-through route, which conflicts with City goals that aim to reduce cut-through traffic in residential neighborhoods. Therefore, to avoid facilitating cut-through traffic, mitigating this traffic impact by increasing capacity is not recommended at this time, but should be incorporated into the updated fee program for ongoing consideration.*

I. IMPACT TRANS-2: IMPLEMENTATION OF THE PROJECT WOULD RESULT IN IMPACTS TO ROUTES OF REGIONAL SIGNIFICANCE.

The Final EIR finds that Routes of Regional Significance would be adversely impacted during at least one of the peak hours as a result of implementation of the Project. Implementation of Mitigation Measure TRANS-1a, set forth and incorporated above, would reduce these impacts, but not to a less-than-significant level. As discussed above, Mitigation Measure TRANS-1a is a typical improvement strategy to manage increased net daily trips. However, providing additional travel lanes would increase segment capacity but would not be feasible segments given available right-of-way and both downstream and downstream capacity limitations on facilities such as US 101 and the Dumbarton Bridge. In addition, the routes are under the control of Caltrans, and the City cannot guarantee implementation of mitigation. No additional mitigation measures are feasible and available; therefore, the impacts to regional routes of significance would remain significant and unavoidable.

Mitigation Measure TRANS-2:

Implement Mitigation Measure TRANS-1a.

J. IMPACT TRANS-6a: IMPLEMENTATION OF THE PROJECT WOULD NOT PROVIDE ADEQUATE PEDESTRIAN OR BICYCLE FACILITIES TO CONNECT TO THE AREA-WIDE CIRCULATION SYSTEM.

The Final EIR finds that the Project would not provide adequate pedestrian or bicycle facilities to connect to the area-wide circulation system. Implementation of Mitigation Measure TRANS-6a set forth below, which is hereby adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level. Implementation of Mitigation Measure TRANS-6a would update the City's existing Transportation Impact Fee (TIF) program to secure a funding mechanism for future pedestrian and bicycle improvements that are determined to be necessary to mitigate impacts from future projects based on then current standards, impacts would remain significant and unavoidable, because the City cannot guarantee improvements at this time. This is because the nexus study

has yet to be prepared. No additional mitigation measures are feasible and available; therefore, these impacts would remain significant and unavoidable.

Mitigation Measure TRANS-6a:

The City of Menlo Park shall update the Transportation Impact Fee (TIF) program to provide funding for citywide bicycle and pedestrian facilities that are necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a

more intensive use. The fees collected shall be applied toward improvements that will connect development sites within the area circulation system, including the elimination of gaps in the citywide pedestrian and bicycle network. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel room by the appropriate rate. Transportation Impact fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the transportation Impact fees to fund construction (or to recoup fees advanced to fund construction) of the transportation improvements identified in this mitigation measure, among other things that at the time of potential future development may be warranted to mitigate traffic impacts. It should be noted that any project proposed prior to the adoption of an updated TIF will be required to conduct a project-specific Transportation Impact Assessment to determine the impacts and necessary pedestrian or bicycle facilities mitigations that are to be funded by that project.

As part of the update to the TIF program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the bicycle and pedestrian improvements and facilities required to mitigate the traffic impacts of new development pursuant to the proposed project. The following examples of pedestrian and bicycle improvements would reduce impacts to acceptable standards, and these, among others improvements, could be included in the updated TIF program, also described under TRANS-1:

- ***US 101 Pedestrian & Bicycle Overcrossing at Marsh Road, and Marsh Road Corridor Pedestrian & Bicycle Improvements (Haven Avenue to Marsh Road/Bay Road):*** *Provide pedestrian and bicycle circulation between the Bayfront Area east of US 101 with the area circulation system west of US 101 along Marsh Road, including access to schools and commercial sites*

west of Marsh Road that are accessed via Bay Road and Florence Street. Improvements should facilitate pedestrian and bicycle circulation between Haven Avenue and across US 101 near Marsh Road. The recommended improvement would include a dedicated pedestrian and bicycle crossing adjacent to Marsh Road. Alternatively, the provision of continuous sidewalks with controlled pedestrian crossings and Class IV protected bicycle lanes on the Marsh Road overpass, if feasible, could mitigate this impact.

- ***Ringwood Avenue Corridor Pedestrian & Bicycle Improvements (Belle Haven to Middlefield Road):*** *Eliminate pedestrian and bicycle facility gaps on primary access routes to the Ringwood Avenue bicycle/pedestrian*

  overcrossing of US 101 (located near the terminus of Ringwood Avenue and Market Place). Improvements should include complete sidewalks on the north side of Pierce Road and bicycle facility improvements on the proposed Ringwood Avenue-Market Place-Hamilton Avenue bicycle boulevard (see Street Classification Map in Chapter 3, Project Description). These improvements would also enhance pedestrian and bicycle access to Menlo-Atherton High School.
- ***University Avenue Pedestrian Improvements:*** *Eliminate gaps in the sidewalk network on those portions of University Avenue that are within the Menlo Park City limits. The TIF Program should also include a contribution towards elimination of sidewalk gaps outside the City limits (within the City of East Palo Alto) to ensure that continuous sidewalks are provided on the west University Avenue between Adams Drive and the Bay Trail, located north of Purdue Avenue.*
- ***Willow Road Bikeway Corridor (Bayfront Expressway to Alma Street):*** *Provide a continuous bikeway facility that eliminates bicycle lane gaps, provides Class IV bicycle lanes on the US 101 overpass and where Willow Road intersects US 101 northbound and southbound ramps, and upgrades existing Class II bicycle lanes to Class IV protected bicycle lanes where feasible, particularly where the speed limit exceeds 35 miles per hour (mph).*
- ***Willow Road Pedestrian Crossings (Bayfront Expressway to Newbridge Street):*** *Provide enhanced pedestrian crossings of Willow Road at Hamilton Avenue, Ivy Drive (including proposed new street connection opposite Ivy Drive), O'Brien Drive and Newbridge Street. Enhanced crossings should include straightened crosswalks provided on each leg, high visibility crosswalk striping, accessible pedestrian signals, and pedestrian head-start signal timing (leading pedestrian intervals) where feasible. These enhanced crossings would provide improved access between the Belle Haven neighborhood and potential future development between Willow Road and University Avenue.*

- ***Dumbarton Corridor Connections:*** *Through separate projects, Samtrans is currently considering the potential for a bicycle/pedestrian shared-use trail along the Dumbarton Corridor right-of-way between Redwood City and East Palo Alto, through Menlo Park. If found feasible, the City's TIF Program should incorporate walking and bicycling access and connections to the proposed trail, including a potential rail crossing between Kelly Park and Onetta Harris Community Center and Chilco Street and pedestrian and bicycle improvements on streets that connect to the Dumbarton Corridor: Marsh Road, Chilco Street, Willow Road, and University Avenue.*

K. IMPACT TRANS-6b: THE PROJECT WOULD GENERATE A SUBSTANTIAL INCREASE IN TRANSIT RIDERS THAT CANNOT BE ADEQUATELY SERVICED BY EXISTING PUBLIC TRANSIT SERVICES, AND THE PROJECT WOULD GENERATE DEMAND FOR TRANSIT SERVICES AT SITES MORE THAN ONE-QUARTER MILE FROM EXISTING PUBLIC TRANSIT ROUTES.

The Final EIR finds that the Project would generate a substantial increase in transit riders that cannot be adequately serviced by existing public transit services, and the project would generate demand for transit services at sites more than one-quarter mile from existing public transit routes. Implementation of Mitigation Measure TRANS-6b set forth below, which is hereby adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level. Mitigation Measure TRANS-6b would update the City's existing Shuttle Fee program to guarantee funding for operations of City-sponsored shuttle service that is necessary to mitigate impacts from future projects based on the then current City standards, impacts would remain significant and unavoidable, because the City cannot guarantee improvements at this time. This is because the nexus study has yet to be prepared. No additional mitigation measures are feasible and available; therefore, these impacts would remain significant and unavoidable.

Mitigation Measure TRANS-6b:

The City of Menlo Park shall update the existing Shuttle Fee program to guarantee funding for citywide operations of City-sponsored shuttle service that is necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a more intensive use. The fees collected shall be applied toward circulation improvements and right-of-way acquisition. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel

room by the appropriate rate. Shuttle fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the Shuttle fees to fund operations of City-sponsored shuttle service to meet the increased demand.

As part of the update to the Shuttle Fee program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the transit improvements and facilities required to mitigate the transit impacts of new development pursuant to the proposed project. The types of transit-related improvements and facilities that

would reduce impacts to acceptable standards including increasing the fleet of City-sponsored Shuttles and adding additional transit stop facilities within one-quarter mile from residential and employment centers These, among other improvements, could be included in the Shuttle Fee program impact fees nexus study.

L. IMPACT TRANS-6c: THE PROJECT WOULD RESULT IN INCREASED PEAK-HOUR TRAFFIC DELAY AT INTERSECTIONS ON BAYFRONT EXPRESSWAY, UNIVERSITY AVENUE AND WILLOW ROAD, AS IDENTIFIED IN TRANS-1, THAT COULD DECREASE THE PERFORMANCE OF TRANSIT SERVICE AND INCREASE THE COST OF TRANSIT OPERATIONS.

The Final EIR finds that would result in increased peak-hour traffic delay at intersections on Bayfront Expressway, University Avenue and Willow Road that could decrease the performance of transit service and increase the cost of transit operations. Implementation of Mitigation Measure TRANS-6c set forth below, which is hereby adopted and incorporated into the Project, would reduce these impacts, but not to a less-than-significant level. Implementation of Mitigation Measure TRANS-6c, which could result in the provision transit service on the on the Dumbarton Corridor could mitigate this impact, because provision of Dumbarton transit service would require approval of other public agencies and is not under the jurisdiction of the City of Menlo Park, implementation of this mitigation cannot be guaranteed and this impact would remain is significant and unavoidable. No additional mitigation measures are feasible and available.

Mitigation Measure TRANS-6c:

The City should continue to support the Dumbarton Corridor Study, evaluating the feasibility of providing transit service to the existing rail corridor and/or

operational improvements to Bayfront Expressway, Marsh Road and Willow Road, such as a dedicated high-occupancy vehicle (HOV) lane, bus queue-jump lanes, or transit-signal priority that could reduce travel time for current bus operations.

VII. FINDINGS FOR SIGNIFICANT IMPACTS REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL BY MITIGATION MEASURES

The Final EIR identifies the following significant impacts associated with the Project. It is hereby determined that the impacts addressed by these mitigation measures will be mitigated to a less than significant level or avoided by adopting and incorporating these mitigation measures conditions into the Project. Public Resources Code Section 21081(a)(1). As explained in Section X, below, the

findings in this Section VII are based on the Final EIR, the discussion and analysis in which is hereby incorporated in full by this reference.

A. IMPACT AQ-3a: WAREHOUSING OPERATIONS COULD GENERATE A SUBSTANTIAL AMOUNT OF DIESEL PARTICULATE MATTER (DPM) EMISSIONS FROM OFF-ROAD EQUIPMENT USE AND TRUCK IDLING. IN ADDITION, SOME WAREHOUSING, RESEARCH AND DEVELOPMENT, AND INDUSTRIAL FACILITIES MAY INCLUDE USE OF TRANSPORT REFRIGERATION UNITS (TRUs) FOR COLD STORAGE THAT COULD EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.

The Final EIR finds that the buildout of the Project could result in new sources of criteria air pollutant emissions and/or toxic air contaminants near existing or planned sensitive receptors. Existing and Project policies would reduce concentrations of TACs and $PM_{2.5}$ generated by new development. Review of projects by BAAQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure health risks are minimized. Mitigation Measure AQ-3a would ensure that mobile sources of TACs not covered under BAAQMD permits are considered during subsequent project-level environmental review. Development of individual projects would be required to achieve the incremental risk thresholds established by BAAQMD. Implementation of the Mitigation Measures AQ-3a, set forth below, which are hereby adopted and incorporated into the Project, would reduce this impact to a less-than-significant level.

Mitigation Measure AQ-3a:

Applicants for future non-residential land uses within the city that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of a proposed project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Menlo Park prior to future discretionary Project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds 10 in one million (10E-06), $PM_{2.5}$ concentrations exceed 0.3 µg/m3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. Mitigation measures may include but are not limited to:

- *Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible.*
- *Electrifying warehousing docks.*
- *Requiring use of newer equipment and/or vehicles.*
- *Restricting off-site truck travel through the creation of truck routes.*

Mitigation measures identified in the project-specific HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of a proposed project.

B. IMPACT AQ-3B: PLACEMENT OF NEW SENSITIVE LAND USES NEAR MAJOR SOURCES OF AIR POLLUTION COULD BE EXPOSED TO ELEVATED CONCENTRATIONS OF AIR POLLUTANTS.

The Final EIR finds that the placement of new sensitive receptors near major sources of TACs and $PM_{2.5}$ could expose people to substantial pollutant concentrations. General Plan policies would reduce concentrations of criteria air pollutant emissions and air toxics generated by new development. Mitigation Measure AQ-3b would ensure that placement of sensitive receptors near major sources of air pollution would achieve the incremental risk thresholds established by BAAQMD.

Mitigation Measure AQ-3b:

As part of the discretionary review process for development applications, applicants for all non-residential projects within the City that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land

use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of a proposed project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City's Planning Division. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds 10 in one million (10E-06), $PM_{2.5}$ concentrations exceed 0.3 µg/m^3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. Mitigation measures may include but are not limited to:

- *Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible.*
- *Electrifying warehousing docks.*
- *Requiring use of newer equipment and/or vehicles.*
- *Restricting off-site truck travel through the creation of truck routes.*

Mitigation measures identified in the project-specific HRA shall be incorporated into the site development plan as a component of a proposed project, subject to the review and approval of the Community Development Department.

C. IMPACT BIO-1: IMPACTS TO SPECIAL-STATUS SPECIES OR THE INADVERTENT LOSS OF BIRD NESTS IN ACTIVE USE, WHICH WOULD CONFLICT WITH THE FEDERAL MIGRATORY BIRD TREATY ACT AND CALIFORNIA FISH AND GAME CODE COULD OCCUR AS A RESULT OF NEW DEVELOPMENT POTENTIAL IN THE BAYFRONT AREA AND FROM EXISTING AND ONGOING DEVELOPMENT POTENTIAL IN THE REMAINDER OF THE CITY IF ADEQUATE CONTROLS ARE NOT IMPLEMENTED.

The Final EIR finds that potential for occurrence of special-status species in developed areas is generally very remote in comparison to undeveloped lands with natural habitat that contain essential habitat characteristics for the range of species known in the Menlo Park vicinity; however, the western snowy plover, Santa Cruz kangaroo rat, salt-marsh harvest mouse and California least tern, among others, have the potential for occurrence in the remaining undeveloped lands in Bayfront Area and special-status species, including the Alameda song sparrow, American Badger, hoary bat, Santa Cruz kangaroo rat, pallid bat, California tiger salamander, western pond turtle, California red-legged frog have the potential for occurrence elsewhere in the study area. Implementation of Mitigation Measure BIO-1, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure BIO-1:

As part of the discretionary review process for development projects, new construction and building additions, regardless of size, in addition to appropriate CEQA review, the City shall require all project applicants to prepare and submit project-specific baseline biological resources assessments (BRA) if the project would occur on or adjacent to a parcel containing natural habitat with features such as mature and native trees, unused structures that could support special-status species, other sensitive biological resources, and/or active nests of common birds protected under Migratory Bird Treaty Act (MBTA). Sensitive biological resources triggering the need for the baseline BRA shall include: wetlands, occurrences or suitable habitat for special-status species, sensitive natural communities, and important movement corridors for wildlife such as creek corridors and shorelines.

