



PLANNING COMMISSION MINUTES

SPECIAL MEETING

January 12, 2012

7:00 p.m.

City Council Chambers

701 Laurel Street, Menlo Park, CA 94025

CALL TO ORDER – 7:00 p.m.

ROLL CALL – Bressler (Chair), Eiref (arrived at 7:10 p.m.), Ferrick (Vice Chair), Kadvany, O'Malley, Riggs, Yu

INTRODUCTION OF STAFF – Rachel Grossman, Associate Planner; Justin Murphy, Development Services Manager, William McClure, City Attorney, Leigh Prince, Assistant City Attorney

A. REPORTS AND ANNOUNCEMENTS

There were none.

B. PUBLIC COMMENTS

There were none.

C. STUDY SESSION

1. Review and comment on the Facebook Campus Project proposal, including the Development Agreement and associated public benefit. ***Continued from the meeting of January 9, 2012***

Conditional Development Permit Revision, Development Agreement, and Environmental Review/Facebook, Inc./1601 Willow Road (East Campus), and 312 and 313 Constitution Drive (West Campus) - Facebook Campus Project:

- A. Conditional Development Permit Revision for the East Campus to amend the existing land use approvals to eliminate the maximum employee cap of 3,600 individuals, and substitute vehicular trip caps. The proposed AM and PM two-hour peak period trip caps of 2,600 vehicular trips and the proposed daily trip

cap of 15,000 vehicular trips would accommodate an increase in employees at the site beyond the current limitation of 3,600;

- B. Development Agreement for the East Campus to define the long-term land use intentions, specific terms and conditions for the development, and public benefits that would apply, and create vested rights in project approvals; and
- C. Draft Environmental Impact Report (EIR) to analyze the potential environmental impacts of the proposed project for the East Campus and to analyze the maximum development potential for the West Campus consistent with the M-2 (General Industrial) maximum Floor Area Ratio for office use of 45 percent, but in excess of the M-2 maximum building height of 35 feet.

Staff Comments: Planner Grossman said the Facebook Campus Project proposal had been continued from the regular January 9, 2012 Planning Commission meeting. She said the Commission had at its regular meeting conducted the public hearing for the Draft Environmental Impact Report (DEIR) and Draft Fiscal Analysis Impact (DFAI) report. She said due to time constraints at that meeting, the Commission had not been able to conduct the Study Session for this project, and it was continued to this special meeting. She said the purpose of the study session was to review the project proposal and provide input on the development agreement that would be negotiated and public benefit associated with the agreement.

Public Comment: Mr. John Tenanes, Director of Global Real Estate at Facebook, said since the last time he met with the Commission in May 2011 that Facebook any had relocated entirely from Palo Alto to Menlo Park. He presented a video on Facebook produced by Isaac Salinas, a Facebook employee. He said one of the key reasons they moved to Menlo Park was the location of the former Sun Microsystems campus which was only six miles from their Palo Alto site. He said the site was also scalable with options to expand within the existing one million square feet. He said also the site seemed to offer the greatest benefits with the fewest impacts on the community. He said Facebook was changing the industry model noting its open, connected and collaborative work space. He said that private space was minimized and social space maximized. He said these collaborative spaces created a very productive work environment that was more efficient in terms of energy per each employee. He said they recently completed horizontal bridges that connected similar floors in other buildings, and would create a more collaborative environment within the courtyard. He said Facebook has been called the best place to work by glassdoor.com and part of that was their redefinition of the work place in the Bay Area. He said they were infusing the campus with onsite amenities including full food service (four restaurants), a dentist, a local coffee shop, and a local bike shop. He said this would tend to minimize the in and out traffic throughout the day. He said they thought that Facebook at this site would attract many startups to the area. He said their Traffic Demand Management Program (TDM) had the highest participation rates among other Silicon Valley employers for two years in a row. He said the five different modes for employees to get to work meant that

they save about 39 trips per 100 employees. He said ZimRide was a carpooling platform that was a free service which they were introducing to the East Palo Alto and Menlo Park communities. He said their bus fleet was significant and they added a double-decker bus that seated 80 people.

