



## STAFF REPORT

### City Council

Meeting Date:

6/3/2025

Staff Report Number:

25-085-CC

### Study Session:

**Review and discuss responses to the request for qualifications for Development on Downtown Parking Plazas 1, 2 and/or 3 and provide direction on next steps**

## Recommendation

Staff recommends that the City Council:

1. Review and discuss the seven responses to the request for qualifications (RFQ) for development on downtown Parking Plazas 1, 2 and/or 3;
2. Provide direction on next steps in the process, including which development teams should be invited to respond to a request for proposals (RFP) and submit more detailed development concepts; and
3. Provide feedback on the proposed RFP topics outline and authorize staff to prepare a draft RFP for City Council consideration at a future meeting, tentatively in summer 2025.

## Policy Issues

1. The potential redevelopment of City-owned downtown parking plazas with housing, replacement parking, and other potential uses involves several related policy considerations:
2. Housing production and affordability: The General Plan Housing Element commits to meeting the City's assigned Regional Housing Needs Allocation (RHNA), with an emphasis on creating units affordable to households at the moderate and lower income levels. The downtown parking plazas were identified in Housing Element program H4.G – Prioritize Affordable Housing on City-Owned Parking Lots Downtown as a significant opportunity to make progress toward these goals.
3. Equitable community development: Introducing affordable housing into the downtown area aligns with Housing Element goals to create mixed-income neighborhoods and provide housing opportunities for all income levels, particularly moderate and lower-income households in walkable high-resource areas near public transit.
4. Downtown vitality and parking: The existing public parking plazas play a role in supporting downtown businesses and visitors. Any redevelopment should balance affordable housing needs and the creation of a new downtown residential base while maintaining an adequate supply of public parking to enhance economic vitality and downtown vibrancy, consistent with the City Council's priorities for fiscal year 2025-26.

## Background

The City's 2023-2031 Housing Element includes eight City-owned downtown parking plazas as potential sites for housing development. The lots are identified as sites #9/9a, #10, and #14 through #19 in the

Housing Element, and are projected to provide capacity for at least 345 affordable housing units and play a crucial role in meeting the City's RHNA and Affirmatively Furthering Fair Housing (AFFH) obligations. The Housing Element includes program H4.G, which outlines a process and timeline for prioritizing affordable housing development on these downtown parking plazas. Key milestones in program H4.G include:

- Conducting a feasibility study (2023);
- Issuing an RFP or similar solicitation process (2024);
- Completing development entitlements (2025); and
- Seeking to complete development of 345 or more affordable housing units (2027).

Although the targeted dates in the program have not been met, the City has made and continues to make progress towards advancing the program.

The program requires compliance with the Surplus Land Act and prioritizes proposals that address difficult-to-achieve housing priorities, such as extremely low-income units or housing for people with special needs. Before disposing (e.g., leasing land) of any of the downtown parking plazas the City Council must determine that the property is surplus or exempt surplus land. The Surplus Lands Act does not require the City to determine the properties are surplus or exempt surplus land before any of the steps outlined in the recommendation section above.

At the Aug. 27, 2024, City Council meeting, staff presented a feasibility study that evaluated the physical attributes, easements, potential land use issues, and zoning considerations for each of the eight City-owned parking plazas. The City Council concluded that Parking Plazas 1, 2 and 3 are most suitable for development, and directed staff to prepare an RFQ for the disposition of Parking Plazas 1, 2, and 3, which contain a total of 556 surface parking spaces. A map of the parking plazas is included as Attachment A. In October 2024, the City submitted a draft resolution to the California Department of Housing and Community Development (HCD) declaring the three parking plazas exempt surplus land and received confirmation that the resolution was acceptable with minor edits, which were incorporated into the draft resolution. At the Nov. 19 City Council meeting, the City Council voted not to act on the resolution at that time and continued discussion of the RFQ to the Jan. 14, City Council meeting. Staff was directed to perform additional community outreach to gather feedback on the project. Staff conducted additional outreach through electronic message boards, a virtual business community meeting, a citywide postcard mailing, A-frame signs located around downtown, and other forms of outreach. At the Jan. 14 City Council meeting, the City Council authorized staff to release the RFQ (Attachment B). The RFQ was subsequently issued Jan. 29, with a submission deadline of March 31. On March 4, the City Council reviewed and discussed site selection criteria and previous evaluation of City-owned properties for inclusion in the 2023-2031 Housing Element, and directed staff not to pursue any changes to Housing Element sites until RFQ responses were available for consideration.

The RFQ sought qualified and experienced developers or development teams to develop one or more of the three parking plazas with a mix of development, including affordable multi-family housing and replacement public parking. The minimum project requirements included creating at least 345 affordable housing units, providing replacement public parking spaces for those lost due to redevelopment, and complying with all applicable development standards. The responses to the RFQ were released for public review on the City's project webpage (Attachment C) on April 4.

## **Analysis**

### Overview of RFQ responses

The City received seven responses to the RFQ from development teams with varying experience levels, development approaches, and financial strategies. The following section provides an overview of each submittal, with detailed comparisons available in the RFQ Submittal Summary Table (Attachment D). Sites 1, 2 and 3 referenced below align with the numbering of the current parking plazas.

#### *Alliant Communities*

Alliant Communities, a development company founded in 2020, submitted a response (Attachment E) that would accommodate 345 affordable housing units across all three sites. The initial concept includes approximately 171 family units on Site 1, 60 senior units on Site 2, and 114 family units on Site 3, all designed to serve households earning an unspecified mix of affordable incomes. The development team would include KTG Architects, Kamangar Consulting, R3 Studios, Cox Castle, LT Strategic Communications, Partner Energy, and Millennium Design & Consulting.

Alliant's parking strategy would provide approximately 506 replacement public parking spaces through structured parking on Sites 1 and 3, with 190 dedicated residential parking spaces across all three sites. Their approach incorporates active street frontages and open spaces, including public open space on Chestnut Street at Site 2 and Crane Street at Site 3. The initial concept addresses sustainability with a LEED Silver certification minimum, all-electric buildings, and water efficient design features, among other examples.

The development would be phased with initial development on Sites 1 and/or 3, followed by Site 2, with completion anticipated through 2030. Alliant's team brings collective experience with over 1,000 affordable housing communities. Alliant currently has three projects under construction in the Los Angeles area. The team has local experience with the Sheridan Apartments project at 320 Sheridan Drive in Menlo Park.

#### *Eden Housing*

Eden Housing, a nonprofit organization with 57 years of affordable housing experience, submitted a response (Attachment F) proposing 344 affordable housing units across all three sites. Their initial concept includes approximately 48 family units on Site 1, 120 senior units on Site 2, and 176 family units on Site 3, serving households earning 30-60% of area median income (AMI). The development team would include TCA Architects, which has experience with the development of affordable housing and mixed-use projects.

Notably, Eden Housing's response does not include a plan for replacement public parking, instead indicating that they cannot develop public parking as part of their project due to financial constraints. The response proposes that the City could develop a separate 515-space parking garage on a portion of Site 1, but this would require 100% City funding. The residential parking provision included in the submittal is minimal, with approximately 32 surface spaces across all sites.

Eden's sustainability approach includes all-electric buildings, rooftop solar arrays, heat pump systems, and rainwater catchment for podium gardens. Their phasing strategy would involve staggered construction over three years, with completion anticipated through 2032. Eden Housing manages over 11,000 units

across 150 properties and operates in 54 cities across California, demonstrating organizational capacity and experience with affordable housing development.

#### *MidPen Housing*

MidPen Housing Corporation, with over 50 years of experience developing and managing affordable housing, submitted a response (Attachment G) presenting two development scenarios. One scenario would provide approximately 258 family units across all three sites, while an alternative scenario could achieve 345 or more units with increased building heights. Both scenarios would include units affordable to incomes up to 50% of AMI. The team would include Dahlin Group for architectural design and has local experience, currently managing four communities in Menlo Park totaling 267 units.

MidPen's parking strategy would distribute 514 or more replacement public parking spaces between Sites 1 and 3 through structured parking, with surface parking on Site 2. Their approach provides approximately 195-260 residential parking spaces across all sites, based on the number of units in the two development scenarios. The submittal concept includes active frontages and open spaces on each site, with attention to maintaining pedestrian connections and creating gathering spaces.

The development addresses sustainability through a LEED Gold certification minimum, all-electric buildings, and solar arrays, among other approaches. MidPen proposes an initial construction phase beginning with Site 1, followed by Site 3 and then Site 2, with completion through 2032. The organization has experience with over 10,000 units across 137 communities serving more than 21,000 residents, including experience developing public parking garages in multiple cities.

#### *PATH Ventures*

PATH Ventures, a nonprofit housing developer with 18 years of experience specializing in affordable and supportive housing, submitted a response (Attachment H) proposing 400-450 affordable units across all three sites. The RFQ response indicates that 25% of units would be dedicated as permanent supportive housing for individuals experiencing homelessness and special needs populations, with remaining units serving households earning 40-80% of area median income.

PATH's parking strategy proposes use of shared parking spaces, though specific details about the number of spaces, parking distribution and management are limited. They suggest exploring shared parking models, transit utilization, and bicycle facilities to reduce overall parking demand. The proposal emphasizes trauma-informed, person-centered design appropriate for supportive housing populations.

PATH operates as part of a family of agencies with over 40 years of homeless services experience, providing comprehensive case management and support services. Their phasing approach prioritizes Site 1 development first, followed by Sites 3 and 2, with Site 1 completion anticipated by 2030.

#### *Presidio Bay Ventures*

Presidio Bay Ventures submitted a response (Attachment I) that included a detailed initial concept with 345 affordable housing units across all three sites, and a focus on very low-income and moderate-income housing options. Their initial concept presents two potential scenarios: 345 units affordable to very low-income households (50% AMI), or an alternative approach serving moderate-income households (120% AMI) that may be more financially feasible. However, it should be noted that an all moderate-income

alternative may not be exempt from the Surplus Land Act and would require more detail and evaluation.

Presidio Bay's parking strategy would provide 506 or more replacement public parking spaces through a flex parking system that includes 235 dedicated public parking spaces, 74 dedicated residential parking spaces, and 271 shared spaces between public and residential use based on time of day. Through management of the shared spaces, 345 spaces would be available for residential use in the late afternoon and evening, and 506 spaces would be available for public use during typical business hours. The submittal incorporates sustainability features including all-electric buildings, rooftop solar arrays, and EV charging infrastructure.

The development would be phased with initial construction of a parking garage, followed by residential buildings, with completion anticipated through 2029. Presidio Bay has experience with mixed-use and mixed-income developments, including local experience with the Springline development in Menlo Park. Their response includes potential innovative financing approaches and development synergies linked to future development of the USGS site that could further the City's Housing Element implementation.

#### *Related Companies and Alta Housing*

Related Companies and Alta Housing submitted a joint response (Attachment J) that they claim leverages Related's development scale with Alta's local experience. The initial development concept would provide 314-345 family units across all three sites affordable to incomes from 30-80% of AMI, with building heights ranging from four to eight stories.

The initial parking strategy includes 506 or more replacement public parking spaces, which would be in a parking structure on Site 1. An additional 142-161 parking spaces would be provided across the three sites. The team emphasizes sustainability through all-electric buildings, solar arrays, and energy efficient design. They propose a phased approach with multiple development phases, though specific completion timelines are not provided.

Related has experience developing over 1,300 units in San Mateo and Santa Clara Counties, while Alta provides local knowledge and community connections. The team's financing strategy includes potential use of low-income housing tax credits, private permanent debt, and various state and local funding sources. The response notes that Related also develops market-rate housing if desired as a component for this development.

#### *The Pacific Companies and West Development Partners*

The Pacific Companies and West Development Partners submitted a response (Attachment K) emphasizing their development experience and innovative financing approaches, but did not provide specific details about a development concept for the Menlo Park sites. Their submission focuses primarily on their qualifications and track record, noting completion of over 230 housing developments totaling more than 17,000 units, with another 55 projects currently under construction.

The team highlights their B bond financing structure as an innovative approach to replace traditional soft financing, which was successfully utilized for The Village development in Burlingame that included both affordable housing and a parking structure. The submittal indicates capability to incorporate modular construction into developments through their majority ownership of Autovol, Inc., a modular manufacturing

facility.

While the response demonstrates organizational capacity and experience, it lacks the detailed development concept, parking strategy, sustainability features, and phasing approach provided in other RFQ responses. The team commits to engagement with local organizations including the Chamber of Commerce, local business owners, and other community groups.

#### Community feedback

Following the March 31, deadline for RFQ submissions, the City established an online feedback form on the project webpage to gather community input on the seven development team responses. The form was available from April 4, through Wednesday, May 28, at 5 p.m., receiving 141 responses from community members (Attachment L). The feedback provides insight into community concerns and preferences regarding the proposed developments.

The majority of feedback expressed opposition to developing housing on the downtown parking plazas, with consistent themes emerging across multiple responses. Parking availability emerged as the primary concern, with numerous respondents stating concerns that the current parking plazas are heavily utilized and essential for downtown business viability. Commenters noted that they already struggle to find parking downtown and expressed concern that reducing available spaces would harm local businesses and discourage visitors from shopping and dining downtown. Related concerns included potential traffic congestion, impacts on seniors and residents who rely on accessible parking, and the adequacy of proposed replacement parking solutions. Several respondents questioned the financial feasibility of shared parking arrangements and stated that residential parking ratios should assume one to two cars per household.

