



REGULAR MEETING MINUTES

Date: 3/21/2016
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call To Order

Chair John Onken called the meeting to order at 7:00 p.m.

B. Roll Call

Present: Andrew Combs, Katie Ferrick, John Kadvany, Larry Kahle, John Onken (Chair), Katherine Strehl (Vice Chair - arrived 7:30 p.m.)

Absent: Susan Goodhue

Staff: Thomas Rogers, Principal Planner, Kyle Perata, Senior Planner, Michele Morris, Assistant Planner

C. Reports and Announcements

Principal Planner Rogers said the City Council approved the Housing Element Update Report at their last meeting and the Planning Commission's recommendations regarding areas of focus had also been provided to them. He said the Council at the same meeting approved the Environmental Impact Report contract budget for the Stanford 500 El Camino Real project. He said the last topic meeting for the General Plan Update on Community Amenities would be March 24 at the Belle Haven Community Center. He said the Council closed the application period for Commission vacancies and he would keep the Commission updated on appointments. He noted that Commissioners Ferrick and Kadvany might be asked to continue on the Commission until new Commissioners were seated.

D. Public Comment

There was none.

E. Consent Calendar

- E1. Approval of minutes from the February 8, 2016 Planning Commission meeting. ([Attachment](#))

ACTION: Motion and second (Ferrick/Strehl) to approve with the following modification; passes 6-0 with Commissioner Goodhue absent

- Page 5, 4th paragraph from bottom, 2nd line: Replace "H" with "He"

- E2. Approval of minutes from the February 22, 2016 Planning Commission meeting. ([Attachment](#))

ACTION: Motion and second (Ferrick/Strehl) to approve the minutes as submitted; passes 6-0 with Commissioner Goodhue absent

Chair Onken said he recalled suggesting at the February 8, 2016 meeting in response to neighbor comments delivered to the City just before the meeting started that there could be a cutoff for comments on Commission meeting days. He suggested that be added to the minutes or made a discussion item for a future agenda. Commissioner Strehl suggested that cutoff only apply to written comment on the Commission meeting day as all were welcome to attend the meeting and make public comment on an agenda item.

F. Public Hearing

F1. Use Permit/Brian Watkins/276 Marmona Drive:

Request for a use permit to remodel and add approximately 539 square feet to a nonconforming single-story residence in the R-1-U (Single-Family Urban) zoning district. The proposed expansion and remodel would exceed 75 percent of the existing replacement value in a 12-month period. As part of the project, two heritage trees, a flowering pear and a crepe myrtle in the right side yard, are proposed for removal. ([Staff Report #16-019-PC](#))

Staff Comment: Associate Planner Morris said staff had no additions to the staff report.

Applicant Presentation: Ms. Lisa Shoda introduced Mr. Brian Watkins, the project applicant. Ms. Shoda said they wished to make a modest addition to the single-story home and described some of the features of the proposed design.

Commissioner Kadvany asked about the bumpout for the bathroom and asked if it was a bay window that would encroach. Mr. Gary Ahern, project architect, said it was entirely foundation and a pop-out floor space.

Commissioner Strehl confirmed with the applicants that the non-heritage tree to be removed was located in the front yard.

There being no public comment, Chair Onken closed the public hearing.

Commission Comment: Commissioner Ferrick said it was a very acceptable project.

Commissioner Kahle asked about whether they had considered a different shape rather than a rectangle for the window above the entry. Mr. Ahern said the client had considered several different shapes for that window and liked best the window shape as proposed.

ACTION: Motion and second (Ferrick/Strehl) to approve with the use permit as recommended in the staff report; passed 6-0 with Commissioner Goodhue absent.

1. Make a finding that the project is categorically exempt under Class 1 (Section 15301, "Existing Facilities") of the current California Environmental Quality Act (CEQA) Guidelines.
2. Make findings, as per Section 16.82.030 of the Zoning Ordinance pertaining to the granting of use permits, that the proposed use will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, and will not be detrimental to property and improvements in the neighborhood or the general welfare of the City.
3. Approve the use permit subject to the following **standard** conditions:

- a. Development of the project shall be substantially in conformance with the plans prepared by Focal Point Design, consisting of 6 plan sheets, dated received March 1, 2016 and approved by the Planning Commission on March 21, 2016 except as modified by the conditions contained herein, subject to review and approval by the Planning Division.
- b. Prior to building permit issuance, the applicants shall comply with all Sanitary District, Menlo Park Fire Protection District, and utility companies' regulations that are directly applicable to the project.
- c. Prior to building permit issuance, the applicants shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.
- d. Prior to building permit issuance, the applicant shall submit a plan for any new utility installations or upgrades for review and approval by the Planning, Engineering and Building Divisions. All utility equipment that is installed outside of a building and that cannot be placed underground shall be properly screened by landscaping. The plan shall show exact locations of all meters, back flow prevention devices, transformers, junction boxes, relay boxes, and other equipment boxes.
- e. Simultaneous with the submittal of a complete building permit application, the applicant shall submit plans indicating that the applicant shall remove and replace any damaged and significantly worn sections of frontage improvements. The plans shall be submitted for review and approval of the Engineering Division.
- f. Heritage trees in the vicinity of the construction project shall be protected pursuant to the Heritage Tree Ordinance.

F2. Use Permit Revision/Intersect ENT/1555 Adams Drive:

Request for a revision to a use permit, previously approved in April 2015, to modify the location of the liquid nitrogen storage tank from inside the building to an exterior equipment enclosure in the M-2 (General Industrial) zoning district. Hazardous materials are currently used and stored at the site for the research and development, and production of medical technologies for use in treating ear, nose, and throat patients, located at an existing building. At this time the applicant is not requesting to modify the types and quantities of hazardous materials. ([Staff Report #16-020-PC](#))

Staff Comment: Senior Planner Perata said staff had no additions to the staff report.

Applicant Presentation: Mr. Dan Castro, Vice President of Operations, Manufacturing and Engineering, at Intersect ENT, said his company develops, manufactures and distributes devices to treat chronic sinus conditions. He said they received FDA approval in 2011 for distribution in the U.S. He said they have expanded their manufacturing operation due to robust growth. He said this use permit revision would allow them to move the liquid nitrogen storage from the interior of their building to the outside and that would also improve distribution.

Commissioner Kahle asked about impacts should liquid nitrogen be accidentally released into the atmosphere. Mr. Castro said that air is 79% nitrogen so liquid nitrogen would dissipate.

Chair Onken closed the public hearing as there was no public comment.

Commission Comment: Chair Onken said the application was routine and that the proposed landscape screening was good.

ACTION: Motion and second (Onken/Kahle) to approve with the use permit revision as recommended in the staff report; passes 6-0 with Commissioner Goodhue absent.

1. Make a finding that the project is categorically exempt under Class 1 (Section 15301, "Existing Facilities") of the current CEQA Guidelines.
2. Make findings, as per Section 16.82.030 of the Zoning Ordinance pertaining to the granting of use permits, that the proposed use will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, and will not be detrimental to property and improvements in the neighborhood or the general welfare of the City.
3. Approve the use permit subject to the following **standard** conditions:
 - a. Development of the project shall be substantially in conformance with the plans provided by Green Environment, Inc., consisting of seven plan sheets, dated received March 9, 2016, and approved by the Planning Commission on March 21, 2016 except as modified by the conditions contained herein, along with the previously approved plans for the indoor storage and use of hazardous materials approved by the Planning Commission on April 6, 2015, subject to review and approval of the Planning Division.
 - b. Prior to building permit issuance, the applicant shall comply with all sanitary district, Menlo Park Fire Protection District, and utility companies regulations that are directly applicable to the project.
 - c. Prior to building permit issuance, the applicant shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.
 - d. If there is an increase in the quantity of hazardous materials on the project site, a change in the location of the storage of the hazardous materials, or the use of additional hazardous materials after this use permit is granted, the applicant shall apply for a revision to the use permit.
 - e. Any citation or notification of violation by the Menlo Park Fire Protection District, San Mateo County Environmental Health Department, West Bay Sanitary District, Menlo Park Building Division or other agency having responsibility to assure public health and safety for the use of hazardous materials will be grounds for considering revocation of the use permit.
 - f. If the business discontinues operations at the premises, the use permit for hazardous materials shall expire unless a new business submits a new hazardous materials business plan to the Planning Division for review by the applicable agencies to determine whether the new hazardous materials business plan is in substantial compliance with the use permit

- F3. Use Permit/Antheia, Inc./1505 O'Brien Drive Suite B:
Request for a use permit for the storage and use of hazardous materials for the research and development of small molecules for the treatment of a range of ailments including hypertension,

cancer, and viral, bacterial, and protozoan infections located within an existing building in the M-2 (General Industrial) zoning district. All hazardous materials would be used and stored within the building. ([Staff Report #16-021-PC](#))

Staff Comment: Senior Planner Perata said staff had no additions to the staff report.

Applicant Presentation: Ms. Catherine Thodey, Research Scientist, Antheia, Inc., said the company had started from a Stanford research group led by Dr. Christina Smolke. She said the hazardous materials on their application were very standard.

Chair Onken opened the public hearing. There being no comments he closed the public hearing.

Commission Comment: Commissioner Ferrick said the staff report indicated this company was near several schools and asked if this use posed any danger to those facilities. Ms. Ellen Ackerman, Green Environment, said it would not. She said the materials and quantities being used would not require any extraordinary safety measures. She said as required they will have an emergency response plan onsite.

ACTION: Motion and second (Kadvany/Ferrick) to approve the use permit as recommended in the staff report; passes 6-0 with Commissioner Goodhue absent.

1. Make a finding that the project is categorically exempt under Class 1 (Section 15301, "Existing Facilities") of the current CEQA Guidelines.
2. Make findings, as per Section 16.82.030 of the Zoning Ordinance pertaining to the granting of use permits, that the proposed use will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, and will not be detrimental to property and improvements in the neighborhood or the general welfare of the City.
3. Approve the use permit subject to the following **standard** conditions:
 - a. Development of the project shall be substantially in conformance with the plans provided by Green Environment, Inc., consisting of nine plan sheets, dated received March 9, 2016, and approved by the Planning Commission on March 21, 2016 except as modified by the conditions contained herein, subject to review and approval of the Planning Division.
 - b. Prior to building permit issuance, the applicant shall comply with all sanitary district, Menlo Park Fire Protection District, and utility companies regulations that are directly applicable to the project.
 - c. Prior to building permit issuance, the applicant shall comply with all requirements of the Building Division, Engineering Division, and Transportation Division that are directly applicable to the project.
 - d. If there is an increase in the quantity of hazardous materials on the project site, a change in the location of the storage of the hazardous materials, or the use of additional hazardous materials after this use permit is granted, the applicant shall apply for a revision to the use permit.

- e. Any citation or notification of violation by the Menlo Park Fire Protection District, San Mateo County Environmental Health Department, West Bay Sanitary District, Menlo Park Building Division or other agency having responsibility to assure public health and safety for the use of hazardous materials will be grounds for considering revocation of the use permit.
 - f. If the business discontinues operations at the premises, the use permit for hazardous materials shall expire unless a new business submits a new hazardous materials business plan to the Planning Division for review by the applicable agencies to determine whether the new hazardous materials business plan is in substantial compliance with the use permit
- F4. Draft Infill Environmental Impact Report (EIR) Public Hearing/Greenheart Land Company/Station 1300 Project (1258-1300 El Camino Real, 550-580 Oak Grove Avenue, and 540-570 Derry Lane) Public hearing to receive public comments on the Draft Infill EIR for the Station 1300 project, also known as the 1300 El Camino Real project. The Draft Infill EIR prepared for the project identifies environmental effects at a less than significant level without mitigation in the following categories: Noise (Operational). The Draft Infill EIR identifies potentially significant environmental effects that can be mitigated to a less than significant level in the following categories: Air Quality (Construction) and Hazardous Materials. The Draft Infill EIR identifies potentially significant environmental effects that are significant and unavoidable in the following category: Transportation and Traffic. The following categories were previously identified as requiring no further analysis in an earlier Infill Environmental Checklist, due to being analyzed in a prior EIR and/or being substantially mitigated by uniformly applicable development policies: Agricultural and Forestry Resources, Air Quality (Operational), Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hydrology/Water Quality, Land Use and Planning, Mineral Resources, Noise (Construction), Population and Housing, Public Services, and Utilities and Service Systems. The Infill Environmental Checklist is included as an Appendix of the Draft Infill EIR. The California Environmental Quality Act (CEQA) requires this notice to disclose whether any listed hazardous waste sites are present at the location. The project location does contain a hazardous waste site included in a list prepared under Section 65962.5 of the Government Code. The Hazardous Materials section of the Draft Infill EIR discusses this topic in more detail. Written comments on the Draft Infill EIR may also be submitted to the Community Development Department no later than 5:30 p.m., Monday, April 4, 2016. ([Staff Report #16-022-PC](#))

Transcript was prepared for item F4.

G. Study Session

- G1. Study Session/Greenheart Land Company/Station 1300 Project (1258-1300 El Camino Real, 550-580 Oak Grove Avenue, and 540-570 Derry Lane)
Study session to receive comments on the Station 1300 proposal (also known as the 1300 El Camino Real project) to redevelop a multi-acre site on El Camino Real and Oak Grove Avenue with up to 217,000 square feet of non-residential uses and up to 202 dwelling units. The study session will allow Planning Commissioners and the public to provide feedback on the overall project, including the proposed Public Benefit ([Staff Report #16-022-PC](#)).

Staff Comment: Principal Planner Rogers said the Commission was asked to particularly comment on public benefit bonus in addition to the typical elements considered in a study session. He said the City has done the public benefit bonus proposal process fully for two project applications: the Marriott Residence Inn that converted a former senior retirement living community that was a change in use requiring Planning Commission review and City Council approval; and the 1020

Alma Street project. He said the public benefit for the hotel project was the inherent transient occupancy tax (TOT) that recurs annually and for the 1020 Alma Street office project it was a one-time payment to the City and provision of an active public plaza with retail and café use.