The baseline BRA shall be prepared by a qualified biologist.

The baseline BRA shall provide a determination on whether any sensitive biological resources are present on the site, including jurisdictional wetlands and

waters, essential habitat for special-status species, and sensitive natural communities. If jurisdictional wetlands and/or waters are suspected to be present on the site, a jurisdictional delineation confirmed by the U.S. Army Corps of Engineers (USACE) will be provided as part of the baseline BRA.

The baseline BRA shall also include consideration of possible sensitive biological resources on any adjacent undeveloped lands that could be affected by the project and lands of the Don Edwards San Francisco Bay National Wildlife Refuge (Refuge).

The baseline BRA shall incorporate guidance from relevant regional conservation plans, including, but not limited to, the then current Don Edwards San Francisco Bay National Wildlife Refuge Comprehensive Conservation Plan, South Bay Salt Pond Restoration Project, Tidal Marsh Recovery Plan and the USFWS Recovery Plan for the Pacific Coast Population of the Western Snowy Plover, for determining the potential presence or absence of sensitive biological resources, however, the presence or absence of sensitive biological resources will be determined by on-site surveys. If the adjacent property is the Refuge, Refuge staff shall be contacted regarding the presence or absence of sensitive biological resources.

If sensitive biological resources are determined to be present on the site or may be present on any adjacent parcel containing natural habitat, coordination with the appropriate regulatory and resource agencies must occur. Appropriate measures, such as preconstruction surveys, establishing no-disturbance zones and restrictive time periods during construction, protective development setbacks and restrictions, and applying bird-safe building design practices and materials, shall be developed by the qualified biologist in consultations with the regulatory and resource agencies to provide adequate avoidance, or provide compensatory mitigation if avoidance is infeasible. With respect to fully protected species, if the BRA for any development project determines that any of the following Fully Protected Species are present, then neither take of such species will be permitted nor will mitigation measures including species collection or relocation. The Fully Protected Species include American Peregrine Falcon (Falco peregrinus anatum), California Black Rail (Laterallus jamaicensis coturniculus), California Clapper Rail – Ridgway's Rail (Rallus longirostris obsoletus), California Least Tern (Sterna albifrons browni), White-tail Kite (Elanus leucurus), Salt-marsh harvest mouse (Reithrodontomys raviventris), and San Francisco garter snake (Thamnophis sirtalis tetrataenia).

The qualified biologist shall consult with the Refuge management and, where appropriate, the Endangered Species Office of the U.S. Fish and Wildlife Service (USFWS), the National Marine Fisheries Service (NMFS), and California Department of Fish and Wildlife (CDFW) for determining the potential presence or

absence of sensitive biological resources and appropriate avoidance or compensatory mitigation measures, if required.

Where jurisdictional waters or federally and/or State-listed special-status species would be affected, appropriate authorizations, i.e. the USACE, San Francisco Bay Regional Water Quality Control Board (RWQCB), San Francisco Bay Conservation and Development Commission (BCDC), USFWS, NMFS, Refuge and CDFW, shall be obtained by the project applicant, and evidence of such authorization provided to the City prior to issuance of grading or other construction permits.

For sites that are adjacent to undeveloped lands with federally and/or State-listed special status species, or sensitive habitats, or lands of the Refuge, the BRA shall include evaluation of the potential effects of:

- *additional light,*
- *glare,*
- *shading (i.e. shadow analysis),*
- *noise,*
- *urban runoff,*
- *water flow disruption,*
- *water quality degradation/sedimentation,*
- *attraction of nuisance species/predators (e.g. attraction of refuse) and their abatement (e.g. adverse impacts of rodenticides), and*
- *pesticides*

generated by the project, as well as the possibility for increased activity from humans and/or domesticated pets and their effects on the nearby natural habitats. The BRA shall include proposed avoidance, minimization and mitigation of these adverse impacts.

The City of Menlo Park Planning Division may require an independent peer review of the adequacy of the baseline BRA as part of the review of the project to confirm its adequacy. Mitigation measures identified in the project-specific BRA shall be incorporated as a component of a proposed project and subsequent building permit, subject to the review and approval of the Community Development Department and the appropriate regulatory and resource agencies.

The following zoning regulations enacted by ordinances (including, but not limited to, 16.43 O-Office District, 16.43.080 Corporate housing, 16.43.140 Green and sustainable building; 16.44 LS-Life Science District, 16.44.130 Green and sustainable building) to minimize impacts to biological resources are incorporated

by reference into this mitigation measure and shall be a component of the project building permits:

1. *Setbacks (A) Minimum of two hundred (200) feet from the waterfront; waterfront is defined as the top of the levee.*
2. *Waterfront and Environmental Considerations. The following provisions are applicable when the property is adjacent to the waterfront or other sensitive habitat.*
   a. *Non-emergency lighting shall be limited to the minimum necessary to meet safety requirements and shall provide shielding and reflectors to minimize light spill and glare and shall not directly illuminate sensitive habitat areas. Incorporate timing devices and sensors to ensure night lighting is used only when necessary.*
   b. *Landscaping and its maintenance shall not negatively impact the water quality, native habitats, or natural resources.*
   c. *Pets shall not be allowed within the corporate housing due to their impacts on water quality, native habitats, and natural resources.*
3. *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.*

If it is determined through the BRA or CEQA review that further assessment/monitoring/reporting is required by appropriate regulatory or resource agencies, it shall be the responsibility of the City to ensure all project requirements are implemented.

D. IMPACT BIO-2: IMPACTS TO COASTAL SALT MARSH VEGETATION IN THE BAYLANDS, AND POSSIBLY AREAS OF RIPARIAN SCRUB AND WOODLAND ALONG SAN FRANCISQUITO CREEK AND OTHER DRAINAGES IN THE STUDY AREA COULD OCCUR AS A RESULT OF NEW DEVELOPMENT POTENTIAL IN THE BAYFRONT AREA AND FROM EXISTING AND ONGOING DEVELOPMENT POTENTIAL IN THE REMAINDER OF THE CITY IF ADEQUATE CONTROLS ARE NOT IMPLEMENTED.

The Final EIR finds that impacts to riparian habitats and other sensitive natural communities include both direct and indirect impacts that may occur. Direct impacts occur as a result of converting natural resources to developed properties, including the addition of impervious surfaces or hydrologic alterations. Habitat loss and degradation of existing habitat are direct impacts. Direct impacts may also be temporary impacts if they disturb a habitat that is subsequently restored after construction. An indirect impact is a physical change in the environment, which is not immediately related to, but is caused by the project. For example, if development results in reducing the sizes of remaining habitats, the values and functions of that habitat would be reduced and indirect impacts would occur. Increased stormwater runoff could potentially contribute to the loss of wetland habitat, affecting special status species that rely on this habitat.

Sensitive natural communities in the study area include areas of coastal salt marsh vegetation in the baylands, native valley oaks dominate the 88-acre Saint Patrick's Seminary in central Menlo Park and possibly areas of riparian scrub and woodland along San Francisquito Creek and other drainages. A portion of the Bayfront Area along University Avenue has a designation of Life Sciences over areas of marshland cover. These marshlands appear to be primarily freshwater and brackish in nature, but would still be a sensitive natural community type and are most likely regulated wetlands as discussed further under Impact Discussion BIO 3 below. Implementation of Mitigation Measure BIO-2, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure BIO-2:

Implement Mitigation Measure BIO-1.

E. IMPACT BIO-3: IMPLEMENTATION OF THE PROJECT COULD RESULT IN DIRECT AND INDIRECT IMPACTS TO WETLAND HABITAT IF ADEQUATE CONTROLS ARE NOT IMPLEMENTED.

The Final EIR finds that development and land use activities consistent with the Project could result in direct loss or modification to existing wetlands and unvegetated other waters, as well as indirect impacts due to water quality degradation. Affected wetlands could include both the wetland-related sensitive natural community types described above, as well as areas of open water, degraded and modified streams and channels, unvegetated waters, and isolated seasonal wetlands or freshwater seeps. Implementation of Mitigation Measure BIO-3, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure BIO-3:

Implement Mitigation Measure BIO-1.

F. IMPACT BIO-4: IMPLEMENTATION OF THE PROJECT COULD RESULT IN IMPACTS ON THE MOVEMENT OF FISH AND WILDLIFE, WILDLIFE CORRIDORS, OR WILDLIFE NURSERY SITES IF ADEQUATE CONTROLS ARE NOT IMPLEMENTED.

The Final EIR finds that development and land use activities consistent with the Project would result in a reduction in the remaining natural habitat in the study area. However, most wildlife in these areas are already acclimated to human activity in the urbanized portions of the study area. Implementation of Mitigation Measure BIO-4, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure BIO-4:

Implement Mitigation Measure BIO-1.

G. IMPACT BIO-6: IMPACTS TO SENSITIVE HABITAT IN THE STANFORD HABITAT CONSERVATION PLAN (HCP) AREA COULD OCCUR AS A RESULT OF EXISTING DEVELOPMENT POTENTIAL IN THE STUDY AREA THAT IS LOCATED WITHIN THE STANFORD HCP AREA IF ADEQUATE CONTROLS ARE NOT IMPLEMENTED.

The Final EIR finds that development within sensitive habitats within the Stanford Habitat Conservation Plan area could occur under the Project. Implementation of Mitigation Measure BIO-6 set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure BIO-6:

Implement Mitigation Measure BIO-1.

H. IMPACT BIO-7: IMPLEMENTATION OF THE PROJECT IN COMBINATION WITH PAST, PRESENT, AND REASONABLY FORESEEABLE PROJECTS, WOULD RESULT IN SIGNIFICANT CUMULATIVE IMPACTS WITH RESPECT TO BIOLOGICAL RESOURCES.

The Final EIR finds that implementation of the Project could result in further conversion of existing natural habitats to urban and suburban conditions, limiting the existing habitat values of the surrounding area and potentially resulting in significant cumulative impacts with respect to biological resources.

With implementation of Mitigation Measure BIO-1, set forth and incorporated above, the Project would not make a cumulatively considerable contribution to this cumulative impact, and the impact would be less than significant.

Mitigation Measure BIO-7:

Implement Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4 and BIO-6.

I. IMPACT CULT-1: FUTURE DEVELOPMENT IN MENLO PARK COULD LEAD TO DEMOLITION AND ALTERATION THAT HAS THE POTENTIAL TO CHANGE THE HISTORIC FABRIC OR SETTING OF HISTORIC ARCHITECTURAL RESOURCES SUCH THAT THE RESOURCE'S ABILITY TO CONVEY ITS SIGNIFICANCE MAY BE MATERIALLY IMPAIRED.

The Final EIR finds that implementation of the Project could result in new development and that could impair the historic integrity of resources are generally more important with larger and denser new construction and the impacts on historical resources would be significant. Implementation of Mitigation Measure CULT-1 set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure CULT-1:

At the time that individual projects are proposed on any site citywide with a building more than 50 years old or any site adjoining a property with a building more than 50 years old, the City shall require the project applicant to prepare a site-specific evaluation to determine if the project is subject to completion of a site-specific historic resources study. If it is determined that a site-specific historic resources study is required, the study shall be prepared by a qualified architectural historian meeting the Secretary of the Interior's Standards for Architecture or Architectural History. At a minimum, the study shall consist of a records search of the California Historical Resources Information System, an intensive-level pedestrian field survey, an evaluation of significance using standard National Register Historic Preservation and California Register Historic Preservation evaluation criteria, and recordation of all identified historic buildings

and structures on California Department of Parks and Recreation 523 Site Record forms. The study shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and recommendations for management of identified resources. If applicable, the specific requirements for inventory areas and documentation format required by certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), shall be adhered to.

If the project site or adjacent properties are found to be eligible for listing on the California Register, the project shall be required to conform to the current Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, and Restoring Historic Buildings, which require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.

J. IMPACT CULT-2A: IMPLEMENTATION OF THE PROJECT COULD HAVE THE POTENTIAL TO CAUSE A SIGNIFICANT IMPACT TO AN ARCHAEOLOGICAL RESOURCE PURSUANT TO CEQA GUIDELINES SECTION 15064.5.

The Final EIR finds that implementation of the Project could result in new development and that could impair the historic integrity of unknown archaeological deposits associated with the historic period of Menlo Park and Native American prehistoric archeological sites. Implementation of Mitigation Measure CULT-2a set forth below, which is hereby adopted and incorporated into the proposed project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure CULT-2a:

If a potentially significant subsurface cultural resource is encountered during ground disturbing activities on any parcel in the city, all construction activities within a 100-foot radius of the find shall cease until a qualified archeologist determines whether the resource requires further study. All developers in the study area shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of the California Environmental Quality Act (CEQA) criteria by a qualified archeologist. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also

perform appropriate technical analyses; prepare a comprehensive report complete with methods, results, and recommendations; and provide for the permanent curation of the recovered resources. The report shall be submitted to the City of Menlo Park, Northwest Information Center (NWIC), and State Historic Preservation Office (SHPO), if required.

K. IMPACT CULT-2b: FUTURE DEVELOPMENT IN MENLO PARK COULD IMPACT ARCHEOLOGICAL RESOURCES WITHOUT PROPER CONSULTATION WITH NATIVE AMERICAN TRIBES.

The Final EIR finds that implementation of the Project could result in new development and that could impair the historic integrity of unknown archaeological deposits associated with the historic period of Menlo Park and Native American prehistoric archeological sites. Implementation of Mitigation Measure CULT-2b set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure CULT-2b:

As part of the City's application approval process and prior to project approval, the City shall consult with those Native American Tribes with ancestral ties to the Menlo Park city limits regarding General Plan Amendments in the city and land use policy changes. Upon receipt of an application for proposed project that requires a General Plan Amendment or a land use policy change, the City shall submit a request for a list of Native American Tribes to be contacted about the proposed project to the Native American Heritage Commission (NAHC). Upon receipt of the list of Native American Tribes from the NAHC, the City shall submit a letter to each Tribe on the provided list requesting consultation with the Native American Tribe about the proposed project via the via the City's preferred confirmation of receipt correspondence tracking method (e.g., Federal Express, United States Postal Service Certified Mail, etc.).

L. IMPACT CULT-3: IMPLEMENTATION OF THE PROJECT WOULD HAVE THE POTENTIAL TO DIRECTLY OR INDIRECTLY AFFECT A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE, OR UNIQUE GEOLOGIC FEATURE.

The Final EIR finds that implementation of the Project could result in new development and that could impair unknown fossils or unique paleontological resources or unique geologic features in the study area. Implementation of Mitigation Measure CULT-3 set forth below, which is hereby adopted and

incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure CULT-3:

In the event that fossils or fossil bearing deposits are discovered during ground disturbing activities anywhere in the city, excavations within a 50-foot radius of the find shall be temporarily halted or diverted. Ground disturbance work shall cease until a City-approved 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 1995]), 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.

M. IMPACT CULT-4: GROUND-DISTURBING ACTIVITIES AS A RESULT OF FUTURE DEVELOPMENT IN MENLO PARK COULD ENCOUNTER HUMAN REMAINS THE DISTURBANCE OF THOSE REMAINS COULD RESULT IN A SIGNIFICANT IMPACT UNDER CEQA.

The Final EIR finds that implementation of the Project could result in new development and that could impair human remains, including those of Native Americans, associated with pre-contact archaeological deposits in the study area. Implementation of Mitigation Measure CULT-4 set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure CULT-4:

Procedures of conduct following the discovery of human remains citywide have been mandated by Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98 and the California Code of Regulations Section 15064.5(e) (CEQA). According to the provisions in CEQA, if human remains are encountered at the 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, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, 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.