Community members also raised concerns about the scale and character of proposed developments, with many respondents describing the projects as too large, modern, or incompatible with the existing downtown atmosphere. Multiple comments suggested that taller buildings would alter downtown's character. Several commenters requested that any development be limited in height to better integrate with existing downtown buildings. Concerns were also raised about construction impacts, with respondents worried that construction activity would harm downtown businesses during the development process. Several respondents also requested that the City consider alternative locations such as the Civic Center area or USGS property. The USGS property is included in the Housing Element as site #12, and the Civic Center site was considered but not included as a potential housing site in the Housing Element.

Among the feedback in support of development and specific developer preferences, several respondents indicated conditional support for development if adequate parking could be provided. When expressing preferences among the development teams, respondents who provided specific recommendations most frequently mentioned MidPen Housing and Presidio Bay Ventures as preferable options, citing their experience, local presence, and more comprehensive parking strategies. Some respondents appreciated Alliant Communities' approach, while others questioned Eden Housing for not including replacement parking and The Pacific Companies and PATH Ventures for lacking detailed proposals. Multiple commenters requested more detailed analysis of parking impacts, traffic studies, financial feasibility assessments, and clearer information about how shared parking arrangements would function.



### Next steps

Based on the review of RFQ responses, staff recommends that the next step in the development process be the preparation and issuance of an RFP. An RFP would allow the community to see more detailed concepts and analyses and provide a reasonable next step in narrowing the field of potential development teams that the City may wish to engage to develop the selected parking plazas. Based on the development team's relevant experience, proven track record, understanding of the objectives and responsiveness to the RFQ, staff recommends that the City Council invite four of the seven development teams to respond to an RFP: Alliant Communities, MidPen Housing, Presidio Bay Ventures, and Related Companies. These teams demonstrated the most comprehensive understanding of the project requirements and provided initial concepts that meet the minimum requirements of 345 housing units and 506 or more replacement public parking spaces.

Pacific Companies and PATH Ventures have substantial development experience and organizational capacity, however, staff's review determined that neither entity provided detailed development concepts in their RFQ responses. Although Eden Housing's response demonstrates experience and capacity to develop and manage housing developments, staff does not recommend advancing the organization to an RFP phase, as the RFQ submittal did not include the minimum number of units or replacement public parking and would require significant additional City funding beyond the land contribution; such funding has not been identified as feasible in the City's budget at this time.

Staff has prepared a draft RFP outline (Attachment M), which includes the following major topic areas:

- Development Vision (detailed site plans, architectural style, sustainability)
- Housing Program (unit count, affordability levels, target populations)
- Parking Strategy (replacement public parking plan, parking management)
- Financial Proposal (development budget, financing plan, fiscal impact)
- Implementation Plan (development schedule, entitlement strategy, construction logistics)
- Community Benefits and Engagement (outreach strategy, business coordination)
- Management and Service Plan (property management, resident services)
- Team and Experience (updated team information, references)
- Legal Structure and Terms (ownership structure, ground lease terms)

If the City Council wishes to proceed with an RFP, staff requests City Council feedback on the RFP outline, including any additional topic areas and details desired or topic areas that are unnecessary to include in an RFP. Staff anticipates that a draft RFP could be provided for City Council review and feedback in summer 2025.

If the City Council does not wish to proceed with an RFP at this time based on the RFQ responses received, staff requests City Council feedback on potential next steps to continue implementing Housing Element programs and achieving the City's RHNA requirements.

### Litigation and initiative petition

Last month, Save Downtown Menlo, an unincorporated organization, sued the City in San Mateo County Superior Court making various allegations including, among others:

- A. A condition precedent to the City's lease of any parking plazas is that 51% of assessment district owners must first sign a petition consenting to such lease;

- B. The City is prohibited from entering into or negotiating an exclusive negotiating agreement until it determines the parking plazas are surplus or exempt surplus; and
- C. The City has failed to demonstrate to the public that it has complied with CEQA because CEQA compliance is required before disposition of public property.

At this time, the lawsuit does not impact the recommended action of issuing a RFP to select development teams.

Additionally, two weeks ago, three Menlo Park residents filed a notice of intent to circulate an initiative petition regarding the downtown parking plazas. The initiative seeks to submit to the voters a measure which would prohibit the City from taking any of the following actions, without first obtaining voter approval, if such action would diminish the availability, access or convenience of public parking for downtown customers, workers and visitors:

- A. Disposing, selling, trading, leasing, donating or otherwise conveying all or any portion of a parking plaza;
- B. Designating a parking plaza as “surplus” or “exempt surplus” land pursuant to the Surplus Land Act;
- C. Modifying, altering or constructing any improvements on the parking plazas, with limited exceptions; or
- D. Changing the use of a parking plaza.

At this time, the initiative does not impact the recommended action of issuing a RFP to select development teams.

### **Impact on City Resources**

Continuation of the development selection process will require ongoing staff time to manage preparation of RFP documents, evaluation of future RFP responses, and community outreach. Future phases of the project could require resources to negotiate agreements with any selected development team and provide ongoing project oversight. Additional consultant services may be needed for specialized aspects of the project, such as review of financial proposals and technical studies.

### **Environmental Review**

This action is not a project within the meaning of the California Environmental Quality Act (CEQA) Guidelines §§15378 and 15061(b)(3) as it will not result in any direct or indirect physical change in the environment. Future development proposals that emerge from the disposition process may require environmental review, which could be fully or partially covered by the Housing Element Update Subsequent Environmental Impact Report certified by the City Council Jan. 31, 2023, through Resolution No. 6808. The exact level of environmental review would be determined based on the specific nature and scope of any selected development proposal.

### **Public Notice**

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. In addition, information about the meeting was included on the project webpage, email notifications to subscribers, and the City’s Weekly Digest email.



## Attachments

- A. Hyperlink – Request for qualifications: [menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/downtown-parking/downtown-parking-plazas-rfq-final-v2.pdf](https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/under-review/downtown-parking/downtown-parking-plazas-rfq-final-v2.pdf)
- B. Location map
- C. Hyperlink – Downtown Development webpage: [menlopark.gov/downtowndevelopment](https://menlopark.gov/downtowndevelopment)
- D. RFQ submittal summary table
- E. Hyperlink – Alliant Communities RFQ submittal: [menlopark.gov/files/sharedassets/public/v/2/community-development/documents/development-downtown-parking/menlo-park\\_qual\\_alliant\\_final\\_redacted.pdf](https://menlopark.gov/files/sharedassets/public/v/2/community-development/documents/development-downtown-parking/menlo-park_qual_alliant_final_redacted.pdf)
- F. Hyperlink – Eden Housing RFQ submittal: [menlopark.gov/files/sharedassets/public/v/2/community-development/documents/development-downtown-parking/mmenlo-parking\\_eden-housing\\_tca-architects\\_digital\\_redacted.pdf](https://menlopark.gov/files/sharedassets/public/v/2/community-development/documents/development-downtown-parking/mmenlo-parking_eden-housing_tca-architects_digital_redacted.pdf)
- G. Hyperlink – MidPen Housing RFQ submittal: [menlopark.gov/files/sharedassets/public/v/2/community-development/documents/development-downtown-parking/midpen-housing-response\\_menlo-park-dntwn-rfq\\_draft\\_redacted.pdf](https://menlopark.gov/files/sharedassets/public/v/2/community-development/documents/development-downtown-parking/midpen-housing-response_menlo-park-dntwn-rfq_draft_redacted.pdf)
- H. Hyperlink – PATH Ventures RFQ submittal: [menlopark.gov/files/sharedassets/public/v/2/community-development/documents/development-downtown-parking/path-ventures-menlo-park-statement-of-qualifications\\_redacted.pdf](https://menlopark.gov/files/sharedassets/public/v/2/community-development/documents/development-downtown-parking/path-ventures-menlo-park-statement-of-qualifications_redacted.pdf)
- I. Hyperlink – Presidio Bay Ventures RFQ submittal: [menlopark.gov/files/sharedassets/public/v/2/community-development/documents/development-downtown-parking/electronicversion\\_pbv\\_menlopark\\_downtownparking\\_final\\_redacted.pdf](https://menlopark.gov/files/sharedassets/public/v/2/community-development/documents/development-downtown-parking/electronicversion_pbv_menlopark_downtownparking_final_redacted.pdf)
- J. Hyperlink – Related Companies and Alta California RFQ submittal: [menlopark.gov/files/sharedassets/public/v/2/community-development/documents/development-downtown-parking/mp-related-alta-rfq-signed-2025-03-31\\_redacted.pdf](https://menlopark.gov/files/sharedassets/public/v/2/community-development/documents/development-downtown-parking/mp-related-alta-rfq-signed-2025-03-31_redacted.pdf)
- K. Hyperlink – The Pacific Companies and West Development Partners RFQ submittal: [menlopark.gov/files/sharedassets/public/v/2/community-development/documents/development-downtown-parking/menlo-park-rfp-response-tpc\\_wdv\\_redacted.pdf](https://menlopark.gov/files/sharedassets/public/v/2/community-development/documents/development-downtown-parking/menlo-park-rfp-response-tpc_wdv_redacted.pdf)
- L. Online feedback form responses to RFQ submittals
- M. Draft RFP outline

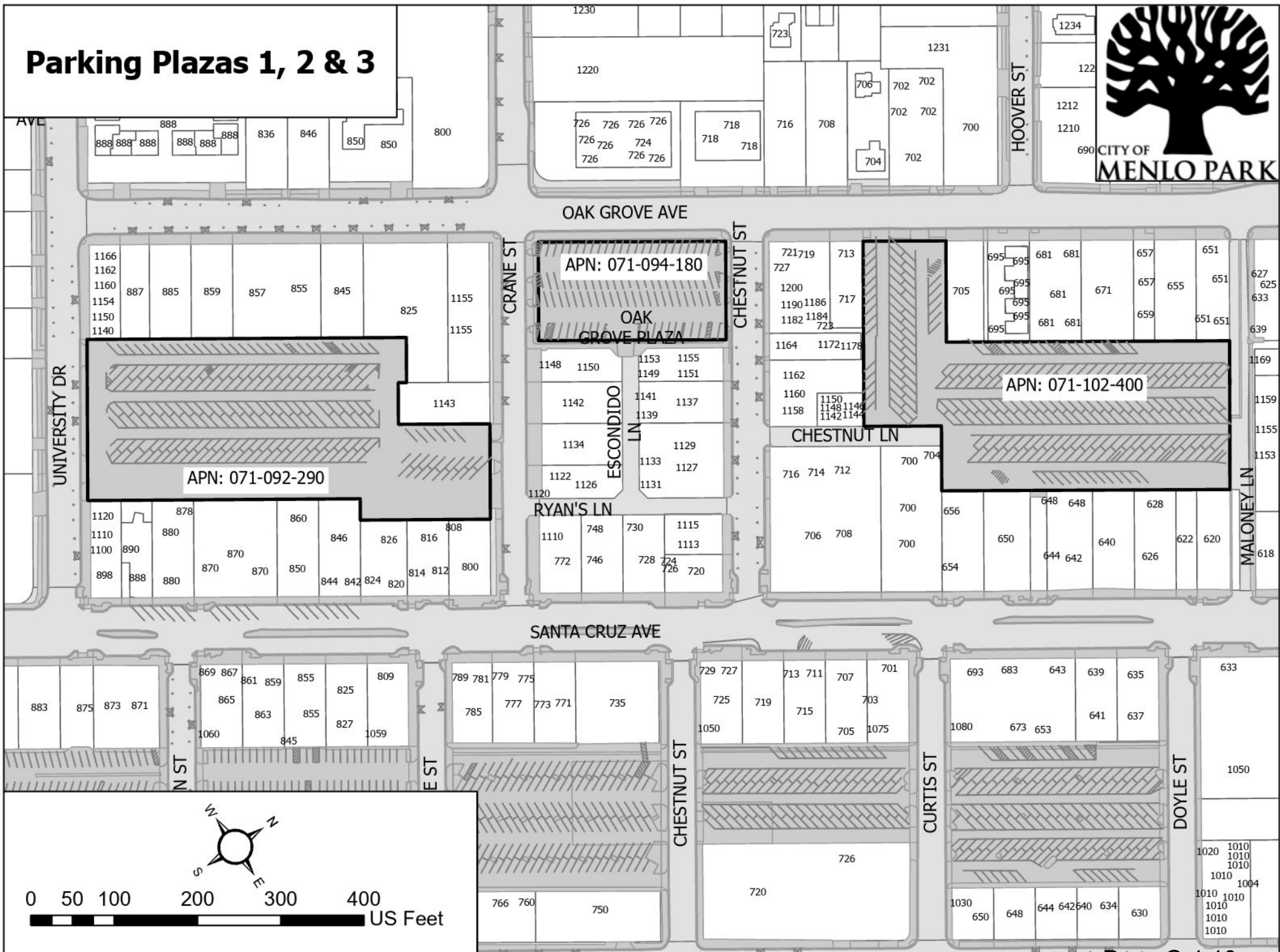
Report prepared by:  
Tom Smith, Principal Planner

Report reviewed by:  
Deanna Chow, Community Development Director  
Nira Doherty, City Attorney