Principal Planner Rogers said a financial analysis was prepared by Bay Area Economics (BAE) for this proposed project. He said the report projected approximately \$6.3 million in extra profit for the bonus density based on current rents, construction costs and other factors. He said the applicant has proposed a public benefit to the City that would consist of a one-time payment of \$2.1 million. He said BAE in another memo looked at land value and if the development was limited to the base level how much extra land would need to be purchased to accommodate the additional square footage being requested. He noted that related to a prior Commission discussion about public benefit and determining value. He asked the Commission during its comment period to address whether the proposed public benefit was on the right track. He said if the public benefit being proposed was completely unacceptable that the applicant would have to reconsider the project proposal.

Applicant Presentation: Mr. Steve Pierce, principal, Greenheart Land Company, introduced his colleague Bob Burke. He said they wanted the project to be in total conformance with the Specific Plan and to follow through with the Plan's visions and goals; for it to be as environmentally sensitive as possible; and to create something that would be a great asset to the community. He said beyond a beautiful building they wanted to create a place where people would go and interact. He said to do that they needed reasons for people to come to the site or activity magnets, which were restaurants, shops, and recreational opportunities. He said the place had to be welcoming and comfortable so that once people came there they would like to spend time there. He said they needed open space to accomplish those goals.

Mr. Bob Burke, principal, Greenheart Land Company, said the project was two, three-story office buildings on El Camino Real. He said one of their goals was to provide more space as their businesses grew to incubator companies currently using their property on Willow Road. He said in 2014 for the Environmental Impact Review (EIR) they were asked how many apartments were planned. He said they posited 202 units as the high number for the purposes of the EIR, but with plan design they settled on 182 units, which number because of the stairwell, probably was now 181 units. He said the four-story residential building was the same height as the office buildings. He said the units were rental with half of the units being 900 square foot one-bedroom units, and there would be 10 below market rate units. He said community services use included retail, food, restaurants, and personal services such as a salon and/or pilates studio. He said that with their underground parking they would have 48% open space which was double the requirement under the Specific Plan. He said there would be an amphitheatre and Garwood Park with numerous amenities. Toward lessening traffic congestion, he said that two ingress/egress points on Garwood and one on El Camino Real were planned and apartment tenants and workers would pay for their parking spaces. He said their TDM plan was aggressive with GoPasses for Caltrain and Zipcars on site. He said they were working on Bike Share which was not yet available in Menlo Park. He said they have one-to-one bicycle storage for the apartments and double what was required for secure bicycle storage in the office buildings. He said there would be bicycle repair stops, showers in the office buildings, and electric bikes for the apartment dwellers. He said the Facebook and Marguerite shuttle would stop at or close to this location. He said they were also very focused on sustainability and were seeking LEED Gold for the apartments and LEED Platinum for the office buildings and going for net zero. He said there was not enough roof space on the apartment buildings for those buildings to be net zero. He said additionally toward net zero they would use a geo-thermal system. He then showed a video of the proposed Station 1300 project.

Mr. Pierce said regarding public benefit that there was intrinsic benefit in taking a derelict property and developing it into productive use. He said explicit benefit was what they would do to achieve the bonus density. He said a goal of the Specific Plan was to create residential opportunities and with the bonus density they were able build 50 more units. He said with the bonus density, the project would generate about \$1.7 million a year for schools and at base development level about 50% less. He said the City engaged an outside consultant to look at the costs as well as the revenues and with the increased square forage arrived at a value of \$6.3 million. He said a major part of that metric was the underground garage which would cost \$26 million. He said having underground parking allowed for more open space and enabled them to reach their goal of creating more community resources. He said to identify public benefits they polled many people and looked at the list in the Specific Plan. He said they had as example the Alma Street project whose public benefit was a public plaza fenced off from the private plaza, a community resource in the form of a coffee kiosk, as well as a contribution to the downtown amenity fund that represented 18% of the additional value created by the additional square footage. He said they were proposing to contribute \$2.1 to the public amenity fund and in talking to people they did not think they should be the arbitrators of where the money should go. He said regarding plazas and open spaces they did not want to create a private and a public space rather a central square that could be used by everybody. He said that was possible because of the underground parking and it would cost them about \$2 million to do the open space areas. He said they had up to 30,000 square feet for hopefully two anchor restaurants and other shops. He said the rent for those would be half what the office use rent would be and noted that retail required more parking than office. He said their public benefit proposal was the \$2.1 million and the open space and public resources they would provide.

Public Comment:

- Patti Fry said this project was on the busiest stretch of El Camino Real, would bring the worst impacts to traffic and did not provide enough residential as targeted by the Specific Plan. She said the Derry Project, which was smaller than this, had offered a public benefit of \$2 million. She said the intrinsic benefits were vague and assurances needed to be made regarding those. She said office buildings were dead space and did not create vibrancy.
- Mr. Viera said he was with Local Carpenter's Union 217 representing 1,451 carpenters in San Mateo County. He said they oppose the project as Greenheart Land Company continues to use W. L. Butler as their contractor, who fails to require its subcontractors to pay standard carpenter wages and benefits on projects and for whom they don't require state licensure.
- Skip Hilton said he was a Menlo Park resident and a tech employee. He commended the applicants for extensive community outreach. He said the project is in a prime place for transit oriented residential and business. He said the 48% open space was possible because of the underground parking. He said this development would add to the City's vibrancy. He complimented the project for its sustainability and said he supported the project.

Chair Onken closed the public comment period.

Commission Comment: Chair Onken said he thought prior Planning Commission discussions about public benefit seemed evident in what was being proposed. He asked about the Garwood parking for the Marriott Residence Inn project. Principal Planner Rogers said that project with its

approval received a formal license agreement with the City for the use of those parking spaces. He said at that time the Council and Commission were aware that something was proposed on this subject property and that Garwood Way would be extended if a project went through like this one, and that some contingencies had been built into the approval. He said he recalled that the Marriott owner was encouraged to work with any redevelopment on this site for relocating those parking spaces. He said the City however could not necessarily require an owner to negotiate in a certain way with another private property. He said there was an allowance for what the City would need to see if there was not such an agreement. He said he believed if the hotel met certain revenue targets they would not need to pay extra rent for those spaces but if they fell below standards they would. He said this project could not make those spaces go away as it was public right-of-way.

Commissioner Kadvany complimented the BAE analysis. He said the proposed project was great and would be even greater as it moved along and transformed. He said the project met many of the Specific Plan goals but he encouraged the applicants to look critically toward meeting even more, noting that the Alma Street project was much different from this project. He said it appeared that most of the use of the open spaces would be by the tenants of the surrounding offices and apartments. He said the project should get some credit for the open space but the cost of doing the plaza and park was not really a benefit for the City. He said the estimated \$6.3 million value was a conservative amount. He said rather than \$2.1 million public benefit he thought \$3 even \$4 million was more realistic. He said the number of residential units was the same as it would be at the base level.

Chair Onken said if they wanted to be aggressive about the residential, more units could be added in the area designated as Garwood Park. He said it was a tradeoff of wanting more density.

Commissioner Combs said if residential was increased above the 202 units studied in the EIR they would have to modify the EIR. He said he met with people from Greenheart Land Company noting that he has met with other applicants and people regarding projects upon request in the past. He asked what the applicant's obligation was with how the space was built out and how it would actually be used.

Principal Planner Rogers said the project was at the public bonus level and allowed discretion whether the project was providing public benefit to the City. He said land use could be part of that discussion. He said one of the themes of the Specific Plan was clustering restaurants and retail in the downtown and from that looking at uses that support the downtown core. He said once the project was out of the downtown and on El Camino Real there were no requirements for base line level for retail restaurant and personal services.

Chair Onken asked about uses under community services. Principal Planner Rogers said under the defined uses that businesses could change without Planning Commission or other review. He said conditional and different uses would require discretionary or administrative review depending upon the proposed use. He noted that there was an allowance for a real estate office within the community services portion of the project for the property owner's use and that square footage was captured in the overall office square footage.

Commissioner Strehl said she also met with representatives of Greenheart Land Company and has met with other project developers in the past when requested. She said the BAE report seemed to indicate that the developer would get a 40% return on a base level project but for the public benefit bonus level they would only get a 30% return. She said there were things the

developer was doing that were not being calculated in any of the discussion and that was the \$6 million in improvements that would be made. She said public benefit should be looked at more broadly. She said she thought Garwood Park over time would be an attraction to residents in Menlo Park particularly if the community services attracted people beyond the apartments and office buildings. She said she thought it was going to be an incredibly handsome development. She said she was not sure what the right number was for the public benefit cash amount but she felt they had to recognize that the applicant was assuming a lot of risk in this project. She said there should be a certain amount of reward for this assumed risk so the applicant would actually made money. She said without the public benefit bonus the project would not be as handsome and she did not think as many community amenities could be provided. She said their transportation measures and roadwork to make this development work were outstanding and they were not asking for credit for any of that. She said they had to look more broadly than just the \$2.1 million in how they calculate public benefit.

Commissioner Kahle said he had also met with the applicant. He said he thought it was going to be a really nice project. He said related to Commissioner Kadvany's comments about the central plaza surrounded by office buildings that he too thought it would serve those uses primarily and questioned particularly who would use it at night. He said perhaps there was a way to make this more of a mixed-used plaza as well with residential use. He said regarding a one-time payment of \$2.1 million he suggested they request 50% of the \$6.3 million as a starting point for negotiations.

Commissioner Ferrick said the design and overall composition were exceptional and vastly exceeded the template of what it could be in the Specific Plan. She said there were a balance of uses and suggested that the sustainability features beyond LEED Silver should be considered as public benefit. She agreed with Commissioner Kadvany that they should continue to look at public benefit and suggested that there might be more below market rate housing units, which she would like provided at a 10% rate. She said the TDM plan was exceptional. She said previously they had identified an undercrossing at Middle Avenue as a priority item and suggested that might be a consideration for public benefit. She said the greater public benefit was the open space on the project as well as the underground parking. She said regarding the community service businesses that she agreed with Ms. Fry's comments that more specificity about the mix of uses was important. She said the way to activate the central plaza would be to extend the community services into that space.

Chair Onken suggested looking at the net loss for another below market rate unit and to consider funding that with the proposed \$2.1 million.

Commissioner Goodhue suggested taking the \$2.1 million or whatever the amount of cash payment was and investing that in more housing. She asked if the Housing Commission was looking at the project.

Principal Planner Rogers said the Housing Commission had reviewed the project at their last meeting with a focused review for the enforceable below market rate requirements which currently relate to commercial uses. He said since the project is a rental project there was no below market rate requirement deriving from the rental component. He said looking at the net increase of commercial, the project was required to provide 9.9 below market rate units and the applicant was proposing to do 10 such units onsite. He said individually Housing Commissioners said they would like to see more below market rate units.

Commissioner Goodhue said she figured the restaurant use would extend into the central plaza

and would draw people into that space. She said she did not know whether it would be feasible to bring residential uses into that area as that would impact the design.

Commissioner Kadvany said based on the BAE report, the cost of the project was around \$225 million. He said Specific Plan revenue was intended to fund public improvements such as the Middle Avenue tunnel and parking garages. He said the public benefit should be commensurate with the project value. He said he was sure more below market rate units was the best use.

Commissioner Combs said he could be supportive of the project. He said it would be helpful for the Commission to decide whether they prefer more below market rate housing or cash.

Commissioner Strehl said in reviewing the Housing Element they did not have as many below market rate units as indicated were needed but that had not taken into account more recent projects and their contributions to that such as the Midpen project on Willow Road. She asked if staff might provide an update when this project came back as to how many below market rate units were achieved and what number remained to do.

Chair Onken said it was important to look at what this project would be if it did not go to the bonus level. He said the project has a lot going for it with its frontage and that whether the outdoor space could be definitely used more broadly or not, it was good to have it.

H. Informational Items

H1. Future Planning Commission Meeting Schedule

- Regular Meeting: April 11, 2016
- Regular Meeting: April 18, 2016
- Regular Meeting: May 2, 2016

I. Adjournment

Chair Onken adjourned the meeting at 10:24 p.m.

