



## REGULAR MEETING MINUTES

**Date:** 10/7/2019  
**Time:** 7:00 p.m.  
**City Council Chambers**  
**701 Laurel St., Menlo Park, CA 94025**

### A. Call To Order

Chair Andrew Barnes called the meeting to order at 7:00 p.m.

### B. Roll Call

Present: Andrew Barnes (Chair), Michael Doran, Camille Kennedy, Henry Riggs (Vice Chair), Michele Tate

Absent: Chris DeCardy

Staff: Kyle Perata, Principal Planner; Corinna Sandmeier, Senior Planner

### C. Reports and Announcements

Principal Planner Kyle Perata said that Item G1 on the agenda was mistitled as a *Scoping Session* and was a *Study Session*. He said the City Council at its October 15 meeting would appoint a Planning Commissioner.

### D. Public Comment

None

### E. Consent Calendar

E1. Approval of minutes from the September 23, 2019, Planning Commission meeting. ([Attachment](#))

**ACTION:** Motion and second (Henry Riggs/Camille Kennedy) to approve the minutes as presented; passes 4-0-1-1 with Commissioner Michael Doran abstaining and Commissioner Chris DeCardy absent.

### F. Public Hearing

F1 and G1 are associated items with a single staff report

F1. Environmental Impact Report (EIR) Scoping Session/Peninsula Innovation Partners/1350-1390 Willow Road, 925-1098 Hamilton Avenue, and 1005-1275 Hamilton Court:  
Request for an Environmental Review, Conditional Development Permit, Development Agreement, Below Market Rate (BMR) Housing Agreement, Zoning Map Amendment, General Plan Amendments, Heritage Tree Removal Permits, Vesting Tentative Map, Fiscal Impact Analysis and

an appraisal to identify the Community Amenity Value for a Master Plan to comprehensively redevelop an approximately 59-acre site located at 1350-1390 Willow Road, 925-1098 Hamilton Avenue, and 1005-1275 Hamilton Court. The proposed project would demolish approximately 1,000,000 square feet of existing office, industrial, research and development (R&D), and warehousing campus. The project site would be redeveloped with approximately 1,735 housing units (with a minimum of 15% affordable), up to 200,000 square feet of non-office/commercial retail uses (including a grocery store and pharmacy), approximately 1,750,000 square feet of offices, a hotel with approximately 200-250 rooms, an approximately 10,000 square foot community center, and approximately 9.8 acres of publicly accessible open space (including an approximately 4-acre public park). The proposal includes a request for an increase in height, floor area ratio (FAR), and density under the bonus level development allowance in exchange for community amenities, as outlined in the General Plan and Zoning Ordinance. The project site encompasses multiple parcels zoned O-B (Office) and R-MU-B (Residential Mixed Use). The project site contains a toxic release site, per Section 6596.2 of the California Government Code that would be remediated as part of the proposed project, in compliance with the applicable requirements of the California Department of Toxic Substance Control, the State Water Resources Control Board, and/or other responsible agencies. ([Staff Report #19-072-PC](#))

Item F1 was transcribed in its entirety by a court report separately from these summary minutes.

## **G. Scoping Study Session**

- G1. ~~Scoping~~ Study Session/Peninsula Innovation Partners/1350-1390 Willow Road, 925-1098 Hamilton Avenue, and 1005-1275 Hamilton Court:  
Request for an Environmental Review, Conditional Development Permit, Development Agreement, Below Market Rate (BMR) Housing Agreement, Zoning Map Amendment, General Plan Amendments, Heritage Tree Removal Permits, Vesting Tentative Map, Fiscal Impact Analysis and an appraisal to identify the Community Amenity Value for a Master Plan to comprehensively redevelop an approximately 59-acre site located at 1350-1390 Willow Road, 925-1098 Hamilton Avenue, and 1005-1275 Hamilton Court. The proposed project would demolish approximately 1,000,000 square feet of existing office, industrial, research and development (R&D), and warehousing campus. The project site would be redeveloped with approximately 1,735 housing units (with a minimum of 15% affordable), up to 200,000 square feet of non-office/commercial retail uses (including a grocery store and pharmacy), approximately 1,750,000 square feet of offices, a hotel with approximately 200-250 rooms, an approximately 10,000 square foot community center, and approximately 9.8 acres of publicly accessible open space (including an approximately 4-acre public park). The proposal includes a request for an increase in height, floor area ratio (FAR), and density under the bonus level development allowance in exchange for community amenities, as outlined in the General Plan and Zoning Ordinance. The project site encompasses multiple parcels zoned O-B (Office) and R-MU-B (Residential Mixed Use). The project site contains a toxic release site, per Section 6596.2 of the California Government Code that would be remediated as part of the proposed project, in compliance with the applicable requirements of the California Department of Toxic Substance Control, the State Water Resources Control Board, and/or other responsible agencies. ([Staff Report #19-072-PC](#))

Chair Barnes noted that the applicant had made the project presentation under item F1 and asked if the Commission had any clarifying questions on the project.

Commissioner Riggs asked about parking for Main Street and the grocery store. Mr. Michael Ghielmetti, Signature Development Group, said parking was included with each of the mixed-use buildings for residential as well as separate parking for guests and visitors for the shops and grocery store. Commissioner Riggs asked if the Willow Village guidelines were meant to parallel the ConnectMenlo guidelines as part of the development agreement or were in addition to the ConnectMenlo guidelines. Mr. Ghielmetti said that would be determined by engagement and input. Commissioner Riggs noted modulations of facades over certain lengths under ConnectMenlo and the City's Specific Plan and asked if they would be proposing different guidelines. Mr. Ghielmetti said he thought they would like to stay within the design intent and overall ConnectMenlo guidelines. He said they would like to design more of the project earlier on so the Commission and general public would have a more definitive notion of the design intent. Commissioner Riggs said he supported doing that, but suggested people might struggle with the term guidelines as that was embodied in the zoning.

Commissioner Riggs said the non-office and retail uses were presented in a square footage range and asked at what point they would be able to specify square footage. Mr. Ghielmetti said he thought 125,000 square feet would reach a critical mass for a mixed-use neighborhood like that proposed. He said it was not known at this point whether more square footage could be tolerated either from a traffic perspective or community amenity perspective.

Chair Barnes opened public comment.

Public Comment:

- Matt Regan, Bay Area Council, a business sponsored public policy organization, said the proposed project would reduce the number of people having to commute great distances from affordable housing to the area to work. He said they supported the project moving forward.

Chair Barnes called Barry Hathaway. Mr. Hathaway did not speak.

- Fran Dehn, Chamber of Commerce, said the project was a unique opportunity for Menlo Park and featured a cohesive master plan mixed use development that integrated into and complemented the adjacent Belle Haven neighborhood, other neighborhoods and greater Menlo Park area. She said it was shared space replacing an obsolete, single use, warehouse industrial complex. She said it addressed below market rate and market rate housing and included senior housing. She outlined all the favorable aspects she found with the proposed planned community.
- Pamela Jones, Menlo Park, said on July 18, 2017, this project in a very early stage was brought to the City Council as an information item. She said her recorded comment at that time was: "This could be a model for a sustainable city that was truly live, work, play." She said they had a wonderful opportunity to set an example of what it would look like to reduce the jobs-housing imbalance. She said she wanted to see jobs in this area where the people in the area might work. She said they did not have data on this. She referred to the idea of the project helping to repopulate the elementary school and noted that Belle Haven School was old and tired. She said it was important to look at the proposed office buildings and their structure with an opportunity to repurpose as Facebook would not be in the area forever. She recommended that they reduce the office space and put in more housing and trees.

- Obed Reynaga said he was an apprentice and lived in East Palo Alto. He said the project was a great opportunity for him to work where he lived. He said he would like the project to be developed symbiotically with the community around it and for the open space to be used by nearby residents in the future.

Chair Barnes closed the public comment period.

Commission Comment: Commissioner Doran said for the record that he had met previously with the developers and toured the site with them. He noted a public comment and a comment of the Chair regarding the possibility of a direct connection to Bayfront Expressway from Willow Village as that would not increase traffic on Willow Road or University Avenue from the project. He asked the applicant if consideration had been made of such a connection. Mr. Ghielmetti said that was not something that could be defined until they studied with their traffic consultant the existing traffic conditions cumulatively with the proposed project. He said potentially there were other considerations not traffic related such as biological and ecological that could affect whether such a connection was feasible. He said there were also things they were proposing that would actually alleviate traffic pressures on Willow Road and University Avenue.

Commissioner Doran said the biggest mitigation he could see for traffic impacts was the Dumbarton Rail. He asked whether it would be possible to condition the approval for Willow Village on the approval of Dumbarton Rail with a certain amount of progress being made toward that and a commitment from Facebook to reach certain milestones for Dumbarton Rail. He asked if that would be within the Commission's authority. Planner Perata said he could not answer that tonight and the question would need greater discussion with other staff including the City Attorney and in terms of policy was a valid question.

Commissioner Doran said the project was impressive and it seemed a lot of thought had already gone into it. He said it integrated many of the goals of ConnectMenlo and the City into one project. He said they had received great public comments on the project, and he wanted to emphasize those for the record. He said he thought there was a clear preference for residential development and additional housing as opposed to additional office. He encouraged the developers and Facebook to think about that preference as the project was refined. He said his personal preference was for a significant amount of the housing to be earmarked for Facebook employees. He said he would not want all the housing go to Facebook employees, but he thought the best way to reduce Facebook's traffic impacts was worker housing as close as possible to the worksite. He said he liked the public comment regarding phasing of the project to have early phases tilted more towards residential than office. He said doing that would make him more favorable toward project approval. He said they needed to be more cognizant that no matter how great the rate of Facebook growth was right now that the next economic cycle would be down noting a history of grand projects getting stalled before completion. He said with that occurring he would prefer that housing rather than office had been built. He said he encouraged the traffic consultant and the developers to consider direct access from the project to Bayfront Expressway.

Chair Barnes noted this planned development would require a conditional development permit and a development agreement (DA). He asked from an economics standpoint what role the DA potentially played and how it was different from community amenities. Planner Perata said community amenities were hardwired into the zoning ordinance in regard to bonus level

development. He said through an appraisal process it was determined what 50% of the increased value of the bonus level development was and that was given to the community through a community amenity. He said currently there was an adopted list of community amenities and that was attached to the staff report as Attachment G. He said the appraisal process to determine the bonus value amount for community amenity would be concurrent with the entitlement and environmental review processes. He said the DA was required as part of the Master Plan project. He said the DA memorialized certain agreements between the City and the applicant / developer. He said those could take the form of phasing requirements and could include things like benefits above and beyond minimally required community amenities, or the timing of certain improvements or community amenities.

Chair Barnes said he did not meet with the applicant and as a policy did not meet with applicants prior to a hearing as he wanted to ask his questions of them and hear their responses in a public session. He said he did however have a conversation with the applicant recently that was not about the project but specifically to inform them that transportation or the ability to model traffic trip counts associated with the project would be very important to see. He addressed Mr. Ghielmetti directly that it would be important to have transparency about what they were doing and trying to do, and what their economics were in delivering different types of product including the residential, retail office and hotel. He said the sooner that information became part of the discussion the better it was for everyone.

Chair Barnes said the plans called for up to 200,000 square feet of mixed use. He said in comparison that one side of the downtown Santa Cruz Avenue from El Camino Real to Peet's was in total an aggregate 150,000 square feet of retail. He asked what the applicants were contemplating in terms of mixed use and tenant mix. Mr. Ghielmetti said that right now they did not know what the retail environment would be and that was why they had indicated a range of up to 200,000 square feet. He said they wanted to be flexible. He said if it was pure retail such as a pharmacy and grocery store those would have larger footprints. He said an urban grocery store could be anywhere from 15,000 to 35,000 square feet. He said a pharmacy could be 8,000 to 15,000 square feet. He said this did not have to be pure retail but could include artist workshops, maker space, or pdr (production, distribution, repair) space. He said they wanted to maximize their ability to interact with the community. He said they wanted to create something that had foot traffic including bicyclists and pedestrians, people living in the area, people visiting in the area, coming to the parks and Facebook employees. Chair Barnes said the area would have to become a destination as the population within Willow Village would not support that level of vibrancy. Mr. Ghielmetti said that Belle Haven and East Palo Alto were neighbors underserved with retail and that was why they wanted to have a broader notion of what retail was and a range of that retail. He said they did not want to create things that would not be successful. Chair Barnes said he would welcome 200,000 square feet of retail noting that the design and form were important in creating an accessible space that made people feel welcome to want to come in and experience the retail space.

Chair Barnes said they had 175 parking spaces on the street referring to Exhibit 2B. He said the intent was a walkable and experienceable location and asked whether those spaces might be deployed elsewhere. Mr. Ghielmetti said 175 parking spaces were not very much given the scope of the project. He said they were planning wide sidewalks, separated Class 1 bicycle lanes, and parklets but a certain small amount of convenience parking was needed by people. He said the bulk of the parking would be within the buildings themselves for residents, visitors and customers.

Replying to Chair Barnes, Mr. Ghielmetti said their goal was to have a broader definition of mobility that was not car focused without sacrificing overall connectivity.

Chair Barnes referred to Parcel 11, Exhibit 7, noted as RMU and asked what building was contemplated there. Mr. Ghielmetti said that right now they were considering retail uses there and bandied about ideas such as a cinema or bowling alley – uses that would draw visitors to the area.

Chair Barnes asked what was proposed as senior housing. Mr. Ghielmetti said everything was preliminary and had to be studied through the environmental review process. He said basically they wanted to have a very diverse population and part of that was age diversity. He said they saw seniors as an underserved community for housing and affordable housing and they wanted to be part of the solution.

Chair Barnes noted recycled water was part of the utilities plan and asked if all of the buildings within the project were anticipated to use a recycled water system. Mr. Ghielmetti said that was correct. Chair Barnes asked if it was similar to what was proposed at another Facebook site related to black water use. Mr. Ghielmetti said he could not make a commitment to that.

Chair Barnes referred to the Hamilton Avenue realignment and a potential relocation of the Chevron Station and asked why that was important. Mr. Ghielmetti said basically what was shown were different configurations that were not yet rated. Chair Barnes said that there must be a reason to potentially relocate a gas station. Mr. Ghielmetti said that was correct but there were pros and cons to everything which they had to study.

Chair Barnes noted discussion about the Cross Bay Transit Partners. He asked if there was a relationship or dependency with that initiative and what was being considered at Willow Village. Mr. Ghielmetti said there was not a direct relationship and it would be studied, but it was not a dependency. He said it was incumbent upon them to have a package of amenities that included traffic and congestion improvements that would hopefully win the trust of the Commission and City Council. He said they needed to work with consultants to study various alternatives. He said it might or might not include aspects of that separate project. He said that there might be other congestion management or mobility services that they could offer.

Chair Barnes said Facebook's other campuses had trip caps and asked why that concept would not work for this project. Mr. Ghielmetti said that was part of the things they needed to look at. He said potentially having this other campus here might mean better connectivity for bicyclists, pedestrians, trams and buses, which they would have to study. Chair Barnes said the other Facebook campuses were more closed than this project, which was being designed to bring in the public as well so it might be difficult to monitor trips and ascribe them. Mr. Ghielmetti said they had office and residential categories. He said it was possible that the more people that lived there might mean the more people working there and that would be less trips. He said if there was a grocery store and pharmacy there would be less people making trips crosstown for those needs. He said these were the types of things that had to be studied. Chair Barnes said when there was a trip cap on a project it had the effect of bounding the perspective of impacts in an area. He said he wanted to put forward the concept of a trip cap on the office portion of this project as that would make very tangible how many vehicles would be moving in and out of that part of the project site. He said that in turn quantified impacts. He said he offered that as something to consider in developing the project.

Chair Barnes referred to phasing of the project and asked what they were trying to accomplish with that. Mr. Ghielmetti said as they tried to create some amount of community amenities, some amount of housing both affordable and market rate, and some amount of office there were factors including economic drivers that basically helped pay for the project. He said the other question was how much of the housing could be absorbed at any one time. He said if 11 buildings were being built at the same time the question would be whether the market would be able to absorb all of that at once. He said they wanted this to be a successful project and typically wanted to phase different aspects of it. He said the office aspect was easier from an absorption standpoint because it was a Facebook building. He said like retail you would not want housing to lay fallow whether for sale or for rent. He said having too much product on the market was counter intuitive to that. He said they were also trying to balance traffic impacts. He said there was some notion that the office, retail, and residential traffic did not all move in the same direction and in some cases, it moved in the opposite direction. He said they were trying to balance those types and things. He said they would study mitigation measures that might compensate for some of the impacts. He said they heard from the community that they wanted various things to be frontloaded. He said they wanted the community and City's support for their project so they would study those things between now and when the EIR was concluded.

Chair Barnes asked about Peninsula Innovation Partners. Mr. Ghielmetti said basically it was a company that Facebook had formed for this specific purpose and brought Signature Development Group in as their partner on this project. Chair Barnes referred to a parcel map on Exhibit 7 and asked if there was a scenario 10 years from now when Facebook would not be the owners of certain parcels within the Willows Village. Mr. Ghielmetti said with the residential portion that was a scenario. He said on the office portion he had not heard that discussed. He said the project was being designed so that it was a market ready project but all he had heard from Facebook was that it was their sincere desire, intent and goal to occupy the office space.