N. IMPACT CULT-5: GROUND-DISTURBING ACTIVITIES AS A RESULT OF FUTURE DEVELOPMENT IN MENLO PARK COULD ENCOUNTER TRIBAL CULTURAL RESOURCES (TCRS) THE DISTURBANCE OF WHICH COULD RESULT IN A SIGNIFICANT IMPACT UNDER CEQA.

The Final EIR finds that implementation of the Project could result in new development and that could impair unknown archeological resources including Native American artifacts and human remains, which could be defined as tribal cultural resources (TCRs). Implementation of Mitigation Measure CULT-5a through CULT-5c set forth below, which is hereby adopted and incorporated into the proposed project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure CULT-5a:

Implement Mitigation Measures CULT-2a.

Mitigation Measure CULT-5b:

Implement Mitigation Measures CULT-2b.

Mitigation Measure CULT-5c:

Implement Mitigation Measures CULT-4.

O. IMPACT CULT-6: IMPLEMENTATION OF THE PROJECT, IN COMBINATION WITH PAST, PRESENT AND REASONABLY FORESEEABLE PROJECTS, WOULD RESULT IN A SIGNIFICANT CUMULATIVE IMPACTS WITH RESPECT TO CULTURAL RESOURCES.

The Final EIR finds that implementation of the Project could impair cultural resources, including unknown archaeological resources, paleontological resources, human remains, or TCR's historic building and potentially resulting in significant cumulative impacts with respect to biological resources.

Implementation of Mitigation Measure CULT-6, set forth and incorporated below, the Project would not make a cumulatively considerable contribution to this cumulative impact, and the impact would be less than significant.

Mitigation Measure CULT-6:

Implement Mitigation Measures CULT-1, CULT-2a, CULT-2b, CULT-3, and CULT-4.

P. IMPACT HAZ-4: IMPLEMENTATION OF THE PROJECT COULD OCCUR ON SITES WITH KNOWN HAZARDOUS MATERIALS AND, AS A RESULT, CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.

The Final EIR finds that because hazardous materials are known to be present in soil, soil gas, and/or groundwater due to past land uses at certain sites that may be redeveloped as part of the Project, the direct contact, inhalation, or ingestion of hazardous materials could potentially cause adverse health effects to construction workers and future site users. The severity of health effects would depend on the contaminant(s), concentration, use of personal protective equipment during construction, and duration of exposure. The disturbance and release of hazardous materials during earthwork activities, if present, could pose a hazard to construction workers, nearby receptors, and the environment and impacts could be potentially significant. Implementation of Mitigation Measures HAZ-4a and HAZ-4b, set forth below, which are hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure HAZ-4a:

Construction at the sites of any site in the City with known contamination, shall be conducted under a project-specific Environmental Site Management Plan (ESMP) that is prepared in consultation with the Regional Water Quality Control Board (RWQCB) or the Department of Toxic Substances Control (DTSC), as appropriate. 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. The ESMP shall: 1) provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation 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.

Mitigation Measure HAZ-4b:

For those sites throughout the city with potential residual contamination in soil, gas, or groundwater that are planned for redevelopment with an overlying occupied building, a vapor intrusion assessment shall be performed by a licensed environmental professional. If the results of the vapor intrusion assessment indicate the potential for significant vapor intrusion into an occupied building, project design shall include vapor controls or source removal, as appropriate, in accordance with regulatory agency requirements. Soil vapor mitigations or controls could include vapor barriers, passive venting, and/or active venting. The vapor intrusion assessment and associated vapor controls or source removal can be incorporated into the ESMP (Mitigation Measure HAZ-4a).

Q. IMPACT HAZ-9: IMPLEMENTATION OF THE PROJECT, IN COMBINATION WITH PAST, PRESENT, AND REASONABLY FORESEEABLE PROJECTS, WOULD RESULT IN SIGNIFICANT CUMULATIVE IMPACTS WITH RESPECT TO HAZARDS AND HAZARDOUS MATERIALS.

The Final EIR takes into account growth projected by the Project within the Menlo Park city boundary and Sphere of Influence (SOI), in combination with impacts from projected growth in the rest of San Mateo County and the surrounding region, as forecast by the Association of Bay Area of Governments (ABAG). Potential cumulative hazardous materials impacts could arise from a combination of the development of the Project together with the regional growth in the immediate vicinity of the study area. As discussed under Impact HAZ-4, disturbance and release of hazardous materials during earthwork activities, if present, could pose a hazard to construction workers, nearby receptors, and the environment and impacts could be potentially significant. Implementation of Mitigation Measures HAZ-9, set forth and incorporated below, in conjunction with

compliance with General Plan policies and strategies, other local, regional, State, and federal regulations, the proposed project would not make a cumulatively considerable contribution to this cumulative impact, and the impact would be less than significant.

Mitigation Measure HAZ-9:

Implement Mitigation Measures HAZ-4a and HAZ-4b.

R. IMPACT LU-2: FUTURE DEVELOPMENT PROPOSALS IN MENLO PARK COULD BE INCONSISTENT WITH THE APPLICABLE GOALS, POLICIES AND PROGRAMS IN THE GENERAL PLAN THAT HAVE BEEN PREPARED TO REDUCE AND/OR AVOID IMPACTS TO THE ENVIRONMENT AND THE SUPPORTING ZONING STANDARDS.

The Final EIR finds that future projects that are inconsistent with the applicable goals, policies and programs in the General Plan and supporting Zoning standards would be considered a significant impact. Implementation of Mitigation Measures LU-2, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure LU-2:

As part of the discretionary review process for development projects, all proposed development anywhere in Menlo Park is required to demonstrate consistency with the applicable goals, policies, and programs in the General Plan and the supporting Zoning standards to the satisfaction of the City of Menlo Park's Community Development Department. A future project is consistent with the General Plan and Zoning standards if, considering all its aspects, it will further the goals, policies and programs of the General Plan and supporting Zoning standards and not obstruct their attainment.

S. IMPACT LU-4: IMPLEMENTATION OF THE PROJECT, IN COMBINATION WITH PAST, PRESENT, AND REASONABLY FORESEEABLE PROJECTS, WOULD RESULT IN SIGNIFICANT CUMULATIVE IMPACTS WITH RESPECT TO LAND USE AND PLANNING.

The Final EIR finds that implementation of the Project could result in a cumulative land use impact if future projects under the proposed project are inconsistent with the applicable goals, policies and programs in the General Plan and supporting Zoning standards. Implementation of Mitigation Measure LU-4 set forth below, which is hereby adopted and incorporated into the proposed project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure LU-4:

Implement Mitigation Measure LU-2.

T. IMPACT NOISE-1: FUTURE PROJECTS IN MENLO PARK COULD RESULT IN DEVELOPMENT THAT EXCEEDS NOISE LIMITS REQUIRED UNDER TITLE 24 AND THE CITY'S REGULATIONS.

The Final EIR finds that if future projects in Menlo Park exceed the noise limits required under Title 24 or the City's regulations as set forth in the Zoning regulations this would result in a significant impact. Implementation of Mitigation Measures NOISE-1a, NOISE-1b, and NOISE-1c, set forth below, which are hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure NOISE-1a:

To meet the requirements of Title 24 and General Plan Program N1.A, project applicants shall perform acoustical studies prior to issuance of building permits for citywide development of new noise-sensitive uses. New residential dwellings, hotels, motels, dormitories, and school classrooms must meet an interior noise limit of 45 dBA CNEL or Ldn. Developments in areas exposed to more than 60 dBA CNEL must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. Where exterior noise levels are projected to exceed 60 dBA CNEL or Ldn at the façade of a building, a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the 45 dBA noise limit. Project applicants for all new multi-family residential projects subject to the review and approval of the Community Development Department, prior to building permit issuance, must perform acoustical studies within the

projected Ldn 60 dB noise contours, so that noise mitigation measures can be incorporated into project design and site planning, subject to the review and approval of the Community Development Department.

Mitigation Measure NOISE-1b:

Stationary noise sources and landscaping and maintenance activities citywide shall comply with Chapter 8.06, Noise, of the Menlo Park Municipal Code.

Mitigation Measure NOISE-1c:

Project applicants for all development projects in the city shall minimize the exposure of nearby properties to excessive noise levels from construction-related activity through CEQA review, conditions of approval and/or enforcement of the City's Noise Ordinance. Prior to issuance of demolition, grading, and/or building permits for development projects, a note shall be provided on development plans indicating that during on-going grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:

- *Construction activity is limited to the daytime hours between 8:00 a.m. to 6:00 p.m. on Monday through Friday, as prescribed in the City's municipal code.*
- *All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers, air intake silencers, and/or engine shrouds that are no less effective than as originally equipped by the manufacturer.*
- *Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.*
- *Stockpiling is located as far as feasible from nearby noise-sensitive receptors.*
- *Limit unnecessary engine idling to the extent feasible.*
- *Limit the use of public address systems.*
- *Construction traffic shall be limited to the haul routes established by the City of Menlo Park.*

U. IMPACT NOISE-2: FUTURE PROJECTS IN MENLO PARK COULD CAUSE EXPOSURE OF PEOPLE TO, OR GENERATION OF, EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS.

The Final EIR finds that if future projects in Menlo Park could cause exposure of people to, or generation of, excessive groundborne vibration or groundborne noise levels. Implementation of Mitigation Measured NOISE-2a and NOISE-2b, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impact to a less-than-significant level.

Mitigation Measure NOISE-2a:

To prevent architectural damage citywide as a result of construction-generated vibration:

- *Prior to issuance of a building permit for any development project requiring pile driving or blasting, the project applicant/developer shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. The maximum levels shall not exceed 0.2 inch/second, which is the level that can cause architectural damage for typical residential construction. If maximum levels would exceed these thresholds, alternative methods such static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used.*

To prevent vibration-induced annoyance as a result of construction-generated vibration:

- *Individual projects that involve vibration-intensive construction activities, such as blasting, pile drivers, jack hammers, and vibratory rollers, within 200 feet of sensitive receptors shall be evaluated for potential vibration impacts. A vibration study shall be conducted for individual projects where vibration-intensive impacts may occur. The study shall be prepared by an acoustical or vibration engineer holding a degree in engineering, physics, or allied discipline and who is able to demonstrate a minimum of two years of experience in preparing technical assessments in acoustics and/or groundborne vibrations. The study is subject to review and approval of the Community Development Department.*

Vibration impacts to nearby receptors shall not exceed the vibration annoyance levels (in RMS inches/second) as follows:

- *Workshop = 0.126*
- *Office = 0.063*
- *Residential Daytime (7:00 AM–10:00 PM)= 0.032*
- *Residential Nighttime (10:00 PM to 700 AM) = 0.016*

If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., nonexplosive blasting methods, drilled piles as opposed to pile driving, preclusion for using vibratory rollers, use of small- or medium-sized bulldozers,

etc.). Vibration reduction measures shall be incorporated into the site development plan as a component of the project and applicable building plans, subject to the review and approval of the Community Development Department.

Mitigation Measure NOISE-2b:

To reduce long-term vibration impacts of future development citywide on existing or potential future sensitive uses:

- *Locate sensitive uses away from vibration sources.*
- *Design industrial development to minimize vibration impacts on nearby uses. Where vibration impacts may occur, reduce impacts on residences and businesses through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration near rail lines and industrial uses.*
- *Work with the railroad operators (e.g., Caltrain, Union Pacific, etc.) to reduce, to the extent possible, the contribution of railroad train noise and vibration to Menlo Park's noise environment.*

V. IMPACT NOISE-4: FUTURE PROJECTS IN MENLO PARK COULD RESULT IN CONSTRUCTION-RELATED NOISE THAT EXCEEDS NOISE LIMITS REQUIRED UNDER THE CITY'S REGULATIONS.

The Final EIR finds that future projects would be required to demonstrate compliance with the City's required standards to ensure they do not result in the generation of construction noise levels in excess of standards established in the General Plan or the Municipal Code, and/or the applicable standards of other agencies. Implementation of Mitigation Measure NOISE-4, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impacts to a less-than-significant level.

Mitigation Measure NOISE-4:

Implement Mitigation Measure NOISE-1c.

W. IMPACT NOISE-7: IMPLEMENTATION OF THE PROJECT, IN COMBINATION WITH PAST, PRESENT, AND REASONABLY FORESEEABLE PROJECTS, WOULD RESULT IN SIGNIFICANT CUMULATIVE IMPACTS WITH RESPECT TO NOISE.

The Final EIR finds that implementation of the Project could result in a cumulative noise impact if future projects under the proposed project are inconsistent with the applicable goals, policies and programs in the General Plan and supporting Zoning standards related to maintaining acceptable noise operational and construction-related impacts. Implementation of Mitigation

Measure NOISE-7, set forth below, which is hereby adopted and incorporated into the proposed project, would avoid or reduce this impacts to a less-than-significant level.

Mitigation Measure NOISE-7:

Implement Mitigation Measures NOISE-1a through NOISE-1c, NOISE-2a, NOISE-2b, and NOISE-4.

X. IMPACT UTIL-10: IMPLEMENTATION OF THE PROJECT, WHEN CONSIDERED WITH THE OTHER JURISDICTIONS THAT DIVERT SOLID WASTE TO THE OX MOUNTAIN LANDFILL, COULD RESULT IN POTENTIAL LACK OF LANDFILL CAPACITY FOR DISPOSAL OF SOLID WASTE UNDER CUMULATIVE CONDITIONS.

The Final EIR finds that anticipated rates of solid waste disposal would have a less-than-significant impact with regard to target disposal rates, and that the City would continue its current recycling ordinances and waste management policies. Nevertheless, the 2034 estimated closure date for the Ox Mountain Landfill would result in insufficient solid waste disposal capacity at buildout of the proposed project when considered with other development in the service area of the Ox Mountain Landfill, resulting in a significant cumulative impact. Implementation of Mitigation Measure UTIL-10, set forth below, which is hereby adopted and incorporated into the Project, would avoid or reduce this impacts to a less-than-significant level.

Mitigation Measure UTIL-10:

The City shall continue its reduction programs and diversion requirements in an effort to further reduce solid waste that is diverted to the landfill and lower its per capita disposal rate citywide. In addition, the City shall monitor solid waste

generation volumes in relation to capacities at receiving landfill sites to ensure that sufficient capacity exists to accommodate future growth. The City shall ensure any waste management firm it contracts with has access to a new landfill site(s) to replace the Ox Mountain landfills, at such time that this landfill is closed.

VIII. ALTERNATIVES

The Final EIR analyzed three alternatives to the Project, examining 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 3 (Project Description) of the Draft EIR; the potentially significant environmental effects of the Project, including feasible mitigation measures

identified to avoid these impacts, are analyzed in Chapter 4 (Environmental Evaluation) of the Draft EIR; and the alternatives are described in detail in Chapter 5 (Alternatives to the Proposed Project) of the Draft EIR.

Brief summaries of the alternatives are provided below. A brief discussion of the Environmentally Superior Alternative follows the summaries of the alternatives. As explained in Section IX, below, the findings in this Section VII are based on the Final EIR, the discussion and analysis in which is hereby incorporated in full by this reference.

A. THE NO PROJECT ALTERNATIVE: CURRENT GENERAL PLAN

CEQA requires evaluation of the "no project" alternative. State CEQA Guidelines section 15126.6(e). Consistent with State CEQA Guidelines section 15126.6(e)(3)(A), the No Project Alternative assumes that growth and development would continue to occur under the provisions of the current General Plan, including the development allocations non-residential space, hotel and residential unit allocations. Thus, no new development potential beyond what is currently permitted in the current General Plan would occur.

