



# CITY COUNCIL SPECIAL MEETING AGENDA

Tuesday, March 12, 2013

6:00 p.m.

701 Laurel Street, Menlo Park, CA 94025  
City Council Chambers

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## ROLL CALL

### A. REGULAR BUSINESS

- A1. Provide direction on the specific sites to be rezoned for higher density residential as part of the Housing Element Update (*Staff Report #13-037*)

### B. ADJOURNMENT

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**At every Special Meeting of the City Council, members of the public have the right to directly address the City Council on any item listed on the agenda at a time designated by the Mayor, either before or during consideration of the item.**

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# COMMUNITY DEVELOPMENT DEPARTMENT

Council Meeting Date: March 12, 2013  
Staff Report #: 13-037

Agenda Item #: A-1

**REGULAR BUSINESS: Provide Direction on the Specific Sites to be Rezoned for Higher Density Residential as Part of the Housing Element Update**

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## RECOMMENDATION

Staff recommends that the City Council provide direction to rezone the following sites for higher density residential for a maximum of 900 units:

- **Site 9:** Veteran's Affairs located in the 700 block of Willow Road (60 units);
- **Site 10:** MidPen's Gateway Apartments located in the 1200 block of Willow Road (net increase of 42 units);
- **Site 11:** MidPen's Gateway Apartments located in the 1300 block of Willow Road (net increase of 36 units);
- **Site 12:** Hamilton Avenue East located in the 700-800 blocks of Hamilton Avenue (216 units); and
- **Site 14:** Haven Avenue located in the 3600 block of Haven Avenue with the exception of properties owned by Tyson, Integris, and Deerfield plus a re-allocation of 76 potential units from Site 13 (540 units).

## BACKGROUND

The City is in the process of updating the Housing Element of the General Plan in compliance with State law and a Court Order. The City submitted a Draft Housing Element for review and comment by the California Department of Housing and Community Development (HCD). The Draft Housing Element includes 14 sites that are being studied to determine which sites are the best to consider for rezoning to higher density residential of 30 dwelling units per acre or higher. The City intends to adopt a final version of the Housing Element by June 2013 and then submit it to HCD for certification. More information regarding the project is available on the City-maintained [website](#). The remainder of this staff report focuses on obtaining Council direction on which sites to pursue for high density residential.

## ANALYSIS

A map and table of the 14 sites from the Draft Housing Element is included in Attachment A. The decision to study these 14 sites was based on a series of public meetings held during the Summer and Fall of 2012 culminating with Council direction on

October 23, 2012. The past few months of work on the Housing Element has focused on determining which of the 14 sites would be the best ones to pursue for rezoning. Work efforts can generally be grouped into two categories: outreach activities and technical studies.

## **Outreach Activities**

### ***Housing Element Steering Committee***

On January 10, 2013, the Housing Element Steering Committee comprised of Council Members Ohtaki and Carlton, Housing Commissioners Clarke and Murray, and Planning Commissioners Ferrick and O'Malley held its final meeting. The meeting focused on review of the HCD comment letter, discussion of the next steps in the process, and preparation for the community workshops at the end of January. A summary of the meeting is included as Attachment B.

### ***Community Workshops***

On January 29 and 30, 2013, the City held two community workshops, one at the Arrillaga Family Recreation Center and one at the Senior Center. The format and information presented at each meeting were the same. Material about the sites that were mounted on display boards is included as Attachment C. Approximately 100 people attended the first workshop (77 people signed in) and 38 people attended the second workshop. At the meeting, participants were asked to consider information regarding the 14 sites and provide their top five sites and reasons why. The City received a total of 86 comment sheets, including 41 that were submitted after the workshops. A summary of the meetings plus all of the written comments and a tally of the responses is included as Attachment D. The top eight sites are as follows:

- Site 14 (Haven)
- Site 12 (Hamilton)
- Site 13 (Post Office)
- Site 2 (Hewlett)
- Site 1 (280)
- Site 11 (MidPen)
- Site 10 (MidPen)
- Site 9 (VA)

In addition, some participants submitted comments related to other housing strategies. These comments will be considered as part of the preparation of the Final Draft Housing Element.

### ***Property Owner Outreach***

The City sent letters to owners of each of the properties being studied for high density residential. Attachment E identifies staff's understanding of whether or not a property owner has expressed an interest in having property rezoned to high density residential at this time. Sites for which there is a strong property owner interest is as follows:

- Site 9 (VA)
- Site 10 (MidPen)
- Site 11 (MidPen)
- Site 12 (Hamilton)
- Site 14 (Haven) - except for properties owned by Tyson, Integris, and Deerfield, which are located closest to Marsh Road

In addition, the City has received correspondence from some of the affected property owners in the Haven area. The letters, included as Attachment F, discuss the level of support or opposition for the rezoning that each property has for his/her particular property, but none of the letters express opposition to the introduction of residential uses in the area.

### **Technical Studies and Requirements and Other Considerations**

#### ***Environmental Assessment and Fiscal Impact Analysis***

As part of the Housing Element process, an Environmental Assessment (EA) is being prepared and a Fiscal Impact Analysis (FIA) is being prepared. The EA evaluates potential environmental consequences while the FIA evaluates the potential fiscal consequences that could result from future development that would occur by adopting and implementing the proposed Housing Element Update, General Plan Consistency Update and associated Zoning Ordinance amendments. Each document studies impacts of the rezoning of 14 sites for up to 900 dwelling units, up to 118 infill dwelling units, and up to 300 secondary dwelling units for a total of 1,318 units through the year 2035.

The EA studies a broad range of topics, including aesthetics, biological resources, hazards and hazardous materials, public services and recreation, and traffic and transportation to name a few. The EA addresses 14 different topic areas, and each of the initial 14 sites that were identified for higher density housing has been preliminarily assessed amongst these topics.

The FIA addresses change in revenues and expenditures, and resulting net fiscal impact that would result from the project, as well as the special districts and five school districts that serve the project sites. In addition, the FIA includes a supplemental analysis that evaluates the potential development from the Housing Element along with development that is currently allowed in the General Plan and by zoning. The supplemental analysis also considers the findings from other FIAs prepared for the El

Camino Real/Downtown Specific Plan, 389 El Camino Real, Menlo Gateway and the Facebook Campus projects.

A summary of the likely conclusions of EA and FIA is included as Attachment G.

***Future Planning Considerations***

Based on the analysis in the Draft Housing Element, the City needs to rezone to allow minimum of 500 units of high density housing defined as 30 dwelling units per acre to meet the needs from the past two planning periods, which cover a time period from 1999 to 2014. Upon adoption of this Housing Element, the City then must begin the process of updating the Housing Element for the next planning cycle covering the period from 2014 to 2022. The deadline for adoption for this next planning period is December 2014. With a timely adoption and certification by the deadline, the City would not need to prepare an update for eight years. Otherwise, the City would need to prepare an update every four years. By pursuing rezoning of more than the minimum 500 units now, there may be remaining development capacity in future years that might greatly decrease the need to rezone property as part of the next planning cycle. The following table summarizes the City’s Regional Housing Needs Allocation (RHNA) over the three applicable planning periods.

<b>City of Menlo Park Regional Housing Needs Allocation for the 1999-2006, 2007-2014 and 2014-2022 Housing Element Planning Periods</b>						
<b>Income Level</b>	<b>1999-2006</b>		<b>2007-2014</b>		<b>2014-2022</b>	
	<b>Units</b>	<b>Percent</b>	<b>Units</b>	<b>Percent</b>	<b>Units</b>	<b>Percent</b>
Very Low	184	19%	226	23%	233	36%
Low	90	9%	163	16%	129	20%
Moderate	245	25%	192	19%	143	22%
Above Moderate	463	47%	412	41%	150	23%
<b>Total</b>	<b>982</b>	<b>100%</b>	<b>993</b>	<b>100%</b>	<b>655</b>	<b>100%</b>

**Recommended Sites**

Based on all of the information available to date, staff is recommending that the following sites be pursued for rezoning for a total of 818 units out of 1,158 units on 14 sites that have been studied to date:

- Site 9: VA (entire site – single owner)
- Site 10: MidPen (entire site – single owner – same owner as 11)
- Site 11: MidPen (entire site – single owner – same owner as 10)
- Site 12: Hamilton (entire site – 4 owners)

- Site 14: Haven (majority of site affecting 3 owners and eliminate the parcels owned by Tyson, Integris, and Deerfield)

In addition, staff would recommend that the 76 units being studied for Site 13 (Post Office) be transferred to Site 14. This would increase the number of units at Site 14 from 464 to 540 and bring the total number of units to 894 amongst the five sites. This increase of units at Site 14 would equate to an increase from 30 to 35 dwelling units per acre across 15.5 acres. The following table summarizes the recommended sites and unit totals.

Site Number	Site Name	Dwelling Units
Site 9	VA	60
Site 10	MidPen	42
Site 11	MidPen	36
Site 12	Hamilton	216
Site 14	Haven (modified)	540
<b>Total</b>		<b>894</b>

Although the City has been studying and accounting for the potential impacts of a 60-unit development that is currently proposed on the VA land, the City does not need to take any action to rezone the site due to a Federal pre-emption of the City's land use authority. Nevertheless, the City is able to account for the new units as meeting the City's obligations under the Housing Element requirements.

Staff believes these are the appropriate sites to consider for rezoning based on the following reasons:

- Community input;
- Strong property owner interest;
- Sites would be available within the City by the end of 2014 (i.e., the current planning period) without need for annexation;
- Distribution of sites to balance the elementary school impacts of the 680 potential units through the El Camino Real Downtown Specific Plan and the 118 potential units through Infill Around Downtown zoning changes;
- Proximity to projected job growth in Menlo Park (e.g., Facebook, Menlo Gateway, 151 Commonwealth, etc.) to enable commute options through walking and bicycling; and
- Proximity to freeways (Highway 101) for easy access to regional transportation without impacting local streets.

After considering public comment, the Council should provide direction to staff. Staff will incorporate Council direction into the Draft Housing Element and finalize drafting the zoning requirements that would be applicable to these selected sites. Staff will focus on a set of development standards and incentives in order to encourage the provision of the appropriate mix of affordability levels in each of the sites. The zoning would also include design guidance for each of the sites to ensure high quality design and compatibility.

## **Next Steps**

Attachment H provides an updated version of the process graphic that has been used as a guide throughout the process. The upcoming meetings on the schedule are summarized as follows:

- **Joint City Council/Planning Commission Meeting:** Tuesday, April 9 at 7:00 p.m. The focus of this meeting would be on a presentation regarding the Environmental Assessment, Fiscal Impact Analysis, Final Draft Housing Element, General Plan Consistency Update, Rezoning and Zoning Ordinance Amendment. The meeting will include a question and answer period for the Council, Commission and public. The presentation would be streamed and video recorded and would not be repeated at subsequent meetings.
- **Housing Commission:** Wednesday, April 17 at 5:30 p.m. (Special meeting date in order to hold meeting between 4/9 presentation and 4/22 Planning Commission meeting) The Housing Commission will make a recommendation on the Housing Element for consideration by the Planning Commission and City Council.
- **Planning Commission:** Monday, April 22 at 7:00 p.m. (An additional meeting could be scheduled if needed prior to the Council public hearing noticing deadline on 5/2) This meeting will be a public hearing at which members of the public can comment on the Housing Element, the General Plan Consistency Update, the Rezoning, Zoning Ordinance Amendments, Environmental Assessment and Fiscal Impact Analysis. The Planning Commission will make a recommendation to the City Council.
- **City Council:** Tuesday, May 21 at 7:00 p.m. This meeting will be a public hearing at which members of the public can comment on the Housing Element, the General Plan Consistency Update, the Rezoning, Zoning Ordinance Amendments, Environmental Assessment and Fiscal Impact Analysis. The City Council will be acting on the Housing Element and the General Plan Consistency Update. In addition, the Council will introduce ordinances associated with the Rezoning and Zoning Ordinance Amendments.
- **City Council:** Tuesday, June 4 at 7:00 p.m. The Council will adopt ordinances associated with the Rezoning and Zoning Ordinance Amendments.

## **IMPACT ON CITY RESOURCES**

The impacts of the Housing Element Update will be evaluated in a fiscal impact analysis that is being prepared concurrent with the Environmental Assessment. The fiscal impact analysis will identify potential revenue and cost impacts to the City and other districts, such as schools and fire, associated with development that could occur from the implementation of the Housing Element and the General Plan Consistency Update.



Work on the analysis is nearing completion and is expected to be finalized in early April 2013.

## **POLICY ISSUES**

The Housing Element update process will involve a number of policy issues including issues related to the rezoning of properties and increasing of residential densities in the city.

## **ENVIRONMENTAL REVIEW**

Government Code Section 65759 provides that the California Environmental Quality Act (CEQA) does not apply to any action necessary to bring a city's general plan or relevant mandatory elements of the plan into compliance with any court order or judgment under State Housing Element law, but a more truncated Environmental Assessment is required. The content of the Environmental Assessment will substantially conform to the required content for a draft environmental impact report. Work on the analysis is nearing completion and is expected to be finalized in early April 2013.

Signature on file

Justin Murphy  
Development Services Manager

Signature on file

Arlinda Heineck  
Community Development Director

## **PUBLIC NOTICE**

Public notification was achieved by posting the agenda, at least 72 hours prior to the meeting, with this agenda item being listed. In addition, the City sent an email update to subscribers to the project page for the proposal, which is available at the following address: <http://www.menlopark.org/athome>. This page provides up-to-date information about the project, allowing interested parties to stay informed of its progress. The page allows users to sign up for automatic email bulletins, notifying them when content is updated or meetings are scheduled.

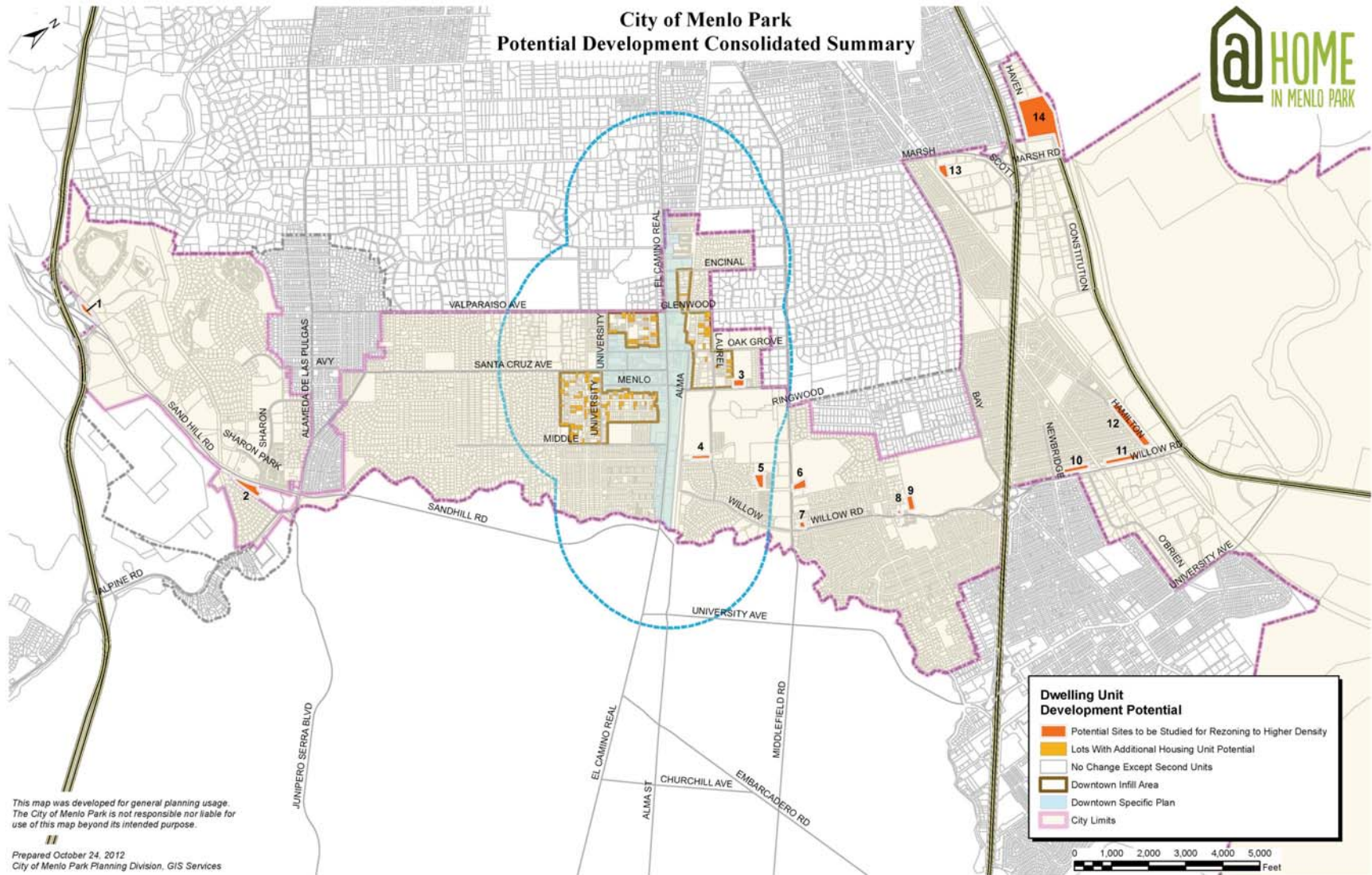
## **ATTACHMENTS**

- A. Map and Table of 14 Sites
- B. Steering Committee Meeting #6 Summary
- C. Aerials, Maps and Photos of 14 Sites
- D. Workshop Summary
- E. Property Owner Interest Summary
- F. Correspondence:
  - Tyson & Tyson Operations, dated February 6, 2013
  - C.E. Niehoff & Co., dated March 5, 2013
  - Black Mountain Properties, dated March 6, 2013
  - Sequoia Realty Services (2), dated March 6, 2013

- Butler Realty, dated March 6, 2013
- Deerfield Realty, dated March 7, 2013
- G. Environmental Assessment and Fiscal Impact Analysis Summary
- H. Remaining Schedule of Meetings and Other Activities

**AVAILABLE FOR REVIEW AT CITY OFFICES AND ON THE PROJECT WEB PAGE**

- [Settlement Agreement](#)
- [Revised Draft Housing Element, dated December 11, 2012](#)



## Sites for Potential Rezoning for Higher Density Housing

Map Index Number	APN	Site Name	Address	Existing Zoning	Existing General Plan Designation	Existing Use	Lot Area (Sq. Ft.)	Lot Area (Acres)	Proposed Dwelling Units per Acre	Proposed Dwelling Units	Existing Dwelling Units	Net Potential Dwelling
1	074481010	I-280 and Sand Hill (Banana Site)	2900 block Sand Hill Rd	R-E/S-11	San Mateo County	Vacant Land	75,794	1.74	30	52	0	52
2	074450030	Hewlett Foundation	2111-2121 Sand Hill Rd	R-E/S-9	San Mateo County	Vacant Land	142,441	3.27	30	98	0	98
3	061382170	Corpus Christi	300 block Ravenswood Ave	R2	Medium Density Residential	Vacant Portion of Church Grounds	67,274	1.54	20	30	0	30
4	062390170	401-445 Burgess Dr	401-445 Burgess Dr	C1A	Professional and Administrative Offices	Office: Multi-Story	59,830	1.37	12	41	0	16
5	062421010	8 Homewood Pl	8 Homewood Pl	C1	Professional and Administrative Offices	Office: Single-Story	87,417	2.01	30	60	0	60
6	062460060	St. Patrick's Seminary	300 block Middlefield Rd	R1S	Low Density Residential	Vacant Portion of Educational Facility	87,984	2.02	30	61	0	60
7	062272640	125-135 Willow Rd	125-135 Willow Rd	C1A	Professional and Administrative Offices	Office: Multi-Story	33,333	0.77	30	22	0	0
8	062285300	555 Willow	555 Willow Rd	R3	Medium Density Residential	Restaurant	18,237	0.42	20	8	0	8
9	062470050	Veterans Affairs Clinic	700 block Willow Rd	PF	Public Facilities	Vacant Portion of Campus	81,239	1.87	32	60	0	60
10	062103610	MidPen's Gateway Apts	1200 block Willow Rd	R3	Medium Density Residential	Multifamily Residential	98,686	2.27	40	90	48	42
11	055383560	MidPen's Gateway Apts	1300 block Willow Rd	R3	Medium Density Residential	Multifamily Residential	129,427	2.97	40	118	82	36
12	055398110	Hamilton Ave East	700-800 blocks Hamilton Ave	M1	Limited Industry	Light Industrial and Vacant	313,505	7.20	30	216	0	216
13	055251120	Main Post Office	3875 Bohannon Dr	M2	Limited Industry	Post Office Slated for Closure	82,257	1.89	40	76	0	76
14	055170350	Haven Ave	3600 block Haven Ave	M2	Limited Industry	Light Manufacturing, Storage, and Vacant	674,999	15.50	30	464	0	464
<b>Total</b>												<b>1,158</b>

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# Housing Element Update Steering Committee Meeting #6 Summary

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Housing Element Update

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*Meeting Conducted Thursday, January 10, 2013 (5:30 pm – 8:00 pm)*

*Steering Committee Member Present:*

Peter Ohtaki, City Council (co-chair)  
Catherine Carlton, City Council (co-chair)  
Carolyn Clarke, Housing Commission  
Yvonne Murray, Housing Commission  
Jack O'Malley, Planning Commission

*City Staff and Consultants Present:*

Justin Murphy, Development Services Manager  
Bill McClure, City Attorney  
Jeffery Baird, Baird + Driskell Community Planning

## **Meeting Purpose and Agenda**

The purposes of Housing Element Update Steering Committee Meeting #6, conducted on January 10, 2013 at the Arrillaga Family Gymnastics Center — 501 Laurel Street — Multi-Purpose Room, were to: (1) review the letter from the California Department of Housing and Community Development (HCD) and other correspondence received on the City's Draft Housing Element; (2) review the remaining schedule and approach for Housing Element adoption; (3) review the approach for the General Plan Consistency Amendments and modifications to the Zoning Ordinance; and, (4) review the approach for community outreach at the January 29 and 30, 2013 Community Workshops. About 15 people attended the meeting. People attending the meeting were also encouraged to send an email to [athome@menlopark.org](mailto:athome@menlopark.org) or obtain additional information on the City's website. Below is the agenda for the meeting.



Housing Element Steering Committee Meeting #6

**A G E N D A**

Thursday, January 10, 2013 (5:30 pm – 8:00 pm)  
Arrillaga Family Gymnastics Center — 501 Laurel Street — Multi-Purpose Room

**Steering Committee Mission:**

- (1) Serve as liaison to their respective body.
- (2) Guide the process and provide policy direction and feedback for staff.
- (3) Focus on critical topic of determining potential sites for high density housing.
- (4) Keep process on track to comply with the following key milestones of the Settlement Agreement:
  - **8/31/12:** prepare an Affordable Housing Analysis which will include an inventory and analysis of potential housing sites
  - **9/30/12:** release a Draft Housing Element for public review
  - **10/31/12:** submit the Draft Housing Element to the State Housing and Community Development Department for comment
  - **3/15/13:** adopt a Housing Element in compliance with State law (*please note adoption of the Draft Housing Element and General Plan Consistency Amendments are planned to occur by April 30, 2013*)

**Meeting Outcomes:**

- (1) Review of Letter from the Department of Housing and Community Development (HCD) on the City's Draft Housing Element
- (2) Review of the Remaining Schedule and Approach for Housing Element Adoption
- (3) Review of the approach for the General Plan Consistency Amendments and modifications to the Zoning Ordinance
- (4) Review of the Approach for community outreach at the January 29 and 30, 2013 Community Workshops

**Roll Call:** Clarke, Ferrick, Murray, Ohtaki (Co-Chair), O'Malley, *vacancy to be filled by City Council on 1/8/13 (Co-Chair)*

- 5:30 pm I. **Review Meeting Purpose**
- A. Introductions of New Steering Committee Members
  - B. Review Steering Committee Meeting #6 Agenda
  - C. Check-in with Steering Committee Members (*any time constraints?*)
  - D. Other Administrative Items
- 5:40 pm II. **Review of the Revised Draft Housing Element, Letter from HCD, and Other Correspondence**
- A. Staff Overview
  - B. Steering Committee Questions of Clarification
  - C. Public Questions of Clarification and Comments
  - D. Steering Committee Discussion

- 6:10 pm III. **Steering Committee Review of the Schedule for Housing Element Adoption**
- A. Staff Overview
  - B. Steering Committee Questions of Clarification
  - C. Public Questions of Clarification and Comments
- 6:20 pm IV. **Steering Committee Review and Discussion on the Approach for the General Plan Consistency Amendments and Zoning Changes**
- A. Staff Overview
  - B. Steering Committee Questions of Clarification
  - C. Public Questions of Clarification and Comments
  - D. Steering Committee Discussion
- 7:30 pm V. **Steering Committee Direction on the Approach for Community Workshops (January 29 and 30, 2013), Stakeholder Meetings and Other Community Outreach**
- A. Staff Overview
  - B. Steering Committee Questions of Clarification
  - C. Public Questions of Clarification and Comments
  - D. Steering Committee Discussion
- 7:55 pm VI. **Steering Committee Review of the Near-Term Schedule, Summary of the Meeting and Next Steps**
- A. Near-Term Schedule and Meeting Dates
  - B. Summary of the Meeting
  - C. Thank You to the Steering Committee Members!
- 8:00 pm **Close**

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At every Meeting of the Steering Committee, in addition to the Public Comment period where the public shall have the right to address the Committee any matters of public interest not listed on the agenda, members of the public have the right to directly address the Committee on any item listed on the agenda at a time designated by the Chair, either before or during the Committee's consideration of the item.

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*Meeting Discussion*

Most of the meeting was devoted to presentation, questions of clarification and discussion of the Draft Housing Element content and approach among Steering Committee members and the public in attendance at the meeting. In particular, the questions focused on the table below, contained in the Draft Housing Element. The Steering Committee also discussed the approach for the upcoming community workshops schedule for the end of January 2013. Steering Committee comments are summarized on the next page.

**City of Menlo Park's Ability to Address Its Regional Housing Needs Allocation (RHNA for 1999-2006 and 2007-2014)**

Units Built/Approved, Provided Through Housing Element Programs or Existing Zoning, and Remaining Need that Must be Made Available Through Rezoning of Sites to Higher Density Residential Use

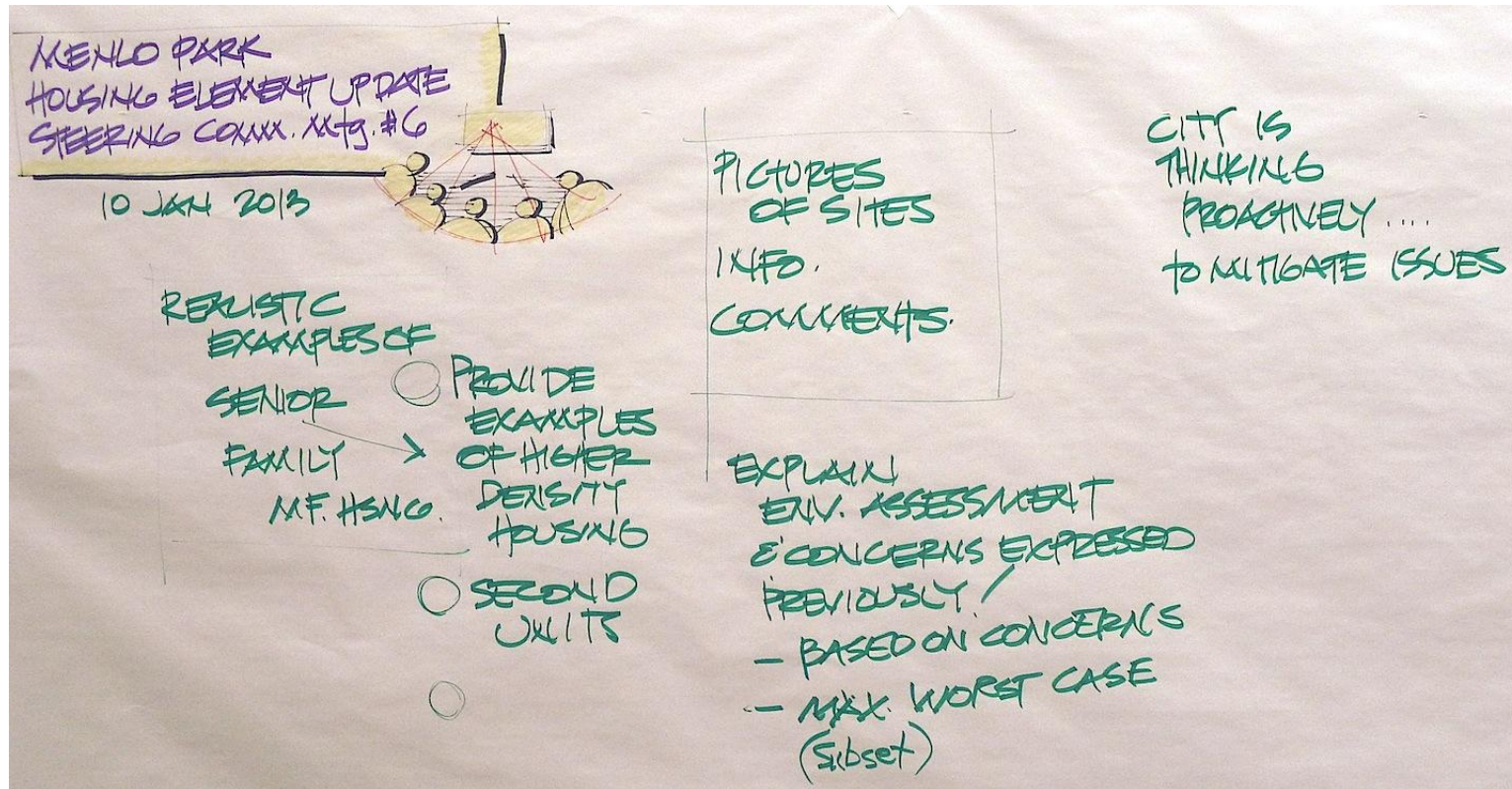
Category	Very Low Income	Low Income	Available for Lower Income SUBTOTAL*	Available for Moderate Income	Available for Above Moderate Income	Total
<b>1999-2006 RHNA</b>	<b>184</b>	<b>90</b>	<b>274</b>	<b>245</b>	<b>463</b>	<b>982</b>
Units Built (1999-2006)	0	0	0	11	82	93
Second Units Built (1999-2006)	1	1	2	0	0	2
Available Sites Under Existing Zoning (1999-2006)	0	0	0	117	261	378
<i>Subtotal</i>	<i>1</i>	<i>1</i>	<i>2</i>	<i>128</i>	<i>343</i>	<i>473</i>
<b>Carryover Need from 1999-2006 RHNA</b>	<b>183</b>	<b>89</b>	<b>272</b>	<b>117</b>	<b>120</b>	<b>509</b>
<b>2007-2014 RHNA</b>	<b>226</b>	<b>163</b>	<b>389</b>	<b>192</b>	<b>412</b>	<b>993</b>
Units Built or Approved (2007-2012)	0	3	3	25	174	202
Second Units Built or Approved (2007-2012)	2	2	4	2	0	6
El Camino Real/Downtown Specific Plan Zoning	0	0	200	230	250	680
Available Sites Under Existing Zoning (2007-2014)	0	0	0	95	127	222
<i>Subtotal</i>			<i>207</i>	<i>352</i>	<i>551</i>	<i>1,110</i>
<b>Residual Need from 2007-2014 RHNA</b>			<b>182</b>	<b>-160</b>	<b>-139</b>	<b>-117</b>
<b>Adjusted 2007-2014 RHNA with 1999-2006 RHNA Carryover</b>	<b>183</b>	<b>89</b>	<b>454</b>	<b>-43</b>	<b>-19</b>	<b>392</b>
New Housing on Infill Sites**	0	0	0	50	20	70
New Second Units (through July 2014)**	3	4	7	3	0	10
Second Unit Amnesty Program (Prior to July 2014)**	10	15	25	10	0	35
<i>Subtotal</i>			<i>32</i>	<i>63</i>	<i>20</i>	<i>115</i>
<b>Remaining Adjusted RHNA</b>			<b>422</b>	<b>-106</b>	<b>-39</b>	<b>277</b>
<b>Need for Sites to be Rezoned</b>						
Sites to be Rezoned at 30+ Units/Acre	0	0	500	0	0	500
Sites to be Rezoned at 12-29 Units/Acre	0	0	0	0	0	0
<i>Amount Over the Remaining Adjusted RHNA</i>			<i>+78</i>	<i>+106</i>	<i>+39</i>	<i>+223</i>