Commissioner Riggs said he found this concept of a new neighborhood exciting and if he could get there, he planned to be a visitor to the neighborhood center. He said he had anticipated that the RMU zoning designation meant it was a concentrated village with retail and services but no office. He said he thought that they had heard this tonight with the request for increased housing and services for the project rather than office. He noted the applicant's pro forma needs but indicated he was anticipating seeing the response to the voiced desire for more housing with services rather than office. He said related to circulation it appeared the project would have a viable connection to East Palo Alto and University Avenue. He referred to the community room program and requested that its use not be dominated by any particular larger group or endeavor, so it was available for the new community and the Belle Haven community as things came up. He said related to paseos there was the question of whether the paseos meet the intention of ConnectMenlo. He said he thought the overriding intention of ConnectMenlo was to create vibrant spaces that worked with workspaces, residents and community service such that community happened. He said he did not think designated paseos were the highest priority and this planning worked very well and had resolved the competing interests and desires and prioritizing in a very good and useful way. He said he was much more interested in biking up Main Street rather than biking around the east and north edges even though it would ultimately get to the Bayfront Trail. He said paseos were scripted in the ConnectMenlo ordinance with a designated width and designated components in any cross section of that width. He said a trail did not have to be a consistent character and he thought a consistent character detracted from a trail. He said he would encourage some variation to the trail

if it was to the benefit of any of the buildings or if it afforded the opportunity for an uninterrupted green space. He said he hoped in working with staff that would turn out to be a possibility. He noted coastal redwood on the landscaping plan and pointed out it was not a tree people wanted to sit under or park under when it was dropping. He said also coastal redwoods kept growing for centuries so there was the question of how many of those and where it was desirable to plant. He said in terms of the scale of the buildings from what they had seen so far this was what was intended, and he thought it worked. He said in the portion they had designated for housing that he thought there could be height issues particularly adjacent to Willow Road and also in terms of what people wanted to live in. He said he hoped more buildable area was taken for the additional housing for that EIR alternative. He commented that mechanical penthouses' scale and finishes could be awkward when a mechanical penthouse was taller than the occupied story in the unit below it. He referred to emails received by the Commission noting one that challenged the City to judge the project in terms of its overall effect on Menlo Park. He said the most visible effect and the hardest to mitigate was traffic. He said the proposed project responded to ecological challenges so well that one was eager to see it built just to prove this was how they could build in the future. He said the energy put into creating the market square and Main Street and locating the most needed services next to the residential areas was fantastic. He said transportation was the issue for this and any other projects in the bayside area. He said he would not want the project to get stalled because of transportation still he felt a resistance to additional traffic and not just on Bayshore and Willow Road. He said he met with the developer last week. He said it was inappropriate to ask Facebook to build a bridge noting that if projects did not pencil out, they did not happen. He said however it was a wonderful opportunity that the City had such a strong partner as Facebook that might push forward the transportation issues where the pushing needed to happen and that was beyond City Hall and in Sacramento and offices of representatives in Washington D.C.

Chair Barnes noted that it was 10:25 p.m. He said that Commissioner Kennedy need to leave at 11:00 p.m. He asked if others had to leave at 11 p.m. and noted that Commissioner Tate would also need to leave at 11:00 p.m.

Chair Barnes said the staff report asked if the Commission effectively thought a hotel was an appropriate use at the site and would complement the other uses at the site. He said the application was for 250 rooms and would exceed the room cap. He asked if staff's question was whether the hotel was an appropriate use there or whether there was a recommendation to increase the room cap. He said he did not recommend increasing the cap, but he did recommend this site getting 250 hotel rooms (he noted previously that the hotel at Haven Avenue was not located appropriately). Planner Perata said they were looking for feedback on the proposed use and feedback on whether 250 rooms was an appropriate number. He said as a policy the room cap was something the City Council would decide. He said if this application were to move forward with 250 rooms that would need an amendment to the 400-room development cap as the assumption was other projects on file would likely get entitled and potentially start construction prior to this project's entitlement. Chair Barnes said he supported 250 rooms and not to increase the cap. He said that this was where a hotel should go for a multitude of reasons including decreasing trip counts and it should be to the exclusion of other hotel sites. Planner Perata said ultimately the project might reduce the rooms for a multitude of reasons as well.

Chair Barnes closed the study session for the Willows Village project.

## **H. Study Session**



- H1. Study Session/Chase Rapp/1162 El Camino Real:  
Request for a study session to review a proposed three story, nine unit residential development with an at grade parking garage with nine parking spaces in the SP-ECR/D (El Camino Real/Downtown Specific Plan) zoning district. Three of the units would be designated as Below Market Rate (BMR) units, with one unit providing a BMR unit for this project and two units providing BMR units for the combined projects at 506 Santa Cruz Avenue, 556 Santa Cruz Avenue, and 1125 Merrill Street. The Planning Commission held a previous study session on this proposal on March 11, 2019 and the project has been refined to address comments from the March 11, 2019 study session. No actions will take place at this meeting, but the study session will provide an opportunity for the Planning Commission and the public to become more familiar with the proposal and to provide feedback. ([Staff Report #19-073-PC](#))

Staff Comment: Senior Planner Corinna Sandmeier said 18 additional emails were received in support of keeping Feldman's Books since publication of the staff report. She said 16 of those were received before 6:00 p.m. this evening and were printed for the Commission and the public.

Chair Barnes said rather than have the applicant's presentation due to the late hour they would open for public comment at this time.

Public Comment:

- Timothy Aveni, Menlo Park, said he really liked Feldman's Books. He said to some he represented a problem as he was the tech guy moving in, causing the rents to go up, the cost of living to spike and generally increasing the demand for housing. He said he did not want to be part of the problem. He said he wanted to be part of the community and make a life here. He said he liked to unplug after work and read a book with real pages that came from a bookstore. He said he had traveled to large cities that no longer had bookstores like Feldman's. He said the City of Menlo Park was beautiful and welcoming, a place where he would like to raise a family. He said Feldman's was really beautiful and really welcoming. He said Menlo Park would not be made better bringing new people in if the cost was the loss of the soul of the City. He said they would not be able to bring new people into it if the City lost its character. He said he would like to see new housing but alongside of and not instead of Feldman's Books.

Chair Barnes called speaker Larry Dahl. Mr. Dahl did not speak.

- Edward Avak, Menlo Park, said he believed any city should have some used bookstores. He said when he first moved to Menlo Park in the 70s there were three used bookstores and now only Feldman's. He said what they offered in contrast to libraries, new bookstores or access to the internet was the randomness of the presentation of the books. He said this was important especially for youth he thought as it confronted them with unanticipated topics and presentations that stimulated imagination and dreaming that could have very important influence on choice of career and avocation.
- Charlotte Layton, District 4, Menlo Park, said she was representing the Committee to Save Feldman's Books. She said as a 15-year resident of Menlo Park she had seen it rapidly change from a place to raise a family filled with small businesses and charm to its recent boom in development. She said the proposed building at 1170 El Camino Real was troubling as the

current building there was built sometime between 1888 and 1900s and not only held the charm of a simpler past but also an independently owned bookstore. She said the project proposal was to destroy the past and construct an unremarkable concrete block apartment building in an unsuitable location. She said she thought the developer had leveraged housing and BMRs to make the destruction of the original building and possible shuttering of a 23-year old small business a bit easier for the community to accept. She said Feldman's was a place of connection and a place to feel the humanity of Menlo Park, and she hoped the Planning Commission and the developer would recognize their responsibility to the community and the Menlo Park of the future by finding a way to save the building and/or save Feldman's Books.

Chair Barnes closed the public comment period.

Applicant Presentation: Toby Long, project architect, showed an image of their previous proposal. He said they heard at the previous study session that the modular nature was dominating the design or aesthetic of the façade and to look more closely at neighborhood context. He said additionally that balconies facing out to El Camino Real could be challenging to manage and might become cluttered and they should consider eliminating them. He said they also heard the balconies in the rear needed screening for privacy and that rear yard landscape screening was critical for the adjoining residential property. He said they were asked to look closely at the gathering space in the rear yard as some of the neighbors were concerned there might be parties or such that would disturb their privacy. He said they had a new building concept that retained the nine residential units and nine parking spaces. He said they worked with the City's contract architect on creating a façade that was more pedestrian oriented. He said for contextual aesthetics they were looking toward more traditional materials. He said they were removing the balconies from the El Camino Real side and working closely with landscape consultants on providing more screening at the rear yard and providing a smaller paved area at the rear yard to emphasize quiet use. He said the façade had been broken down for a variety of reasons primarily to remove any residual modular geometry and to bring it into better scale with some of the adjoining structures. He showed an image of the proposed façade.

Chair Barnes asked if the Commission had clarifying questions of the applicant or staff.

Commissioner Riggs said there seemed to be some momentum regarding the bookstore and suggested there might be a creative solution to relocate the business in the building or ideally to relocate the entire building.

Chair Barnes referred to the proximity of the site to the train station and any state bills that might have an impact on it. He asked if the site was a "by right" site for residential development. Planner Sandmeier said she believed the project would be subject to the Housing Accountability Act, but she believed there was some discretion on design. Chair Barnes asked if the property owner "by right" had the ability to build residential there and demolish the existing building. Planner Sandmeier said she believed they did as the historical resource evaluation showed the buildings were not considered a historical resource. Chair Barnes asked if the City played any role in enforcing the Housing Accountability Act. He said if the property owner did not take the initiative how did the Act apply to the property. She said that the developer would need to ask for it but otherwise it would not apply. She said she would check with the City Attorney before the next meeting on that.

Planner Perata said setting aside any state laws that were in the pending legislative process and how they might apply to the project, and setting aside the Housing Accountability Act and how that might or might not apply to the project, he said while residential use was permitted in this zoning and was not a conditional use, the City had discretion in regards to the architectural control. He said the proposed project required staff review and evaluation for compliance with the Specific Plan requirements and then Planning Commission review and deliberation on whether the design and architect met the required standards and guidelines in the Specific Plan, which was a discretionary process.

**ACTION:** Motion and second (Barnes/Riggs) to continue the item to the regular meeting of October 21, 2019; passes 5-0-1 with Commissioner DeCardy absent.

## **I. Informational Items**

### **I1. Future Planning Commission Meeting Schedule**

- Regular Meeting: October 21, 2019

Planner Perata said the October 21 agenda would have the continued study session item first and four single-family development projects.

- Regular Meeting: November 7, 2019
- Regular Meeting: November 18, 2019

## **J. Adjournment**

Chair Barnes adjourned the meeting at 11:01 p.m.

Staff Liaison: Kyle Perata, Principal Planner

Recording Secretary: Brenda Bennett

Approved by the Planning Commission on October 21, 2019

CITY OF MENLO PARK  
PLANNING COMMISSION

**CERTIFIED  
TRANSCRIPT**

In re )  
Willow Village Project )  
\_\_\_\_\_ )

ENVIRONMENTAL IMPACT REPORT  
SCOPING SESSION  
REPORTER'S TRANSCRIPT OF PROCEEDINGS  
MONDAY, OCTOBER 7, 2019  
MENLO PARK CITY COUNCIL CHAMBERS

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

1 ATTENDEES

2 THE PLANNING COMMISSION:

- 3 Andrew Barnes - Chairperson
- Henry Riggs - Vice Chairperson
- 4 Camille Kennedy
- Chris Decardy (Absent)
- 5 Michele Tate
- Michael C. Doran

6 THE CITY STAFF:

- 7 Kyle Perata - Principal Planner

8 SUPPORT CONSULTANTS:

- 9 Kirsten Chapman, ICF Consultants
- 10 Erin Efner, ICF Consultants
- Gary Black, Hexagon Transportation

11 PROJECT PRESENTERS:

- 12 Michael Ghielmetti
- Eron Ashley

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17 BE IT REMEMBERED that, pursuant to Notice

18 of the Meeting, and on October 7, 2019, 7:305 PM at the

19 Menlo Park City Council Chambers, 701 Laurel Street,

20 Menlo Park, California, before me, MARK I. BRICKMAN, CSR

21 No. 5527, State of California, there commenced a Planning

22 Commission meeting under the provisions of the City of

23 Menlo Park.

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1     OCTOBER 7, 2019

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2                             P R O C E E D I N G S

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4             COMMISSIONER BARNES:    We have a public hearing  
5     and there are two -- we've got a public hearing.  This is  
6     F1 and FG, and these are associated items within a single  
7     staff report.

8             What I will to do is I'll read one of these in  
9     both F1 and FG and I'll have the same lead in.

10            F1, Environmental Impact Report, EIR Scoping  
11     Session/Peninsula Innovation Partners/1350 to 1390 Willow  
12     Road, 925 to 1098 Hamilton and 1005-1275 Hamilton Court.

13            This is a request for an Environmental Review,  
14     Conditional Development Permit, Development Agreement,  
15     Below Market Rate (BMR) Housing Agreement, Zoning Map  
16     Amendment, General Plan Amendment, Heritage Tree Removal,  
17     Vesting Tentative Map, Fiscal Impact Analysis and an  
18     appraisal to identify the Community Amenity Value for a  
19     Master Plan to comprehensively redevelop an approximately  
20     9 -- 59-acre site located at 1350-1390 Willow Road, 925-  
21     1098 Hamilton Avenue and 1005-1275 Hamilton Court.

22            The proposed project would demolish  
23     approximately one million square feet of existing office,  
24     industrial research and development (R&D) and warehousing  
25     campus.  The project site will be redeveloped with

1 approximately 1,735 housing units (with a minimum fifteen  
2 percent affordable), up to 200,000 square feet of  
3 non-office/commercial retail uses (including a grocery  
4 store and pharmacy), approximately 1,750,000 square feet  
5 of offices, a hotel with approximately 200-250 rooms, an  
6 approximately 10,000 square foot community center, and  
7 approximately 9.8 acres of publicly accessible open space  
8 (including an approximately four acre public park).

9           The proposal includes the request for an  
10 increase in height, floor area ratio (FAR) and density  
11 under the bonus level development allowance in exchange  
12 for community amenities, as outlined in the General Plan  
13 and Zoning Ordinance.

14           The project site encompasses multiple parcels  
15 zones O-B (Office) and R-MU-B (Residential Mixed Use).  
16 The project site contains a toxic release -- contains a  
17 toxic release site, per Section 6596.2 of the California  
18 Government Code that would be remediated as part of the  
19 proposed project, in accordance and in compliance with  
20 the applicable requirements of the California Department  
21 of Toxic Substance Control, the State Water Resources  
22 Control Board and/or other responsible agencies.

23           So there you have it.

24           Commissioner -- excuse me. Mr. Perata.

25           MR. PERATA: Thank you. So I will give the



1 staff introduction to the project tonight and we'll  
2 follow up with a presentation of the applicant and then a  
3 presentation from the Environmental Impact Report  
4 consultant developing the EIR for the project.

5 So I just want to start from a staff  
6 perspective by giving an overview of the meeting purpose  
7 for tonight.

8 As mentioned, we have two items on the agenda  
9 for the Willow Village project. These are two public  
10 hearings. The first is an Environmental Impact Report  
11 Scoping Session, so this provides an opportunity for  
12 members of the public and members of the Planning  
13 Commission to provide input on the scope and content of  
14 topics on items that can be studied in the EIR.

15 Then following that, we'll have a Study Session  
16 tonight which will allow an opportunity for members of  
17 the public and the Commission as well as provide feedback  
18 on the project plans more generally, so not EIR focused  
19 for that, but rather more general design, uses, layout,  
20 more conceptual guidance or comments on the plans for the  
21 applicant team and the staff.

22 And then just by way of kind of background, the  
23 latest Study Session by the City Council for this project  
24 May 7th. And so no actions will be taken at tonight's  
25 hearing.

1           So I just want to start with a little bit of  
2 background which is highlighted in blue on the side  
3 slide.

4           It is generally located on the east side of  
5 Willow Road north of the San Francisco Public Utilities  
6 Commission right-of-way and Ivy Drive, then just south of  
7 the Dumbarton corridor, the Dumbarton corridor further  
8 north of that is Highway 84/Bayfront Expressway.

9           So the existing site, it's approximately 59  
10 acres in size. It's commonly referred to as a Prologic  
11 Menlo Science and Technology Park. The site includes  
12 twenty buildings, approximately one million square feet  
13 of square footage within those buildings, and existing  
14 land uses at the project site include office, research  
15 and development and warehouse uses.

16           Facebook occupies a number of buildings on the  
17 project site and uses those buildings for a multitude of  
18 uses, including offices, employee amenities, research and  
19 development and a employee health center.

20           There's approximately 3,500 employees at the  
21 site currently and the site has two zoning districts,  
22 Office Bonus as well as Mixed Use Residential Bonus.

23           So I'll give a brief overview of the proposed  
24 project here and the applicant team can go into further  
25 detail.

1           As part of the project, the existing buildings  
2 onsite will be demolished. The proposed project is a  
3 Mixed Use Development. It would utilize the City's  
4 ordinance allowance for a Master Plan Development which  
5 will include a Conditional Development Permit and a  
6 Development Agreement as a part of the entitlements for  
7 the project.

8           Some of the main components to talk about  
9 briefly. The project includes housing, retail as well as  
10 a hotel and office.

11           As far as housing, there's approximately 1,735  
12 units currently proposed. Retail, you have 200,000  
13 square feet, and that does includes uses such as a  
14 grocery store and pharmacy as well as some other non-  
15 office commercial uses, restaurants, cafes, commercial  
16 services could be within that square footage.

17           The hotel right now is proposed for up to 250  
18 rooms and the office campus is 1.75 million square feet,  
19 and that is a net increase of approximately 750,000  
20 square feet above the existing commercial square footage  
21 at the site currently.