Staff Liaison: Thomas Rogers, Principal Planner

Recording Secretary: Brenda Bennett

Approved by the Planning Commission on May 9, 2016

CITY OF MENLO PARK
PLANNING COMMISSION

DRAFT INFILL ENVIRONMENTAL)
IMPACT REPORT (EIR))
STATION 1300 PROJECT)
_____)

PUBLIC MEETING
PRESENTATION and COMMENT PERIOD
REPORTER'S TRANSCRIPT OF PROCEEDINGS
MONDAY, MARCH 21, 2016
MENLO PARK CITY COUNCIL CHAMBERS

Reported by: MARK I. BRICKMAN, CSR RPR
License No. 5527

<p>1 ATTENDEES</p> <p>2 THE PLANNING COMMISSION:</p> <p>3 John Onken - Chairperson</p> <p>4 Katherine Strehl - Vice Chairperson</p> <p>5 Katie Ferrick</p> <p>6 Larry Kahle</p> <p>7 John Kadvany</p> <p>8 Susan Goodhue</p> <p>9</p> <p>10 THE CITY STAFF:</p> <p>11 Thomas Rogers - Principal Planner</p> <p>12 Kyle Perata - Senior Planner</p> <p>13 Kristiann Choy - Transportation Division</p> <p>14 Barbara Kautz - Contract City Attorney</p> <p>15 SUPPORT CONSULTANTS:</p> <p>16 Margaret Netto - General Contract Planner</p> <p>17 Mark Spencer - W-Trans Transportation Consultant</p> <p>18 Erin Efner - ICF International</p> <p>19 ---o0o---</p> <p>20</p> <p>21 BE IT REMEMBERED that, pursuant to Notice</p> <p>22 of the Meeting, and on March 21, 2016, 7:22 PM at the</p> <p>23 Menlo Park City Council Chambers, 701 Laurel Street,</p> <p>24 Menlo Park, California, before me, MARK I. BRICKMAN, CSR</p> <p>25 No. 5527, State of California, there commenced a Planning</p> <p>Commission meeting under the provisions of the City of</p> <p>Menlo Park.</p> <p>---</p> <p>Page 2</p>	<p>1 CHAIR ONKEN: We can move on to item F4 this</p> <p>2 evening. This is -- item F4 is the Draft Infill</p> <p>3 Environmental Impact Report for 1300 El Camino Real,</p> <p>4 which is also called 1300 El Camino Real 550 to 580 Oak</p> <p>5 Grove Avenue, 540 to 570 Derry Lane.</p> <p>6 I won't read the project description, but</p> <p>7 suffice to say that the Draft EIR, that we'll take it</p> <p>8 from the project presentation.</p> <p>9 Thomas, would you like to add anything to the</p> <p>10 staff report at all?</p> <p>11 MR. ROGERS: Thanks. I'll start it off and</p> <p>12 kick it over to our environmental consultant.</p> <p>13 So just a few introductory remarks. This is</p> <p>14 the Environmental Impact Report, Draft Infill</p> <p>15 Environmental Impact Report for the Station 1300 Project.</p> <p>16 This project has also been known as the 1300 El</p> <p>17 Camino Real Project or the Greenheart Project. The</p> <p>18 applicant has rebranded it as Station 1300 which does</p> <p>19 account for the fact that it has frontage on multiple</p> <p>20 streets. So that's what we're going forward just for</p> <p>21 clarity.</p> <p>22 There are two items on the agenda tonight.</p> <p>23 First is regarding CEQA, which is the California</p> <p>24 Environmental Quality Act. The purpose of CEQA in</p> <p>25 general is the informational source to provide</p> <p>Page 4</p>
<p>1 MEETING AGENDA</p> <p>2 Page</p> <p>3 Presentation by Mr. Rogers 4</p> <p>4 Presentation by Ms. Efner 8</p> <p>5 Presentation by Mr. Spencer 14</p> <p>6 Public Comments</p> <p>7 Sam Wright 23</p> <p>8 Skip Hilton 25</p> <p>9 Clem Molony 28</p> <p>10 Patti Fry 32</p> <p>11 David Howard 34</p> <p>12 Planning Commission Comments 37</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> <p>Page 3</p>	<p>1 information, data in forms different -- different</p> <p>2 actions. It doesn't necessarily dictate a certain</p> <p>3 outcome for any particular project.</p> <p>4 This project regardless of the EIR still has to</p> <p>5 go through multiple review steps and final action items</p> <p>6 that are not happening tonight.</p> <p>7 The only things that are happening tonight are</p> <p>8 the presentation and comment period for the Draft EIR as</p> <p>9 well as the Final Study Session.</p> <p>10 This particular EIR is a new type of EIR for</p> <p>11 the Commission and the public. It's called the Infill</p> <p>12 Environmental Impact Report, and that is reflective of</p> <p>13 the fact that the El Camino Real Downtown Specific Plan</p> <p>14 did include a program with the EIR.</p> <p>15 In most attributes, most environmental topic</p> <p>16 areas regarding this project were adequately addressed in</p> <p>17 that previous program of the EIR.</p> <p>18 However, certain topic areas were not, and so</p> <p>19 that's why we have a new document tonight, but it's a</p> <p>20 little bit more streamlined, a little bit shorter, if you</p> <p>21 can believe that, than some other Environmental Impact</p> <p>22 Reports.</p> <p>23 It is worth noting -- and we'll talk about this</p> <p>24 in more detail -- it does include full traffic analysis,</p> <p>25 which I know is an area of -- of concern and interest for</p> <p>Page 5</p>

<p>1 a lot of folks. So we'll get into that in more detail.</p> <p>2 The agenda item tonight will start off with the</p> <p>3 presentation from our -- our consultant, impact report</p> <p>4 consultants, including our traffic consultation.</p> <p>5 You see Erin Efner as well as Mark Spencer over</p> <p>6 at the other table. Kristiann Choy from our</p> <p>7 Transportation Division will also be joining us.</p> <p>8 I am also assisted by our Contract City</p> <p>9 Attorney Barbara Kautz directly next to me, as well as</p> <p>10 Margaret Netto who's assisting as a general contract</p> <p>11 planner on environmental topics for the City.</p> <p>12 She hasn't come to all the meetings, but she's</p> <p>13 been the source behind a lot of the Specific Plan</p> <p>14 checklists that you've seen for projects like the other</p> <p>15 133 Encinal report.</p> <p>16 So that -- that's a project where everything</p> <p>17 associated with the environmental impacts were completely</p> <p>18 analyzed in the Specific Plan outline.</p> <p>19 So we have a statement of fact to that effect</p> <p>20 with the staff reports. And so she's well-versed in</p> <p>21 this, as well.</p> <p>22 We do have a Study Session, a General Study</p> <p>23 Session following this, and I'll give you a couple of</p> <p>24 brief introductory remarks in advance of that.</p> <p>25 In general, it seems like when you had these in</p> <p style="text-align: right;">Page 6</p>	<p>1 of group action.</p> <p>2 And so with that, I'll kick it over to Erin.</p> <p>3 Thank you.</p> <p>4 MS. EFNER: Thanks, Thomas.</p> <p>5 Good evening, Commissioners, members of the</p> <p>6 public. Thank you to coming to the 1300 El Camino Real</p> <p>7 Draft EIR Public Hearing.</p> <p>8 My name is Erin Efner. As Thomas mentioned,</p> <p>9 I'm with ICF International who prepared the EIR for</p> <p>10 the -- for the project. I'm here with Mark Spencer for</p> <p>11 W-Trans.</p> <p>12 My presentation will cover the environmental</p> <p>13 review process. I'll also provide a brief overview of</p> <p>14 the project and explain how the different comments and</p> <p>15 also describe the next steps.</p> <p>16 We are currently as Thomas mentioned in the</p> <p>17 Draft EIR Public Comment phase of the environmental</p> <p>18 review process.</p> <p>19 Comments are really most helpful during this</p> <p>20 phase when they consider the environmental impact of the</p> <p>21 project and provide recommendations for how they might</p> <p>22 reduce impacts of the project as well as addressing</p> <p>23 adequacy of the environmental documents.</p> <p>24 So although my presentation does include a</p> <p>25 brief overview of the project, I would like to note that</p> <p style="text-align: right;">Page 8</p>
<p>1 the past, a lot of comments are more directed towards the</p> <p>2 Study Session than the Draft Environmental Impact Report,</p> <p>3 but I would say that if you're in doubt about whether</p> <p>4 your comments are related to the EIR, go ahead and make</p> <p>5 them and we'll sort it out on our end.</p> <p>6 We do have a court reporter transcribing this</p> <p>7 portion of the meeting, and also of note it's not the</p> <p>8 last opportunity to comment tonight.</p> <p>9 So if you've got some things bubbling around,</p> <p>10 you want to get some information and you want to ask to</p> <p>11 key some questions, that's fine.</p> <p>12 We also have -- accept written comments through</p> <p>13 April 4th. That's Monday April 4th through the end of</p> <p>14 business, which is 5:30 PM.</p> <p>15 Those can come in to me through e-mail. Not by</p> <p>16 chance, but I'm going on vacation tomorrow, but all --</p> <p>17 all items of correspondence will be accepted.</p> <p>18 If any questions come up, you'll get an out-of-</p> <p>19 office comment, and Margaret can coordinate on those, but</p> <p>20 otherwise, those comments will be accepted and then</p> <p>21 collected for response and Final EIR.</p> <p>22 Erin will talk a little bit more about what the</p> <p>23 steps are in the environmental stage, but I just wanted</p> <p>24 to make the overall point of there's no project actions</p> <p>25 tonight. The Commission does not need to make any sort</p> <p style="text-align: right;">Page 7</p>	<p>1 the focus of tonight's meeting is really not on the</p> <p>2 merits of the project, but rather the impacts of the --</p> <p>3 of the project's environment and the adequacy of the</p> <p>4 document.</p> <p>5 So as we mentioned, the EIR team consists of</p> <p>6 the City of Menlo Park as a lead agency, meaning they</p> <p>7 have primary responsibility for carrying out the project.</p> <p>8 ICF is the lead environment at consultant, and as we</p> <p>9 mentioned, W-Tran is the transportation consultant.</p> <p>10 The project is a six -- on a 6.4 acre site in</p> <p>11 the City, currently contains seven buildings,</p> <p>12 approximately 22,000 square feet fronting on Derry Lane,</p> <p>13 Oak Grove and El Camino Real.</p> <p>14 The project site is within the El Camino Real</p> <p>15 Downtown Specific Plan area, and as everyone knows, the</p> <p>16 EIR for the Specific Plan was certified in 2012.</p> <p>17 In addition, portions of the site were analyzed</p> <p>18 under previous CEQA documents. The Derry Lane Mixed Use</p> <p>19 Project EIR was certified in 2006, but the approvals for</p> <p>20 that are no longer valid.</p> <p>21 The 1300 El Camino Real/Sand Hill Project EIR</p> <p>22 was certified in 2012, but because this project is</p> <p>23 substantially different from what was evaluated in that</p> <p>24 EIR, the CEQA analysis now evaluates the whole of the</p> <p>25 project and does not rely on any previous approvals.</p> <p style="text-align: right;">Page 9</p>

<p>1 The project sponsor Greenheart Land Company is 2 proposing to redevelop the project site with a mixed use 3 development. It would demolish the existing structures 4 on the site and develop approximately 420,000 square feet 5 of mixed uses.</p> <p>6 In total, the project would include three mixed 7 use buildings four stories in height, a surface parking 8 lot, underground parking, onsite linkages, landscaping 9 and a public park.</p> <p>10 The uses of the project site would consist of 11 approximately 200,000 feet of non-medical office space in 12 two buildings, 200,000 square feet of residential space 13 up to 202 units in one building, and up to 30,000 square 14 feet of community serving space throughout the project 15 site.</p> <p>16 Also, there are 1,000 parking spaces proposed, 17 both in the parking garage and the surface parking lot.</p> <p>18 As I said, the project will remain within the 19 Specific Plan Area. The project development parameters 20 are consistent with the development anticipated in the 21 Specific Plan.</p> <p>22 So the CEQA analysis for this project 23 demonstrates consistency with SB 226, which is CEQA's 24 steamlining for the whole project.</p> <p>25 SB 226 was developed by the legislature to</p> <p style="text-align: right;">Page 10</p>	<p>1 following approval, a Notice of Determination filed 2 finishing the CEQA process.</p> <p>3 An Infill -- Infill Environmental Checklist was 4 prepared for the project pursuant to SB 226. It was 5 released along with the NOP in July -- in July 2014 with 6 the Specific Plan EIR.</p> <p>7 The checklist also applies to mitigation 8 measures and uniformly applicable development policies 9 for the Specific Plan.</p> <p>10 To determine that the project would have the 11 effect of either, one, not been analyzing the Specific 12 Plan EIR; or two, a more significant than described in 13 the prior EIR.</p> <p>14 Since there are impacts that could be 15 significant, a new Infill EIR is required.</p> <p>16 The Draft EIR comments mentioned were 17 identifying physical impacts on the environment using the 18 analysis conducted by the traffic EIR team.</p> <p>19 The EIR is also used to inform the project 20 prior to approval, identified direct, indirect and 21 cumulative impacts, recommend ways to reduce impacts and 22 alternatives to less than identified physical impacts.</p> <p>23 So as shown here, the Draft EIR analyzed 24 transportation, construction, air quality, hazardous 25 materials and traffic lanes.</p> <p style="text-align: right;">Page 12</p>
<p>1 eliminate repetitive analysis of the effects of a project 2 where -- where they were previously analyzed in a 3 programmatic level in the EIR.</p> <p>4 SB 226 was applicable to the project because 5 the project proximity to the Caltrain station, but it's 6 not necessarily applicable to all projects within the 7 Specific Plan area.</p> <p>8 Other ways the projects meets the threshold of 9 SB 226 is the inclusion of renewable energy. It's in a 10 low travel vehicle area and also consistent with Plan Bay 11 Area.</p> <p>12 So the slide shows an overview of the CEQA -- 13 of the general steps involved with the CEQA project. The 14 overview was released July 2014.</p> <p>15 Following the close of the NOP comment period, 16 we prepared a Draft Infill EIR. It was released last 17 month on February 18th, and as Thomas mentioned the 18 comment period closes on April 4th.</p> <p>19 A Final EIR will then be prepared that will 20 address all the comments we receive during the Draft EIR 21 review period.</p> <p>22 A certification meeting -- a certification 23 hearing will be -- for the Final EIR will be held for 24 Planning Commission and City Council, and then after the 25 EIR certifies the project, it can be approved, and</p> <p style="text-align: right;">Page 11</p>	<p>1 In addition, EIRs are required to describe a 2 reasonable range of alternatives to a project or the 3 location of a project.</p> <p>4 SB 226 does have some relief to -- to do a 5 full-blown alternative analysis, and it relieves one 6 from having to do an analysis -- an alternative analysis 7 based on location, building densities or reduced 8 intensities.</p> <p>9 In this case, due to the unique feature of the 10 site, the City elected to perform a full analysis. That 11 included a -- a no project alternative, which is existing 12 parcels remaining as is.</p> <p>13 A base level -- and this rolls right off the 14 tongue. A base level maximum alt -- alternative, which 15 would reduce office square footage by 35,000 square feet, 16 reduce residential square footage by 62,000 square feet 17 and communities serving uses by 15,000 square feet.</p> <p>18 The second full alternative was a base level 19 maximum residential alternative which reduced office 20 square footage by 1,000 -- a hundred thousand square 21 feet, increased residential by 4,000 square feet and 22 reduced community serving by 16,000 square feet.</p> <p>23 The Draft EIR identifies and classifies 24 environmental impacts as significant, less than 25 significant or no impact.</p> <p style="text-align: right;">Page 13</p>