Mr. Tenanes said at the Commission's Monday night meeting there had been discussion about the Bayfront crossing particularly about the tunnel that had been fenced off by Sun Microsystems. He said rather than wait until 2014 to open the tunnel, Facebook would move to open it as soon as it could ahead of the future development project. He said the tunnel would connect the east and west campuses and alleviate the dangerous intersection at Willow Road, which bicyclists at the Monday night meeting indicated might be alleviated by closing the Bay Trail gap at that location. He said Facebook was hosting a TDM conference on January 23, 2012 at its campus and attendees would include Google, Apple, Yahoo, Microsoft and other companies. He said at that meeting they would roll out a plan to work with local businesses to fix the gap in the Bay Trail.

Mr. Tenanes said they wanted sustainable and green buildings. He said the east campus would meet Gold LEED standards for the interior remodel. He said they intended to do the same or better for the new buildings they would construct on the west campus. He said using sustainable elements that they should see a 15 to 30 percent reduction in energy use. He said Sun Microsystems had used this space to build and test hardware and this hardware space was displaced by Facebook's office space. He said through changes to the courtyard they would see 30 to 40 percent reduction in water usage. Mr. Tenanes said they would continue with their community outreach. He said Ms. Susan Gonzales had just joined them as their new community outreach coordinator.

Mr. Tenanes noted that Sun Microsystems had had about 3,200 parking spaces with an entitlement of 3,500 spaces. He said they would ask for 6,600 spaces and noted that they use their spaces more efficiently. He said Sun Microsystems used in excess of 250 square feet per person and Facebook uses around 150 square feet per person. He said they have 0.5 cars per person under their TDM program. He said their goal was to create a vibrant campus and be engaged with the community.

Chair Bressler asked when they expected to exceed 3,600 employees. Mr. Tenanes said probably in the next 12 to 18 months.

Commissioner Kadvany said at the last meeting there was considerable discussion about bicycle trail mitigation and asked if that was feasible to put that in the EIR. He said someone mentioned in public comment that Stanford had done that in their recent environmental impact review. He asked why Facebook did not want to include bicycle trail mitigations in its EIR as that would codify the City's support of bicyclists. He said he thought it was important for the City to create a clear objective and asked if Facebook had an objection against doing something like that in the EIR. Mr. Tenanes

said he would have to confirm with his team. He said Facebook was willing to take a leadership role to resolve the Bay Trail gap which had been an issue for bicyclists for some time.

Mr. Tim Tosta, Luce Forward (applicant legal counsel), said the format of the environmental document followed City policies and was structured in accordance with the practices of the City of Menlo Park. He said the City of Palo Alto has different policies than the City of Menlo Park. He said in the Facebook EIR, although not as enumerated as the policies of Palo Alto, there was the structure of the discussion and each of the Stanford priorities were considered in the Facebook EIR. He said Palo Alto has different policies that are more elaborated and enumerated than Menlo Park and an EIR does not predict future policies. Commissioner Kadvany said he had taken the Facebook bicycle ride, experienced the safety hazards of Willow Road, and had asked at the scoping session to include simple measures of bicycle safety.

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Commissioner Yu said she was pleased Facebook would open the tunnel earlier and appreciated their use of buses and shuttles, and their willingness to do something to complete the Bay Trail. She said she was trying to grasp the traffic situation. She said the analysis indicated there were 2,600 trips in the morning and 2,600 trip caps in the evening with a remaining 9,800 trips throughout the day. She asked how much of that was predictable or if some of that was being requested as a buffer.

Mr. Robert Eckols, Fehr & Peers (applicant transportation consultant), said those numbers were expected trips. He said in comparison with Sun Microsystems which had had a marketing and sales force so it had those employees coming and going that with companies like Facebook and Google other people come to them for various reasons to meet, to sell their creative works or to have lunch. He said there was a trend of lower trip rates for employees but higher trips for such things as amenities including food deliveries.