\*The "Lower Income Subtotal" adds together the very low and low income units

\*\*Assumes full implementation of Housing Element programs

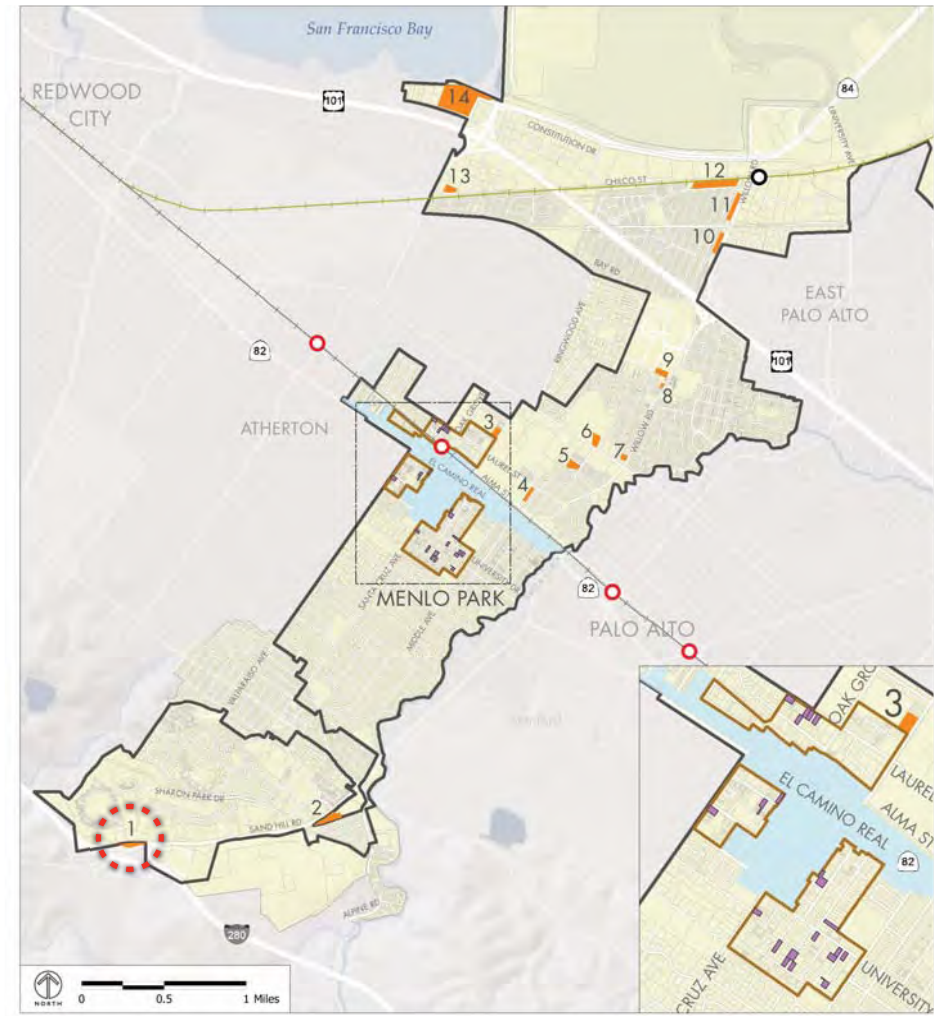
Steering Committee Comments/Directions for the Community Workshops (see meeting wall-graphic of comments below)

1. Provide realistic examples of higher density housing and second units, including senior housing and family multi-family housing.
2. Include photographs of the sites, information about the sites and opportunity for public comments.
3. Stress to the community that the City is thinking proactively to mitigate issues related to development of potential sites for higher density housing.
4. Explain to the community how the Environmental Assessment (EA) is intended to look at the maximum (worst case) scenario for potential housing sites development and second units.
5. Explain in the presentation how concerns previously expressed by the community are being addressed through the process.

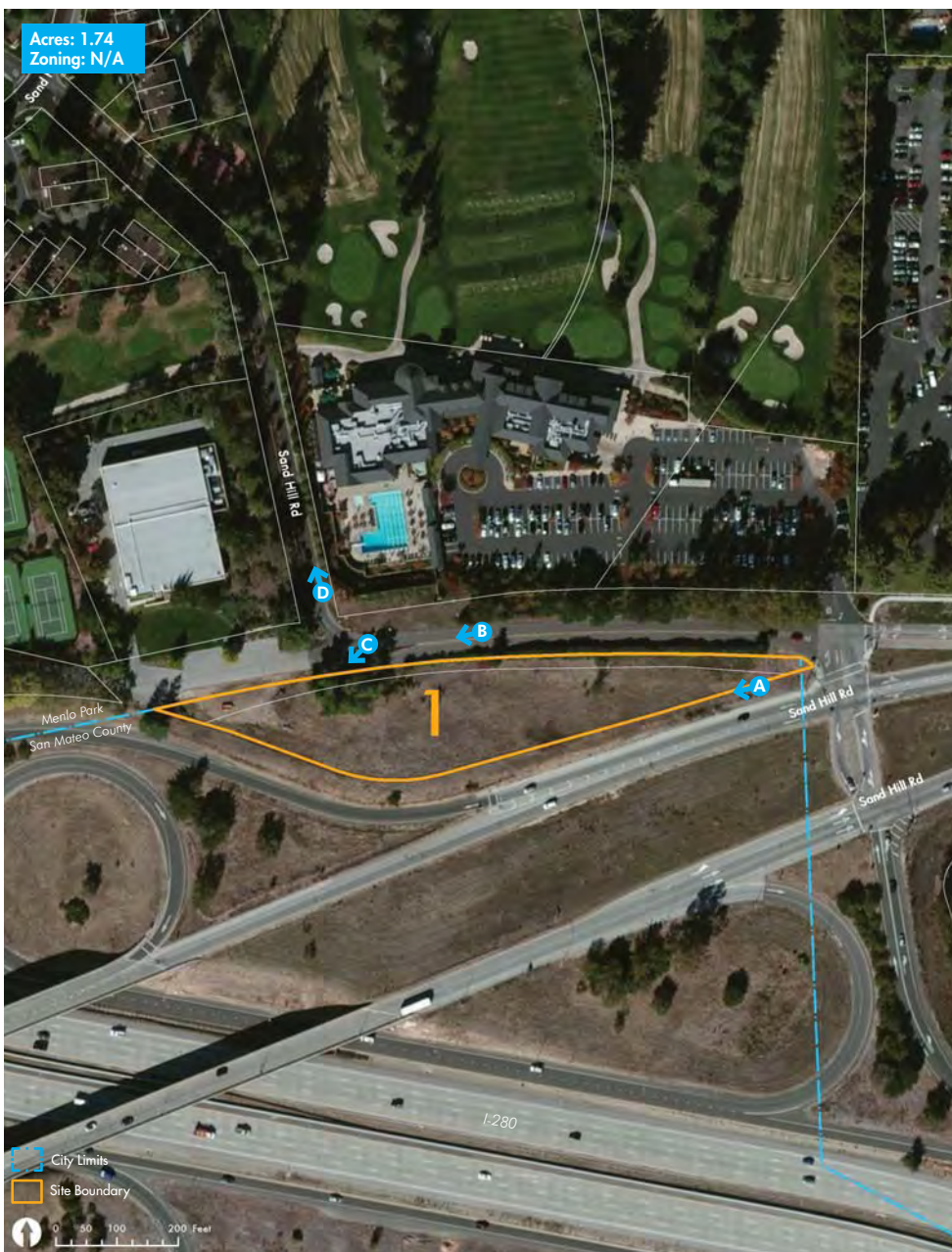


Copy of the wall-graphic recording of comments from the January 10, 2013 Steering Committee Meeting #6





Source: City of Menlo Park: The Planning Center | DC&E 2012; ESRI 2010; FHA 2002.



#### Location

- On Sand Hill Road at I-280 Freeway

#### Existing Zoning and Uses

- N/A
- Vacant Land

#### Site Size

- 1.74 acres

#### Development Potential

- Proposed Density: 30 du/ac
- Potential new dwelling units: 52
- Potential net new dwelling units: 52

#### Ownership

- Single owner (Stanford)

#### Locational Attributes

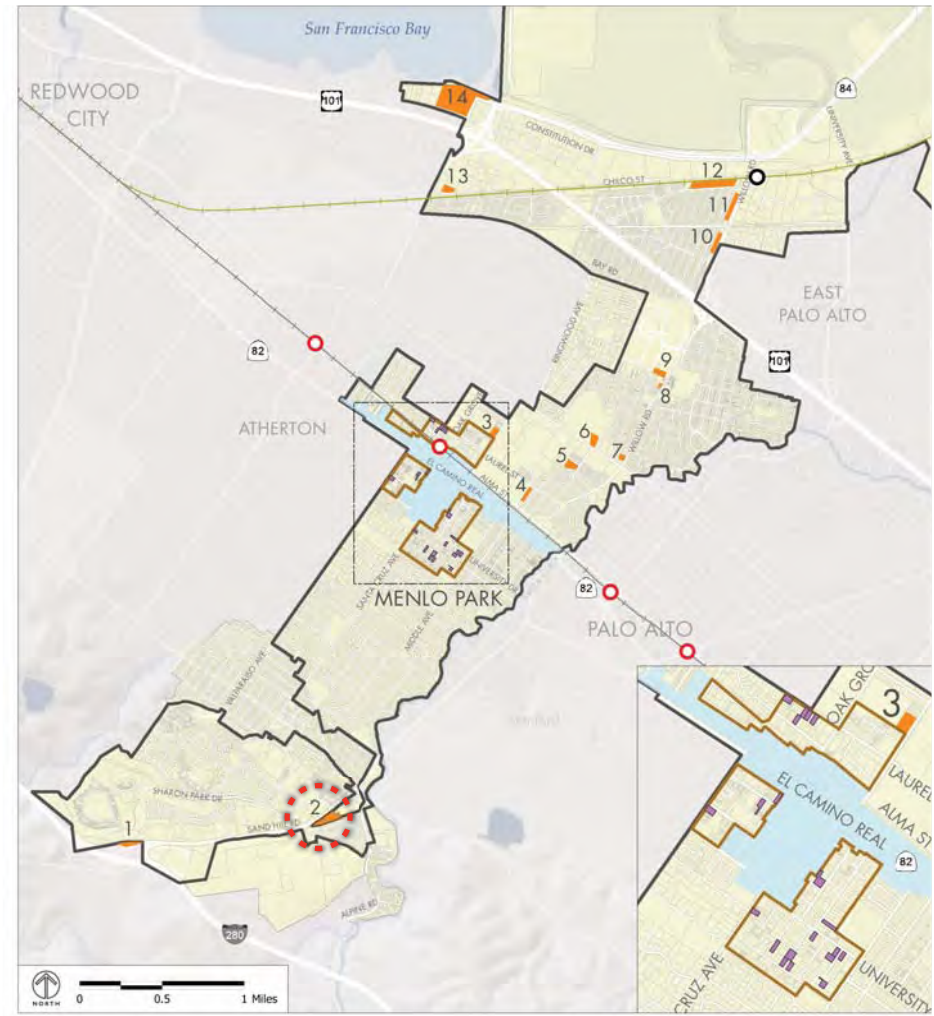
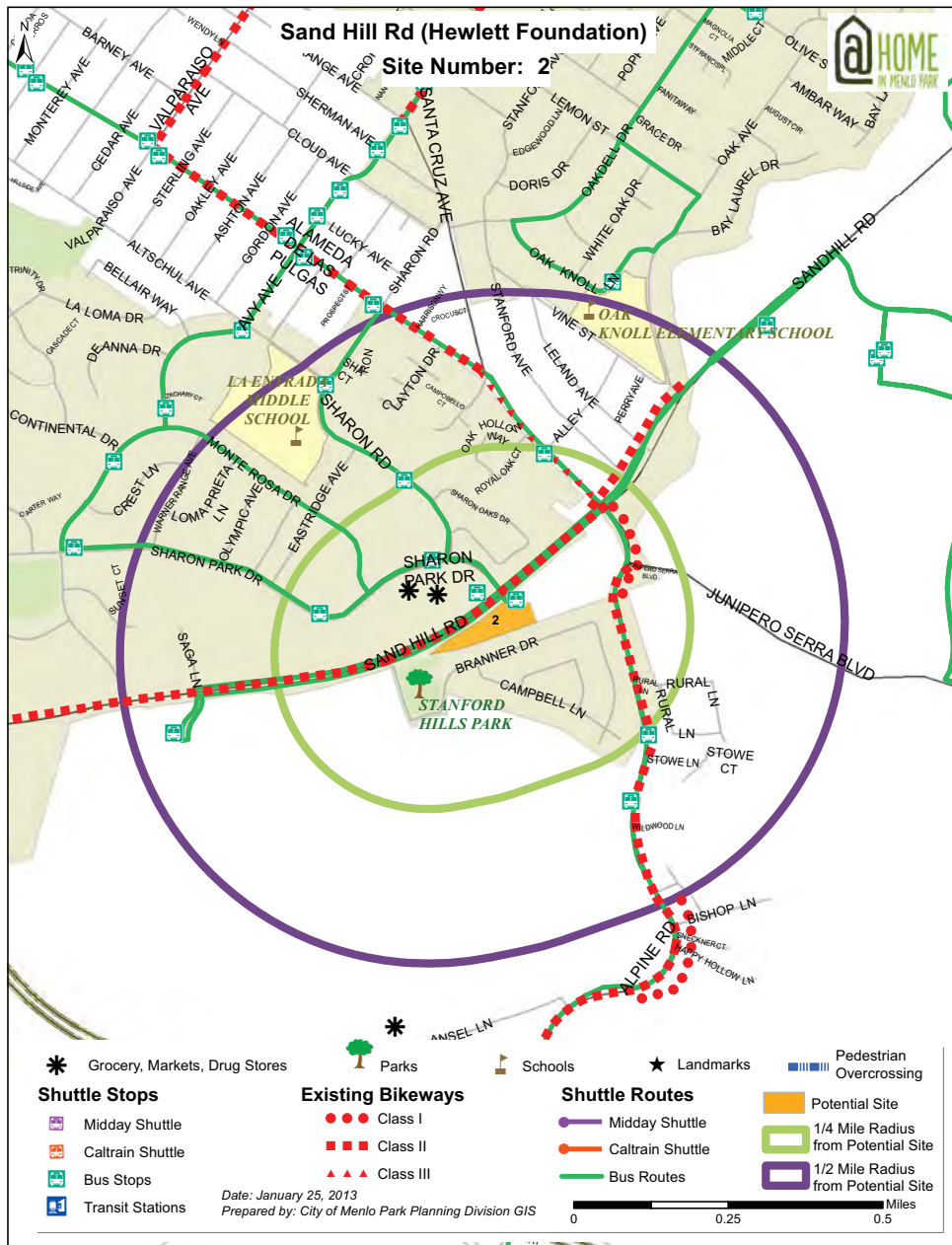
- Proximity to I-280 for regional connectivity
- Adjacent to existing bikeway
- Sharon Park within 1/2 mile
- Views of the hills
- Limited services within 1/2 mile
- Limited pedestrian connectivity

#### Site Development Considerations

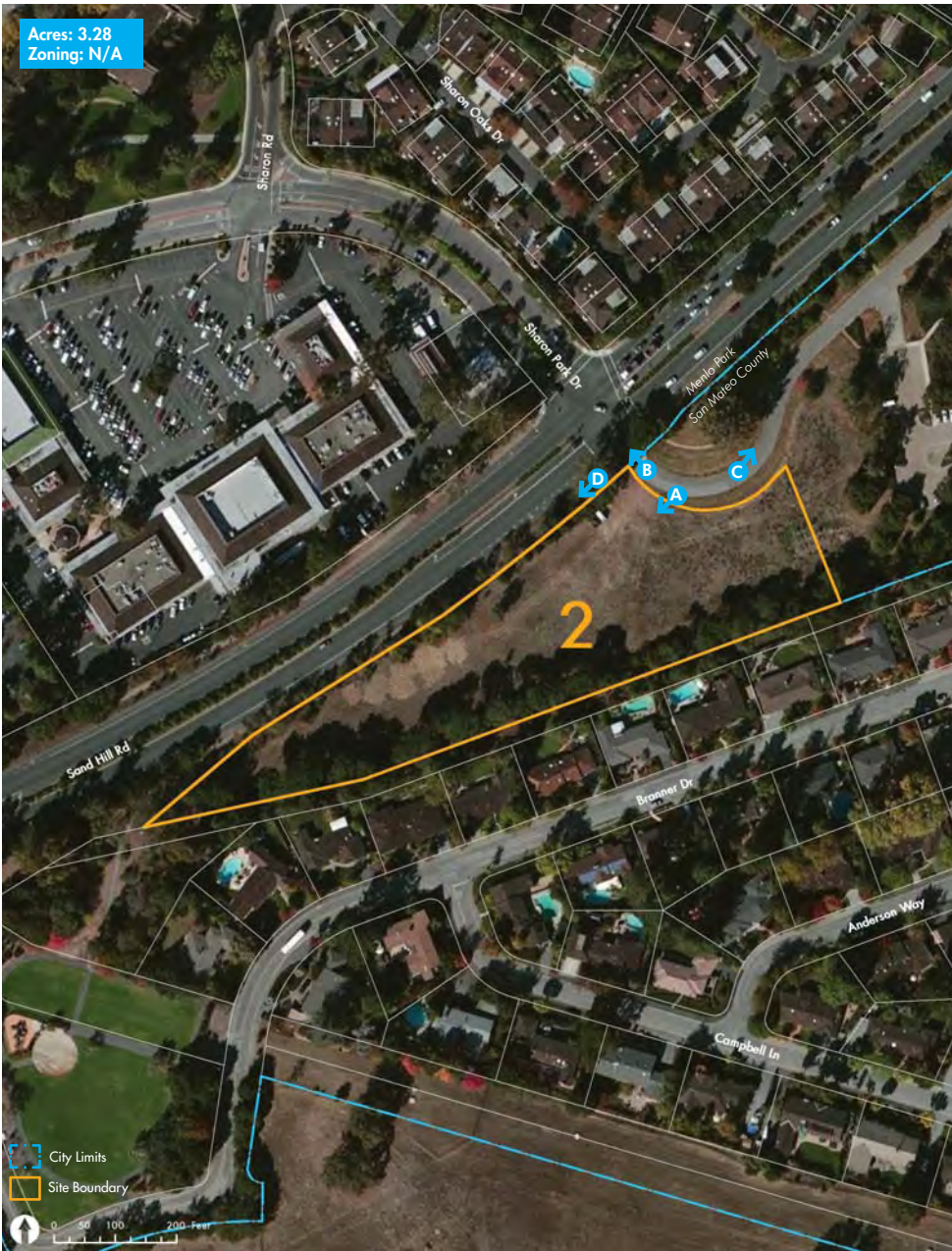
- Site slopes in two directions, to the east and west
- Irregular shape lot requires creative site planning
- Traffic to and from highway ramp and on Sand Hill Road could impact site accessibility
- No parcel assembly needed
- Sensitive site design needed given its visibility from a scenic corridor (I-280)
- Design to reduce noise and air quality impacts from traffic on Sand Hill Road and I-280

#### Other Factors to Consider

- Proximity to offices helps create a jobs/housing mix
- Annexation required prior to site development
- PG&E easement/gas line nearby



Source: City of Menlo Park: The Planning Center | DC&E 2012; ESRI 2010; FHA 2002.



**Location**

- On Sand Hill Road by Alpine Road

**Existing Zoning and Uses**

- N/A
- Vacant Land

**Site Size**

- 3.28 acres

**Development Potential**

- Proposed Density: 30 du/ac
- Potential new dwelling units: 98
- Potential net new dwelling units: 98

**Ownership**

- Single owner (Stanford)

**Locational Attributes**

- Proximity to I-280 for regional connectivity
- Grocery and drug store (Sharon Heights Shopping Center) within ¼ mile
- Next to Stanford Hills Park
- Adjacent to existing bikeways
- Elementary and middle schools within ½ mile
- Bus stops within ¼ mile

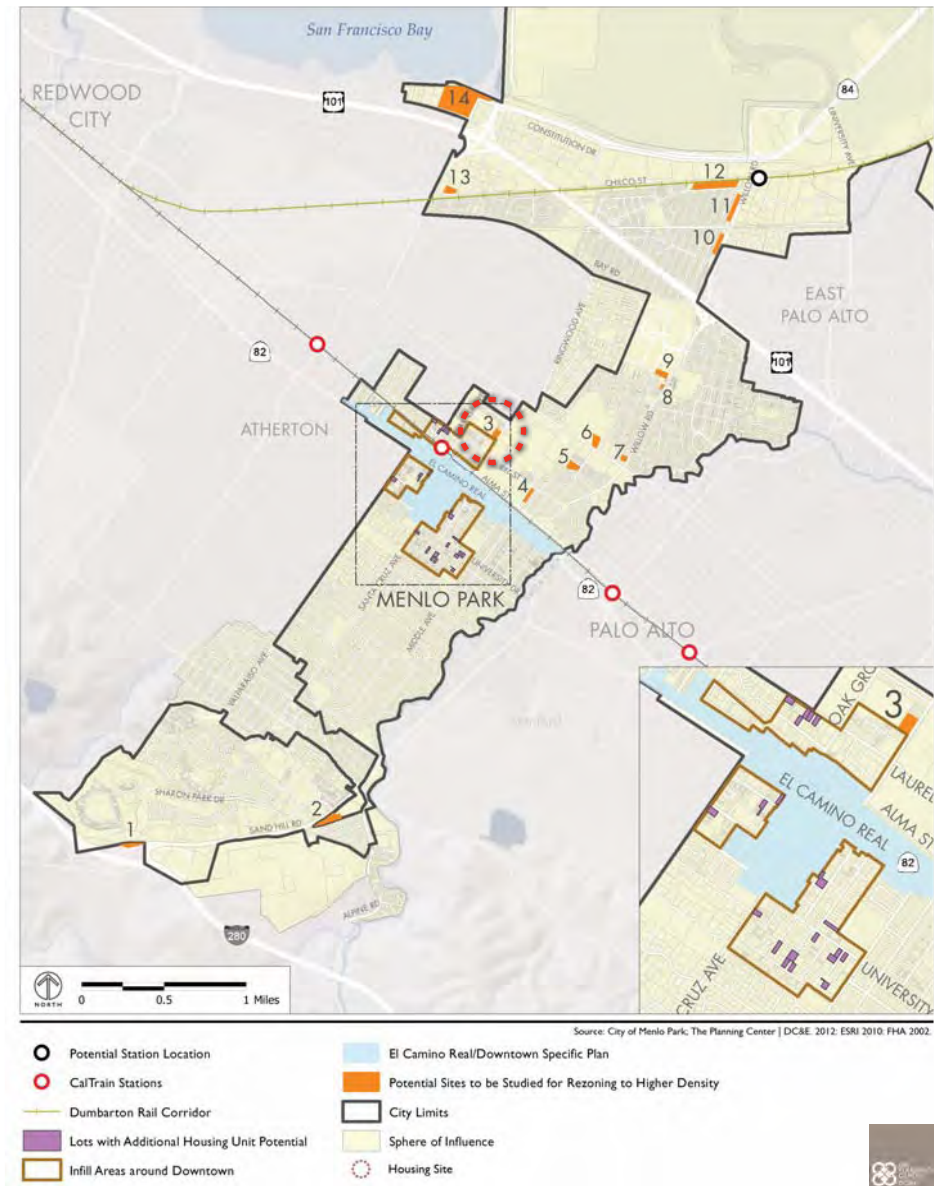
**Site Development Considerations**

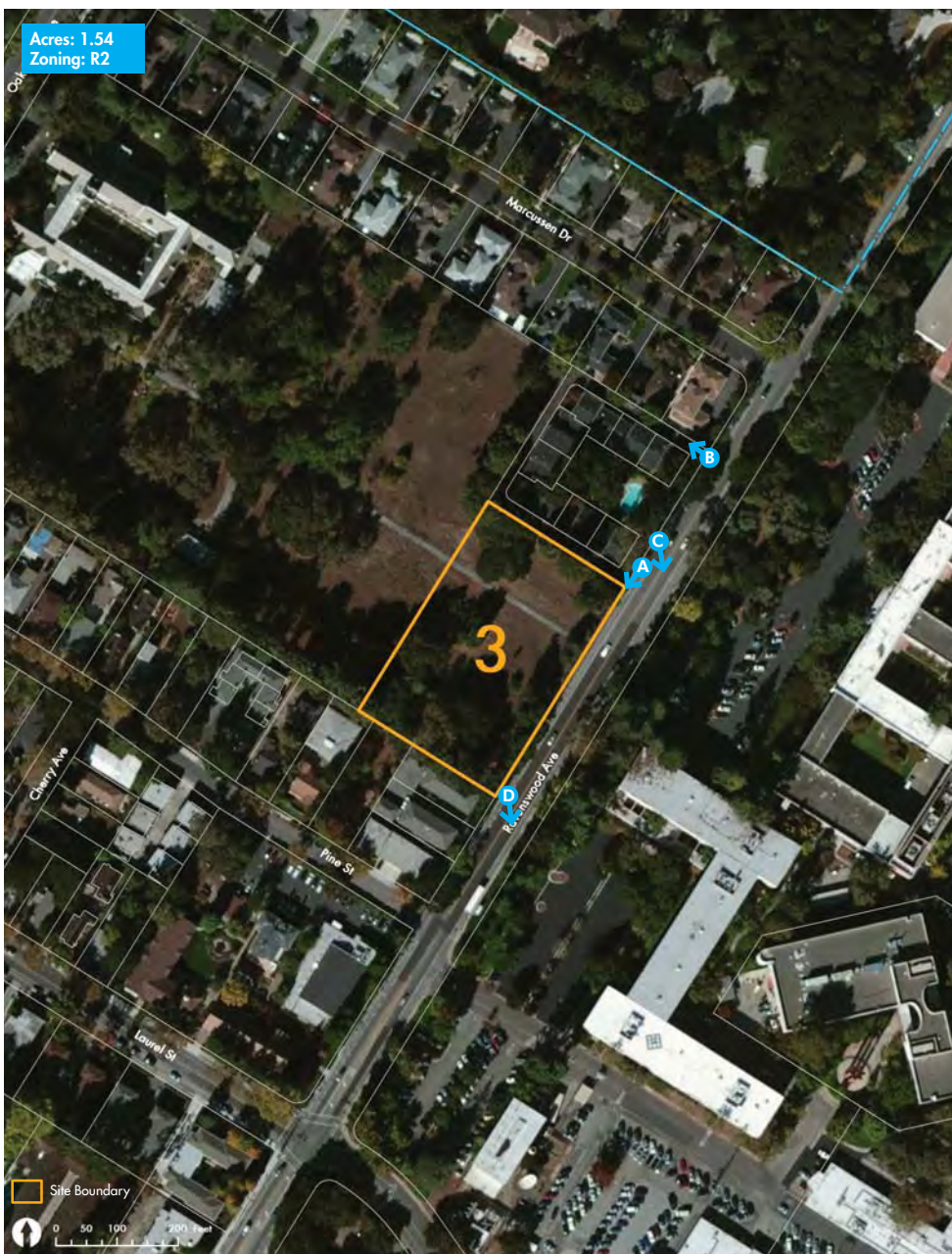
- Site slopes in one direction
- Access from private road requires easement
- Limited site access from Sand Hill Road
- Irregular site shape requires creative site planning
- Sensitive design for compatibility with adjacent single-family residential uses
- Appropriate design to reduce noise and air quality impacts from traffic on Sand Hill Road and I-280
- No parcel assembly needed

**Other Factors to Consider**

- Proximity to offices helps create a jobs/housing mix
- Annexation required prior to site development
- PG&E easement/gas line nearby







Acres: 1.54  
Zoning: R2



**Location**

- On Ravenswood Ave by Laurel Street

**Existing Zoning and Uses**

- R-2 (Low Density Apartment)
- Part of Corpus Christi Monastery

**Site Size**

- 1.54 acres

**Development Potential**

- Proposed Density: 20 du/ac
- Potential new dwelling units: 30
- Potential net new dwelling units: 30

**Ownership**

- Single owner (Corpus Christi Monastery)
- Separate from seminary

**Locational Attributes**

- Downtown within 1/2 mile
- Caltrain Station within 1/4 mile
- Middy & Caltrain Shuttle stops within 1/4 mile
- Bus stops within 1/4 mile
- Adjacent to existing bikeway
- Burgess Park within 1/2 mile
- 4 grocery, market and/or drug stores within 1/2 mile
- High school within 1/2 mile

