



REGULAR MEETING MINUTES

Date: 4/25/2022
Time: 7:00 p.m.
Location: Zoom

A. Call To Order

Chair Michael Doran called the meeting to order at 7:01 p.m.

At Chair Doran's request, Associate Planner Matt Pruter explained how applicants and the public would be able to participate in the virtual meeting.

B. Roll Call

Present: Chris DeCardy (Vice Chair), Michael Doran (Chair), Camille Gonzalez Kennedy, Cynthia Harris, Henry Riggs, Michele Tate, Andrew Barnes

Staff: Kyle Perata, Acting Planning Manager; Matt Pruter, Associate Planner

C. Reports and Announcements

Acting Planning Manager Kyle Perata said the City Council at its April 26, 2022 meeting would be reviewing applications and appointing new members to the Planning Commission, which had two members' terms ending at the end of April. He noted that this would be Chair Doran's last meeting and thanked him for his service.

Chair Doran said he had enjoyed his time on the Planning Commission and had learned a lot from both his fellow commissioners and the city's planning staff. He said he was much busier now than he had been as he had co-founded a startup company

D. Public Comment

None

E. Consent Calendar

E1. Approval of minutes from the February 14, 2022, Planning Commission meeting. (Attachment)

E2. Approval of minutes from the February 28, 2022, Planning Commission meeting. (Attachment)

ACTION: M/S (Camille Gonzalez Kennedy/Chris DeCardy) to approve the consent calendar as submitted; passes 7-0.

F. Public Hearing

F1 and G1 are associated items with a single staff report

F1. Draft Environmental Impact Report (Draft EIR) Public Hearing/Signature Development Group and Peninsula Innovation Partners, LLC on behalf of Meta Platforms, Inc. (formerly Facebook,

Inc.)/1350-1390 Willow Road, 925-1098 Hamilton Avenue, and 1005-1275 Hamilton Court (referred to as the Willow Village Master Plan):

Public hearing to receive comments on the Draft EIR to comprehensively redevelop an approximately 59-acre existing industrial, research and development (R&D), and warehousing campus (referred to as the main project site) with up to 1,730 housing units, up to 200,000 square feet of retail uses, an approximately 1,600,000 square feet office campus for Meta, formerly Facebook, (up to 1.25 million square feet of office space, with the balance [e.g., space for accessory uses, including meeting and collaboration space totaling 350,000 square feet if the office square footage is maximized] in multiple buildings), a 193 room hotel, and publicly accessible open space including an approximately 3.5-acre publicly accessible park, a dog park, a town square, and a 2-acre elevated park. A minimum of 15 percent (260 units), and up to 17.8 percent (308 units) if the commercial linkage units are constructed on-site, of the 1,730 units would be BMR units per the City's BMR Ordinance, including approximately 120 age-restricted senior units. The proposed project also includes a potential project variant that would increase the total number of housing units by up to 200 units for a total of 1,930 units, for consideration by decision makers as part of the requested land use entitlements. The proposed project includes a below grade publicly accessible tunnel that would connect the main project site with the West Campus for use by bicyclists, pedestrians, and Meta trams. 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. The proposed project also includes the realignment of Hamilton Avenue and an elevated park to connect the main project site with the Belle Haven Neighborhood Shopping Center. The master plan requires a General Plan Circulation Element and Zoning Map amendment to modify the locations of internal site circulation (public rights-of-ways and paseos). The proposed project includes adjustment requests from the City's design standards for specific buildings, modifications to the City's BMR guidelines, and an adjustment to the City's application of its transportation demand management (TDM) requirements. As a separate future project, the environmental analysis has considered reconstruction of an existing service station at 1399 Willow Road and an approximately 6,700 square foot expansion at the Belle Haven neighborhood shopping center (1401 Willow Road and 871-883 Hamilton Avenue) as a future separate phase that would require separate use permits and architectural control permits. These parcels across Willow Road are referred to as the Hamilton Avenue Parcels. The main project site encompasses multiple parcels zoned O-B (Office) and R-MU-B (Residential Mixed Use). The Hamilton Avenue Parcels are zoned C-2-S (Neighborhood Shopping, Restrictive). The proposed project includes a request to remove 266 heritage trees on the main project site and three heritage trees on the Hamilton Avenue Parcels. The proposed project also includes a request for the use and storage of hazardous materials (diesel fuel) for back up emergency generators on the main project site and the Hamilton Avenue Parcels. The Draft EIR was prepared to address potential physical environmental effects of the proposed project in the following areas: aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, land use, noise, population and housing, public services, transportation, utilities and service systems, hydrology and water quality. In accordance with CEQA, the certified program-level ConnectMenlo EIR served as the first-tier environmental analysis. Further, this Draft EIR was prepared in compliance with the terms of the Settlement Agreement between the City of East Palo Alto and the City of Menlo Park. The Draft EIR identifies significant and unavoidable impacts in the following topic areas: air quality and noise. The City is requesting comments on the content of this Draft EIR. The project site does not contain a toxic release site, per Section 6596.2 of the California Government Code. Written comments on the Draft EIR may be also submitted to the Community Development Department (701 Laurel Street, Menlo Park) no later than 5:00 p.m. on May 23, 2022. (Staff Report #22-022-PC)