As shown in Draft EIR Table 5-1, the No Project Alternative would allow for the following new development allocations:

- Non-residential allocation: 1.8 million square feet (no net increase from current General Plan)
- Hotel allocation: 0 rooms (no net increase from current General Plan)
- Residential allocation: 1,000 units (no net increase from current General Plan)

When compared to the Project, implementation of the No Project Alternative would result in less development potential, and therefore fewer impacts related to biological resources, cultural resources, hazards and hazardous materials, noise, population and housing, public services and recreation, and utilities and services

systems. However, each of these topic areas were found to be less than significant under the Project with implementation of the Project's goals, policies and programs and Mitigation Measures BI0-1, CULT-1, CULT-2a, CULT-2b, CULT-3, CULT-4, and CULT-5a through CULT-5c, HAZ-4a, HAZ-4b, HAZ-9, NOISE-1a though NOISE-1c, NOISE-2a, NOISE-2b, NOISE-4, NOISE-7, and UTIL-10. Therefore, adoption of the No Project Alternative does not strictly reduce impacts merely because it allows for less development. For example, the Project includes land uses that plan to improve the balance between jobs and housing—the result is 14 Vehicles Miles Traveled (VMT) per service population, which is lower than the 19 miles anticipated with the No Project Alternative. The No Project Alternative would continue the business-as-usual land use imbalance

related to jobs and housing and would not foster a live/work/play environment in the M-2 Area and therefore, impacts related to VMT and consequently, air quality and GHG emissions would be greater than the Project.

While the current General Plan includes goals, policies, and programs that reduce impacts to the environment, the No Project Alternative does not include the improved and enhanced goals, policies, and programs that address the distinct issues and opportunities that the Menlo Park community is likely to face during the updated planning horizon of the General Plan. The proposed policies of the Land Use and Circulation Elements have been carefully prepared to reduce and/or avoid impacts to the environment as a result of future development in the City to the extent feasible. The proposed policies aim to reduce VMT, greenhouse gas emissions, air quality pollutants, energy consumption, water demand, and solid waste generation by promoting infill development; increasing opportunities for alternative modes of transportation, pedestrian, and bicycle access and connectivity, and local jobs; protecting open space; conserving natural resources; and requiring adherence to green building practices. General Plan policies aim to avoid hazardous conditions and facilitate a healthy and safe environment for residents and visitors to Menlo Park. In addition, General Plan polices aim to protect cultural resources and ensure that new development and redevelopment is compatible with neighboring land uses.

Furthermore, the proposed Zoning update includes regulations for development in the M-2 Area that would introduce Residential and Non-Residential Green Building Requirements, installation of electric vehicle (EV) chargers and meeting 100 percent of electricity and natural gas demand through either onside generation and/or purchase of renewable electricity or electricity credits to offset energy use. The Zoning Ordinance update also requires that future development project applicants submit a zero-waste management plan to the City, which will cover how the applicant plans to minimize waste to landfill and incineration. The continuation

of the ongoing General Plan and Zoning in the M-2 Area do not allow the City to stay current and address the evolving needs of it residents and employees.

As discussed in Section 5.4.3 of the Draft EIR, the No Project Alternative would not satisfy the Project objectives. One Project objective was to plan for changes to land uses in the M-2 Area. The No Project Alternative would not plan for any changes to the M-2 Area. Another Project objective was to achieve the community's vision. The No Project Alternative would not plan for a live/work/play environment in the M-2 Area that was envisioned by the community. The No

Project Alternative does achieve the community's vision or the Project objective to improve mobility for all travel modes. The No Project Alternative would not implement the new proposed General Plan goals, policies and programs, and Zoning regulations that would implement the community's vision for Menlo Park moving into the future. Another Project objective was to realize economic and revenue potential. With the No Project Alternative, there would be no new potential for housing which generates property tax revenue, for commercial uses that generate sales tax revenue, or for new hotel rooms that generate transient occupancy taxes for the City. Finally, the No Project Alternative would not meet the Project objective streamline environmental review and proposed projects would continue to undergo full environmental review under the outdated General Plan. For the foregoing reasons, the No Project Alternative is hereby rejected as infeasible.

B. REDUCED NON-RESIDENTIAL INTENSITY ALTERNATIVE

Under the Reduced Non-Residential Intensity Alternative, the updated goals, policies and programs of the General Plan Land Use Element and Circulation Element the updated M-2 Area Zoning Ordinance would be implemented. All net new non-residential development under the Project in the M-2 Area would be reduced by 50 percent and the ongoing development potential under the existing General Plan would continue under this Alternative. In other words, all potential development under the existing General Plan would not be reduced. All other components under the Project as described under Section 3.7 of Chapter 3, Project Description, of this Draft EIR, would occur, such as an update to the City's Zoning Ordinance for the M-2 Area to ensure consistency with the General Plan Update and previously adopted ordinances and policies.

As shown in Draft EIR Table 5-1, the Reduced Non-Residential Intensity Alternative would allow for the following new development allocations:

- Non-residential allocation: 2.9 million square feet (net increase of 1.1 million square feet from current General Plan)
- Hotel allocation: 200 rooms (net increase of 200 rooms from current General Plan)
- Residential: 5,500 units (net increase of 4,500 from current General Plan)

When compared to the Project, implementation of this alternative would result in less development potential and impacts related to air quality, biological resources, greenhouse gas emissions, hazards and hazardous materials, noise, public services and recreation, transportation and circulation, and utilities and services systems. However, because the Reduced Non-Residential Intensity Alternative assumes that the same General Plan goals, policies, and programs, updated Zoning regulation, and recommended Mitigation Measures AQ-3a, AQ-3b, BI0-1, CULT-1, CULT-2a, CULT-2b, CULT-3, CULT-4, and CULT-5a through

CULT-5c, HAZ-4a, HAZ-4b, HAZ-9, NOISE-1a though NOISE-1c, NOISE-2a, NOISE-2b, NOISE-4, NOISE-7, and UTIL-10 for the Project would apply, the impacts would not be less in these categories simply because less development is proposed. In other words, impacts would be reduced under both scenarios with the application of the mitigating features of the Project and the mitigation measures enforced through the MMRP. Mitigating Project features and Mitigation Measures AQ-2a, AQ-2b1, AQ-2b2, and AQ-5, and TRANS-1a, TRANS-1b, and TRANS-6a through TRANS-6c, would not reduce impacts because some aspects of the measures are not within the City's jurisdiction to implement. Development under the Reduced Non-Residential Intensity Alternative would result in less non-residential development but maintain the same level of residential as the Project, and therefore has the potential to improve the existing land use to job balance in the study area necessary to ensure that VMT-related impacts such as air quality, GHG emissions, and transportation and circulation would be lower when compared to the Project. It is for this reason this alternative was identified as the environmentally superior alternative. However, this identification does not in and of itself mean this is the most appropriate alternative to fulfill the vision and Project objectives for ConnectMenlo.

The Project is a reflection of the community's vision as identified through ConnectMenlo, which was a robust community engagement process. Under the Reduced Non-Residential Intensity Alternative, the total number of non-residential square footage, hotel rooms, and employees in the M-2 Area would be 50 percent less than anticipated under the Project. This alternative, therefore, does not fully achieve the community's vision because it is a reduction from that vision. Under this alternative, the 50 percent reduction in non-residential development would commensurately reduce economic and revenue potential as compared to the Project, especially from primary sources such as sales tax, business-to-business transaction taxes, and transient occupancy tax. Therefore, this alternative would not fully achieve the economic and revenue potential objective set forth for the Project. The Project and its live/work/play vision oriented toward pedestrian, transit and bicycle use (especially for commuting to nearby jobs) for the M-2 Area was developed working with M-2 Area property owners. Reducing the envisioned non-residential development potential will not achieve the vision of those property

owners or the public who participated in ConnectMenlo to create that vision or the objective to improve mobility for all travel modes. For the foregoing reasons, Reduced Non-Residential Intensity Alternative is hereby rejected as infeasible.

C. REDUCED INTENSITY ALTERNATIVE

Under the Reduced Intensity Alternative, the updated goals, policies and programs of the General Plan Land Use Element and Circulation Element the updated M-2 Area Zoning Ordinance would be implemented. In addition, all net

new development in the M-2 Area under the Project would be reduced by 25 percent. Potential development under the existing General Plan would not be reduced. All other components proposed by the Project as described under Section 3.7 of Chapter 3, Project Description, of this Draft EIR, would occur, such as an update to the City's Zoning Ordinance for the M-2 Area to ensure consistency with the General Plan Update and previously adopted ordinances and policies.

As shown in Draft EIR Table 5-1, the Reduced Intensity Alternative would allow for the following new development allocations:

- Non-residential allocation: 3.5 million square feet (net increase of 1.7 million square feet from current General Plan)
- Hotel allocation: 300 rooms (net increase of 300 rooms from current General Plan)
- Residential: 4,375 units (net increase of 3,375 units from current General Plan)

Like the Reduced Non-residential Intensity Alternative, when compared to the Project, implementation of the Reduced Intensity Alternative would result in less development potential and impacts related to air quality, biological resources, hazards and hazardous materials, noise, public services and recreation, and utilities and services systems. However, because the Reduced Intensity Alternative assumes that the same General Plan goals, policies, and programs, updated Zoning regulation, and recommended Mitigation Measures AQ-3a, AQ-3b, BI0-1, CULT-1, CULT-2a, CULT-2b, CULT-3, CULT-4, and CULT-5a through CULT-5c, HAZ-4a, HAZ-4b, HAZ-9, NOISE-1a though NOISE-1c, NOISE-2a, NOISE-2b, NOISE-4, NOISE-7, and UTIL-10 for the Project would apply, the impacts would not be less in these categories simply because less development is proposed. In other words, impacts would be reduced under both scenarios with the application of the mitigating features of the Project and the mitigation measures enforced through the MMRP. Mitigating Project features and Mitigation Measures AQ-2a, AQ-2b1, AQ-2b2, and AQ-5, and TRANS-1a, TRANS-1b, and TRANS-6a through TRANS-6c, would not reduce impacts because some aspects of the measures are not within the City's jurisdiction to implement.

Under the Reduced Intensity Alternative the total number of residential and non-residential square footage, hotel rooms, and employees in the M-2 Area would be 25 percent less than anticipated under the Project and would generally meet all of the project objectives, but not to the same extent as the Project. As

described above under the Reduced Non-Residential Intensity Alternative, the reduced economic and revenue potential from that of the Project would not fully achieve the economic and revenue potential objective set forth by the Project and consequently, would not fully establish and achieve the community's vision for jobs that would support and promote live/work/play environments oriented toward pedestrians, transit, and bicycle use (especially for commuting to nearby jobs) to the same extent as the Project. For the foregoing reasons, Reduced Intensity Alternative is hereby rejected as infeasible.

E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of the Project 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 goals or needs of Menlo Park. The project under consideration cannot be identified as the environmentally superior alternative. Additionally, in accordance with State CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the "No Project" Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

As shown in Table 5-2 in Chapter 5 of the Draft EIR, the No Project Alternative would, in comparison to the Project, result in reduced environmental impacts related to biological resources, cultural resources, hazards and hazardous materials, noise, population and housing (cumulative), public services, and utilities and service systems, but would ultimately result in greater impacts related to aesthetics, air quality, greenhouse gas emissions and transportation and traffic. Neither the Reduced Non-Residential Alternative nor the Reduced Intensity Alternative would result in greater impacts when compared to the Project. Therefore, as shown on Table 5-2, the Reduced Non-Residential Intensity Alternative would be the environmentally superior alternative because it would result in fewer significant impacts than the Reduced Intensity Alternative. This is in part because the equal reduction of jobs and housing in the Reduced Intensity Alternative would maintain the imbalance that currently exists in the city, which could result in a higher VMT than both the proposed project and the Reduced Non-Residential Intensity Alternative.

For the foregoing reasons, the Reduced Non-Residential Intensity Alternative is considered the environmentally superior alternative.

XII. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth above, the City has found that the Project will result in project and cumulative significant adverse environmental impacts related to air quality, greenhouse gas emissions, population and housing, and traffic and circulation that cannot be avoided following adoption, incorporation into the Project, and implementation of mitigation measures described in the EIR. In addition, there are no feasible project alternatives that would mitigate or avoid all of the Project's significant environmental impacts. Section 15093(b) of the State 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). Having balanced the economic, legal, social, technological or other benefits of the Project, including region-wide or statewide environmental benefits, against its significant and unavoidable environmental impacts, the City finds that the Project benefits outweigh its unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable.

The following statement identifies the reasons why, in the City's judgment, specific benefits of the Project outweigh the significant and unavoidable effects. The City finds that each of the Project benefits discussed below is a separate and independent basis for these findings. The reasons set forth below are based on the Final EIR and other information in the administrative record.

ECONOMIC BENEFITS

1. The Project would promote a vibrant economy by supporting a diversity of business and employment opportunities.
2. The Project provides for the greatest and most balanced economic growth alternative by creating 2.3 million square feet of new employment-related land uses and allowing the City greater opportunities to remain a competitive and innovative business destination in the regional development environment, which would support increased property and sales tax revenues.
3. The Project plans for 400 additional hotel rooms that will generate transient occupancy tax revenue for the City.
4. The Project updates the Transportation Impact Fee (TIF) program to guarantee funding for bicycle and pedestrian facilities and roadway and infrastructure improvements that are necessary to mitigate impacts from future projects.

ENVIRONMENTAL BENEFITS

1. The Project is environmentally superior to the existing General Plan, as discussed in Draft EIR Chapter 5 and summarized above in Section VII(A).
2. The Project recognizes the importance of linking land use and transportation planning.
3. The Project concentrates growth in existing urbanized areas and thereby results in fewer impacts from the construction of new infrastructure, maximizes use of existing impervious surfaces, provides multi-modal transportation opportunities, and reduces vehicle miles traveled, which translates into air quality and greenhouse gas emissions benefits and increases in resources and energy efficiency.
4. The Project largely concentrates growth at locations with existing uses and, as a result, potential future development would consist largely of either redevelopment of existing buildings and/or sites, and selective demolition of existing structures and replacement with new construction.
5. The Project includes policies that encourage conservation of water and energy resources in conformance with the City's sustainability goals.
6. The Project includes policies and mitigation measures, enforceable through the MMRP, that protect the Don Edwards Bay National Wildlife Refuge and other sensitive habitat areas.
7. The Project is in conformance with the principles of planning sustainable communities by meeting both the present and future housing needs of the City.
8. The Project is consistent with Plan Bay Area, which is the Bay Area's Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS), as well as SB 375, the Sustainable Communities and Climate Protection Act.

SOCIAL BENEFITS

1. The Project plans for citywide equity by providing the greatest job and housing opportunities in the M-2 Area to support a greater balance of land uses in this area of the City.
2. The Project includes up to 5,500 new residential units of which 4,500 would be in the M-2 Area, which represent significant new housing opportunities and include built in incentives for affordable housing.
3. The Project would result in reduced environmental justice inequities by facilitating and promoting the abatement of incompatible land uses and providing an equitable distribution of public amenities.

4. The Project would encourage mixed-use development in the M-2 Area to help improve walkability and quality of life for Menlo Park residents and the region by providing the opportunity for a better jobs/housing balance.
5. The Project provides opportunities for increased building heights and makes additional building height and residential density increases contingent on future development projects in Menlo Park providing the City with community benefits through corporate contributions.
6. The Project plans for M-2 Area residents to receive community benefits through corporate contributions as a result of the live/work/play environment envisioned.
7. The Project maintains investment backed expectations for the community at large.
8. The Project includes goals, policies, and programs that encourage social (and health) benefits associated with improved multi-modal transportation enhancements.