Commissioner Yu said they had compared Sun Microsystems with .8 cars per 3,600 and Facebook with .5 cars at 6,600 employees. She said that equaled 2,880 vehicles for Sun Microsystems and 3,300 for Facebook, and asked if those figures were accurate. Mr. Eckels said about 70 to 80 percent of the Sun Microsystems employees drove. He said with Facebook traffic that there were more people in vehicles, noting for instance that there are 80 people on one of their buses.

Chair Bressler asked if they were thinking about offering the Marguerite type shuttle or just the ZimRide. Ms. Jessica Herrera, Transportation Program Manager for Facebook, said the shuttles currently were for Facebook employees only noting that they use the time on the shuttles to work and that work was confidential. She said they have thought

about doing something similar for the public and have had discussions about that but there was nothing solidified at this time. She said in the interim they were offering ZimRide as an option and have rolled it out with 40 percent-plus of their employees enrolled. She said it was a ride matching service. Chair Bressler said the shuttle he was thinking of would connect from the downtown and train station to the site. Ms. Herrera said they were not currently thinking about that but would look into such a service.

Commissioner Kadvany said to differentiate that the Marguerite shuttle was quite local and therefore he did not think there was a confidentiality issue. He said large companies in our area need to think of themselves as in the transportation business because public transportation was so poor in California. Ms. Herrera said she would discuss the possibility of a local shuttle with her team.

Commissioner Yu asked about the TDM conference. Ms. Herrera said they were meeting with several of the large local companies and the Bay Trail would be on that agenda. She said that they had received Caltrans' permission to restripe Willow Road, they would open the tunnel now rather than wait, and they would complete the bike lane on University Avenue from the railway to Bayfront Expressway. She said they were also looking at taking a leadership role to promote among other companies to complete the Bay Trail. She said they have also donated shuttles for different events and have shuttled Belle Haven students to the site to have tours of their facilities.

Commissioner O'Malley asked if the path of the shuttles were from the train station in Menlo Park to Facebook and back again. Ms. Herrera said they have a variety of shuttles with some coming from the Caltrain station and other commuter shuttles that travel from San Francisco and the South Bay. She said those shuttles did not travel through residential neighborhoods. Commissioner O'Malley said perhaps the short trips might be handled differently than the longer commutes to include local resident use.

Mr. Andrew Boone said the City needed to consider alternative modes of transportation as mitigations in the EIR. He said it was clearly stated in the City's Traffic Impact Analysis Guidelines that you could not just add car lanes to mitigate traffic but needed to consider other things. He said CEQA also says that. He said he enjoyed the video showing how Facebook changes peoples' lives. He said he uses Facebook to organize bike rides and it was much more effective than anything else he has tried. He said he wants Facebook in Menlo Park and was not criticizing Facebook but was criticizing Menlo Park. He said Facebook was doing everything reasonable they could to encourage people to use bikes and they have made bicycle improvements throughout the campus. He said the City needed to do its part and help Facebook and that had to be more than just increasing traffic lanes. He said regarding the traffic analysis that assumptions were made about where Facebook employees lived and the consequences of where the traffic would be. He said this analysis used an outmoded method and did not base the analysis on where Facebook employees actually lived. He said there was an assumption that there would be no Facebook employees traveling on

University Avenue which he objected to. He said there was skepticism that cycling was even a valid alternative method of transportation and that cyclists were just a small special interest group who only were interested in their own group. He said eight percent of Menlo Park residents bike to work and eight percent of Palo Alto residents bike to work every day. He said 37 percent of Menlo Park residents use alternative transportation modes. He said saying that traffic could not be mitigated with one of those modes was ignoring what a third of the City's residents were already doing and that equated to thousands of trips not being taken in cars. He said they should figure out how to increase those numbers as it was a goal in the General Plan to increase alternatives to single occupancy vehicles to promote bicycling transit and walking. He said the EIR should meet the City and Facebook's goals.