<p>1 For each impact identified as significant, the 2 EIR -- the initial EIR provides mitigation measures to 3 reduce, eliminate or avoid a number of impacts. 4 If mitigation measures would successfully 5 reduce the impact to less than significant level, it's 6 stated in the Infill EIR. 7 However, if mitigation would not reduce to a 8 less than significant level, then the EIR classifies it's 9 less than significant and unavoidable. 10 Mitigation measures would product the following 11 effects of less than significant impacts on bicycle and 12 pedestrian facilities, exposure of sensitive receptors to 13 adverse health risks, routine hazardous material use and 14 accidental release of hazardous materials. 15 The Draft Infill EIR identifies impacts that 16 will remain significant, unavoidable even after 17 implementation of proposed mitigation measures. 18 As a result, the City will need to determine 19 whether to approve the project as approved, and if so, 20 provide the rationale for approval in a Statement of 21 Overriding Considerations. 22 Significant unavoidable impact relate -- of the 23 project were identified related to traffic, and Mark 24 Spencer will talk a little bit more about those. 25 MR. SPENCER: Good evening. As Erin</p> <p style="text-align: right;">Page 14</p>	<p>1 study intersection such as Facebook or projects on 2 Commonwealth or wherever they might be throughout the 3 area, and then also a cumulative 2040 analysis that 4 includes area-wide buildout. 5 That's buildout of the Downtown Specific Plan 6 as well as other projects that are in the pipeline, but 7 may not be approved or even analyzed yet, but are in a 8 regional forecast model. 9 The project as proposed would result in a net 10 increase of about 3,700 trips per day, including 384 in 11 the morning and about 400 in the afternoon. 12 That does take into consideration the project's 13 location near transit. Also it subtracts the existing 14 uses on the site that would no longer be generating 15 traffic, so those would come off and get credited, in 16 essence, and then you build up to new trips based on 17 what's being proposed as part of this project that Erin 18 described. 19 In addition, we also took a look as described 20 in the documentation impacts related to bicycle activity. 21 That's also -- that's not only bike facilities, but also 22 bicyclists themselves, as well as pedestrian facilities 23 and pedestrians, transit. 24 There's nearby railroad crossings. There's 25 three nearby at-grade crossings that we took a look at.</p> <p style="text-align: right;">Page 16</p>
<p>1 mentioned, my name is Mark Spencer. I'm a principal 2 with -- is this on? I should try that again. I'll try 3 that again. Thank you. 4 Again, my name is Mark Spencer. I'm a 5 principal of W-Trans, and we are responsible under the 6 City's direction and ICF to prepare a transportation 7 analysis for the environmental document. 8 I want to briefly go over what's covered in 9 this particular transportation analysis, as Thomas 10 mentioned, the full Transportation Impact Analysis that 11 was conducted for this specific project, and then I'll 12 talk a little bit about what the findings were from that. 13 So to begin with, working with it out with City 14 Staff, there was a scope of work that covered 15 twenty-seven intersections; not all of them just in the 16 immediate vicinity, but actually on key corridors around 17 the City. 18 In addition, we looked at fourteen local 19 roadway segments, and then eighteen routes of regional 20 significance. Those would be freeways and highways, 21 things that the County or Caltrans may require. 22 We looked at two analysis horizon years, A 23 near-term 2020 condition. That included approved 24 projects within the vicinity of the Station 1300 Project. 25 But also other projects that would affect the</p> <p style="text-align: right;">Page 15</p>	<p>1 Traffic signal warnings for unsignalized locations, 2 which -- which locations may warrant a signal in the 3 future, as well as we took a look at the parking -- not 4 only parking requirements, but the applicant's proposed 5 shared parking model and how that would work onsite, 6 sharing parking between retail and residential uses, for 7 example, so you can better utilize the parking resources. 8 The next slide we see an overview of the -- 9 the -- the topics, okay, and this sort of gives an 10 organization of what's in the EIR itself. 11 The intersections both to the near-term and the 12 longer term are covered under Transportation Impacts 1 13 and 4. So 1 would be for the near-term, 2020. 14 Transportation Impact 4 would be for the longer term 15 cumulative. 16 Correspondingly for local roadway segments, 17 that would be Transportation Impacts 2 and 5. The 18 regional roadways, transportation Impacts 3 and 6, and 19 then the railway grade crossings. That would be 20 Transportation Impact 10. 21 You don't see Impact 7, 8 and 9 listed here. 22 That would be bicycles, pedestrians, transit. Those can 23 be mitigated to a less than significant level. So we 24 wanted to highlight these particular topics because they 25 stood out a little more than the other ones.</p> <p style="text-align: right;">Page 17</p>

<p>1 For example, on intersection impacts, of the 2 twenty-seven intersections that we looked at, of those in 3 the near-term, four of those would be significantly 4 impacted, which I think unavoidably impacted, whereas in 5 the longer term, 2040, some twenty-four years from today, 6 you would be looking at the eleven of the twenty-seven 7 intersections. That would be significantly unavoidably 8 impacted.</p> <p>9 Of those, there are recommended partial 10 mitigation measures pretty much for every one of those 11 intersections.</p> <p>12 Whether that's a Transportation Demand 13 Management Program to lessen the effects, or it's a 14 contribution to the City's traffic impact fee or it's a 15 other sorts of adjustments that might be made 16 geometrically, but these are -- they could contribute to 17 lessening the effects of the increased traffic, but it 18 would not lessen the effects to the extent we could say 19 the impact to fully mitigated to a level where it's 20 operating back in an acceptable condition or less than 21 significant level.</p> <p>22 However, that doesn't mean they're not ignored 23 and that they're addressed in some form.</p> <p>24 With respect to local roadways, these are 25 particularly arterial roadways in local streets within</p> <p style="text-align: right;">Page 18</p>	<p>1 project site.</p> <p>2 In each case, in essence, the idea is if you 3 add traffic, no matter how much traffic you add. If you 4 add traffic in a sense, you're going to impact that 5 location.</p> <p>6 It is -- the easiest one to look at is black 7 and white, so it's a yes or no question. So there are 8 things about, you know, looking at a keep clear area and 9 potentially looking at like the turn restrictions that we 10 have here on Alma.</p> <p>11 But in essence, if you add traffic to a railway 12 grade crossing, you would wind up resulting in an impact 13 there. So just an acknowledgement of that.</p> <p>14 The EIR is a disclosure document. We want to 15 disclose everything that would potentially happen as a 16 result of the project.</p> <p>17 That actually is the conclusion of my summary, 18 a brief summary of the transportation analysis, but 19 during the Study Session, if there are questions or if 20 there are questions now, then we can talk about specific 21 locations and things in more detail. I'd be happy to 22 address those.</p> <p>23 So with that, I think we have a concluding 24 slide.</p> <p>25 MS. EFNER: Thanks, Mark.</p> <p style="text-align: right;">Page 20</p>
<p>1 Menlo Park, which having gone through this several times 2 on other EIRs and traffic studies here in the City, Menlo 3 Park does have very stringent standards because we want 4 to protect neighborhoods.</p> <p>5 We want to make sure to take a look at how much 6 traffic's being added on particular streets and what the 7 effect of that may be.</p> <p>8 With this particular project, we'd be looking 9 at five of fourteen local roadway segments that would be 10 significant and unavoidably impacted in the short-term, 11 and in the longer term, six of those roadway segments.</p> <p>12 With respect to the regional routes, any of 13 those in the near-term and the cumulative condition, four 14 of the eighteen routes or actually segments, whether 15 those are on 101 or on El Camino, on 280, on 84, We get 16 kind of a scale really the way this is being presented at 17 this point.</p> <p>18 With respect to railway grade crossings, all of 19 us are familiar with the one right here of course on 20 Ravenswood, and the City's addressed that very recently 21 in the last six, seven months with the turn restrictions 22 and putting in barriers, and we do talk about that as 23 part of the -- the documentation.</p> <p>24 But there's a -- two closer railway grade 25 crossings that we have to take a look at closer to the</p> <p style="text-align: right;">Page 19</p>	<p>1 Just to reiterate what Thomas said earlier, 2 comments can -- in the Draft EIR can be submitted via 3 e-mail, letter, fax to Thomas. You can speak tonight. 4 All comments received tonight will be considered and 5 responded to in the Final EIR, and as mentioned, comments 6 must be received by April 4th.</p> <p>7 So the next step, compiling the responses to 8 comments document. We consider and respond to each 9 comment that's received on the EIR. Comments, you know, 10 with a -- with a common theme, several commenters may 11 be -- might be responded to in one master response.</p> <p>12 Changes to the Draft EIR will be indicated and 13 strike-through underlined and ultimately the responses to 14 comments documents in the Draft EIR will constitute to 15 the Final EIR.</p> <p>16 And that concludes our presentation.</p> <p>17 CHAIR ONKEN: Thank you very much.</p> <p>18 Thomas.</p> <p>19 MR. ROGERS: Thank you, and that segues into 20 the comments that we've received so far. So there were 21 two items of correspondence that were attached to the 22 staff report. One anonymous.</p> <p>23 There were also some last minute -- either 24 today or over the weekend. One is Commissioner Kadvan's 25 question about the -- the high school site which we can</p> <p style="text-align: right;">Page 21</p>

<p>1 talk about.</p> <p>2 I believe it's a reflection of the fact that</p> <p>3 there's actually two high school projects. One which was</p> <p>4 known when the NOP got going, which was in May, the</p> <p>5 Menlo-Atherton school expansion.</p> <p>6 The other which I don't believe was known when</p> <p>7 the NOP got going in 2014 was the new magnet or</p> <p>8 specialized high school over on Jefferson Drive.</p> <p>9 So I think that's a clarification there, but we</p> <p>10 will certainly take as a comment and clarify it either</p> <p>11 way in the EIR.</p> <p>12 The other e-mails, there was one that arrived</p> <p>13 on Sunday from former Councilmember Steve Schmidt that's</p> <p>14 included and distributed to the Commission.</p> <p>15 Another one arrived from Mitch Slomiak earlier</p> <p>16 today, and then the last item that's been distributed to</p> <p>17 the Commission as well as made available from the public</p> <p>18 is a set of slides that Commissioner Kadvanly prepared</p> <p>19 during the Specific Plan EIR review process.</p> <p>20 So Commissioner Kadvanly asked us to make it</p> <p>21 available. It wasn't something that was particularly</p> <p>22 pointed at, but wanted to be potentially referenced</p> <p>23 during this discussion.</p> <p>24 So staff based on previous projects recommends</p> <p>25 that the Commission open it up for public comments at</p> <p style="text-align: right;">Page 22</p>	<p>1 sort this out.</p> <p>2 So my view -- you know, I think we'd all love</p> <p>3 there to be a simple answer to a complex problem.</p> <p>4 We all know that we have a traffic and</p> <p>5 transportation issue in Menlo Park, but it's a complex</p> <p>6 problem and we -- even if we were to, say -- were to pull</p> <p>7 up the drawbridge and not approve any more development in</p> <p>8 Menlo Park, there's a lot of building going on in Redwood</p> <p>9 City, Stanford, Palo Alto.</p> <p>10 And El Camino at rush hour, and I -- I live in</p> <p>11 Menlo Park, have lived in Menlo Park for twenty-seven</p> <p>12 years. El Camino in rush hour is gridlocked. It just</p> <p>13 is.</p> <p>14 And whether this -- whether this project is</p> <p>15 approved or not, I don't think it's going to have a huge</p> <p>16 impact on that.</p> <p>17 We need to -- actually, it concerns me that</p> <p>18 there's so much emphasis being placed on development</p> <p>19 projects when people are talking about traffic.</p> <p>20 I'd love to see all the energy and creativity</p> <p>21 and powerful thought-provoking ideas that this community</p> <p>22 has to address traffic. If we want to talk about</p> <p>23 traffic, let's talk about traffic.</p> <p>24 Caltrain and buses and whatever the solution</p> <p>25 is, it's not -- it's not -- you know, it's not something</p> <p style="text-align: right;">Page 24</p>
<p>1 this point, close the public comment period and then</p> <p>2 Commission can ask us questions, with us meaning staff,</p> <p>3 consultants as well as other assisting staff members as</p> <p>4 well as -- and then go into Commission comments.</p> <p>5 Sometimes those two items get blurred a little</p> <p>6 bit. We'll -- if they can be cleanly divided, that's</p> <p>7 great. If not, we'll do our best to figure out what's</p> <p>8 comment versus a question.</p> <p>9 And then formally close the public hearing and</p> <p>10 move on to the Study Session.</p> <p>11 With that, I'll kick it back over to the Chair,</p> <p>12 and if you have any procedural questions, I'm happy to</p> <p>13 take a crack at that. At this point otherwise, we</p> <p>14 recommend opening up for public comment.</p> <p>15 CHAIR ONKEN: Well, that's exactly what we'll</p> <p>16 do. I have one -- one card regarding the EIR. Obviously</p> <p>17 there are more coming, but if you'd like to speak to the</p> <p>18 EIR.</p> <p>19 This is your opportunity, and I have three</p> <p>20 cards. The very first one is from Sam Wright, if you can</p> <p>21 come up.</p> <p>22 MR. WRIGHT Mr. Chairman and members of the</p> <p>23 committee, thank you. I'm not sure if actually my</p> <p>24 comment would necessarily be addressed to the EIR or the</p> <p>25 Study Session or both, but I think Thomas is going to</p> <p style="text-align: right;">Page 23</p>	<p>1 that I can figure out, but I think it's time to pull it</p> <p>2 together.</p> <p>3 I think it would be a mistake to say that we</p> <p>4 should disapprove a particular project, especially one</p> <p>5 like the Greenheart project, which really is a</p> <p>6 transportation-oriented development that we've all been</p> <p>7 pushing for.</p> <p>8 As we've discussed alleviating traffic, this is</p> <p>9 the sort of project that we have championed.</p> <p>10 So I'd like to see our attention turn to</p> <p>11 traffic and come up with resolutions for the traffic</p> <p>12 problems that we all face, and I don't think the</p> <p>13 resolution is just to say no to a project.</p> <p>14 Thank you.</p> <p>15 CHAIR ONKEN: Thank you.</p> <p>16 The next card I have is from Skip Hilton.</p> <p>17 MR. HILTON: Thank you, Commissioners.</p> <p>18 My name is Skip Hilton. I live at 127 Muir Way</p> <p>19 in Menlo Park. And I've lived in Menlo Park now for</p> <p>20 about twenty-three years.</p> <p>21 I -- I want to speak in favor of the project.</p> <p>22 I think that it's interesting. This project is among the</p> <p>23 last that's coming through to the various last obsolete</p> <p>24 version of CEQA Act, and even though currently EIR state</p> <p>25 that a lot of these traffic -- traffic impacts, while</p> <p style="text-align: right;">Page 25</p>