22           The site also includes public space throughout,  
23 the majority of which is an approximately four acre  
24 publicly accessible park at the southwestern corner of  
25 the site.

1 Adjacent to that site would be a community  
2 serving space within the adjacent building.

3 And so the recommended meeting format for  
4 tonight. As mentioned, we have two items, the EIR  
5 Scoping Session and Study Session.

6 For the EIR Scoping Session, staff recommends  
7 that the Commission, after staff's review and overview of  
8 the proposed project, listen to a presentation by the  
9 applicant, and then following that a presentation by the  
10 City's EIR consultant of the project.

11 It's recommended that the Commission hold  
12 general questions on the project for the EIR process more  
13 generally without -- not comment particularly, but more  
14 general clarifying questions.

15 So after all three presentations, but certainly  
16 if you have a question for the applicant or the EIR  
17 consultant or myself, we can take that after each  
18 presentation if necessary.

19 Following any clarifying questions, we want to  
20 open public comment, and then close that, Commissioner  
21 comments on the EIR scope and content, and then after  
22 closing the Scoping Session and Public Hearing, move on  
23 to the Study Session, item G1.

24 For that, there will be no presentations.  
25 Staff recommends moving all three presentations to this

1 time rather than having the applicant present it during  
2 the Study Session.

3 But it would be an opportunity for clarifying  
4 questions and we would take Public Comment and  
5 Commissioner comments on the project.

6 So that concludes my presentation. As I stated  
7 previously, I'd be happy to answer any general questions,  
8 and then I'll turn it over to the applicant team to make  
9 their presentation.

10 CHAIRPERSON BARNES: Any clarifying questions  
11 from the Commissioners?

12 Seeing none, and, too, for the purpose of  
13 clarity, just to give an overview one more time, we're  
14 going to have the consultant for the EIR give a  
15 presentation, and then -- then we'll bring it back to  
16 Public Comment and then bring it up here.

17 We'll do it again as it relates to the session  
18 on the project itself as we move to the EIR. In the  
19 middle of that will be Public Comment opportunity and  
20 then we'll bring it back up here.

21 So with that, let's call for the applicant.  
22 Good evening.

23 MR. GHIELMETTI: Hi. My name is Mike  
24 Ghielmetti. I'm the founder of Signature Development  
25 Group and we're partnering with Facebook on the project

1 before you. So thanks for having us tonight. We've been  
2 to a few of these before, so some of these may be repeats  
3 for members of the audience and some of you Commissioners  
4 have been to our study sessions, as well.

5 So again, I'm Mike Ghielmetti with Signature  
6 Development Group. We're a Bay Area-based private  
7 family-owned development organization; been building  
8 around the Bay Area for twenty years, and we take pride  
9 in building the right project for the community we're  
10 building in.

11 So a picture of the project we did in Oakland  
12 called The Hive with kind of a derelict district that was  
13 defunct and we brought it alive with a mixture of  
14 residential and retail, building hotels and office space  
15 around there and -- and we build from Novato to -- to San  
16 Jose, San Francisco to Oakland.

17 And the consistent theme there is not that it's  
18 a specific type of project, but it's hopefully the right  
19 product for the community in terms of scale and scope,  
20 architecture and the theme being connectivity.

21 Because we want residents to be connected to  
22 these neighborhoods that we're building, be they brown  
23 field or green field or something in between.

24 So we're excited to be here. We've been  
25 partnering with Facebook for about eighteen months now.

1 We're trying to envision what this project could be.

2 As you know, Facebook's been in the community  
3 for about seven or eight years now. I don't need to go  
4 into too much detail. They've been very generous with  
5 their time and public dollars and a number of topics  
6 here, economic opportunity, housing, mobility, community,  
7 sustainability and hopefully this project can carry  
8 forward some of those goals.

9 A little bit of background. This concept has  
10 been before you a couple of times. Initially Facebook  
11 brought forth the concept in 2017 to help try and  
12 envision what -- what could -- what could happen in this  
13 area, and there were a number of community workshops.

14 We met with hundreds of people during that  
15 timeframe and trying to get ideas from folks.

16 This wasn't a talking tour. It was really a  
17 listening tour to -- to Belle Haven and to the  
18 neighborhood surrounding it and broader Menlo Park.

19 What would you like to see here? What's  
20 important to you? What are some of the good things?  
21 What are some of the bad things? And how can we make  
22 this better?

23 From that process, a number of issues came  
24 forth that were things that the community had said hey,  
25 can you help solve some of these problems and/or can you

1 provide opportunities or amenities? Things like retail  
2 amenities, grocery store, pharmacy, things like parks and  
3 open space, bike trails, traffic solutions and general  
4 connectivity were very important.

5 Educational opportunities, housing and housing  
6 affordability came about. Mobility in a variety of ways,  
7 like I said, bike and pedestrian, public transportation,  
8 vehicular access.

9 And so we took all of those ideas and meshed  
10 them with some of the conditions at the site to help  
11 create something that we could build forth from there.

12 As staff indicated, the site is about plus/  
13 minus sixty acres. It's filled with a number of old  
14 buildings, about -- about a million square feet with  
15 capacity for about 3,500 folks working there.

16 The existing site conditions are ones that were  
17 built from yesteryear. Not what I would call resilient,  
18 not what I would call sustainable and it's not what I  
19 would call connected.

20 So there's a whole lot of folks working there  
21 that aren't going to be able to provide the broader  
22 benefit we think a future project can deliver to the --  
23 to the neighborhood.

24 So from all of the workshops that we had with  
25 the community and stakeholder organizations, we started



1 to come up with some really broad brush Stokes, just kind  
2 of a back-of-the-napkin kind of first blush, and  
3 basically what it shows is that the project wanted to  
4 have ample public parks.

5 We thought moving them together we'd be able to  
6 create some parks and open space with better visibility  
7 and better use and wanted to have a lot of connectivity,  
8 both to the other Facebook campuses, but also to the  
9 community as large.

10 And it didn't want to be sequestered. It  
11 wanted to be an open community.

12 So the dotted lines in there kind of represent  
13 places where a campus and a community could kind of come  
14 together.

15 And so we've got office to, you know -- as I'm  
16 looking at it to the right in and residential to the  
17 left, but also ways for those to kind of blend together.

18 So this is the start of it and I'm going to  
19 introduce Eron Ashley from our land planner and Howard  
20 Layton to help explain how involved and I'll come back.

21 MR. ASHLEY: Thanks, Mike.

22 Good evening. My name is Eron Ashley. I'm a  
23 partner in Hart Howerton. We're planners, architects,  
24 interior designers based in San Francisco and New York  
25 and we tend to get involved in either exceedingly large

1 or exceedingly complex projects where the real focus is

2 --

3 CHAIRPERSON BARNES: I'm sorry. Can you move  
4 the mic?

5 MR. ASHLEY: Sure. We tend to work in  
6 situations where the experience of living there working  
7 there, visiting there is, you know, of the utmost  
8 importance.

9 And so it's been really kind of fun for us to  
10 get to know Facebook, get to know the community,  
11 especially Belle Haven community, but Menlo Park as a  
12 whole and to understand how a project of this sort can  
13 really make more of a site.

14 Today it's really a cul-de-sac full of outdated  
15 offices.

16 The program forward Willow Village is very much  
17 what it was a year ago or two years ago when you first  
18 saw it. It's a mix of office, residential, retail and a  
19 hotel.

20 I think what's different here is we -- we've  
21 spent a lot of time listening onsite, and if you've ever  
22 sat at a light at Hamilton waiting for it to turn, all  
23 the Facebook bikes and all the people walking across  
24 Willow, you can really understand what connectivity means  
25 in this part of Menlo Park.

1           And so a lot of what we've been doing is how do  
2 you create a place that better interfaces with the  
3 community.

4           And so my pointer doesn't really work here, but  
5 one big change is to take the grocery store and some of  
6 the other communities, the retail, the hotel, and make  
7 them more a part of Willow Road in a way that makes it  
8 more accessible for Belle Haven, more accessible to the  
9 larger community.

10           Same for our open space. I think in a previous  
11 version, you might have seen open space winding itself  
12 through the community, and in this place -- in this case,  
13 we really thought about -- well, we're not sure what this  
14 open space wants to be yet, but let's consolidate it in a  
15 way that's very accessible to the community.

16           A big theme of Facebook as a place to work,  
17 it's connectivity. It's amazing to me that someone has a  
18 business that people will be inclined to get on a bike,  
19 to walk to meet one face-to-face as opposed to calling  
20 them on the phone or e-mail them, and yet that's such a  
21 significant part of the culture there.

22           And so we wanted to really embrace that in a  
23 way that made it easier to be a Facebook employee, but  
24 not in such a way that it would bother the community.

25           I think there's a blatant desire in this part

1 of Menlo Park to connect to things that certainly were  
2 from the bay, by the highway. So how do we connect  
3 better to the Bay Trail. How do we connect better to  
4 each other?

5 And so some of the key themes are what is this  
6 big red line that flashes through the plan? So this is a  
7 theme or -- or a -- it's principally a road, but a road  
8 dedicated more to people and bikes than it is to cars.

9 Thus creating a seam between the office campus,  
10 which tends to be on the right side, and mixed use of the  
11 plan which tends to be on the left side, and that theme  
12 connects to -- it's shown with that yellow circle which  
13 would be a grade separated crossing over the rail  
14 corridor that will start to link people from Belle Haven  
15 and this Willow Village site to the bay.

16 We think that's just a huge opportunity that is  
17 seamless connectivity.

18 We're at a site today that's got one way in,  
19 one way out. Well, two if you're a UPS driver, I guess.

20 This needs to have as many ways in and ways out  
21 as it can. So we've created five meaningful connections  
22 for people, for bikes, for vehicles that capitalizes on  
23 the redundancy.

24 You know, mixed use place to work because  
25 people are coming and going at different times, and

1 connectivity means different things to different people.

2           So principally this is a place to walk. In  
3 green, there are all -- all the green lines are the  
4 pedestrian paths, and if you think about how few  
5 pedestrian paths exist on the site today, what a  
6 significant increase this is.

7           Dashed red lines are streets designed so that  
8 bikes have the right-of-way. Solid red lines are where  
9 bikes have a dedicated space to go from point A to point  
10 B.

11           The idea you could ride safely free of cars  
12 through that site and connect to the bay.

13           Obviously bikes are a big part of working at  
14 Facebook, and so in kind of solid areas are these bike  
15 parking lots and at the front door to every building.

16           The really -- the entire project team at  
17 Facebook loved the idea that this office campus functions  
18 like it's in a real town.

19           You walk out the front door, you use the real  
20 street to get places, and it's not all behind gates and  
21 walls.

22           On the two, on the east side of the property,  
23 there's two large parking structures for 3,000 cars  
24 total, but on the bottom portion is for the buses.

25           Obviously you're familiar with the Facebook

1 buses. The idea is that those buses are coming in and  
2 leaving in an efficient way, and we're designing for  
3 them, and this continues to allow Facebook to rely  
4 heavily on transit and not every -- every employee has a  
5 car.

6 At the heart of the project, we're calling it a  
7 town square, and it really is. It's a - it's a hub of  
8 activity and this gathering place where a grocery store,  
9 a pharmacy, restaurant, shopping all come together with  
10 the hotel and the front door of the office complex.

11 So if I'm a visitor to Facebook, I come to this  
12 very civic place. If I'm a neighbor who lives across the  
13 street and I want to come to this civic place, and it  
14 really is a -- you know, great public space at the heart  
15 of the project.

16 So here is the plan. On the left-hand side is  
17 Willow. You can see Hamilton Avenue labeled just below  
18 that. Above that would be the Chevron just above that,  
19 the Jack-in-the-Box.

20 And so this square which has a hotel on the top  
21 side of it, which is numbers 4 and 6, the office campus  
22 to the right, numbers 9, a grocery store number 2 and a  
23 pharmacy number 3 really is, you know, in a specific  
24 place.

25 You know, we don't much have as many of the

1 squares in the West Coast, but certainly if you spend any  
2 time on the East Coast, these squares are a great place  
3 to come together.

4 The yellow is meant to be kind of a plaza  
5 street. So the idea is that this whole place could be  
6 taken over for farmer's markets and festivals and really  
7 feel like the pedestrians have the right-of-way.

8 So if you were coming in from Willow Road,  
9 here's the grocery store on the right, here's the  
10 pharmacy in the distance as you come into the town  
11 square.

12 It's important for us as you arrive to this  
13 place, it felt like a real place. It didn't feel like an  
14 office campus masquerading as a place.

15 So the office campus is set back and really  
16 kind of community life is at the forefront.

17 I mentioned this bright red line which we call  
18 Main Street. It's between the office campus, which is on  
19 the right, and the residential mixed use area on the  
20 left. In the distance is the hotel or town square.

21 The idea is that the office campus would have  
22 retail and other active uses kind of laminated on the  
23 front of it.

24 So it behaves like it's a real active  
25 participant in the streetscape, in the public realm even

1    though it does have certain security requirements that  
2    it's going to maintain.

3           And so you've got this kind of great street-  
4    scape with this dedicated bike lane, all the stormwater  
5    treatment, the street and -- and very few cars.

6           I think one of the things we're trying to do is  
7    put cars that come here to work and shop into garages.  
8    And so the public realm becomes a place for people and  
9    bikes.

10           Inside the office campus, kind of borrowing on  
11   a lot of the things that have worked really well in the  
12   classic old Sun Microsystems campus on the other side of  
13   the highway, a place that within that kind of secure  
14   office environment that people can come together and  
15   socialize, a place that feels very California.

16           You know, buildings that are four and five  
17   stories, but also have lots of outdoor space. You know,  
18   the kind of place that can only be here in Menlo Park.

19           A big piece of what we're excited about is a  
20   big public park. I'm showing it here with no lines. And  
21   so it's four acres. That's the school on the right  
22   there. There's soccer fields behind. That's Willow Road  
23   in the foreground.

24           There's a modest parking lot, and I think we  
25   see a lot of value in that open space. We're really



1 looking to the community to help us figure out what that  
2 means.

3 We don't have the monopoly on good ideas on  
4 what should be built here, and a big point of public  
5 engagement over the coming months is to understand this.

6 So here we -- we just drew the lines. This was  
7 a college soccer field. So you can put two youth soccer  
8 fields across here or two baseball fields, how big it is.

9 So, you know, here's the campus that we're  
10 looking for the community to really share with us. We'd  
11 love to hear from you tonight, and then here's the detail  
12 of what we're attempting to do.

13 So with that, I'll turn it back to Mike.

14 MR. GHIEMETTI: So you heard from staff  
15 tonight. This is a Scoping Session. It is a Study  
16 Session. We're not here to answer. We're hear to share  
17 our initial thoughts about the project, talk to you about  
18 some of our goals and listen.

19 And then along with our -- the City's EIR  
20 consultants, study a number of alternatives and variants  
21 that meet with community desires.

22 We do start off with a number of -- of really  
23 important goals here, especially in this day and age  
24 around sustainability. The LEED goals, all electric,  
25 recycled water, no new emissions for gases, et cetera.

1           And so we've -- we set the bar pretty high  
2 compared to -- to the community development standards in  
3 the Bay Area, which are quite high, and we'll be studying  
4 these throughout the process.

5           Some other things I just wanted to touch on  
6 have to do with phasing. So what we're trying to do  
7 here -- and again, we'd love to take input from the  
8 community and you and continue to get input on the entire  
9 process, but we had to start somewhere. We had to put  
10 pen to paper.

11           We've got a three-phase project as shown here  
12 and what we've tried to do is combine elements of  
13 different aspects of this.

14           So, for instance, major community benefits and  
15 amenities up-front along with a certain amount of  
16 housing, both affordable and market rate and a certain  
17 amount of office.

18           Now, we recognize that these lines are going to  
19 move through the process again as we get input from  
20 everybody.

21           The blue area was shown as -- as our initial  
22 thoughts on phase one. What we've got are the parks as  
23 they may manifest themselves over time.

24           We have four building -- residential buildings  
25 here and a certain amount of office space with a certain

1 amount of parking and the transit hub.

2           We -- we do intend to exceed the minimum  
3 requirements for affordable housing. How that comes out  
4 again depends on community input. Your input to the  
5 Council, et cetera, all the various stakeholders, but we  
6 do intend to receive those standards. They elected you  
7 to go through to go through the environmental and  
8 feasibility standards.

9           The green phase here shown in phase two, again  
10 more of the housing and pharmacy, the town square, which  
11 is kind of scaled like the Sonoma town square, some  
12 office and the balance of the transit hub and parking.

13           The yellow area that's shown here is phase  
14 three which includes the bounds of the office space, the  
15 grocery store, the hotel, the visitor center and more  
16 residential.

17           We've already heard from folks in the community  
18 about wanting to accelerate the grocery store. So we've  
19 already started to look at that. Ways to do that either  
20 to accelerate the grocery store or put in some other  
21 grocery type use.

22           We certainly want the grocery store to be  
23 successful, as well, and so we're -- we're looking at  
24 that.

25           Part of this plan, too, is looking at, you

1 know, incorporating senior housing, you know, messing  
2 around with the phasing over time.

3 So this is not something that is, you know, a  
4 finished product. This is very early in the process and  
5 that's why we're here to get all of your input.

6 A little bit about the schedule. So in  
7 February of this year, we basically re-engaged -- as I  
8 said, Facebook had started with the concept plan in 2017  
9 and through parts of '18 and they brought us on board in  
10 early '18 to help take that concept forward.

11 We -- we submitted a revised plan to the City  
12 in February and have continued to have open houses, you  
13 know, and a number of, as it said, one-on-one or large or  
14 small-sized group presentations around the City.