Chair Bressler said Mr. Boone had sent out a document that was well written. He suggested sending future correspondence to the general public email address.

Ms. Adina Levin, Menlo Park, said one of the documents was sent to the Transportation Division and might not have been sent to Planning. She said she had the other document on a flash drive and could give to staff. She said similar to thoughts raised by Mr. Boone and Commissioner Kadvany was the question of what kind of options were considered mitigations and what were the public benefits. She said it was really important to consider non-automotive transit pedestrian and bicyclist improvements as mitigation. She said the public benefit component was very competitive and were truly public benefit such as caring for older people and providing computers for younger people and did not mitigate traffic impact. She said there was some guidance in the City's policies already regarding traffic and that they should set a good precedence and follow those policies similar to Stanford.

Ms. Levin said in doing traffic mitigation for the Stanford Medical Center Stanford had prioritized, in order, light signaling timing, transit, bike and pedestrian, and car lanes. She said they then followed the priorities and invested in the undercrossing into Menlo Park at Middle Avenue and El Camino Real, which was considered auto traffic mitigation. She said the question was whether this could be measured. She said in their EIR they provided estimates of how much auto traffic the undercrossing would displace in order to qualify as mitigation under CEQA. She said in Stanford's agreement with the County of Santa Clara they had a trip cap and invested a lot in transit and bicycle facilities. She said over a five year period their bike mode share went from 7 percent to 12 percent. She said these types of improvements were meaningful and measurable.

Ms. Levin said the next question raised was whether there was a nexus. She said Menlo Park was interpreting nexus to mean that the change had to be right at the intersection. She said the reason there was a Bay Trail section that did not connect to anything else right next to the Willow Road intersection was because Menlo Park interpreted nexus as immediate to the intersection. She said in Stanford's scenario, the Middle Avenue and El Camino Real intersection was a half mile from Alma Street and El

Camino Real, which was the same distance between the one unconnected segment of Bay Trail and the rest of the Bay Trail. She said in Stanford's scenario this undercrossing was also mitigating an intersection two miles distance. She said mitigation did not have to be at an intersection but had to give an ability to go from Point A to Point B without driving a car. She said that was why transit could be mitigation. She said transit was not at the intersection but allowed people to get from Point A to Point B without getting into a car. She said Stanford did that and the City of Menlo Park benefited. She said if there were legal concerns with Stanford's approach with their Medical Center, she had to question then why the City took Stanford's money. She suggested working with Facebook's good will and include that as environmental mitigation. She said for the Bay Trail that it was not fair to ask Facebook to carry the whole responsibility and said that she would happily work with the bicyclist community to include many employers and Facebook in that endeavor. She said she would like to see other bicycle and pedestrian improvements and transit as mitigations in the EIR.

Chair Bressler noted that Chuck Sholz had donated his speaking time to Ms. Levin.

Ms. MaryAnn Levinson, Menlo Park, said she was a bicycle safety instructor, bicyclist racer, bicycle commuter, a bicycle accident survivor and a member of the Menlo Park Bicycle Commission. She said she was concerned with the proposed mitigations for particular intersections in Menlo Park. She said that Willow and Middlefield Roads would be restriped northbound with shared through right lanes. She said she rode her bike to that location and did not think there was sufficient room to accommodate restriping without removing some of the islands and refuges. Chair Bressler said at Monday's meeting it had been confirmed those features would be removed. Ms. Levinson said that was not safe and would be a safety hazard for bicyclists and pedestrians. She said with intersection mitigations in general that the result of adding more car lanes meant there was less room for bicyclists and an increase in vehicles. She said more and wider traffic lanes just made it easier for cars to drive faster. She said the Final EIR should propose more bicycle friendly roads as a measure to mitigate impacts of the project. She said the Bicycle Commission was charged with making the roadways more bicycle friendly. She asked the Planning Commission to review closely the EIR and the mitigations as the project and the EIR were opportunities for the community to be greener and more bike friendly.