Item F1 transcribed by a court reporter.

G. Study Session

- G1. Study Session/Signature Development Group and Peninsula Innovation Partners, LLC on behalf of Meta Platforms, Inc. (formerly Facebook, Inc.)/1350-1390 Willow Road, 925-1098 Hamilton Avenue, and 1005-1275 Hamilton Court (referred to as the Willow Village Master Plan):
- Request for a study session for a master plan to comprehensively redevelop an approximately 59-acre existing industrial, research and development (R&D), and warehousing campus (referred to as the main project site) with up to 1,730 housing units, up to 200,000 square feet of retail uses, an approximately 1,600,000 square feet office campus for Meta, formerly Facebook, (up to 1.25 million square feet of office space, with the balance [e.g., space for accessory uses, including meeting and collaboration space totaling 350,000 square feet if the office square footage is maximized] in multiple buildings), a 193 room hotel, and publicly accessible open space including an approximately 3.5-acre publicly accessible park, a dog park, a town square, and a 2-acre elevated park. A minimum of 15 percent (260 units), and up to 17.8 percent (308 units) if the commercial linkage units are constructed on-site, of the 1,730 units would be BMR units per the City's BMR Ordinance, including approximately 120 age-restricted senior units. The proposed project also includes a potential project variant that would increase the total number of housing units by up to 200 units for a total of 1,930 units, for consideration by decision makers as part of the requested land use entitlements. The proposed project includes a below grade publicly accessible tunnel that would connect the main project site with the West Campus for use by bicyclists, pedestrians, and Meta trams. 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. The proposed project also includes the realignment of Hamilton Avenue and an elevated park to connect the main project site with the Belle Haven Neighborhood Shopping Center. The masterplan requires a General Plan Circulation Element and Zoning Map amendment to modify the locations of internal site circulation (public rights-of-ways and paseos). The proposed project includes adjustment requests from the City's design standards for specific buildings, modifications to the City's BMR guidelines, and an adjustment to the City's application of its transportation demand management (TDM) requirements. As a separate future project, the environmental analysis has considered reconstruction of an existing service station at 1399 Willow Road and an approximately 6,700 square foot expansion at the Belle Haven neighborhood shopping center (1401 Willow Road and 871-883 Hamilton Avenue) as a future separate phase that would require separate use permits and architectural control permits. These parcels across Willow Road are referred to as the Hamilton Avenue Parcels. The main project site encompasses multiple parcels zoned O-B (Office) and R-MU-B (Residential Mixed Use). The Hamilton Avenue Parcels are zoned C-2-S (Neighborhood Shopping, Restrictive). The proposed project includes a request to remove 266 heritage trees on the main project site and three heritage trees on the Hamilton Avenue Parcels. The proposed project also includes a request for the use and storage of hazardous materials (diesel fuel) for back up emergency generators on the main project site and the Hamilton Avenue Parcels. (Staff Report #22-022-PC)

Staff Comment: Mr. Perata said the applicant would present on some of the more detailed architectural plans for Phase 1 of their project.