<p>1 significant, and unavoidable, consequences under the new 2 rule that CEQA adopts the share which favored 3 acknowledging transportation. It's like this one cited, 4 it couldn't do so at a less than significant in many 5 cases.</p> <p>6 I also think that the developer's doing a 7 number of very smart things to reduce traffic, including 8 providing free Caltrain Go Passes for all residents and 9 office workers.</p> <p>10 They'll Zip Car available onsite, and for 11 office workers that want to run errands during the day 12 and for residents have fewer cars per household.</p> <p>13 The project also includes secured enclosed bike 14 storage for residents and workers, showers and changing 15 rooms for employees who walk or bike to walk.</p> <p>16 The proposal, as you know, includes public 17 benefits of 2.1 million with the Downtown Amenity Fund, 18 and also other intrinsic public benefits within the 19 project; not just the pocket park, but the whole plaza 20 area valued at about 3.3 million dollars.</p> <p>21 And then the underground parking which will 22 create and allow that plaza to be -- be built, which is 23 the 26 million dollar expenditure.</p> <p>24 So the other thing is the Garwood Drive 25 extension I think will have a major impact, and not only</p> <p style="text-align: right;">Page 26</p>	<p>1 this project is moving in the right direction for Menlo 2 Park, and anything that's built on an acre lot is going 3 to create more traffic. We just want to make sure to do 4 it as less as possible and create a vibrant downtown with 5 residents, shoppers and office workers that are all come 6 together.</p> <p>7 Thank you.</p> <p>8 CHAIR ONKEN: Thank you.</p> <p>9 The next card I have is Clem Molony. Following 10 that, Patti Fry.</p> <p>11 MR. ROGERS: Through the chair, I did give the 12 first comment to a Doug Scott.</p> <p>13 Is he out there somewhere? The order doesn't 14 necessarily matter, so</p> <p>15 CHAIR ONKEN: I thought that was the study 16 portion.</p> <p>17 MR. ROGERS: Yeah. It wasn't exact -- it 18 wasn't specified.</p> <p>19 MR. SCOTT: Do you want to hear from me first 20 or him? Let him speak.</p> <p>21 Go ahead.</p> <p>22 CHAIR ONKEN: All right.</p> <p>23 MR. MOLONY: Good evening. My name is Clem 24 Molony, forty-year Willows homeowner and I have 25 experience evaluating EIRs. I was in environmental</p> <p style="text-align: right;">Page 28</p>
<p>1 for cars, but bikes and -- and all other forms of 2 transportation to the project.</p> <p>3 And then the bike path then on Garwood and Oak 4 Grove will help us solve the problem we've had with -- 5 with bike access along El Camino as well as the across El 6 Camino.</p> <p>7 So I would encourage you to look forward. This 8 is exactly what the Specific Plan wanted -- intended to 9 bring forward.</p> <p>10 We're now having projects that are coming 11 forward, and while this project is mixed use, as we would 12 like in this transit-rich area, it actually has more 13 housing per square foot than office.</p> <p>14 So I know there's proponents of more housing 15 and opponents of this project. It might be kind of 16 interesting that some of the opponents who were behind 17 Measure M to change the Specific Plan are now saying that 18 this project doesn't, you know, meet the needs of the 19 Specific Plan. We should pay attention to the Specific 20 Plan.</p> <p>21 In fact, it does, and it is exactly what we 22 wanted and give our public at some point.</p> <p>23 It doesn't mean that there can't be 24 improvements to it. I'd like you to think about those 25 and listen to public comment, but in general, I think</p> <p style="text-align: right;">Page 27</p>	<p>1 manager in Silicon Valley for thirty years and had to 2 slog through a number of them.</p> <p>3 Some comments tonight on the current process.</p> <p>4 The transportation chapter of the EIR and the public, 5 benefit.</p> <p>6 First, thank you to you and the City Staff for 7 the thorough review of this big project proposal and 8 other value to the City.</p> <p>9 This project level evaluation flows directly 10 from the Downtown Specific Plan's program of the EIR and 11 the carefully negotiated incentive program in that plan 12 to fund public benefits in our downtown.</p> <p>13 Second comment is I have reviewed the 14 transportation section of the EIR and I will be 15 submitting written comments.</p> <p>16 The chapter is really complex, so tonight I'll 17 focus just on a few comments on public benefit.</p> <p>18 As I understand it, the public benefits bonus 19 allows a close to thirty percent increase in density in 20 exchange for investment in public space, more affordable 21 housing, public parks, et cetera and payments into the 22 new amenity fund and to public entities.</p> <p>23 And that's what Station 1300 does. The 24 Greenheart written document public benefit proposal and 25 its exhibits I felt was very clear explanation of all of</p> <p style="text-align: right;">Page 29</p>

<p>1 those investments.</p> <p>2 In conclusion, looking at Station 1300, I think</p> <p>3 it's -- as -- as an environmental person, I look for</p> <p>4 transit-oriented development, and if it meets a good</p> <p>5 standard, then I support it.</p> <p>6 I see the two hundred apartments, the two</p> <p>7 medium sized office buildings, retail, a huge investment</p> <p>8 in under -- underground parking in order to achieve that</p> <p>9 very large open space percentage, almost a half.</p> <p>10 And when I look at this one, I see a project</p> <p>11 that's balanced, it's functional for the City, it's</p> <p>12 beautiful, it fits in this neighborhood where it is and</p> <p>13 it will bring positive improvements to our downtown, to</p> <p>14 El Camino, and in addition to the public benefits to our</p> <p>15 City.</p> <p>16 Thank you.</p> <p>17 CHAIR ONKEN: Thank you.</p> <p>18 And we remind the public that we're talking</p> <p>19 about the EIR at this point, and we will have an</p> <p>20 opportunity to again begin talking about the project as a</p> <p>21 whole during the Study Session, but I can -- Seth Scott,</p> <p>22 would you like to come up?</p> <p>23 MR. SCOTT: My name is Doug Scott. I'm a 37-</p> <p>24 year resident of Menlo Park. I've the displeasure of</p> <p>25 trying to travel from Menlo Park all the way down to</p> <p style="text-align: right;">Page 30</p>	<p>1 degree, and I would hope that's not overlooked in this</p> <p>2 process.</p> <p>3 CHAIR ONKEN: Thank you very much. Patti Fry.</p> <p>4 MS. FRY: Good evening. Since I first became</p> <p>5 a Planning Commissioner in 2000, the year 2000, I've been</p> <p>6 looking at many, many EIRs, and this is the first one</p> <p>7 where I've not been able to understand what the project</p> <p>8 is, and I am kind of a data wonky person, but I think as</p> <p>9 any of us look at both the impact of a project and the</p> <p>10 benefits of a project, we need to understand what it</p> <p>11 really is.</p> <p>12 And CEQA requires to us do that. It provides</p> <p>13 the opportunity to identify alternatives, and we should</p> <p>14 look at the alternatives, as well.</p> <p>15 And sometimes the alternatives satisfy a lot of</p> <p>16 the goals of both the community and the applicant and</p> <p>17 have fewer impacts, and those are the kinds of things</p> <p>18 that this process helps us understand.</p> <p>19 So I'm very troubled by this document because</p> <p>20 it has ranges, it has up to, but it doesn't say what it</p> <p>21 is.</p> <p>22 There have been other projects where it has</p> <p>23 variants, but it identifies what the project was. This</p> <p>24 one doesn't, and when I look at the applicant's letter of</p> <p>25 January this year, he identifies what he saw the project</p> <p style="text-align: right;">Page 32</p>
<p>1 Sunnyvale in various hours and also every two weeks, I</p> <p>2 have to go to traffic all the way up to San Mateo.</p> <p>3 It's my experience that most of this traffic is</p> <p>4 just going through those hours particularly.</p> <p>5 As I went particularly south, you look at the</p> <p>6 open lots, and most of them have cranes on them, which</p> <p>7 tell me that the traffic can only increase to some</p> <p>8 unknown degree, but it's obviously going up.</p> <p>9 If you look at Redwood City and you see all the</p> <p>10 apartment houses that have been added there, I understand</p> <p>11 it's a 5,000, and I don't they're all occupied quite yet.</p> <p>12 So our traffic is really a regional issue as</p> <p>13 much I think much more than it is in Menlo Park.</p> <p>14 I talk to my neighbors about this, and many of</p> <p>15 them aren't here tonight, but they asked me to express</p> <p>16 their endorsement of this project and -- and their</p> <p>17 encouragement of the thoroughness in which the --</p> <p>18 Greenheart prepared their open house and availability of</p> <p>19 all the people to talk to the public.</p> <p>20 One issue that I'm not familiar with, but we</p> <p>21 talked about mitigating issues on traffic such as Zip</p> <p>22 cars that go past the residents and all that.</p> <p>23 What I can't put my arms around is traffic is</p> <p>24 heavier, and I would assume that usage will go up, so</p> <p>25 there's some sort of counter-balancing to some unknown</p> <p style="text-align: right;">Page 31</p>	<p>1 to be at both the bonus level and the base level, and</p> <p>2 those numbers don't match what's in the Environmental</p> <p>3 Impact Report.</p> <p>4 To give you an example, the benefit public case</p> <p>5 that is in that letter has 172 dwelling units, whereas</p> <p>6 the bonus level in the EI -- EIR has 202.</p> <p>7 I think that's significant. I think it's also</p> <p>8 significant that the non-office commercial building --</p> <p>9 commercial space is called community serving, where we</p> <p>10 know that there's a big difference in vibrancy, in</p> <p>11 traffic patterns, in times of day when the traffic comes</p> <p>12 and goes.</p> <p>13 If it's a cafe, a nightclub, if it were a bank,</p> <p>14 if it were a realtor office, those are very different,</p> <p>15 and all it says is that those are community serving.</p> <p>16 That isn't a phrase that's in the Specific</p> <p>17 Plan. Those are allowed uses, but this project needs to</p> <p>18 identify what they are.</p> <p>19 When there's an analysis of the financial</p> <p>20 impact, there are assumptions that say it's all retail,</p> <p>21 but there's no commitment in the letter. There's no</p> <p>22 commitment in, you know, the project that there's any</p> <p>23 retail. It says: "There will be a minimum of 10,700</p> <p>24 square feet."</p> <p>25 So I think it's easy to say what we think it</p> <p style="text-align: right;">Page 33</p>

<p>1 is, what we'd like it to be based on these ranges, but I 2 think if we ask everybody in this room what is it, I 3 think we'd come up with different answers, and CEQA 4 requires us to have the same answer about what it is so 5 that we can fairly identify the impacts and the benefits 6 of this.</p> <p>7 CHAIR ONKEN: Thank you. That's been three 8 minutes</p> <p>9 MS. FRY: I'm sorry. There's no timer.</p> <p>10 CHAIR ONKEN: I've got a timer up here. 11 Finish your point.</p> <p>12 MS. FRY: Yeah. I want to say this much 13 office pushes the jobs/housing imbalance that we already 14 have further away.</p> <p>15 I think the land use aspect of this is 16 important to this part of the Specific Plan is El Camino 17 Real Northeast R, R with a focus on residential, there is 18 some residential, but the focus is on residential, 19 especially at the bonus level.</p> <p>20 Thank you.</p> <p>21 CHAIR ONKEN: Thank you.</p> <p>22 The last card I have is from David Howard. If 23 anybody else would like to speak to the EIR, please fill 24 out a card and come up.</p> <p>25 MR. HOWARD: Hello. My name is David Howard.</p> <p style="text-align: right;">Page 34</p>	<p>1 City I think can be mitigated by a concise plan, and with 2 WiFi and such like that, I can't see that the cost is 3 going to be there.</p> <p>4 And this project that's coming is just one of 5 many that I can foresee on El Camino that's going to 6 massively impact the City.</p> <p>7 I think we need to start looking at 8 apportioning out some of the costs for this area.</p> <p>9 About fifteen years ago, I tried to rent space 10 from the Clockworks, which is right down at Menlo and 11 Santa Cruz, and one of his selling points is that 12 everyone has to stop right in front of his shop and sits 13 in traffic waiting and they look over and see their 14 business, and he says that's the best thing, you know, 15 that can happen for him.</p> <p>16 And that was his selling point was all the 17 traffic gridlock, and that was fifteen years ago and it 18 keeps getting worse every single year.</p> <p>19 And I'm just -- I'm -- I'm frustrated. I see 20 other projects that are coming in like Haven Avenue. You 21 have this massive project going in over on Haven in Menlo 22 Park.</p> <p>23 I don't see, at least myself, any mitigation of 24 the problems there with Haven site and all the traffic 25 that's generated there.</p> <p style="text-align: right;">Page 36</p>
<p>1 I'm a 53-year resident of Menlo Park, and I unfortunately 2 live downtown and have for many, many years.</p> <p>3 The reason why I say unfortunate is because 4 every time I decide that I'm going to come home, it is a 5 fight on Menlo, on Willow, on Marsh.</p> <p>6 Getting home, I end up taking a lot of side 7 streets because I know the City; I've lived here all my 8 life, and so I know how to quickly get around, but I 9 still get heartache going down residential streets that I 10 know I shouldn't be going down.</p> <p>11 Twenty-five years ago my mom and I came to the 12 Council and asked about metering lights on El Camino. 13 Twenty-five years ago, we were told it was way too 14 expensive, by the time we ran the wires, everything like 15 that.</p> <p>16 Nowadays with technology the way it is, I can't 17 see that we can't mitigate most of this traffic by 18 computers and timing signals and such like that.</p> <p>19 The lady that lost her life at the railroad 20 tracks a couple years ago -- I guess -- I forget now, but 21 I went there out there right after the accident, and I 22 think one of the contributing factors for her death was 23 the fact that the street lights were not timed to the 24 railroad tracks and the trains going through.</p> <p>25 This whole city, most of the impacts to the</p> <p style="text-align: right;">Page 35</p>	<p>1 I want to see downtown. I want to see a 2 concise plan for mitigating this.</p> <p>3 Thank you very much.</p> <p>4 CHAIR ONKEN: Thank you.</p> <p>5 And I don't have any other cards for the EIR, 6 so I will close the public comment, and bring it back up 7 here.</p> <p>8 So, you know, where people would like to start 9 traffic is to the forefront.</p> <p>10 I will -- I will like to start with a question 11 that I have regarding -- we were looking at traffic 12 impact, TRA-10 regarding railway crossings.</p> <p>13 One of the -- one of the things in my mind that 14 specifically happens with this project is the impact at 15 Oak Grove as we now have everyone coming out of Garwood 16 Way or people using Garwood Way to, you know, run their 17 kids to train stop to make the 7:50 to St. Francis or 18 something like that, and we -- to my mind, we potentially 19 have the same problem at Ravenswood junction at Oak 20 Grove, but exacerbated through -- through this.</p> <p>21 That said, you know, the importance to me of 22 this EIR is, you know -- is as much to instruct the City 23 and other agencies, Caltrans, et cetera as they start 24 looking at improvements that they need to make as to what 25 the EIR going forward.</p> <p style="text-align: right;">Page 37</p>