Ms. Levin (to whom Brielle Johnck had also donated speaking time) said in case she had not done so she wanted to thank Facebook for the commitment to reduce car trips, the extra additions to the Bay Trail and for more quickly completing the bicycle and pedestrian undercrossing.

Mr. Matt Henry, Menlo Park, said he and a small group of residents in Belle Haven had been advocating for the bay side of Highway 101 for many, many years. He said as early as 2003 he had spoken about bicycle safety and the need for bike lanes, and he had basically had been ignored. He said he had written a list of what was needed and given it to the City Council and Bicycle Commission, and talked about bicycle lanes to

the Bicycle Commission but basically had been ignored. He said he hoped that the EIR for the Facebook project would not just be about bicycles. He said that he did not think bicyclists should be the only voice noting that many of them did not care at all about the community where he lives. He said when Facebook came to this site they visited with his community and they talked about bicycles, housing and everything. He said his view and Facebook's view was a little larger than just bicycles and he hoped the Commission would not get bogged down by bicycle issues.

Ms. Shani Kleinhaus said she was an environmental advocate for the Santa Clara Valley Audubon Society and for all Audubon Chapters in the Bay Area. She said they wanted to bring to the Commission's attention that there were bird safe designs and architectures. She said millions of birds died every year because of collision with buildings or becoming entrapped in light plumes around buildings at night. She said many birds migrate at night and often collided into windows. She said the campus they would build would be a hazard to birds because of the specific location next to the Bay. She asked that Facebook design the campus in a bird friendly way. She said she had emailed San Francisco's Bird Safe Guidelines for buildings to the Commission and gave a copy to Mr. Tenanes of Facebook. She said she hoped the City of Menlo Park would adopt bird safe standards particularly for the area east of Highway 101. She said such standards were not yet part of LEED design but it was being worked on.

Commissioner Ferrick asked if the existing east campus buildings were adhering to bird safety standards. Ms. Kleinhaus said she did not know. She said if they have a lot of windows that reflected the sky and trees and environment that would be more of a problem. She said there were many ways to mitigate hazard through design, architecture and materials, and she could forward that information. Chair Bressler asked her to email that to the Commission.

Chair Bressler called Ms. Patty Byner, who indicated she had donated her time.

Chair Bressler closed the public comment period.

Commission Comment: Commissioner Riggs asked how they would discuss the three components listed on the agenda. Planner Grossman said those were the three components of the project and land use entitlement. She said it was anticipated that those would come before the Planning Commission in May. She said the staff report for the regular meeting on January 19 included discussion on the study session which included the project proposal and the discussion of the TDM program, bicycle/pedestrian improvements, and the development agreement as well as the public benefit concept.

Commissioner Riggs said he would make general and specific comments. He said he assumed comments on the EIR were also welcome. Planner Grossman said this was not a public hearing for the Draft EIR and there was not a court reporter to take those

comments so any comments on the Draft EIR needed to be submitted in writing to staff prior to the comment period deadline on January 30, 2012.

Chair Bressler asked whether the Commission was making recommendations to the City Council as this was a study session. Development Services Manager Murphy said generally that was correct but similar to other Planning Commission study sessions the Commission makes its comments and staff summarizes those and provides that summary to the City Council.