Applicant Presentation: Eron Ashley, architect with Hart Howerton in San Francisco, said his firm was the project planner and the architects for Parcel 3, one of the parcels in the middle of the project, as well as a landscape architect in the public realm so they had had a chance to see every angle of the proposal. He provided an overview of their planning and designing process and

introduced Tony Markese to present on the office campus and that planning and designing process. He said Jaron Lubin would present on the hotel, the MCS, and the Town Square, and he would lastly speak more on the mixed-use residential buildings.

Tony Markese, Design Principal with Pickard Chilton, said their responsibility was to design the office campus. He said they began their process immersing themselves in the city's General Plan to understand its vision for the city in general and for this site, and ideas about creating equity within the community, creating good place making, emphasizing density between Highway 101 and the Bay, and encouraging businesses that could survive various cycles. He said the guiding principles also talked more specifically about access to public and open space and creating a healthy living environment, creating convenient transportation options, addressing climate change and promoting green buildings, and a vibrant commercial core. He referred to the city's Municipal Code and said they very much looked at the framework the city had created for building massing and scale. He said the plan they developed had some adjustments built into it and those were done to create variety and diversity and enhance the architecture.

Mr. Markese presented visual plan diagrams for orientation. He said the campus was six buildings with two parking garages arranged around a central green space with a circulation east loop road to anchor the eastern side. He said the two garages contained transportation centers and were part of the overall vision for how the campus was tied to the village and to the general transportation network as well. He said starting to develop the master plan they first looked at building orientation. He said if they could limit the extent of the east and west facades that they could dramatically reduce the energy consumption in the buildings. He said that started to create a condition where the shorter ends of the building would front Main Street presenting a kind of lower, more residential scale. He said on the ends it allowed for openings or gaps within the street front to create green spaces and to allow views into the campus from the village itself. He referred to access noting there were multiple entry points in the campus distributed throughout.

Mr. Markese showed an overlay of the transportation plan. He said the transit hubs allowed the integration of bicycle parking, bicycle paths, shuttles and trams to reduce traffic. He said the transportation plan and the team had one of the most successful plans in the tech industry. He showed a view of Main Street. He said the campus buildings were all built out of heavy timber. He noted the series of sheltered overhangs and terraces distributed throughout the buildings. He said they had a higher floor on the first floor that was transparent, open and welcoming. He provided a visual of a view from one of the small green spaces that connected Main Street to the small plaza. He noted green courtyards within the campus to provide transparency, openness and visibly full landscape. He provided a visual of the circulation area at the center of the campus where a significant number of trees would be added.

Mr. Markese said regarding sustainability that the heavy timber allowed for a pretty significant reduction in carbon dioxide as compared to a normal building. He said they were looking at 100% electric, which aligned with the Peninsula's Clean Energy Reach Code recommendations. He said they were planting 320 trees and their goal was LEED gold. He said they were offsetting 20% of their energy demand through photovoltaic panels located on the rooftops of the office building and parking garages.

Mr. Markese provided visuals of the proposed retail spaces on Main Street. He said the building massing and roofline would be varied along Main Street with multiple places to have views of the

street and multiple places to have activity at different levels. He said on the east loop road they were modulating the façade of the ends of the office buildings and the park garage facades. He showed a view of the east corner of the south parking garage and noted that the attention to detail and materiality was the same as that of the office buildings. He said they were looking for ways to activate the street at the base of those structures through some color and perhaps artwork.

Mr. Markese provided a visual of the Town Square with the office buildings and retail spaces facing it. He said the building was kind of cascading and stepping down towards the Town Square allowing for activities at multiple levels, creating an open, transparent visually active façade there that then worked in concert with the other buildings on the Town Square as well as the elements that provided the vertical circulation to the park.