# Parking Plazas 1, 2 & 3



CITY OF  
MENLO PARK



Comparison of Responses to RFQ for Development on Downtown Parking Plazas ("Sites") 1, 2 and 3							
Features	Alliant Communities	Eden Housing	MidPen Housing	PATH Ventures	Presidio Bay Ventures	Related Companies	The Pacific Companies
DEVELOPMENT TEAM PARTNERS	K1GY, Kamangar Consulting, R3 Studios, Cox Castle, LT Strategic Communications, Partner Energy, Millennium Design & Consulting	TCA Architects	Dahlin Group	-	-	Alta Housing, PYATOK architecture + urban design	West Development Partners
HOUSING UNITS							
Site 1	171 family units	48 family units (5 stories)	~258-345+ family units (5-8 stories) depending on scenario	No details provided	130 family units (7 stories)	~60 family units (4-8 stories)	No details provided
Site 2	60 senior units	120 senior units (6 stories)			95 family units (7 stories)	~62 family units (4-8 stories)	
Site 3	114 family units	176 family units (5 stories)			120 family units (5 stories)	~194-235 family units (4-8 stories)	
Total	345 units	344 units	~258-345+ units	400-450 family units	345 units	~314-345 units	
AFFORDABILITY LEVELS	100% affordable, unspecified mix of incomes	100% affordable to incomes from 30-60% of area median income (AMI)*	100% affordable to incomes up to 50% AMI* with alternate options for senior affordable housing or market-rate condos	100% affordable to incomes up to 80% AMI* with 25% of units dedicated as permanent supportive housing for special needs and unhoused populations	Two potential scenarios: 1. 100% affordable to incomes up to 50% AMI*, or 2. 100% affordable to incomes up to 120% AMI*	100% affordable to incomes from 30-80% AMI*	100% affordable to incomes from 30-80% AMI*
UNIT MIX	Studios, 1-beds, 2-beds, and 3-beds	Studios, 1-beds, 2-beds, and 3-beds	Studios, 1-beds, 2-beds, and 3-beds	Studios, 1-beds, 2-beds, and 3-beds	Studios, 1-beds, 2-beds, and 3-beds	Studios, 1-beds, 2-beds, and 3-beds	No details provided
PUBLIC PARKING SPACES							
Site 1	255 garage spaces	-	514-518 spaces, with garages on Sites 1 and 3 and surface parking on Site 2	No details provided	92 garage spaces	506+ garage spaces	No details provided
Site 2	0 spaces	-			37 garage spaces	-	
Site 3	251 garage spaces	-			106 garage spaces	-	
Total	506 garage spaces	-	514+ spaces		235 spaces (506 with shared spaces)	506+ garage spaces	
RESIDENTIAL PARKING SPACES							
Site 1	100 garage spaces	16 surface spaces	~195-260+ garage and surface spaces across all three sites	No details provided	27 garage spaces	~30 garage spaces	No details provided
Site 2	30 garage spaces	16+ surface spaces			20 garage spaces	~25 garage spaces	
Site 3	60 garage spaces	-			27 garage spaces	~87-106 garage spaces	
Total	190 garage spaces	~32 surface spaces	~195-260+ spaces		74 spaces (345 with shared spaces)	~142-161 garage spaces	
SHARED PARKING SPACES							
Site 1	-	Developable area for 515-space garage	-	No details provided	131 garage spaces	-	No details provided
Site 2	-	-	-		23 garage spaces	-	
Site 3	-	-	-		117 garage spaces	-	
Total	-	Developable area for 515-space garage	-		271 garage spaces	-	
ACTIVE STREETFRONTS & OPEN SPACES							
Site 1	- Active frontage on Oak Grove Ave. - Residential courtyards	- Active frontage on Oak Grove Ave. - Outdoor residential gathering spaces	Indoor and outdoor residential amenities for each building, including community rooms, and active outdoor spaces, with options for public open spaces	No details provided	- Open space on Oak Grove Ave. - Active frontage on Maloney Ln. - Roof terraces for residents	- Roof terraces for residents	No details provided
Site 2	- Public open space on Chestnut St. - Active frontage on Oak Grove Ave.	- Active frontage - Indoor and outdoor amenities for residents			- Active frontage on Oak Grove Ave. - Roof terrace for residents	- Public open space on Chestnut St. - Active frontage on Oak Grove Ave.	
Site 3	- Public open space on Crane St. - Active frontage on University Dr. - Courtyards for residents	- Public open space on Crane St.			- Open space on Crane St.	- Public open space on Crane St. - Active frontage on University Dr.	
SUSTAINABILITY HIGHLIGHTS	- LEED Silver certification minimum - Zero waste management plan - All-electric buildings - Water efficient design	- All-electric buildings - Rooftop solar array - Heat pump heating/cooling - Rainwater catchment for podium gardens	- LEED Gold minimum - All-electric buildings - Solar arrays - Water efficient design	- Solar arrays - Green building certification - Water efficient design	- All-electric buildings - Rooftop solar array - EV charging infrastructure	- All-electric buildings - Solar arrays - Water efficient design - Energy efficient and dark sky lighting	No details provided
PHASING APPROACH	Initial phase(s): Sites 1 and/or 3 Secondary phase(s): Site 2	Construction on one site per year, staggered over three years	Initial phase: Site 1 first, led by garage Secondary phase(s): Site 3, followed by Site 2	Initial phase: Site 1 Secondary phase(s): Site 3, followed by Site 2	Initial Phase: Site 3 garage Secondary Phase(s): Residential structures in increments of 60-100 units	Initial Phase: Site 1 garage Secondary Phase(s): Residential structures in increments of 60-100 units	No details provided
COMPLETION TIMELINE	Through 2030	Through 2032	Through 2032	First development by 2030	Through 2029	Multi-year schedule (no specific date)	No details provided
GENERAL EXPERIENCE & CAPACITY	Founded in 2020; three other projects under construction in Los Angeles with total of 700+ units; combined development team has collective experience with 1,000+ affordable housing communities	57 years of affordable housing experience with 11,000+ units developed across 150 properties serving 25,000+ residents; operates in 54 cities across 15 California counties; vertical integration includes in-house property management and resident services	50+ years of affordable housing experience with 10,000+ units across 137 communities serving 21,000+ residents; currently manages four communities in Menlo Park with 267 units; experienced in constructing parking structures in multiple cities	18 years of affordable and supportive housing experience with 34 completed projects; specializes in housing for formerly homeless and special needs populations; operates as part of PATH family of agencies with 40+ years of homeless services experience	Multiple examples of mixed-income and mixed-use development experience in San Francisco and the Bay Area	Partnership leverages Related Companies' scale (20,700 units completed/under construction) with Alta's local experience (800+ units in the area); Related has developed 1,300+ units in San Mateo and Santa Clara Counties; recently partnered on Mountain View parking lot redevelopment	Completion of nearly 250 affordable developments totaling 17,500+ units, with 45 projects (5,000+ additional units) under construction; fully integrated structure encompassing development, construction, and asset management; completed 10 projects in San Mateo and Santa Clara Counties, including The Village in Burlingame with affordable housing over structured parking
Menlo Park experience	Sheridan Apartments (320 Sheridan Dr.)	-	Sequoia Belle Haven, Gateway Rising, Oak Gardens, Willow Terrace	-	Springline	-	-
FINANCIAL STRATEGY	Potential funding includes Affordable Housing and Sustainable Communities (AHSC) program, federal, 9%, 4% and state tax credits, county funding; each building as separate tax-credit financed project; pre-development soft costs funded by Alliant	Potential funding includes low-income housing tax credits, state HCD funding programs, county funding; possible need for public-private partnerships with City or County and social impact bonds; pre-development soft costs funded by Eden Housing	Potential funding includes 4% tax credits, conventional permanent loans supported by rental income, other public financing sources including state and county programs; numerous examples of successfully financing developments using these sources	Potential funding includes low-income housing tax credits, state funding, project-based vouchers, and local funding, including City funding if available in future direct equity investment	Potential funding includes low-income housing tax credits, direct public subsidies, primary municipal bonds, and recycled municipal bonds; investors may provide gap financing; pre-development funding through direct equity investment	Financing would follow phased approach of 3-4 development phases; potential funding includes 4% low-income housing tax credits, private permanent debt, with other local and state fundings such as HCD programs, state tax credits, project-based vouchers, CalHFA Middle Income Program for soft debt	B bond financing structure to replace traditional soft financing and allow for strategic adjustments to meet changing market conditions; utilized for The Village development in Burlingame (affordable housing and parking structure)
Replacement public parking funding	No request from City indicated	To be 100% City-funded	No request from City indicated	No request from City indicated	City funding with revenue bonds recommended for Site 3 garage	No request from City indicated	No request from City indicated
COMMUNITY ENGAGEMENT & MANAGEMENT	Multiple forms of outreach, including one-on-one meetings, small group discussions, and workshops with multiple opportunities for feedback throughout the process; experienced in construction phase communication strategies, including project websites, timely notifications, and social media outreach	Integrated approach of including design team in all community engagement meetings for faster synthesis; four-phase community engagement plan including key stakeholder meetings, pop-up events, community workshops and development of community engagement report; recommended multilingual outreach and accommodations for diverse community participation.	Creation of task force of representative community members to guide and implement development plan; engagement process with outreach to businesses, small group discussions, and larger community meetings; construction phase communication strategies include project website, mailed notices, and door knocking project	Proposes four-phase community engagement plan: 1) engage key stakeholders, 2) listening campaign, 3) formal community meetings, and 4) neighborhood advisory committee and communications plan; examples of engagement to address concerns about parking, safety, and privacy with a past project	Describes examples of extensive stakeholder identification, early one-on-one meetings, focus groups, town hall meetings, and community workshops; details commitment to local business inclusivity and outreach; communication during construction through mitigation plan and multiple communication touchpoints	Proposes community participation plan, early one-on-one meetings with stakeholders, dialogue through multiple channels, and relationship-building; local examples of gathering community support through transparent engagement with local businesses and residents	Commits to engagement with Chamber of Commerce, Rotary Club, Library Foundation, Junior League, Reading Partners, and local business owners; limited engagement would include interactive workshops, one-on-one meetings, and community forums
OTHER NOTES	Potential building heights unspecified	Would not provide minimum 345 units or replacement public parking requested in RFQ	-	-	Response indicates that USGS site acquisition may reduce need for public funding if development impact fees from future USGS site project are redirected toward downtown development	Response notes that Related Companies also develops market-rate housing if a desired component for this development	Majority owner of modular construction company, which can be utilized as desired on project-specific basis

\* 2024 area median income is \$130,600 for a single person, or \$186,600 for a family of four

Development  
Concept  
Details

Downtown Development RFQ Public Feedback				
Reference Number	Response Submission Date	First name (optional)	Last name (optional)	Feedback
1	04/05/2025 9:00 AM	Aliseo	Purpura-Pontoniere	Building housing on the downtown parking lots would be a massive mistake. I think it would lead to an insurmountable drop in business for shops that rely on customers that aren't within walking distance, and more shop closures creates a vicious cycle that leads to a lifeless downtown. I know that there are other lots available for development as they have been discussed in previous housing elements. I am in district 4, and I will vote against any representatives that are unwilling to represent their constituents in this matter.
2	04/05/2025 9:53 AM			Building houses on the downtown parking lots would be a massive mistake. I think it would lead to an insurmountable drop in business for shops that rely on customers that don't live within walking distance, and more shop closures creates a vicious cycle that leads to a lifeless downtown. I know that there are other lots available for development as they have been discussed in previous housing elements. I am in district 4, and I will vote against any representatives that are unwilling to represent their constituents in this matter.
3	04/05/2025 11:38 AM	PATRICIA	CRITZER	I am a Menlo Park senior, use a walker, and cannot walk long distances. I frequently patronize businesses in the 800 block of Santa Cruz Avenue and use the rear parking lot where handicap parking is already extremely limited. This project would surely curtail my ability to use services / shop in my hometown. It seems to me that this will overload the other city parking lots, most of which are already overcrowded.
4	04/05/2025 18:02 PM	Robert	Manger	Building affordable housing on these three parking lots is the most IDIOTIC idea the City of Menlo Park has ever come up with in the 46 years I have lived here! Unless the City Council's goal is to destroy downtown, it is imperative that they find another location for this project...away from the downtown area!!
5	04/06/2025 10:32 AM	George	Campbell	Putting housing on the downtown parking lots is a really terrible idea. Please reconsider. Thank you
6	04/08/2025 12:43 PM	Michael	DeMoss	<p>Almanac today: April 8, 2025 Do the math: the article:</p> <p>"The city's request required at least 345 affordable housing units for very low-income families and a minimum of 506 replacement public parking spaces."</p> <p>That total is "at least" 851 parking spaces.</p> <p>Developers (and the city Council members) should know this: 345 apartments will require 550 "ASSIGNED " parking spaces, NOT 345 shared spaces!</p> <p>My calculation: 550 "assigned" for the 345 apartments, PLUS 550 spaces "assigned" for downtown retail merchants, professional offices, employees and visitor/deliveries, etc.</p> <p><math>550 + 550 = 1,100</math> ( at least )</p> <p>All 7 developers are At Least 400 spaces short of the biggest developer's parking proposal of 696 SHARED parking spaces ( not even meeting the "at least" 851 parking spaces)</p> <p>The mathematics alone makes all 7 developers UNACCEPTABLE !</p> <p>This is the Almanac article:</p> <p><a href="https://www.almanacnews.com/menlo-park/2025/04/08/developers-pitch-visions-for-downtown-affordable-housing/">https://www.almanacnews.com/menlo-park/2025/04/08/developers-pitch-visions-for-downtown-affordable-housing/</a> Menlo Resident</p>
7	04/08/2025 16:43 PM			Save the downtown parking lots. Open sc avenue back up.
8	04/08/2025 22:41 PM	Janet	Manger	Any housing in Santa Cruz Ave downtown parking lots is nothing short of a mindless idea... never in the many years I've lived here has such a destructive proposition to the Santa Cruz Ave business community and residents of Menlo Park been presented. Low income housing in proposed parking lot areas will eviscerate the character of downtown Menlo Park. I can't help but wonder if that is the council's goal here.? There are other very local areas to build low income housing. The parking lots? Nothing but a BAD IDEA, unless your goal, of course, is to destroy Menlo Park downtown.
9	04/09/2025 7:48 AM	Brian	Blackford	When are you going to stop trying to shove this terrible idea down our throats. The parking lots belong to all of us and many of us do not want "affordable", low income housing being put in place on OUR land. This is not the appropriate location for it and it skirts the laws of the state constitution that says the state cannot subsidize housing. Leasing land at a reduced rate is a subsidy. A low income project will do nothing to help what downtown merchants that are left, nor will it attract new ones. Low income people do not have disposable income. By definition they are living check to check. They will not be spending money downtown. Not to mention that this project will turn into a slum over time. I've seen it before. It's a predictable as the sun rise. I would provide many other reasons this is a bad idea, but I am running out of characters. DO NOT BUILD THIS!
10	04/11/2025 13:11 PM	keri	nicholas	How will this work? Who is paying for this? There is no replacement parking. How is the council allowing to destroy our downtown> This is not what the voters want, Please show us you are listening to us.
12	04/11/2025 13:22 PM	Shelby		I drive from Palo Alto weekly to visit La stanza. I choose to not eat at restaurants in Palo Alto and Mountain View because I have two small children and really appreciate the easily accessible parking lot next to La stanza. I have a special needs child who is hard to go out of the house with and this is the only opportunity I have to take my kids to a restaurant in a safe way. Please do not build in this parking lot. You will ruin the small businesses in this area. They are already having a hard time surviving and this will ruin the economy in downtown Menlo Park and will force businesses to shut down.
13	04/11/2025 13:23 PM	Ashlee	Bentley	Truly not only the most ridiculous idea ever in terms of locations but NONE of these are remotely appealing in terms of helping our already massively struggling downtown Has anyone done a traffic study down Menlo avenue, Valparaiso or Santa Cruz during pre and post school hours You're adding to an already nightmare scenario