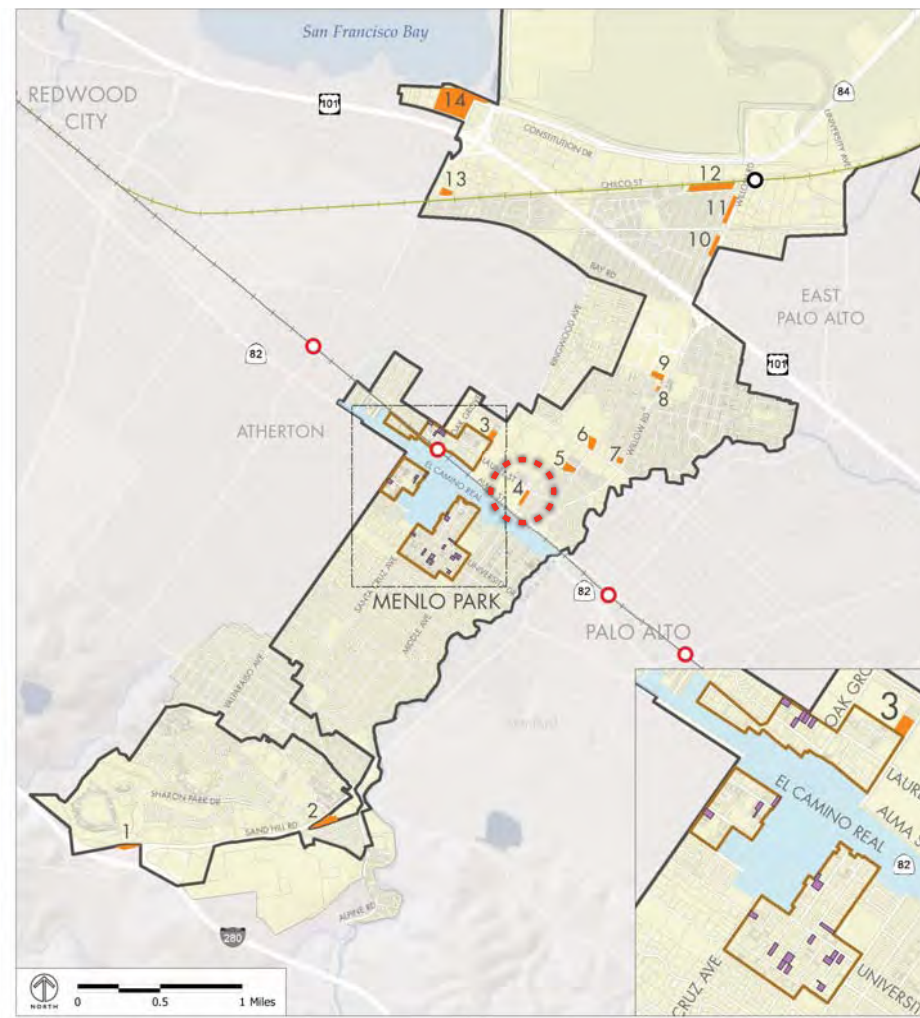
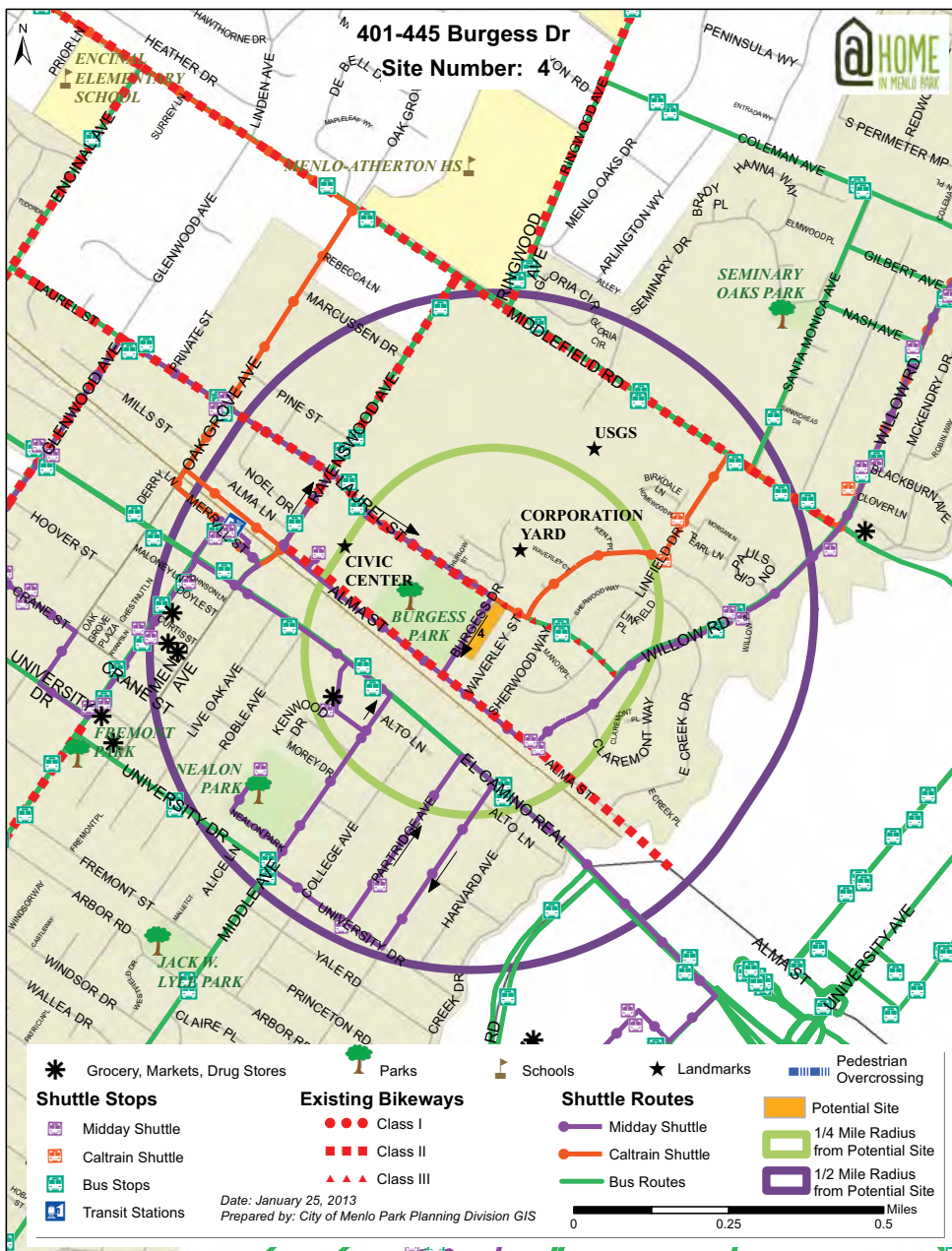
**Site Development Considerations**

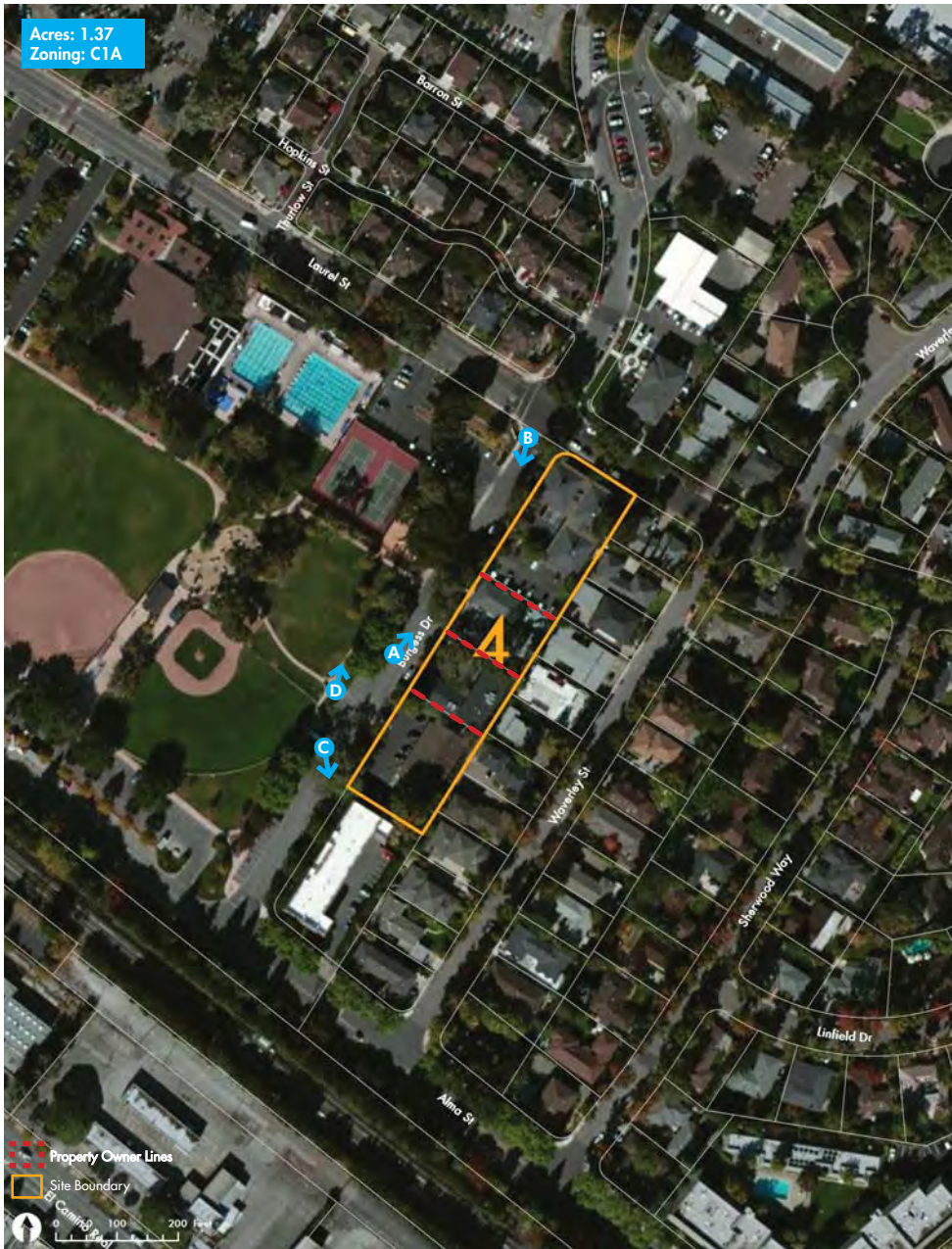
- Ensure compatibility with adjacent residential and seminary uses
- Incorporate mature trees on property into site layout
- Coordination of vehicular access points with SRI campus across the street

**Other Factors to Consider**

- Consider reduction of parking requirement given proximity to transit uses







Acres: 1.37  
Zoning: C1A



#### Location

- On Laurel Street by Alma Street

#### Existing Zoning and Uses

- C-1-A (Administrative and Professional District)
- Professional office

#### Site Size

- 1.37 acres

#### Development Potential

- Proposed Density: 12 du/ac
- Potential new dwelling units: 16
- Potential net new dwelling units: 16
- Potential for mixed use: office on ground and residential above

#### Ownership

- Four separate parcels

#### Locational Attributes

- Across from Burgess Park
- Civic center within ¼ mile
- Next to existing bikeways
- Caltrain station and shuttle stop within ½ mile
- Midday shuttle stop within ¼ mile
- 4 Grocery, markets, and/or drug stores within 1/2 mile
- High school within ½ mile
- Good pedestrian connectivity to larger residential neighborhood

#### Site Development Considerations

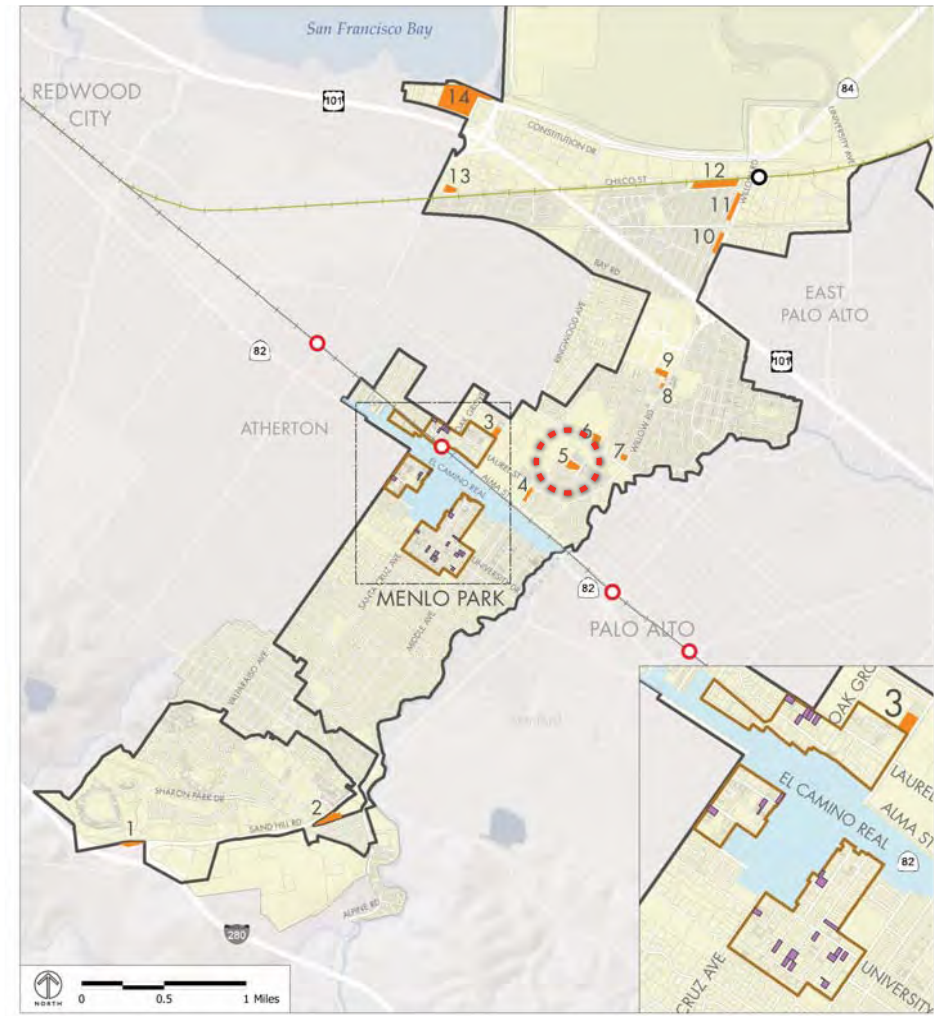
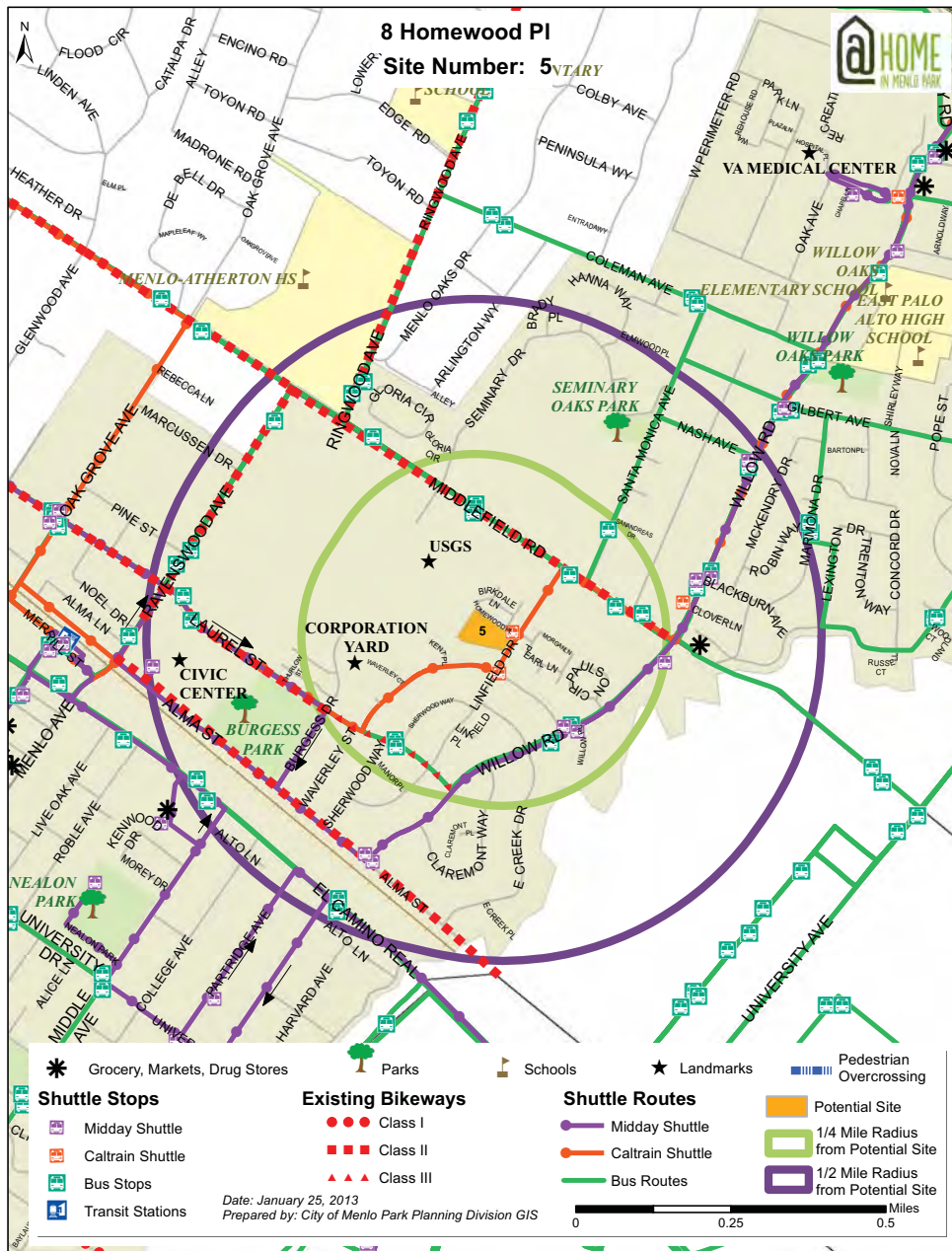
- Ensure compatibility with duplexes and multi-family residential uses on the east side
- Parcel assembly required
- Parcel depth could be challenging to accommodate parking
- Design to reduce potential noise impacts from Caltrain

#### Other Factors to Consider

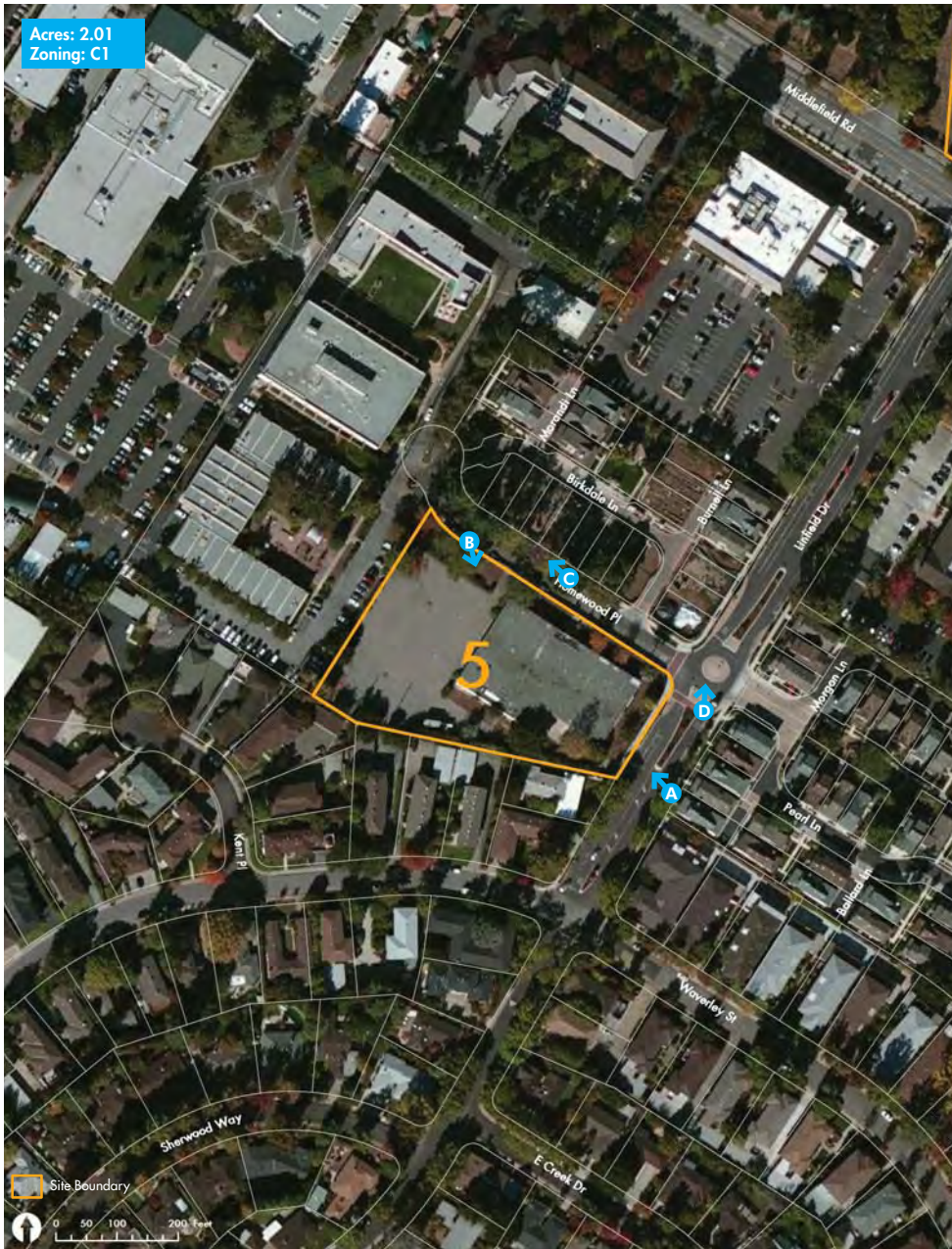
- Existing occupied office uses
- Emergency wells project being explored nearby
- Consider reduction of parking requirement given proximity to transit uses







Source: City of Menlo Park; The Planning Center | DC&E 2012; ESRI 2010; FHA 2002.



Acres: 2.01  
Zoning: C1



#### Location

- Northwesterly corner of Linfield Drive and Homewood Place

#### Existing Zoning and Uses

- C-1 (Administrative and Professional District, Restrictive)
- Non-medical office (vacant)

#### Site Size

- 2.01 acres

#### Development Potential

- Proposed density: 30 du/ac
- Potential new dwelling units: 60
- Potential net new dwelling units: 60\*
- Potential for residential or mixed-use residential with small ground floor office

#### Ownership

- Single owner

\*For sites 5, 6 and 7, the maximum number of units contemplated for rezoning in total for the three sites would be 60 units. For example, there could be 30 units at site number 5, 30 units at site number 6 and zero units at site number 7.

#### Locational Attributes

- Midday & Caltrain Shuttle stops with 1/4 mile
- Bus stops within 1/4 mile
- Burgess Park & Seminary Oaks Park within 1/2 mile
- Existing bikeways within 1/4 mile
- Grocery, market, or drug store within 1/2 mile
- High school within 1/2 mile

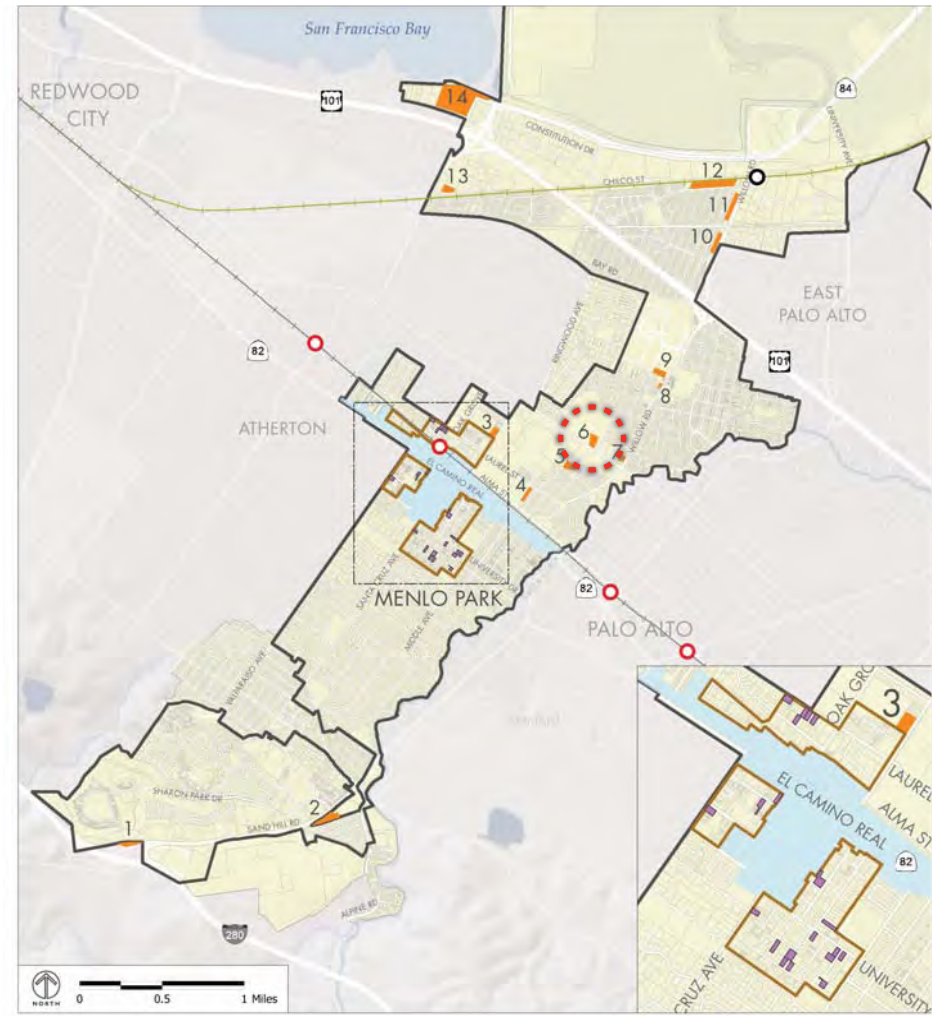
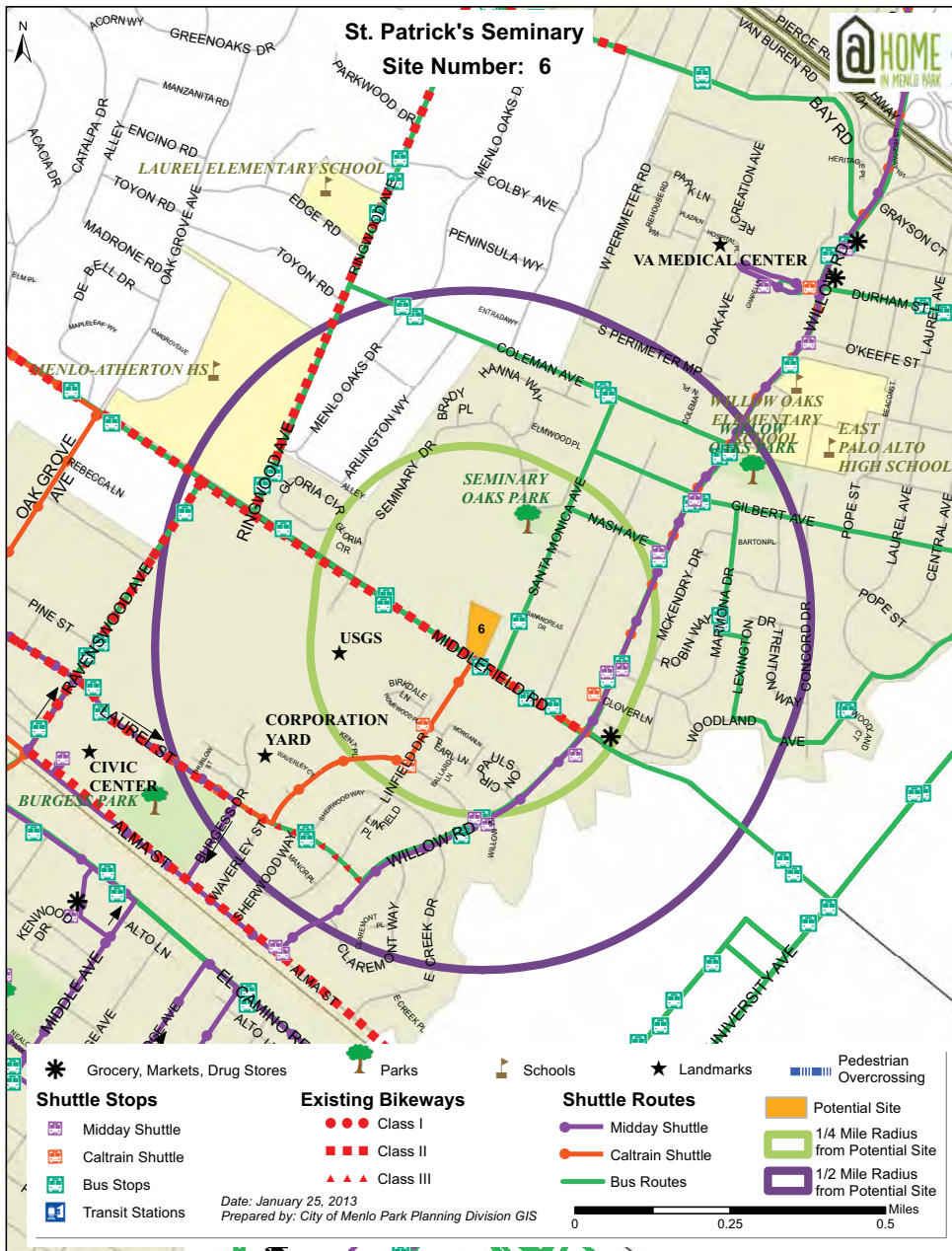
#### Site Development Considerations

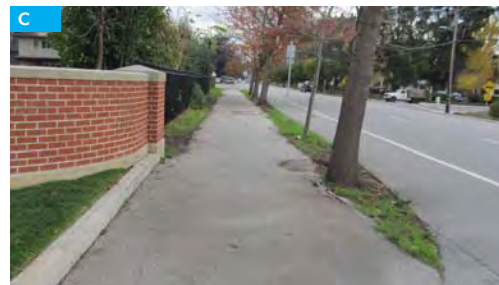
- Adjacent to multi-family residential and new small lot single-family
- Good pedestrian connectivity
- Integrate existing mature trees into site layout to the extent practicable

#### Other Factors to Consider

- Proximity to offices help create a jobs/housing mix
- Recent site improvements completed in 2011







#### Location

- On Middlefield Road near Linfield Drive

#### Existing Zoning and Uses

- R-1-S (Single-Family Suburban Residential)
- Vacant land part of larger seminary

#### Site Size

- 2.02 acres

#### Development Potential

- Proposed density: 30 du/ac
- Potential new dwelling units: 61
- Potential net new dwelling units: 60\*
- Potential for mixed-use

#### Ownership

- Single owner (St. Patrick's Seminary)

\*For sites 5, 6 and 7, the maximum number of units contemplated for rezoning in total for the three sites would be 60 units. For example, there could be 30 units at site number 5, 30 units at site number 6 and zero units at site number 7.