Jaron Lubin said he would focus on the north side of the master plan. He said the anchor of Main Street was the Town Square which surrounded on four sides with activity generating uses. He said on the north was the public elevated park and the meeting collaborative space (MCS) that was connected to the office facilities. He said the elevated park was a two-acre public park. He said the space would have plantings, playgrounds, paths for bicyclists and runners, and was a quarter mile from end to end, east to west. He said it would play an important role from their perspective in creating a safe and friendly way to cross Willow Road. He said the park was 30 feet in the air. He said there were stairs and a series of large elevators in which to take bicycles up and down to connect to the park. He said the park would provide views to the north to the bay lands and wetlands and to the south over the Town Square and amenities.

Mr. Lubin presented a visual on the west side of Willow Road of the connection that would allow people to safely and securely get to the elevated park, crossing Willow Road over the traffic. He said they thought the elevator positions were opportunities for public art pieces. He said they imagined the park with indigenous plantings, sculptures and public art pieces, seating, walking trails and shady spaces. He said potential programming might be art classes in the garden, seasonal events, small festivals, weekend parties, and they also tried to imagine some kind of festive events like a Halloween party for the community, or small spots to play chess, or to meet friends.

Mr. Lubin said as mentioned the south side of the Town Square was a retail pavilion. He said they worked hard to enhance the spaces around the Town Square with plantings making it lush, comfortable and human scaled. He said looking at the retail pavilion from the Town Square side it was designed to open up as an interior / exterior space and activities in the retail and dining spilling out to the Plaza. He said the Plaza was a blank canvas and they had imagined movies in the square, farmers markets, art shows and performance, music and fun kinds of things. He showed a slide of the west side of the square and the hotel, which was unique in how it was massed, kind of stepping down toward the square. He said this was a garden hotel and at its center was a large courtyard with trees flanking it. He said the hotel and its amenities also served the community.

Mr. Lubin said the meeting and collaboration space, referred to as MCS, was an expansion of the Willow Village campus. He said the axis of the office spaces were anchored on the north by the MCS building, which was an all-season space for Meta's use. He said visiting the site they noted the prevailing winds from the north and designed an enclosure over the meeting collaboration space that had operable panels on the north to allow the winds in and that then literally flushed the warm air up and out of the enclosure so that it moderated the heat gain. He said it had the highest performance

characteristics in terms of sustainability and building design. He showed a slide of the public entry into the building.

Mr. Ashley referred to the mixed-use buildings and that those had been numbered one through seven, with the hotel being one. He said the others were the residential mixed-use buildings. He said parcel two had a single building split into two that preserved visual connection of Center Street through. He said on parcel three and Main Street that the buildings as the road bent out and around stepped back to create pedestrian scale plazas and parklets. He said the residential buildings that related to the community park in the southwest corner had courtyards that opened up to the park. He said they saw some fascinating public spaces that he thought would reveal itself through the architecture.

Mr. Ashley said each of the mixed-use buildings had a base, middle and top yet each building was done a bit differently to create variety. He said folding the U-shaped courtyard back gave short ends of the block on Willow Road that started to break down the mass. He noted that parcels two, four and six sort of paid deference to the park in the way they opened up with massing stepping back creating visual and physical connections. He said in employing all of the approaches to human scale and connectivity they had a few adjustments to the code they would like and those had been highlighted in the staff report. He said balconies were thematic in a human scale project. He said projected and recessed balconies offered variety modulation that was key to being able to step back big massing elements. He said they thought that was a benefit but not always acknowledged in the code.

Chair Doran opened for public comment.