15 We tried to emphasize Belle Haven because it's  
16 the neighborhood most proximate.

17 In May, we had our Council Study Session. The  
18 EIR contract was approved in August, and the NOP, Notice  
19 of Preparation was posted in September and we're here  
20 before you now.

21 But we have, you know, a while ahead of us.  
22 We're -- we are -- we know there are issues out there.  
23 We've heard a lot about the traffic and congestion.

24 We think we have some solutions that can help  
25 that, but we know there are issues and we know we have to

1 be a part of those solutions.

2 So with that, we're available for any questions  
3 you may have and thank you for your time.

4 CHAIRPERSON BARNES: Thank you very much.

5 And at this time clarifying questions only if  
6 we have some. Your light's on, Commissioner Riggs.

7 COMMISSIONER RIGGS: So you're taking  
8 questions that would be for the study just or just EIR at  
9 this point?

10 CHAIRPERSON BARNES: You know, the fact is  
11 that it might be better to hold the project in general  
12 because we're going to do the project last, the EIR  
13 before that.

14 We're going to hear from the consultant prior  
15 to that. So if it's clarifying, feel free to ask it.

16 COMMISSIONER RIGGS: I'm happy to hold it.

17 CHAIRPERSON BARNES: Great. Thank you.

18 Commissioner Doran.

19 COMMISSIONER DORAN: Yeah. I'd just like to  
20 know on the residential units whether the intention is  
21 for those to be earmarked for Facebook employees or are  
22 they going to be available for rent, selling condos?  
23 What's the use of this?

24 MR. GHIEMMETTI: Thank you for the question.

25 At this point, again, I think we're open to

1 listening. I think there are referred folks in the  
2 community talking about, you know, pros and cons either  
3 way, but they probably at this point are looking to be  
4 public.

5 Again, some folks have talked about a certain  
6 amount that maybe cuts down on traffic if some of are  
7 more geared towards Facebook employees, but I think  
8 they're -- they're up for grabs in terms of input from  
9 you and the community.

10 COMMISSIONER DORAN: Thank you.

11 CHAIRPERSON BARNES: Great. Seeing no other  
12 questions, we will progress to the EIR consultant.

13 MS. CHAPMAN: Good evening, Commissioners and  
14 members of the public. Thank you for coming to the  
15 Scoping Session for the Willow Village Master Plan  
16 Project EIR.

17 My name is Kirsten Chapman and I work for the  
18 environmental consulting firm ICF. We will be pre --  
19 preparing the environmental review component for the  
20 project.

21 I'm a project manager. I -- with us tonight we  
22 have Erin Efner who's the project director from ICF and  
23 then we also Gary Black from Hexagon and they will be  
24 preparing the transportation component of the EIR.

25 So should you have any questions after the

1 presentation regarding the environmental review process,  
2 we can respond to them accordingly.

3 Let me move to what is shown here. So we'll  
4 cover the building process and the environmental review  
5 process. We won't get into a project overview because  
6 that is the job of the project applicant.

7 Just a quick introduction to our CEQA project  
8 team or California Environmental Quality Act project  
9 team.

10 We have the City of Menlo Park as the lead  
11 agency, meaning that they have the principal  
12 responsibility for carrying out the project.

13 ICF will be the lead EIR consultant and we will  
14 prepare all sections of the EIR with assistance from  
15 Hexagon for the transportation analysis.

16 We will also have Keyser Marston & Associates  
17 on our team and they will be preparing the housing needs  
18 assessment which we will then incorporate into the  
19 population and housing section of the EIR.

20 And then also Bay Area Economics will prepare  
21 the fiscal impact analysis which part of that will be  
22 incorporated into the public services section, but it  
23 will also be an interim document separate from the EIR.

24 So since the project involves discretionary  
25 actions by the City, it is subject to the California

1 Environmental Quality Act or CEQA, and according to CEQA,  
2 because this project may have significant effects on the  
3 environment, an EIR is being prepared.

4 The EIR is a tool for identifying physical  
5 impacts to the environment by analyzing the community  
6 conducted by our EIR team.

7 The EIR is also used to inform the public and  
8 decision-makers about a project and its potential  
9 variance prior to project approval, recommend ways to  
10 reduce impacts and also consider feasible alternatives to  
11 lessen the item by physical.

12 So what's shown here, the EIR will cover most  
13 of the environmental top -- topics required by CEQA. The  
14 EIR analysis will cover topics such as aesthetics, air  
15 quality, transportation, noise.

16 Since the project site is going to be developed  
17 in an urbanized area of the City, we will not be doing a  
18 full analysis of agricultural or rural resources. They  
19 do not exist on the project site.

20 But each of these projects have several sub-  
21 issues associated with them. There's one purpose of this  
22 meeting tonight is to understand what the Planning  
23 Commission and the public think about specific issues  
24 under topics such as hydrology, for example.

25 So this slide shows the general step involved



1 in the CEQA process for the project. As most of you  
2 know, the NOP was released on October 18th and the NOP  
3 comment period will end on October 18th.

4 Following close of the scoping period, we will  
5 begin preparing the EIR. When the Draft EIR is released  
6 for public review, a Public Hearing will be held to  
7 solicit comments on the adequacy of the Draft EIR.

8 A Final EIR will then be prepared and will  
9 address all the comments received during the Draft EIR  
10 review period and make any required changes that are  
11 necessary to the Draft EIR.

12 And then the third hearing for the Final EIR  
13 will be held before the Planning Commission and City  
14 Council.

15 After the EIR is certified, the project can  
16 then be approved, and following approval of the project,  
17 Notice of Determination will be issued.

18 So the purpose of tonight's scoping phase is to  
19 guarantee public input, early investigation of possible  
20 mitigation measures to reduce the impact and also to  
21 consider possible project alternative.

22 I want you to know that the attempt of the  
23 scoping period is not focused on the project itself or  
24 its merits, but instead the comments should be focused on  
25 the environmental impact of the project.

1           The next step includes collecting data on  
2 existing conditions from which we will evaluate the  
3 impacts of the project. We will also begin a preliminary  
4 review of the project for potential effects, and as we  
5 prepare the EIR, we will consider all public comments  
6 received during the scoping period either tonight,  
7 received orally or via comment letter.

8           You can submit comments on the scope of the EIR  
9 to Kyle Perata, Principal Planner with the City. You can  
10 also speak tonight and we will note your comments and  
11 consider them during the preparation of the Draft EIR.  
12 As shown here, the comments must be received by October  
13 18th.

14           So thank you again for coming tonight and we  
15 look forward to receiving your comments.

16           CHAIRPERSON BARNES: Thank you.

17           Commissioner questions as it relates to the  
18 EIR?

19           Seeing no Commissioner questions as it relates  
20 to the EIR, I will move to open Public Comment on --

21           MR. PERATA: Through the chair, can I just  
22 chime in before you open public comment?

23           CHAIRPERSON BARNES: Yes.

24           MR. PERATA: I just want to make one  
25 additional staff clarification or update for the project.

1           In my opening remarks, I didn't mention that we  
2 received four items of correspondence since the staff  
3 report. Those were provided via e-mail to the Planning  
4 Commission throughout the last few days, and hard copies  
5 were available, also in the back of the room.

6           Members of the public who are interested in  
7 hearing additional comments that are not in the staff  
8 report due to time permitting after publication of it. I  
9 just wanted to get that update prior to opening Public  
10 Comment.

11           CHAIRPERSON BARNES: Great. Thank you.

12           And I will proceed to open Public Comment, and  
13 then after that, will be another opportunity for  
14 Commissioners to provide comments at that time, as well.

15           And I have a number of cards. Some of them  
16 double up on the EIR portion of this meeting and on the  
17 project portion of tonight's meeting.

18           I'm going to start with a Ms. Patti Fry going  
19 first followed by Pamela Jones.

20           Good evening. Good evening. Please state your  
21 name, jurisdiction.

22           MS. FRY: Patti Fry, Menlo Park. I wanted to  
23 make -- make some suggestions regarding the EIR  
24 evaluation. One is that since this is the largest  
25 project Menlo Park has had it is planned to occur in

1 phases, that the EIR evaluate each phase separately so  
2 that the mitigations for impacts for each phase could be  
3 implemented since the implementation of the entire  
4 project may take time.

5 We would not like to see these mitigation  
6 measures end up being at the very end of the project, but  
7 rather as they occur.

8 So that's one suggestion.

9 Another is as an alternate that the reduced  
10 intensity alternate be focused on less office as opposed  
11 to less retail or housing.

12 Those two uses are uses that are very important  
13 to the community, and office I know is very important to  
14 Facebook, but if there were a less intense project, it  
15 should be solely less office, in my opinion.

16 In terms of metrics, we often see EIRs based on  
17 ABAG projections. Since Menlo Park just went through a  
18 ConnectMenlo General Plan update process, I suggest that  
19 that be used for the growth assumptions that comparisons  
20 are made regarding population, jobs and housing, et  
21 cetera rather than ABAG.

22 And in terms of transportation and traffic, I  
23 know that CEQA likes to look at VMT, vehicle miles  
24 traveled solely, but our town, especially in that part of  
25 it, is congested incredibly, gridlocked a lot of the

1 time.

2 I would suggest that some of our traditional  
3 tools also be used also to help inform decisions, and  
4 that will be things like local level of service at  
5 intersections and roadway segments.

6 The jobs/housing imbalance in Menlo Park and  
7 our region is very, very acute and causing a lot of the  
8 problems with traffic and displacement of very important  
9 people to our community, so I urge the -- that be looked  
10 at in terms of its impact and ways to help our overall  
11 community do better at that.

12 So I thank you.

13 CHAIRPERSON BARNES: Thank you very much.

14 Followed by Patti Fry who is in turn -- excuse  
15 me. That was Patti Fry. Excuse me. Pamela Jones  
16 followed by Ms. Crystal Leach.

17 MS. JONES: Good evening.

18 A couple things for this aspect that I would  
19 like to see included in the NOP. One is notification.  
20 I'd like to see us use the TIERS public engagement  
21 process.

22 The local newspaper, there is none, so for  
23 people to find out about the sequencing here is going to  
24 be virtually possible. My letter includes some detail.

25 High level Dumbarton corridor project,

1 including the train stop, must be a part of this  
2 Environmental Impact Report along with a list of any  
3 projects that are somewhere in the pipeline, one almost  
4 to be completed with the -- with comment on specific  
5 discussion items, mixed of land use and Master Plan  
6 development.

7 I think it's critical that all of the team  
8 review the CCI meeting -- the City Council meeting, CCI  
9 and community role and input to better understand the  
10 sentiments of the residents at this time when it comes to  
11 development.

12 I know it can't be a part of the EIR, but it  
13 helps to have everything framed.

14 I also -- under the land use, I would like to  
15 see the bar significantly reduced for office and an  
16 increase in housing, significance in housing.

17 The reality is we have an additional 6,000  
18 employees over in that area which means there will be  
19 9,000.

20 Currently there's about 18,000 -- somewhere  
21 between 16 and 18,000 Facebook employees and we've only  
22 built 738 units.

23 So we would further exacerbate the jobs/housing  
24 imbalance if we move forward with this configuration. So  
25 I would like for the NOP to consider those two areas.

1 I do want to see increase in BMR, for sale  
2 housing and for sale condos. We know that communities  
3 are stronger when people buy their property.

4 All residential and commercial areas should be  
5 completed prior to any office regardless of what the  
6 configuration is.

7 On the proposed circulation, the traffic  
8 studies must include cross traffic between University  
9 Avenue, O'Brien avenue and Willow Road in addition to the  
10 usual cut-through traffic, and I would also like for them  
11 to look at having a direct access from where the office  
12 buildings would be to Bayfront so there would be no need  
13 for any of the office people during Monday through Friday  
14 to have to access Willow Road or University Avenue for  
15 that matter.

16 In the rest of the impact from Pacific from  
17 Bohannon building, hotel, shuttles, private vehicles.

18 CHAIRPERSON BARNES: Thirty seconds.

19 MS. JONES: Uber, Lyft and limousine. Air  
20 quality, we must do local air quality monitoring. The  
21 closest monitor in Redwood City. That definitely doesn't  
22 address the area where this impact is.

23 Thank you.

24 CHAIRPERSON BARNES: Thank you.

25 Crystal Leach followed by Mr. Matthew Zito.

1 MS. LEACH: Good evening. My name is Crystal  
2 Leach and I am the superintendent at Sequoia Union High  
3 School District.

4 The district does not oppose development within  
5 the district boundaries and appreciates the importance of  
6 housing.

7 Rather, the district is solely concerned with  
8 ensuring the safety of district families and staff and  
9 the viability of the district's educational program.

10 The district is concerned that the project as  
11 presented will have a vast number of significant impacts  
12 on the district, including impacts related to  
13 transportation, traffic, circulation, safety, noise,  
14 population and student housing.

15 Are we counting the underclass? Often our  
16 middle class, especially in the Bay Area, is now our  
17 underclass, and realistically we have families living in  
18 studios and in one bedroom housing.

19 So I ask: Why are we excited to build  
20 communities without children? Thank you.

21 CHAIRPERSON BARNES: Thank you.

22 Matthew Zito followed but Luis Guzman.

23 MR. ZITO: Good evening, Commissioners.

24 Thanks for the opportunity to speak. I'm Matthew Zito.

25 I'm the chief facility officer for the Sequoia Union High



1 School District and the Pueblo Village sits squarely  
2 within and near this project.

3 Menlo-Atherton currently has 2,500 students and  
4 is the largest high school in the county, and the scope  
5 and content of the EIR as it's being scoped out.

6 So this project has potential to have profound  
7 and lasting impacts on the district, its facilities, our  
8 students and staff, and Menlo-Atherton in particular is  
9 the high school, the public high school for the entire  
10 City of Menlo Park. There are 1,200 students from Menlo  
11 at M-A currently.

12 And it has this impact particularly on this  
13 entire project as proposed. You have recently been  
14 proposed or approved in the Bayfront area of Menlo Park  
15 as well as some of the condominium development, Stanford  
16 development on El Camino Real.

17 So the district hopes to work with the City and  
18 the developer to ensure that these impacts are fully and  
19 adequately mitigated.

20 As I mentioned, the district operates two  
21 schools within the attendance area, Menlo-Atherton, which  
22 is a traditional public high school, plus the two miles  
23 from the project site, and we also have a new small high  
24 school that's essentially, Bohannon Industrial Park, but  
25 it's in the former M-2 area at Jefferson near Chrysler.

1 So just opened this year. Has a capacity for 400  
2 students, and it costs 56 million dollars.

3 Imagine the cost of development in the Bay  
4 Area, it's astronomical and the cost of school  
5 development is particularly challenging for us.

6 So we bought two acres for 9.6 million dollars.  
7 Two acres which are probably now worth eighteen million  
8 dollars. To secure land and build facilities is  
9 staggering.

10 We are also a mile and a half from the proposed  
11 project and we have many, many students that are in East  
12 Palo Alto, and in that area, I know it's not really east,  
13 but the El Camino kind of north and south that is behind  
14 this development, and the bus that actually takes many  
15 students from East Palo Alto to Menlo-Atherton is Q96  
16 currently has an average speed of 5 miles an hour.

17 And so the traffic impacts in this area are  
18 particularly troubling to us. It does look like a very  
19 substantial transit center's being developed is what  
20 looks like hundreds of buses in and out, I think an  
21 additional 3,000 parking spaces and other ancillary  
22 traffic, so we're concerned about our students actually  
23 being able to move from their location, particularly in  
24 East Palo Alto and actually being able to get safely in  
25 time and safely to Menlo-Atherton.

1           So while the miles might seem quickly, might  
2    seem a small distance, it's quite a bit of time to  
3    travel..

4           So we have challenges to what the statutory  
5    fees are for all intents a pittance. They cover almost  
6    none of the construction costs, maybe five to eight  
7    percent of the building facilities.

8           We're concerned about the traffic caused by the  
9    project. This will discourage alternative means of  
10   traffic and we really would ask that the EIR analyze the  
11   existing and anticipated student movement pattern, bus  
12   routes to all these two schools, looking at vehicular  
13   movement and potential conflict, and this is a key part.

14           Potential conflicts with school pedestrian  
15   movement with all the additional cars and buses and our  
16   most precious commodity are teenagers that are moving to  
17   the two schools.

18           So the safety issue is first and foremost --

19           CHAIRPERSON BARNES: Time is expired.

20           MR. ZITO: -- our concern.

21           We have other issues that we will outline,  
22   noise and air quality concerns, but again, mitigation is  
23   just key and the ability to have our students actually be  
24   able to.

25           CHAIRPERSON BARNES: I'm sorry. Your time is

1 expired.

2 MR. ZITO: Thank you. Appreciate it.

3 CHAIRPERSON BARNES: Thank you.

4 With that, I have no other additional cards for  
5 the EIR. If anyone -- I do have some more. So for  
6 clarification, this is the EIR public comment period. We  
7 will be doubling back for another. That relates to the  
8 project itself, and -- so I have -- I have two here.  
9 They're both for -- these look like EIR.

10 Is that your understanding for the EIR?

11 MR. PERATA: Correct. The one should be an  
12 EIR comment card. I also another here. So I'm trying to  
13 bring them up.

14 CHAIRPERSON BARNES: Is it your understanding  
15 Mr. Bookman is EIR, as well?

16 MR. PERATA: That one appears to not be EIR.  
17 What I might recommend that the chair does is there's a  
18 number of comments that are for the project which might  
19 be on the Study Session, but it may be possible that  
20 people may want to speak now instead of wading through  
21 the Commission deliberation.