Downtown Development RFQ Public Feedback				
Reference Number	Response Submission Date	First name (optional)	Last name (optional)	Feedback
14	04/11/2025 13:35 PM			I am very concerned about the prospect of having giant ugly cookie cutter housing developments plunked down right in downtown Menlo Park. Seems like they would entirely change the small town look and feel of the area and the traffic impact would likely be extreme. Depressing! If this must happen then at least keep the size more in line with the scale of the existing buildings and emphasize architectural appeal.
15	04/11/2025 13:39 PM	Nancy	Davenport	Please reconsider the downtown development (there isn't enough parking now). Have studies been made on effects on traffic, environment, and property values of current homeowners. This and the proposed development of Sunset are a big mistake. There's already too much traffic, too little police presence. The only time I see the police downtown is at Philz, and downtown traffic is already terrible. Think about the culture of the city. There are other areas with potential. Please make the right decisions.
16	04/11/2025 13:42 PM			None of the proposals seem to propose housing that fits in with the space available and downtown setting. Parking seems totally inadequate and/or to be funded by other than the developers. Development density, height, etc. dwarfs the small town downtown vibe we currently have. Congestion and lack of parking will spell the end of downtown businesses.
17	04/11/2025 13:49 PM			I think the entire project is bizarre. Why are we taking prime real estate downtown and using it for affordable housing? Prime locations are not typically for low income housing. Additionally where are you suggesting people park? There doesn't seem to be sufficient parking in any of these proposals which would reduce traffic to the downtown businesses. Finally the designs are hideous. They are way too modern, way too tall, and would overall greatly alter the way downtown looks and feels. I am all for finding space for additional housing, low income housing, etc. but do not think putting it right downtown is the way to do it. Let's work together to find an alternate location.
18	04/11/2025 13:52 PM	Alissa	Stallings	The MidPen proposal attempts to sidestep the entire purpose of the project by suggesting it is more financially viable for them to build condos. Give me a break. The Pacific Companies didn't bother to propose a plan specific to this project. And PATH says it will seek further subsidies from the city that do not exist. These three are not viable in my view.
19	04/11/2025 14:15 PM	Lennis	Hansen	The proposed plan to convert existing parking lots to low-cost housing is unrealistic and unfair to merchants and their customers. As a senior citizen with limited mobility I value being able to park adjacent to facilities that are necessary for me to access on a regular basis. There is no way I could walk the distances lost spaces would result in.
20	04/11/2025 14:17 PM		Philip	All of the submissions need to give more priority to parking. Parking is already at a limit in Menlo Park downtown. Taking away those spaces and creating even more housing will only add to the woes.
21	04/11/2025 14:43 PM	Howard	Cohen	In general, replacing the parking lots in Menlo Park with housing is a very bad idea and it is giving away the community's property for the benefit of private developers while severely damaging Downtown retail. The proposed size and scale of these developments would significantly impact local homeowners, decreasing their quality of life. This would also be impacted by forcing those who still might want to go Downtown to park on nearby residential streets (along with the residents of the proposed housing which would have too few parking spaces for the residents).
22	04/11/2025 14:54 PM	Bradford	Phillips	Altogether a Trumpian corruption and destruction of a civic good. I am opposed to apartments/residences being built on downtown parking lots.
23	04/11/2025 15:36 PM			The problem with the proposed plans is that they further saturate an area of the city affected by congestion. The plan adds only residential units, without mention of adding public spaces and infrastructure to compensate for the increased congestion. This would just exacerbate congestion on existing public spaces (eg parks/playgrounds) and infrastructure (roads, means of transportation, utilities). The target income level is also of concern, with newly developed downtown businesses targeting higher income residents. The parking concern seems to be addressed, but it is unclear how cars are going to get into the parking structures with the increased traffic/congestion. Overall, this look like a half-baked rushed plan, targeting to please media and or state politicians more than residents of Menlo Park. I'd like to see a plan with mixed units across income level and space dedicated to businesses, for a real enhancement of downtown Menlo Park. Thanks.
24	04/11/2025 15:40 PM			This will kill the Menlo Park downtown and shopping. And how will all of this be paid for? As usual, on the backs of the tax payer and property owners. Wake -up citizens!
25	04/11/2025 15:57 PM	Maureen	Frazier	Please do not build on the downtown parking lots and what's with no buyers for the latest property listed for sale?
26	04/11/2025 16:06 PM	Katherine	Chappelear	Strongly urge Council to NOT declare parking lots as surplus property. Please withdraw the RFQ.
27	04/11/2025 16:16 PM			This is not an appropriate place for a housing development of this size. This will destroy downtown Menlo Park. Please do not make the city lose this valuable parking.
28	04/11/2025 16:23 PM			THESE buildings will NEVER be built in Downtown MP. They will be fought in the courts and through other means. The ONLY place additional housing should be built is across El Camino on Civic Center Land A and other empty parcels along Ravenswood. Building them on the downtown parking lots, which are ALL constantly used will mean most stores in Downtown area will CLOSE, leaving THOUSANDS out of work and a HUGE drop in Taxes collected by the city. Is THAT WHAT YOU WANT? And by the way, this ludicrous plan would NEVER have been supported by the former City attorneys office. Instead, the city council listened to their new city attorney, WHO LIVES IN LOS ANGELES AND HAS NO INTEREST IN WHAT THESE BUILDINGS WILL DO TO OUR CITY!! SHAME on both her and the cowardly council members who listened to her in the FIRST PLACE.
29	04/11/2025 16:39 PM			As a business member of the downtown area and local resident, I am very concerned about parking. Overall, you are reducing available spots while adding 345 residential units that will share those reduced number of parking spaces. Regarding the Alliant proposal, the vehicular access for most parking is just off El Camino (#5 on page 13). This is too close to El Camino. There are already backups and close calls at that Oak Grove parking lot access between the La Stanza and other restaurant. That intersection, and Oak Grove crossing El Camino cannot handle any more traffic safely nor efficiently if that is the main vehicle access. It is curious that the Eden proposal does not include parking, one wonders if the other developers truly can afford it. I do like that Mid-Pen spreads out the parking between lots 1 & 3. I do like that Presidio Bay has the most parking spaces and fewer stories. Pacific Co is a non-starter, no project concept.

Downtown Development RFQ Public Feedback				
Reference Number	Response Submission Date	First name (optional)	Last name (optional)	Feedback
30	04/11/2025 17:02 PM			Downtown Menlo Park is already depressing as it is littered with vacant storefronts. Construction on this scale would likely destroy the few merchants that remain either from construction or from the lack of parking for customers during and after construction. I'm supportive of adding housing, but we need to look at what makes this a vital community first. Downtown needs re-development and a lively retail environment, not to further as a ghost-town. There are now several large office buildings downtown partially or fully vacant. Why not re-develop these sites to enhance the community. They are also close to the train station.
31	04/11/2025 17:13 PM	Robert	Manger	Building so called affordable housing on these three parking lots is total insanity on the part of the Menlo Park City Council. It will result in unending litigation that the city cannot afford and if this IDIOTIC plan somehow gets approved, will destroy downtown Menlo Park. Find a location for this project AWAY from the downtown area!
32	04/11/2025 17:25 PM	Rubye	Cervelli	Three points regarding housing in Menlo Park as follows are: 1. I do not see any of the 7 RPOs as being acceptable to the majority of MP residents. 2. Alternative locations are a far better solution including USGS. Put a bond measure on the ballot for the purchase of USGS for the express purpose of housing only. 3. The City Council's survey does NOT represent the majority of Menlo Park residents as the petitions demonstrate. Petitions demonstrate that more than 4,000 residents are against using the City of Menlo Park parking lots for housing versus 300 supporting it.  Business owners see taking away the parking lots as a sure way to destroy their businesses and not supportive of a "revitalization."
33	04/11/2025 18:05 PM	Nick	Costouros	All of these proposals (except for PC&WVP who provided no detailed information on their vision for the space and thus not helpful) are limited in how their RFQ impacts the downtown, a lot of fluff. Some information on size, parking, etc, however I would like a detailed analysis on current parking vs future parking e.g. reduction in parking is unacceptable, and any plan should mandate a significant expansion of parking with easy in and out access for non-resident community visitors). What is impact on businesses during construction, and is there any financial guarantee for disruption of access? What is the impact on traffic flow? Why did Stanford development at Springline only require 20 low income units when this was a blatant opportunity for Menlo Park to meet its low income housing goals without requiring these monstrosity developments that completely transforms the character of downtown? Nothing greater than 3 stories, too much vertical.
34	04/11/2025 18:19 PM	Michelle	Roeding	I wish to thank the City Council and all 7 of the RFQ submitters who created such detailed and thoughtful proposals for our consideration. I will state I was 100% against ANY development on our precious downtown parking lots. I prefer we purchase land adjacent to our downtown fire station or downtown and convert current single family homes to denser housing or a small downtown park. Even better - convert some of our older apartments into greater housing density areas. IF we must build on our parking lots - we MUST replace existing parking with underground parking AND parking for new apartment residents. That said, if parking can be satisfied - I am in favor of only 3 RFQ's: 1) Mid Pen 2) Presidio Bay and 3) The Pacific Company in that order with great preference to Mid Pen and Presidio Bay although I remain curious of The Pacific Companies. None of the other RQF's presented proposals that would fit with Menlo Park architecture and culture due to being boxy and modern. Thanks.
35	04/11/2025 18:42 PM	Howard	Fenn	The developers' proposals do not factor in the increase in , traffic, congestion, higher crime rate ( because that unfortunately follows increased population) as well as increase noise. All combined will radically reduce quality of life for current residents of Menlo Park. The very reasons we (and others) worked hard to move to Menlo Park is under threat. The developers' sole interest is their businesses and income, and I suspect few are actually people who live here. All current residents of Menlo Park should know that they this development will change our town forever
36	04/11/2025 19:16 PM	Katie	Hahn	City council - I reviewed the RFQs and I am deeply concerned for the town of Menlo Park. These proposals are crazy. You would fundamentally be altering our town forever - destroying so many businesses and changing the small town we all love.  As I see it, the parking issue is being "solved for" in 2 ways - either consolidated into large parking structures or would involve "flex" parking / shared parking with residents. There are not nearly enough spots allocated for the thousands of new residents AND our towns needs. The people who ALREADY live here.  I beg you to consider SRI - it is a great option. People would support it!! Please do not destroy our community for a community that doesn't exist.  Also Betsy Nash - have you listened to the business owners? Have you met with each one?? You were elected to represent district 3 - our small businesses and the people who live there. We oppose this MOST, yet you seem most in favor of pushing development in downtown? I'm very confused.
37	04/11/2025 19:17 PM			As a homeowner in Menlo park for 45 years, I strongly oppose the use of downtown parking lots for apartments. We need a strong downtown in our city with merchants whose patrons have a place to park. This apartment Proposal is not in the best interest of downtown Menlo Park. Please do not continue spending taxpayer money on this ridiculous idea. You are elected to represent the tax paying residence of this city and not the success of builders. Notice the empty stores on Santa Cruz Ave. Nobody wants to bring/start a business here without available parking.
38	04/11/2025 19:34 PM	Kristin	Smith	Keep the parking downtown, our downtown has suffered for so many years we cannot lose the much needed and used parking spaces that exist now. We will lose that land forever to housing, and we will lose most of our downtown merchants during the construction. Move housing development to areas that will accommodate it, like the site at Ravenswood and Middlefield. The City of Menlo Park doesn't have to provide the housing, it just has to be built in the city.
39	04/12/2025 4:43 AM	John	Pfaff	If you develop the parking lots, where will people park? Stop your development ideas.
40	04/12/2025 6:56 AM	jeffrey	s	After reviewing the proposals for low-income housing in downtown Menlo Park, I strongly believe that this will have a negative impact. As a west Menlo Park resident for over 30 years, I don't understand how our city officials can propose a project that the majority of constituents are against. Please do not move forward with this project.