Public Comment:

- Brittani Baxter, District 3, said the project looked beautiful and the project team had worked well with the immediate neighbors and Belle Haven community. She said earlier she had asked about ways to reduce car traffic and was glad that was talked about again as well as ideas for connecting areas of the city to each other. She said earlier she had asked about the alternative option within the environmental impact review to add 200 additional housing units. She said she supported making those 200 units as affordable as they could be.
- Karen Grove, Housing Commission, said she was speaking for herself. She referred to the BMR aspects of the proposal and said she felt strongly that the inclusionary homes and the market rate units should be a range of affordability to reach as low as feasible, which she thought was very low income with low, and moderate as well. She said it would be wonderful if Meta would increase their investment in the community to achieve equal numbers of very low-, low- and moderate-income units. She said she wanted to be sure the Housing Commission saw this item too as a study session. She said she was glad to see staff was open to exploring changing the 75% cap on moderate income rents but that was a very useful provision in the BMR guidelines so they should be very careful about lifting that. She said regarding the 100% affordable units she supported the proposal to partner with a nonprofit housing developer to build and operate those homes. She said she saw the minimum level of income was 25% of the area median income, which she thought was too high for a person on a social security income. She said that needed to be lowered if they really wanted to meet the needs of their most vulnerable seniors.

- Adina Levin, Menlo Park resident, referred to the functions of the place and commended Meta and the project team for bringing forward the grocery store, services and housing to the earlier phases of the project, which were things nearby residents and the community were looking forward to as part of the benefit to the community within the ConnectMenlo plan. She said the mass timber construction looked cool in addition to having environmental benefits. She said she supported the various different environmental features, the solar panels, recycled water and the focus on environmental sustainability as well as the thought given to the places for people to gather and spend time.
- James Rodriguez said he was a journeyman carpenter with Local Union 17 and lived and worked in Santa Clara County. He said he supported the proposed project. He noted developers who built in their communities without a commitment to upholding standards of providing livable wages, healthcare and apprenticeship training opportunities to their workers. He said without those standards it became almost impossible for workers to continue to live in the community they themselves were building. He said with this developer's commitment to using a union signatory general contractor came a guarantee that those labor standards will be adhered to, leading to all workers being treated fairly and paid what they deserved for the work and the outcome of quality projects being built safely and timely.
- Harry Bims, District 1 resident and former two term Planning Commissioner, said District 1 residents could walk to Willow Village and the park was designed to prevent its use as a sports field and to maximize its use by District 1 residents. He said regarding VMT that work policies to allow work from home was having a bigger impact on that than adding more housing units or updating the roadway. He said also they should take into account how internet connectivity to the project site supported flexible work patterns as a way to reduce VMT. He said District 1 had absorbed hundreds of affordable housing units already that should have been built in other districts in Menlo Park as required by law. He said they really needed the other districts to refocus their demands for more affordable housing to other neighborhoods and not to this project. He said what was needed were suggestions to upgrade Belle Haven. He said for example District 1 had significant roadway needs, to underground power lines, plant trees and so on. He said they should start there if they wanted to look for infrastructure benefits for the project. He said the Redevelopment Agency plan for Hamilton Avenue was a perfect blueprint to consider. He said in fact comparing Newbridge to Hamilton Avenue only gave a partial idea of the kind of impact an infrastructure plan for the neighborhood could have for removing blight. He said this project as it was far exceeded any project in Menlo Park by a wide margin and should be approved.
- Pamela Jones, Belle Haven Menlo Park resident, said in 2017 when this project was first introduced to the City Council, that she specifically had said she supported a future city and was fascinated by the concept. She said she had watched the project since and seen it morph from one thing to another attempting to satisfy Belle Haven neighborhood concerns. She said she appreciated that Signature had really tried to negotiate with Meta as she understood it was Meta not Signature making the final decisions. She said to be consistent the project should have at least 20% BMR affordable housing based on living in Menlo Park as Menlo Park was very expensive. She said also it should have a formula which allowed displaced people in the area to have first access to the apartments. She said a percentage of the BMR affordable and market rate apartments should be for home ownership as that would strengthen the community there and ensure sufficient people for the retail and grocery for the future.

Chair Doran closed the public comment.

Staff Comment: Chair Doran said there had been a great deal of focus on traffic and circulation within the development and connections to Belle Haven that were commendable. He said people from the East Bay would not be walking or riding bicycles and he would like to hear more about the TDM plan for longer distance transport and how they would mitigate the effects on the Dumbarton Bridge, Highway 101 and the Bayfront Expressway.