22 So I would recommend giving the public  
23 opportunity if they have submitted a card more for a  
24 Study Session topic, commenting now in respect.

25 It might be a good idea to give an opportunity

1 to speak on this item prior to the Study Session. The  
2 preference would be continue, separately from the EIR  
3 comments for the purposes of the record.

4 CHAIRPERSON BARNES: I have no problem with  
5 that.

6 So for clarification, what I will be doing is  
7 we just finished the EIR Public Comment and we'll move  
8 right into Public Comment as it relates to the project  
9 itself, and I see Ms. Levin coming forward.

10 It sounds as though she -- so with that in  
11 mind, I'm happy to call Ms. Levin.

12 MS. LEVIN: I'm --

13 CHAIRPERSON BARNES: Thank you. I had  
14 called prior to that for Mr. Guzman. The gentleman who's  
15 waiting in front.

16 Thank you very much. Sorry for the delay.

17 MR. GUZMAN: Good evening. Luis Guzman, a  
18 East Palo Alto resident. Dear Commissioners, we will  
19 benefit from the new village Facebook campus and we are  
20 excited about the opportunity to have the access to new  
21 retail services and recreational amenities on the east  
22 side of 101.

23 However, East Palo Alto residents will also be  
24 highly impacted to the increase of Facebook traffic and  
25 parking issues.

1           Therefore, the revised East Palo Alto city trip  
2 must be included in the evaluation as part of the EIR and  
3 some of the impact projects, the City of East Palo Alto  
4 for safety and traffic mitigation measures.

5           Residents would like to have as much local  
6 amenities as many community parks, because we -- we do  
7 not have access to public open space at the present in  
8 the East Palo Alto area.

9           Therefore, we would like to have the O'Brien  
10 Park much bigger than the current plan site.

11           The park shall include the complete re-  
12 development of Hetch Hetchy right-of-way to connect to  
13 the parks with additional park lands.

14           We would like the current developer of this  
15 project to work with relevant parties such as the City in  
16 that SF-PUC to increase park, playgrounds, actual on the  
17 Hetch Hetchy sight to secure children, toddlers areas  
18 and, football, soccer courts to serve future employees  
19 and local residents.

20           Additional pedestrian parks to connect O'Brien  
21 and Willow Village shall also be with other nearby  
22 landlords.

23           For example, utilizing the current drainage  
24 channel between 1075 and 1105 O'Brien Drive and the  
25 previous connection between the Hamilton Court and 960

1 and 1350 Hamilton.

2 In connection with the project and in order to  
3 limit traffic, the Willow-O'Brien area should be  
4 redeveloped with pedestrian/bicycle traffic in mind.

5 Such a time was which at the present are mostly  
6 non-existent should be constructed, from Capital Way in  
7 Menlo Park.

8 Better lighting shall should be installed and  
9 bicycle lanes should be also developed on the O'Brien  
10 drive.

11 Although we are very excited about this new  
12 mixed use project with public access needed, nearby  
13 residents are looking forward for their developers to  
14 improve their areas.

15 We are also looking forward for the City of  
16 Menlo Park and the Planning Commission to encouraging  
17 more of such live/work play development in the near  
18 future that we will transform the O'Brien Business Park  
19 into a more lively community district integrating in the  
20 surrounding city neighborhoods.

21 Thank you.

22 CHAIRPERSON BARNES: Thank you. Thank you for  
23 your patience. Appreciate it.

24 Next up is Ms. Adina Levin followed by Mr.  
25 Colin Bookman.

1 Good evening.

2 MS. LEVIN: Good evening. Planning  
3 Commissioners. I'm Adina Levin. I serve on Complete  
4 Street Commission and was on the Menlo Park General Plan  
5 Advisory Committee. I'm speaking for myself. So having  
6 served on General Plan Committee, it's exciting to see  
7 mixed use proposed moving forward including much needed  
8 housing, multiple income levels and needed services.

9 On the project alternatives for the EIR,  
10 because there's a window for opportunity to be studied,  
11 the EIR studies a lower office alternative that would  
12 rebuild the current office and then use the remaining  
13 space for a higher housing alternative with up to 3,000  
14 units for us, for BMR and at the same time office.

15 The areas seeing tremendous job growth,  
16 Facebook is driving displacement of Belle Haven and  
17 nearby communities.

18 These alternatives in the EIR should consider  
19 reporting on vehicle miles traveled and the consequences  
20 on less office and more housing.

21 Also the transportation, since there is ongoing  
22 study of Dumbarton rail that Facebook is working on,  
23 please do include a report of impacts of the vehicle  
24 miles traveled when Dumbarton rail is coming forward  
25 using that study that is currently in progress.



1 I know that's a little bit unusual because it's  
2 usually only something that is done, but that analysis  
3 could be highly relevant.

4 Let me see. With regard to phasing, phasing  
5 has accelerated housing, which is very welcome. I'm glad  
6 to hear that the grocery may be accelerated.

7 In terms of energy, please remove the offset  
8 and credit options. That is no longer eligible under the  
9 PUC code policy, and this is a big enough development.  
10 It should be able to accommodate that without those  
11 workarounds.

12 In terms of the safety of this EIR, pedestrian  
13 overcrossing. It seems counterintuitive. A pedestrian  
14 overcrossing of arterials.

15 The latest best practices suggest that that  
16 could reduce safety because people will still cross,  
17 drivers will expect them less and it might be even less  
18 safe, so please do look at the latest and best practices  
19 for the safety.

20 In terms of the housing needs assessment, I'm  
21 glad to see that that is being done and we want to see  
22 this project and the City as a whole to get total impacts  
23 of the housing needs thing invoked by the additional  
24 office, and on the housing, please do use the Density  
25 Bonus Development Agreement for a higher share of below

1 market rate housing of twenty-five percent would be a  
2 good level, including in a mix of subsidy levels with  
3 very low and, you know, a mix of income levels with  
4 senior housing also sounds like it would be welcome.

5 And I think those are the comments that I had  
6 had. So thank you very much for your consideration on  
7 this important project.

8 CHAIRPERSON BARNES: Thank you.

9 Mr. Colin Bookman followed by Mr. John Kadwany.

10 MR. BOOKMAN: So I'm Colin Bookman.

11 CHAIRPERSON BARNES: Good evening.

12 MR. BOOKMAN: Thank you. First off, thank you  
13 for your time today.

14 CHAIRPERSON BARNES: Could you please state  
15 your political jurisdiction?

16 MR. BOOKMAN: I live in East Palo Alto.

17 CHAIRPERSON BARNES: Thank you.

18 MR. BOOKMAN: One mile away from this new  
19 development.

20 CHAIRPERSON BARNES: Thank you.

21 MR. BOOKMAN: My only comment why not build  
22 more? Why not build higher? Why not more below market  
23 unit rental units?

24 Doubling or tripling the height of these  
25 buildings would afford the greater density, to justify

1 more public transit, more investment.

2 As that area builds up, so builds the  
3 surrounding areas, and I think by extending the height  
4 limits, it would benefit the surrounding communities and  
5 would enable a lot of the concerns to be addressed.

6 You get more BMR, you triple the housing  
7 density, all that could be used for housing. You triple  
8 that, right, hey, we need more public transit, all of  
9 those people are paying tax revenue.

10 Not all of them are commuting very far. Many  
11 of them will be working at Facebook and will benefit the  
12 surrounding areas.

13 That's all.

14 CHAIRPERSON BARNES: Thank you.

15 Mr. Kadvany followed by Pat Sausedo.

16 MR. KADVANY: Good evening, Commissioners.

17 I'm John Kadvany, several decades resident of Menlo --  
18 Menlo Park.

19 I think this project as it comes forward and  
20 assuming it gets past some considerable hurdles, it's  
21 going to involve significant negotiation for additional  
22 public benefit going well beyond the boundaries of Willow  
23 Village that has been presented to us today.

24 Within the village, the housing looks great.  
25 Its environment looks great. We need to say 1,700 units,

1 but in terms of the environmental numbers, the housing  
2 and the office, office increase is probably going to  
3 offset each other, especially with transportation  
4 changes.

5 But I think -- I think within the boundaries of  
6 the project, Facebook can probably come in with a pretty  
7 good -- a pretty good case, but I don't think that's  
8 going to be enough.

9 We're -- it's not like this is an isolated  
10 project. Menlo Park is at a significant crossroads like  
11 the rest of Silicon Valley in terms of our infras --  
12 infrastructure and our quality of life.

13 Facebook is proceeding in advance with good  
14 ideas to mitigate that with -- such as their Dumbarton  
15 Rail and Bridge Study, and if that's successful, that can  
16 be a part of our future negotiations, but that's not  
17 going to be nearly enough.

18 We need a whole lot more as indicated by Mr. --  
19 Mr. Zito and by Adina Levin, that we have to think in  
20 terms of what's really going to be involved here in terms  
21 of public benefit. Then it's going to go well beyond the  
22 borders of this project.

23 So in terms of the EIR, I suggest -- the EIR  
24 can't be everything, but it can start looking at what  
25 goes beyond.

1           For example, the discussed transit corridor  
2 down the rail line from East Palo Alto to Redwood -- to  
3 Redwood City, that would be a big jump.

4           Facebook may be working with Google and other  
5 South -- South Bay tech firms can talk about keeping that  
6 going down into the South Bay.

7           As Mr. Zito said, we're going to have  
8 significant impacts on the educational system. Maybe we  
9 need to look inside the circle of the campus for an ed --  
10 for an educational facility because land is so expensive.

11           So to the extent -- and as Adina said, also,  
12 let's look at how the housing can be expanded different  
13 from the parameters that are given here and maybe even  
14 looking at changing the zone -- the zoning in the office  
15 area, which doesn't allow any -- any housing at all.

16           So do that somehow so that the public is ready  
17 with the knowledge base to intelligently discuss these  
18 issues when they come up in the areas of transit,  
19 housing, including affordability and education.

20           Thank you.

21           CHAIRPERSON BARNES: Thank you. Good evening.

22           MS. SAUSEDÓ: Good evening, Commissioners.

23 I'm Pat Sausedo with BIA Bay Area. BIA Bay Area is very  
24 encouraged by the Willow Village project before you this  
25 evening.

1 Willow Village embraces today's urban village  
2 concept enabling City residents to work, reside, shop,  
3 socialize and generally live a full rewarding life within  
4 their local community with minimal dependence on the  
5 automobile to fulfill their daily needs.

6 The village project will enable the City to  
7 maintain -- maintain stable economic growth while  
8 significantly increasing its housing supply utilizing  
9 smart land use and building design standards to minimize  
10 environmental impacts.

11 In response to prior feedback, the applicants  
12 have rev -- revised their proposed project to develop at  
13 this point over 1,700 residential units and are analyzing  
14 single occupancy to family size three-bedroom residential  
15 units.

16 The project's increase for multi-family housing  
17 will help balance the proposed office and retail  
18 development while reducing vehicle miles traveled by  
19 giving employees the opportunity to walk and bike between  
20 their homes, their jobs and shopping.

21 Recognizing the significant issues of housing  
22 affordability, over twenty -- over 260 residential units  
23 at this point will be committed to affordability  
24 standards as determined by the City.

25 Additionally through the project's town square,

1 public parks, designated community buildings, it will  
2 allow neighbor-to-neighbor socializing and community  
3 engagement opportunity that will be fully supported by  
4 the project's community benefits infrastructure.

5 Willow Village's core components embrace smart  
6 development. Housing, jobs, retail services all in one  
7 location.

8 BIA believes that this project as it continues  
9 through the process has great core components and the  
10 applicants want to work with you, work with the community  
11 to make it all that it can be.

12 BIA thanks you for this opportunity to share  
13 our thoughts at this point in time and we look forward to  
14 continuing the dialogue as this project moves through the  
15 processes in the City of Menlo Park.

16 Thank you again. Good evening.

17 CHAIRPERSON BARNES: Thank you.

18 COMMISSIONER RIGGS: Ma'am, could I just ask  
19 for those present if you would tell us. BIA stands for  
20 what?

21 MS. SAUSED0: Building Industry Association  
22 for the Bay Area.

23 COMMISSIONER RIGGS: Thank you.

24 MS. SAUSED0: You're welcome.

25 CHAIRPERSON BARNES: Thank you.

1 MR. PERATA: Through the chair?

2 CHAIRPERSON BARNES: Yes, sir.

3 MR. PERATA: May I just jump in and clarify  
4 the process? At the point that we're at, I just had an  
5 additional item labeled F1 for this topic area to dias.

6 It sounds like we're starting to get into  
7 comments that were probably identified as G1 Study  
8 Session, and so I think it would probably be appropriate  
9 for the Planning Commission through the chair to check  
10 and see if there's any other items with F1 if the rest  
11 are study items, actually close Public Comment, but prior  
12 to closing Public Comment on the EIR scoping session,  
13 call for any other items or anyone who has submitted a  
14 card so far and would like to make their comments or have  
15 comments on the EIR content and scope, make those  
16 comments now rather than waiting for the Study Session.

17 CHAIRPERSON BARNES: So I've got maybe five F1  
18 cards.

19 MR. PERATA: Okay.

20 CHAIRPERSON BARNES: And the intent is to work  
21 through the F1. That's my intent.

22 So with that, Sergio Ramirez-Herrera followed  
23 by Lushorn Lee.

24 And good evening. Please state your -- you  
25 have three minutes. Please state your name, organization



1 and political jurisdiction.

2 MR. RAMIREZ-HERRERA: Good evening, Chair and  
3 Commissioners. Thank you for allowing me to speak. My  
4 name is Sergio Ramirez-Herrera and I am a member of  
5 Carpenters Local 217 and a long resident of Menlo Park.

6 I'm here to speak in favor of the Willow  
7 Village project for the benefit it brings to the  
8 surrounding community through housing and job creation.

9 This development will allow my carpenters like  
10 me to continue living in Menlo Park, and will provide me  
11 with the nec -- necessary benefits and income to provide  
12 for myself and my family.

13 And I am in full support of the Willow Village  
14 project. I encourage you to consider the positive  
15 benefits of this community center. Responsible  
16 development brings to Menlo Park by making certain it is  
17 appealing.

18 All right. Thank you so much.

19 CHAIRPERSON BARNES: Thank you.

20 Next is Lushorn Lee followed by Elizabeth  
21 Jackson.

22 Good evening, you have three minutes, please  
23 state your name and your organizes.

24 MS. JACKSON: Good evening. My name is  
25 Elizabeth Jackson and I am currently live in East Palo

1 Alto, but for many years, I lived in eastern Menlo Park,  
2 and I feel that these two areas, they're the same  
3 community.

4 So whatever you do, it's going to affect both  
5 of them because people who live in both areas share in  
6 the community.

7 So I thank you for having the meeting tonight  
8 and I wanted to attend to express my support for your  
9 Willow Village and for the affordable housing project,  
10 and also the traffic improvements that you plan on  
11 working on, and that will certainly benefit both areas.

12 This Willow Village, I think it will deliver  
13 good benefits and it will allow Facebook to continue to  
14 remain in Menlo Park and to provide jobs for the  
15 surrounding areas.

16 And I'm a carpenter and we look forward to  
17 working with Facebook and the development because we know  
18 that they understand skilled labor and quality work and  
19 that's what we intend to offer.

20 And as a carpenter, I -- on this project, I  
21 feel that I could help build and improve this project  
22 because we're well trained. So I urge you to support  
23 Willow Village.

24 Thank you very much for letting me -- allowing  
25 me to make comments.

1 CHAIRPERSON BARNES: Thank you.

2 So the last two cards I have for G1 is Jose  
3 Contreras followed lastly by James Kendle.

4 Good evening. You have three minutes.

5 MR. CONTRERAS: Good evening.

6 CHAIRPERSON BARNES: Excuse me. Your  
7 organization represented, if any?

8 MR. CONTRERAS: Good evening, Commissioner.  
9 My name is Jose Contreras. I'm a resident of Menlo Park,  
10 Belle Haven for the past forty years.

11 CHAIRPERSON BARNES: Would you pull the mic up  
12 a little bit?

13 MR. CONTRERAS: I'm a resident of Menlo Park  
14 and Belle Haven for the past forty years. I'm here  
15 tonight to support the Willow Village.

16 Willow Village will bring new retail and  
17 housing to the Belle Haven community, but will also  
18 create jobs and pay fair wages.

19 As a carpenter, I look forward to working in  
20 the community where I live and close to home and to  
21 support my family.

22 I've lived in Menlo Park for the past forty  
23 years. I would encourage you to move the project as far  
24 as possible and approve it.

25 Thank you.

1 CHAIRPERSON BARNES: Thank you.

2 And lastly Mr. James Kendall.

3 MR. KENDALL: Good evening, Chair and  
4 Commissioners and staff. My name is James Kendall. I'm  
5 a representative from Carpenter's Local 217 for San Mateo  
6 County. I'm speaking on behalf of approximately 39,000  
7 carpenter men and women across Northern California,  
8 including Menlo Park residents, and some of them are with  
9 me here tonight.

10 We are here in full support of the Willow  
11 Village project signature development, and responsible  
12 contractors will work on this project. This company has  
13 a growing history that respects the workers.

14 Carpenters will earn a fair wage with medical  
15 and retirement benefits that will allow workers a chance  
16 to live in the community they work in.

17 It also means those wages will be invested back  
18 into the community as they spend their earnings and tax  
19 dollars into the local school and government.