Downtown Development RFQ Public Feedback				
Reference Number	Response Submission Date	First name (optional)	Last name (optional)	Feedback
41	04/12/2025 7:55 AM	Brad	Hinrichs	I am concerned about the concentration of housing in the downtown area and feel that other opportunities around our community exist and could be utilized effectively to "unburden" the impact on the downtown locale. For example, the Burgess administrative region could be effectively repurposed and updated with reconfigured to provide "close to downtown" and mass transit access. These facilities are aged and in need of rejuvenation or rebuilding now or in the near future anyway. I would favor lessening the impact on our downtown region to keep with the aesthetic and quaintness of the ethos of our "small town" history.
42	04/12/2025 8:17 AM	Peg	Taylor	Thank you for making the RFQ transparent to us. Overall, I am very disappointed in these presentations and there is not going to be nearly enough parking to replace the parking that they will remove. Also, it appears that many of the proposals don't fund a parking lot and that leaves it up to us to pay for it! I would recommend that other areas besides the downtown parking lots be included in the RFQ and we don't slam that door shut on that option. I realize this is a very complex topic. But something this complex deserves a lot more input from the citizens of Menlo Park. I urge the Council to evaluate the thoughtful and creative ideas presented in the document that the group behind Save Downtown Menlo put together for housing. We need to look at these ideas and I respectfully please ask you all to amend the Housing Element to evaluate these other ideas/locations.
43	04/12/2025 8:34 AM			City council I am saddened to read these submissions and see you all centering down the path of ruining our city. I was born and raised in Menlo's park and to think you think what you are doing is ok terrifies me. We voted you into office to be custodians of Our resources and for whatever reason you are not listening to your constituents who vehemently Oppose this downtown development!  The proposals do zero to address the parking needs  Hillsdale residents are suffering from lack of parking where they have built The affordable Housing w out parking! Look at the neighboring towns who have tried this ludicrous model and how it's backfiring. You are willing to waste multiple Millions of dollars on an experiment w no case study for success. People need cars and parking where they live Don't be foolish our public transport takes is no where it doesn't work. This is America built on democracy listen to your people and what they want! Do the right thing
44	04/12/2025 8:38 AM	Rhoda	Kaplan	Please please do not allow this to go through. Menlo Park does not need to have the entire downtown to be eliminated because that will happen if this is passed. Divide it up between other areas Just the construction will kill the merchants
45	04/12/2025 9:03 AM	Michael	Miller	I remain concerned with the lack of expansion and modernization of roads and intersections with this influx of cars and density. The roads are older and narrow - unable to be widened. The intersections are dated and problematic. Look how San Carlos did it - with underpasses past RR tracks and allowing more auto traffic flow.
46	04/12/2025 9:15 AM	Jim	Gatten	The proposed housing project location is a reflection insanely poor planning, the proposed parking standards will lead to an abundance of dead vehicles being around but in a dead commercial area these may not even stick out. My suggestion is that no architects or contractors who are in anyway connected with the San Mateo County Community College District scandal and fraud trial over the theft of some portion of the ONE BILLION DOLLARS of county taxpayers money be allowed to participate in the bidding or actual construction of the low and lower income housing projects.
48	04/12/2025 10:15 AM			Using our public parking lots for building this low income housing is unrealistic. It should be located in the park areas around City Hall where there is open space and will not impact so many local businesses and people. There is perfectly adequate access to all public use facilities and transportation in that location.
49	04/12/2025 11:11 AM	Lydia	Cooper	Unfortunately, I think it is a bad idea to take parking away for housing. Parking on the lots in Menlo are always impacted. To remove them would be a disservice to the community. Cars are not going away; people especially seniors need available downtown parking. I understand the Council's concern re housing, but has the Council looked at other possibilities, as for example, the area near and around Burgess Park/City Administrative area? How about Nealon Park where the baseball field/dog park is now located?  Thank you.
50	04/12/2025 11:29 AM	Mark	Mitchell	As a resident I reviewed the responses and OPPOSE moving forward with the MP Downtown Development (the "Takeover Plan") and with any of these responders, among other reasons: (1) it is in complete contravention and violation of all of the town planning and ordinances which have made MP what it is over the last 100 years, (2) only a cursory review of the images of the projects these responders (or for any for that matter) represent large ugly cruise ship (high 5+ story vertical wall) structures which will destroy Menlo Park's community, culture and downtown area including thriving businesses, (3) the Takeover Plan has no legitimate way of replacing/remediating the 550+ parking spots or the massive traffic impacts (building more multilevel parking in other lots is NOT an acceptable remediation, (4) the true costs are NOT even close and will present unacceptable impacts to tax payers who must foot the bill, and (5) the Takeover Plan is unacceptable action by MP officials. I vote NO.
51	04/12/2025 11:44 AM	Sydney	L	I am concerned that these RFQs do not take into account the medical needs of the older population of Menlo. We need accessible parking to be able to go to the medical buildings and this is going to wipe out that accessibility. In addition, these plans do not look economically viable in that they are going to wipe out traffic to numerous businesses in the area and force them to go out of business
52	04/12/2025 13:13 PM	Chrissy	Bertolli	After reviewing the proposals, I do not think any of the developers were able to come up with a plan that solved the immense parking issue from construction forward. If you started with just a multilevel parking garage in 2 and then built on 1 and 3 (with resident parking below) then parking issues would be mitigated. Instead I saw the proposals I mostly expected: maximize profit, unit space, and housing at the cost of downtown parking and businesses. Also, some proposals had unclear funding and I am not ok with taxpayer money funding a project that most taxpayers don't want. As a designer myself, I found many of the proposed design styles to be too trendy/modern that will be outdated in a decade and add to the already dated look of Menlo Park. If the downtown is to be invigorated, I think we need a more classic or timeless California design that tie into Springline and the new developments on El Camino. Please no patchwork boxes.

Downtown Development RFQ Public Feedback				
Reference Number	Response Submission Date	First name (optional)	Last name (optional)	Feedback
53	04/12/2025 13:35 PM			The housing proposal for down town MP is not one that will make MP a better down town. We absolutely need affordable housing and we need a lot of it but this is a poorly thought out proposal on so many levels. It will drive people from MP and downtown MP is struggling as it is. You were elected to come up with solutions not cause more problems. Please rethink this.
54	04/12/2025 16:05 PM			I have read through the RFQs from al developers twice now. I must say I am still vehemently opposed to the development of housing on the Menlo Park downtown parking plazas. The financial realities of this simply don't add up. The developers only get funded for housing units. The city will have to pay for garages, which are the default solution to parking. That means raised taxes on Menlo Park residents and businesses. And the parking solutions offered are wholly inadequate. Not enough spaces proposed for the realities of both businesses and residents for the number of units proposed. One proposal calls for parking fees. Nothing talks about the congestion and traffic and school impacts of these housing units. Everything being done seems to ignore the inevitable impact of driving away customers - and businesses ultimately leaving. Given the city of Menlo Park's support of the business community over the last couple of decades, I'm not surprised at this approach.
55	04/12/2025 16:15 PM	Janey	Gabitass	There already is not enough parking in Menlo Park. People have stopped making Santa Cruz Ave their destination because of this. If those parking lots disappear so will the businesses in the city. There are already empty storefronts.
56	04/12/2025 19:15 PM			<p>Change is inevitable. Housing is needed. However, at what point do the opinions of the majority of residents who have invested their life savings into Menlo Park matter? It is resoundingly clear that the majority are against turning our small town downtown into an urban hub. Any of these will create MASSIVE traffic and environmental problems downtown, where there are already huge issues. Any argument that more people will enhance the existing businesses is lying. No low income person is going to a high end art or furniture shop. They will not be dining at \$50-\$100/head restaurants.</p> <p>Of the options, some acknowledge that they have not factored any parking into their bid. (Eden Housing). Others look like mammoth prisons – huge blocks of concrete that in ZERO way fit into the character of the city.</p> <p>Presidio Bay and Allianz at least incorporate ground level parking and has built more elegant buildings.</p> <p>This is all a total disgrace to one of the wealthiest communities in the world.</p>
57	04/13/2025 12:12 PM	Frank	Mirkhani	<p>The proposals are not acceptable, they are not proposing enough additional parking for new residential units. Some of them are proposing additional commercial spaces which require even more parking without addressing the needed more parking.</p> <p>If the project is materialized as proposed, the damage to Down Town Menlo Park will be permanent and not correctable.</p> <p>Please consider other locations for building the houses where providing needed parking will be possible.</p>
58	04/13/2025 13:32 PM			<p>The proposals vary widely. I would eliminate any proposals that do not adequately provide for public and resident parking. For example, one proposal suggest .45 spaces per unit. We all know that residents who do not have a parking space will still have cars, and so they will use the public parking and the streets, thus taking away customer parking from local businesses. I am vehemently opposed to any plan that puts the burden on the city and residents to build a parking garage.</p> <p>I found several of the proposals severely lacking in substance. The Pacific Companies for example did not provide a proposal at all, just a recitation of their accolades and qualifications. Some proposals stated the funding sources are unclear. I would eliminate any of these proposals right off the bat.</p> <p>Presidio Bay Ventures proposal of middle income housing is probably more in line with the downtown area. Plus, they developed Springline which is a real world example of their work in our city.</p>
59	04/13/2025 14:06 PM	ellen	mcLennan	<p>I strongly request that you reconsider your proposal to transfer parking lots downtown to low income housing. I think it's a terrible solution.</p> <p>The civic center option seems so much better. Children and families would be near the library, the athletic fields, the pool and tennis courts and also be near public transportation.</p> <p>If you go ahead with this plan, you will destroy our downtown. Businesses will suffer. Tax revenue will decline. Businesses will be forced to leave. No new business will come downtown. During construction there whole area will be a mess with construction, demolition, rerouting traffic etc.</p> <p>Real estate values will also collapse as a vibrant downtown will be lost.</p> <p>The culture of a small town will be lost.</p> <p>With minimal budgets the building designs will probably be very unattractive.</p> <p>I know we need low income housing, but I don't understand how you can find this a good alternative.</p> <p>Please save Menlo Park, don't ruin it.</p>
60	04/13/2025 15:43 PM	Carolynne	Phillips	I'm against residences taking over parking lots.
63	04/13/2025 16:09 PM			Please consider your long time tax paying handicapped residents. Already, there aren't enough handicapped parking spaces. I don't understand the need or demand for this project.
64	04/13/2025 18:05 PM	Janet	Manget	<p>City Council,</p> <p>Per development update RFQ proposals:</p> <p>1) replacement of public parking being "consolidated" means fewer spaces (.we AKREADYSTRUGGLE with parking availability).</p> <p>2) Flex systems with LESS parking than existing spaces = removal of many existing spaces for residents who live &amp; shop here. ( many residents can't bicycle or take train to destinations!)</p> <p>3) The unmitigated insult of less than 1/2 space per very low income development units will result in catastrophe for those businesses who are supported by local residents.</p> <p>Given the source of funding for this development &amp; parking is unclear, as a taxpayer here, it is unacceptable to me to contribute to funding shortages.</p> <p>These proposals will kill the character of Menlo Park downtown &amp; surrounding areas due to unnecessary congestion &amp; lack of parking. They will kill the fabric of Menlo Park &amp; struggling local businesses. Whose crazy idea was all of this anyway? It is amateur &amp; ill thought out.</p> <p>Janet Manger</p>