#### Locational Attributes

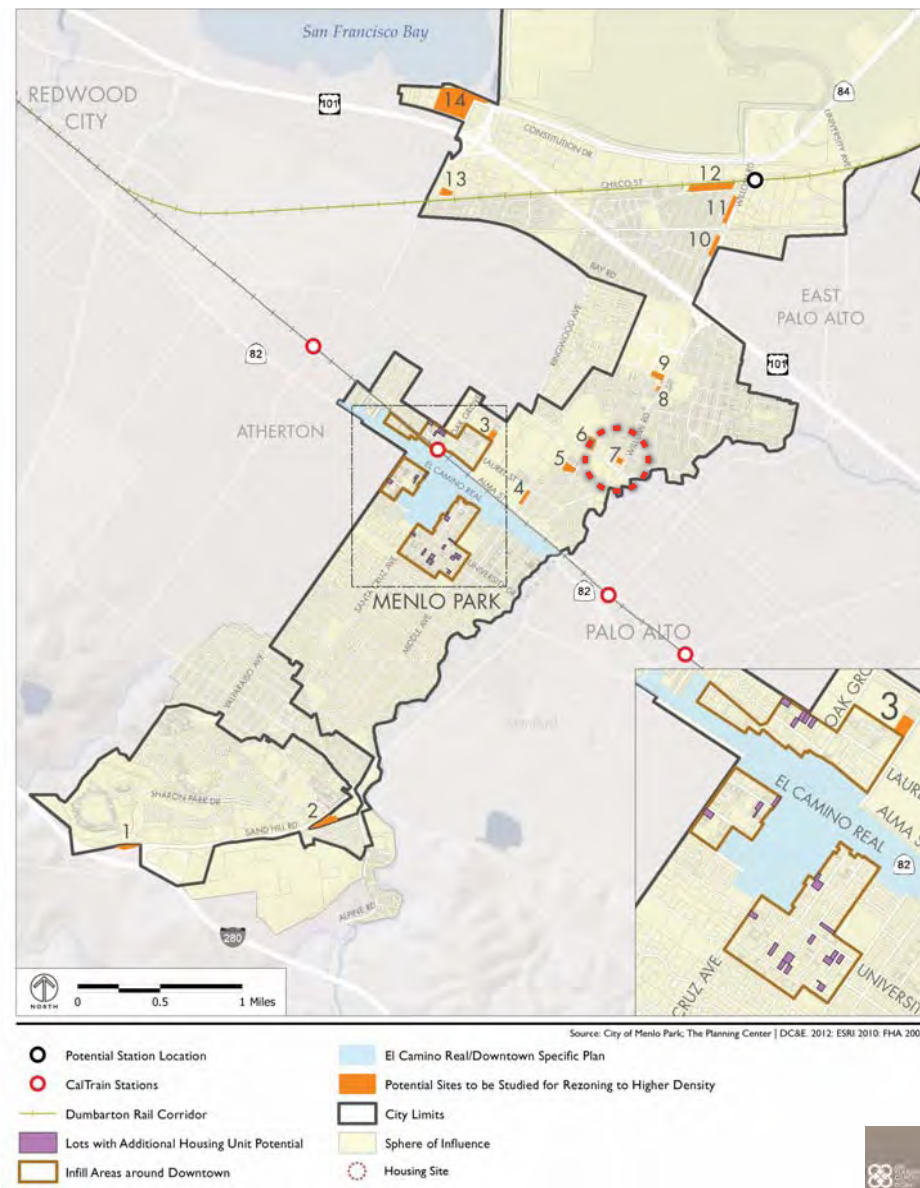
- Midday & Caltrain shuttle stops within ¼ mile
- Next to bus stops
- Adjacent to existing bikeway
- Seminary Oak Park within ¼ mile
- Burgess Park and Willow Oaks Parks within ½ mile
- Grocery, market or drug store within ¼ mile
- High school within ½ mile
- Located along major thoroughfare

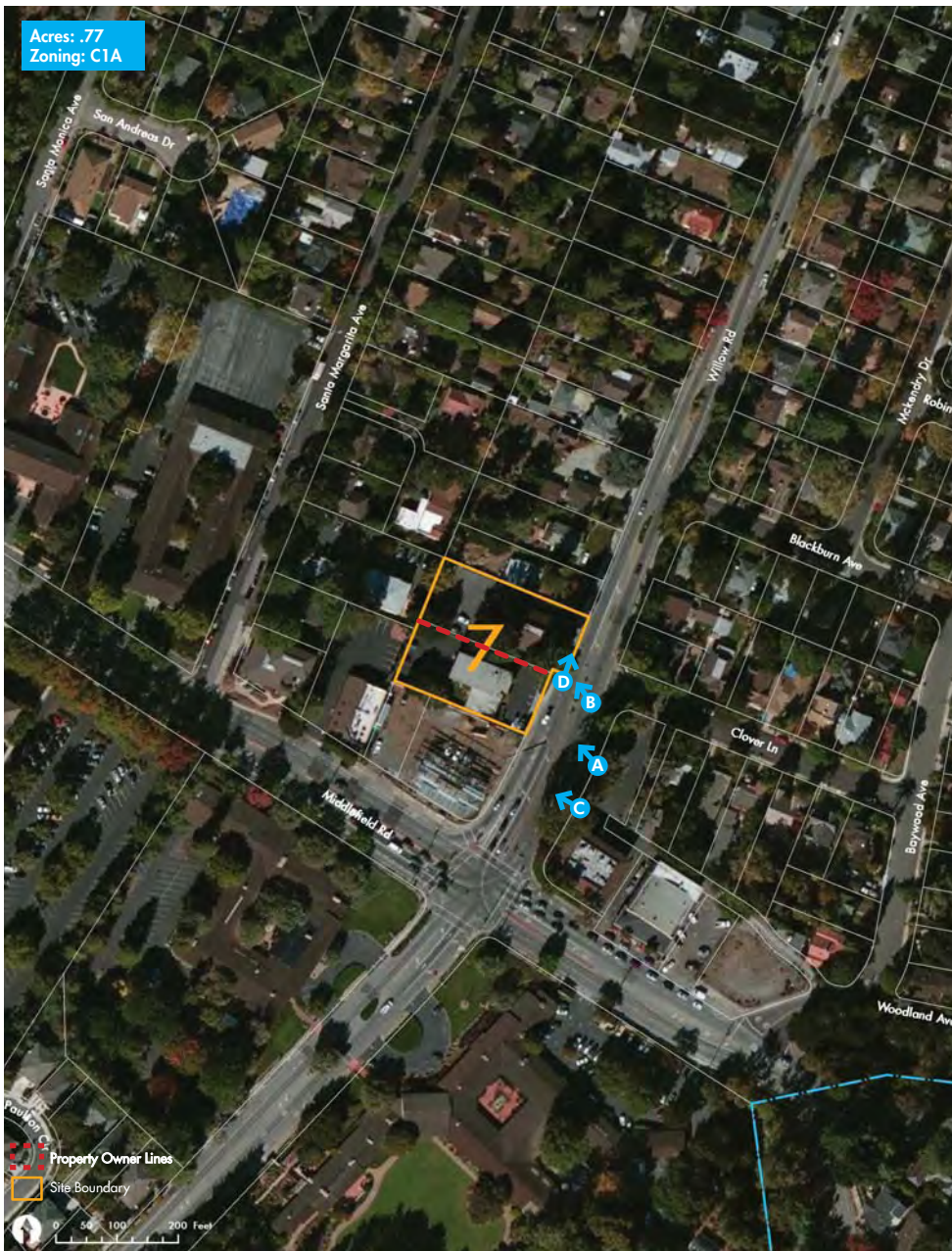
#### Site Development Considerations

- Design to reduce potential noise impacts from adjacent fire station
- Access to and from site along Santa Monica Avenue would require an easement
- Limited frontage along Middlefield Road
- Size and depth of parcel suitable for residential development

#### Other Factors to Consider

- Access to and from the site on Middlefield Road is undesired by community
- Proximity to offices helps create a job/housing mix
- Emergency wells project being explored at adjacent fire station





Acres: .77  
Zoning: C1A



**Location**

- On Willow Road by Middlefield Road

**Existing Zoning and Uses**

- C-1-A (Administrative and Professional District)
- Office

**Site Size**

- .77 acres

**Development Potential**

- Proposed density: 30 du/ac
- Potential new dwelling units: 22
- Potential net new dwelling units: 22\*
- Potential for mixed-use

**Ownership**

- Two separate parcels

\*For sites 5, 6 and 7, the maximum number of units contemplated for rezoning in total for the three sites would be 60 units. For example, there could be 30 units at site number 5, 30 units at site number 6 and zero units at site number 7.

**Locational Attributes**

- Midday & Caltrain shuttle stops within ¼ mile
- Next to bus stops
- Seminary Oaks Park & Willow Oaks Park within ½ mile
- Next to existing bikeways
- Grocery store, market or drug store within ¼ mile

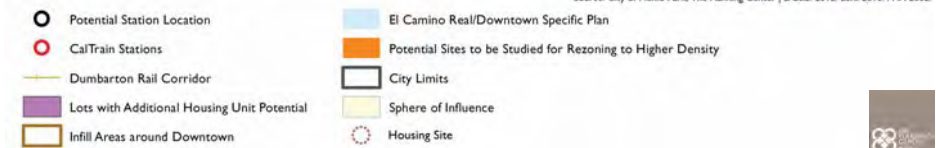
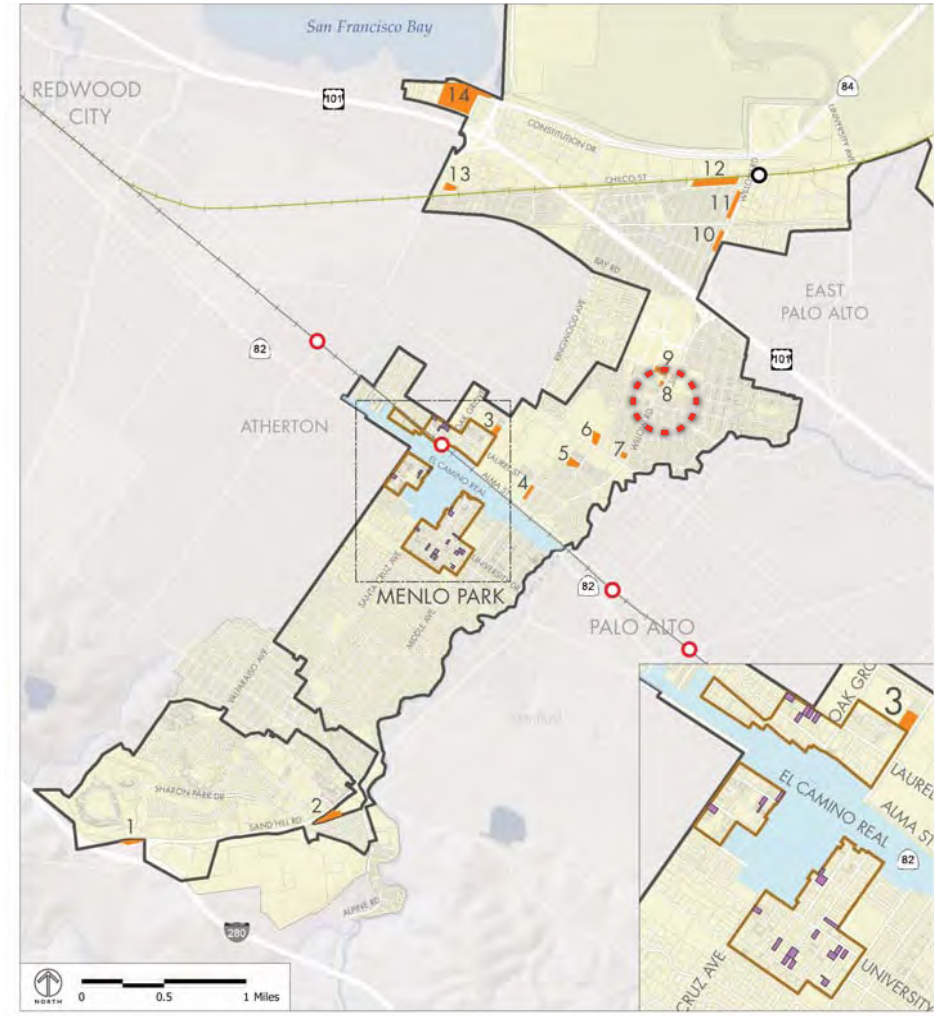
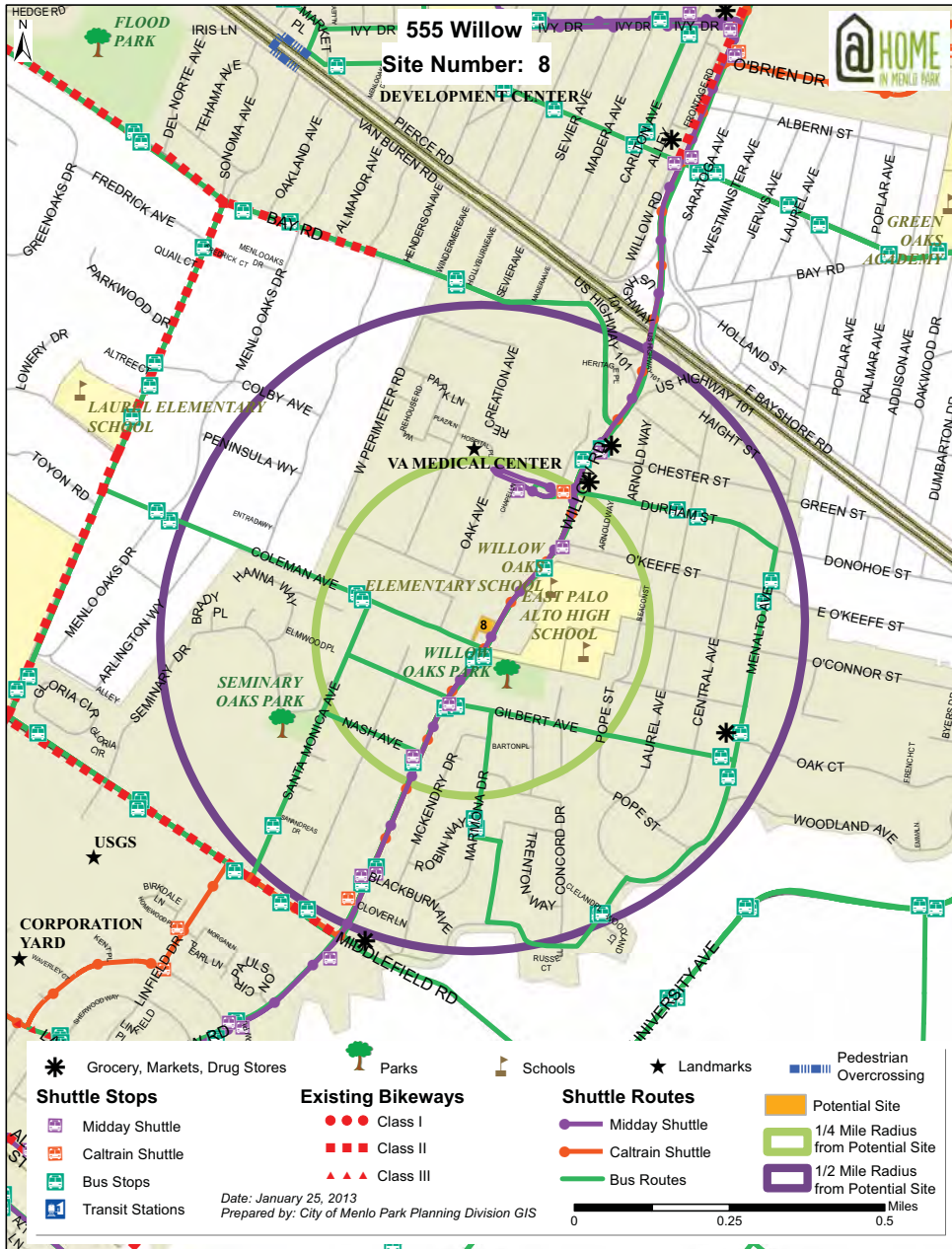
**Site Development Considerations**

- Parcels would need to be combined
- Site access limited to right-in and right-out only from Willow Road
- Design to minimize impacts to mature trees
- Design to reduce potential noise from traffic on Willow Road

**Other Factors to Consider**

- Existing occupied commercial buildings







Acres: .42  
Zoning: R3



#### Location

- On Willow Road near Coleman Avenue

#### Existing Zoning and Uses

- R-3 (Apartment District)
- Restaurant and vacant commercial

#### Site Size

- .42 acres

#### Development Potential

- Proposed density: 20 du/ac
- Potential new dwelling units: 8
- Potential net new dwelling units: 8
- Potential for mixed-use

#### Ownership

- Single owner

#### Locational Attributes

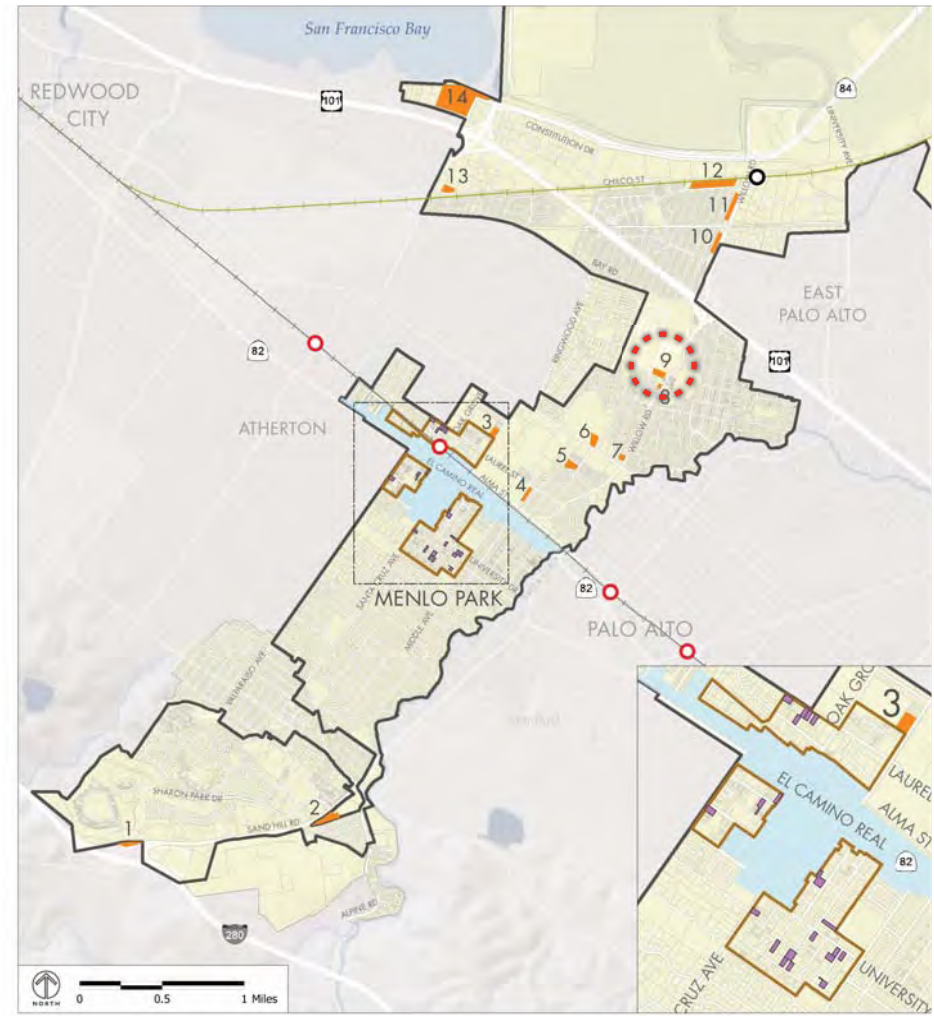
- Midday & Caltrain shuttle stops within ¼ mile
- Next to bus stops
- Adjacent to existing bikeways
- Willow Oaks Park within ¼ mile
- Seminary Oaks Park within ½ mile
- Elementary school within ¼ mile
- 4 Grocery, markets and/or drug store within ½ mile

#### Site Development Considerations

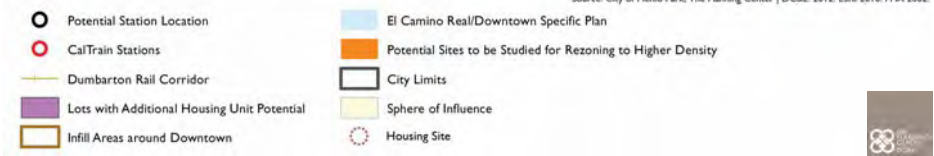
- Small infill site
- No parcel assembly required
- Accessible from Coleman Avenue and Willow Road
- Compatible with adjacent to multi-family residential uses
- Design to reduce potential noise impacts from traffic on Willow Road

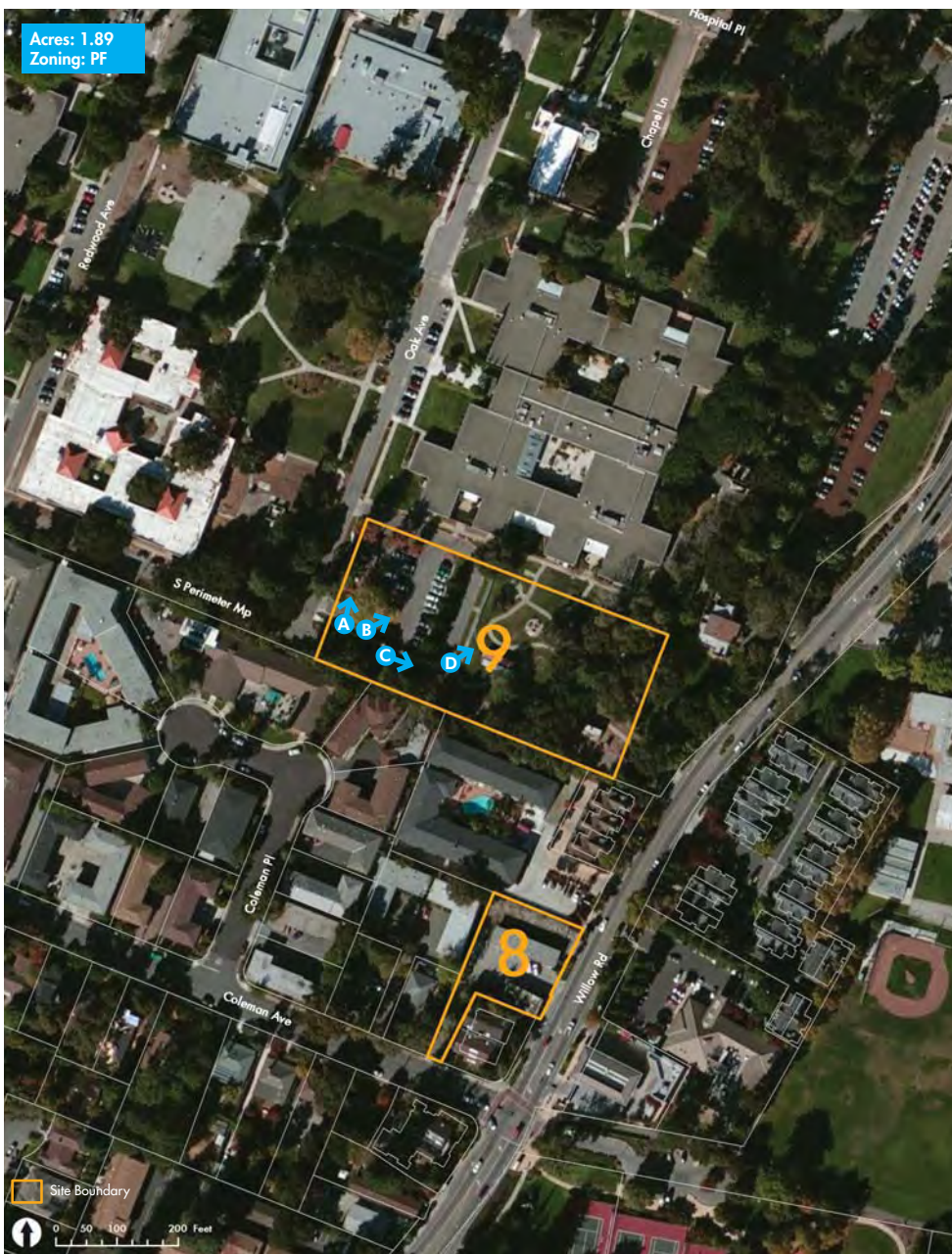






Source: City of Menlo Park: The Planning Center | DC&E 2012; ESRI 2010; FHA 2002.





#### Location

- On Willow Road by Perimeter (on VA Medical Center Campus)

#### Existing Zoning and Uses

- PF (Public Facilities)
- Part of VA Campus

#### Site Size

- 1.89 acres

#### Development Potential

- Existing proposal by CORE housing underway
- Proposed density: 32 du/ac
- Potential new dwelling units: 60
- Potential net new dwelling units: 60

#### Ownership

- Single owner (Veterans Affairs/United States)

#### Locational Attributes

- Midday & Caltrain shuttle stops within ¼ mile
- Bus service along Willow Road
- Adjacent to existing bikeways
- Willow Oaks Park within ¼ mile
- Seminary Oaks Park within ½ mile
- High school and elementary school within ¼ mile

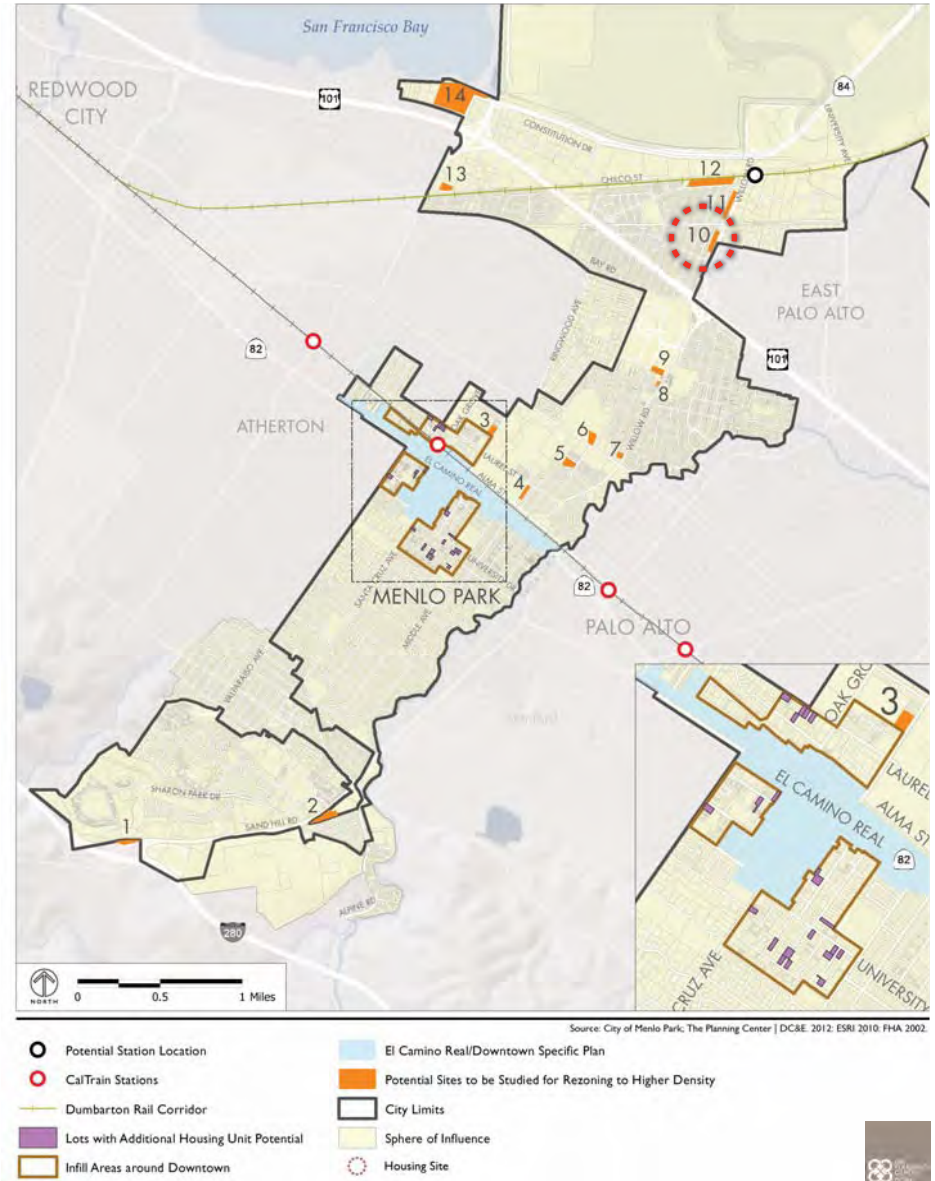
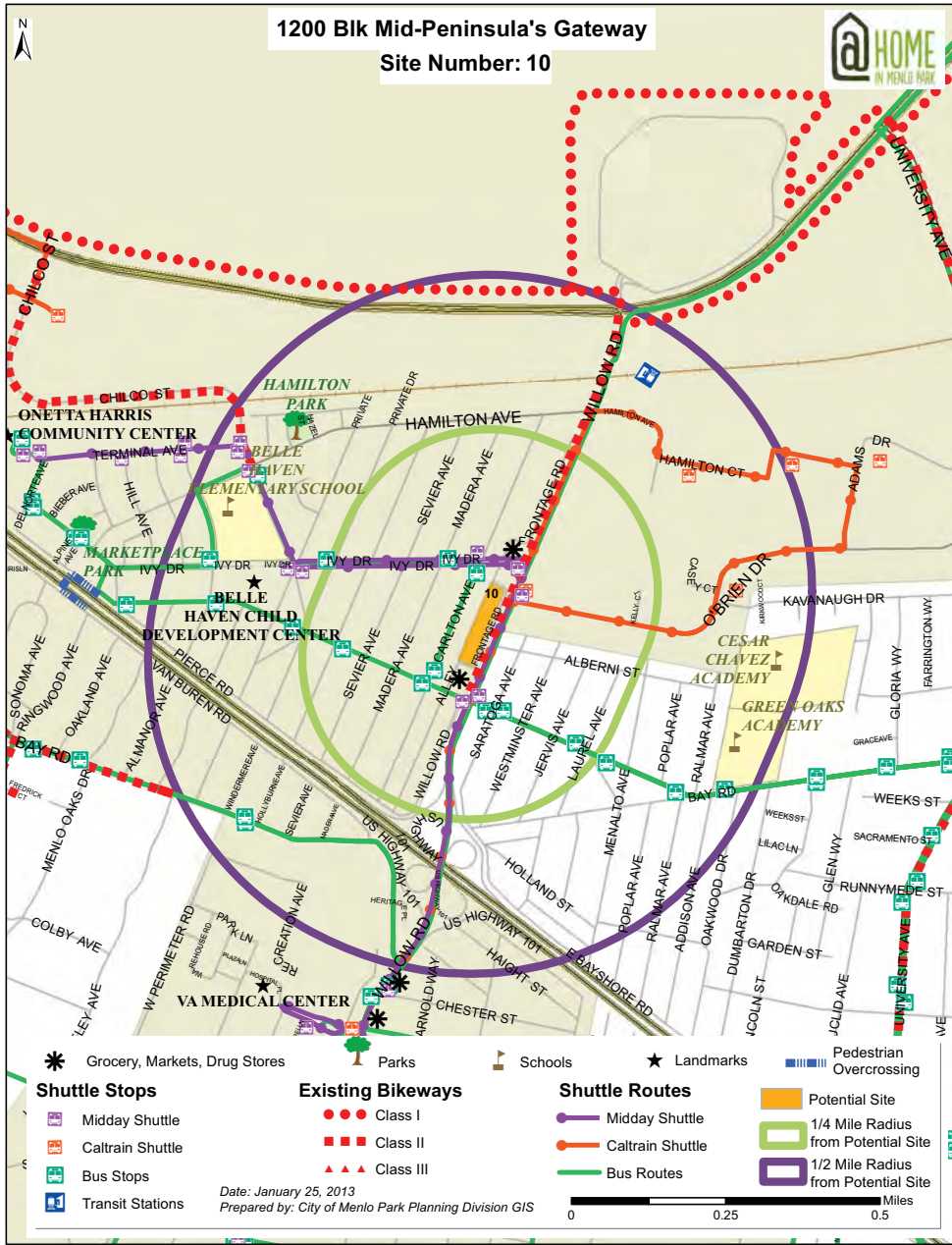
#### Site Development Considerations