20 This comes with commitment to apprenticeship  
21 programs which guarantee that you will continue to have  
22 trained, skilled and experienced workforce and be able to  
23 complete high quality projects in a safe and timely  
24 manner.

25 Opportunities not just for jobs on this

1 project, but a career path for many men and women  
2 apprentices, hard hat program for returning veterans.

3 Community members look forward to more than  
4 their income. They're excited to have a chance to  
5 revitalize their own community at the same time as  
6 increasing the housing stock so badly needed by this  
7 region.

8 The carpenters are in full support of this  
9 project to expedite Willow Village the benefits bring to  
10 the community as well as housing and union job creation.

11 Thank you for your time.

12 CHAIRPERSON BARNES: Thank you.

13 So with that, having no other cards specific to  
14 F1 and G1, seeing no one coming forward, I will close  
15 Public Comment.

16 There's another public for public after this  
17 which we will get to later.

18 And I'm going to bring it back up to the dais,  
19 my fellow Commissioners for comments related to the EIR  
20 Scoping Session.

21 Comments at this time. Commissioner Doran.

22 COMMISSIONER DORAN: Through the Chair, I'd  
23 like to ask the people on the EIR about this mention of a  
24 toxic site, toxic release site on the building site.

25 Could you just give us a little bit more

1 information about what that toxic site is, what the  
2 toxins are? If you have any preliminary things to say.

3 MS. CHAPMAN: No. We actually do not have any  
4 information on that at this time. A Phase I  
5 environmental site has been prepared by the project  
6 applicant, and as part of our environmental review, we  
7 will be reviewing that and incorporating that into the  
8 EIR.

9 But at this time it has not been reviewed yet.  
10 But it will definitely be.

11 CHAIRPERSON BARNES: Good. Commissioner  
12 Riggs.

13 COMMISSIONER RIGGS: Yes. Thank you, Chair  
14 Barnes.

15 I have -- I have a few comments to make. First  
16 I did want to acknowledge more than half a dozen comments  
17 tonight that addressed the EIR.

18 For the most part, they seem to deal with the  
19 potential alternate projects. So our first speaker  
20 suggested that there be a project that holds the existing  
21 million square feet of office and that the new  
22 construction or new square footage consisting of housing  
23 and non-commercial retail spaces.

24 There was also the comment that in review of  
25 transportation and traffic, VMT alone ignores local

1 conditions.

2 That can be local gridlock. That can be  
3 neighborhood lockdowns. That can be diversion of traffic  
4 through Wayz to go through neighborhoods.

5 We'll note the suggestion to add back levels of  
6 service for related intersections, and per my comments  
7 from several months ago, I would also add that  
8 neighborhoods that are adjacent to these arterials that  
9 are so impacted but are not listed as -- were not  
10 normally listed as candidates for study under LOS, that  
11 these should be included also because in fact if traffic  
12 does divert.

13 And then there was the overall comment about  
14 the jobs to housing balance. I believe that that refers  
15 to in the case of this immediate area, the Facebook  
16 campuses, that the last two projects of half a million  
17 square feet each actually did not include any housing.

18 They were entirely negative to the jobs/housing  
19 balance, and I would note that it's self-evident what the  
20 transportation situation is and we haven't even occupied  
21 the buildings that are currently under construction.

22 The next speaker made a similar suggestion  
23 regarding the balance to note they have an alternative  
24 noticeably reducing office and boosting housing. With  
25 the emphasis on the fact that this proposal will make the

1 situation worse.

2           There was a comment from the school district  
3 that the EIR should include a study of student traffic,  
4 and I realize that VMT would include likely vehicles, but  
5 the new school does not have a history and would not have  
6 been measured to date, and I don't know that it would  
7 come up with full numbers if it were measured here in  
8 October or in the next few months compared with 2020 or  
9 2021.

10           We might want to look ahead to that, including  
11 Mr. Zito's comments about pedestrian access.

12           But I will note in response to an earlier  
13 comment that we don't -- Facebook or I should say  
14 Signature Development is not proposing pedestrian  
15 overcrossing at Willow, but an undercrossing as I  
16 understand it, which is much more inviting to people in a  
17 hurry than having to climb -- rather than having to climb  
18 fifteen feet when there is only ten to cross.

19           Another comment to reduce office square footage  
20 to the existing one million square feet and put the  
21 increased development and housing.

22           There was a comment that to the degree that  
23 this conforms to the ConnectMenlo guidelines -- and I'll  
24 note since this is looking to a development agreement  
25 that doesn't actually necessarily attempt to do so, that



1 particular effort perhaps outside of the zoning, which  
2 would indeed be a public benefit discussion, that a lead  
3 item would be activating the rail which already exists  
4 and is in occasional use for Caltrain when it opens  
5 between Facebook and Redwood City junction.

6 In other words, the infrastructure is sitting  
7 there, and that essential transportation link could  
8 indeed be an impact on overall traffic.

9 And I would have more comment on that later.

10 And also the suggestion that I assume is for  
11 the City Council that potentially ConnectMenlo should be  
12 reconsidered in that the OB, office and bonus area does  
13 not currently allow housing.

14 I think that reflects the fact that the RM, the  
15 mixed use residential on the other hand does allow office  
16 which perhaps was not what everyone anticipated.

17 And then there was an interesting comment from  
18 one of our neighbors outside of Menlo Park that this  
19 person looks forward to this project and its potential  
20 traffic improvements, resulting improvement in current  
21 traffic conditions, and for that, I have a couple of  
22 questions for the transportation consultant through the  
23 chair.

24 CHAIRPERSON BARNES: Yes, please.

25 COMMISSIONER RIGGS: So is that Mr. Black?

1 MR. BLACK: Yes. Gary Black with Hexagon  
2 Transportation Consultants. Good evening.

3 COMMISSIONER RIGGS: Good evening.

4 I guess the key question is through the team,  
5 you would have an idea at perhaps the proposed additional  
6 750,000 square feet about how many new employees that  
7 would indicate or as we have in recent meetings, assuming  
8 fifty percent diversion from a single car occupancy, how  
9 many additional drivers were likely to be associated with  
10 another 750,000 square feet of office?

11 MR. BLACK: Yes. Unfortunately I'm not  
12 prepared to answer that question tonight because that's  
13 part of the study that will be done, and it's anticipated  
14 that that office would be occupied by Face -- Facebook.

15 And so we are scoped to engage with a study of  
16 Facebook of their existing campus and their existing  
17 number of employees and their mode of getting to work  
18 versus bus versus drivable car, et cetera and to apply  
19 those same numbers to the projected occupancy of the  
20 office on this site.

21 But we haven't done that study yet, so we're  
22 not prepared to provide that information tonight.

23 COMMISSIONER RIGGS: All right. Thank you.

24 And Kyle, I'll turn to you. For building 21 we  
25 knew roughly how many employees resulted from 500,000

1 square feet, 490 or whatever it was, and again the latest  
2 information that I recall is somewhere around fifty  
3 percent diversion from single occupancy cars, and I guess  
4 perhaps that doesn't exactly count the additional buses  
5 and Lyft drivers and so forth.

6 But just looking at the single car, do we have  
7 a rough idea -- well, for example, for the 500,000 square  
8 feet, do we know? Was that an additional 4,000  
9 employees, for example?

10 MR. PERATA: Sure. So I don't have off the  
11 top of my head the breakdown for building 21 and 22, but  
12 I can tell you the total.

13 It was approximately 962,000 square feet and  
14 the employment was 6,400 to be anticipated employment  
15 based on Facebook's utilization of square footage within  
16 the offices.

17 COMMISSIONER RIGGS: All right. So doing a  
18 very rough shot at this, we could anticipate, assuming  
19 some similarities, another 5,000 vehicles using  
20 seventy-five percent of 100,000 square feet for 750  
21 versus 940 or whatever the number was. That can be  
22 improved.

23 MR. PERATA: I'm not prepared to answer how  
24 many vehicles here and the building would equate in terms  
25 of number of employees per vehicle at the time.

1           COMMISSIONER RIGGS:   That's all right.  I'm  
2 willing to do that because I have a history of three  
3 building approvals.

4           So if we're talking about -- for the moment,  
5 until we get Mr. Black's actual analysis, we're talking  
6 an additional 5,000 vehicles for an office portion alone  
7 for this project, not counting vehicles associated with  
8 close to 2,000 residents, residences.

9           So maybe 3,000 additional humans of which a  
10 percentage will either work in another location or will  
11 come as tech workers do to in the future work in a  
12 another location or have a spouse that works in another  
13 location.

14           So just for perspective, I wanted to note that  
15 this project will not on the surface of it reduce  
16 traffic.

17           So I'll jump ahead and -- and make a couple of  
18 suggestions for the EIR alternatives.  I think we're  
19 reflecting the comments tonight and e-mails to the  
20 Planning Commission and I'll confess that I have not in  
21 the last six or eight days looked at CCIN for e-mails to  
22 the City Council, that an alternative -- one alternative  
23 might be to indeed hold the existing office space at the  
24 existing one million square feet.

25           Of course that existing is actually R&D space

1 and is a lower intensity than full-on office space. But  
2 it's a handy target.

3           And then again I would support adding LOS  
4 measurements to the VMT -- I'm sorry. For those who  
5 don't speak the lingo, vehicle miles traveled is the  
6 latest and most hip way of measuring traffic flow because  
7 in theory, it measures how much time -- it's actually  
8 mileage, automobile engines are running and therefore how  
9 much pollution they're causing.

10           But it does not serve well to measure how much  
11 time a resident is stuck in traffic, including a bus or a  
12 fire truck.

13           Whereas LOS, which is levels of service says at  
14 this intersection, that we're going to be stuck there for  
15 three traffic lights or from this block to the next  
16 block, it will take you seventeen minutes to go one  
17 block, and we do that in some situations in Menlo Park.

18           And then I think the alternative reflects the  
19 note that I had made which was that there should be a  
20 real residential component.

21           I think in terms of traffic there should be an  
22 alternative project which has no increase in traffic  
23 associated with it, at the peak hour and through the day,  
24 because many people know, our morning commutes ends at  
25 around 11:30 am and our evening commute begins somewhere

1 around 2:45 or 3:00. I think earlier in that area.

2 And then maybe just a -- an overall comment  
3 that this project which -- I should stop for a moment and  
4 say I am impressed with this project.

5 I like a lot about it. I do have some  
6 experience in the last thirty years with town planning,  
7 and I think this is something very much to look forward  
8 to, including a certain level of curiosity on my part  
9 just how well it will work trying to be a center of  
10 residential and social activity.

11 But this is not what is referred to I believe  
12 in the project description as an urban area served by  
13 transit. It simply is not.

14 The fact that there are shuttle buses and Lyft  
15 drivers available two to three miles away from the train  
16 station does not make the area served by transit.

17 So in and of itself, it lacks transportation,  
18 but I believe there are significant transportation  
19 opportunities, and as one speaker noted, perhaps one of  
20 those should be linked to this project when we move from  
21 environmental into scoping.

22 So those are my comments this evening.

23 CHAIRPERSON BARNES: Thank you.

24 A couple questions for our consultants. Before  
25 I start, thank you to everyone that made public comment

1 this evening. I have taken copious notes and there's  
2 just a trove of good thoughts here to bring down.

3 I'll focus on a couple of things. I'd like to  
4 ask the consultants for the record as it relates to the  
5 ability or inability to spec out future transportation  
6 projects, for instance, a regional project like the  
7 Dumbarton corridor cross by Transbay Partners.

8 For the record, does that at all fit into or  
9 will become part of your analysis as it relates to  
10 traffic flows?

11 MR. BLACK: It's in our scope of work to study  
12 the effects of rail service on the Dumbarton rail -- in  
13 the Dumbarton rail corridor.

14 CHAIRPERSON BARNES: Say more about that.  
15 From where to where?

16 MR. BLACK: From the East Bay to this area and  
17 then continuing where the tracks meet up with the  
18 existing Caltrain tracks. It -- the exact scope of that  
19 has not been identified yet --

20 CHAIRPERSON BARNES: Mm-hmm.

21 MR. BLACK: -- but it is going to be part of  
22 the study.

23 CHAIRPERSON BARNES: So there's enough  
24 information available to create a scenario where -- so  
25 educate me. How does that show up in your scenarios?

1 Say a little more about that.

2 MR. BLACK: Well, we need to -- we are still  
3 to study a scenario that has that and a scenario that  
4 does not have that.

5 So we need to identify what the scenario with  
6 the rail is going to look like. We're not prepared to  
7 say right now tonight what that area is going to look  
8 like, but we do believe there's enough studies that  
9 looked at that corridor that we could identify a likely  
10 possibility of a transportation improvement there.

11 CHAIRPERSON BARNES: And is that only for rail  
12 or does it include some of the bus expressway lines,  
13 dedicated lines that are contemplated, any improvements  
14 in that service transportation?

15 MR. BLACK: We are scoped to look at only  
16 improvements that are reasonably expected to be in place  
17 by the year 2040.

18 I don't know if that answers your question, but  
19 if it's just somebody's idea that's not in the Regional  
20 Transportation Plan, then that would not be part of this  
21 study.

22 But of course the reason for this hearing is  
23 the -- you could add things to the study that aren't  
24 already part of the scope.

25 CHAIRPERSON BARNES: And so to clarify, that's



1 an in-service date of 2040 which is some time between now  
2 and 2040, twentyish years from now.

3 MR. BLACK: Yes. If the project is in the  
4 Regional Transportation Plan.

5 CHAIRPERSON BARNES: And I would assume that  
6 service is in there, and if it's not, certainly to be  
7 talked about through samTrans through -- as a component  
8 of the Dumbarton corridor, that shows up in there  
9 somehow.

10 MR. BLACK: I'll make a note that the  
11 Commission is interested in seeing that studied.

12 CHAIRPERSON BARNES: It's in the context of a  
13 hypothetical, of course. That's what scenarios are for,  
14 and being able to in this EIR to understand the interplay  
15 between the potentiality for regional solutions for  
16 transportation and how it fits into what's being  
17 contemplated here in Menlo Park and what it alleviates,  
18 what it doesn't, how it impacts. That's what the  
19 scenario is for.

20 So yes, to the extent that it's out there, and  
21 whatever vetting process you have for its plausibility,  
22 it should be in there.

23 Do me a favor, because we talk about acronyms a  
24 lot. Educate me, if you would, about VMT and LOS and why  
25 one is included, why VMT is used and how it relates to

1 this particular project and what would be the role of for  
2 instance in level of service, as well, what your  
3 methodology is.

4 MR. BLACK: Well yes. Right now we're scoped  
5 to do both VMT and level of service. VMT is vehicle  
6 miles traveled.

7 As I'm sure you're aware, the California  
8 legislature passed a bill a number of years ago that  
9 requires that EIRs look at vehicle miles traveled instead  
10 of intersection level of service when assessing projects  
11 from a transportation standpoint for EIRs.

12 And that new rule goes into effect in July of  
13 2020, which is before we anticipate that this EIR would  
14 be available.

15 And so we are required to include a discussion  
16 of vehicle miles traveled in the EIR and to come to the  
17 conclusion whether it -- the project would or would not  
18 have significant impact on vehicle miles traveled.

19 But we do recognize as -- as some people have  
20 commented, including the Commission, that that doesn't  
21 answer the question about how long is it going to take me  
22 to drive down Willow Road, for example, and that gets  
23 into level of service and traffic flow and delays on the  
24 streets, and it's in our scope to analyze that, as well.

25 Even though starting in July 2020 that would

1 not be a -- what we call CEQA impact, but it would be  
2 studied in the traffic study.

3 CHAIRPERSON BARNES: And when you do an EIR  
4 study, whether it's this project or something in our Life  
5 Sciences District, how are you able to ferret out what is  
6 a specific project for what the EIR is done on, what that  
7 contribution is to overall traffic flows in terms of the  
8 general public being able to understand and  
9 contextualize?

10 You've got -- in any given arterial, you've got  
11 X traffic generated by Y locations. Y locations could be  
12 disparate throughout the area, could be local.

13 To what level of granularity are you able to  
14 pull out the -- the origination destinations for traffic  
15 and be able to get to net new trips, where they're coming  
16 from, where we're going, what they impact?

17 And this gets to the bigger issue of data  
18 driven discussions about what's contributing to what,  
19 where the circulation is getting held up and by whom and  
20 how it is to address that.

21 So if you could educate a little bit on how  
22 that works in terms of what you what work that you do in  
23 the EIR.

24 MR. BLACK: Yes. Well, we look at scenarios  
25 that are with and without the project, and so that would

1 clearly show how the transportation system would change  
2 as a result of the project.

3 In terms of sort of background of the  
4 transportation system and who's going where, the tool  
5 that we use to do the analysis is the regional travel  
6 demand model that accounts for where trips originate and  
7 where they're destined for, and we can look at patterns  
8 in there and pretty much answer whatever question might  
9 come up in the EIR process about -- if you want to know,  
10 for example, let's look at the traffic on Bayfront  
11 Expressway, where is it coming from and where is it going  
12 to? Is it originating in Menlo Park? Is it originating  
13 somewhere else and where is it going to?

14 Those types of questions can be answered with  
15 the tools that we intend to implement.

16 Though this EIR's on a specific project, so it  
17 will be focused on what will happen to the system with  
18 this project.

19 CHAIRPERSON BARNES: So the -- the before-  
20 mentioned data which is on the Bayfront, we have X amount  
21 of cars and where is it coming from, where is it going  
22 to? I'm sorry. That data exists, but it's outside the  
23 scope of this? Is that what you said?