XII. ADOPTION OF THE MMRP

The City Council hereby adopts the mitigation measures set forth for the Project in the Final EIR and the MMRP attached hereto as Exhibit A and incorporated herein by this reference.

VI. 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, Pamela Aguilar, City Clerk of Menlo Park, do hereby certify that the above and foregoing Council Resolution was duly and regularly passed and adopted at a meeting by said Council on the 6th day of December, 2016, by the following votes:

AYES: Carlton, Keith, Ohtaki

NOES: None

ABSENT: Cline, Mueller

ABSTAIN: None

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of said City on this 6th day of December, 2016.



_____
Pamela Aguilar, CMC
City Clerk

Mitigation Monitoring or Reporting Program

This Mitigation Monitoring or Reporting Program (MMRP) has been prepared for the proposed Menlo Park General Plan (Land Use & Circulation Elements) and M-2 Area Zoning Update (proposed project). The purpose of the MMRP is to ensure the implementation of mitigation measures identified as part of the environmental review for the proposed project. The MMRP includes the following information:

- The full text of the mitigation measures;
- The party responsible for implementing the mitigation measures;
- The timing for implementation of the mitigation measure;
- The agency responsible for monitoring the implementation; and
- The monitoring action and frequency.

The mitigation measures in this MMRP shall be applied to all future development anywhere in the city unless otherwise specified in the specific mitigation measure. The City of Menlo Park must adopt this MMRP, or an equally effective program, if it approves the proposed project with the mitigation measures that were adopted or made conditions of project approval.

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
Air Quality						
AQ-2a: Prior to issuance of a building permits, all development projects in the city that are subject to CEQA and exceed the screening sizes in the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines shall prepare and submit to the City's Planning Division a technical assessment evaluating potential project-related operational air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology for assessing air quality impacts. If operational-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD's CEQA Guidelines, the project applicant is required to incorporate mitigation measures into the development project to reduce air pollutant emissions during operation. The identified measures shall be incorporated into all appropriate construction documents, subject to the review and approval of the Planning Division prior to building permit issuance.	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of the technical assessment	Initials:_____ Date:_____
AQ-2b1: Prior to building permit issuance, the City shall require applicants for all development projects in the city to comply with the current Bay Area Air Quality Management District's (BAAQMD) basic control measures for reducing construction emissions of PM10 (Table 8-1, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Prior to approval and during scheduled site visits	Initials:_____ Date:_____
AQ-2b2: Prior to issuance of a building permit, development projects in the City that are subject to CEQA and exceed the screening sizes in the BAAQMD's CEQA Guidelines shall prepare and submit to the City of Menlo Park a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of the technical assessment	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
identified in the BAAQMD CEQA Guidelines, the project applicant is required to incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds (e.g., Table 8-2, Additional Construction Mitigation Measures Recommended for projects with Construction Emissions Above the Threshold of the BAAQMD CEQA Guidelines, or applicable construction mitigation measures subsequently approved by BAAQMD). These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans), subject to the review and approval of the Planning Division prior to building permit issuance.						
AQ-3a: As part of the discretionary review process for development applications, applicants for all non-residential projects within the City that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of a proposed project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City's Planning Division. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds 10 in one million (10E-06), PM2.5 concentrations exceed 0.3 µg/m3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. Mitigation measures may include but are not limited to: ▪ Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible. ▪ Electrifying warehousing docks.	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of the HRA	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
▪ Requiring use of newer equipment and/or vehicles. ▪ Restricting off-site truck travel through the creation of truck routes. Mitigation measures identified in the project-specific HRA shall be incorporated into the site development plan as a component of a proposed project, subject to the review and approval of the Community Development Department.						
AQ-3b: As part of the discretionary review process, applicants for all residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) anywhere in the City within 1,000 feet of a major sources of toxic air contaminants (TACs) (e.g., warehouses, industrial areas, freeways, and roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City's Planning Division. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children ages 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM2.5 concentrations exceed 0.3 µg/m3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to: ▪ Air intakes located away from high volume roadways and/or truck loading zones. ▪ Heating, ventilation, and air conditioning systems of the	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of the HRA	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
buildings provided with appropriately sized maximum efficiency rating value (MERV) filters. Measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project subject to the review and approval of the Community Development Department. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City, subject to the review and approval of the Community Development Department.						
AQ-5: Implementation of Mitigation Measures AQ-2a through AQ-3b.						Initials:_____ Date:_____
Biological Resources						
BIO-1: As part of the discretionary review process for development projects, new construction and building additions regardless of size, in addition to appropriate CEQA review, the City shall require all project applicants to prepare and submit project-specific baseline biological resources assessments (BRA) if the project would occur on or adjacent to a parcel containing natural habitat with features such as mature and native trees, unused structures that could support special-status bat species, other sensitive biological resources, and/or active nests of common birds protected under the Migratory Bird Treaty Act (MBTA). Sensitive biological resources triggering the need for the baseline BRA shall include: wetlands, occurrences or suitable habitat for special-status species, sensitive natural communities, and important movement corridors for wildlife such as creek corridors and shorelines. The baseline BRA shall be prepared by a qualified biologist. The baseline BRA shall provide a determination on whether any sensitive biological resources are present on the site, including jurisdictional wetlands and waters, essential habitat for special-	Project applicant	During the building permit and site development review process and prior to permit issuance	A qualified biologist approved by the City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of a biological assessment and again, if determined further assessment is required as specified in this mitigation measure	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
status species, and sensitive natural communities. If jurisdictional wetlands and/or waters are suspected to be present on the site, a jurisdictional delineation confirmed by the U.S. Army Corps of Engineers (USACE) will be provided as part of the baseline BRA. The baseline BRA shall also include consideration of possible sensitive biological resources on any adjacent undeveloped lands that could be affected by the project, and lands of the Don Edwards San Francisco Bay National Wildlife Refuge (Refuge). The baseline BRA shall incorporate guidance from relevant regional conservation plans, including, but not limited to, the then current Don Edwards San Francisco Bay National Wildlife Refuge Comprehensive Conservation Plan, South Bay Salt Pond Restoration Project, Tidal Marsh Recovery Plan and the United States Fish and Wildlife Service (USFWS) Recovery Plan for the Pacific Coast Population of the Western Snowy Plover, for determining the potential presence or absence of sensitive biological resources; however, the presence or absence of sensitive biological resources will be determined by on-site surveys. If the adjacent property is the Refuge, Refuge staff shall be contacted regarding the presence or absence of sensitive biological resources. If sensitive biological resources are determined to be present on the site or may be present on any adjacent parcel containing natural habitat, coordination with the appropriate regulatory and resource agencies must occur. Appropriate measures, such as preconstruction surveys, establishing no-disturbance zones and restrictive time periods during construction, protective development setbacks and restrictions, and applying bird-safe building design practices and materials, shall be developed by the qualified biologist in consultation with the regulatory and resource agencies to provide adequate avoidance, or provide						

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
compensatory mitigation if avoidance is infeasible. With respect to fully protected species, if the BRA for any development project determines that any of the following Fully Protected Species are present, then neither take of such species will be permitted nor will mitigation measures including species collection or relocation. The Fully Protected Species include American Peregrine Falcon (*Falco peregrinus anatum*), California Black Rail (*Laterallus jamaicensis coturniculus),* California Clapper Rail - Ridgway's Rail (*Rallus longirostris obsoletus*) , California Least Tern (*Sterna albifrons browni*), White-tailed Kite (*Elanus leucurus*), Salt-marsh harvest mouse (*Reithrodontomys raviventris*), and San Francisco garter snake (*Thamnophis sirtalis tetrataenia*). The qualified biologist shall consult with the Refuge management and where appropriate, the Endangered Species Office of the USFWS, the National Marine Fisheries Service (NMFS), and California Department of Fish and Wildlife (CDFW) for determining the potential presence or absence of sensitive biological resources and appropriate avoidance or compensatory mitigation measures, if required. Where jurisdictional waters or federally and/or State-listed special-status species would be affected, appropriate authorizations (i.e., the USACE, San Francisco Bay Regional Water Quality Control Board (RWQCB), San Francisco Bay Conservation and Development Commission (BCDC), USFWS, NMFS, Refuge and CDFW), shall be obtained by the project applicant, and evidence of such authorization provided to the City prior to issuance of grading or other construction permits. For sites that are adjacent to undeveloped lands with federally and/or State-listed special status species, or sensitive habitats, or lands of the Refuge, the BRA shall include evaluation of the potential effects of:						

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
▪ additional light, ▪ glare, ▪ shading (i.e., shadow analysis), ▪ noise, ▪ urban runoff, ▪ water flow disruption, ▪ water quality degradation/sedimentation, ▪ attraction of nuisance species/predators (e.g., attraction to refuse) and their abatement (e.g., adverse impacts of rodenticides), ▪ and pesticides, generated by the project, as well as the possibility for increased activity from humans and/or domesticated pets and their effects on the nearby natural habitats. The BRA shall include proposed avoidance, minimization, and mitigation of these adverse impacts. The City of Menlo Park Planning Division may require an independent peer review of the adequacy of the baseline BRA as part of the review of the project to confirm its adequacy. Mitigation measures identified in the project-specific BRA shall be incorporated as a component of a proposed project and subsequent building permit, subject to the review and approval of the Community Development Department and the appropriate regulatory and resource agencies. The following zoning regulations enacted by ordinances (including but not limited to 16.43 O-Office District, 16.43.080 Corporate housing, 16.43.140 Green and sustainable building; 16.44 LS-Life Science District, 16.44.130 Green and sustainable building) to minimize impacts to biological resources are incorporated by reference into this mitigation measure and shall be a component of the project building permits:						

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
1. Setbacks (A) Minimum of two hundred (200) feet from the waterfront; waterfront is defined as the top of the levee. 2. Waterfront and Environmental Considerations. The following provisions are applicable when the property is adjacent to the waterfront or other sensitive habitat. a. Non-emergency lighting shall be limited to the minimum necessary to meet safety requirements and shall provide shielding and reflectors to minimize light spill and glare and shall not directly illuminate sensitive habitat areas. Incorporate timing devices and sensors to ensure night lighting is used only when necessary. b. Landscaping and its maintenance shall not negatively impact the water quality, native habitats, or natural resources. c. Pets shall not be allowed within the corporate housing due to their impacts on water quality, native habitats, and natural resources. 3. 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 nonreflective 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.						