<p>1 So is it -- what -- what could we -- what could 2 we add in -- what could we add into the EIR to make sure 3 that the need for mitigation specifically at railway 4 crossings is loud and clear to -- that it's just not an 5 objective report to how bad it might be, but actually we 6 have instruction as to, you know, what to tell Caltrans 7 to do to that junction.</p> <p>8 MR. SPENCER: That's an interesting point. I 9 think also here in Menlo Park, we have a heightened focus 10 now on railroad grade crossings in light of incidents 11 that have happened.</p> <p>12 CHAIR ONKEN: Right.</p> <p>13 MR. SPENCER: I think that's real and I think 14 we all feel that.</p> <p>15 This is actually, at least the first of the 16 documents that I've worked on -- and I've worked on 17 several, not all, but I've worked on several here in 18 Menlo Park.</p> <p>19 This is the first one where we actually had a 20 real focus on railroad crossings.</p> <p>21 And more than just what we're looking at with 22 Ravenswood and that time of day, you know, restrictions, 23 but we do call out the City's or at least the applicant's 24 responsibility that they have to be responsible.</p> <p>25 It's actually pretty straightforward, and</p> <p style="text-align: right;">Page 38</p>	<p>1 outside of any one project.</p> <p>2 I think we called attention to it pretty well 3 in the document here in terms of what our responsibility 4 is, both as -- at least with respect to the project's 5 potential impacts.</p> <p>6 The issue of the -- what can be done in 7 addition to that is really a matter of I think City Staff 8 coordinating with the County and with JPB and with 9 Caltrain to call attention to here's what we're doing to 10 help on our side and what can you do on your side?</p> <p>11 There's a lot of change coming, by the way, on 12 the Caltrain corridor. Electrification of the tracks. 13 There's more grade separations that are still planned, 14 including here in -- in Menlo Park potentially at 15 Ravenswood. We've got a grade separation project.</p> <p>16 That would be a real physical change that's 17 going to really change how traffic works on Ravenswood 18 and El Camino and in the area right here all the way to 19 City Hall on Laurel should that project, you know, get 20 off the ground and get going or go underground and get 21 going, depending on which one you choose.</p> <p>22 That's a grade sep joke. We don't get to do 23 that much in our industry.</p> <p>24 And so I think the -- the EIR does call 25 attention to it, but I think you're right, that there's</p> <p style="text-align: right;">Page 40</p>
<p>1 it's -- it's a matter of, you know, making sure that keep 2 clear zones are painted and maintained or whatever, which 3 is -- you know, there's a little bit of financial 4 consideration that goes into that.</p> <p>5 With respect, though, to your question about 6 what happens -- how do we work with Caltrain to make sure 7 that they're -- they're aware, I'll answer it this way: 8 Caltrain and the County, JPB and other agencies get to be 9 a reviewing party to the EIR, and they -- to the extent 10 that they focus on this particular issue or this 11 particular project, I can't say. That's -- that's really 12 an agency call on their part.</p> <p>13 We have had projects up and down the Peninsula 14 where Caltrain has been commenting and saying, "What are 15 the likely queues that we're going to see?"</p> <p>16 That's how we did the analysis here. So we 17 started looking at the spillback? What's the likely 18 increase in queue? How often does that occur? What's 19 the frequency of gate down time?</p> <p>20 And then if the gate is down, you know, four 21 times an hour or six times an hour, we've got queues of 22 six or eight vehicles, you know, how much are we going to 23 add to that -- that mix with this particular project?</p> <p>24 The issue of the -- the railway safety and 25 timing and all of that is -- I think it's an issue</p> <p style="text-align: right;">Page 39</p>	<p>1 more cooperative matters that can happen outside of this 2 process, which goes to bigger issue and bigger safety 3 matter.</p> <p>4 CHAIR ONKEN: Okay. The grade separation 5 issue, I know people feel very passionate about it, but 6 it's to my a pipe dream or a culvert dream to carry --</p> <p>7 MR. SPENCER: Well done.</p> <p>8 CHAIR ONKEN: But I think what's important in 9 terms of this EIR is if -- that the worst that could 10 happen is the grade -- if the crossing is not addressed 11 properly, it doesn't really work out very well, and so a 12 big no left turn sign is posted at the end of Garwood 13 Way, and then all that traffic that's going from this 14 development ends up dumping right back on El Camino as 15 opposed to using Gar -- using Oak Grove, which it's 16 supposed to do.</p> <p>17 So -- Glenwood, that way, towards the bay.</p> <p>18 And -- and so really it really behooves the -- 19 joint effort from everybody to sort that intersection out 20 so it does work and -- and not just ignore it.</p> <p>21 That's what I want to say about the EIR, the 22 importance to get the language in there rather than just 23 doing a study of there it is, because it's going to be 24 used for instruction to most of the agencies, including 25 the City to --</p> <p style="text-align: right;">Page 41</p>

<p>1 MR. SPENCER: Yeah. I -- I think one other 2 point that -- we talked about it a little bit in the EIR 3 with the frequency, the occurrence and, you know, it's 4 kind of based on the current Caltrain schedule, how often 5 does it come by now. 6 It's very much a peak hour kind of, you know, 7 commute, so you don't see as many trains at 1:00, 2:00 in 8 the afternoon as you do at 5:00, 6:00 in the afternoon. 9 As that changes over time, I think it behooves 10 all of us also to -- okay. As we're seeing more trains 11 come on, which means you have more down time or gate down 12 time, then you have more traffic being stopped at various 13 times of the day, and more likely that's going to divert 14 into other routes. 15 In that sense, it's a zero sum game. Traffic 16 is going to sit there and wait, which is actually a safe 17 condition because you have the equipment and the lights 18 and the barriers, or it's going to start diverting for 19 new routes, and that's a tradeoff. 20 It's not a tradeoff that's a bad or good one. 21 It's just what it is. 22 CHAIR ONKEN: Thank you. 23 Commissioner Strehl. 24 COMMISSIONER STREHL: So my thinking was that 25 the EIR will inform staff so as the project develops -- I</p> <p style="text-align: right;">Page 42</p>	<p>1 facilitate the interpretation of this data; not just for 2 us, but for the community at large. 3 I mean, it's just -- you know, I just -- we 4 just have to do more, and whether it's staff that does 5 that or it's an add-on to the EIR, you know, it doesn't 6 matter, but, I mean, where -- there's this big gap, and 7 I'll just -- leaving Garwood aside -- I mean, for 8 example, one issue is like everybody talks about level of 9 service standards being too sensitive in Menlo Park, so 10 they trigger unacceptable, you know, unavoidable impacts 11 right away. 12 Well, then, what's the alternative to 13 interpreting the data? You can't just say well, 14 that's -- here's the data and we go to -- we go from D to 15 E or E to F or whatever and that -- but that's just -- 16 that's an artifact of this -- this trigger. 17 Well, then what? What are people supposed to 18 make of it? It's -- it's hugely confusing, and, you 19 know, really dysfunctional. 20 There's a lot of -- there's a lot of data here 21 that uses averages on waiting times, for example, and I'm 22 wondering -- you know, something -- if you're at the 23 front of the queue, your waiting time is zero. 24 If you're way in the back of a queue of cars, 25 it could be much longer than the average, and that might</p> <p style="text-align: right;">Page 44</p>
<p>1 mean, should the project be approved as it's developed, 2 then staff can look at -- at the developer, look at the 3 best way of directing traffic on and off Oak Grove and on 4 and off El Camino using the Garwood extension. 5 You know, you want to minimize the amount of 6 traffic that goes on El Camino, but you also don't want 7 to have cars stuck making a left-hand turn on Oak Grove 8 getting on to the railroad tracks. 9 And that's why the City is looking at the grade 10 separation at Oak Grove as well as Ravenswood, so it is 11 kind of a package that goes together, and we just have to 12 raise the money. 13 CHAIR ONKEN: Thank you. 14 Commissioner Kadvary. 15 COMMISSIONER KADVANY: Okay. Thank you. 16 I -- I totally agree with this comment on 17 Garwood in particular. I have a note here on my -- you 18 know, my copy, Garwood is a mess. We're going to like 19 zero to overcapacity on this street, you know. 20 I mean, so to me, it's wholly follow-up with 21 Commissioner Onken states. It's totally disingenuous for 22 us to say well, we have -- this is our technical analysis 23 and what's required by law, but in fact it becomes our 24 decision-making document. 25 So I think a bunch needs to be done to</p> <p style="text-align: right;">Page 43</p>	<p>1 be -- that might be good data to pull out and tell us 2 what's really happening as -- as congestion gets more and 3 more and more, and that's in these models and it can be 4 provided. 5 It's not required, but it can certainly help 6 people understand. 7 And I think more generally -- I mean, there's 8 simple things simply like this -- this is a great 9 graphic. I'm just holding up the street -- you know, the 10 street diagram that's used all over. 11 There could be a whole lot more of these with a 12 lot of the table data imposed on these so that people can 13 see right away oh, I see that's an arterial street and 14 that's a collector street. 15 If you try to -- you know, and I don't have to 16 move back and forth between the table and the map and so 17 forth. Comparative numbers, like I could have 2020 and 18 2040 numbers on the same ones to help people understand 19 in a standardized perceptually salient format such that I 20 can -- you know, it will take me less than many hours and 21 maybe even, you know, the general person. 22 And just -- you know, there is some stuff. 23 Thomas mentioned several years ago that I had done 24 something on the traffic analysis on intersections. So 25 I'll mention something -- here I'll mention a couple</p> <p style="text-align: right;">Page 45</p>

<p>1 other things first.</p> <p>2 Roadway capacity. That's another thing that</p> <p>3 should be put into a map form, and with those numbers,</p> <p>4 very, you know, boldly characterized because maybe we</p> <p>5 don't -- we don't have a standards that have to do with</p> <p>6 bumping up against a capacity, say 20,000 cars on a</p> <p>7 roadway.</p> <p>8 There's -- you could hit it and then nothing</p> <p>9 happens, but it's there. You know, that's a significant</p> <p>10 number.</p> <p>11 And so it would be helpful if that's</p> <p>12 highlighted and so you'd see where we're getting close on</p> <p>13 Middlefield or maybe Middlefield looks like it's going to</p> <p>14 go over. I don't remember, or Valparaiso, and people</p> <p>15 could -- people could see that.</p> <p>16 And the same for -- for roadways and I think</p> <p>17 one for intersections.</p> <p>18 Intersections are super hard to understand</p> <p>19 because -- well, you have cars coming in from different</p> <p>20 sides.</p> <p>21 What I did -- but you can learn things from</p> <p>22 them, and I think we need to kind of -- people need --</p> <p>23 people need a kind of narrative of the traffic in the</p> <p>24 community, and the data can be used to create that.</p> <p>25 So, for example, what I did -- this is like</p> <p style="text-align: right;">Page 46</p>	<p>1 the Transportation Commission in here. One thing is if</p> <p>2 you want to understand what the difference between all</p> <p>3 the Specific Plan and without the Specific Plan in terms</p> <p>4 of traffic, it's this. It's very simple.</p> <p>5 It's the morning traffic in the future for --</p> <p>6 everything built out in the Specific Plan will be similar</p> <p>7 to the evening traffic now. That's pretty simple. At</p> <p>8 the intersections. It's summing up numbers. That gives</p> <p>9 you a picture.</p> <p>10 So that kind of thing, but we just have to find</p> <p>11 other entryways and bridge this EIR gap. So that's -- I</p> <p>12 do know that there was -- I don't think there's a</p> <p>13 definition of A through F in the main documents.</p> <p>14 You know, you guys have it in your brains</p> <p>15 forever, but I didn't -- I didn't see that one in</p> <p>16 particular.</p> <p>17 I'm not sure I saw queuing data, either, but</p> <p>18 maybe it's there somewhere. That would be useful.</p> <p>19 So that's -- that's my thinking pedagogical.</p> <p>20 We need to make that bridge. Because otherwise, you get</p> <p>21 people throwing out, you know, their own models or it's</p> <p>22 just -- it's just -- it's just really -- it's just really</p> <p>23 hard.</p> <p>24 I agree with what Patti Fry said about the</p> <p>25 definition of the project. That's confusing. 182 units</p> <p style="text-align: right;">Page 48</p>
<p>1 2011, so like five years ago now. I just summed up the</p> <p>2 numbers coming into an intersection, okay?</p> <p>3 So here's -- we have these. They're like pages</p> <p>4 and pages of these graphics which are fantastic which</p> <p>5 show the number of cars coming in and out of an</p> <p>6 inter -- coming into an intersection. They have to go</p> <p>7 out at all these -- at all the places we study.</p> <p>8 These are impossible to understand. You cannot</p> <p>9 understand these -- this level. There is a model. But I</p> <p>10 got the spread -- I got the data and I just summed these</p> <p>11 up, and it gives you an idea like well, how many cars are</p> <p>12 coming into an intersection?</p> <p>13 You don't know where they're going or where</p> <p>14 they're coming from, but you get an idea the intensity</p> <p>15 and you can compare those without the project and with</p> <p>16 the project.</p> <p>17 And maybe that's not -- maybe it's not useful.</p> <p>18 Maybe -- maybe it is, but the kind of thing that can help</p> <p>19 us get a handle on what traffic is like in -- in some way</p> <p>20 that relates to the knobs -- the knobs that we can</p> <p>21 control.</p> <p>22 So there's -- there's a lot there</p> <p>23 pedagogically, and I'll just say the things you can</p> <p>24 learn.</p> <p>25 Like one thing -- and I -- I presented this to</p> <p style="text-align: right;">Page 47</p>	<p>1 in one place, not 172. It's 182 in one place and 202 in</p> <p>2 another place.</p> <p>3 That so that's confusing, and this business of</p> <p>4 a retail versus community service also is -- is confusing</p> <p>5 to me.</p> <p>6 I do have off the -- off of traffic just some</p> <p>7 questions clarifying net zero. Erin, maybe you can</p> <p>8 answer that.</p> <p>9 The res -- residential is not -- is not going</p> <p>10 to be part of the net zero goal, is it going to come</p> <p>11 close?</p> <p>12 I didn't quite get that, or maybe that's not</p> <p>13 your -- covered by you guys. In the EIR, that's part of</p> <p>14 the benefits.</p> <p>15 MS. EFNER: I think that might be a question</p> <p>16 for you, Thomas.</p> <p>17 COMMISSIONER KADVANY: Maybe we'll get it</p> <p>18 later in the next segment. Maybe that's right place,</p> <p>19 too.</p> <p>20 MS. EFNER: I apologize. I don't have the</p> <p>21 answer to that.</p> <p>22 COMMISSIONER KADVANY: Okay. All right.</p> <p>23 Well, it is energy related. We'll come back -- back to</p> <p>24 it.</p> <p>25 Oh, here's something that I think we can repair</p> <p style="text-align: right;">Page 49</p>