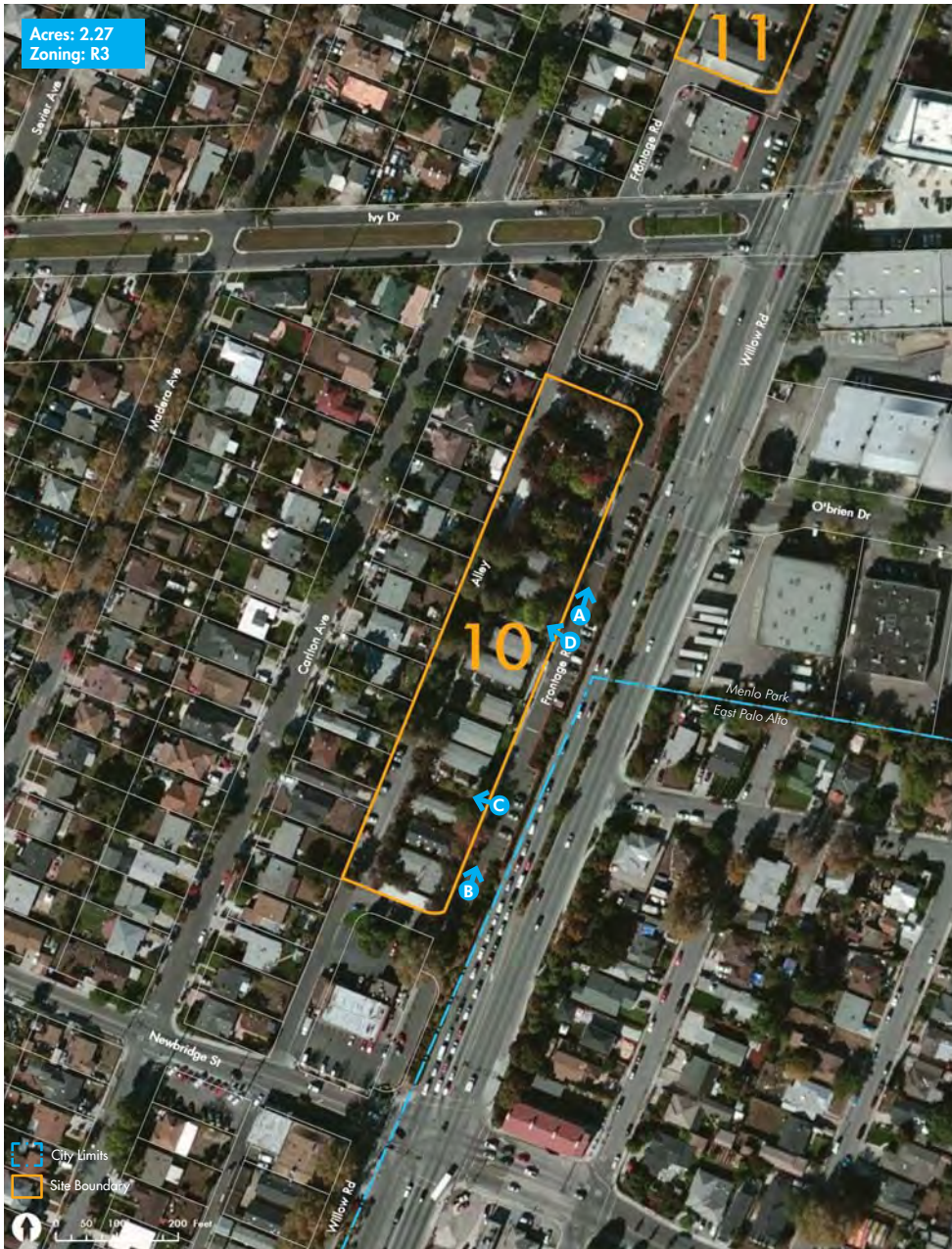
- Limited site access
- Design to minimize impacts to mature trees
- Existing mature trees create a park-like setting
- Layout to consider existing transformer station
- Good internal campus pedestrian and bike circulation

#### Other Factors to Consider

- Loss/displaced parking on campus







#### Location

- On Willow Road between Newbridge Street and Ivy Drive

#### Existing Zoning and Uses

- R3 (Apartment District)
- Multi-family residential

#### Site Size

- 2.27 acres

#### Development Potential

- Proposed density: 40 du/ac
- Potential new dwelling units: 90
- Potential net new dwelling units: 42 (48 existing units to be replaced)
- Potential for mixed-use

#### Ownership

- Single owner (Mid-Pen Housing)

#### Locational Attributes

- Midday & Caltrain shuttle stops within ¼ mile
- Next to bus stops
- Adjacent to existing bikeways
- Potential Dumbarton Rail station within ½ mile
- Two elementary and one middle school within ½ mile
- 2 Grocery, market, and/or drug store within ¼ mile
- Good pedestrian connectivity to larger residential neighborhood

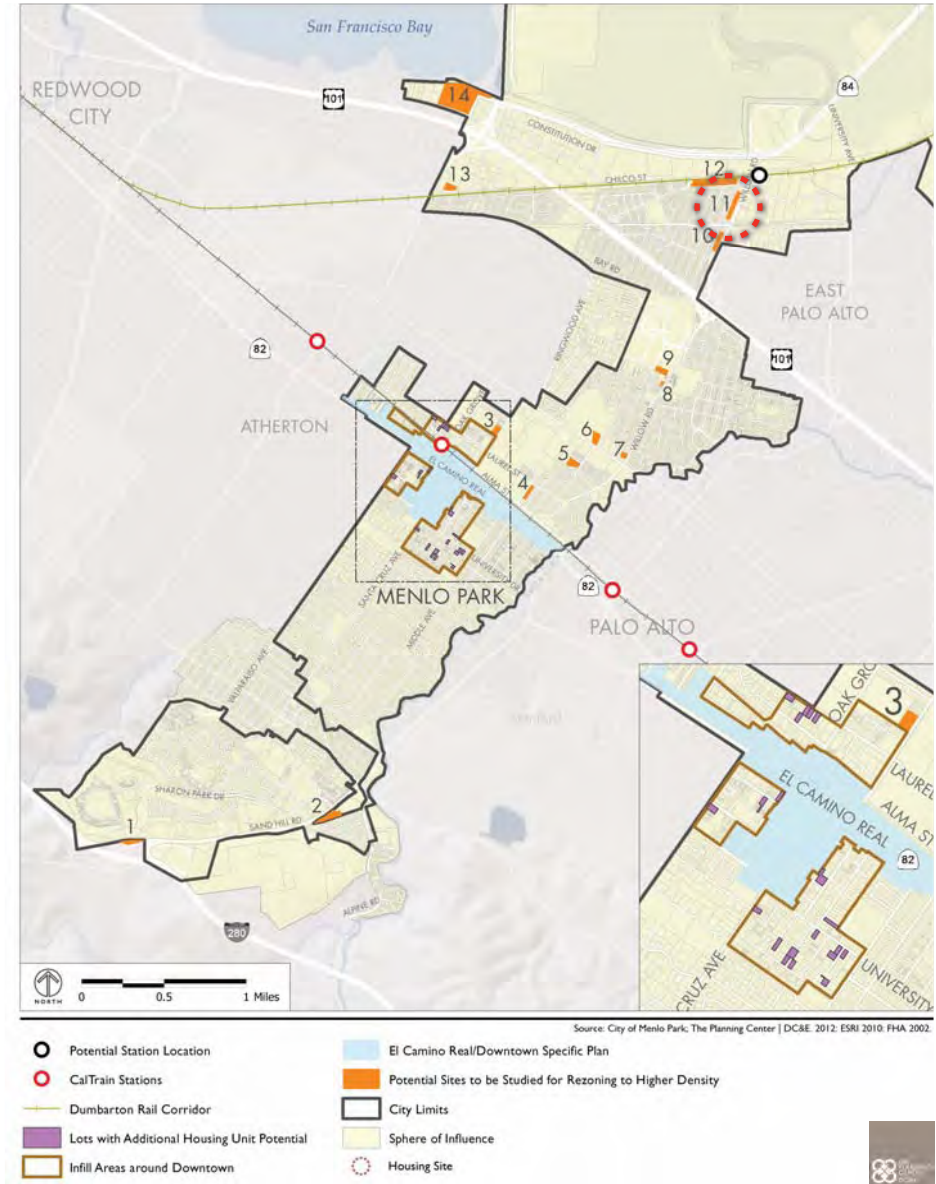
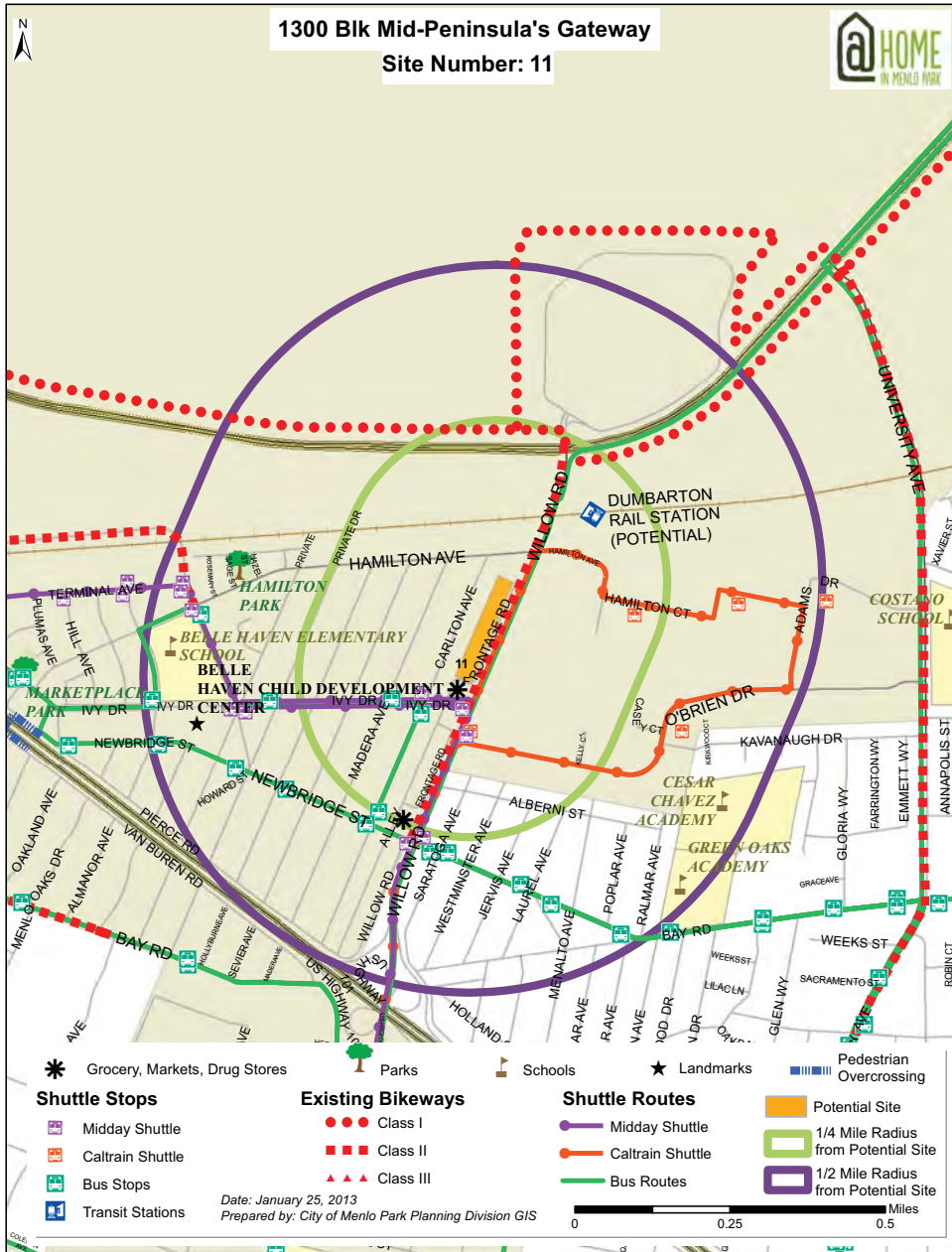
#### Site Development Considerations

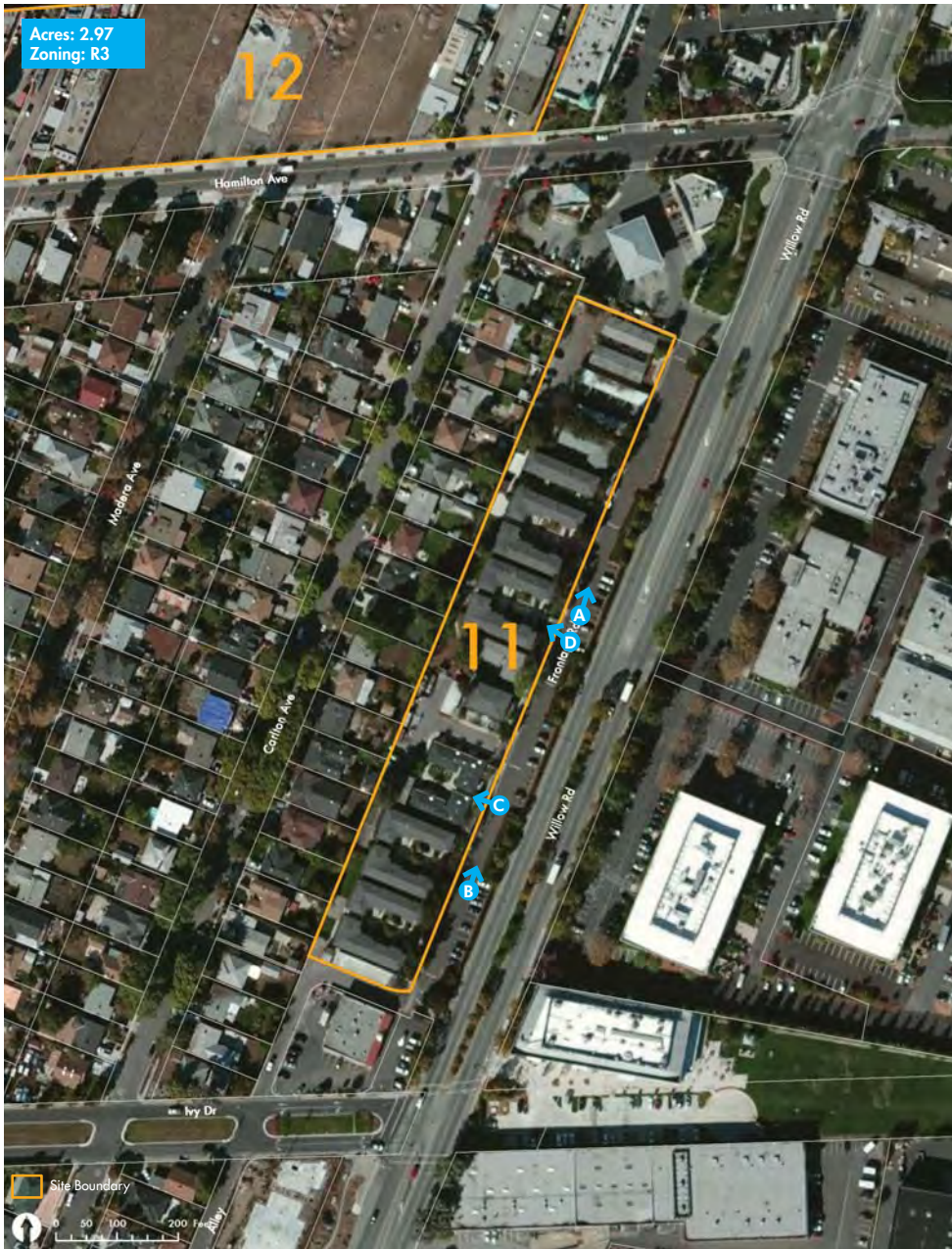
- Long block requires appropriate building design to reduce bulk and massing
- Site layout to consider existing mature trees
- Limited site access from Willow Road
- Design to reduce potential noise and air quality impacts from traffic on Willow Road
- Ensure compatibility with adjacent single-family residential uses to the northwest and adjacent commercial uses
- Limited site access

#### Other Factors to Consider

- Potential phasing of project to minimize impacts to existing residents







Acres: 2.97  
Zoning: R3



#### Location

- On Willow Road between Ivy Drive and Hamilton Avenue

#### Existing Zoning and Uses

- R-3 (Apartment District)
- Multi-family residential

#### Site Size

- 2.97 acres

#### Development Potential

- Proposed density: 40 du/ac
- Potential new dwelling units: 118
- Potential net new dwelling units: 36 (82 existing units to be replaced)
- Potential for mixed-use

#### Ownership

- Single owner (Mid-Pen Housing)

#### Locational Attributes

- Midday & Caltrain shuttle stops within ¼ mile
- Next to bus stops
- Adjacent to existing bikeways
- Potential Dumbarton Rail station within ¼ mile
- Two elementary and one middle school within ½ mile
- Grocery, market, and/or drug store within ¼ mile
- Good pedestrian connectivity to larger residential neighborhood

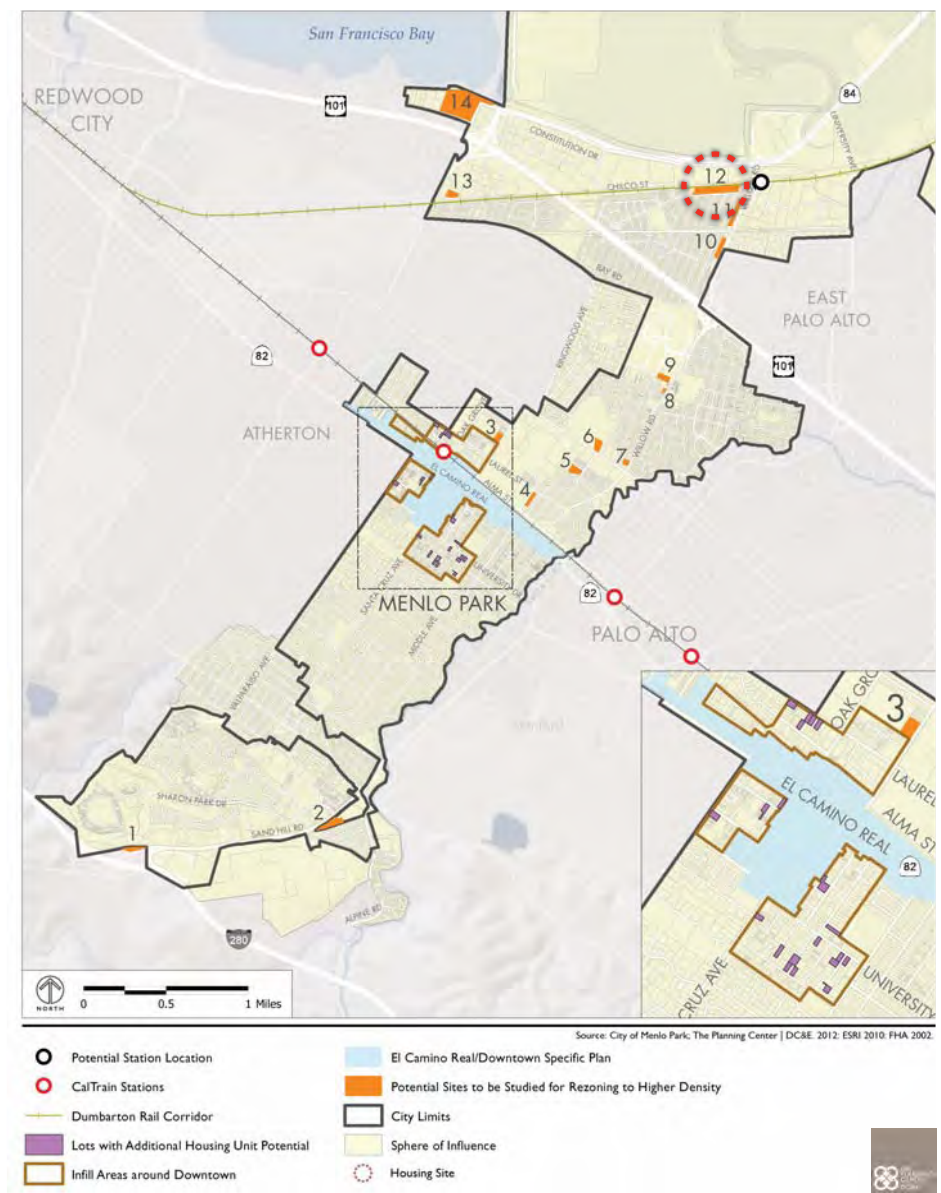
#### Site Development Considerations

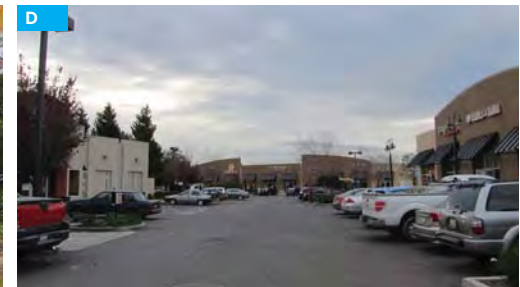
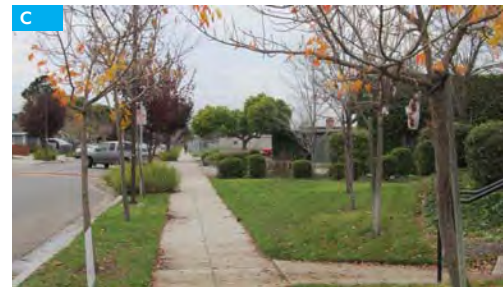
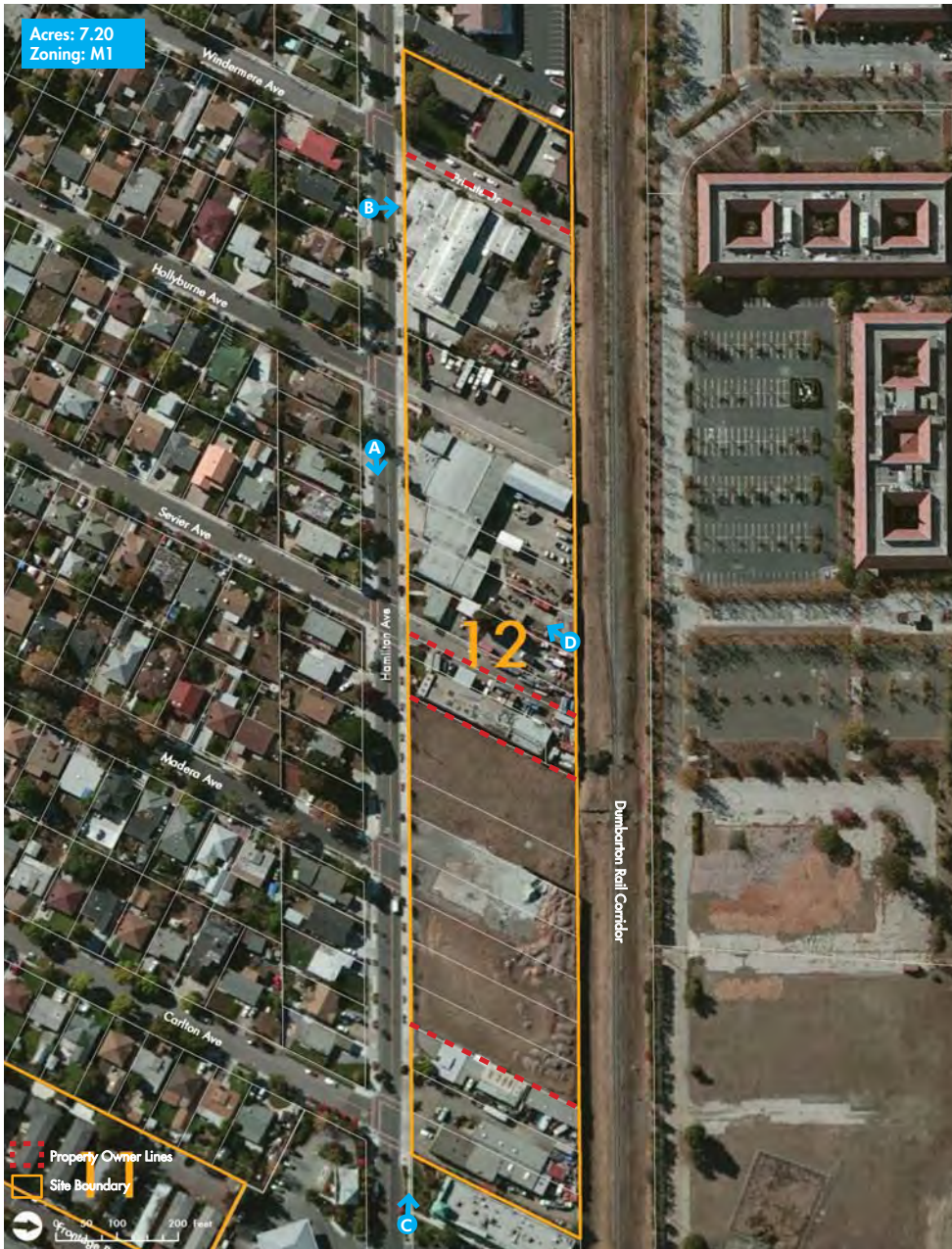
- Long block requires appropriate building design to reduce bulk and massing
- Limited site access from Willow Road
- Design to reduce potential noise and air quality impacts from traffic on Willow Road
- Ensure compatibility with adjacent single-family residential uses to the northwest and adjacent commercial uses
- Limited site access

#### Other Factors to Consider

- Potential phasing of project to minimize impacts to existing residents







#### Location

- On Hamilton Avenue near Willow Road

#### Existing Zoning and Uses

- M-1 (Light Industrial District)
- Mix of vacant land, light industrial and multi-family residential

#### Site Size

- 7.2 acres

#### Development Potential

- Proposed density: 30 du/ac
- Potential new dwelling units: 216
- Potential net new dwelling units: 216

#### Ownership

- Multiple owners

#### Locational Attributes

- Midday shuttle stops within ¼ mile
- Caltrain shuttle stop within ½ mile
- Bus stops within ¼ mile
- Bikeways within ¼ mile
- Potential Dumbarton Rail station within ¼ mile
- Elementary school within ½ mile
- Grocery, market, and/or drug store within ½ mile
- Hamilton Park within ¼ mile
- Good pedestrian connectivity to larger residential neighborhood
- Recently improved streetscape
- Proximity to Highway 84

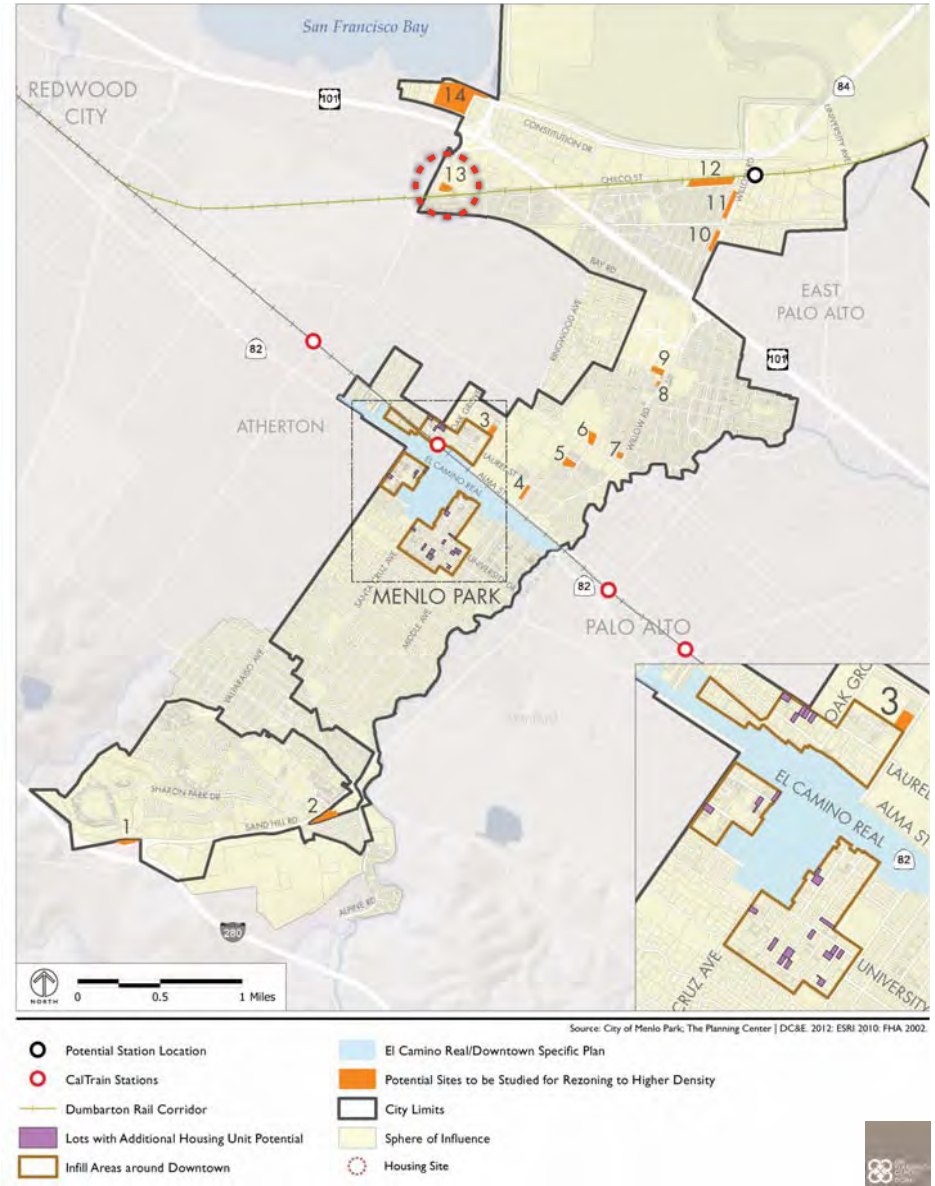
#### Site Development Considerations

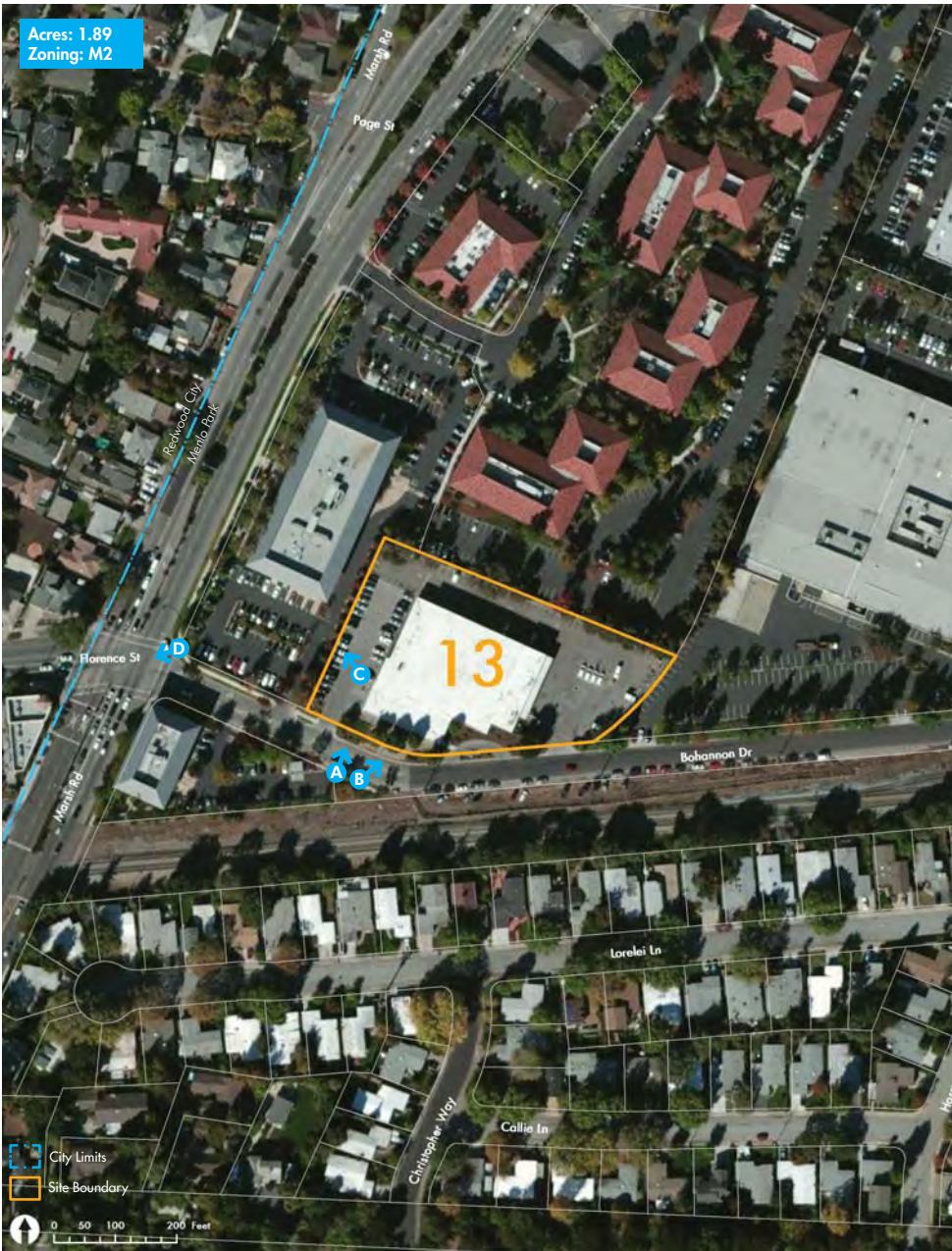
- Design to integrate with the nearby single-family residential uses
- Long block requires appropriate building design to reduce bulk and massing
- Consider existing street pattern to continue view corridors
- Parcel assembly required
- Design to minimize potential impacts from noise and vibration from the railway