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
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. If it is determined through the BRA or CEQA review that further assessment/monitoring/reporting is required by appropriate regulatory or resource agencies, it shall be the responsibility of the City to ensure all project requirements are implemented.						
Cultural Resources						
CULT-1: At the time that individual projects are proposed on any site citywide with a building more than 50 years old or any site adjoining a property with a building more than 50 years old, the City shall require the project applicant to prepare a site-specific evaluation to determine if the project is subject to completion of a site-specific historic resources study. If it is determined that a site-specific historic resources study is required, the study shall be prepared by a qualified architectural historian meeting the Secretary of the Interior's Standards for Architecture or Architectural History. At a minimum, the study shall consist of a records search of the California Historical Resources Information System, an intensive-level pedestrian field survey, an evaluation of significance using standard National Register Historic Preservation and California Register Historic Preservation evaluation criteria, and recordation of all identified historic buildings and structures on California Department of Parks and Recreation 523 Site Record forms. The study shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and	Project applicant	During the building permit and site development review process and prior to permit issuance	Qualified archeologist approved by the City of Menlo Park Planning Division	Plan review and approval	Once at time of preliminary assessment and again, if determined further assessment is required as specified in this mitigation measure	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
recommendations for management of identified resources. If applicable, the specific requirements for inventory areas and documentation format required by certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), shall be adhered to. If the project site or adjacent properties are found to be eligible for listing on the California Register, the project shall be required to conform to the current *Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, and Restoring Historic Buildings,* which require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.						
CULT-2a: If a potentially significant subsurface cultural resource is encountered during ground disturbing activities on any parcel in the city, all construction activities within a 100-foot radius of the find shall cease until a qualified archeologist determines whether the resource requires further study. All developers in the study area shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of the California Environmental Quality Act (CEQA) criteria by a qualified archeologist. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses; prepare a comprehensive report complete with methods, results, and recommendations; and provide for the permanent curation of the recovered resources. The report shall be submitted to the City of Menlo Park, Northwest Information Center (NWIC), and State Historic	Project applicant	During construction	Qualified archaeologist approved by the City of Menlo Park Planning Division	Initiated after a find is made during construction	During regularly scheduled site inspections that would be initiated after a find is made during construction	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
Preservation Office (SHPO), if required.						
CULT-2b: As part of the City's application approval process and prior to project approval, the City shall consult with those Native American Tribes with ancestral ties to the Menlo Park city limits regarding General Plan Amendments in the city and land use policy changes. Upon receipt of an application for proposed project that requires a General Plan Amendment or a land use policy change, the City shall submit a request for a list of Native American Tribes to be contacted about the proposed project to the Native American Heritage Commission (NAHC). Upon receipt of the list of Native American Tribes from the NAHC, the City shall submit a letter to each Tribe on the provided list requesting consultation with the Native American Tribe about the proposed project via the via the City's preferred confirmation of receipt correspondence tracking method (e.g., Federal Express, United States Postal Service Certified Mail, etc.).	The City of Menlo Park	During the project approval process	The City of Menlo Park Planning Division in conjunction with Native American Tribes with ancestral ties to the Menlo Park city limits	Initiated once Native American Tribes request consultation	To be determined by consulting parties	Initials:_____ Date:_____
CULT-3: In the event that fossils or fossil bearing deposits are discovered during ground disturbing activities anywhere in the city, excavations within a 50-foot radius of the find shall be temporarily halted or diverted. Ground disturbance work shall cease until a City-approved 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 1995]), 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	Project applicant	During construction	Qualified paleontologist approved by the City of Menlo Park Planning Division	Initiated after a find is made during construction	During regularly scheduled site inspections initiated after a find is made during construction	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
approval prior to implementation, and all construction activity shall adhere to the recommendations in the excavation plan.						
CULT-4: Procedures of conduct following the discovery of human remains citywide have been mandated by Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98 and the California Code of Regulations Section 15064.5(e) (CEQA). According to the provisions in CEQA, if human remains are encountered at the 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, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, 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.	Project applicant	During construction	The San Mateo County Coroner	Initiated after a find is made during construction	During regularly scheduled site inspections initiated after a find is made during construction	Initials:_____ Date:_____
Greenhouse Gas Emissions						
GHG-1: Prior to January 1, 2020, the City of Menlo Park shall update the Climate Action Plan (CAP) to address the GHG reduction goals of Executive Order B-30-15 and Executive Order S-03-05 for GHG sectors that the City has direct or indirect jurisdictional control over. The City shall identify a GHG emissions reduction target for year 2030 and 2040 that is consistent with the GHG reduction goals identified in Executive Order B-30-15 and	City of Menlo Park	Prior to January 1, 2020	City of Menlo Park Planning Division	Update the Climate Action Plan (CAP)	Once for update to the CAP	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
Executive Order S-03-05. The CAP shall be updated to include measures to ensure that the City is on a trajectory that aligns with the state's 2030 GHG emissions reduction target.						
GHG-2: Implement of Mitigation Measure GHG-1.						
Hazards and Hazardous Materials						
HAZ-4a: Construction at the sites of any site in the City with known contamination, shall be conducted under a project-specific Environmental Site Management Plan (ESMP) that is prepared in consultation with the Regional Water Quality Control Board (RWQCB) or the Department of Toxic Substances Control (DTSC), as appropriate. 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. The ESMP shall: 1) provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation 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.	Project applicant	During the building permit and site development review process and prior to permit issuance	The appropriate "Oversight Agency" designated by the City of Menlo Park Planning Division	Plan review and approval	Prior to construction and during regularly scheduled site inspections	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
HAZ-4b: For those sites throughout the city with potential residual contamination in soil, gas, or groundwater that are planned for redevelopment with an overlying occupied building, a vapor intrusion assessment shall be performed by a licensed environmental professional. If the results of the vapor intrusion assessment indicate the potential for significant vapor intrusion into an occupied building, project design shall include vapor controls or source removal, as appropriate, in accordance with regulatory agency requirements. Soil vapor mitigations or controls could include vapor barriers, passive venting, and/or active venting. The vapor intrusion assessment and associated vapor controls or source removal can be incorporated into the ESMP (Mitigation Measure HAZ-4a).	Project applicant	During the building permit and site development review process and prior to permit issuance	Licensed environmental professional in accordance with RWQCB, DTSC, and SMCEHD approved by the City of Menlo Park Planning Division	Plan review and approval	Prior to construction and during regularly scheduled site inspections	Initials:_____ Date:_____
Land Use Planning						
LU-2: As part of the discretionary review process for development projects, all proposed development anywhere in Menlo Park is required to demonstrate consistency with the applicable goals, policies, and programs in the General Plan and the supporting Zoning standards to the satisfaction of the City of Menlo Park's Community Development Department. A future project is consistent with the General Plan and Zoning standards if, considering all its aspects, it will further the goals, policies and programs of the General Plan and supporting Zoning standards and not obstruct their attainment.	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once prior to plan review and approval	Initials:_____ Date:_____
Noise						
NOISE-1a: To meet the requirements of Title 24 and General Plan Program N1.A, project applicants shall perform acoustical studies prior to issuance of building permits for citywide development of new noise-sensitive uses. New residential dwellings, hotels, motels, dormitories, and school classrooms must meet an interior noise limit of 45 dBA CNEL or L_{dn}. Developments in areas exposed to more than 60 dBA CNEL must demonstrate that the structure	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	Once for preparation of acoustical studies as outlined in the mitigation measure	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
has been designed to limit interior noise in habitable rooms to acceptable noise levels. Where exterior noise levels are projected to exceed 60 dBA CNEL or L_{dn} at the façade of a building, a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the 45 dBA noise limit. Project applicants for all new multi-family residential projects subject to the review and approval of the Community Development Department, prior to building permit issuance, must perform acoustical studies within the projected Ldn 60 dB noise contours, so that noise mitigation measures can be incorporated into project design and site planning, subject to the review and approval of the Community Development Department.						
NOISE-1b: Stationary noise sources and landscaping and maintenance activities citywide shall comply with Chapter 8.06, Noise, of the Menlo Park Municipal Code.	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	During construction	Initials:_____ Date:_____
NOISE-1c: Project applicants for all development projects in the city shall minimize the exposure of nearby properties to excessive noise levels from construction-related activity through CEQA review, conditions of approval and/or enforcement of the City's Noise Ordinance. Prior to issuance of demolition, grading, and/or building permits for development projects, a note shall be provided on development plans indicating that during on-going grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise: ▪ Construction activity is limited to the daytime hours between 8:00 a.m. to 6:00 p.m. on Monday through Friday, as prescribed in the City's municipal code. ▪ All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers, air intake silencers, and/or engine shrouds that are no less	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	During construction	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
effective than as originally equipped by the manufacturer. ▪ Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. ▪ Stockpiling is located as far as feasible from nearby noise-sensitive receptors. ▪ Limit unnecessary engine idling to the extent feasible. ▪ Limit the use of public address systems. ▪ Construction traffic shall be limited to the haul routes established by the City of Menlo Park.						
NOISE-2a: To prevent architectural damage citywide as a result of construction-generated vibration: ▪ Prior to issuance of a building permit for any development project requiring pile driving or blasting, the project applicant/developer shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. The maximum levels shall not exceed 0.2 inch/second, which is the level that can cause architectural damage for typical residential construction. If maximum levels would exceed these thresholds, alternative methods such static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used To prevent vibration-induced annoyance as a result of construction-generated vibration: ▪ Individual projects that involve vibration-intensive construction activities, such as blasting, pile drivers, jack hammers, and vibratory rollers, within 200 feet of sensitive receptors shall be evaluated for potential vibration impacts. A vibration study shall be conducted for individual projects where vibration-intensive impacts may occur. The study shall be prepared by an acoustical or vibration engineer holding a degree in engineering, physics, or allied discipline and who is able to demonstrate a minimum of two years of experience in	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	During construction	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
preparing technical assessments in acoustics and/or groundborne vibrations. The study is subject to review and approval of the Community Development Department. Vibration impacts to nearby receptors shall not exceed the vibration annoyance levels (in RMS inches/second) as follows: ▪ Workshop = 0.126 ▪ Office = 0.063 ▪ Residential Daytime (7AM–10PM)= 0.032 ▪ Residential Nighttime (10PM to 7 AM) = 0.016 If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., nonexplosive blasting methods, drilled piles as opposed to pile driving, preclusion for using vibratory rollers, use of small- or medium-sized bulldozers, etc.). Vibration reduction measures shall be incorporated into the site development plan as a component of the project and applicable building plans, subject to the review and approval of the Community Development Department.						
NOISE-2b: To reduce long-term vibration impacts of future development citywide on existing or potential future sensitive uses: ▪ Locate sensitive uses away from vibration sources. ▪ Design industrial development to minimize vibration impacts on nearby uses. Where vibration impacts may occur, reduce impacts on residences and businesses through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration near rail lines and industrial uses. ▪ Work with the railroad operators (e.g., Caltrain, Union Pacific, etc.) to reduce, to the extent possible, the contribution of railroad train noise and vibration to Menlo Park's noise environment.	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	Once prior to plan review and approval	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
Transportation and Circulation						
TRANS-1a: Widen impacted roadway segments at appropriate locations throughout the city to add travel lanes and capacity to accommodate the increase in net daily trips.	City of Menlo Park	Ongoing	City of Menlo Park Transportation Division	Ongoing	Ongoing	Initials:_____ Date:_____
TRANS-1b: The City of Menlo Park shall update the existing Transportation Impact Fee (TIF) program to guarantee funding for citywide roadway and infrastructure improvements that are necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a more intensive use. The fees collected shall be applied toward circulation improvements. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel room by the appropriate rate. Transportation Impact fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the Transportation Impact Fees to fund construction (or to recoup fees advanced to fund construction) of the transportation improvements identified below, among other things that at the time of potential future development may be warranted to mitigate traffic impacts. It should be noted that any project proposed prior to the adoption of an updated TIF will be required to conduct a project-specific Transportation Impact Assessment to determine the impacts and necessary transportation mitigations that are to be funded by that project. As part of the update to the TIF program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed	City of Menlo Park	Ongoing	City of Menlo Park Transportation Division	Ongoing	Ongoing	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the improvements and facilities required to mitigate the impacts of new development pursuant to the proposed project. The following examples of improvements and facilities would reduce impacts to acceptable level of service standards and these, among other improvements, could be included in the TIF program impact fees nexus study: ▪ **Sand Hill Road (westbound) and I-280 Northbound On-ramp (#1)**: Modify the signal-timing plan during the PM peak hour to increase the maximum allocation of green time to the westbound approach during the PM peak hour. ▪ **Sand Hill Road (eastbound) and I-280 Northbound Off-ramp (#2)**: Add an additional northbound right-turn lane on the off-ramp to improve operations to acceptable LOS D during the AM peak hour. ▪ **El Camino Real and Ravenswood Avenue (#28):** One eastbound right-turn lane on Menlo Avenue to improve conditions. ▪ **Willow Road and Newbridge Street (#33):** Implement measures on Chilco Street south of Constitution Drive to reduce or prevent cut-through traffic through the Belle Haven neighborhood, such as peak-hour turn restrictions from Constitution Drive to southbound Chilco Street, and measures to enhance east/west circulation from Willow Road via O'Brien Drive and the proposed mixed-use collector street opposite Ivy Drive, extending east to University Avenue, to discourage use of Newbridge Street. ▪ **Willow Road and Hamilton Avenue (#36):** Provide primary access to potential future development sites east of Willow Road via O'Brien Drive and/or the proposed Mixed-Use Collector that would intersect Willow Road between Hamilton Avenue and O'Brien Drive. Implement measures on Chilco Street south of Constitution Drive to prevent cut-through						

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
traffic through the Belle Haven neighborhood, such as peak-hour turn restrictions from Constitution Drive to southbound Chilco Street. Although the provision of an eastbound left-turn lane on Hamilton Avenue where it approaches Willow Road would reduce the delay, this potential mitigation is not recommend because it would encourage cut-through traffic via Chilco Street and Hamilton Avenue, potentially affecting the Belle Haven neighborhood. Therefore, to avoid facilitating the use of Chilco Street and Hamilton Avenue as cut-through routes in the adjacent residential neighborhood, mitigating this traffic impact is not recommended at this time, consistent with City policies that discourage cut-through traffic in residential neighborhoods. The improvements should be incorporated into the updated fee program for ongoing consideration. ▪ **Bayfront Expressway and Willow Road (#37):** Evaluate the potential for grade separation to allow conflicting movements to occur simultaneously. The evaluation must consider traffic improvements, along with potential secondary impacts caused by potential right-of-way acquisition, impacts to adjacent wetlands and the Dumbarton Rail corridor, as well as potential impacts or benefits for multi-modal accommodation. If found feasible, the updated fee program should incorporate fair-share contributions from future development towards grade separation. ▪ **Bayfront Expressway and University Avenue (#38):** Evaluate the potential for grade separation to allow conflicting movements to occur simultaneously. The evaluation must consider traffic improvements, along with potential secondary impacts caused by potential right-of-way acquisition, impacts to adjacent wetlands and the Dumbarton Rail corridor, as well as potential impacts or benefits for multi-modal accommodation. If found feasible, the updated fee program should incorporate fair-share contributions from future development towards grade separation.						

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
▪ **Chilco Street and Constitution Drive (#45):** Install a traffic signal and signalized crosswalks at the intersection. Construct three southbound lanes on the one-block segment of Chilco Street, between Bayfront Expressway and Chilco Street, to include two southbound left-turn lanes to accommodate the volume of left-turning vehicles entering the project site. In addition, during the AM peak hour, provide a "split-phase" signal operation on Chilco Street. Construct a northbound left-turn lane on Chilco Street approaching Constitution Drive. Construct two outbound lanes on Chilco Street between Constitution Drive and Bayfront Expressway. If the Facebook Campus Expansion Project is approved, this mitigation measure would be required to be constructed as a requirement of that project. ▪ **Chrysler Drive and Constitution Drive (#46):** Construct a southbound left-turn on Chrysler Drive, approaching Constitution Drive. ▪ **University Avenue and Adams Drive (#47):** Install a traffic signal at this intersection. ▪ **University Avenue and Bay Road (#51):** Realign the eastbound and westbound approaches to allow replacement of the east/west "split-phase" signal on Bay Street with standard protected signal phases in order to allow eastbound and westbound pedestrian crossings to occur simultaneously, which would allow for an increase in green time allocated to northbound/southbound movements on University Avenue and reduce peak-hour delay at this intersection. This intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements. ▪ **University Avenue and Donohoe Street (#54):** Mitigating this						

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
impact would require providing additional westbound lane capacity on Donohoe Street, including an extended dual left-turn pocket, dedicated through lane, and dual right-turn lanes; providing a southbound right-turn lane on University Avenue and lengthening the northbound turn pockets. However, this mitigation is likely to be infeasible given right-of-way limitations, proximity to existing US 101 on- and off-ramps, and adjacent properties. In addition, this intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements. ▪ **University Avenue and US 101 Southbound Ramps (#56):** Mitigating this impact would require modifications to the US 101 Southbound On/Off Ramps and at this location This intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements. ▪ **Chilco Street and Hamilton Avenue (#60):** Installation of a traffic signal would mitigate this impact to less than significant levels, but would have the undesirable secondary effect of encouraging the use of Chilco Street as a cut-through route, which conflicts with City goals that aim to reduce cut-through traffic in residential neighborhoods. Therefore, to avoid facilitating cut-through traffic, mitigating this traffic impact by increasing capacity is not recommended at this time, but should be incorporated into the updated fee program for ongoing consideration.						
TRANS-6a: The City of Menlo Park shall update the Transportation Impact Fee (TIF) program to provide funding for citywide bicycle	City of Menlo Park	Ongoing	City of Menlo Park	Ongoing	Ongoing	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
and pedestrian facilities that are necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a more intensive use. The fees collected shall be applied toward improvements that will connect development sites within the area circulation system, including the elimination of gaps in the citywide pedestrian and bicycle network. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel room by the appropriate rate. Transportation Impact fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the transportation Impact fees to fund construction (or to recoup fees advanced to fund construction) of the transportation improvements identified in this mitigation measure, among other things that at the time of potential future development may be warranted to mitigate traffic impacts. It should be noted that any project proposed prior to the adoption of an updated TIF will be required to conduct a project-specific Transportation Impact Assessment to determine the impacts and necessary pedestrian or bicycle facilities mitigations that are to be funded by that project. As part of the update to the TIF program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the bicycle and pedestrian improvements and facilities required to mitigate the traffic impacts of new development pursuant to the proposed project. The following examples of pedestrian and bicycle improvements would reduce impacts to acceptable standards,			Transportation Division			

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
and these, among others improvements, could be included in the updated TIF program, also described under TRANS-1: ▪ **US 101 Pedestrian & Bicycle Overcrossing at Marsh Road, and Marsh Road Corridor Pedestrian & Bicycle Improvements (Haven Avenue to Marsh Road/Bay Road):** Provide pedestrian and bicycle circulation between the Bayfront Area east of US 101 with the area circulation system west of US 101 along Marsh Road, including access to schools and commercial sites west of Marsh Road that are accessed via Bay Road and Florence Street. Improvements should facilitate pedestrian and bicycle circulation between Haven Avenue and across US 101 near Marsh Road. The recommended improvement would include a dedicated pedestrian and bicycle crossing adjacent to Marsh Road. Alternatively, the provision of continuous sidewalks with controlled pedestrian crossings and Class IV protected bicycle lanes on the Marsh Road overpass, if feasible, could mitigate this impact. ▪ **Ringwood Avenue Corridor Pedestrian & Bicycle Improvements (Belle Haven to Middlefield Road):** Eliminate pedestrian and bicycle facility gaps on primary access routes to the Ringwood Avenue bicycle/pedestrian overcrossing of US 101 (located near the terminus of Ringwood Avenue and Market Place). Improvements should include complete sidewalks on the north side of Pierce Road and bicycle facility improvements on the proposed Ringwood Avenue-Market Place-Hamilton Avenue bicycle boulevard (see Street Classification Map in Chapter 3, Project Description). These improvements would also enhance pedestrian and bicycle access to Menlo-Atherton High School. ▪ **University Avenue Pedestrian Improvements:** Eliminate gaps in the sidewalk network on those portions of University Avenue that are within the Menlo Park City limits. The TIF Program should also include a contribution towards elimination of sidewalk gaps outside the City limits (within the City of East Palo Alto) to ensure that continuous sidewalks are provided on						

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
the west University Avenue between Adams Drive and the Bay Trail, located north of Purdue Avenue. ▪ **Willow Road Bikeway Corridor (Bayfront Expressway to Alma Street):** Provide a continuous bikeway facility that eliminates bicycle lane gaps, provides Class IV bicycle lanes on the US 101 overpass and where Willow Road intersects US 101 northbound and southbound ramps, and upgrades existing Class II bicycle lanes to Class IV protected bicycle lanes where feasible, particularly where the speed limit exceeds 35 miles per hour (mph). ▪ **Willow Road Pedestrian Crossings (Bayfront Expressway to Newbridge Street):** Provide enhanced pedestrian crossings of Willow Road at Hamilton Avenue, Ivy Drive (including proposed new street connection opposite Ivy Drive), O'Brien Drive and Newbridge Street. Enhanced crossings should include straightened crosswalks provided on each leg, high visibility crosswalk striping, accessible pedestrian signals, and pedestrian head-start signal timing (leading pedestrian intervals) where feasible. These enhanced crossings would provide improved access between the Belle Haven neighborhood and potential future development between Willow Road and University Avenue. ▪ **Dumbarton Corridor Connections:** Through separate projects, Samtrans is currently considering the potential for a bicycle/pedestrian shared-use trail along the Dumbarton Corridor right-of-way between Redwood City and East Palo Alto, through Menlo Park. If found feasible, the City's TIF Program should incorporate walking and bicycling access and connections to the proposed trail, including a potential rail crossing between Kelly Park and Onetta Harris Community Center and Chilco Street and pedestrian and bicycle improvements on streets that connect to the Dumbarton Corridor: Marsh Road, Chilco Street, Willow Road, and University Avenue.						