Commissioner Riggs said he sent something separately to the City Council earlier but he wanted to address the tipping point for shuttles becoming an attractive feature of the City's transportation options. He said his observation over the years was that the Peninsula was served well vertically but there was little horizontal movement available except where shuttles were provided. He said when shuttles were provided on a peak need basis they were only available at certain times. He hoped that in the future Menlo Park would have a target for a shuttle system and shuttle schedule that would provide the mobility needed to reduce automobile traffic. He said this was important as Facebook was the largest impact increasing the City's workforce by 25 percent. He said Facebook was much more transit oriented than other companies. He added his appreciation for Facebook's willingness to take the lead on the Bay Trail gap. He said another citywide issue would be for Menlo Park and East Palo Alto to work with Facebook on the identified segments of Willow Road, University Avenue, and Bay Road. He said bird safe architecture although this could not determine the shape or future of a building was important to include as an architectural element. He said regarding bicycles that with this project they were looking for viability and the viability in terms of the neighborhood was very much tied into traffic. He said bicycles were a very realistic alternative. He said the potential mitigation presented by bicycles had been underestimated in his opinion as the incomplete routes put an artificial ceiling on ridership and obviated promoting ridership. He said when routes were connected and the safety and the quality of the ride were brought to an attractive level then active promotion of bike riding could potentially take off. He referred to the 7 percent to 12 percent increase in ridership related to the Stanford Medical Center in the information provided earlier. He said regardless of whether this was in the EIR or not this was something the City should work on with Facebook.

Commissioner Riggs said regarding benefits that there were intrinsic benefits in having Facebook present and visible in Menlo Park as that proved the Menlo Park brand, which was very important to the City's economics. He said it raised the visibility of the M-2 area which had been flagging. He said Facebook added the potential for a new customer base for the downtown and that was dependent upon systems to get Facebook employees to the downtown and better integration of Menlo Park geographically which is mostly east-west. He said he would like a shuttle that went down Marsh to Middlefield or Bay to get downtown. He said that Facebook might consider that mid-day shuttles might be a social mid-day break for employees rather than work time. He said a large project had previously indicated that 10 percent

maximum reduction in employee car trips was the most that could be done which some of the Commissioners had argued against but which they could not demonstrate otherwise. He said he was pleased with the reduction of trips Facebook was making. He said Facebook might create synergy with the Gateway Hotel to make that possible and that developer and the City would prefer to see that happen sooner and later. He said it was anticipated from the project that the City and the Menlo Park Fire Protection District would receive \$100,000 each in revenue annually. He said although there might be a \$200,000 impact on Menlo Park Schools there was an equal amount of benefit being provided for Belle Haven Schools. He said regarding public benefits to be requested for doubling of the occupancy of the east campus and adding another 400,000-plus square feet on the west campus that he agreed with the one speaker that while the completion of the bicycle segments was important that was not the only thing to be accomplished. He said there was the issue of transportation however and he would support anything that would move closer to shuttles having a frequency to bring people on the eastside downtown and the creation of a new level of communication across the City.

Commissioner Ferrick said she was glad Facebook was in town for a number of reasons including thousands of great jobs in Menlo Park and the potential of an innovative growing company attracting other active and growing companies, which she hoped would activate the nearby hotel project. She said Facebook has demonstrated social and environmental consciousness environmentally both internally and externally in the community. She said several significant impacts were being addressed already including the shuttle use and conservation of energy and water. She said the increased revenue for the Fire Protection District more than offset their operating costs. She said regarding mitigations that having a shuttle that residents could share and connecting the Bay Trail were important. She said related to public benefit that only the Menlo Park School District was identified in the FIA as being fiscally impacted by the project. She said it was not known what the actual impact would be but should be part of the public benefit discussion as well as some of the community's recreation spaces, particularly Flood Park which needed saving, and perhaps this Park could be adopted by Facebook which would be a nice space for an employee event.

Chair Bressler welcomed Facebook to the community. He said he would like to suggest as outlined in Mr. Boone and Ms. Levin's documents that there be improved bicycle access across Highway 101 and Willow Road and for safe routes to the train station in Palo Alto and Menlo Park. He said he would like to see a re-prioritization of the EIR. He said it had been indicated that it would be 12 to 15 months before the 3,600 employee cap would be exceeded which gave plenty of time to work on the EIR. He said regarding the FIA that they charge in-lieu sales tax ordinarily in the downtown and he thought that this should apply to this project as well. He said the development agreement should include some in-lieu fee to provide equivalent sales tax. He said if the State enacted a law to allow the City to generate revenue other than property taxes for activities Facebook engages in then there should not be double-dipping.