Downtown Development RFQ Public Feedback				
Reference Number	Response Submission Date	First name (optional)	Last name (optional)	Feedback
65	04/13/2025 21:36 PM	Barbara	Mason	Betsy Nash is good about sending me (and I'm sure others) information as it happens. I have sent her some input as to other areas I think the buildings should go, but am sure developers are not interested in doing things piecemeal. So garbl have looked at 3 of the proposals and had to stop as they are not what I want to see for downtown Menlo Park. Basically I don't want to look like a Redwood City and would be much happier if we could keep our "village" feel - though this could also be questioned. Have recently been going to Los Altos to eat at their many restaurants and find I just want to walk around the downtown. Putting in 4 story buildings in our parking lots will not have that effect on our downtown.
66	04/14/2025 9:34 AM	David	Hesting	The proposed area of construction will dramatically worsen an existing bottleneck of heavy traffic. Between 4-6PM during the week, we cannot easily access the freeway for whatever we need to do. Plus, the effect on property values is devastating. I support more affordable housing but not at this scale in this location. East Menlo Park would benefit heavily from this proposal. West Menlo will be severely altered for the worse.
67	04/14/2025 9:40 AM	Brian	McCarthy	After reviewing the proposed developer proposals for downtown housing, The City Council should not proceed any further with the proposed locations. As a Commercial Real Estate Broker and expert and a Menlo Park resident the parking that is proposed is inadequate and does not meet modern standards for accommodations for retail, office, and residential needs. Basic requirement needs for Retail are 4 to 5 Parking dedicated spaces for 1000 Square feet of building area. Office space requires 4 dedicated spaces per 1000 Sf of building area. High Density residential needs are much greater than what the various proposals are proposing. In addition, the access to shopping and offices in the downtown area will be compromised more congesting created. Any voucher system for parking will be an additional inconvenience to patrons. The City Counsel must look at the facts so it does not ruin the downtown area. Please vote no on the downtown location. The Civic Center is a better alternative.
68	04/14/2025 9:41 AM	Robert	Podlena	Review of all proposals revealed very similar results. All glossed over the devastating impact the loss of parking spaces would have on the entire Menlo Park community and provided misleading information regarding the overall parking availability following construction. Although the total number of spaces following construction is discussed, much of this will need to be shared thereby significantly reducing the public parking availability.
69	04/14/2025 9:56 AM	Noel	Smith	I've lived in Menlo Park for over 40 years, and do not want to see downtown ruined by the proposed massive projects. One small scale development perhaps, but not the large scale as depicted in the developers plans. Parking, schools, and traffic will be irreversibly negatively impacted. Before any of this is considered, the city needs to permanently fix Santa Cruz Ave downtown. Members of the City Council and Planning Department should tour downtown Los Gatos and see what they have done there. It is aesthetically pleasing, functional, and allows traffic flow. Menlo Park's downtown temporary road changes, and poorly planned temporary sidewalk cafes is a problem that first must be addressed before adding more housing. The City needs to come up with a permanent solution on Santa Cruz Avenue first, before embarking on another misadventure.
70	04/14/2025 9:57 AM	Carmen	Caricchio	The 7 submissions are flat-out unfeasible as they do not provide adequate parking to keep Menlo Park's lifeline (the business district) operational and viable. Even if more spaces are added, low-income households of 2 adults will need 2 cars per family plus guest parking. Hello!!! There are no jobs in downtown Menlo Park and Caltrain provides limited transportation. The Council is attempting to steam-roll this plan with violent opposition from the community and without adequate research needed to identify the scope of needs of this huge housing project (parking, fire, water, power, schooling, essential services for mentally-ill and homeless, etc.) Downtown simply cannot accommodate this. Council has been briefed about multiple alternatives, such as using the City Center parking lots (which are NOT parkland, by the way!) or looking to acquire USGS or other local properties that are not on Santa Cruz Ave. This Council needs to represent its community or leave office immediately.
71	04/14/2025 15:38 PM	Katie	Keating	Housing for very-low-income residents in downtown Menlo Park is not sensible or realistic. The easy access to free parking is critical for MP businesses. 4, 5 and 6 story structures would ruin the quaint feel of our city. That said, I have reviewed the 7 RFQs.  Alliant : lacks information on height of bldgs and how parking will work. Eden Housing: deaf to current MP community. Mid Pen Housing: straightforward, full parking replacement, speaks to MP aesthetics, includes bldg heights. PATH Ventures: not a fit. lacks details. Presidio Bay: creative. don't like charging for parking. Related / Alta: project concept sections lacks specifics  I want City Council to consider other sites, such as Burgess Civic Ctr for the very-low income housing. The downtown parking lots are not surplus land. They provide needed parking for patronizing MP businesses. Thank you for providing an opportunity to give feedback.  -Katie Keating
72	04/14/2025 17:12 PM	sarah	buckley	Why have we spent this money and time on a request made by a governor who will not be there soon. The plan is not a local community based solution but rather over reach on the part of a governor who has proven himself to be inept
73	04/15/2025 17:03 PM	Mike	Precobb	I do not support ANY of these plans because, despite the pretty pictures, they would ruin the town and immediate community. If I had to choose one, I would pick Eden because of the long lead time to begin construction (2029). I could leave before then.
74	04/15/2025 20:06 PM			They do not go with the architecture of downtown and I am confused on who they will be housing. Some say homeless.
75	04/15/2025 23:54 PM	Janet	Lin	As a nearby resident of Redwood City who rarely now shops or dines in downtown because of the difficulty in parking, loss of character of downtown Redwood City, and safety concerns at night, you are closely following the same model. I support the need for additional housing but downtown, as proposed, is not the place for it. And I fully understand the pressure the state has mandated on cities. It is difficult to navigate but others areas of Menlo Park with less dependency on parking, are more appropriate. I have been shopping and dining in downtown Menlo Park and San Carlos, but I'm certain I'll likely have to stick with San Carlos if this goes through. Think carefully before making this decision as once built, the buildings stand forever. One can't turn back the clock to the downtown that once drew folks from other cities. MP has a good thing going for it at the moment. And I've had regrets not trying to buy there. That is, up until now. Now I'm thankful I didn't buy in.

Downtown Development RFQ Public Feedback				
Reference Number	Response Submission Date	First name (optional)	Last name (optional)	Feedback
76	04/17/2025 8:13 AM			Absolutely love the idea of re-developing these parking lots into housing. Great solution to help alleviate the housing crisis, get more people to use caltrain, and make the area more vibrant and desirable to live. Don't listen to the NIMBYs who want to keep their parking spaces.
77	04/17/2025 19:41 PM			<p>Rather than await staff selection of the RFQ it wants the city to pursue, the city council should instruct its manager, chief planner, and lawyer on what will happen next.</p> <p>This should include suspending all RFQ analysis pending receipt of:</p> <p>(a) the promised downtown parking study;</p> <p>(b) independent appraisals of plazas 1, 2, and 3 to determine what their market values are and what level of city subsidy would occur by giving developers \$1 per year leases;</p> <p>(c) new analysis for use of alternate sites such as the civic center and USGS campuses for high-density, low rent-housing projects; and</p> <p>(d) a community vote via ballot referendum on whether to abandon the downtown sites as purportedly surplus property, if such abandonment were deemed legal.</p> <p>Better yet, the mayor and the two recently elected council members should immediately reject the utter misfeasance/malfeasance on this proposal to date by declaring the conversion of Santa Cruz Avenue Parking plazas to housing is DOA.</p>
78	04/18/2025 12:02 PM	Emma	Stanford	<p>I've taken a look at the RFQ responses and while I'm not qualified to weigh in on the details, my general thoughts are as follows:</p> <ul style="list-style-type: none"> <li>- As a Menlo Park homeowner and previous renter, I would prefer to prioritize commercial space over residential common areas at ground floor level. In my experience, residential common areas are generally underused by the residents and contribute to the exclusionary feel of places like Springline. MP business owners and community members are likely to get behind the project more if there are more public and commercial spaces.</li> <li>- I like the idea of going with a nonprofit.</li> <li>- Shared parking makes sense to me.</li> <li>- Can we get some color and character into these designs? There weren't many images but the ones there were were so sterile, and Menlo Park has its own character. Not to pick on Springline, but it's so not Menlo Park, and every time I go into one of the businesses there I feel like I'm in a simulation.</li> </ul>
79	04/18/2025 15:47 PM			<p>1) Why are we asking for proposals for "only" affordable housing? It should be mixed and include housing for everyone.</p> <p>2) These heights are pretty low. This is immediately downtown where Menlo Park should be at its most dense (and get less dense the further you get from downtown). Our zoning allows for higher buildings. Don't be afraid to allow that.</p> <p>3) There should be retail on the ground floor. There is a ton of protectionism happening with our local merchants who want to keep competition out of their monopoly on downtown stores. Don't let their bullying win.</p> <p>Thank you!!! Can't wait for these to be built.</p>
80	04/18/2025 17:38 PM			None of the proposals would work for our downtown and I believe City Council is aware: this project would be cost-prohibitive, and severely damaging to local businesses. Can you imagine the construction process alone, clogging up the streets and disturbing businesses and residents? Street traffic is dangerous enough for our children that bike to school. The City can and should find other locations for affordable housing what would be more practical, economical and uncontroversial.
82	04/22/2025 11:57 AM	Alex	Beltramo	<p>City Council told us that they want to see what developers come up with before making a decision, but that they would not move forward if sufficient parking was not provided.</p> <p>None of the developer submissions come close to providing enough parking for both the public and for residents. As a result, the amount of actual parking for patrons of our businesses will be dramatically reduced. Furthermore, what parking remains will be less accessible, as it will involve entering a structure, possibly going to upper levels, possibly having to get a ticket for validation, and possibly having to walk an extra block or two to your destination.</p> <p>And the submissions do not discuss the traffic congestion that would result from cramming high-density housing into parking lots with limited access.</p> <p>If Council was hoping for some miracle solution to emerge from these submissions, I don't see it.</p>
83	04/22/2025 12:46 PM	Richard	Draeger	I believe that the City's plan to redevelop the downtown's crucial parking plazas is truly against the will of it's citizens. This plan will bankrupt most of our cherished downtown businesses and destroy Menlo Park's charm. This business district is important to not just Menlo Park but our surrounding communities as well. The City Council should be listening to it's constituency and consider multiple areas for this housing instead of choosing to cripple small businesses that employ folks who contribute to our community is so many beneficial ways. In order for this the City Council's plan to go forward the parking plazas will be deemed "surplus" by them. Of course, this flies in the face of reason given their close to 100% use at various times of the day throughout the week. Further, this plan is to offer the plazas for \$1 to the developer. These plazas were paid for by the same businesses the City will now be putting out of business. Our beloved downtown and community are worth more.

Downtown Development RFQ Public Feedback				
Reference Number	Response Submission Date	First name (optional)	Last name (optional)	Feedback
84	04/22/2025 13:45 PM	Cherie	Zaslowsky	<p>I'm not surprised to see that none of these submittals come close to providing adequate parking, which should include full street level replacement parking for residents who shop in our downtown, plus 690 parking spaces for new tenants of the projects.</p> <p>Nor do any address the myriad issues of straining our infrastructure, traffic congestion, overcrowding our schools, or fire safety issues, let alone keeping our small businesses alive and well—which brings us back to parking.</p> <p>Council members, whom are you representing? The developers? Sacramento? It's your role and obligation to preserve our quality of life and small town character—not to throw it overboard. This is in essence, reckless endangerment of our city.</p> <p>As you well know, there are many other alternatives. Choose one or more of them and take our downtown parking lots off the chopping block!</p>
85	04/22/2025 14:10 PM	Margaret	Gordon	<p>Horrible idea. Do not build on parking lots completely disrupting commerce in Menlo Park. The rfqs are all disturbing because of potential ingress and egress issues. Can't get in and out. Safety is a huge concern overall because of this including rfqs that are 8 stories high. You have 17 acres at usgs you should be using instead. Instead of harming your community. At first you said it would be for working people in the units. Now new plans of having 100 homeless housed. You need to be transparent. Unless these homeless are under strict psychiatric care and close case management there will be many in acute crisis downtown</p>
86	04/22/2025 14:37 PM			<p>As Trusted council members you have a FIDUCIARY DUTY to manage the city's assets. The parking plazas are an asset that you must submit to the property owners for a 51% approval VOTE, if you mistakenly intend to change its purpose. In the event a change is approved by the owners, you still have a fiduciary duty to REJECT any proposal to "give it away for 1\$/year".</p> <p>IMPORTANT: None of the 7 developers have met the demand to: "Replace/Retain the 550 ASSIGNED Customer Parking Spaces. All the proposals are lacking at least 400+ customer parking spaces. Please Look Elsewhere to build the State's mandatory housing. The business parking lots are NOT Workable, financially, physically and politically.</p> <p>Thank you Mike DeMoss, resident</p>
87	04/22/2025 14:49 PM	Loren	Dakin	<p>After detailed review of the several downtown RFQ proposals, it remains apparent and clear none of the developers meet the replacement parking requirements. On this one action item alone, the developers should be dismissed and alternative sites should be considered. The parking lots should not be given away as surplus land. Please do the right thing for your constituents. Let's bring more businesses to downtown and increase traffic flow by opening up Santa Cruz Ave., leave the parking lots in place and open the criteria to allow commerce to flow at its own level. If a yoga studio or a jeweler wants to open their doors, allow them to do so. Stop trying to control the will of the residents.</p>
88	04/22/2025 15:16 PM			<p>Please do not build on the parking lots. There will be lots of traffic downtown. Please consider a better alternative.</p>
89	04/22/2025 15:19 PM	Mary	Seaton	<p>None of the rfqs presented are feasible. There is not proper ingress and egress for emergency vehicles. They would need to remove all of the perimeter buildings. There is not the infrastructure that would be demanded to accommodate the number of people that all the developers are proposing. There are potential safety issues in case of a necessity to evacuate or a fire. It is not fair to put that many people in such a small space when there are more appropriate alternatives such as USGS and the Civic Center.</p> <p>The retail really does depend on the parking and the dismantling of the downtown is happening now with the closing of businesses and</p> <p>And many businesses are hesitant to renew their lease. Council members please listen to your constituents!!.</p> <p>Not Sacramento, and not to the developers who are lining their pockets. There will be no turning back. I,,,,,,</p>
90	04/22/2025 15:32 PM			<p>Please refrain from using downtown parking lots for apartments. We need a vibrant downtown with restaurants and shops that feel their patrons have a place to park.</p>
91	04/22/2025 15:38 PM			<p>Developing these parking lots will KILL an already struggling downtown Menlo.</p> <p>This will be the nail in the coffin after years of nonsensical development rules and no master plan whatsoever. If you compare this to ANY downtown on the Peninsula it is by far the worst. We are lucky to have a few remaining restaurateurs, shops and businesses that have stuck it out, and now we are going to ruin them with 6 + years of construction that will end up completely ruining what is left of old Menlo Park and ensuring no one will come here. We do not need low income housing in downtown in the areas that are needed and were given to the city for PARKING specifically. We need to draw businesses and people to the city by carefully planning and leaving high rise homes to other parts of Menlo Park where parking is not a problem.</p>
92	04/22/2025 15:43 PM	Howard	Fenn	<p>I oppose use of Menlo Park downtown parking for housing. Bad idea for too many reasons, will diminish the livability of Menlo Park forever</p>
93	04/22/2025 16:02 PM	Rich	Rollins	<p>In the HCD Oct 2022 comment letter HCD noted City needed to do more analysis of City and Federal Owned opportunity sites! Dec 22, 2022 council directed staff to "Prioritize Downtown Parking Plazas for Affordable Housing!"</p> <p>Minimal outreach!</p> <p>USGS and the upcoming SRI Parkline! Better opportunity sites to meet remaining affordable housing. Those 2 large sites benefit the entire city with easy access to transit, downtown, Burgess Park amenities and a possible TK-3 school</p> <p>Even City Hall, Library, Children's Center could be repurposed for city staff and senior housing</p> <p>The downtown parking plazas are a critical component of what make our downtown so attractive in maintaining our desirable "Village Character"</p> <p>Let's work together to find better solutions than severely impacting the downtown businesses and the "heart and soul of our community" that our special downtown provides!</p> <p>Rich Rollins 40 year Menlo homeowner Stanford trained Urban Planner Former MP Planning /Transportation Member</p>