Eric Morley, Signature Development, said that they had looked carefully at the site and surroundings. He referred to an earlier question about TDM and parking and said Meta had one of the most aggressive TDM programs of any tech company in the country. He said more than 50% of its workers used alternative modes of transportation so right away they were able to be very aggressive in terms of parking reductions, TDM and traffic management, and that would continue. He said the transportation impact analysis (TIA) and EIR also looked at other roadways and intersections and the project would fund significant traffic impact fees that would go to specified improvements throughout Menlo Park and the area. He said they were continuing to evaluate the EIR in those mitigation measures related to the project. He said currently the site only had one access and with the project it would have four entrances that would naturally disperse traffic. He said they were committed to Meta's TDM program continuing to grow and they would have a trip cap. He said they also reduced the employee capacity for the project by 30%. He said that with the recommendations within the EIR and TIA they would be looking at not just how the site was affected but also the surroundings and noted the significant improvements to Willow Road.

Chair Doran asked about the TDM plan for the apartment residents noting not all of them would be working at Meta. Eric Harrison, Signature Development, said briefly they were proposing a TDM Association for the residential component, the retail and hotel. He said they would have a professional organization managing the TDM so it provided the maximum benefit without having to involve the property owners directly. He said they had a mitigation measure on the residential site to decrease the VMT so that they had no more than slightly over 6,000 average trips.

Commissioner Harris said it was a beautiful project. She said cars were contributing the most to the environmental concerns and that she supported TDM programs. She said she was concerned about the parking that was scheduled at the maximum allowable in Menlo Park. She said she was concerned they were moving in the wrong direction with that. She said Meta had been a leader with TDM and would like to see what they could do here perhaps opening up the Meta shuttles to outside workers if they worked in Willow Village or even for some of the residents. She noted the importance of the 1730 much needed residential units and acknowledged the reduction of office space since the last time they saw the proposal. She said this still showed a net decrease in housing availability within the region of 815 units. She said she realized Menlo Park was not going to absorb and never had absorbed all of the housing. She said she guessed they were at about 5.9% for those who worked in the city but they needed to help out local residents and not further displace them. She said if they were looking for 20% additional over the 5.94% which was Facebook then they were still at a net loss for the low and very low-income levels of about 140 units, which was what she would like to see. She said there was an interest of eliminating a 75% cap on moderate income rents, but that could result in units renting at market rate so she did not feel comfortable with that. She asked about the manager allowing first rights for the units to current residents as well as recently displaced residents from Belle Haven and how that might work.

Mr. Perata said the City's BMR Guidelines or the BMR ordinance included language regarding preferences for recently displaced starting he believed in 2007 or 2009 and that economic recession. He said he would have to follow up separately with more details. Commissioner Harris said it would be great if they could take another look and make sure they were doing all they could to support the groups that had taken most of the brunt of the housing and displacement in Belle Haven.

Commissioner Harris said the full-size grocery store in the project was great, a basic amenity that the Belle Haven community had lacked for a long time. She said also it was great it would be part of Phase 1 of the project. She said she had researched viability of a full-sized grocery store in terms of population and asked if the applicants had done research on that and whether they had a particular grocer in mind and what other retailers there might be.

Mr. Morley said they spent much time with grocers on this and there was significant interest. He said the space was 37,000 square feet. He said with Belle Haven's population, Willow Village workers and resident population, and surrounding neighborhoods there was more than ample people to support a grocery store. He said also they had been in very good discussions with local retailers about coming to Willow Village.

Commissioner Harris said she liked the look of the timber but wondered about the maintenance and what it would look like in 20 to 30 years and had the same question about the elevated park walkway. Mr. Morley said the elevated park and the office would all be privately maintained. Mr. Markese said they would cover the top of the timber exposed beams with flashing, use a species that weathered well and did well outside. He said also they would be treated with a sealer on the outside to prevent excessive weathering. He said it would have to be maintained but that was part of the façade maintenance plan.