#### Other Factors to Consider

- Proximity to offices and areas of employment help create jobs/housing mix







Acres: 1.89  
Zoning: M2



#### Location

- On Bohannon Drive at Marsh Road

#### Existing Zoning and Uses

- M-2 (General Industrial District)
- Post office

#### Site Size

- 1.89 acres

#### Development Potential

- Proposed density: 40 du/ac
- Potential new dwelling units: 76
- Potential net new dwelling units: 76

#### Ownership

- Single owner (USPS)

#### Locational Attributes

- Caltrain shuttle stop within ¼ mile
- Bus stops within ¼ mile
- Existing bikeways within ¼ mile
- Grocery, market, and/or drug store within ¼ mile
- Good access to Highway 101
- Limited pedestrian connectivity on Marsh Road and Bohannon Drive

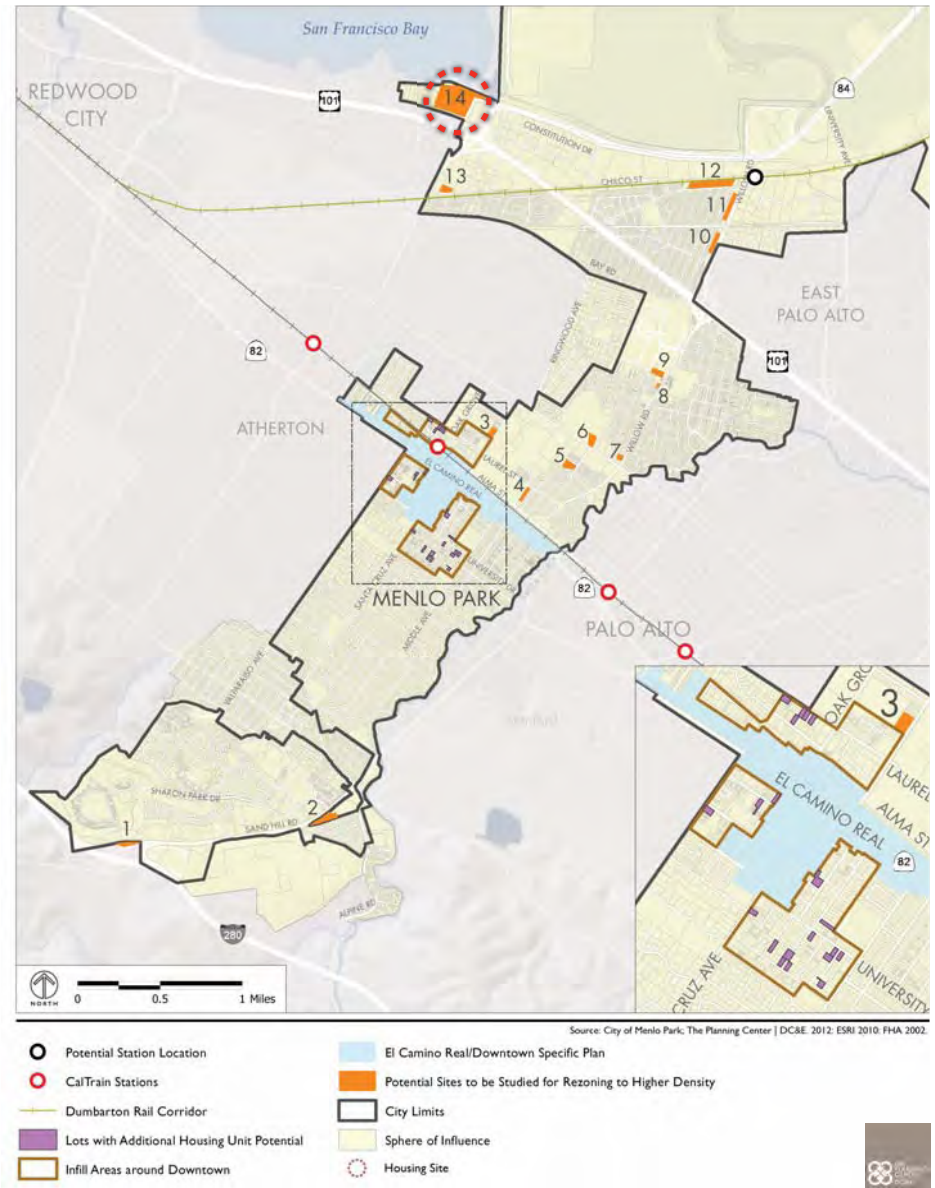
#### Site Development Considerations

- Design to reduce potential noise and vibration from the railway
- Adjacent to commercial uses on three sides

#### Other Factors to Consider

- Proximity to offices help create job/housing mix
- Existing residential uses are divided by Marsh Road and railway







Acres: 22.00  
Zoning: M2

Salt Ponds



#### Location

- On Haven Avenue by US Highway 101

#### Existing Zoning and Uses

- M-2 (General Industrial District)
- Vacant land and mix of industrial uses

#### Site Size

- 22 acres

#### Development Potential

- Proposed density: 30 du/ac
- Potential new dwelling units: 464
- Potential net new dwelling units: 464

#### Ownership

- Multiple property owners

#### Locational Attributes

- Caltrain shuttle stops within 1/2 mile
- Next to bus stops
- Existing bikeway within 1/2 mile
- Bayfront Park within 1/2 mile
- Limited pedestrian and bike connectivity to neighborhood-serving uses
- No residential uses within 1/2 mile

#### Site Development Considerations

- Design to reduce noise and air quality impacts from adjacent commercial and industrial uses
- Design to minimize air quality impacts from the adjacent salt flats
- Constrained access to site from Marsh Road and Haven Avenue
- Sensitivity to canal at eastern edge of site
- High-voltage power lines on site

#### Other Factors to Consider

- Loss of industrial land
- Potential constraints on existing industrial operations
- Expansion of the area to include Fed Ex facility
- Redwood City jurisdiction across Haven Avenue





## Summary of the Community Workshops

### City of Menlo Park Housing Element

Prepared for the March 12, 2013 City Council Meeting

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# Summary of Community Workshops

## A

## Background and Approach to Community Involvement



Menlo Park’s history of extensive community involvement in local decision-making makes the community outreach process for the Housing Element update not only essential and highly desirable, but also a critical component of the work effort. A number of activities have been undertaken by City staff to both inform the community and to provide an opportunity for community review and comment as it relates to the Housing Element revision. The City’s website contains all of the materials and activities undertaken to date as part of the process.

Specifically, community outreach has been undertaken through: (1) four community workshops (two in August 2012 and two in January 2013); (2) interviews with various stakeholders and agencies; (3) Housing Element Update Steering Committee meetings (six total) at which a number of people in the community attended; (4) public meetings with various City Commissions and the City Council; (5) returned comments and email to the City’s website; and (6) numerous informational materials. Community comments helped identify possible strategies for housing and helped to “cast the net” in identifying all possible sites that could be considered for higher density housing (the original list of 23 possible sites for higher-density housing rezoning was developed through the community process that later narrowed the 23 sites down to the 14 sites being covered in the Environmental Assessment).



The process has included two sets of community workshops to provide participants with information, answers to questions and to solicit feedback on housing needs in Menlo Park, factors to consider in evaluating the appropriateness of potential sites for housing and to identify directions and policy considerations related to specific housing sites. The workshops

(two conducted in August 2012 and two conducted in January 2013) have purposely been scheduled in two different locations to enhance outreach to all parts of the community — these locations include the Arrillaga Family Recreation Center located at 700 Alma Street and the Menlo Park Senior Center located at 110 Terminal Avenue. All noticing for the workshops was extensive in an effort to involve the community.

Provision of information on the City's website (see link below); distribution of information in City-wide mailings; preparation of a Housing Element newsletter and other FAQ materials; noticing for community workshops in English and Spanish; City-wide notice; noticing and information to people signing up on the Housing Element list-serve; and other handouts. Documentation of community comments and summaries of Housing Element Steering Committee meetings are also available on the City's website at [www.menlopark.org/athome](http://www.menlopark.org/athome)



Community outreach activities also have included community meetings to review the Preliminary Draft Housing Element — Menlo Park Housing Commission (October 3, 2012), Menlo Park Planning Commission (October 15, 2012) and Menlo Park City Council (October 22 and 23, 2012). Following review and direction on the Preliminary Draft Housing Element, the Draft Housing Element was prepared and forwarded to the California Department of Housing and Community Development (HCD) by October 31, 2012 for their review and comments as required by



State law. Noticed community workshops, public work sessions and public hearings on the Draft Housing Element have also occurred continuing through adoption. In addition, a Draft Housing Element Errata, which the City Council reviewed on December 11, 2012, was submitted to HCD. Concurrently, the Environmental Assessment is being prepared on the Draft Housing Element so that potential impacts and mitigation measures can be incorporated into the Housing Element update process.

## **B** Key Themes and Preferences

Themes from workshop comments support many of the goals and strategies contained in the Draft Housing Element, including strong program actions to encourage infill housing and second units (both new second units and an amnesty program for illegal second units). Specifically, community comments have supported meeting housing needs in Menlo Park by (1) distributing affordable housing opportunities throughout the community; (2) locating new housing near to transit and services when possible; (3) assuring that new housing fits with the desired design character of Menlo Park; and (4) supporting the provision of high quality services, well-planned



infrastructure and the efficient use and protection of environmental resources.

Some community comments have questioned the process for the Housing Element preparation — desiring a more deliberate process to make sure community issues are fully addressed. The intent of the workshops has been to provide a transparency to the process and to provide information to community about Housing Element legal requirements and the requirements of the Settlement Agreement.



Community comments have helped to identify the list of potential sites for possible rezoning for higher density housing and helped shape policies and programs related to affordable housing, special needs, potential constraints and other issues. Summaries of community workshop comments and all meeting comments are available on the City's website.



### **January 2013 Workshops Findings Related to Higher Density Housing Sites**

Participants at the January 2013 workshops (two) were provided an opportunity to comment on specific sites (see attached summaries of comments). In addition, participants were asked to rank their top five sites. Below is a summary of the ranking of sites based on two approaches — one being the number of mentions of a particular site and the second being a scoring of the sites. In the scoring system ranking participants' top five sites, if a site was ranked as a "1" it was given a score of 5. If it was ranked a "2" it was given a score of 4, and so forth. Below is the ranking of sites using these two methods. A total of 74 comment sheets with the sites ranked were returned.



*Sites Ranked by the Number of Mentions*

1. Site #14 — 61 mentions out of 74 returned ranking sheets
2. Site #12 — 51 mentions
3. Site #13 and Site #2 — 27 mentions
5. Site #1 — 26 mentions
6. Site #11 — 25 mentions
7. Site #10 — 22 mentions
8. Site #9 — 20 mentions
9. Site #3 — 13 mentions
10. Site #4 — 10 mentions
11. Site #5 — 9 mentions
12. Site #8 — 3 mentions
13. Site #6 — 1 mention
14. Site #7 — 0 mentions

*Sites Ranked by Scoring System (1=5; 2=4; 3=3; 4=2; 5=1; and 0=0)*

1. Site #14 — 307
2. Site #12 — 194
3. Site #2 — 88
4. Site #1 — 77
5. Site #11 — 71
6. Site #13 — 67
7. Site #10 — 54
8. Site #9 — 38
9. Site #3 — 35
10. Site #4 — 29
11. Site #5 — 14
12. Site #8 — 7
13. Site #6 — 1
14. Site #7 — 0





Housing Element Update

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# WORKSHOP Comment Sheet

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## Prepared for January 29 and 30, 2013 Community Workshops

Please use the space below and on the back to provide your comments and preferences concerning (1) Sites being considered for rezoning to higher density housing; and (2) proposed Housing Element strategies and implementation. Space is also provided at the end of this comment sheet for any other comments you may have related to the Housing Element update and the topics being discussed this evening. If possible, we would like to collect your comment sheet at the end of the Workshop (at the sign-in table). If you would like to take more time, please email, fax, drop off or mail your comments so we receive them **NO LATER THAN FEBRUARY 6, 2013** so they can be included in the workshops summary. You can send your comment sheet to the City of Menlo Park Community Development Department, Planning Division, 701 Laurel Street, Menlo Park, CA 94025. You can also fax your comment sheet to 650.327.1653 or email it to [athome@menlopark.org](mailto:athome@menlopark.org) — **THANK YOU!**

### Your Comments on Possible Sites for Rezoning to Higher Density Housing

#### **A. Please list your top five (5) sites to consider for possible rezoning to allow higher density housing:**

*Top Site for Consideration:*

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*Second Site for Consideration:*

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*Third Site for Consideration:*

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*Fourth Site for Consideration:*

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*Fifth Site for Consideration:*

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*Any Additional Sites for Consideration:*

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#### **B. What are your primary reasons for selecting these sites?**

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C. Are there any sites that you think should be eliminated from further consideration for rezoning? Please list your reasons.

## Housing Element Process and Strategies

A. Are there modifications or suggestions you have for the following Housing Element strategies?

1. *Opportunities to Construct New Second Units:*

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2. *Legalization of Existing Illegal Second Units:*

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3. *Infill Housing Around the Downtown:*

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4. *Mixed Use (Housing Allowed in Commercial Areas):*

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5. *El Camino Real/Downtown Housing:*

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6. *Housing for Persons Living with Special Needs:*

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7. *Incentives for Affordable Housing:*

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B. Are there any other strategies for new housing that should be considered?

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*Space for Other Comments:*

## **COMMENTS RECEIVED FROM WORKSHOP #1 – JANUARY 29, 2013**

Your comments on possible sites for rezoning to higher density housing

**A. Please list your top five (5) sites to consider for possible rezoning to allow higher density housing: (Also see spreadsheet)**

*Top Site for Consideration*

- El Camino Real Station Area and adjacent East side ECR
- 12 – 216 units: viable site with many units. Mostly vacant land next to Facebook. Near transportation
- 14 – Near freeway and Facebook. The site is ugly now
- 14 – Required to get to 500 units, close to highway, bus stops
- Site 14 makes a lot of sense, lots of units and in an area where traffic should be OK.
- 14 – provides most units; near Facebook
- 14 – proximity to highway
- 14 & 12 - Combination of these sites more than address 500 units requirement.

*Second Site for Consideration*

- 14 – 416 units: low value existing uses, large unit count compatible for all income levels; design flexibility
- 12 – area is out of place with all of the industrial buildings
- 4 – close to downtown, transit, jobs
- 12 – Proximity to highway

*Third Site for Consideration*

- 2 – 90 units: vacant land facing corridor; good services in area; high unit count
- 4 – Close to downtown, transit, jobs
- All other sites are either too small or in the wrong location or have owners who are not receptive to rezoning
- 10 – proximity to highway

#### *Fourth Site for Consideration*

- 9 – 60 units: single owner; good location for different incomes; low density existing use; near transportation
- 12 – large number of units, good locational attributes
- The Haven Avenue and Hamilton East sites seem to be the most realistic sites for rezoning and the actual development of multi-family higher density housing
- 11 – proximity to highway

#### *Fifth Site for Consideration*

- 9 – 60 units – walled in vacant lot; monastery could provide low income housing in town
- 13 – proximity to highway

#### *Any Additional Sites for Consideration*

- #13

### **B. What are your primary reasons for selecting these sites?**

- Site 14 can provide up to 464 units. Without this site, it will be difficult to reach 500 considering site 1 and 2 are likely. Site 14 is near major traffic routes and transportation, schools, and shops, and will help revitalize eastern Menlo Park. The same applies to sites 10-13. Site 1 and 2 should be seriously considered as they are near Route 280 and in less densely populated regions of Menlo Park.
- Open area, more room to accommodate homes needed. Willow Road at Dumbarton already at full capacity, too much traffic commuter at the above locations (selected sites 3, 1, 2, 5).
- Traffic congestion, infrastructure
- Seems like cannot meet requirement without site 14 & 12; prefer to keep traffic out of downtown Menlo Park; have higher density by Facebook and 101 and 280 and try to preserve village community feel to Menlo Park.
- Close to freeways and jobs
- 12 – very low density existing uses, close to major transportation and jobs; gains 216 units, potential for all incomes
- 9 - very low density existing uses, close to major transportation and jobs; gains 60 units, single owner
- 14 – low density existing uses; gains 416 units – near major transportation corridor – potential for all incomes

- 3 – good development possibility – 1 owner; 30 units in town; no existing units – possible low income for Catholic charity
- Lack of resistance from the Nimby's
- With totally undeveloped sites can really plan “intelligent” communities – green design and building materials –energy & water – efficient – well planned transportation options – on & on the benefits go.
- Important to have an additional meeting open to the public (and for the public) to review all the parts of the revised Housing Element – not just high density issue. This meeting should be before the City Council meeting in March.
- Makes sense in terms of location and density
- 1) Addresses 500 units requirement; 2) site 14 is comprised of 8 acres m.o.l. of that site; half is not developed and is vacant land where no tenants would be displaced; 3) balance of site #14 is partially occupied; 4) site 12 is located east of highway 101; 5) both sites would have less impact road traffic in downtown area.
- 1) Locations – close to freeway & jobs at Facebook, etc.; 2) size of site #14 allows 464 units to be developed; 3) cleans up an unsightly blighted area; 4) provides housing balance to comply with state mandate; 5) ease of development and construction for access of construction activities
- Haven Avenue is in need of development and this site appears to accommodate and be best for the rezoning to residential. Also having a site of 22 acres will provide for a quality development of a new community in Menlo Park. Not everyone can travel by train to their work place and having Haven Avenue provides great access to the east bay, south bay and Facebook by bike.
- For #12, 11, 10 – 1) Location along a key traffic corridor that should evolve to serve high population density; 2) holds promise of creating a vibrant, high density living community adjacent to one of the world's most important employers (Facebook).
- For #14 – Ability to meet need in a large tract of land that can accommodate interesting mixed use planning schemes.
- 14 and 12 are both close to work (Facebook), highway and will not cause traffic congestion downtown. With the downtown plan, we expect density to go up regardless, so it doesn't make sense to add to their problem.
- 1) These sites (or site nearby) already zoned for high-density housing so consistency in the area is maintained property value are not likely to suffer. 2) 14 in particular is close to Facebook, from which demand is likely to come.
- They will interfere least with the city's already crowded downtown retail area.
- Traffic, congestion, infrastructure
- Proximity to new job sites; proximity to highway to reduce the impact on traffic
- Impact on traffic; proximity to parks and schools
- Close to jobs; close to freeway

- Other sites will cause too much traffic in already congested areas; sites should be built on the east side of 101
- Jobs size; freeway proximity; remove blight
- Change in existing use does not disrupt existing neighborhood design; proximity to major transit arteries
- Because on the east side of Menlo Park there is major traffic on Willow Road to and from Dumbarton bridge. Not to mention the traffic Facebook will generate. Housing on the west side and by Sand Hill will provide access to 280 highway. Housing re-zoning should not be focus on the eastside of Menlo Park.
- All affordable housing should not be only concentrated in the east part of Menlo Park.
- I own property in these sites areas. I want to be sure the area stays/remains in good shape, since it is already directed towards lower income people. I am concerned that high density housing may bring in more low income and homeless people. I do not want it to become more crime and drug related, with low income folks, etc. Traffic concerns too. Thank you.
- When I review the sites in the north (1) and south (14), I am not clear that you will meet the TCAC/CDCAC amenities requirement (1/4 miles for store, 1 mile for school etc.). I strongly suggest you do a finding review of these sites soon, before the homeowner get too excited about 454 units of affordable housing in one place.
- Close to jobs, close to freeway

**C. Are there any sites that you think should be eliminated from further consideration for rezoning? Please list your reasons.**

- Sites 5-7 because cumulatively they do not provide many units and they are at a location where traffic is terrible. Not a good location relative to shops (Willow Market is limited and expensive), and Encinal elementary school is overcrowded. The owner of site 5 is against rezoning considering he put in \$5M into his new building. Finally, site 9 at the VA should be reserved for the future homeless shelter rezoning, considering more than 70% of our homeless are veterans.
- 4, 5, 3, 6, 7, 8, 9
- #4, 3, 5, 6, 7 do not want high density close to Burgess Park – let's try to preserve our green family neighborhood.
- 1) Site #1; 2) site #2 - far from Dumbarton and jobs and schools; poor transportation; Sand Hill corridor already over-used.
- I feel sorry for representative of site #5 where city put them there; helps redevelopment, did not allow residential. They spent 5,000,000 to improve to commercial and now residential is OK.
- #1, #2 – This portion of Menlo Park should retain an open, rural character. High density housing may prove unsightly in small land parcels along this road.



- 3, 4, 5, 6, 7, 8, 9 maybe10 – downtown is already going to get dense. Don't make the problem worse.
- Site 4 – while it may seem self-serving, rezoning this site is likely to have major effects on the neighborhood – safety for children using park during construction, traffic in an area where is already a problem, and loss in property value.
- 4, 5, 3, 6, 7, 8, 9 (same comment)
- #5 – newly built retail property; #4 – Excessive traffic impact in neighborhood; safety concerns in close proximity to parks where children spend time.
- Corpus Christi should not be considered unless land use for entire parcel has changed.

## **Housing Element Process and Strategies**

### **A. Are there modifications on suggestion you have for the following Housing Element strategies?**

#### *1. Opportunities to Construct New Second Units*

- Do not lower the required parking ratios. The street must be protected.
- Amend restriction for in-law units FAR
- Traffic considerations
- Many of us homeowners would consider this if the process of permitting, etc. were clarified. To date, I have been told permitting is challenging
- Good idea
- Good idea – especially studios/micro units
- The units mixer for all standard for code, safety and off street parking

#### *2. Legalization of Existing Illegal Second Units*

- OK if they meet standards – parking is important
- Yes
- Good idea
- Good idea our maybe difficult to “grandfather”

#### *3. Infill Housing Around the Downtown*

- Allow R4 zoning on site less than 20,000 sf. Reduce landscape %. Allow roof to qualify. Allow R2 to R4
- Use north side of Oak Grove to build 2 or 3 story units, do same for Menlo Ave.

- If done tastefully, this seems like a good strategy. Please consider making Santa Cruz Avenue a pedestrian – only street
- Terrible idea. The downtown is built out! Already crowded.
- Too much traffic on El Camino
- Yes, especially if transit oriented
- Great idea successfully used in other communities and countries

#### 4. *Mixed Use (Housing Allowed in Commercial Areas)*

- Call this a public benefit for the bonus
- No objections
- Bad idea. Invites crime. Inappropriate in suburbs.
- I fully support this
- Yes, along El Camino Real
- The Specific Plan has been approved and should be followed

#### 5. *El Camino Real/Downtown Housing*

- Allow housing over the planned parking structures downtown.
- Seems fine. Much of the El Camino corridor is unsightly, so this could improve the community
- Already crowded. Lots of apartments already exist in downtown. Don't add housing to downtown.
- I support this strategy
- Too much traffic on El Camino
- Housing on El Camino Real/Menlo Park this is close to mass transportation and schools.
- Good, again transit oriented

#### 6. *Housing for Person Living with Special Needs*

- Ensure easy, accessible transportation
- I expect to finance all this affordable housing, you will need to take special needy funds.

#### 7. *Incentives for Affordable Housing*

- Transfer development rights to other site

- I think the City should address this by increasing density. I'm opposed to providing direct incentive to reduce the cost of housing
- Leave this to the free market
- I don't agree with incentive programs due to financial burden on city
- Density bonus, parking reduced, especially if transit oriented

**B. Are there any other strategies for new housing that should be considered?**

- Site 13 was augmented without neighborhood outreach. This site should be limited to 35' ht. as its adjacent to 1-story neighborhood (Lorelei)
- Do not count basements in floor area or ext. circulation. Allow more rooming house type unit without a central dining room
- Fight the case in court
- City needs to challenge these unrealistic ABAG numbers. People are leaving California in dozen
- The whole process should be better managed. We are paying for past mismanagement
- Have you considered an impact fee for new device developments?
- Allow Atherton homeowners to legitimately rent guest houses and "maids quarters" for seniors, singles, etc. and count those toward Menlo Park's unmet quota. There are numerous guest homes (etc.) that sit vacant in Atherton.

***Space for Other Comments***

- Call all housing a public benefit that allows bonuses
- Important to have an additional meeting to the public (and for the public) to review all the parts of the revised Housing Element – not just high density issue. This meeting should be before the City Council meeting in March.
- Please consider the ethics of adding sites 1 & 2 which would likely impact Las Lomas Schools. I own properties in both the incorporated and unincorporated parts of Menlo Park. It seems unfair that since my primary address is in unincorporated and part of Menlo Park, I'm unable to vote for the city council that will approve plans to increase enrollment in my children's schools.
- Classify areas like #4 for senior housing so it won't affect the traffic and school enrollment numbers!
- Large sites make sense!

## Post-It Note Feedbacks from Workshop #1

<u>Site #</u>	<u>Comments</u>
3	Traffic school impacts
4	Traffic and school impacts; park impacts
5	Traffic and school impacts
6	Traffic impacted now
7	Major traffic problems already
7	No for #7; running business occupied pushing them away with employment/tax for the City
7	NO!; traffic!
8	Low cost & high density
8	Schools already full
9	What kind of housing? Subsidized? Mental health issues of veterans?; safety near schools?
12	Close to freeway and jobs
12	Proximity to #14; no impact to downtown area; area would be upgraded
12	Make sense for this site to be high density housing
12	Good insofar; MP schools not an issue since different district but what about Ravenswood schools - \$ given as part of rezoning to expand schools nearby?
12	Large lots; makes sense
12	Close to transit
12	Close to Facebook
12	Great for redevelopment Belle Haven would be upgraded
13	Site 13 is within 300' of a single-story residential neighborhood (R-1-U/LM) – should limit project height to 35" (30' plate ht.)
13	Across from grocery stores, other retail (Marsh Manor); non-Menlo Park school district so no impacts there; traffic increase acceptable there?

- 14 This site is a No Brainer!
- 14 This site is perfect.
- 14 Great for redevelopment
- 14 Obvious way to get most units build according to totals required; would need developers to help with infrastructure, including retails units
- 14 I'm no accountant, but 464 is almost 500. And given other alternatives, you can't get to 500 without site #14
- 14 Recommend #14 for the high density housing elements
- 14 Close to jobs, Freeway, Facebook & Bay Trail; Big lot!!
- 14 The City cannot make its numbers without this project. I urge you to give this location serious consideration
- 14 Proximity to freeway; open space; improve overall neighborhood; ½ of property is already undeveloped; otherwise OK
- 14 3757 & 3735 should be removed from section 14. They are commercial use properties & not conducive to residential, otherwise OK.
- 14 Close to freeway; reduce blight; gets 464 units
- 14 Large lot, makes sense!
- 14 This site seems to be ready for redevelopment
- 14 Close to jobs and big project; close to freeway!
- 14 Many units; vacant land; optimal for development

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## **COMMENT RECEIVED FROM WORKSHOP #2 – JANUARY 30, 2013**

Your comments on possible sites for rezoning to higher density housing

**A. Please list your top five (5) sites to consider for possible rezoning to allow higher density housing:** (Also see spreadsheet)

*Top Site for Consideration*

- #10 – 42 units
- 14 – no impact on Menlo Park schools

*Second Site for Consideration*

- #11 – 36 units

*Third Site for Consideration*

- #3 – 98 units

*Fourth Site for Consideration*

- #3 - 30 units

*Fifth Site for Consideration*

- #4 – 16 units

*Any Additional Sites for Consideration*

- 4 Burgess Drive
- 5 – 20 units; 12 – 216 units; 13 – 76 units

**B. What are your primary reasons for selecting these sites?**

- Space available; proximity to access roads; opportunity for infrastructure development (schools, sewers, powers, water, power/city upgrade utilities, additional street)
- I don't support any site or growth in the town of Menlo Park. I brought my comfortable home in 1990 because Menlo Park was an adorable sleepy town/village. For the past 4 years I was relocated and have come back to a disaster! What the residents of Menlo

Park really should do is elect legislator that do not rich small towns. It's too late now to change anything. Build the high density housing, low income housing, etc. and the town will look like East LA before you know it. What we need in our state government and local government is people who care about quality rather than incentive and being politically correct. I will consider my vote more carefully next time – both locally and state!

- Traffic impact to the East side of Menlo Park/Belle Haven community. Have a general geographic spread among Menlo Park. Creating more units in sites 10, 11, 12 would increase traffic flow, population and possible increase in crime. We would need more police enforcements. Important to have a geographic spread.
- Demographic spread
- Geographic spread. Access to the community will increase traffic for the Belle Haven community
- Traffic is a concern to the East side of Menlo Park
- #10 & 11 already high density; #2 – geographic balance (west side high density) and close to Safeway, etc.; 3 & 4 – close to Caltrain and other transit and Safeway, etc.; 12 – try to copy Hamilton Park success, close to future rail terminal; 13 – I get poor mail delivery in Belle Haven... bull doze it!
- Close to the freeway, easy access to commuter routes; #14 limited impact to neighbors
- Opportunities for high density housing in one location and bundle. Transit – close to 101 and Facebook; traffic migration; avoid impacts on Menlo Park schools.
- Jobs in close proximity, close to freeway
- Site #2 is close to SLAC as a former student researcher there, I know the importance for low income housing near there. Site 10-11 are already being used to service low income community

**C. Are there any sites that you think should be eliminated from further consideration for rezoning? Please list your reasons.**

NONE



## **Housing Element Process and Strategies**

### **A. Are there modifications on suggestion you have for the following Housing Element strategies?**

1. *Opportunities to Construct New Second Units*
  - Weak part of strategy
  
2. *Legalization of Existing Illegal Second Units*
  - Positive direction
  
3. *Infill Housing Around the Downtown*
  - Tends toward promotion of a better quality of community life
  - Push farther and faster, Menlo Park needs more housing
  
4. *Mixed Use (Housing Allowed in Commercial Areas)*
  - Not compelling – low priority
  - Increase density; All on near downtown core and El Camino
  
5. *El Camino Real/Downtown Housing*
  - Critical – push with urgent priority
  
6. *Housing for Person Living with Special Needs*
  - Also critical – related to 3 (above) and to a lesser extent, 1 & 2 (above)
  - Increase density, 600+ is not enough
  
7. *Incentives for Affordable Housing*
  - Good, but can't count on re-development fund from state or county
  - If you do not incentive affordable housing, it will not happen.