Downtown Development RFQ Public Feedback				
Reference Number	Response Submission Date	First name (optional)	Last name (optional)	Feedback
94	04/22/2025 16:11 PM	Christopher	Giannotti	<p>Please, please take note that not a single one of the submittals from the developer addresses the need for enough parking spaces to serve all the merchants AND to serve the needs of all the "new residents". In fact, I don't see how this would even be possible without the construction of a very large multi-level parking structure.</p> <p>Fact: The merchants need every single parking space in those three lots right now. If anyone spends any time just looking at those lots any time period from about 9:00 am to 6:00 pm, it is nearly always close to full of cars.</p> <p>Fact: It is unrealistic to imagine that the proposed "new residents" will be car-free (i.e. zero car) households. Realistically, every single household would naturally own/need at least one car, and many would own two. This is statistically demonstrated across the State.</p> <p>Fact: The daily congestion created by a dense housing complex located in the very heart of downtown would be astronomical.</p> <p>{Form is limited to only 1000 characters}</p>
95	04/22/2025 16:18 PM	Barbara	Hooper	<p>I own a Menlo Park apartment building and have family living in MP. I am deeply concerned about the proposal to eliminate MP Downtown parking lots!!! When my family and I shop there, go to medical and dental appointments, enjoy restaurants and cafes, etc., it is difficult to find parking. If high-density housing (without adequate parking) is constructed, I believe there would be increased traffic downtown and on El Camino Real, limited parking for shoppers and residents, and it would threaten the success of local downtown businesses (if no parking is available for patrons). Additionally, traffic congestion would be dangerous for pedestrians (children, students, seniors, handicapped individuals, etc.), bicyclists, and drivers. Please reconsider your proposal and keep the parking lots as they are downtown. Other more suitable locations should be considered for new housing in Menlo Park.</p>
96	04/22/2025 16:19 PM	Rich	Johnson	<p>Clearly stated in one RFQ response "Eden is keenly aware of obstacles to developing these properties, especially those stemming from area residents opposed to the development. Eden will look to the City for support and partnership..." . Clearly stated, even the developers recognize constituents are OPPOSED to the development of 100% Low Income housing downtown. This is not a housing / no-housing debate, it is a demand from the constituents for the City to LISTEN to the objections of the stakeholders - downtown property owners, tenants, and residents opposed to the City railroading this through - stakeholders who are being ignored, while staff blithely move forward. Having drawn legal attention, which no doubt will waste significant council time and City legal resources, council needs to withdraw this flawed "surplus parking lot" concept, and recognize it will not meet RHNA housing objectives, though will destroy our downtown and generate significant ill-will from Menlo Park voters.</p>
97	04/22/2025 18:09 PM	Mary	McCarthy	<p>The projects should not be approved and other locations should be studied for the following reasons:</p> <ol style="list-style-type: none"> <li>1. There are much better suited areas for families, other than downtown. The Burgess Park area is a much nicer area for families, offering parks, recreation, library, train and access to downtown.</li> <li>2. In addition, I have been through this with my hometown in Wisconsin. Our downtown was ruined for a lifetime by short-sightedness of those in charge at that time. Please do not do this to Menlo Park</li> <li>3. The parking proposals will not come close to meeting any minimum industry standards to accommodate retail and Office uses and in addition will be practically inadequate for residential occupants of the buildings.</li> <li>4. The development will cause congestion and complicate access for Retail business</li> <li>5. Traffic will increase on the main streets, Side streets and major intersections causing access issues.</li> <li>6. Will destroy the character of downtown Menlo Park</li> </ol> <p>I am a Menlo Park resident . Vote NO.</p>
98	04/22/2025 18:51 PM	Miriam	McCarthy	<p>As a former Retail shop owner and a current Menlo Park resident, the 7 low income housing proposals fall short in being able to accommodate the necessary amount of parking to support the Menlo Park retail businesses . In addition the developments will create more congestion &amp; traffic and make access harder for people to shop in the downtown area thus more business are going to suffer and go out of business. These projects should be built at a different location--- preferably the Civic Center location . Please VOTE NO on the downtown locations.</p>
99	04/22/2025 19:53 PM	Dorothy		<p>I oppose plans to take our MP parking lots. Please don't think of those who oppose the current plans as NIMBYs. There is a difference between those who don't want change and those trying to shape the change growth brings carefully.</p>
100	04/23/2025 11:03 AM	Norm	Harris	<p>I appreciate being able and encouraged to provide feedback.</p> <p>I request the City Council pursue the following:</p> <p>#1: First order of business is to apply for exemption to the housing element. Applying that state mandate to Menlo Park makes no sense to either Menlo's current citizens or to those who would reside in the envisioned buildings.</p> <p>#2: Adding to an already confusing and unsafe "downtown" Menlo makes no sense at all. The Council should focus on improving the safety, flow and character of the downtown Menlo. It currently in no way matches up to the nearby communities. The current downtown appears as if it is ruled by absentee owners.</p> <p>Thank you for listening.</p>
101	04/23/2025 15:32 PM	jeffrey	s	<p>These proposals will takeaway much needed parking from restaurant and retail customers. With the current marginal occupancy rate, it is difficult to find parking. When the economy picks up and the occupancy rate increases, parking will be even more scarce. Why penalize the MP tax paying residents with these proposals and housing? Why hasn't the hundreds of new apartments on El Camino near Safeway provided enough new housing for lower income? If it hasn't, why wasn't it done?</p>
102	04/23/2025 16:41 PM	Robert	Meniffee	<p>None of these proposals adequately addresses parking; instead, they emphasize the fact that the parking lots in their current state are not either legally or in common understanding "surplus." All of the proposals are conceptual, which makes it extremely difficult to assess them, but each would permanently alter the character of Menlo Park. This is not something the residents of Menlo Park want, particularly those who live and work in the downtown area. The opposition to this is overwhelming and well founded with the loss of parking, the increase in traffic, the introduction of buildings and structures out of scale with the remainder of downtown, and the inevitable loss of businesses that have served the community for many decades. There are other options to locate low income housing and the refusal to consider them is a disservice to the community,</p>



Downtown Development RFQ Public Feedback				
Reference Number	Response Submission Date	First name (optional)	Last name (optional)	Feedback
103	04/24/2025 11:11 AM	Wendy	McPherson	All the plans do not look like Menlo Park. It is another attempt by the state to control the way individuals want to live and why we moved to Menlo Park in the first place. There are other places in MP to put housing - affordable and not affordable. The city counsel needs to look at who elected them - and why.
104	04/24/2025 16:23 PM	Rhoda	Kaplan	The school's cannot handle the influx that is expected. The local businesses will close due to the lack of parking. Today at 11:00 a m the lots were full. Please spread out any new construction throughout the city
105	04/24/2025 16:24 PM	Martha	Cohn	The problems with putting a lot of low-income housing on our parking lots are two-fold: 1. Redding made part of downtown low-income housing and then realized that low income inhabitants aren't just immigrants. They are also alcoholics, drug addicts and people with difficult mental challenges. Those people don't respect the location and vomit, defecate and leave garbage all over the sidewalks and streets. That behavior won't induce Menlo Park residents to want to shop downtown. 2. Many times I have had to hunt for a parking space downtown--we don't have a vast excess of parking spaces. I avoid shopping or going out to eat in Palo Alto because parking is such a difficulty. If we use our downtown parking lots for housing, we will also reduce the desire to shop downtown or go out to dinner or lunch in our own city.
106	04/26/2025 10:44 AM			1) all financials are vague with some (and possibly all) subliminally suggesting city assistance beyond the land. 2) where diagrammed the traffic in and out of the parking options seems onerous. 3) envisioning the traffic in and out of and on Oak Grove is not a welcome site.
107	04/28/2025 15:05 PM	Kathleen	Kruse	Dear City: I'm confused + concerned about why you've engaged developers before answering critical questions thousands of Menlo citizens are asking.  Last fall, when I heard you intend to replace busy central parking plazas with massive high-density housing complexes, I wrote letters + signed petitions, along with fellow residents.  Still, key Qs remain unanswered:  What's the actual value of this land? Who truly has the right to approve its reuse as "surplus" land? Exactly how will already congested traffic be affected? How are you responding to serious issues raised by many town businesses + adjacent homeowners? What financial impact will this have on our already over-stretched city funds? And why haven't you fully analyzed/reported on the viability of alternative sites?  Qs like these are tough to answer. All the more reason why they deserve thoughtful, complete As before you make decisions we may all regret. Please reconsider your actions + pursue better options, for Menlo's sake.
108	04/28/2025 17:06 PM	Charles	Erpenbeck	After reviewing several proposals for high-density housing in MP parking plazas, I see multiple red flags. Downtown traffic is already congested and parking is always tight. Many developers assume less than one car per unit, flex parking or paid/voucher parking, and one doesn't even include a garage. Some include new retail space, which only adds to parking requirements.  One accurately describes Menlo as a quaint neighborhood. Yes, it is. But in no way are 6-8-story high-density housing/parking structures quaint.  I'm concerned the council is rushing ahead with this project and not listening to thousands of concerned citizens. The parking plaza land is extremely valuable. How can it be deemed "surplus"? Have the impacts on traffic, schools, community services (police/fire/etc) been addressed? I realize the State is mandating more housing, but is stuffing more housing into an already-crowded town the best answer? Let's do better.
110	05/03/2025 14:25 PM			After review of the 7 low cost housing proposals for downtown Menlo Park, the projects should not be approved and other locations should be studied for the following reasons: 1. Parking proposals will not come close to meeting any minimum industry standards to accommodate retail and Office uses and in addition will be practically inadequate for residential occupants of the buildings. 2. The development will cause congestion and complicate access for retail business. 3. Traffic will increase on the main streets, side streets and major intersections causing access issues. Will destroy the character of downtown Menlo Park. I am a Menlo Park resident. Vote No.
111	05/05/2025 15:03 PM			1. These parking lots are not appropriate for housing. Our downtown businesses depend upon them for their survival. 2. Any proposal that does not provide for convenient and ample replacement parking during and after construction (including potential tenants) is unacceptable and will further drive businesses from downtown Menlo Park.
112	05/06/2025 14:50 PM	Randy	Raphael	Reviewing the developer proposals gave quick examples of 4 developers who understand the complex mix of housing, business and parking along with pedestrian flow of the existing area and who present a realistic plan for housing and the future. Developers showing a professional and somewhat thought out preliminary plan are Alliant, Mid Peninsula, Presidio and Related.  3 developer companies should be released and sent packing with no parking, no concept beyond building a box for people are Eden, Path and Pacific
113	05/06/2025 21:42 PM	Pat	Seawell	First, have local workers and seniors been polled whether they would live in any of these units, and what price could they afford? Will rental costs drift and units be rented by others outside our communities? Three groups have provided serious proposals. Height should be limited to 5 stories. Several match current approx 500 parking spaces, but only one addresses how to include the extra 300+ needed for residents. Shared parking good idea, but resident time not practical 10 PM to 5 AM. Council should sponsor field trips to locations where proposers have built similar housing, and assess if residents and the community feel the development improved lives for both sectors. Consider fewer units in the proposed parking areas if (1) add 2-3 floors of housing above existing businesses along Santa Cruz, Oak Grove and Menlo Avenue (and resident parking); and if (2) there are empty units in the several new building complexes along El Camino that can be re-designated for low income residents.