Commissioner Riggs said topics that needed continued discussion were elements of transportation, elements of architecture, and the viability of retail components in the Village. He said if the historic Facebook services to their employees continued that the retail proposed would not have the success that was enjoyed for instance by San Jose's Santana Row. He said regarding TDM and trip caps as monitoring devices that history showed that the Bayfront Expressway had been at capacity in every parking lot to his knowledge since occupied by high tech. He said the idea of reducing employee count was sort of management by paperwork. He said the test would be how many employees were needed and how many would come into the buildings. He said it would not be controlled by good intentions but by effective alternatives and those did not really exist right now. He said Facebook had done a more than commendable job with 50% diversion but the alternatives were limited as there was no meaningful, useful, dependable and speedy public transportation to where the housing was. He said it could be addressed over the Dumbarton Rail Corridor and he gave credit to Facebook's efforts to make that viable. He said he wanted to encourage the team to effectively screen outside seating areas from wind and sun. He said it was a wonderful idea to plan events both in the elevated park and plaza spaces. He said the sustainability behind the design was impressive. He referred to Attachment S, page S2 and asked if that was part of the design still as it did not seem at the same quality level as other buildings proposed.

Chair Doran said they needed to move to extend and he would like to extend to 11:20 pm.

ACTION: M/S (Riggs/DeCardy) to extend the meeting to 11:20 p.m.; passes 6-0 with Commissioner Kennedy no longer in attendance.

Mr. Morley said that S2 was part of the current architectural package and said he had noted Commissioner Riggs' comment.

Commissioner Riggs said two issues that challenged this project and any large project in Menlo Park and the Bay area were water and traffic. He said regarding the latter that for Menlo Park and the Redwood City environments to continue to function a train was needed across the Dumbarton Corridor.

Commissioner Barnes said he was struck with the extraordinary use of materials in the design of each aspect of the buildings. He said regarding architectural control that the project was off to a wonderful start. He noted a comment on the height of the market and whether grading was being done to raise it in places.

Mr. Harrison said they were elevating the site by bringing it to grade out of the flood hazard zone and currently where the market was to be located the grade was eight and a half feet. He said they would raise the site to a minimum elevation so that all the buildings would have a minimum finished floor of 13 feet. He said where the grocery store was located on parcel 2 on the front edge of what they were calling Main Street there was a grade differential from existing Willow Road at the new intersection of Hamilton Avenue and Willow Road.

Replying to Commissioner Barnes, Mr. Morley said originally, they had included an above grade parking structure to serve the retail and Town Square but in response to community feedback to add open space and grow the Town Square they would locate the parking below Town Square to serve it and some of the retail.

Commissioner Barnes asked how that would work due to the water table. Mr. Harrison said the Meta construction team had significant experience with dewatering when they were building a portion of the bayfront expansion campus. He said they had a very experienced team of construction managers and geotechnical engineers that had studied that already and they were certain there were not issues given their team and Meta's experience.

Commissioner Barnes asked if there would be a leasing preference of the non-BMR apartments for Meta employees. Mr. Morley said those were planned to be available to the public.

Chair Doran said he had to leave and he was handing the meeting to Vice Chair DeCardy to run.

ACTION: M/S (Harris/Riggs) to continue to 11:30 p.m.; passes 5-0 with Commissioners Doran and Kennedy no longer in attendance.

Commissioner Tate said overall it was a good-looking project and she appreciated the thought that went into it. She said she was concerned with the housing especially with the mix of BMR and the sustainability of the retail especially the restaurants. She asked if something could be in place like in Mountain View where Meta had agreements not to serve food on campus so surrounding businesses were supported. She said she would like that considered. She said she would like to see ultra-local businesses. She said she was very concerned about the burden this project would put on Willow Road. She said being a Belle Haven resident she experienced the congestion firsthand. She said it would be great to study putting in a road directly to Bayfront Expressway.