### **B. Are there any other strategies for new housing that should be considered?**

- No suggestions – you have done a comprehensive analysis

### ***Space for Other Comments***

None

## Post-It Note Feedbacks from Workshop #2

<u>Site #</u>	<u>Comments</u>
5	30 dwelling unit/acre is too high and out of character and too much traffic; 10 dua like Morgan home is appropriate for high density
10	Revitalize
10 & 11	Increase traffic flow; lack of parking. People are already parking more cars than space available in their home; major traffic to and from Dumbarton bridge affect community
12	Increase traffic flow
13	Post Office – this site is a tiny pocket of land surrounded by offices, railroad, and the industrial buildings. Seems too tight for a neighborhood of 70+ units. Seems very isolated from Menlo Park community! Described as 4 story high density, but surrounded buildings are one and two stories – not a good fit.
14	Close to jobs and freeway
14	Yes, less impact on traffic
14	Seems like a good way to clean this area up
14	Very isolated from the rest of Menlo Park community; will this become essentially a little village? What problem will that create? What advantages?
14	Close to freeway bundled; no school impacts to Menlo Park; mitigates traffic impact downtown
14	High density is best, limited impact to neighborhood
14	Limited impact of additional students to the Menlo Park school district
14	High density here helps house Facebook; housing here would clean up the site

## **OTHER COMMENTS RECEIVED AFTER THE WORKSHOPS**

Your comments on possible sites for rezoning to higher density housing

**A. Please list your top five (5) sites to consider for possible rezoning to allow higher density housing:** (Also see spreadsheet)

- *Top Site for Consideration*
- Middle Avenue University to El Camino
- Site #2, Hewlett Foundation (near freeway, shopping, Stanford)
- Sand Hill Road at 280
- Haven Ave. #14 – virtually solve the problem in one fell swoop in an area of the city that don't have traffic and school impact on Menlo Park
- Haven Avenue #14 – 464 potential units; less traffic for Menlo Park; won't impact schools in MPSD
- Site #14 – the largest site
- Felton Gables for second units and the Willows neighborhood

*Second Site for Consideration*

- Sharon Heights
- Site #13, Main Post Office (near freeway, small shopping center)
- Hewlett Foundation – Sand Hill
- Hamilton Avenue East – same reason as above – makes a blight dent in housing fulfillment numbers
- Hamilton Avenue East – 216 potential units; less traffic impacts for Menlo Park; won't impact schools in MPSD
- Site #12 – close to freeway

*Third Site for Consideration*

- SRI
- Site #3, Corpus Christi (close to downtown Menlo Park)
- 401-445 Burgess Drive

- Main Post Office Bohannon Drive – I assume this would not impact Menlo Park schools, should have less inter-city traffic impacts than some sites
- Sand Hill Road & I-280 – 52 potential units; less traffic impacts for Menlo Park; won't impact schools in MPSD
- Site #11 – will not impact traffic gridlock

*Fourth Site for Consideration*

- El Camino between Oak Grove & Atherton
- Site 12, Hamilton Avenue East (close to freeway access and a small number of stores)
- 8 Homewood Place
- Sand Hill Road and I-280 – traffic impacts not a main areas of Menlo Park, Menlo Park school district not impacted
- Main Post Office Bohannon Drive – 76 units; less traffic impacts for main area of Menlo Park; I assume not Menlo Park schools so no MPSD impact, already offices with multiple stories nearby.
- Site #10 – easy access to freeway

*Fifth Site for Consideration*

- Burgess Park, Linfield Oaks
- Site #14, Haven Avenue (may also be a viable site with good freeway access although we don't really know this area well and what amenities (shops, etc.) are convenient for this location. Will stores/restaurants be part of the overall development of such a large number of houses? This would make this a much attractive location if this is the case).
- St Patrick's Seminary

*Any Additional Sites for Consideration*

- TOD, close to Stanford Development
- What about helping create better housing in R.C. or EPA? Offset our housing requirements and improve older, outdated housing in those towns.
- Menlo Park already has too much traffic, too much development without benefit – it degrades our city. This is a Solomonic choice, why did Menlo Park agree to enter in this game with the State of CA & ABAG??
- Site #1 – close to freeway
- 9, but site 9 should be considered primarily for emergency/homeless housing based upon the homeless population demographic

## **B. What are your primary reasons for selecting these sites?**

- Close to high capacity street. Away from lower density housing, so will be less disruptive. Less impact to schools as those sites are in districts that derive money from the state which is per pupil.
- Willow Road is already congested often with back up onto Middlefield Road during rush hour. Addition of high density housing on Willow Road, or close by, will likely make the situation worse.
- Laurel School is holding a meeting tomorrow to discuss how to handle the volume of children enrolling in the district. The addition of high density housing will also bring additional children into the school district. Is there a plan in place to project the impact of the school district? Without a plan for how this will be addressed we are reluctant to support addition high density developments within the school district.
- All three sites listed are close to freeways, not add to the downtown traffic congestion which is a hot topic related to the downtown Specific Plan, and are served by public transportation along Willow/Marsh Roads. The area is also amidst future development thanks to Facebook's investment in the Belle Haven neighborhood and the Bohannon project. With development comes jobs, providing residents opportunities for employment in the local community.
- Located near transportation hubs and communities. Would fit into existing neighborhoods
- Mid-Pen does great projects that maintain quality to neighborhood and safety (zero tolerance drug policy). These sites are larger, close to freeway & public transit without adding to downtown and central Menlo traffic gridlock. They are close to new job creators and office space (Facebook, etc.)
- Away from existing housing within town. These apartment residents will attend Redwood City schools. This site will achieve 90% of our housing needs with the HEU.
- Top listed sites offer the highest number of units for the area. The other sites will add to the congestion issues already present, especially on the main through roads like west Willow Avenue. Existing infrastructure like schools, etc. have capacity for sites #14, 13, 12.
- Large size of development (I support more housing); geographic diversity; proximity to downtown
- Site #14 is very large and doesn't appear to cause traffic. Willow Road is already very trafficky in the residential areas. Sand Hill could use more residential areas in vacated office buildings. Also 280 is always less trafficky than 101.
- #14 is large and won't cause traffic in already heavily impacted residential areas. #1 and #2 have access to 280 which is much less impacted by traffic than 101
- #14 is largest, #11 and #12 close to highway and don't congest the road.
- Least impactful on existing residents

- Less impact on traffic
- Biggest “bang for its buck” in term of number of units; higher density will help generate shuttle transportation option that are economic; Willow Road sites are infeasible based on traffic densities post the Facebook move.
- These sites are the largest (especially 14), close to freeways and public transportation corridors. Developing these sites will provide a residential “feel” to these areas, but will minimize traffic and parking issues in the downtown/civic center areas.
- All three sites listed are close to freeways, will not add to the downtown traffic congestion which is a hot topic related to the downtown Specific Plan, and are served by public transportation along Willow/Marsh Roads. The area is also amidst future development thanks to Facebook’s investment in the Belle Haven neighborhood and the Bohannon project. With development comes jobs, providing residents opportunities for employment in the local community.
- These sites are close to areas where the residents are mostly likely to get suitable jobs. There are more industrial-related jobs there, than in other part of Menlo Park. These sites are also close to the Dumbarton Bridge and suitable jobs on the other side of the Bay. Further, site #14 is the largest site, many services may be concentrated in one area for one-stop service. Homeless would not be burdened with going to different places for different services.
- Non-affecting Menlo Park schools; lesser traffic impacts on already busy streets; areas seems to have had less recent development, so spreads out the development and problem over larger area.
- I think Menlo Park doesn’t need any more big buildings and would like to have Menlo Park, not let these large dense developments be built at all.
- Lesser traffic impacts in main areas/arteries Menlo Park – el Camino, Middlefield, Ravenswood, Willow; Schools in MP not impacted by increases in population; Already lots of stuff going on in MP between 101 and downtown areas between housing developments, office building and other redevelopment increasing density in this area.
- These sites can accommodate the highest net potential units per area. The other sites, especially along West Willow Road, would cause too much congestion to the already congested one lane Willow Road. It can take upwards of 20 minutes to travel 1 mile on Willow Road during peak hours to get onto 101. The schools in 12, 13 & 14 already have capacity.
- #14 is the largest site and also just like the rest of the selected sites are close to freeway and office, plus it will not impact downtown and central Menlo traffic gridlock
- Close to jobs and freeway
- Site 14 can accommodate the most number of units and would reduce the burden on the rest of the community to rezone if site 14 is selected along with one other site. Site 12’s owner is interested in building high density housing and the goal of the community and the goal of the owner can be achieved.

- Proximity to highway and Facebook. These sites are closer to an area in more need of affordable housing without site 14 zoned, sites 3-13 all need to be rezoned to reach the 500 minimum units. A very unlikely scenario.
- Many illegal cottages already exist. Legalizing them via zoning changes will help us meet the housing requirement. Lots are larger and can accommodate second units easily.
- It makes more sense to develop the sites with more units. That way proper urban development can be done around the sites with shops, road improvements, community buildings and parks. Also, the owner of site 14 wants to redevelop, so there is mutual interest
- It makes more sense to develop the sites that have more units. That way proper urban development can be done around those sites with shops, road improvements, community resources, etc. Also the owner of #14 wants to redevelop, so there is mutual interest.
- Other sites look like they will be more disruptive to the neighborhood, impact El Camino and downtown traffic more; impact schools more – however, have not seen environmental assessment.
- None of these add any additional traffic on the El Camino Real corridor which is under duress already. Secondly the elementary schools are likely to be able to accommodate the student load much better (Encinal and Laurel especially are beyond their limits as is).
- Haven Avenue provides the most lead for the highest density project
- Less impact on community/neighborhood. (received via fax on 2/11/13)
- The sites at Hamilton Avenue East and Haven Avenue make the most sense, due to the fact that; a) combined provide more than enough space for the number of units needed; b) buildings in this area will likely improve the surrounding neighborhood and raise value of current properties. Also, these sites are the largest and really the only way to make numbers work. (received via fax on 2/14/13)

**C. Are there any sites that you think should be eliminated from further consideration for rezoning? Please list your reasons.**

- 8 Homewood Place. This site is located on quiet neighborhood street, and the increased traffic would be disruptive to the community. Also the increase in children would burden the Menlo Park City school system. This is funded by property tax and is fixed and unable to compensate for additional children without external funding.
- Please remove the site near Burgess Park, #4. The maintenance of this green space and newly renovated recreational facilities have truly added to the high quality of life and community nature of Menlo Park. The facilities should be accessible and safe for all. Adding high density housing in the area will only serve to detract from the investments that have been made by increasing traffic in an area highly utilized by children.
- Remove #4 (Burgess/Laurel) since it is at the same intersection of vital police/fire/city vehicles yard, fuel and Laurel is key artery for emergency vehicle. Traffic already presents a safety hazard to children using Burgess Park. There are parking issues that

will be exacerbated by this plus Stanford/Arrillaga plan with traffic parking due to tunnel and cut through traffic.

- Site #4 should be eliminated – parking near Burgess Park is already limited. During events, visitors already park in the surrounding neighborhoods. Site #6, #7, & #8 which are along Willow Road will only add to the already congested roads. Willow Road is considering a main access road to the highway. This will negatively affect numerous neighborhoods if more congestion occurs.
- Site 6, 7, 8, 9 should be eliminated from further consideration. Willow Road cannot take any additional traffic. As a homeowner and resident it often takes over 5 minutes to turn in or out of our driveway. There are too few crosswalks on Willow and more traffic could create added danger. Added noise and pollution is also a great concern.
- There is already too much traffic on Willow Road. It can take up to 5 minutes to turn left of our driveway during rush hour.
- Please remove site #4 Burgess and Laurel from rezoning. It is already congested. It is where the gas station for police/fire/etc. There is hardly any parking on Burgess Street during the weekday. With high density, fold can enjoy and park at the park.
- #7 125-135 Willow; #6 St. Patrick Seminary; #5 Homewood Place
- Sites 5, 6, 7 are in an area that already has more traffic than the roads can handle. The last thing this area needs is more traffic and congestion.
- 5, 6, 7 – Willow Road congestion is a very real problem for residents east of El Camino – 101 is the major arterial road and is very hard to access.
- #4. This site is too close to Burgess Park, which currently has an open-space feel. I have serious concerns about the impact of added traffic/parking issues if higher-density housing is built adjacent to the park. Laurel Street is already a busy corridor, and the civic center can't absorb additional congestion.
- Please remove the site near Burgess Park, #4. The maintenance of this green space and newly renovated recreational facilities have truly added to the high quality of life and community nature of Menlo Park. The facilities should be accessible and safe for all. Adding high density housing in the area will only serve to detract from the investments that have been made by increasing traffic in an area highly utilized by children.
- We believe the placement of residential housing in the industrial and manufacturing area of Bohannon Park is totally inappropriate.
- Burgess and Laurel or in Allied Arts should be eliminated: 1) having homeless people near large numbers of children (day and after care, sports programs, at Arrillaga gym, Nealon Park) is clearly dangerous for our children. Parents would not take the risk and will use parks less; 2) having homeless people disposed between the Linfield Oaks and the Gym, Library, etc. would sever the only walking link from Linfield and downtown. Residents would drive more, increasing congestion; 3) Burgess and Laurel is a vital intersection for the Police and Fire Departments as well as Public Works that would become more congested with the addition of larger number of homeless and public service workers. This would greatly affect the safety of both residents in many neighborhoods, besides Linfield Oaks (e.g. Belle Haven); 4) Having large number of transients wandering about neighborhoods including Linfield Oaks and Allied Arts, during



the day would lead to greater crime, including break-in, vagrancy, public urination, etc. This would directly decrease the quality of life in these neighborhoods. Thank you for your consideration.

- Site 7 (125/135 Willow Road) should be removed from consideration for high density housing. The main reason is that more traffic, pedestrian, bicycle and especially automobile entering Willow Road right at the intersection with Middlefield would make an already hopeless situation even worse. In addition, my understanding is that the owners of these two properties are not interested in selling to have the properties developed. The building 135 has a lot of character and appears to be well maintained, it would be a shame to destroy it.
- I believe that the sites that should be eliminated are 6, 7 and 5 as the one lane Willow Road is already so congested. The site at the intersection of Willow and Middlefield (7) should definitely be eliminated as this intersection is horribly congested during peak travel times, often backing up all the way to the 101 freeway. Site #4 should be eliminated as that is immediately across the street from Burgess Park and all the parking spaces directly across this potential site and along Burgess is often at capacity leaving visitors to park in the neighborhood streets. Also, during city celebration, this road is often closed to accommodate the festivities.
- Site 4 on the corner of Burgess and Laurel should be eliminated because this area is a vital artery for emergency and police vehicles. This area is already very congested due to the City yard use, fueling station for police/fire/city vehicles. It is proximity to the park with its high usage, parking issues and traffic
- Yes, site 5 and 4; these are in the middle of a neighborhood – traffic and character changing elements make these undesirable.
- #5, 6 and 7 should be eliminated because of major traffic issues at Willow/Middlefield and Ravenswood and El Camino.
- #5, 6 and 7 should be eliminated because there are already significant traffic issues at Willow/Middlefield intersection.
- St. Patrick's Seminary; Willow Road – traffic impacts; Sand Hill Road; Homewood Place – probably not available as per comments at meeting
- Sites 5, 6, 7 should be eliminated because Willow Road cannot handle any more traffic! The air is thick with road dust and particles of rubber from tires. Almost impossible to get out of our driveways!
- Placing this type of housing around downtown and Burgess Park seems like a bad idea. We as a community invested heavily in upgrading Burgess facilities and downtown and placing high density housing around this area is not equitable to people who made that investment and own property in these area. It also adds to school and traffic problems which are yet to be codified.
- We believe the placement of residential housing in the industrial and manufacturing area of Bohannon Park is totally inappropriate. As citizens of Menlo Park we have been watching this housing element move along and so we were shocked and surprised to see this area added and designed for 80 units and 5 story building a few days before the vote, and other areas removed from the plan. The traffic at this corner of Marsh Road is already beyond F. It can take ½ hour to get to 101, and traffic is backed up to

Middlefield Road at many times during the day. This area is in the Ravenswood School District and far from the schools. There is little to no public transportation in this area. This area is zoned for Light Industrial and Manufacturing. This is one of the only areas where Menlo Park can get new revenue and encourage more business. Putting residential here would detract from the business park. It would also take away areas that would become employment opportunities for Menlo Park citizens. Bohannon Drive is one of two roads into the business park, and does become quite congested several times a day. We think the best places for housing should be near trains, buses and downtown shopping. Perhaps even allow second stories on the retail stores for apartments and condos. This isolated area in the middle of Bohannon Industrial Park should be eliminated from the housing element. It is the least desirable spot for all the reasons we have stated. We believe when this area was added the plan not much time was taken to look at all the draw backs involved. (submitted by Newton and Kitty Craven)

- The residents of Lorelei Manor (Lorelei Lane, Harmon Drive, Christopher Way, and Callie Lane) wish to voice our concern about the proposed housing development site at the Bohannon Post Office. We recognize the need for affordable housing Menlo Park, both to address the very real shortage and to place the city back into compliance with California's General Plan. However, locating high-density housing at the Bohannon site "addresses" these legitimate issues by creating a housing development in the middle of an industrial area with limited access to neighborhood communities (there is nothing resembling a neighborhood on that side of Marsh Road), and no access to Menlo Park schools. This will benefits families who need both affordable housing and good schools. It also will hurt Lorelei Manor, our property values will fall if a high rise is built across the tracks, and the already-congested traffic on Marsh Road will be even more impacted. If this proposed site does get approved, at the minimum, we request that the development not exceed 35 feet high. Anything higher would be an eyesore, as well as diminishing the suburban feel of our neighborhood. Moreover, the families on the north side of Lorelei Lane will lose their privacy if a high rise is installed overlooking their backyards. We also request that the planners include a blueprint for integrating this community into Menlo Park, rather than creating an isolated area cut off by the train tracks and commercial buildings. To this end, we would like to see this zoned for the Menlo Park school district, rather than the Ravenswood district. We also would like to see plans for a vibrant business and recreational district that enhances a housing site, before any building is approved. (submitted by The Lorelei Manor Board, Tom Cecil, President; Lynn West, Secretary; Emily Moberg Robinson, Housing Commission)
- Site 4 adjacency to park and neighborhood is completely inappropriate. (received via fax on 2/11/13)
- #4, 5, 6, 7 – all of these sites would create major traffic and congestion in neighborhoods that already have major problems. Traffic particularly on Willow at commute times is terrible. We would see dramatic devalue in properties in these neighborhoods. (received via fax on 2/14/13)

## Housing Element Process and Strategies

### A. Are there modifications or suggestions you have for the following Housing Element strategies?

#### 1. *Opportunities to Construct New Second Units*

- Yes! Lower sq. footage to 7500 sq. ft.
- I think this should be done very carefully. My worry is that Second Units will become substandard housing that will cheapen the feel of the community. If it is to be done, it should be of minimal and sufficient square footage to be desirable (say > 1000 sq. ft.). There must be protection to prevent subdivision of lots which have 2<sup>nd</sup> units otherwise substandard lots will deteriorate the quality of housing in Menlo Park.
- Should be considered where appropriate
- If done tastefully and with specific size and use and noise limits – don't want that to decrease existing property value or make living next door unpleasant.
- Yes allow these as necessary to reduce the burden to rezone more areas to high density
- Approving new second units doesn't count in the City math towards to 500 units required. This tells me the city isn't serious about allowing new second units.
- This should be strongly encouraged. Second units are far more palatable than low income subsidized housing.
- Yes
- Selectively yes

#### 2. *Legalization of Existing Illegal Second Units*

- Yes
- See above. Every effort must be taken to make sure the illegal unit meet code requirements.
- If carefully considered
- May be an option, depends on how you can implement without degrading nearby properties and adding blights to existing neighborhoods
- Yes we should be more active here to reduce the burden for other high density housing – schools already crowded, etc.
- For this, city needs to stop talking about this and start approving
- Very important, makes sense
- Yes

### 3. *Infill Housing Around the Downtown*

- Yes south side of Middle Ave.
- Should be allowed, and encouraged 10 HUA townhomes style construction. This will take pressure off other neighborhoods.
- Makes more sense if it brings more activity to downtown
- How do you restrict cars so it doesn't intensify traffic?
- This is very density should be focused. Not in single family neighborhoods
- Yes

### 4. *Mixed Use (Housing Allowed in Commercial Areas)*

- This should be allowed and encouraged particularly downtown. The best example of how this could work well is Santana Row. Matching the commercial to the housing has a lot of other dependencies such as parking, and marketing to attract good commercial tenants.
- Commercial yes – commercial professional no
- That is appealing if away from already crowded downtown area
- Strongly support
- Yes

### 5. *El Camino Real/Downtown Housing*

- Should be allowed, and encouraged for higher density than current planned. I think Santana Row is a good example of what could work, which allows for five or so story condominiums with retail on the first floor. Higher density would take pressure off the other neighborhoods, and leaves that capacity for future housing element updates. Having a dense downtown, leaving the outlying neighborhood low density will provide a more cohesive organization in my opinion.
- Make more sense if it brings more activity to downtown
- Reduce the size of development on ECR as traffic is awful there already
- Too much traffic already – limit to available parking lots so El Camino doesn't become a parking lot of stopped cars.
- Strongly support
- Very poor location. Our traffic is already gridlock
- Yes

6. *Housing for Person Living with Special Needs*

- Given Menlo Park's homeless demographic (70 % Veteran), the VA site should be reserved for people with these needs

7. *Incentives for Affordable Housing*

- Integrate with high-density housing plan so there is socioeconomic diversity throughout the city.
- What more than zoning is the city required to do. If not required do not incentivized for this

**B. Are there any other strategies for new housing that should be considered?**

- Where is the housing count?
- As mentioned above – a Santana Row like downtown is more desirable than the current piecemeal approach.
- We need to seriously look at finding ways to improve/fund low income housing to existing, non-down buildings in EPA and RC. They are close commutes for service and retail and office workers without adding to service congestion and infrastructure problem (schools at/over capacity).
- Zone commercial areas for residential in non-traffic areas.
- Low income housing – should only be rental and occupant should submit proof of income yearly to qualify for low rent.
- I would like to see the proposed Arrillaga-Stanford development site devoted to new housing. El Camino now has no housing on it.
- If you pick site with highest number of units, shuttle transportation between Caltrain and site because more economically feasible. Please leave out the Willow Road sites from consideration – the traffic problems that will be created will lead to even bigger issues create city going forward.
- How about stop taking fund from State so we can opt out of building any more of these requirement in our already maxed out city?
- Stop dragging feet on second units.
- We should allow accessory building to be converted to secondary dwelling units. After all, they already exist and won't be going anywhere. It only makes sense
- Yes – we must look at putting all this in another town as others have done. Why is this not on the table.

### ***Space for Other Comments***

- I looked at the various locations on the website and the only comments I have is that I protest location Site 8. This street is already so congested that it is not ideal for multiple housing. If one would park on this street throughout the day, would realized this small lot does not make sense.
- The best place for the homeless shelter is at the VA. The worst place is next to Burgess Park. The town has made such a huge investment in the area. The improve facilities are very heavily used and the traffic situation is already fairly congested. Additional housing, especially high density housing will make this already busy area too busy. And the Stanford building coming on El Camino, God help us when the make the pass through under the tracks.
- Site 13 should not be zoned residential. Similarly site 14 is not a residential area. These two sites are commercial site. Any attempt to “create” a community would be disingenuous attempt by planning commission/City Council to create a community. The two sites could potentially be a “ghetto” on the wrong side of the tracks. Currently the Bohannon site is a one story building and the largest it should ever be zoned for two stories. A building larger than two stories would create an eye sore for the current Lorelei neighborhood. Also Marsh Road is already impacted by traffic and more housing would make this situation worse. Most homes today are two car households. Building housing on sites 13 & 14 future increases traffic as neither are close to transportation hubs. Quite frankly one would need to drive to Caltrain as bus routes are inconvenient and buses times sporadic. If Menlo Park, really wants to build housing and integrate these new residents in our community these two sites isolate the new residents to Menlo Park community at large.
- Owner of affordable housing is a joke. People qualify initial to buy below market housing. After few years, they have money for whatever reason. They now drive BMW. I still struggle to pay my mortgage.
- Willow Road is now used as a virtual freeway almost unusable for about 5 hours each day because of heavy traffic congestion. To add more traffic would be an insult to the people living there.
- I own a home in the 100 block of Willow. The traffic flow is at a standstill. Emergency vehicles at times have to go in the opposite lane to get through gridlock. This is a street of mostly homes not a freeway. The last thing that we need is more congestion and pollution resulting from idling traffic. I invite you to stand on the center island at Middlefield and Willow (with the panhandler) and breathe in the air. In the last years we have already had high density houses built at Willow/Sunset Linfield and Middlefield, seminary complex. There was less traffic when there were commercial buildings at these sites. At least on weekend it was not difficult to exit our driveways. Also consider a lot of Palo Alto traffic flows through the intersection of Willow and Middlefield.
- I would like to understand why 22 sites were reduced to 14 with no environmental or financial impact studies. Please make these decisions public as I think they would be informative to the community
- Why aren't all agencies and commissions in Menlo Park sitting down and discussing all issues together so the public can be fully informed of the issues – traffic for housing,

Arrillaga bldg., etc.; schools for the same; impact of offices proposed for Arrillaga on the housing element, etc. – everyone seems to be operating independently.

- Please do not build any more housing that will make the traffic worse than it already is.  
Thank you
- The settlement has tied our hands is what we are told. Our only way to protect our community is to fight this battle in Sacramento. This is not going to stop here as we have been reminded. Hence the council, housing commission, the attorneys need to huddle up and come up with a way to fight these mandates in conjunction with other cities. You owe this to your constituents as it is obvious from the turnout and public reaction we are not happy about why and how we got here or the future ahead. We have representatives in the State who should advocate for our city and our staff needs to advocate for us.

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Comments	SITE RANKING FROM COMMENTS SHEETS													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	4	5								2	3			1
2	6	7								5	4	2	3	1
3	2	3	1		4									
4	5	3										2	4	1
5	5	3										2	4	1
6	5										3	2	4	1
7	4			3	5							2		1
8	2			3				5	4					
9		3	5						4					2
10												2		1
11												2		1
12												1		2
13												2		1
14									5	4	3	2		1
15			3	2								4		1
16												2		1
17												2		1
18										3	2	1	5	4
19		4										2	3	1
20									3	5		2	4	1
21										5	4	3	2	1
22														1
23												2		1
24										3	4	2	5	1
25	4			3	5							2		1
26									3			2		1
27														1
28									3	4	5		2	1
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30	1	2	3	4	5									
31										3	1	2		
32		1	4	2					3	5	5			
33	4			3	5							2		1
34									4	3	3	2	5	1
35	1	2	3						4				5	
36	1	2	3						5				4	
37	1	2	3			5			4					
38	1	2	3			6			4				5	
39		3	4	5							1	2		
40								3	4	2				1
41	2							3		4	5			1

Comments	SITE RANKING FROM COMMENTS SHEETS													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
42	4			2	5							3		1
43		1							5	4	3	2		
44												2		1
45		1	3									4	2	5
46										2	3			1
47										2	3			1
48														1
49	5	4										3	2	1
50		1	5		3				4		2			
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67		3							4			2	5	1
68		3							4			2	5	1
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70		3										2		1
71												2		1
72					3						4	5	2	1
73		3										1		2
74									5	4	3	2		1
1st Choice	6	4	1	0	0	0	0	0	0	1	1	3	0	56
2nd Choice	5	7	0	3	0	0	0	0	0	4	5	34	8	3
3rd Choice	2	10	8	4	2	0	0	2	4	4	11	9	4	0
4th Choice	8	4	2	2	1	0	0	0	10	8	5	2	8	1
5th Choice	5	2	2	1	6	1	0	1	6	5	3	3	7	1
<b>Total Mentions</b>	<b>26</b>	<b>27</b>	<b>13</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>20</b>	<b>22</b>	<b>25</b>	<b>51</b>	<b>27</b>	<b>61</b>

<u>Site #</u>	<u>Site Name</u>	<u>Site Address</u>	<u>Parcel</u>	<u>OwnerName</u>	<u>Interest in High Density Residential Only Zoning at this Point in Time</u>
1	I-280 and Sand Hill (Banana Site)	2900 block Sand Hill Road	074481010	Leland Stanford Jr. University	No
2	Hewlett Foundation	2111 Sand Hill Road	074450030	Leland Stanford Jr. University	No
3	Corpus Christi	215, 251 & 255 Oak Grove Avenue	061382170	Corpus Christi Monastery	No
4	401-445 Burgess Dr	401 Burgess Drive	062390170	The Magnussen Phelan LP	No
4	401-445 Burgess Dr	425 Burgess Drive	062390180	Braun Andrea Stoll	No
4	401-445 Burgess Dr	431 Burgess Drive	062390190	Burgess Holdings LLC	No
4	401-445 Burgess Dr	445 Burgess Drive	062390200	Burgess Institutes LLC	No
5	8 Homewood Pl	8 Homewood Pl	062421010	K K N II LLC	No
6	St. Patrick's Seminary	320 & 322 Middlefield Road	062460060	Roman Catholic Seminary of S F	No
7	125-135 Willow Rd	135 Willow Road	062272450	JLS Willow Properties Inc.	Yes
7	125-135 Willow Rd	125 Willow Road	062272640	J Cyril Johnson Investment Corp.	No
8	555 Willow	555 & 557 Willow Road	062285300	Ghoddousi Olympia & Houshang	No
9	Veterans Affairs Clinic	700 Bay Road & 795 Willow Road	062470050	United States of America	Yes
10	MidPen's Gateway Apts	1221-1275 Willow Road	062103610	Menlo Gateway Inc.	Yes
11	MidPen's Gateway Apts	1317-1385 Willow Road	055383560	Menlo Gateway Inc.	Yes
12	Hamilton East	631 Hamilton Avenue	055374120	Mt. Olive Apostolic Original	Yes
12	Hamilton East	605 Hamilton Avenue	055374130	Mt. Olive Apostolic Original	Yes
12	Hamilton East	721 Hamilton Avenue	055396070	Bayfront Investments LLC	Yes
12	Hamilton East	Vacant Land	055396030	Bayfront Investments LLC	Yes
12	Hamilton East	Vacant Land	055396060	Bayfront Investments LLC	Yes
12	Hamilton East	755 Hamilton Avenue	055397010	Bayfront Investments LLC	Yes
12	Hamilton East	759 Hamilton Avenue	055397020	Bayfront Investments LLC	Yes
12	Hamilton East	763 Hamilton Avenue	055397030	Bayfront Investments LLC	Yes
12	Hamilton East	767 Hamilton Avenue	055397040	Bayfront Investments LLC	Yes
12	Hamilton East	700-800 blocks Hamilton Avenue	055397050	Bayfront Investments LLC	Yes
12	Hamilton East	700-800 blocks Hamilton Avenue	055398240	Calhoun Jim & Carol Ann TRS	Yes
12	Hamilton East	771 Hamilton Avenue	055398010	Calhoun Jim & Carol Ann TRS	Yes
12	Hamilton East	735 Hamilton Avenue	055398030	City of Menlo Park/Comm Dev Agency	Yes
12	Hamilton East	787 Hamilton Avenue	055398040	City of Menlo Park/Comm Dev Agency	Yes
12	Hamilton East	791 Hamilton Avenue	055398050	City of Menlo Park/Comm Dev Agency	Yes
12	Hamilton East	801 Hamilton Avenue	055398060	City of Menlo Park/Comm Dev Agency	Yes
12	Hamilton East	811 Hamilton Avenue	055398070	City of Menlo Park/Comm Dev Agency	Yes
12	Hamilton East	821 Hamilton Avenue	055398080	City of Menlo Park/Comm Dev Agency	Yes
12	Hamilton East	831 Hamilton Avenue	055398090	Angelo Paul TR	Yes
12	Hamilton East	841 Hamilton Avenue	055398100	Angelo Paul TR	Yes
12	Hamilton East	851 Hamilton Avenue	055398110	Angelo Paul TR	Yes
13	Main Post Office	3875 Bohannon Dr.	055251120	United States Postal Service	No
14	Haven Avenue	3605, 3607, 3609 & 3611 Hamilton Avenue	055170190	Black Mountain Holdings LLC	Yes
14	Haven Avenue	3615 Haven Avenue	055170200	Black Mountain Holdings LLC	Yes
14	Haven Avenue	3600 block Haven Avenue	055170270	Black Mountain Holdings LLC	Yes
14	Haven Avenue	3633, 3635, 3637 & 3655 Haven Avenue	055170180	Black Mountain Holdings LLC	Yes
14	Haven Avenue	3639 Haven Avenue	055170320	CE Niehoff & Co	Yes
14	Haven Avenue	3631 Haven Avenue	055170330	Scarlett Henry A & P M TRS	?
14	Haven Avenue	3639 & 3651 Haven Avenue	055170060	Buttler Realty LLC	Yes
14	Haven Avenue	3665 Haven Avenue	055170070	Buttler Realty LLC	Yes
14	Haven Avenue	3645 Haven Avenue	055170080	Buttler Realty LLC	Yes
14	Haven Avenue	3645 Haven Avenue	055170210	Buttler Realty LLC	Yes
14	Haven Avenue	3645 Haven Avenue	055170210	Buttler Realty LLC	Yes
14	Haven Avenue	3645 Haven Avenue	055170220	Buttler Realty LLC	Yes
14	Haven Avenue	3705 & 3695 Haven Avenue	055170240	Integrus Millennium JT Venture LLC	No
14	Haven Avenue	3715 Haven Avenue	055170340	Deerfield Haven LLC	No
14	Haven Avenue	3721 & 3723 Haven Avenue	055170350	Integrus Millennium JT Venture LLC	No
14	Haven Avenue	3735 Haven Avenue	055170300	Tyson Joann M TR	No
14	Haven Avenue	3735, 3745 & 3757 Haven Avenue	055170280	Tyson Lawrence Lee TR	No
14	Haven Avenue	3600 block Haven Avenue	055170290	Tyson Lawrence Lee TR	No

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Tyson & Tyson Operations  
dba Menlo-Atherton Storage  
3757 Haven Avenue, Menlo Park, CA 94025

February 6, 2013

Mr. Justin Murphy  
Development Services Manager  
City of Menlo Park  
701 Laurel Street  
Menlo Park, CA 94025-3483

Re: 3735 & 3757 Haven Avenue  
Housing Element Proposed Property Rezoning  
APN's 055-170-300, 055-170-280 and 055-170-290

Dear Mr. Murphy:

We are the owners of Tyson Kennels and Menlo Atherton Storage located at 3735 and 3757 Haven Avenue, respectively. Our businesses are located within Section 14 of the sites being studied for possible rezoning for higher density housing. While we support the rezoning for the properties located on the **3600** block of Haven Avenue, we strongly oppose the rezoning of our properties located 3735 ad 3757 Haven.