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
TRANS-6b: The City of Menlo Park shall update the existing Shuttle Fee program to guarantee funding for citywide operations of City-sponsored shuttle service that is necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a more intensive use. The fees collected shall be applied toward circulation improvements and right-of-way acquisition. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel room by the appropriate rate. Shuttle fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the Shuttle fees to fund operations of City-sponsored shuttle service to meet the increased demand. As part of the update to the Shuttle Fee program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the transit improvements and facilities required to mitigate the transit impacts of new development pursuant to the proposed project. The types of transit-related improvements and facilities that would reduce impacts to acceptable standards including increasing the fleet of City-sponsored Shuttles and adding additional transit stop facilities within one-quarter mile from residential and employment centers These, among other improvements, could be included in the Shuttle Fee program impact fees nexus study.	City of Menlo Park	Ongoing	City of Menlo Park Transportation Division	Ongoing	Ongoing	Initials:_____ Date:_____
TRANS-6c: The City should continue to support the Dumbarton Corridor Study, evaluating the feasibility of providing transit service to the existing rail corridor and/or operational	City of Menlo Park	Ongoing	City of Menlo Park Transportation	Ongoing	Ongoing	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
improvements to Bayfront Expressway, Marsh Road and Willow Road, such as a dedicated high-occupancy vehicle (HOV) lane, bus queue-jump lanes, or transit-signal priority that could reduce travel time for current bus operations.			Division			
Utilities and Service Systems						
UTIL-10: The City shall continue its reduction programs and diversion requirements in an effort to further reduce solid waste that is diverted to the landfill and lower its per capita disposal rate citywide. In addition, the City shall monitor solid waste generation volumes in relation to capacities at receiving landfill sites to ensure that sufficient capacity exists to accommodate future growth. The City shall ensure any waste management firm it contracts with has access to a new landfill site(s) to replace the Ox Mountain landfills, at such time that this landfill is closed.	City of Menlo Park	Ongoing	City of Menlo Park Planning Division	Ongoing	Ongoing	Initials:_____ Date:_____

CHAPTER 4
Mitigation Monitoring and Reporting Program

4.1 Purpose of this Document

This chapter contains the Mitigation Monitoring and Reporting Program (MMRP) prepared in compliance with Public Resources Code Section 21081.6(a). The MMRP will be considered for adoption by the Planning Commission and/or the City Council and will aid the City in its implementation and monitoring of measures included in the Draft SEIR and adopted by the Commission and/or City Council.

CITY OF MENLO PARK HOUSING ELEMENT UPDATE
MITIGATION MONITORING AND REPORTING PROGRAM

	Implemented By	When Implemented	Monitored By	Verified By
Air Quality				
Mitigation Measure AQ-2: Emission Reduction Measures. The following mitigation measures are recommended to reduce criteria air pollutant emissions from multifamily housing developments under the HEU. a) [AQ-2b1 from *ConnectMenlo* with clarifying amendments]: As part of the City's development approval process, the City shall require applicants for future development projects to comply with the current Bay Area Air Quality Management District's basic control measures for reducing construction emissions of PM_{10} (Table 8-18-2, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines). b) [AQ-2b2 from *ConnectMenlo* EIR with clarifying amendments]: Prior to issuance of building permits, development project applicants that are subject to CEQA and exceed the screening sizes in the BAAQMD's CEQA Guidelines shall prepare and submit to the City of Menlo Park a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, the City of Menlo Park shall require that applicants for new development projects incorporate emission reduction mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds of significance (see for example e.g., Table 8-28-3, Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above the Threshold of the BAAQMD CEQA Guidelines, or applicable construction mitigation measures subsequently approved by BAAQMD).1 These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Building Division and/or Planning Division c) In the event that a project-specific analysis finds that the project could result in significant construction criteria air pollutant emissions that exceed significance thresholds, the project sponsor shall implement the following emission reduction measures to the degree necessary to reduce the impact to less than significance thresholds, and shall implement other feasible measures as needed to reduce the impact to less than the significance thresholds. 1. Diesel off-road equipment shall have engines that meet the Tier 4 Final off-road emission standards, as certified by CARB, as required to reduce the emissions to less than the thresholds of significance shown in Table 2-1 of the BAAQMD CEQA Guidelines (BAAQMD, 2017b). This requirement shall be verified through submittal of an equipment inventory that includes the following information: (1) Type of Equipment, (2) Engine Year and Age, (3) Number of Years Since Rebuild of Engine (if applicable), (4) Type of Fuel Used, (5) Engine HP, (6) Verified Diesel Emission Control Strategy (VDECS) information if applicable and other related equipment data. A Certification Statement is also required to be made by the Contractor for documentation of compliance and for future review by the BAAQMD as necessary. The Certification Statement must state that the Contractor	Project sponsor	Prior to issuance of grading and/or building permits	Building Division and/or Planning Division	Building Division and/or Planning Division

1 Table 8-3 was previously numbered at Table 8-2 in BAAQMD's 2011 guidance document, as recorded in the *ConnectMenlo* EIR.

	Implemented By	When Implemented	Monitored By	Verified By
agrees to compliance and acknowledges that a violation of this requirement shall constitute a material breach of contract. The City may waive the equipment requirement above only under the following unusual circumstances: if a particular piece of off-road equipment with Tier 4 Final standards is technically not feasible or not commercially available; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or there is a compelling emergency need to use other alternate off-road equipment. If the City grants the waiver, the contractor shall use the next cleanest piece of off-road equipment available. 2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than 2 minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the 2-minute idling limit. d) [AQ-2a from *ConnectMenlo* EIR with clarifying amendments]: Prior to issuance of building permits, development project applicants that are subject to CEQA and exceed the screening sizes in the Bay Area Air Quality Management District's (BAAQMD) CEQA Guidelines shall prepare and submit to the City of Menlo Park a technical assessment evaluating potential project operation-phase-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology in assessing air quality impacts. If operational-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD's CEQA Guidelines, the City of Menlo Park Community Development Department shall require that applicants for new development projects incorporate emission reduction mitigation measures to reduce air pollutant emissions during operational activities to below the thresholds of significance.				
Mitigation Measure AQ-3: Health Risk Reduction Measures. a) [AQ-3b from *ConnectMenlo* with amendments]: Applicants for residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) in Menlo Park within 1,000 feet of a major sources of toxic air contaminants (TACs) (e.g., warehouses, industrial areas, freeways, and roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Menlo Park prior to future discretionary Project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children ages 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million ($10E^{-06}$), $PM_{2.5}$ concentrations exceed 0.3 $\mu g/m^3$, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to: • Air intakes located away from high volume roadways and/or truck loading zones.	Project sponsor	Prior to issuance of building permits	Building Division and/or Planning Division	Building Division and/or Planning Division

CITY OF MENLO PARK HOUSING ELEMENT UPDATE
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

	Implemented By	When Implemented	Monitored By	Verified By
• Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters. Measures identified in the HRA shall be included in the environmental document and/or incorporated into the site development plan as a component of the proposed project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Building Division and/or Planning Division. Project sponsors proposing multifamily development projects within 1,000 feet of sensitive receptors, including residences, schools, day care centers, and hospitals, shall prepare a project-level health risk assessment at the time the project is proposed. In lieu of a project-level health risk assessment, a comparison of the project with other similar-sized projects located a similar distance from receptors where a quantitative analysis has been conducted and were found to not exceed the BAAQMD health risk thresholds can be used to demonstrate less than significant health risk impacts. In the event that a project-level health risk assessment finds that the project could result in health risks that exceed significance thresholds, the project sponsor shall implement the clean construction equipment requirement of Mitigation Measure AQ-2(c) to the degree necessary to reduce the impact to less than significance thresholds, and shall implement other feasible measures as needed to reduce the impact to less than the significant thresholds.				
Biological Resources				
Mitigation Measure BIO-1: Project-Specific Baseline Biological Resources Assessments. Prior to individual project approval, the City shall require project applicants to prepare and submit project-specific baseline biological resources assessments on sites containing natural habitat with features such as mature and native trees or unused structures that could support special-status species and other sensitive biological resources, and common birds protected under Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC). The baseline biological resources assessment shall be prepared by a qualified biologist. The biological resource assessment shall provide a determination on whether any sensitive biological resources are present on the property, including jurisdictional wetlands and waters, essential habitat for special-status species, and sensitive natural communities. If sensitive biological resources are determined to be present, appropriate measures, such as preconstruction surveys, establishing no-disturbance zones during construction, and applying bird-safe building design practices and materials, shall be developed by the qualified biologist to provide adequate avoidance or compensatory mitigation if avoidance is infeasible. Where jurisdictional waters or federally and/or State-listed special-status species would be affected, appropriate authorizations shall be obtained by the project applicant, and evidence of such authorization provided to the City prior to issuance of grading or other construction permits. An independent peer review of the adequacy of the biological resource assessment may be required by the City, if necessary, to confirm its adequacy.	Project applicant	Prior to issuance of building permits	Building Division and/or Planning Division	Building Division and/or Planning Division
Cultural Resources				

	Implemented By	When Implemented	Monitored By	Verified By
Mitigation Measure CR-1a: Identify Architectural Historic Resources. Prior to any demolition work or significant alterations to any building or structure that is 45 years old or older, the City shall ensure that a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards evaluate the building or structure for eligibility for listing on the National Register, California Register, and for local eligibility.	Project applicant	Prior to issuance of building permits	Building Division and/or Planning Division	Building Division and/or Planning Division
Mitigation Measure CR-1b: Identify Character-Defining Features. Prior to any demolition work or significant alterations initiated at a known historical resource or a resource identified via implementation of Mitigation Measure CR-1a, the City shall ensure that a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards identifies character-defining features of each historical resource. Despite being presumed or having been previously determined eligible for listing in the National Register and/or California Register, character-defining features of the historical resources that would be demolished or may be significantly altered may not have been explicitly or adequately identified. According to guidance from the National Park Service, a historical resource "must retain… the essential physical features [i.e., character-defining features] that enable it to convey its historic identity. The essential physical features are those features that define both *why* a property is significant…and *when* it was significant" (National Park Service, 1997). The identification of character-defining features is necessary for complete documentation of each historical resource as well as appropriate public interpretation and salvage plans.	Project applicant	During initial project review and environmental analysis	Building Division and/or Planning Division	Building Division and/or Planning Division
Mitigation Measure CR-1c: Document Architectural Historic Resources Prior to Demolition or Alteration. Prior to any demolition work or significant alterations initiated of a known historical resource or a resource identified via implementation of Mitigation Measures CR-1a, the City shall ensure that a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards thoroughly documents each building and associated landscaping and setting. Documentation shall include still photography and a written documentary record of the building to the National Park Service's standards of the Historic American Buildings Survey (HABS) or the Historic American Engineering Record (HAER), including accurate scaled mapping and architectural descriptions. If available, scaled architectural plans will also be included. Photos include large-format (4"x5") black-and-white negatives and 8"x10" enlargements. Digital photography may be substituted for large-format negative photography if archived locally. The record shall be accompanied by a report containing site-specific history and appropriate contextual information. This information shall be gathered through site-specific and comparative archival research and oral history collection as appropriate. Copies of the records shall be submitted to the Northwest Information Center at Sonoma State University.	Project applicant	Prior to issuance of demolition permits	Building Division and/or Planning Division	Building Division and/or Planning Division
Mitigation Measure CR-2a: Cultural Resources Study Requirements. The City shall ensure that a cultural resources records search is performed at the Northwest Information Center (NWIC) of the California Historical Resources Information System for the project area for multi-family development projects arising from the HEU that require ground disturbance (i.e., excavation, trenching, grading, etc.). To receive project approval, an archaeologist meeting the U.S. Secretary of the Interior's Standards (SOIS) for Archeology must review the results and identify if the project would potentially impact cultural resources. If the archaeologist determines that known cultural resources or potential archaeologically sensitive areas may be impacted by the project, a pedestrian survey must be conducted under the supervision of a SOIS-qualified archaeologist of all accessible portions of the project area, if one	Project applicant	Prior to issuance of building permits	Building Division and/or Planning Division	Building Division and/or Planning Division

CITY OF MENLO PARK HOUSING ELEMENT UPDATE
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

	Implemented By	When Implemented	Monitored By	Verified By
has not been completed within the previous five years. Additional research, including subsurface testing, monitoring during construction, and/or a cultural resources awareness training may be required to identify, evaluate, and mitigate impacts to cultural resources, as recommended by the SOIS-qualified archaeologist. If avoidance is not feasible, the City shall consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) to be affiliated with Menlo Park for the purposes of tribal consultation under Chapter 905, California Statutes of 2004 (if the resource is pre-contact or indigenous) to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to PRC Section 21083.2 and CEQA Guidelines Section 15126.4. This shall include documentation of the resource and may include data recovery (according to PRC Section 21083.2), if deemed appropriate, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource (according to PRC Section 21084.3). A cultural report detailing the results of the research shall be prepared and submitted for review by the City and a final draft shall be submitted to the NWIC. Once the report has been approved by the City, the City may issue appropriate permits.				
Mitigation Measure CR-2b: Inadvertent Discovery of Cultural Resources. If pre-contact or historic-era archaeological resources are encountered during project construction and implementation, the project applicant shall halt all construction activities within 100 feet and notify the City. Pre-contact archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil (“midden”) containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. An archaeologist meeting the U.S. Secretary of the Interior’s Standards (SOIS) for Archeology shall inspect the findings and work shall be stopped within 100 feet of the potential archaeological resource until the material is either determined by the archaeologist to not be an archaeological resource or appropriate treatment has been enacted, with appropriate consultation, as needed. If the City determines that the resource qualifies as a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines) and that the project has potential to damage or destroy the resource, mitigation shall be implemented in accordance with PRC Section 21083.2 and CEQA Guidelines Section 15126.4, with a preference for preservation in place. If preservation in place is feasible, this may be accomplished through one of the following means: (1) siting improvements to completely avoid the archaeological resource; (2) incorporating the resource into a park or dedicated open space, by deeding the resource into a permanent conservation easement; (3) capping and covering the resource before building the project on the resource site after the resource has been thoroughly studied by a SOIS qualified archaeologist and a report written on the findings. If preservation in place is not feasible, the City shall consult with California Native American tribes identified by the Native American Heritage Commissions (NAHC) to be affiliated with Menlo Park for the purposes of tribal consultation under Chapter 905, California Statutes of 2004 (if the resource is pre-contact or indigenous) to determine treatment measures to avoid, minimize, or mitigate any potential impacts to the resource pursuant to PRC Section 21083.2, and CEQA Guidelines Section 15126.4. This shall include documentation of the resource and may include data recovery (according to PRC Section 21083.2), if deemed appropriate by the	Project applicant	During construction	Building Division and/or Planning Division	Building Division and/or Planning Division