24 MR. BLACK: It does exist. That would not  
25 normally be a product of this EIR process to report

1 something like that, but if it's the interest of the  
2 community to really dig down and know more about what's  
3 happening on Bayfront Expressway, for example, the tools  
4 exist to be able to do that.

5 And perhaps a question that might be related to  
6 the project is well, what will happen to Bayfront  
7 Expressway?

8 I can posit a scenario where the traffic would  
9 not increase on Bayfront Expressway with this project  
10 because the capacity is limited.

11 And so what would happen is -- is that there  
12 would be more traffic from this project or from Menlo  
13 Park that would use Bayfront Expressway, thereby  
14 displacing perhaps longer distance trips today using  
15 Bayfront Expressway.

16 Maybe this is getting a little too wonky, but  
17 we would expect questions like that, could very well come  
18 up.

19 CHAIRPERSON BARNES: Well, it's -- it's not  
20 too wonky. We have sat in this chamber over and over  
21 again with Planning Commission meetings as a ConnectMenlo  
22 process and as projects come through the cycle now is the  
23 data that relates to what's happening on our streets,  
24 who's going where.

25 And on the smaller projects, it's very

1 difficult to get detailed data -- to use a particular  
2 project as a conduit to extract more detailed data.

3           On a project this big, there is no more worthy  
4 endeavor for this whole process than to move the  
5 discussion from, you know, I was on this street this many  
6 years ago and this was my experience with traffic and now  
7 I'm on this street now and this is my experience of  
8 traffic. Therefore do something.

9           Move it from the visceral reaction of what we  
10 think congestion is to really understand what congestion  
11 is. Who's on the roads -- to the extent we can get the  
12 data, DODs, all of it. Who's on the roads, what's coming  
13 through our town.

14           For this particular development, and we've  
15 heard tonight a number of times this is the largest  
16 single development in -- to be proposed in Menlo Park's  
17 history.

18           So there is no better time, opportunity to get  
19 some real data on this, and we -- we have been through  
20 and are still in the last leg of our Transportation  
21 Master Plan which we did without data, as well.

22           So I personally have been waiting for the right  
23 moment where we can get in and dig in and understand to  
24 where, from where, when, whose sit, what are the trips,  
25 who's adding to the trips, what's the complexion of those

1 night trips, what's mass transit, what can we do to get  
2 there, and certainly to use this project as a lever to  
3 better understand and have more data discussions so we're  
4 all working off the same information when we extrapolate  
5 impacts.

6 I think it's the most critical piece that we  
7 can have information about what's going on.

8 So with that said, how close can you get us to  
9 that?

10 MR. BLACK: Well, I'm making notes that the  
11 Commission is quite interested in that, and I guess the  
12 good news is we're getting better tools every day to be  
13 able to answer that question about where traffic is  
14 coming from and going to, and it is in our scope to study  
15 that as part of putting together the tool that we're  
16 going to use.

17 And so we could report out some of the facts  
18 from that exercise that I think would be of interest to  
19 the Commission.

20 CHAIRPERSON BARNES: And to the community.

21 MR. BLACK: Yeah.

22 CHAIRPERSON BARNES: A community discussion.

23 And so to that extent, you have, for instance  
24 on this project the tentative Facebook, and Facebook runs  
25 extensive Transportation Demand Management programs and

1 shuttles and has data available to it based on its own  
2 workforce, where they're going, how they're getting  
3 there, what they're doing.

4 To what extent do you have the ability to tap  
5 into them or other sources to get real data from existing  
6 patterns?

7 And is there a firewall between what you do and  
8 what for instance data they might have and how is it that  
9 what they have in terms of knowledge can -- can be  
10 validated and come to use so we can use it, as well?

11 MR. BLACK: Well, it is our expectation that  
12 we're going to get that type of data from Facebook,  
13 exactly the questions that you just asked.

14 There is a concern about -- from -- about  
15 privacy for Facebook workers, so we're not going to  
16 identify, you know, specific people, but we will identify  
17 aggregated data about mode split and place, you know,  
18 where people live, basically, working at Facebook, not  
19 individual addresses, of course, but perhaps zip code  
20 data would be available or at least by City. That will  
21 definitely be available, and mode split will be  
22 available, I'm told.

23 CHAIRPERSON BARNES: Incredibly important, the  
24 ability to understand what's happening in our town as it  
25 relates to traffic patterns.



1 MR. BLACK: I'll also say that that would be  
2 information that we would know for Facebook, but you  
3 probably also would like to know what about traffic  
4 that's not Facebook that's out there, and --

5 CHAIRPERSON BARNES: Well, as part of it,  
6 that's contextualizing the whole flow. You have it in X,  
7 Y and Z. However granular that gets, obviously better.

8 MR. BLACK: That's the type of data that I  
9 said we're fortunate that more data's becoming available  
10 every day that we can tap in to where there are companies  
11 that are keeping track of where people are coming from  
12 and going to.

13 CHAIRPERSON BARNES: Thank you.

14 I wanted to bring up two other points. One of  
15 them is the ability to -- the ability to look at the  
16 project over multiple phases, and you're going to do an  
17 EIR and it's going to assume a completed project and  
18 we're looking at Phase I, Phase II, Phase III.

19 What's your flexibility to do that and how  
20 would that look and is it something you've done before?

21 MR. BLACK: Yes. We can certainly look at the  
22 project in whatever phases it's presented. I believe we  
23 heard tonight that there would be three phases, and so we  
24 can do the analysis on three phases.

25 One of the comments was that we wanted -- we

1 don't want to wait until the very end to get our  
2 improvements that -- that would go along with the  
3 project.

4 And so that part of that phasing would be to  
5 identify which improvements, transportation and  
6 otherwise, would occur with each phase.

7 CHAIRPERSON BARNES: I think it's helpful  
8 because it helps to add clarity to impacts, and so I -- I  
9 would propose that, as well.

10 And then the question of using -- as it relates  
11 to statistics, using Menlo Park statistics versus ABAG  
12 statistics and the Menlo Park statistics is done with the  
13 ConnectMenlo process, and I remember -- I can see in my  
14 head the staff line of jobs, population, employment, all  
15 of that.

16 Tell me a little bit about what's used for what  
17 and respond to that question.

18 MR. BLACK: Well, it's in our scope of work to  
19 use the ConnectMenlo dataset for Menlo Park that we would  
20 obtain from the City.

21 For the context outside of Menlo Park, we would  
22 use the ABAG 2040 forecasts, but ConnectMenlo inside  
23 Menlo Park.

24 CHAIRPERSON BARNES: Okay. And then if there  
25 were to be -- this is a half applicant question about to

1 get back over to you.

2 If there was the ability to look at access  
3 directly from Bayfront to the project -- and I don't know  
4 how it gets scoped out, but would that change materially  
5 scenarios that you're running?

6 MR. BLACK: It could, and the first I've heard  
7 of that was just suggested tonight and I wrote it down on  
8 my list of things to look at, that -- that direct  
9 connection.

10 That could be looked at in the context of -- of  
11 mitigation, in which case it wouldn't really be an  
12 additional scenario, but I haven't really thought that  
13 through about how that would be -- how that would be  
14 analyzed.

15 CHAIRPERSON BARNES: And of course I don't  
16 know what, so let me elevate that as something to be  
17 considered and looked at.

18 So thank you.

19 Additional Commissioner questions? And I  
20 forget who was next. So Commissioner Kennedy.

21 COMMISSIONER KENNEDY: So I did scribble a lot  
22 of notes that I've now confused myself. So, you know, I  
23 want to add something that maybe hasn't been said before,  
24 and I generally -- you know, I -- I agree with  
25 Commissioner Riggs it's a -- that the project is a very

1 attractive project. It's -- it's very unique in both its  
2 size and complexity, its phasing.

3 I think for me from a visual perspective, it's  
4 very important to see an overlay of all the -- all the  
5 different campuses, the phases that the tenants can  
6 occupy within the communities because it is -- the Belle  
7 Haven -- the classic Belle Haven community is bounded on  
8 three sides by significant development that is phasing  
9 driven, and I don't think that's either a good thing or a  
10 bad thing. It's just what it is. It's the amount of  
11 zoning of the development.

12 But I think what's -- what's hard is that  
13 there's -- I'm trying to figure out a good -- a visual,  
14 but it really is a tsunami coming from this development  
15 that just overtakes that community, and whether we phase  
16 in community amenities that, you know, have been vetted  
17 by the community and the people have asked for it,  
18 phasing is really important.

19 And so I think frontloading all of the  
20 community development in Phase I is -- is incredibly  
21 important, but beyond that, any -- any privately owned  
22 public space is just that, it is a privately owned public  
23 space, and so it comes with a tremendous number of  
24 restrictions, and potentially it sends not belonging.

25 And so if residents say, "Well, a significant

1 portion of the residents who will be living in Willow  
2 Village are Facebook workers," but they're residents who  
3 live there, as well, those community amenities are  
4 designed in part for them, but it is also designed in  
5 part to benefit the classic commuter, which to me seems  
6 to be the most important driver in how -- how these  
7 phases are programmed.

8           That being said, the -- the hope of creating  
9 more jobs in the Belle Haven community for existing Belle  
10 Haven residents, and some of people have lived there, and  
11 I think that's really important to have skilled craftsman  
12 jobs that are local so you don't have to drive from  
13 Modesto, because that's where you can afford to live, as  
14 a union carpenter or electrician.

15           But just thinking more holistically on this  
16 project, not just from -- not just from an EIR  
17 perspective, but from the planning perspective on how --  
18 what does that overlay look like and who does it impact  
19 and how do we make it such that, as my colleagues up here  
20 and talked about all the traffic, and that is -- if  
21 you're able to count it, if you're able to collect all  
22 that data and then analyze it.

23           But beyond that, people have to live there.  
24 They want to live there. They've lived there for decades  
25 and there seems to be this ongoing -- this ongoing

1 situation where we -- things get built and then in  
2 hindsight, we'll say, "We'll correct that next time."

3 That won't happen again, but I have yet to see  
4 that as part of the Commission or as parts of the  
5 residents of Menlo Park that being corrected, right?

6 So I think this is an opportunity to watch  
7 Belle Haven and for Menlo Park to actually correct the  
8 things that have gone wrong and create tools and paths  
9 forward that will work beyond the next twenty or thirty  
10 or forty years.

11 I also believe that and feel that regional  
12 solutions have to be tied to all of this and how to make  
13 that a possibility.

14 I don't have the answers to that, but my  
15 general sense is that this is a -- the project itself is  
16 a very -- this is a good project and the question is  
17 how -- how is that project implemented in reality as  
18 opposed to being really lovely.

19 I do support this kind of development, but it  
20 is it needs to be looked at.

21 CHAIRPERSON BARNES: Commissioner Riggs.

22 COMMISSIONER RIGGS: Yeah. Thank you.

23 This isn't really anything new. I think if  
24 anything, I just wanted to take the opportunity to add to  
25 what Chair Barnes said regarding -- let me put it this

1 way: What happens to the traffic after it is only  
2 measured as what we used to call LOSF or it wasn't moving  
3 and it won't be moving after the new project?

4 So in context, it was maybe six years ago we  
5 had a project on El Camino Real where we were considering  
6 reducing -- holding the number of traffic lanes through  
7 downtown at two lanes and reducing it north and south of  
8 downtown to two lanes, as well, in order to provide  
9 better bicycle lanes.

10 And I asked the question given that that is the  
11 main highway connecting the twenty-three cities, if the  
12 traffic right now needs the three lanes and it's quite  
13 evident when we get to the two lane portion for the four  
14 lanes through Menlo Park that that is a bottleneck, where  
15 does the traffic go if we enlarge the bottleneck?

16 And by the way, where is the traffic going  
17 right now as a result of the existing bottleneck?

18 We were told by our transportation  
19 consultants -- not Hexagon at the time -- that people  
20 would find other routes and everything works out, and so  
21 I said well, what other routes would those be that  
22 associate with El Camino Real? Well, Alameda de las  
23 Pulgas and Middlefield.

24 Well, but during commute hours, they come to a  
25 full stop. Well, then people change their behavior, but

1 if they were going to 101, they go to 280. Well, but 280  
2 is no longer a clear shot south of Palo Alto or up near  
3 San Mateo.

4 Well, we don't study the freeways, and actually  
5 Alameda and Middlefield are outside of our study, so the  
6 answer is that everything looks fine on El Camino.

7 So I have not forgotten that exchange or the  
8 fact that this went down just fine with City Council at  
9 the time, and they concluded that there would be no  
10 impact as a result of fewer lanes, and we had similar  
11 discussions when projects of 10,000 square feet or larger  
12 on El Camino were built.

13 So when traffic is diverted to routes outside  
14 of our study area, we don't -- have not in the past  
15 necessarily responded.

16 Recent traffic studies I have seen absolutely  
17 that Middlefield and Alameda de Las Pulgas are included,  
18 but the traffic when it is diverted through, say -- in  
19 the last six years roughly through the Willows, no one  
20 could say in a traffic impact analysis that traffic is  
21 significantly increased on McKendry Drive because there  
22 were no previous estimates of traffic on McKendry Drive,  
23 and McKendry Drive is a residential street and wasn't  
24 meant to take commuter traffic. Therefore, no impacts  
25 were identified.



1           Can we just assure that we won't similarly miss  
2 an impact? And -- and I'll note that's why I -- and I  
3 don't word things anywhere near as well as Chair Barnes,  
4 but that's why I have noted a few months ago and tonight  
5 that we need to look at impacts in neighborhoods and  
6 the -- within the neighborhood and an increase in access.

7           Is that all doable and is that in the current  
8 scope or can be in the scope?

9           MR. BLACK: Yes. I -- I already took a note  
10 from one of the comments that we don't want to just study  
11 intersections.

12           Typically when we do intersection levels of  
13 service, we're looking at intersections, but what you're  
14 talking about is traffic that would use -- what I -- I  
15 use the term cut-through. It would cut through of  
16 residential streets to avoid certain congested  
17 intersections for congested arterials.

18           We have a very extensive area that we're scoped  
19 to look at for this project, and it does include many  
20 residential streets, but we'll definitely take your  
21 comment in -- to heart and be on the lookout for that  
22 type of potential impact.

23           CHAIRPERSON BARNES: Commissioner Tate.

24           COMMISSIONER TATE: So I'd like to move us  
25 just a bit and that is to that housing needs portion, and

1 I was wondering if it is possible to make sure the study  
2 looks at twenty-five percent BMR as well as having some  
3 condo units and just really what would be the  
4 difference -- the impact I should say in the community  
5 with having twenty-five percent BMR or higher and some  
6 units that are for sale?

7 CHAIRPERSON BARNES: And that's to the  
8 consultant?

9 COMMISSIONER TATE: That is to the consultant.

10 MS. EFNER: Erin Efner for ICF. We can take  
11 that to the consultant and talk about adding that  
12 analysis to their scope of work.

13 COMMISSIONER TATE: Thanks.

14 CHAIRPERSON BARNES: Process question as it  
15 relates to the scope of work. And you're bidding it out  
16 and understanding how much money it takes to get it done.

17 How is it that we don't end up with a situation  
18 where you don't have enough money -- specific on traffic,  
19 that we don't run into a situation where you don't say  
20 you have a scope of work and funds allocated to cover  
21 some of the -- explicitly what we talked about tonight as  
22 it relates to traffic and we don't end up with a  
23 situation which -- again, I'll call out the  
24 Transportation Master Plan where we said we didn't have  
25 the money to go through and go through the type of data

1 that we think we have the opportunity to do now.

2 Do you think that the things that we're telling  
3 you about now just all included in the scope, how we make  
4 sure that there's a budget for this and what you need to  
5 ask Council for this and what would it look like?

6 MR. BLACK: Oh, well, I can answer with the  
7 transportation scope that there's -- everything that you  
8 mentioned tonight could be reasonably construed by me to  
9 be included in our scope.

10 So I'll stay tuned if -- if something else  
11 comes up that seems like it's out of scope and then we  
12 would need to communicate with our client that that's out  
13 of scope and what do you want to do about it.

14 CHAIRPERSON BARNES: Great.

15 MR. BLACK: Yeah.

16 CHAIRPERSON BARNES: Thank you.

17 So looking for any more EIR specific questions,  
18 comments from my fellow Commissioners, and if I don't  
19 have any, then we will move to the Project Proposal Study  
20 Session.

21 Mr. Perata.

22 MR. PERATA: Sure. So -- so you're looking to  
23 closing the EIR Public Hearing?

24 CHAIRPERSON BARNES: Yeah. I'm looking to you  
25 to see if you have any thoughts, and if not, if you're

1 blank on thoughts, I'll just close it.

2 MR. PERATA: Yeah. I --

3 CHAIRPERSON BARNES: If you want to think what  
4 you're having for lunch tomorrow, that's fine.

5 MR. PERATA: I don't know. You may close the  
6 public hearing portion now.

7 CHAIRPERSON BARNES: Right. Thank you.

8 (This record was concluded at 9:14 PM).

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1 STATE OF CALIFORNIA )

2 COUNTY OF SAN FRANCISCO )

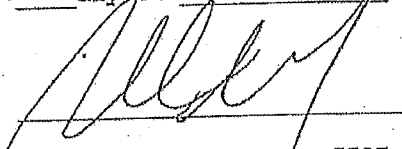
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I, the undersigned, hereby certify that the discussion in the foregoing meeting was taken at the time and place therein stated; that the foregoing is a full, true and complete record of said matter.

I further certify that I am not of counsel or attorney for either or any of the parties in the foregoing meeting and caption named, or in any way interested in the outcome of the cause named in said action.