We would like to tell you a little about the Tyson family and the family owned businesses we operate on the properties. Tyson Kennels was established in 1972 and is owned equally by Muchmore-Tyson, Inc. (Larry and Verna Tyson shareholders) and Paul Tyson. Our sister Randy, and her husband David, operate the kennel which provides day care and boarding of dogs and cats. Randy and David provide on-going training of German Shepherds and their law enforcement handlers. The Shepherds become part of the K-9 units of the police and sheriff departments in the Bay Area and throughout the State. They are respected both here and Germany for the excellence of their breeding and training. These are longtime, viable and continuing business activities that provide essential services to the community.

Since 1985, Larry, Paul and Verna Tyson as partners of Tyson & Tyson Operations, LP, have successfully operated Menlo Atherton Storage at 3757 Haven Avenue. This well maintained, class A storage facility is adjacent to the kennel property and is one of only two self storage facilities in Menlo Park. Menlo Atherton Storage provides much needed storage for households and businesses in the community as well as RV parking.

Our established family businesses have successfully operated with high standards of care, professionalism, and superb customer service in the community for many decades.

#### Reasons for Opposition

The properties are zoned M-2 and were developed accordingly. We believe M-2 is the optimal and only viable zoning for these properties for the following reasons:

- We have long-time successful and continuing business operations on the property.
- The long and narrow, sliver shaped, parcels are not conducive to development of housing. Please refer to the attached parcel map.

Tyson & Tyson Operations  
dba Menlo-Atherton Storage  
3757 Haven Avenue, Menlo Park, CA 94025

- The self storage property abuts the bay tidal and drainage channel along the 1,300 lineal feet on the East side. The Atherton Channel dissects the property. This severely limits the buildable width of the site.
- The properties are more subject to liquefaction. The soil type does not support three and four story buildings that would be necessary to achieve high density housing.
- Many of the properties slated for rezoning on the **3600** block of Haven Avenue are currently owned or under contract by developers who intend to build high density housing. The St. Anton proposed development would provide over 400 homes, and the Butler proposed development would provide another 200 homes. This well exceeds the projected 464 homes for Section 14. In addition, there is the potential for housing development of other viable properties within Section 14. Our properties on the 3700 block of Haven are not needed to achieve the housing goals for the Section.
- The rezoning of our properties would severely impact the value in a negative way. Future expansion of the current uses of the properties would be prohibited. The Kennel property could not be developed into any other M-2 use and is not developable as high density housing due to its size, shape and soil conditions. It would render the property valueless and useless.

For all these reasons, we strongly oppose the rezoning of our properties. We appreciate your consideration of our concerns. Please feel free to contact us if we can provide additional information.

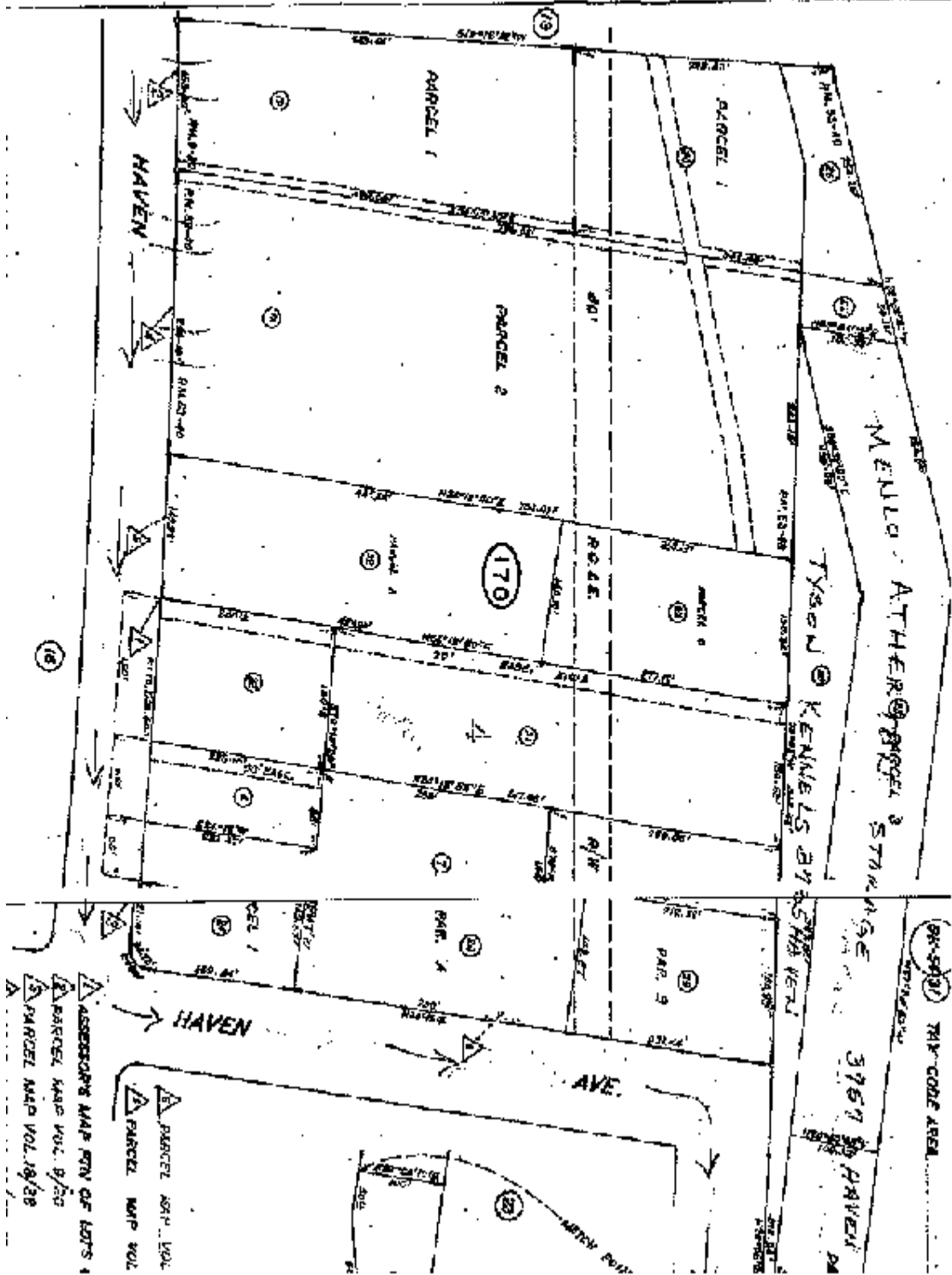
Sincerely,

Paul Tyson

Larry Tyson

Tyson & Tyson Operations  
dba Menlo-Atherton Storage  
3757 Haven Avenue, Menlo Park, CA 94025

San Mateo, CA, 2007-2008 - 055-170-190, 3605 HAVEN AVE, MENLO PARK CA 94025-11



March 6, 2013

The City of Menlo Park, Planning Division, *via electronic mail*  
Attn: Mr. Justin Murphy, Development Services Manager  
701 Laurel Street  
Menlo Park, CA 94025

**Re: Support for Inclusion of 3605-3655 Haven Avenue for Housing Element Site Consideration**

Dear Mr. Murphy:

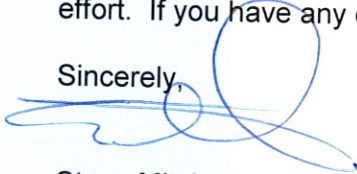
Black Mountain Properties owns approximately 8.2 acres of land located at 3605-3655 Haven Avenue in Menlo Park (see attached). These contiguous parcels are entirely owned by our company and we are in the process of selling them to St. Anton Partners, a major private California multifamily developer. On most of your recent Housing Element documents, our site is referred to as "Site 14" and is grouped with properties owned by other interests. Our site, alone, is one of the largest developable properties in the City of Menlo Park.

It is important to note that our Haven Avenue parcels have supporting infrastructure without environmental constraints (i.e. wetlands habitat). We are advised that some landowners have asked to be removed from the Housing Element list. In our case, we fully **SUPPORT** the inclusion of these parcels.

St. Anton Partners is working with a seasoned group of architects to design a multifamily community that is consistent with the character of the Haven Avenue community while meeting the desperate need for housing. The preliminary design developed by St. Anton Partners meets the state's minimum 30 dwelling units per acre requirement.

We appreciate all of the time and resources that you and the city are putting into this important effort. If you have any questions, please do not hesitate to contact me at (650) 595-8452.

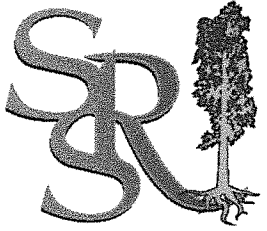
Sincerely,



Steve Mitchell  
COO, Black Mountain Properties

cc: Mr. Ardie Zahedani, Vice President of Development, St. Anton Partners  
Mr. David Johnson, Lead Project Consultant, D.R. Johnson and Company





**SEQUOIA**  
REALTY SERVICES

135 Franklin Street  
Redwood City, CA 94063  
PHONE: (650) 556-8660  
FAX: (650) 556-8661

[WWW.SEQUOIAREALTYSERVICES.COM](http://WWW.SEQUOIAREALTYSERVICES.COM)

March 6, 2013

**RE: Housing Element Update**

Dear Mr. Murphy;

This letter is in support of the proposed re-zoning for the property located at Haven Avenue, also known as Site 14.

This property will allow the largest number of units within the proposed plan and provide the least amount of objections from the local community.

Sincerely,

Jeri Richardson-Daines



135 Franklin Street  
Redwood City, CA 94063  
PHONE: (650) 556-8660  
FAX: (650) 556-8661

[WWW.SEQUOIAREALTYSERVICES.COM](http://WWW.SEQUOIAREALTYSERVICES.COM)

March 6, 2013

**RE: Housing Element Update**

Dear Mr. Murphy;

This letter is in support of the proposed re-zoning for the property located at Haven Avenue, also known as Site 14.

This property will allow the largest number of units within the proposed plan and provide the least amount of objections from the local community.

Sincerely,

Jeff Badstubner

March 7, 2013

# DEERFIELD

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## REALTY CORPORATION

Justin Murphy  
Development Services Manager  
City of Menlo Park  
701 Laurel Street  
Menlo Park, CA 94025

**Re: Rezoning Haven Avenue**

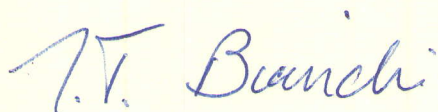
Dear Justin,

My name is Tito Bianchi. I am a Menlo Park resident, and I own (as part of a larger group) and occupy an office building located at 3715 Haven Avenue (APN: 055-170-340). I wanted to provide my input on the Housing Element process, as it relates the area surrounding my office.

In reviewing the various alternatives throughout our fine City, it seems clear to me that the Haven Area is a prime candidate for a zoning shift towards residential. Given the size of the parcels being evaluated, this area provides the opportunity to make the greatest impact on our housing shortage. I see little to no negative repercussions for commercial properties such as ours, and the location follows the wise urban planning trend towards placing residential areas within close access to main commuting arteries (in this case, Highway 101 via Marsh Road).

Should you have any questions, please do not hesitate to give me a call.

Regards,



TJ Bianchi

Vice-President, Deerfield Realty



March 5, 2013

The City of Menlo Park, Planning Division  
Attn: Mr. Justin Murphy, Development Services Manager  
701 Laurel Street  
Menlo Park, CA 94025

Re: **Support for 3639 Haven Avenue (APN: 055-170-320) as Housing Element Site**

Mr. Murphy:

C.E. Niehoff & Company owns approximately 1.5 acres of land located at 3639 Haven Avenue in Menlo Park. We are in the process of selling the parcel to St. Anton Partners, a multifamily developer who intends to redevelop the site with housing consistent with the Housing Element Update.

On your recent Housing Element documents, our site is referred to as “Site 14” and is grouped with properties owned by other interests. C.E. Niehoff and Company **SUPPORTS** the inclusion of 3639 Haven Avenue as a Housing Element rezone site.

Thank you for your consideration of our position.

Sincerely,

George Buhrfeind  
President

GB/lk

## SUMMARY OF LIKELY CONCLUSIONS OF THE HOUSING ELEMENT ENVIRONMENTAL ASSESSMENT AND FISCAL IMPACT ANALYSIS

### Environmental Assessment

As part of the Housing Element process, an Environmental Assessment (EA) is being prepared. The EA evaluates potential environmental consequences that could result from future development that would occur by adopting and implementing the proposed Housing Element Update, General Plan Consistency Update and associated Zoning Ordinance amendments. The document studies impacts of the rezoning of 14 sites for up to 900 dwelling units, up to 118 infill dwelling units, and up to 300 secondary dwelling units for a total of 1,318 units through the year 2035.

The EA studies a broad range of topics, including aesthetics, biological resources, hazards and hazardous materials, public services and recreation, and traffic and transportation to name a few. The EA addresses 14 different topic areas, and each of the initial 14 sites that were identified for higher density housing has been preliminary assessed amongst these topics. Below is a general summary of the findings for consideration.

In general, the proposed project would not create any unusual environmental impacts. Where potential environmental impacts may occur, proposed General Plan policies as part of the General Plan Consistency Update would generally self-mitigate the impact(s) to less than significant. Preliminary studies indicate that there would be three topic areas that would create a significant, unavoidable impact. The impacts are related to Traffic and Transportation, Air Quality and Greenhouse Gas Emissions, which are also topic areas that were identified as significant, unavoidable impacts in the El Camino Real/Downtown Specific Plan environmental impact report. For these three topic areas, the impacts are citywide. Given the thresholds for these topics, a reduction in the number of dwelling units to obtain a less than significant impact would likely result in a project that would not meet the objective of achieving the housing need numbers.

The preliminary analysis also identifies several topic areas that may warrant additional review and/or mitigation.

- **Biological Resources:** Sites 1, 2, 3, and 6 are primarily undeveloped parcels that include grasslands or oak woodland and contain mature trees, and impacts associated with development on grasslands include disturbing nesting birds or roosting bats, loss of sensitive species and the removal of heritage trees.

While the remaining nine sites are located in mostly urbanized or bayland areas, sites 9 is an area with a man-made, park-like setting with non-native lawn and oak trees while site 12 is a former industrial site with a grassy vegetation covering, but no trees. On these sites, impacts would probably be limited to trees (if removal is proposed).

- **Cultural Resources:** Sites 3, 6, 7 and 9 have the potential to be eligible for the California Register as historic districts. Development on sites 3 and 6 has the potential to impair the integrity of certain aspects of the properties, including setting, feeling and association, and new construction could be incompatible with the site. Site 7 does not contain necessarily historic value, but new construction could impact the integrity of nearby historic resources if the design, massing and scale is not appropriate. While site 9 contains several historic resources, the proposed area for rezoning is not visually connected with these historic sections. However, new construction at the proposed area could affect a park like setting that is associated with two nearby historic buildings. Altering the park setting could visually disrupt the spatial relationship between these items and potentially impair the integrity of the setting, feeling and association of the historic buildings.
- **Hazardous Materials:** Sites 12 and 14 are former industrial sites, which would require soils remediation prior to development for residential uses. While the soils management plans would be required, the property owners are aware of this need and are working towards addressing this issue. Approval from the applicable oversight agency would be required prior to any development.
- **Land Use and Planning:** Redevelopment of sites 13 and 14 would change industrial designated land to residential uses, but would not be considered to divide an existing neighborhood. Through proper design, the future development could provide a sense of identity and community. Redevelopment of sites 1 and 2 would require annexation into the City. The lands are currently vacant and have been identified in Stanford's pending Habitat Conservation Plan (HCP). However, preliminary findings indicate that the sites do not contain special species and therefore, the proposed project would not conflict with the HCP. Implementation of the 14 rezonings would allow future development on locations that are either developed and/or underutilized, and/or in close proximity to existing residential development and other services, where future development would potentially have lesser impacts on natural resources.
- **Noise:** All of the sites would be exposed to local roadway noise. Housing sites 11, 12, 13 and 14 would be exposed to traffic noise from Highway 101 and Bayfront Expressway. In addition, housing sites 11, 12 and 13 would be exposed to railway activity on the Dumbarton line while site 4 would be exposed to noise from the Caltrain line. Housing site 1 would be exposed to traffic noise from Interstate 280. While these noise sources exist, future development would be required to comply with applicable exterior and interior noise standards, which could incorporate appropriate site design techniques and/or the use of mechanical ventilation and rated windows to effectively reduce noise levels.
- **Public Services:** The 14 sites are located within four different elementary school districts. For purposes of an EA, potential impacts to school districts are addressed through the payment of School Impact Fees and therefore, impacts

are considered less than significant. However, Menlo Park City School District and Las Lomas School District would potentially exceed projected enrollment with the addition of students potentially generated from new housing developments in the school district boundaries. The Ravenswood School District and the Redwood City School District have additional capacity at this time. Sites 8, 9, 10, 11, and 12 are located in the Ravenswood School District while sites 13 and 14 are located in the Redwood City School District.

### Proposed Housing Sites for Higher Density Housing

Site	Site Name <sup>a</sup> (APN)	APN	Existing Zoning <sup>b</sup>	Existing General Plan Designation	Existing Use
1 <sup>d</sup>	I-280 and Sand Hill (Banana Site)	074481010	R-E/S-11	Institutional/ General Open Space/ Future Study	Vacant Land
2 <sup>d</sup>	Hewlett Foundation	074450030	R-E/S-9	Medium Low Density Residential	Vacant Land
3	Corpus Christi	061382170	R2	Medium Density Residential	Vacant Portion of Church Grounds
4 <sup>e</sup>	401-445 Burgess Drive	062390170	C1A	Professional and Administrative Offices	Office: Multi-Story
5	8 Homewood Place	062421010	C1	Professional and Administrative Offices	Office: Single-Story
6	St. Patrick's Seminary	062460060	R1S	Low Density Residential	Vacant Portion of Educational Facility
7 <sup>f</sup>	125-135 Willow Road	062272640	C1A	Professional and Administrative Offices	Office: Multi-Story
8	555 Willow Road	062285300	R3	Medium Density Residential	Restaurant
9	Veterans Affairs Clinic	062470050	PF	Public Facilities	Vacant Portion of Campus
10	MidPen's Gateway Apartments	062103610	R3	Medium Density Residential	Multi-Family Residential
11	MidPen's Gateway Apartments	055383560	R3	Medium Density Residential	Multi-Family Residential
12	Hamilton Avenue East	055398110	M1	Limited Industry	Light Industrial and Vacant Land
13 <sup>f</sup>	Main Post Avenue	055251120	M2	Limited Industry	Post Office Slated for Closure
14 <sup>e</sup>	Haven Avenue	055170350	M2	Limited Industry	Light Manufacturing, Storage and Vacant

## **Fiscal Impact Analysis**

As part of the Housing Element process, a Fiscal Impact Analysis (FIA) is being prepared. The EA evaluates potential fiscal consequences that could result from future development that would occur by adopting and implementing the proposed Housing Element Update, General Plan Consistency Update and associated Zoning Ordinance amendments. The FIA studies impacts of the rezoning of 14 sites for up to 900 dwelling units, up to 118 infill dwelling units, and up to 300 secondary dwelling units for a total of 1,318 units through the year 2035.

The FIA addresses change in revenues and expenditures, and resulting net fiscal impact that would result from the project, as well as the special districts and five school districts that serve the project sites. In addition, the FIA includes a supplemental analysis that evaluates the potential development from the Housing Element along with development that is currently allowed in the General Plan and by zoning. The supplemental analysis also considers the findings from other FIAs prepared for the El Camino Real/Downtown Specific Plan, 389 El Camino Real, Menlo Gateway and the Facebook Campus projects.

For discussion purposes, the following provides an overview of the preliminary FIA findings.

### ***General Fund***

The FIA focuses on the City's General Fund, which represents a portion of municipal and district budgets that finance ongoing provision of basic services. To pay for these services, the City's General Fund and operating funds are dependent on discretionary revenue sources such as property taxes, sales taxes and transient occupancy tax. Generally, the addition of housing requires cities to provide additional services for the increase in service population. The cost of providing these services are often offset by increases in General Fund revenues associated in sales and use taxes, property taxes and impact fees and capital facilities charges. At project build out, projected annual revenues to the City would increase, but the City's General Fund expenditures are expected to increase by a greater amount, resulting in a net negative fiscal impact.

### ***Special Districts – Menlo Park Fire Protection and School Districts***

In addition to the General Fund, the proposed project would generate fiscal impacts to various special districts. The FIA is analyzing impacts to the Menlo Park Fire Protection District as well as the five school districts that serve the City.

Impacts to the Fire District are expected to be fully covered in combination through new property tax revenues and the adoption of a pending development impact fee.

The FIA analyses five school districts, four elementary and one high school, that could be affected by the rezoning of 14 sites throughout the City. The differences in school



district funding affect the fiscal impact of each of the districts. The Ravenswood and Redwood City School Districts are Revenue Limit districts, which means that the State provides funds as needed to ensure a set level of per student spending. This means that if a development does not provide sufficient property tax revenues to offset the cost of an increase in student population, State funds would make up the difference. Conversely, State funding would be reduced proportionately if new property taxes provide more revenue than needed to offset the cost of an increase in student population. This means that the net fiscal impact for a revenue limit district will always be zero.

By comparison, a basic aid school district receives a minimal amount of State aid and instead relies on property tax revenues to fund school activities. Menlo Park City, Las Lomas Elementary and Sequoia Union School Districts are all basic aid districts. Preliminary findings in the FIA show that the project would have a net negative fiscal impact on the three school districts, with Sequoia Union High being the most affected.

### ***Supplemental Analysis***

In order to provide a full picture of the fiscal impacts for development pursuant to the General Plan, the FIA will be including a supplemental analysis. Preliminary findings are estimating that any deficit to the General Fund and school districts resulting from the Housing Element Update would be substantially offset by other recently approved developments (Specific Plan, Facebook, Menlo Gateway) and other development allowed by the General Plan. Overall development would create a net positive fiscal impact.

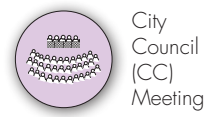
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# Remaining Schedule of Meetings and Other Activities

Prepared for March 12, 2013  
City Council Meeting

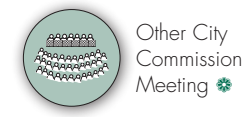
Revision of the City of Menlo Park Housing Element and Consistency Update to the City of Menlo Park General Plan



City Council (CC) Meeting



Housing Element Steering Committee Meeting



Other City Commission Meeting



Community Outreach Activity (separate from public hearings and commission meetings)

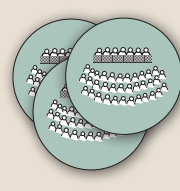
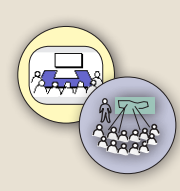
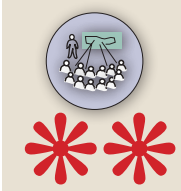
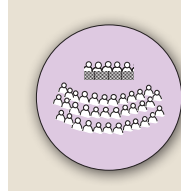
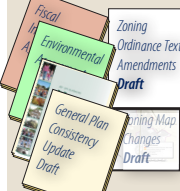
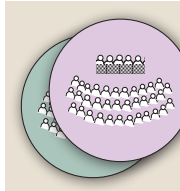
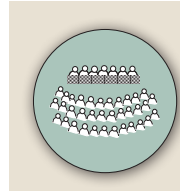
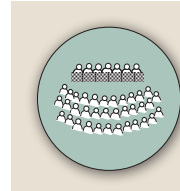




Meetings with Stakeholders



Review by (or Meetings with) HCD Staff or Others

**\* Commission Meetings** The primary City commissions reviewing the Housing Element are the Planning Commission (PC) and the Housing Commission (HC). City Commissions reviewing the Consistency Update to the City's General Plan include the PC and the HC plus the Environmental Quality Commission (EQC), Transportation Commission (TC), Bicycle Commission (BC), and the Parks and Recreation Commission (PRC).

Meetings and Activities Occurring Between May 2012 and November 2012 Related to the Revision of the City of Menlo Park Housing Element and General Plan Consistency Modifications		Meetings and Activities Expected to Occur from December 2012 Through June 2013									
<p><b>Summary of Activities to Date:</b></p> <p>Setting Direction for the Work: May 22, 2012 City Council Meeting to approve Settlement Agreement, GP/HE Work Program and membership of the Housing Element Steering Committee</p> <p>Five (5) Housing Element Steering Committee meetings conducted between June and September 2012</p> <p>Stakeholder outreach interviews and meetings and public comments received through the City's website</p> <p>Two Community Workshops conducted in August 2012</p> <p>Work initiated on the Environmental Assessment and Fiscal Impact Analysis</p> <p>Public work sessions to review the Preliminary Draft Housing Element (HC, PC and CC)</p> <p>Submittal of the Draft Housing Element to HCD October 31, 2012</p> <p><b>60-Day HCD Review of Draft Housing Element</b> Nov and Dec 2012</p> <p><i>Modifications to the Draft Housing Element Based on HCD Comments</i></p>	<p><b>Meeting Type and Date</b></p>  <p>Commission Meetings Dec 2012</p>  <p>Steering Comm Meeting #6 Jan 10 2013</p>  <p>Community Open House Jan 29-30 2013</p>  <p>CC Meeting Mar 12 2013</p>  <p>Release of Draft Documents April 2 2013</p>  <p>Special Joint PC/CC Presentation April 9 2013</p>  <p>HC Meeting April 17 2013</p>  <p>PC Public Hearing April 22 2013</p>  <p>CC Public Hearing May 21 2013</p>  <p>CC Meeting June 4 2013</p>	<p><b>Meeting Location</b></p> <p>Meetings at Menlo Park Civic Center</p> <p>Arrillaga Family Gymnastics Center</p> <p>Civic Center and Senior Center</p> <p>City Council Chambers</p> <p>Announce the Availability of Documents</p> <p>City Council Chambers</p> <p>Menlo Park City Hall</p> <p>City Council Chambers</p> <p>City Council Chambers</p> <p>City Council Chambers</p>	<p><b>Meeting Purposes</b></p> <p>EQC, TC, BC, PRC, HC and PC Review of the Consistency update to the Menlo Park General Plan at Public Work Sessions</p> <p>Provide Feedback to Staff</p> <p>Review Public Comments and Provide Direction Based on HCD Review of the Draft Housing Element</p> <p>Provide Direction on the Approach for the Community Open House, Feedback from the Community and Noticing for Future Activities</p> <p>Review Comments from HCD</p> <p>Present Preliminary Direction on Housing Element Implementation and Bundles of Properties for Possible Rezoning to Higher Density Housing</p> <p>Provide Opportunity for Q&amp;A and Feedback</p> <p>Review Comments from the Community Outreach</p> <p>Provide Direction on the Specific Sites to be Rezoned for Higher Density Housing</p> <p>Documents Available for Public and Stakeholder Review:</p> <p>Final Draft Housing Element (changes based on March 12 City Council direction)</p> <p>Environmental Assessment (EA), Fiscal Impact Analysis (FIA), General Plan Consistency Update (GPU) and Zoning Ordinance Text Amendments</p> <p>Presentation of the Draft Documents (Final Draft Housing Element, General Plan Amendments, Zoning Ordinance Amendments, Environmental Assessment and Fiscal Impact Assessment)</p> <p>Opportunity for Questions and Explanation of Information</p> <p>Review Input from Community Outreach, the EA and the FIA</p> <p>Recommend the Final Draft Housing Element and Zoning Changes for Consideration by the Planning Commission and the City Council</p> <p>Review Input from Community Meetings and Outreach</p> <p>Consider the EA, FIA and other Material</p> <p>Recommend General Plan Consistency Amendments, Final Draft Housing Element and Zoning Text and Rezoning to the City Council</p> <p>Review Background Material and Input from Commissions and Community Outreach</p> <p>Adopt EA Findings</p> <p>Adopt the General Plan Consistency Amendments and Final Draft Housing Element</p> <p>Introduce Zoning Text Amendments and Rezoning</p> <p>Adopt Zoning Text Amendments and Rezoning</p>								

→ Environmental Assessment (EA) and Fiscal Impact Analysis (FIA) →

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