<p>1 in the EIR.</p> <p>2 The alternatives analysis seems to be not</p> <p>3 tremendously in -- informative. I mean, there's a global</p> <p>4 comment about like well, you don't move the dial on the</p> <p>5 significant impacts.</p> <p>6 That's true, but then it's like you have -- you</p> <p>7 look, but there are a lot of trips -- trips -- there is</p> <p>8 trip reduction, and that's in a table there, so that's a</p> <p>9 situation where like okay. In terms of CEQA, no change,</p> <p>10 but in terms of physical impact, they're like seventeen</p> <p>11 percent less trips.</p> <p>12 And so there are fewer -- fewer cars out there,</p> <p>13 and so that may or may not be -- people may really not</p> <p>14 care about that, but they may not know how to interpret</p> <p>15 it properly, but a little bit more flesh on the</p> <p>16 alternatives analysis would definitely -- would</p> <p>17 definitely help.</p> <p>18 Do we -- was there anything -- just so I --</p> <p>19 this is my last question, simply about water conservation</p> <p>20 and water use.</p> <p>21 Where are we on that? Because that's kind of</p> <p>22 the top of mine these days for a project this size. How</p> <p>23 do they -- if we go into another drought condition, for</p> <p>24 example, what happens to this project?</p> <p>25 MS. EFNER: We didn't -- be -- because the</p> <p style="text-align: right;">Page 50</p>	<p>1 with?</p> <p>2 And -- and then someone relatedly, give me some</p> <p>3 sense of the -- of what the nature of the significant and</p> <p>4 unavoidable is in different -- sort of once you've</p> <p>5 reached significant and unavoidable.</p> <p>6 You know, there still could be gradations</p> <p>7 there, something really -- really unavoidable and</p> <p>8 significant versus just to reach that data point.</p> <p>9 MR. SPENCER: So this kind of goes to the --</p> <p>10 the last set of comments, as well, sort of a -- let's put</p> <p>11 it in perspective and put it in terms that, you know the</p> <p>12 average motorist is going to understand. What's that</p> <p>13 tipping point? What does it really mean?</p> <p>14 What I look for as a professional is patterns.</p> <p>15 What I want to look for is are we -- you know, if you</p> <p>16 have ten intersections that are significant and</p> <p>17 unavoidable because you've exceeded that threshold, are</p> <p>18 they all on El Camino, you know, all -- sort of lined up</p> <p>19 one after another after another, or are they in</p> <p>20 neighborhoods or are they -- are they on certain</p> <p>21 corridors?</p> <p>22 So to me has -- has relevance. I look at</p> <p>23 things spacially, because then I can say okay. You know</p> <p>24 what? I'm seeing that there's a pattern on El Camino or</p> <p>25 I'm seeing that there's a pattern on Ravenswood or on</p> <p style="text-align: right;">Page 52</p>
<p>1 project was, you know, within the Specific Plan</p> <p>2 parameters, this -- this EIR relies on the conclusions</p> <p>3 that were drawn in the Specific Plan.</p> <p>4 We didn't do any fresh water supply analysis</p> <p>5 for this project.</p> <p>6 COMMISSIONER KADVANY: Okay. Thanks. All</p> <p>7 right. Thank you very much.</p> <p>8 CHAIR ONKEN: Thank you.</p> <p>9 Commissioner Combs.</p> <p>10 COMMISSIONER COMBS: Yeah. a quick question.</p> <p>11 Thank you for the presentation.</p> <p>12 Indeed that the sort of significant and</p> <p>13 unavoidable impacts are concentrated with regards to</p> <p>14 traffic transportation issues.</p> <p>15 If you could sort of enlighten me, give me</p> <p>16 your expertise working on -- on these types of projects.</p> <p>17 Is -- is there a point at which the number of traffic-</p> <p>18 related unavoidable impacts, you know, become -- is there</p> <p>19 like a tipping point where something happens, or is it</p> <p>20 just, you know, based on whatever the community decides?</p> <p>21 In the EIR, there's all these unavoidable</p> <p>22 impacts, the projects improve.</p> <p>23 There's a lot. Intersections, but at what</p> <p>24 point does it -- does it become something in your</p> <p>25 professional understanding something to be concerned</p> <p style="text-align: right;">Page 51</p>	<p>1 Middlefield.</p> <p>2 This particular project, a good deal of them</p> <p>3 are on El Camino and Middlefield, because that's not</p> <p>4 unusual because those are your heavier arterials, and</p> <p>5 the -- when you look at the change over time, what</p> <p>6 happens between the near-term and the long-term?</p> <p>7 What tips, what changes during that, and is</p> <p>8 that really a project related matter or is that regional</p> <p>9 growth and everything around you is going to happen, you</p> <p>10 know, with or without the project.</p> <p>11 That's sort of my first level when I look at</p> <p>12 things.</p> <p>13 There's no magic number. There's not --</p> <p>14 there's nothing that says gee, when you're at - when you</p> <p>15 have ten intersections that are tipping over the point,</p> <p>16 that's -- that's where you have to raise the red flag,</p> <p>17 when you have fifteen or twenty.</p> <p>18 It depends on the -- every project's going to</p> <p>19 be different. They're all going to be unique, because</p> <p>20 you're -- you're specifying a certain study area of a</p> <p>21 project.</p> <p>22 So it's not really about the shear number. You</p> <p>23 know, if you look at -- we had -- we have similar type of</p> <p>24 results -- although different locations, some of them --</p> <p>25 when we looked at Facebook and their expansion or when we</p> <p style="text-align: right;">Page 53</p>

<p>1 looked at Commonwealth or, you know, going back to other 2 projects.</p> <p>3 And so we start to look at which ones keep 4 coming up over and over again.</p> <p>5 With the intersections that we have in this 6 particular project, some of them are not just tipping 7 over. We're -- we're close to the tipping point on so 8 many of them now that it doesn't take a lot to tip them 9 over.</p> <p>10 That's the reality of it. We're all feeling 11 it. Congestion is growing.</p> <p>12 When you start any one of these traffic 13 studies, you start with a baseline of where we are today, 14 and had we started this project -- a hypothetical.</p> <p>15 Had we started this in 2008 or 9 when we were 16 in the recession and traffic had gone down, then your 17 base numbers would be less. Artificially, perhaps, 18 because we look in time.</p> <p>19 Now we're on the rise again and we're all 20 feeling it because we're all driving it every day.</p> <p>21 Willow is growing seemingly by the minute, and, 22 you know, that's just part of the regional growth as well 23 as what's happening all around us.</p> <p>24 So there's no -- no simple answer.</p> <p>25 Unfortunately I can't give you this magic bullet here's</p> <p style="text-align: right;">Page 54</p>	<p>1 And so in traffic engineering, there's 2 definitely a mindset; not only, you know, here in San 3 Mateo County, but throughout the region that is sometimes 4 a bit of congestion actually can help overall safety and 5 encouragement of using other modes and get to a more sort 6 of normal condition.</p> <p>7 If we keep building our way out of congestion, 8 we're going to wind up extending those peak periods. So 9 your morning's not going to be a problem from 7:00 to 10 8:30 AM. It's going to be 6:00 to 10:00 AM.</p> <p>11 Your afternoon, we're already seeing what's 12 called peak spreading. It used to be 4:30 to 5:30, maybe 13 six o'clock.</p> <p>14 You try and go out there now at three o'clock 15 and we're getting it, and it's not just Menlo-Atherton 16 High School has a bunch of kids who are letting kids out 17 at that time.</p> <p>18 You know, Willow Road is jammed from, you know, 19 three o'clock to 7:30. That's a long extended -- that's 20 not just one particular thing that you can isolate. It's 21 not just Facebook. It's not just the high school.</p> <p>22 It's a combination of regional growth and the 23 fact that we keep trying to, you know, force more traffic 24 on to roadways, and we're not going to build our way out 25 of that.</p> <p style="text-align: right;">Page 56</p>
<p>1 where the tipping point is.</p> <p>2 But we do have a lot of intersections in Menlo 3 Park that are at sort of the level of D or level of 4 service E, and so it doesn't take a lot to send those 5 into an E or an F and an unacceptable condition.</p> <p>6 It is difficult, however, to bring them back to 7 an acceptable condition, because then you have to start 8 thing about well, what -- what does it take to do that?</p> <p>9 Maybe it's signal timing and something that's, 10 you know, using smart signals or whatever you want to 11 call it. Perhaps you can get there with that.</p> <p>12 A lot of folks say can we just add a turn lane 13 here or widen the road there? Sometimes physically you 14 can modify an intersection.</p> <p>15 Sometimes you can modify an intersection and -- 16 but it's not necessarily a desirable result.</p> <p>17 We don't want to keep building our way out of 18 congestion because you're -- you're just constantly 19 adding more capacity and encouraging more auto traffic on 20 the roadway system.</p> <p>21 So there's policy implications with that, too, 22 because at the same time, trying to encourage TOD 23 development like this one is where you want to encourage 24 bicycle activity and walking and use of Caltrain and use 25 of transit.</p> <p style="text-align: right;">Page 55</p>	<p>1 What I'm saying at the end of this is it comes 2 down to a policy decision as to how much does the City 3 want to take on in terms of physical improvement versus 4 other types of measures that try and get people out of 5 their vehicles.</p> <p>6 This particular project is very unique in that 7 it's well situated near Caltrain. We don't have a lot of 8 that in Menlo Park that we can hang our hat on.</p> <p>9 We don't have BART. We don't have bus rapid 10 transit. So we're really thinking of Caltrain as our 11 primary higher level trend. So you can concentrate here 12 and there in terms of transit-oriented development.</p> <p>13 The more opportunity that we can have -- and 14 remember the EIR's a worst case document. It's very 15 conservative.</p> <p>16 When we estimated trips, we did not go 17 overboard and say, "Hey, we give them a lot of credit 18 because they're so close to Caltrain." We were fairly 19 conservative in our approach.</p> <p>20 Similarly with what how we treated other 21 aspects. So it's kind of here's a worst case, a 22 conservative document.</p> <p>23 EIRs tend to read very negatively because of 24 that, and ultimately what happens is you probably get 25 less than that in reality, but we don't know that as a</p> <p style="text-align: right;">Page 57</p>