Commissioner Eiref said one speaker had express concern about removing the island on Middlefield Road and suggested that work be done on traffic elements closer to the campus and that the Middlefield Road mitigations be prioritized for later, or not at all if not needed. He said irrespective of whether prioritized through this project or generally, the City should look at better ways for bicyclists to get across the freeway. He said he liked the idea of fully representing the full breadth of improving the environment for bicyclists. He said he liked the transit concept suggested by Commissioner Riggs and looking at the impact on the schools more closely for a possible benefit area.

Commissioner Kadvany said he agreed with Chair Bressler on crafting something related to the EIR and bicycles reflecting all the issues the commission had heard, including pedestrian safety, the nature of the shuttles, and the scope of mitigations. He said the EIR is weak but there is a strong expectation for a strong public process that would continue. He said regarding the EIR that he believed there was a plan to do significant brownfield redevelopment on the west campus as there was an engineered cap in place and contamination in the soil. He said that had not been mentioned but that would be a big project. Planner Grossman said that was studied extensively in the draft EIR in the hazards and hazardous materials section. She said in preparation for that they were meeting with the Department of Toxic Substances Control on how to move forward with dealing with those challenges and working with them also on any comments they have on the Draft EIR. Commissioner Kadvany said he appreciated the involvement of that department particularly in this time of budget crisis. He said he agreed with Commissioner Riggs' ideas on shuttles if at modest expense. He said he sees Marguerite shuttles around town often empty and thought there might be a threshold to make them work on a larger scale. He said in terms of public benefit that it was important to equalize benefits across schools. He said cities have to take the opportunities given to them and cannot choose them. He said that was why it was unfortunate there were not things in the EIR that would have given more opportunities for gain. He said cities need to grow and Menlo Park did not have a manufacturing base, tourism, or other industries generating revenue. He said he agreed with Chair Bressler regarding public benefit that the City Council should craft a means for revenue generation from a large company such as the transient occupancy tax hotels pay. He said there were so many things that needed to be done by cities and they were strapped for cash. He said he was appreciative of Facebook being in Menlo Park. He said that the development agreement negotiation team would have to realize they were responsible for income for the City and the need was in perpetuity.

Commissioner Yu said she was alarmed by an earlier comment that the traffic analysis was not based on actual residences of Facebook employees but on template methodology. She said traffic was the major concern. She said she agreed with Commissioner Eiref on making blunt changes to traffic and to see what happened. She said she liked the median islands and would hate to see those and the trees removed from Willow Road. She said restriping was a great thing to offer but she hoped that would be continuous and would apply to all areas where there were bicyclists. She said

she would like traffic changes to be done first on Willow Road that could be done quickly and not too expensively.

Commissioner O'Malley said he fully supported the Facebook project and would not repeat appreciative remarks made by other Commissioners. He said he was pleased to hear about the effort to close the gap on the Bay Trail. He said regarding benefits to the City that Flood Park was very important to the community and he would like the City to take it over, and he would encourage Facebook to consider supporting that effort. He said there had been comments about doing a traffic flow analysis on the basis of where exactly people would be living but that presumed future employees would live in the same places. He said with any significant sized project in Menlo Park there was an impact on traffic despite analysis and mitigation. He said he appreciated the bicyclists' feeling that they did not get as much status as vehicles and thought they should have greater status than what they were presently given. He said the City would have to work separately to make the changes in EIR studies and that was not Facebook's problem. He said revenue for the City has always been a problem and would continue. He said benefits to the City from Facebook should include revenue. He said Facebook was making efforts to have their campus redeveloped so employees would get there and stay there but at the same time he thought there should be some means to allow employees to come and partake of the benefits of Menlo Park's downtown businesses. He said perhaps a shuttle system could have that goal incorporated into it as well. He said there were huge benefits from Facebook being part of the City and Facebook recognized its obligation to be part of the community. He said it was great that a Facebook CEO addressed a graduating eighth grade class.