Downtown Development RFQ Public Feedback				
Reference Number	Response Submission Date	First name (optional)	Last name (optional)	Feedback
114	05/09/2025 9:55 AM	Howard	Cohen	As a Palo Alto resident and a frequent patron of the businesses in downtown Menlo Park, I am strongly opposed to the hare-brained and corrupt idea of declaring your parking lots "surplus" property and overdeveloping them, with insufficient parking, to the benefit of real estate magnates, and with inadequate low income housing. A bad idea which would destroy the charm and accessibility of your city's downtown.
115	05/09/2025 11:06 AM			There is definitely not enough parking, so the city's plan is insane! None of the developers' submissions come close to providing enough parking for both the residents and businesses. City council, are you loyal to your constituents, who elected you to represent their interests, or the developers? Have you been bought by the developers? Looks like a very poor job of representing your constituents if you let these ill conceived plans proceed!
116	05/09/2025 22:49 PM			As a homeowner and business owner in Menlo Park, I am concerned about the proposal to build housing in the downtown Menlo Park parking lots. There is already a deficit of parking currently. Losing these parking lots will have a severely negative impact on the businesses downtown. Please find another solution.
117	05/10/2025 15:01 PM	Patricia	Faust	Central Menlo Park does not have the "surplus" land to survive a tear-down or clearing-out of existing buildings and surrounding parking-lot land in order to build affordable housing. Surplus land means UNUSED land. Menlo Park needs to find some.
118	05/11/2025 9:40 AM			As a long term Menlo Park resident, this is sad to me the way this will change our beloved already struggling downtown. The congestion will change downtown Menlo Park forever. The fact that city council is ignoring all of the residents requests is really sad and very confusing. Please take this to ballot so we can preserve what we love about our downtown.
119	05/11/2025 13:16 PM	Martha	Cohn	I am very opposed to building tall towers anywhere in downtown, it ruins the small town atmosphere. I am also very opposed to housing the low income (to no income) people in the heart of our town where their behavior (not always predictable--look at SF for example) will stifle people from wanting to frequent shops downtown. I don't want the local shopkeepers to suffer because the city of Menlo Park didn't issue bonds to buy some large places to fill with low income apartments. The city council has missed many opportunities to find low income housing (not only by failing to try to issue bonds)--especially in the new places that are being built all over the place but only have 8 low income places, or fewer. Don't make the townspeople lose their wonderful little town due to incompetence on the part of the city.
120	05/11/2025 16:40 PM	James	Madison	The proposals all show the nonsense of the idea. Those of the Pacific Companies and Path Ventures do not merit consideration. Neither makes a proposal. The former simply praises itself and the latter says, in effect, "let's talk." The Eden proposal expects the City, i.e., taxpayers to contribute utilities in addition to the land. The rest are all woefully short of parking in that they will lead to residents and the public competing for space. or, in the case of either Presidio Bay or Related California, puts all replacement parking in a single, wrong place, Site one. On top of all else, the proposed towers would fundamentally change the downtown environment. Instead of being as sunny, welcoming setting, Santa Cruz Avenue would be clinging in semi-darkness as if it were on the side of an urban cliff with the towers of SF's Montgomery Street were looming over it. This would be totally at odds with the established vision for developing downtown Menlo Park.
121	05/14/2025 19:48 PM			MAKE DOWNTOWN MENLO PARK OLD AGAIN !!!
122	05/15/2025 20:22 PM			During the time it takes to build housing in downtown Menlo Park, many or most of the businesses in downtown Menlo Park will have shut down due to heavily reduced foot traffic. I understand that additional housing needs to be built, but downtown is not the place to do so.
123	05/15/2025 22:59 PM	Curtis	Conroy	I am vehemently opposed to using the downtown parking lots for any purpose other than that which they currently serve.
124	05/25/2025 13:47 PM	Brian		None of the developers' proposals are acceptable or appropriate because the underlying parking lot development project proposed by Menlo city planners and prior councils has no merit and is misguided and damaging to the city, its identity and its business core, in the extreme! Don't waste everyone's time on the developers' proposals. It is time to drive a stake through this boneheaded development proposal now. The coming referendum, leaving the decision to do so up to the people of Menlo Park, not a few misguided leaders, is the only path forward.
125	05/25/2025 14:13 PM	Wendy		The decision to cannibalize 50% of the downtown parking for housing is a completely wrong move for the city of Menlo Park. More housing, YES. (If indeed, we need more housing after the old SRI site is developed with 800 MOL housing units). But even moving it to the very large city center site would put it within a 6 minute walking distance of downtown.
126	05/25/2025 16:30 PM			Please consider other option that would be better suited for dense housing - Can the low income people that are slated to live in most of these complex's - can they afford to shop/eat in downtown? Very concerned with how the traffic in downtown is horrible between 3-5 - you can't get across town ( El Camino ) without going through 3-4 cycles ( stop lights ) - how can you add more cars?
127	05/25/2025 16:42 PM			No housing on city lots as the proposal do not provide adequate parking for businesses to survive. Please look at other locations for the housing.
128	05/25/2025 16:49 PM	Paula		Do not give the downtown parking lots to developers. Preserve our small businesses.
129	05/25/2025 17:01 PM	Linda		I'm opposed to the downtown development of Parking Plazas 1, 2 & 3. There will be no downtown in Menlo Park with this development.
130	05/25/2025 17:14 PM	Lee		Adequate parking plans for downtown should incorporate parking for retail growth of the area in addition to current parking space available, as a baseline for any future development. Parking for future tenants of the apartments planned should also be added at a high rate per new unit since most of the owners of new units will need their own transportation. The resulting structures would therefore require at least a 100% increase in parking from today, meaning 2 levels of parking with ramps, etc. which will change greatly the convenience of shoppers in downtown Menlo Park. The non-housing space required will greatly increase, and this must be part of any plan considered by the Town. I think this hurdle of minimal parking space investment will make it extremely difficult to put low-cost apartments into the space as is being currently considered. A town plan which creates downtown resident and parking density as now contemplated would greatly damage the character of Menlo Park.

Downtown Development RFQ Public Feedback				
Reference Number	Response Submission Date	First name (optional)	Last name (optional)	Feedback
131	05/25/2025 17:54 PM	Chalz		I'm firmly opposed to the removal of downtown Menlo Park customer parking and the development of mid-rise high density residential units in its place. The proposal for such a project would forever change the functionality and character of this well-established destination shopping area. This proposal would invite real estate developers to replicate this poaching of other pristine shopping areas throughout the SF Bay Area, where I've made my home for five decades. I vote NO, without equivocation, on this proposal
132	05/25/2025 17:59 PM	Jim		Another roaring success for your bureaucrats in planning and elected officials...closing the street west of the Left Bank eliminates yet more "go to" parking for me...a handicapped person. The PARKLETS are a hygiene pitfall but with little to no handicapped parking in the area anyway I fail to see why one of the last side street areas would be taken. There is a nationwide ADA law which is being ignored here and whether thru ignorance, meanness or arrogance, I take it seriously. You are pushing the legal envelope! Jim Gatten
133	5/25/25 8:37 AM	JOHN	THOMAS	THE DEVELOPER SUBMISSIONS ARE UNREALISTIC AND POORLY FORMED. THE PARKING LOTS ARE SORELY NEEDED & SHOULD REMAIN AS THEY ARE. THE DECISION SHOULD BE MADE BY THE VOTERS IF THE COUNCIL DISAGREES. SANTA CRUZ AVE SHOULD REMAIN CLOSED. THANK YOU... JTM
134	5/26/25 12:08 PM			<ul style="list-style-type: none"> <li>• It is indefensible to declare that those 3 parking lots are "surplus land." They are heavily and purposefully used daily by the public.</li> <li>• The proposed plan would be lucrative for a developer but ludicrous for the community (negatively impacting both residents and local businesses).</li> <li>• The voters entrust the City Counsel to develop balanced solutions that respect the entire community.</li> <li>• There are a number of alternative real estate choices to fulfill the State's requirements for affordable housing without a taking over of our downtown parking lots; such as USGS, SRI, VA properties as well as giving up some of the Civic Center parking lots and land.</li> </ul> Support our businesses and residents. We will still be here when you leave office and we love our town and community. Don't sell us out.
135	5/26/25 12:48 PM	Robert		The seven proposals are vague/sketchy/nebulous at best when it comes to parking space replacement; without adequate and convenient parking, downtown will die. If the City Council will not vote to drop this ridiculous plan, then the residents should vote to stop it ASAP!
136	05/26/2025 20:04 PM			Leave the decision to the voters
137	05/27/2025 17:33 PM	Paul		No matter the design, traffic and parking for people living in those developments will swarm the downtown area while decreasing access to business locales.
138	05/27/2025 17:39 PM	Nichola		I support housing in downtown parking lots. Great access to transportation and services ie grocery, hardware etc
139	5/28/25 6:28 AM			I am in favor of housing on downtown parking lots. Sale of the land should require a vote by citizens of Menlo Park. Leasing the land is ok by city council. What I look for; California based company, a company that values women, a design that is not a box, many different materials, open space for use by the public not just the residents, that makes the buildings part of the community.
140	5/28/25 7:49 AM	Dee		Please come up with a better plan! Taking downtown parking away will destroy our little town.
141	5/28/25 9:49 AM	michael		I very strongly disagree with this and am supportive of a community vote on this since I do not think the council represents the community opinion on this matter.

## Draft RFP Outline for Development on Downtown Parking Plazas 1, 2, and 3

### 1. Introduction and Background

- Overview of project and goals, including number of residential units, parking spaces, and project timeline
- Overview of three sites and key requirements
- Timeline for RFP submissions, including submitting questions
- Contact information and instructions

### 2. Development Vision

- **Detailed Site Plan:** Conceptual site plans for each parking plaza showing building footprints, setbacks, access points, open spaces, and other notable project features
- **Building Massing Diagrams:** Massing sketches showing how the height and scale of proposed buildings relate to surrounding context
- **Phasing Plan:** Construction phasing diagram(s), including a plan for how public parking will be managed during construction
- **Architectural Character:** Narrative and conceptual elevations and/or renderings describing proposed architectural style and how it will complement downtown Menlo Park
- **Sustainability Features:** Specific commitments to sustainability measures, including energy efficiency, solar generation, EV charging, water conservation, etc.

### 3. Housing Program

- **Unit Count and Mix:** Initial number of units by bedroom count and square footage
- **Affordability Levels:** Breakdown of units by affordability level (extremely low, very low, low, moderate income) with specific AMI targets and percentage of total units
- **Accessibility Features:** Description of any universal design elements
- **Target Population:** Specific descriptions of populations to be served, including any special needs households, unhoused individuals, etc.
- **Resident Amenities:** Description of proposed private and/or common open spaces, resident amenities (community room, playground, fitness center, etc.) and their locations within the development

### 4. Parking Strategy

- **Replacement Public Parking Plan:** Detailed description of where replacement public parking spaces will be provided across the three sites, including how many levels above and below grade and access points
- **Resident Parking Plan:** Proposed parking ratio dedicated toward residential units, if any, with justification
- **Shared Parking Plan:** Proposed amount of parking to be shared across uses, if any, with justification
- **Parking Management Plan:** Specific details on how shared parking would be managed, including time limits, technology, enforcement, and hours of operation
- **Alternative Transportation:** Proposed strategies to reduce parking demand through bicycle facilities, car sharing, transit passes, etc.
- **Operational Plan:** Description of how parking will be operated, including staffing, safety and security measures, etc.

### 5. Financial Proposal

- **Development Budget:** Conceptual development budget showing hard costs, soft costs, and contingencies

- **Financing Plan:** Identification of specific funding sources, including both private and public funds, including disclosure of any anticipated need for City funding (such as grant matching requirements, etc.)
- **Financial Schedule:** Anticipated timeline for securing each funding source and financial closing, based on best available information at present
- **Fiscal Impact Analysis:** High-level projection of any tax revenues, fees, or other economic benefits to the City

## 6. Implementation Plan

- **Detailed Development Schedule:** Quarterly timeline and milestones from developer selection through entitlements, financing, construction, and lease-up
- **Entitlement Strategy:** Specific approach to entitlements, including which, if any, streamlining tools would be utilized (SDBL/AB 1763, AHO, etc.)
- **Construction Logistics Plan:** Detailed description of construction staging, traffic management, and mitigation of business impacts
- **Risk Management Strategy:** Identification of potential risks and mitigation approaches
- **Completion Guarantees:** Specific performance guarantees and remedies if project milestones aren't met

## 7. Community Benefits and Engagement

- **Community Benefits:** Specific community benefits beyond the minimum requirements, such as public space improvements, local hiring commitments, or additional services
- **Community Engagement Plan:** Detailed outreach strategy with timeline, methods, and stakeholder identification
- **Business Coordination Strategy:** Specific plans for minimizing impacts on downtown businesses during construction
- **Communications Plan:** Approach to ongoing communication with the community, City staff, and downtown businesses throughout development
- **Local Partnerships:** Identified local partners for services, construction, or operations

## 8. Management and Service Plan

- **Property Management Plan:** Detailed approach to property management, including staffing, maintenance protocols, and tenant selection criteria
- **Resident Services Plan:** Comprehensive service plan detailing on-site services, partnerships with service providers, and funding sources
- **Commercial Management Strategy:** If commercial spaces are included, a strategy for tenant recruitment and management
- **Maintenance Reserves:** Specific capital reserves, if any, and long-term maintenance approach

## 9. Team and Experience

- **Project Team:** Updated organizational chart with all key team members, including architecture, engineering, construction, property management, and service partners
- **Key Personnel:** Key team members, contact information, and their specific roles
- **References:** Professional references specific to similar projects
- **Current Workload:** List of current projects in development and how this project fits into overall workload

## Required Submittal Format

- One electronic copy (PDF)
- Plans and drawings

- Due date and submission instructions

**Other Items**

- Note potential for interviews, community open house, and/or other public events and meetings to discuss proposal information