<p>1 forecast looking ten, fifteen, twenty years out there. 2 There's no easy answer to say here's the 3 tipping point, but I will tell you it's not hard to tip 4 things over because of where we are today, particularly 5 on our busiest corridors. 6 So we're going to see this any time we have a 7 project coming forward, this is a fairly typical thing 8 that we'll see. 9 CHAIR ONKEN: Thank you. 10 Commissioner Strehl. 11 COMMISSIONER STREHL: Hi. Thank you. So in 12 your analysis, I couldn't understand what Miss Fry was 13 saying about what the project description was because I 14 found it difficult throughout this document. 15 I pretty much know what this project is from 16 the EIR, and I couldn't find the differential in the 17 housing the way it was described. 18 But setting that aside, in your analysis -- 19 what I hear you saying is if we did nothing, we're going 20 to have traffic problems on our streets in Menlo. It's 21 not going to take much for the intersections on Oak Grove 22 to go over the tipping point. 23 Is that what you're saying? 24 MR. SPENCER: In a general sense, that's 25 correct.</p> <p style="text-align: right;">Page 58</p>	<p>1 forward. 2 This project does offer quite a bit of 3 Transportation Demand Management and I think that's -- 4 that's encouraging. 5 COMMISSIONER STREHL: I haven't really seen a 6 project of this size that offers this kind of amenity in 7 my experience here and elsewhere. 8 So thank you. 9 CHAIR ONKEN: Commissioner Ferrick. 10 COMMISSIONER FERRICK: Just for clarity, 11 because I heard Patti Fry's comments. There are some 12 different ranges that are listed in different parts. 13 So what did you study for what's called the 14 project, the 205, 205 and then the residential at 202 15 units? 16 MR. SPENCER: I'm going to refer to 2.3 on the 17 EIR on page 2-5. There's a range presented. Any time 18 you have a project and there's a range of up to so many 19 units or between X and Y, in transportation, in a traffic 20 analysis, we always take the upper end of that. Here's 21 the maximum envelope. 22 So the north office was 105. The south office 23 was 105, so that's a combination of 210,000 square feet 24 of office, and then residential and community serving, 25 this is 210,000 square feet.</p> <p style="text-align: right;">Page 60</p>
<p>1 COMMISSIONER STREHL: The other thing is in 2 your analysis, I think what I heard you say is that 3 you're taking a very conservative approach. 4 So all of the measures that are part of this 5 development that are being proposed through the TDM 6 program, so many people on bicycles, et cetera, et 7 cetera, et cetera, you -- am I hearing you that you don't 8 give a -- 9 MR. SPENCER: Say it nicely. 10 COMMISSIONER STREHL: Give a big bump to what 11 altern -- how many people may get out of their cars and 12 use public transportation. 13 Is that what you're saying? 14 MR. SPENCER: That's what I'm saying is that I 15 believe in these measures strongly and I believe they all 16 help and they all contribute to lessening of traffic and 17 how much auto traffic is associated with the development. 18 But there's -- in some ways, our hands are tied 19 a little bit about the analysis methodology and the fact 20 that this is how we proceed in a CEQA environment. 21 It's not saying that that's necessarily a good 22 thing or a bad thing. I'm saying that it's just a fact. 23 COMMISSIONER STREHL: That's just the way it 24 goes. 25 MR. SPENCER: That -- that's they way it goes</p> <p style="text-align: right;">Page 59</p>	<p>1 Do you know how many units that is? 2 MS. EFNER: 202. 3 MR. SPENCER: So 202 units. So the total 4 maximum envelope 420,000 square feet of development with 5 202 units and 210,000 square feet of non-medical offices. 6 COMMISSIONER FERRICK: Thank you. 7 MS. EFNER: And also as noted on table -- in 8 table 2-4 on page 2-6. So, you know, there is a range, 9 but regardless of, you know, however the numbers sort of 10 shake out, the project would not exceed 420,000 square 11 feet. 12 And also as Mark just noted, the -- the total 13 that were evaluated in the transportation analysis which 14 do line up with table 2-3, each building does have a 15 certain community survey uses assigned to them. 16 So that 30,000 square feet of community 17 services goes to each one of those buildings, and we can 18 get the exact ratios. 19 COMMISSIONER FERRICK: It sounds like what's 20 called the project in the EIR is the max number that it 21 could be. If not somewhere in that range, the top 22 number. 23 MS. EFNER: That's right. The maximum number. 24 COMMISSIONER FERRICK: Thank you. 25 CHAIR ONKEN: Thank you.</p> <p style="text-align: right;">Page 61</p>

<p>1 Commissioner Kahle?</p> <p>2 COMMISSIONER KAHLE: Thank you.</p> <p>3 I have another traffic question. In one of the</p> <p>4 comments, the speaker talked about coordinating the</p> <p>5 signals. Timing was mentioned, as well.</p> <p>6 So what that really has, we were able to gather</p> <p>7 all the signals and put a percentage on it, but how much</p> <p>8 of a difference would that make overall?</p> <p>9 MR. SPENCER: What we've found, Menlo Park</p> <p>10 actually employs some of this technology already called</p> <p>11 adaptive traffic signals. Meaning it adapts to the</p> <p>12 traffic that's on the roadway; not a fixed time, a fixed</p> <p>13 cycle all the time.</p> <p>14 You can increase your capacity -- your capacity</p> <p>15 stays the same, but you can increase your throughput and</p> <p>16 your ability to flow traffic by about ten percent if</p> <p>17 your -- if you really do it well.</p> <p>18 But that really is dependent on what's</p> <p>19 happening from the side streets flowing in and you have</p> <p>20 traffic in a comes in surges.</p> <p>21 So traffic moves in a network, but unlike, say,</p> <p>22 data on the Internet or water through a pipe or</p> <p>23 electricity along electric lines, we don't get to control</p> <p>24 and tell people what route to take or how fast they</p> <p>25 should go.</p> <p style="text-align: right;">Page 62</p>	<p>1 through Menlo Park?</p> <p>2 Every city sort of has different visions that</p> <p>3 they want Menlo Park and what they want El Camino to be.</p> <p>4 And that's outside of this project. That's --</p> <p>5 that's how we deal with things on a regional and a higher</p> <p>6 level than just project by project. It's not all</p> <p>7 piecemeal.</p> <p>8 CHAIR ONKEN: Thank you.</p> <p>9 COMMISSIONER KAHLE: Thank you.</p> <p>10 CHAIR ONKEN: Thank you.</p> <p>11 Commissioner Ferrick.</p> <p>12 COMMISSIONER FERRICK: Oh, thank you. I just</p> <p>13 thought for the benefit of the public that probably</p> <p>14 aren't going to dive into the EIR, page 3.1-47, some of</p> <p>15 the levels of service of some of these intersections are</p> <p>16 very, very challenging already today and it doesn't take</p> <p>17 much to put them into even worse territory.</p> <p>18 I was looking and I'm trying to identify some.</p> <p>19 Could you -- I mean, in terms of number of</p> <p>20 seconds of delay, it looks to me like many of them get</p> <p>21 worse by less than a second or maybe a few seconds, but</p> <p>22 that does tip them into a different grade or --</p> <p>23 MR. SPENCER: Yes. That's absolutely correct.</p> <p>24 There's a couple that -- you see on this chart -- this is</p> <p>25 table 3.1-20 on page 3.1-47.</p> <p style="text-align: right;">Page 64</p>
<p>1 Everyone's moving and driving in their own</p> <p>2 manner, okay. So that's what causes a little bit of</p> <p>3 The -- you know, the backup and the change and the fact</p> <p>4 that it's not a steady flow state, much like other types</p> <p>5 of systems that move things through a network.</p> <p>6 So you can get some benefit through technology,</p> <p>7 but you're not going to -- you're going to get that much</p> <p>8 more throughput.</p> <p>9 I'd also like to point out that we discuss it a</p> <p>10 bit here in the document, but outside of this project --</p> <p>11 and, you know, the EIR talks specifically about what this</p> <p>12 project would potentially do in terms of its impacts,</p> <p>13 what would it result, what to do about those impacts.</p> <p>14 But outside of that, the City's undertaking</p> <p>15 other initiatives that -- you know, we mentioned briefly</p> <p>16 the grade separation project earlier, but, you know,</p> <p>17 there's an El Camino Corridor Study, for example, that</p> <p>18 looks at all El Camino throughout Menlo Park, the map and</p> <p>19 what fits into Palo Alto in terms of not just one</p> <p>20 particular project, but what -- what can we do</p> <p>21 system-wide, what should El Camino look like?</p> <p>22 Should we be able to accommodate more</p> <p>23 pedestrians and bicylists? Should we be able to have</p> <p>24 more traffic flow? And how can we use El Camino more</p> <p>25 efficiently or what should El Camino be as it moves</p> <p style="text-align: right;">Page 63</p>	<p>1 This is a cumulative condition. This is the</p> <p>2 2040 conditions that we're looking at looking at.</p> <p>3 So the left side of the table shows -- this is</p> <p>4 what it's projected to look like before we add this</p> <p>5 project.</p> <p>6 And you'll see several of these intersections</p> <p>7 that already projected to be in the D, E and F range, and</p> <p>8 they don't go up necessarily by a whole lot when you add</p> <p>9 the project at -- at a lot of these intersections.</p> <p>10 But there is a -- there's even a threshold</p> <p>11 criteria for that. When you're already in a level of</p> <p>12 service F range, you know, how much more can you possibly</p> <p>13 take on if you're already there?</p> <p>14 And so you look at the degree, the delta, the</p> <p>15 change of what it means from one level to another.</p> <p>16 Now I'll be honest. I'll tell you -- when you</p> <p>17 say geez, something's projected to be 122 seconds in the</p> <p>18 future, like at El Camino and Ravenswood and then it goes</p> <p>19 to 126 seconds. Gee, that's two minutes of average delay</p> <p>20 that someone might wait at that intersection, and as was</p> <p>21 correctly pointed out before, if you're in the front of</p> <p>22 the queue, you might clear in the first cycle, and if</p> <p>23 you're in the back of the queue, you might take that full</p> <p>24 two minutes.</p> <p>25 Or if you're in the left turn lane versus a</p> <p style="text-align: right;">Page 65</p>

<p>1 through lane, it might take you longer to cycle through 2 the left turn lane versus say the through. So the 3 average of that. 4 So the average from each person increases by 5 four seconds or each motorist. That's what's considered 6 significant, you know, when you're at four seconds or 7 more. 8 And is that perceptible to someone who's 9 driving, a difference of four seconds? One, two, three, 10 four. It's not a lot, but it's enough that they'll say 11 hey, you know what? We're starting to really -- when 12 that adds up times the number of cars that are on the 13 street, it gets to be -- you know, it starts to back up, 14 and then you get the queues and the congestion levels 15 that, you know, just make it -- the feel of it becomes 16 probably worse than the reality of it. 17 So there's perception versus what we see on 18 paper. 19 When we talk about trying to explain it to the 20 public and what does it really mean in practice to 21 someone who's just driving on the street, that's how you 22 would look at it. 23 It's -- you know, it's not really that you're 24 going to see a lot of change with or without the project. 25 What you're going to feel is that congestion keeps</p> <p style="text-align: right;">Page 66</p>	<p>1 contribution, and I think a lot of that downtown plan 2 was -- Specific Plan was very -- it was very well done. 3 We have to look at the Downtown Specific Plan 4 as also the land use change. You know, was this 5 considered one of the opportunity sites or was this 6 outside that zone and how was this treated in the 7 Downtown Specific Plan? 8 This was at the time I think -- I forget 9 whether it was -- 1300 Derry was actually included as one 10 of the foreseen projects and not as an opportunity site. 11 So we have to kind of rearrange the analysis to 12 fit in with the rest of the Specific Plan, but I think a 13 lot of this was disclosed in the Specific Plan, honestly. 14 CHAIR ONKEN: Yeah, so -- okay. I don't see 15 any other comments. So I would remind -- 16 COMMISSIONER STREHL: I was just going to ask 17 Thomas if you remember in the EIR for the Specific Plan, 18 the plan EIR, how about in comparison with the project of 19 EIR of traffic analysis? Do you recall if it's the same 20 or fewer trips or -- 21 MR. ROGERS: No. Unfortunately Commissioner 22 Kadwany asked -- actually asked me a similar question. I 23 wasn't able to -- to run the number. 24 So from a strict legal perspective, it doesn't 25 matter. This is a -- a fresh EIR that's looking at the</p> <p style="text-align: right;">Page 68</p>
<p>1 growing and creeping up on us. 2 And incrementally this project will add a 3 little bit to it, but you wouldn't necessarily notice the 4 difference with or without the project at that kind of 5 level, three or four seconds delay. 6 COMMISSIONER FERRICK: Thank you. 7 CHAIR ONKEN: Thank you. 8 One last question from me. 9 The how -- now that I'm looking at the EIR, how 10 different is the traffic study for this EIR from the 11 original Downtown Specific Plan, the scope of EIR at the 12 time? 13 Is this -- are the impacts significantly 14 different than that or is this all expected or what? 15 MR. SPENCER: You're asking me to put on my 16 memory hat. In the Downtown Specific Plan, as the 17 program level document, it doesn't include all of these 18 locations, all of these intersections and roadways. 19 Not all of those were studied in the downtown 20 plan, sort of at the higher program level. 21 I would say a good deal of this, however, was 22 disclosed in the Downtown Specific Plan, and that in 23 itself led to the fact that there's a separate traffic 24 impact fee for Downtown Specific Plan impacts, which this 25 project would have to contribute to in terms of financial</p> <p style="text-align: right;">Page 67</p>	<p>1 full impacts of this project over baseline conditions, 2 but -- 3 COMMISSIONER STREHL: So -- 4 MR. ROGERS: In terms of comparisons, that -- 5 that may be something we'll see if we can add as an 6 informational aspect of the Final EIR, but -- yeah. 7 This -- this EIR is providing we believe the 8 information needed to evaluate this project, but we do 9 understand that there's some bigger picture kind of 10 information context aspects that come into the community 11 discussion. 12 COMMISSIONER STREHL: Okay. Thank you. 13 CHAIR ONKEN: Yeah. Thank you. 14 So again to the public, you've got two weeks to 15 add more questions or comments to be incorporated into 16 this -- this EIR. 17 So hopefully we can all get our heads together 18 with or without Thomas' help, because he will be on 19 vacation, and make this project as good as possible, a 20 really truly didactic document as opposed to just another 21 study that holds up one leg of the table some -- 22 sometimes. 23 So -- you know, I do appreciate that when you 24 did the El Camino study for bike paths, that was a very 25 strong report which led to all sorts of decision-making</p> <p style="text-align: right;">Page 69</p>

<p>1 and thoughts of -- you know, a fair amount of action from 2 the public.</p> <p>3 And so even though that document isn't required 4 for the project in terms of traffic study and all the 5 rest, hearing from the public tonight, somehow it's 6 important to see something that's much more educational 7 that we can all really take something out of.</p> <p>8 So thank you very much, Mark, and I see no 9 other comments, so I'll close this section of this 10 evening and we can move on to the Study Session.</p> <p>11 (This portion of the hearing concluded at 8:49 12 PM).</p> <p>13 ---o0o---</p> <p>14 15 16 17 18 19 20 21 22 23 24 25</p> <p>Page 70</p>	
<p>1 STATE OF CALIFORNIA) 2 COUNTY OF SAN FRANCISCO) 3</p> <p>4 I, the undersigned, hereby certify that the 5 discussion in the foregoing meeting was taken at the 6 time and place therein stated; that the foregoing is a 7 full, true and complete record of said matter.</p> <p>8 I further certify that I am not of counsel or 9 attorney for either or any of the parties in the 10 foregoing meeting and caption named, or in any way 11 interested in the outcome of the cause named in said 12 action.</p> <p>13 14 IN WITNESS WHEREOF, I have 15 hereunto set my hand this 16 _____ day of _____, 17 2016. 18 19 <u>MARK I. BRICKMAN CSR 5527</u> 20 21 22 23 24 25</p> <p>Page 71</p>	

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