

The Mayfield Agreement

Fact Sheet

1. What is the Mayfield Agreement?

Stanford University will lease to the City of Palo Alto the 6-acre Mayfield site, located at the corner of Page Mill and El Camino Real, for \$1 per year for 51 years. Stanford will construct soccer fields on the Mayfield site at Stanford's cost and turn them over to the City upon completion. In addition, Stanford will build 250 units of housing on two sites in the Stanford Research Park where R&D/office buildings exist today. In exchange, the City will grant Stanford the right to relocate 300,000 sq. ft. of R&D/office space (less than the amount that will be demolished on the housing sites) elsewhere in the Stanford Research Park.

2. How did this proposal originate?

In the fall of 2000, Stanford responded to the City's request for help in finding a site for the relocation of the Jewish Community Center by offering to lease the Mayfield site to the City in exchange for 100,000 sq. ft. of development rights. City Staff and Stanford prepared a detailed development agreement. While the agreement was under review by the City Council, the JCC found another site.

Under the leadership of then-Mayor Vic Ojakian and the City Manager, the City approached Stanford requesting that Stanford consider revising its offer of the Mayfield site, taking into consideration the City's need for housing and recreational facilities, especially playing fields, which had been studied, at the request of City Council, by the Athletic Fields Committee.

In response, Stanford proposed in a June 10, 2003 letter, to lease the Mayfield site to the City and construct playing fields on the site as well as provide 250 housing units in exchange for the City vesting residential and commercial development rights for Stanford in the Stanford Research Park.

3. What are the benefits to the community?

- Stanford provides the 6-acre Mayfield site and builds playing fields for Palo Alto on the site.
- Stanford builds 250 units of housing in Stanford Research Park, including a 70 unit below-market-rate (BMR) project on El Camino Real, 20 more units than required. Alternatively, Stanford has the option of building 50 BMR units if they are mixed among the market-rate units.
- Reduced traffic impacts in College Terrace neighborhood as commercial development is replaced with housing.
- Slight reduction in commercial development in the Research Park.
- An agreed-upon framework for Transportation Demand Management (including carpools, shuttles, and the use of other public transit) as the Council considers future new commercial development in the Research Park, with a goal of no new net trips.

4. What do the playing fields include?

- Two competition soccer fields plus a warm-up field
- 92 parking spaces and 38 bicycle spaces
- Shielded lighting
- Snack facility, restrooms, storage facilities, bike facilities, and carpool drop-off area
- Landscaping and public art

5. What are the details of the housing development?

The City has long advocated that Stanford integrate some housing into the Stanford Research Park to minimize the City's significant jobs/housing imbalance (2.4 jobs for every employed resident). The housing provided in this agreement will allow nearby employees to live closer to jobs, services and amenities, thus relieving traffic congestion.

Stanford will build a total of 250 housing units on 17 acres on Upper California Ave. and 1.8 acres on El Camino Real. Stanford has two ways to provide BMR housing as part of the 250 units: (1) 70 BMR rental units (28%) can be built on the El Camino site (20 more than required by the current BMR ordinance) or (2) 50 units (20%) can be included in the mix with the market-rate units.

While the timing of the housing development depends on the expiration of existing leases, Stanford is required to file an application for 185 housing units by 2013 and the remainder by 2020.

6. What are the traffic impacts of this agreement?

According to the traffic study, there will be a modest increase in the number of new trips due to the addition of the soccer fields, retail space, and housing included in the project. Overall, there will be a slight reduction in the level of commercial development (38,000 sq. ft.) within the Research Park. In locations where commercial development is replaced by housing, the peak hour traffic volumes will be reduced on the adjacent roadways.

At some intersections, there will be physical improvements such as the installation of traffic signals or the addition of a turning lane when commercial space is relocated from California Avenue to other areas of the Research Park. At Page Mill Rd. and El Camino Real the additional traffic generated by the project cannot be mitigated without widening the intersection, which City policy does not support.

In addition, Stanford and the City have developed a Transportation Demand Management (TDM) framework with the goal of producing no new net trips with respect to future growth in the Research Park.

7. What is the schedule for Council consideration of this agreement?

Circulation of Draft EIR plus Development Agreement	December 2004 - January 2005
First Public Hearing with Planning and Transportation Commission (for public comments)	January 2005
Preparation of response to all comments and development of final EIR	January - February 2005
Second Public Hearing with Planning and Transportation Commission (for recommendation to Council)	February 2005
Public Hearing with City Council (to certify EIR and approve Development Agreement)	March 2005