IN WITNESS WHEREOF I have hereunto set my hand this

12 day of November



MARK I. BRICKMAN CSR 5527

# Facebook In The Community

- Economic Opportunity
- Education
- Housing
- Mobility
- Community Building
- Sustainability



willow village



willow village

# 2017- 2018 Community Engagement

## purpose



Three Open Houses were conducted to inform and engage residents of Menlo Park and East Palo Alto in March 2018.

## When & Where



Belle Haven East Palo Alto West Menlo Park

## Open House goals



Share the Willow Village vision and community benefits  
Collect public input about Willow Village  
Inform the public about community engagement opportunities

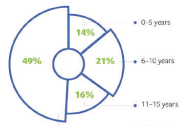
## participants



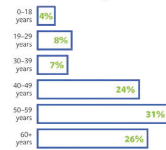
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Number of Sign-ins

## Years living in neighborhood



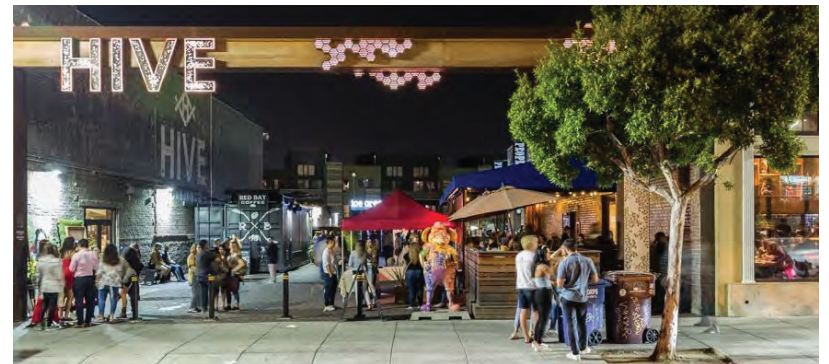
## Age



willow village

# Signature Development Group

SIGNATURE DEVELOPMENT GROUP



willow village



# WILLOW VILLAGE

## 2017- 2018 Community Engagement

### purpose

Three Open Houses were conducted to inform and engage residents of Menlo Park and East Palo Alto in March 2018.

**When & Where**

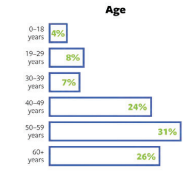
- March 3: Belle Haven
- March 10: East Palo Alto
- March 22: West Menlo Park

**Open House goals**

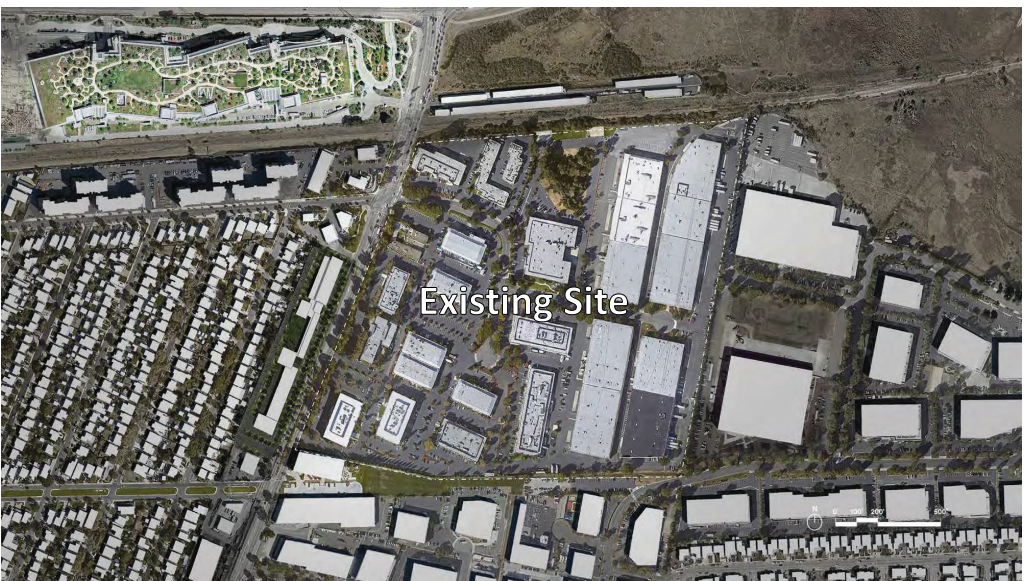
- Share the Willow Village vision and community benefits
- Collect public input about Willow Village
- Inform the public about community engagement opportunities

### participants

**238**  
Number of Sign-Ins



willow village



Existing Site

## Community Feedback

**Mobility**  
Walking is the preferred mode of transportation to get to Willow Village.

Walk	49%
Bike	30%
Public Transit	13%
Car	7%

**Housing and Affordability**  
Participants welcomed the new housing proposed in Willow Village, but expressed some concern with the level of affordability of the new units.

**Education**  
Some participants highlighted that with new residents would come increase number of students and increased pressure on the local school districts to accommodate new students. Others thought job training, apprenticeships and scholarships were partnership opportunities worth exploring.

**Traffic and Transportation**  
Traffic and transportation emerged as key concerns for local residents, along with the potential impacts of increased congestion in the area.

**Parks, Open Space and Other Amenities**  
Participants preferred a diverse mix of open space amenities, including: large parks, garden walks, bike paths, plazas, cafes, outdoor movie theatre, community gardens and climbing wall.

**Retail Services**  
Many participants were excited about the possibility of having an easily accessible grocery store, as well as a main retail street that could serve as a community hub. Preferred retail services (in order of preference):

- 1 Grocery Store
- 2 Pharmacy
- 3 Restaurants
- 4 Cafes

willow village



willow village



willow village



willow village

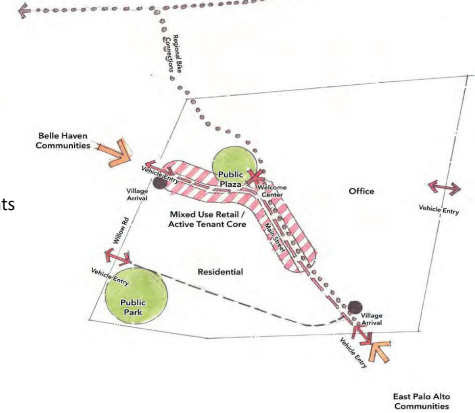


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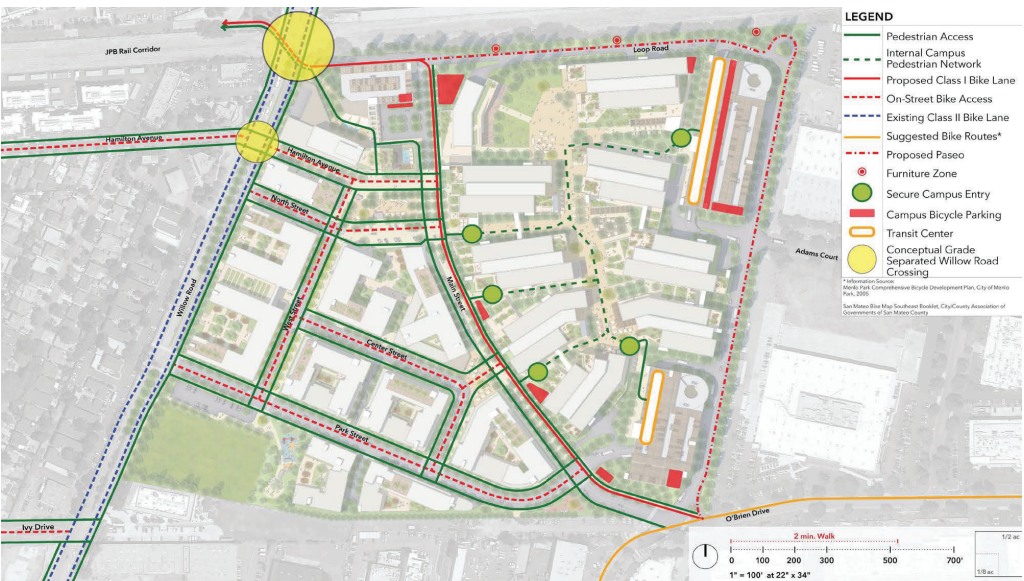


# Willow Village Components

- Grocery Store
- Pharmacy
- Connections to Belle Haven
- Banking Options
- Housing
- Main Street
- Mixed Use Retail / Active Tenants
- Hotel
- Park / Plazas
- Office
- Welcome Center
- Public Parking
- Arrival Monuments / Public Art
- Regional Bicycle Connections



## willow village





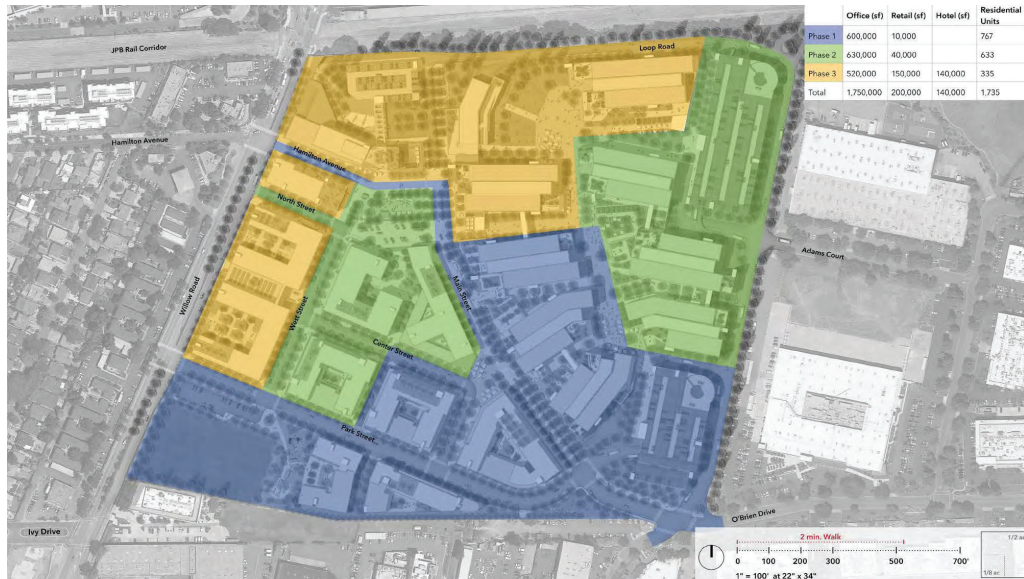


## Sustainability Strategy & Commitments

- LEED Gold
- All Electric
- Recycled Water
- No Net New Green House Gas Emissions
- Sustainable Building Materials & Methods
- On Site Renewable, Energy Generation

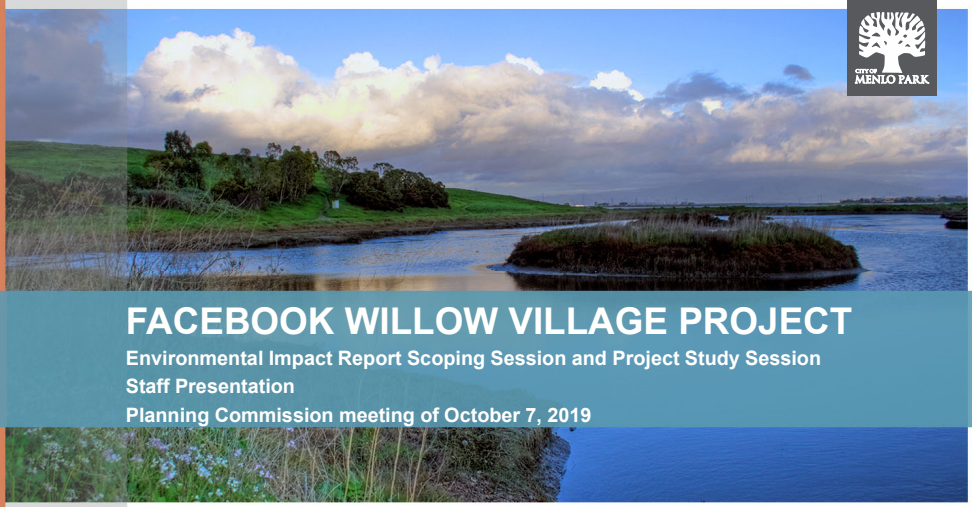


# WILLOW VILLAGE



## 2019 Community Engagement

- February Updated Application Submitted
- February - March Neighborhood Open Houses
- February- October 1:1, Small and Large Group Presentations
- May City Council Study Session
- August EIR Contract Approved
- September NOP Release
- October Planning Commission Study Session
- EIR Scoping Meeting



# FACEBOOK WILLOW VILLAGE PROJECT

Environmental Impact Report Scoping Session and Project Study Session  
Staff Presentation  
Planning Commission meeting of October 7, 2019



## MEETING PURPOSE

- Two public hearings
  - Environmental Impact Report (EIR) scoping session
    - Input on scope and content of the EIR
  - Study session
    - Provide feedback on the project plans
    - City Council held most recent study session on May 7, 2019
- No actions will be taken tonight



## PROJECT LOCATION

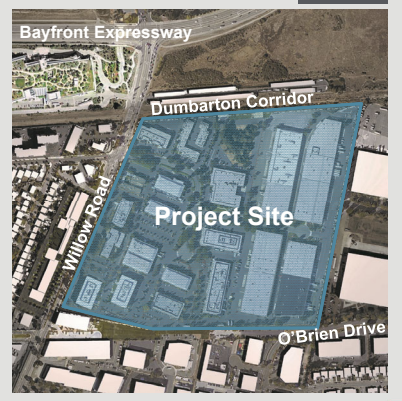


Google Earth



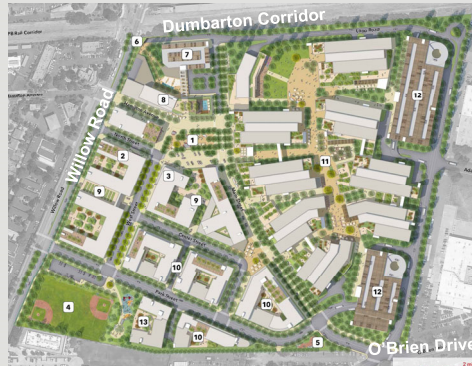
## EXISTING SITE

- Project Site (59 acres)
  - Menlo Science and Technology Park
- 20 buildings (1 million sf)
- Existing land uses:
  - Office, R&D, warehouses
  - Facebook uses include offices, employee amenities, R&D, and employee health center
- Approximately 3,500 employees
- Zoned:
  - Office-Bonus (O-B)
  - Mixed-Use-Residential Bonus (R-MU-B)



## PROPOSED PROJECT

- Existing buildings to be demolished
- Mixed-use development
- Housing: 1,735 dwelling units
- Retail: up to 200,000 square feet
  - Grocery store and pharmacy
- Hotel: up to 250 rooms
- Office: 1.75 million square feet
  - Net new 750,000 square feet
- Publicly accessible open space
  - Community serving space adjacent to park



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## RECOMMENDED MEETING FORMAT

- EIR Scoping Session
  - Staff overview of proposed project
  - Presentation by applicant
  - Presentation by EIR consultant
  - Commissioner questions
  - Public comments
  - Commissioner comments
  - Close scoping session public hearing
- Study Session
  - Commissioner questions
  - Public comments
  - Commissioner comments



6

THANK YOU





## Willow Village Master Plan Project EIR Process

Menlo Park Planning Commission  
NOP Scoping Session  
October 7, 2019

## Presentation Topics

- Introduction to the Project Team
- Project Overview
- Introduction to the Environmental Impact Report (EIR)
- Probable Environmental Issues
- Purpose of Scoping
- Submitting Comments
- Next Steps

## Introduction to CEQA Project Team

**City of Menlo Park** – Lead Agency

**ICF** – Lead CEQA Consultant

**Hexagon** – Transportation Consultant

**Keyser Marston Associates** – Housing Needs Assessment

**Bay Area Economics** – Fiscal Impact Analysis (FIA)



## Introduction to the EIR

- Required by the California Environmental Quality Act (CEQA) for projects that may have significant environmental impacts
- Identifies potential physical environmental impacts of project
- Informs the public and public agency decision-makers prior to project approval/disapproval
- Recommends ways to reduce significant effects
- Considers project alternatives that may lessen potential impacts

## Environmental Issues to be Studied

- Aesthetics
- Air Quality
- Biological Resources
- Cultural/Tribal Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Population/Housing
- Public Services/ Recreation
- Utilities
- Transportation

## EIR Process

- Notice of Preparation – September 18, 2019
- **Scoping Meeting – October 7, 2019**
- Draft EIR – Fall 2020
- Draft EIR Public Hearing – Fall 2020
- Final EIR – Early 2021
- EIR Certification Hearing – Early 2021
- Notice of Determination – Early 2021

## Purpose of Scoping

- Gather public input on the scope of the environmental document
- Identify key environmental issues
- Identify potential mitigation measures
- Identify potential alternatives for consideration

## Next Steps

- Begin collecting existing conditions data
- Review Proposed Project for potential effects
- Consider scoping comments and responses to NOP in conducting the analysis



# Submitting Comments

- Via email: [ktperata@menlopark.org](mailto:ktperata@menlopark.org)
- Via letter: Kyle Perata, Principal Planner  
Community Development Department, Planning Division  
701 Laurel Street  
Menlo Park, CA 94025
- Speaking tonight at scoping session

Public Comment Period:  
September 18<sup>th</sup> to October 18<sup>th</sup>

All Comments Must Be Received By October 18<sup>th</sup> @ 5:00 p.m.