Commissioner Riggs said there was the intrinsic benefit of having interactive new members of the community. He said the biggest asterisk on the project was the trip cap concept and that monitoring and enforcement would be critical noting that the development permit would present new zoning that would run with the lands. He said looking ahead to the west campus that the added height would necessarily make these buildings prominent in a one to two story environment. He said that would put pressure on the aesthetics of the buildings and that there would need to be the appropriate effect for Menlo Park. He said it was also a great opportunity for Menlo Park.

Commissioner Yu said a map showed future access to the reserve at the back of the campus and asked if that was open to the public. There was assent. She said she supported the comments regarding public benefit such as revenue options and Flood Park. She said she appreciates Facebook as there was a lot they were already doing. She said related to the idea of connecting Facebook employees to the downtown that this was an opportunity to create another City center near Facebook which she thought would create a vital presence there for the City.

Commissioner Kadvany said regarding aesthetics of the buildings on the west side that he hoped they did something smart, attractive and even beautiful. He asked regarding the trip cap and monitoring process whether that information was going to be printed on

the City's website. Planner Grossman noted language on page 15 of the staff report related to that and the attachment of the monitoring plan to the staff report. She said the negotiation team would be working with the applicant on the program. Commissioner Kadvany asked if there was constant monitoring. Planner Grossman said it was daily. Development Services Manager Murphy said at a bare minimum the development permit would be reviewed annually. Commissioner Kadvany requested something more frequent.

Commissioner Eiref said regarding the trip cap that there should be substantial penalty for exceeding it. He said he was impressed with what Facebook and its employees were doing. He said however that employees would age and might not at a later time want to bike to work. He said regarding public benefit there had been a real estate business that was going to pay several thousand dollars of in-lieu fees to the City. He said he encouraged the negotiation team to think about an in-lieu fee.

Commissioner Ferrick asked what the recourse would be if a parking issue in the neighboring areas became a problem after they surpassed the current cap on employees. Planner Grossman said that would be a condition of approval for the development permit. She said they would like input from the Planning Commission and public input on that. She said there were 150 parking spaces in landscape reserve. Commissioner Ferrick confirmed that the only restriction on parking in the Belle Haven area was for overnight parking.

Commissioner Kadvany asked if there could be over parking in the lot. Planner Grossman said the maximum number of spaces that could be striped was 3,450. Commissioner Kadvany asked if those were full whether they could have valet parking as well. He said if they were over parking that they should contact Transportation. Planner Grossman thanked Commissioner Kadvany for the idea.

Commissioner Yu said free wireless access for Belle Haven and East Palo Alto might be a public benefit to consider. She said she would like a Facebook page for the Menlo Park campus so she could subscribe to that. It was indicated that there was such a page already.

Chair Bressler asked if Facebook had any plans to use Bayfront Park. It was indicated they were not. Commissioner Ferrick said this was a passive recreation park.

Commissioner Kadvany asked where they were in the process. Planner Grossman said there would be a study session with the City Council on January 31 and that comments on the DEIR should be submitted prior to the 5:30 p.m. deadline on January 30. She said the Council would have the project on its February 14 agenda to receive input from all of the Commissions after which the development agreement would be negotiated in about two months. She said the Final EIR and FIA should be completed in April. These would come before the Commission in May and then to the Council in June for certification of the EIR.

Commissioner Eiref asked if the Commission would have an opportunity to review staff's summary of the Commission's comments. Development Services Manager Murphy said it could not happen by the January 23 regular meeting but it would be released with staff's report for the Council's January 31 meeting. He said if needed Commissioners could go to the City Council meeting if they felt clarifications were needed. Chair Bressler said Commissioners could also use the public email for the Council.

D. COMMISSION BUSINESS

There was none.

ADJOURNMENT

The meeting adjourned at 9:09 p.m.

Staff Liaison: Justin Murphy, Development Services Manager

Recording Secretary: Brenda L. Bennett

Approved by Planning Commission on February 6, 2012