	Implemented By	When Implemented	Monitored By	Verified By
archaeologist, in consultation with the City, or other actions such as treating the resource with culturally appropriate dignity and protecting the cultural character and integrity of the resource (according to PRC Section 21084.3).				
Mitigation Measure CR-3. Inadvertent Discovery of Human Remains. Procedures of conduct following the discovery of human remains have been mandated by Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98 and the California Code of Regulations Section 15064.5 (CEQA). According to the provisions in CEQA, if human remains are encountered, the project applicant shall ensure that all work in the immediate vicinity of the discovery shall cease and necessary steps are taken to ensure the integrity of the immediate area. 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, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the landowner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance.	Project applicant	During construction	Building Division and/or Planning Division	Building Division and/or Planning Division
Geology, Soils, and Paleontological Resources				
Mitigation Measure GEO-5: Discovery of 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 City-approved 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.	Project applicant	During construction	Building Division and/or Planning Division	Building Division and/or Planning Division
Greenhouse Gas Emissions				
Mitigation Measure GHG-1a: Enforce No Natural Gas Requirement. Subsequent housing development projects proposed under the HEU shall not be eligible for exceptions from the “all electric” requirement in the City’s Reach Codes.	Project applicant	When building permit application is filed	Building Division and/or Planning Division	Building Division and/or Planning Division
Mitigation Measure GHG-1b: Enforce EV Charging Requirements in CALGreen Tier 2. Subsequent housing development projects proposed under the HEU shall comply with EV charging requirements in the most recently adopted version of CALGreen Tier 2 at the time that a building permit application is filed.	Project applicant	When building permit application is filed	Building Division and/or Planning Division	Building Division and/or Planning Division
Hazards and Hazardous Materials				

CITY OF MENLO PARK HOUSING ELEMENT UPDATE
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

	Implemented By	When Implemented	Monitored By	Verified By
Mitigation Measure HAZ-3a: Environmental Site Management Plan. Project applicants shall ensure that construction at the sites with known contamination are conducted under a project-specific Environmental Site Management Plan (ESMP) that is prepared by qualified personnel in consultation with the RWQCB or the DTSC, as appropriate. 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. The ESMP shall: 1) Provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation 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.	Project applicant	Prior to issuance of building permits	Building Division and/or Planning Division	Building Division and/or Planning Division
Mitigation Measure HAZ-3b: Vapor Intrusion Assessment. Project applicants shall ensure that a vapor intrusion assessment is performed by a licensed environmental professional for sites with potential residual contamination in soil, soil gas, or groundwater that are planned for redevelopment with an overlying occupied building. If the results of the vapor intrusion assessment indicate the potential for significant vapor intrusion into an occupied building, project design shall include vapor controls or source removal, as appropriate, in accordance with regulatory agency requirements. Soil vapor controls could include vapor barriers, passive venting, and/or active venting. The vapor intrusion assessment and associated vapor controls or source removal can be incorporated into the ESMP (Mitigation Measure HAZ-3a).	Project applicant	Prior to issuance of building permits	Building Division and/or Planning Division	Building Division and/or Planning Division
Land Use and Planning				
Mitigation Measure LU-2: Demonstrate consistency with the applicable goals, policies, and programs in the General Plan and the supporting Zoning standards. Prior to individual project approval, as part of the project application process, future development in Menlo Park shall be required to demonstrate consistency with the applicable goals, policies, and programs in the General Plan and the supporting Zoning standards to the satisfaction of the City of Menlo Park's Community Development Department. A future project is consistent with the General Plan and Zoning standards if, considering all its aspects, it will further the goals, policies, and programs of the General Plan and supporting Zoning standards and not obstruct their attainment.	Project applicant	Prior to approval	Planning Division	Planning Division
Noise and Vibration				
Mitigation Measure NOI-1: Construction Noise Control.	Project applicant	Prior to issuance of construction permits	Building Division and/or Planning Division	Building Division and/or Planning Division

	Implemented By	When Implemented	Monitored By	Verified By
Project applicants shall minimize the exposure of nearby properties to excessive noise levels from construction-related activity through CEQA review, conditions of approval, and/or enforcement of the City's Noise Ordinance. Prior to issuance of demolition, grading, and/or building permits for development projects, a note shall be provided on development plans indicating that during on-going grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction- related noise: • Demonstrate that any construction activities taking place outside daytime construction hours of 8:00 a.m. to 6:00 p.m. Monday through Friday shall comply with the 60 dBA Leq limit during the hours of 7:00 a.m. to 8:00 a.m. and the 50 dBA Leq limit during the hours of 6:00 a.m. to 7:00 a.m. In addition, the property owner/developer shall demonstrate that individual pieces of equipment proposed for use will not exceed the limit (85 dBA Leq at 50 feet) for powered equipment noise and that combined construction noise will not result in a 10 dBA increase over the ambient noise level at nearby sensitive receptors. Activities that would produce noise above applicable daytime or nighttime limits shall be scheduled only during normal construction hours. If it is concluded that a particular piece of equipment will not meet the requirements of this mitigation measure, that equipment shall not be used outside the daytime construction hours. • Verify construction activities are conducted at adequate distances or otherwise shielded with sound barriers, as determined through analysis, from noise-sensitive receptors when working outside the daytime construction hours of 8:00 a.m. to 6:00 p.m. Monday through Friday, and verify compliance with the Menlo Park Municipal Code though measurement. • All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers, air intake silencers, and/or engine shrouds that are no less effective than as originally equipped by the manufacturer. • Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. • Stockpiling is located as far as feasible from nearby noise-sensitive receptors. • Limit unnecessary engine idling to the extent feasible. • Limit the use of public address systems. • Construction traffic shall be limited to the haul routes established by the City of Menlo Park. • Additional controls, as warranted, may include but are not limited to: – Upgraded construction equipment mufflers (e.g., improved mufflers, intake silencers, ducts, engine enclosures, acoustically attenuating shields, shrouds) on equipment and trucks used for project construction. – Equipment staging plans (e.g., locating stationary equipment at adequate distances). – Limitations on equipment and truck idling. – Shielding sensitive receptors with sound barriers to comply with the Menlo Park Municipal Code.				
Transportation				
Mitigation Measure TRANS-2: Implement VMT Reduction Measures. Individual multifamily housing development proposals that do not screen out from VMT impact analysis shall provide a quantitative VMT analysis using the methods outlined by the City's most recent VMT guidelines. Projects that result in a significant impact shall include travel demand	Project applicant	Prior to discretionary project approvals	Transportation Division and/or Planning Division	Transportation Division and/or Planning Division

CITY OF MENLO PARK HOUSING ELEMENT UPDATE
MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

	Implemented By	When Implemented	Monitored By	Verified By
management measures and/or physical measures (i.e. improving multimodal transportation network, improving street connectivity) to reduce VMT, including but not limited to the measures below, which have been identified as potentially VMT reducing in the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (December 2021). Potential VMT reduction estimates are included below, but detailed requirements, calculation steps, and limitations are described in the CAPCOA Handbook. Additional measures may be proposed by individual projects and/or required by City staff to achieve the necessary VMT reductions or to meet applicable TDM reduction requirements. • Unbundle parking costs (i.e. sell or lease parking separately from the housing unit). Effectiveness: up to 15.7 percent reduction in GHG from VMT per the CAPCOA Handbook. • Provide car-sharing, bike sharing, or scooter sharing programs. Effectiveness: 0.15 – 0.18 percent reduction in GHG from VMT for car share, 0.02 – 0.06 percent for bike share, and 0.07 percent for scooter share, per the CAPCOA Handbook. The higher car share and bike share values are for electric car and bike share programs. • Subsidize transit passes for residents of affordable housing. Effectiveness: up to 5.5 percent reduction in GHG from VMT per the CAPCOA Handbook.				

EXHIBIT G

335-355 Pierce Road (Laurel Landing)

LOCATION:	PROJECT NUMBER:	APPLICANT:	OWNER:
335-355 Pierce Road	PLN2025-00038	Habitat for Humanity Greater San Francisco	Habitat for Humanity Greater San Francisco

PROJECT CONDITIONS:

1. The Tentative Map shall be subject to the following ***standard conditions***:

    a. Development of the project shall be substantially in conformance with the "Vesting Tentative Map for Condominium Purposes Habitat for Humanity Residential For Sale Units" prepared by BKF Engineers, consisting of 12 plan sheets, dated April 23, 2026 and approved by the City Council on _____, except as modified by the conditions contained herein, subject to review and approval of the Planning Division and Engineering Division.

    b. The Owner shall submit a Final Map for City Council approval within two years from the date of approval (_____, 2028) of the Tentative Map for the project to remain in effect.

    c. Owner shall adhere to the Subdivision Map Act and Chapter 15 of the City's Municipal Code.

    d. Prior to Final Map approval, the Owner shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project.

    e. Prior to Final Map approval, the Owner shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.

    f. Prior to Final Map approval, if applicable, the Owner shall submit plans indicating that the Owner shall remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for review and approval by the Engineering Division.

    g. Prior to Final Map approval, if applicable, the Owner shall submit a Grading and Drainage Plan for review and approval of the Engineering Division. The Grading and Drainage Plan shall be approved prior to the issuance of grading, demolition or building permits.

    h. Prior to Final Map approval, the Owner shall pay all fees incurred through staff time spent reviewing the application.

    i. The Owner or permittee shall defend, indemnify, and hold harmless the City of Menlo Park or its agents, officers, and employees from any claim, action, or proceeding against the City of Menlo Park or its agents, officers, or employees to attack, set aside, void, or annul an approval of the Planning Commission, City Council, Community Development Director, or any other department, committee, or agency of the City concerning a development, variance, permit, or land use approval which action is brought within the time period provided for in any applicable statute; provided, however, that the Owner's or permittee's duty to so defend, indemnify, and hold harmless shall be subject to the City's promptly notifying the Owner or permittee of any said claim, action, or proceeding and the City's full cooperation in the Owner's or permittee's defense of said claims, actions, or proceedings.

    j. Notice of Fees Protest – The Owner may protest any fees, dedications, reservations, or other exactions imposed by the City as part of the approval or as a condition of approval of this development. Per California Government Code 66020, this 90-day protest period has begun as of the date of the approval of this application.

335-355 Pierce Road (Laurel Landing)

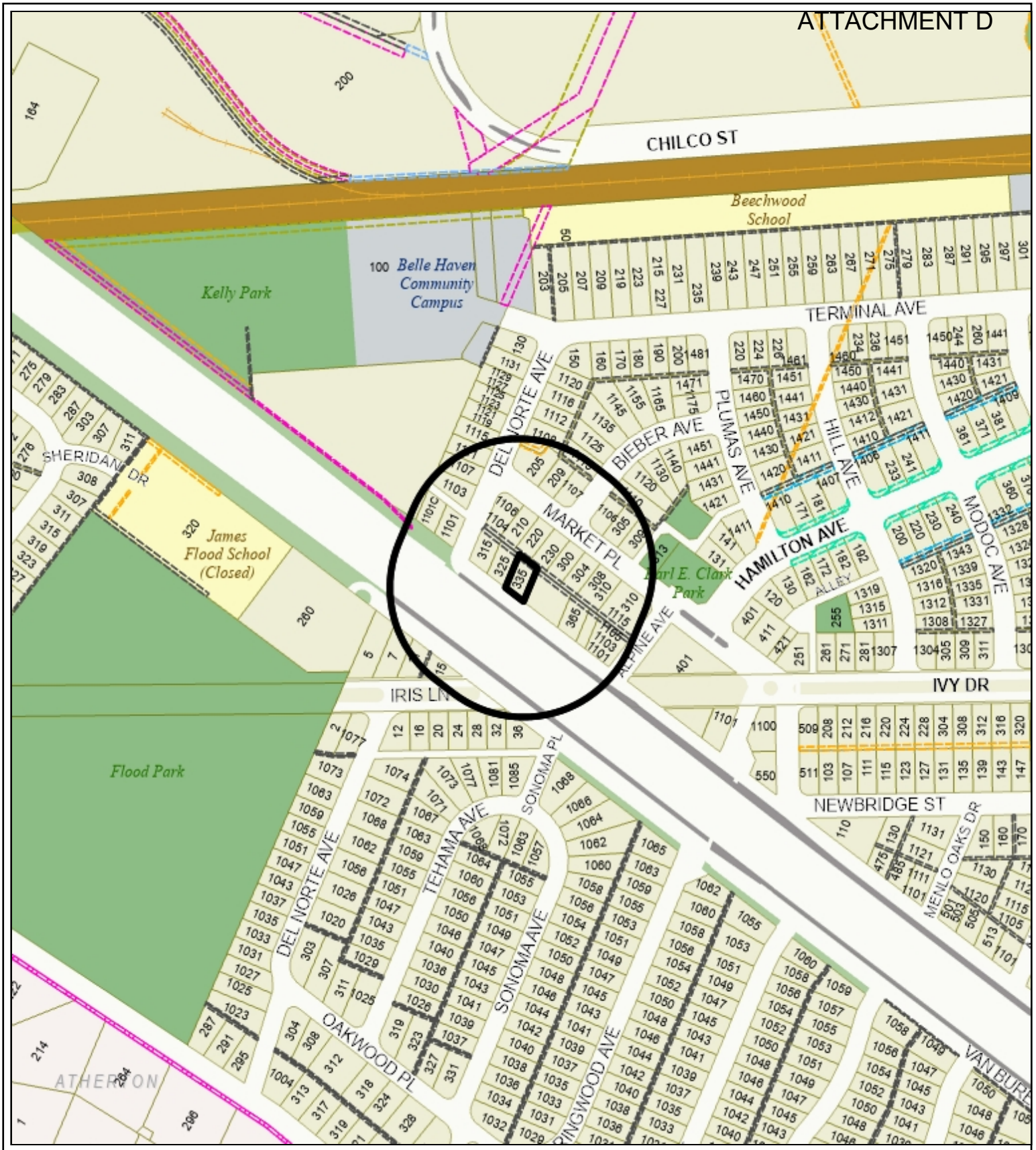
LOCATION:	**PROJECT NUMBER:**	**APPLICANT:**	**OWNER:**
335-355 Pierce Road	PLN2025-00038	Habitat for Humanity Greater San Francisco	Habitat for Humanity Greater San Francisco

PROJECT CONDITIONS:

2. The Tentative Map shall be subject to the following ***project-specific*** conditions:

    a. All agreements shall run with the land and shall be recorded with the San Mateo County Recorder's Office prior to building permit final inspection. The Owner shall submit documentation of recordation for review and approval by the Engineering Division.

    b. Prior to Final Map approval, the Owner shall pay all applicable subdivision/map-related fees, including the applicable recreation in-lieu fee ($372,400 – Fee calculated for 8 multifamily/condominium units at $78,400/unit, with credit for two existing lots at $127,400/lot), established by the City's Master Fee Schedule unless otherwise waived, modified, or deferred as allowed by law or by City Council action. Building permit-related impact fees, including the Building Construction Street Impact Fee, shall be paid at the applicable building permit stage unless otherwise waived, modified, or deferred as allowed by law or by City Council action.



City of Menlo Park

Location Map

335-355 Pierce Road (PLN2025-00038)

Scale: 1:4,000 | Drawn By: CC | Checked By: TAS | Date: 7/13/2026 | Sheet: 1