Vice Chair DeCardy said regarding architectural control that the materials, the layout, design, the care and the passion the team presented tonight was fabulous. He said to the extent there were sort of variances from the parameters they had explained well why they wanted to use them and how they would work. He said regarding BMR that they had gotten feedback all over on that. He said the applicants had been great and the project was large enough to have some significant affordable housing, and especially for seniors would be great. He referred to the Housing Element and what was going to be required of the city. He said the applicants could continue to lead and do more and that they had parameters to make that happen. He said regarding parking he agreed with Commissioner Harris and thought the parking could be reduced to 5900. He said there were other radical ways to reduce parking. He said reducing the parking was a ticket to solving a lot of problems. He said parking cost them a lot and that could be put into lower cost housing. He said ultimately the only way to get cars not traveling to this site was to not let them park and that put the incentive structure in the right way to ramp up TDM and ways to further incentivize people to car share and find alternatives. He said the project was fantastic in how mostly it looked into itself but he thought there was much to think about how it connected to the rest of the community. He said the east side of the project was a massive barrier, a wall that no person in the public could get through and that was predominantly because of parking in the project. He said this project and the traffic from it was only a part of everything that was going to happen in this community, noting projects in the Life Sciences, redevelopment around Middlefield Road and USGS, SRI, and what they had to do downtown. He said Willow Road was going to get crushed. He said Meta had shuttles, buses, scooters, bikes and other modalities onsite; Tarlton had a private bus service and SRI was talking about putting in a private bus service. He asked how many private bus services not connected to each other did they need. He said there were resources here to solve the issue but they were completely disconnected in a way that did not function. He urged them to press their leaders and solve the connectivity between downtown and the bayfront, the community center, past the high school and then down to the junior high so that people would get out of their cars. He said that was the only way to break the cycle of congestion and misery that would be immediately outside the fabulous community they were building.

H. Informational Items

H1. Future Planning Commission Meeting Schedule

- Special Meeting: May 2, 2022

Mr. Perata said 1350 Adams Court project draft EIR public hearing and study session was on the May 2 special meeting agenda.

- Regular Meeting: May 9, 2022

I. Adjournment

Vice Chair DeCardy adjourned the meeting at 11:28 p.m.

Staff Liaison: Kyle Perata, Acting Planning Manager

Recording Secretary: Brenda Bennett

Court reporter transcript on the Draft Environmental Impact Report (Draft EIR) for Willow Village Master Plan approved by the Planning Commission on April 23, 2022.

Minutes approved by the Planning on September 19, 2022

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CITY OF MENLO PARK
PLANNING COMMISSION



In re:

Meeting Agenda Item F1

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ENVIRONMENTAL IMPACT REPORT
PUBLIC HEARING
REPORTER'S TRANSCRIPT OF PROCEEDINGS

Monday, April 25, 2022

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ATTENDEES

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3 THE PLANNING COMMISSION:

4

Michael C. Doran - Chairperson

Henry Riggs

5

Michelle Tate

Chris DeCardy - Vice Chairperson

6

Andrew Barnes

Cynthia Harris

7

Camille Gonzalez Kennedy

8

9 SUPPORT STAFF:

9

Matt Pruter, Associate Planner

10

Kyle Perata, Acting Planning Manager

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12 PROJECT PRESENTERS:

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Claudia Garcia, ICF

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Ollie Zhou, Hexagon

Heidi Mekkelson, ICF

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Paul Nieto, Signature Development Group

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BE IT REMEMBERED that, pursuant to Notice of the

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Meeting, and on April 25, 2022, via ZOOM Videoconference,

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before me, AMBER ABREU-PEIXOTO, CSR 13546, State of

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California, there commenced a Planning Commission meeting

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under the provisions of the City of Menlo Park.

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1 **MEETING AGENDA**

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3 **Presentation by Mr. Perata**

4

5 **Project Presenters:**

6 **Ms. Garcia**

7 **Mr. Nieto**

8

9 **Public Comment**

- 10 **Kelli Fallon**
- 11 **Amy Buckmaster**
- 12 **Romain Taniere**
- 13 **Brittani Baxter**
- 14 **Ali Sapirman**
- 15 **Vince Rocha**
- 16 **Pam Jones**
- 17 **Isabella Chu**
- 18 **Karen Eshoo**
- 19 **Ken Chan**
- 20 **Adina Levin**
- 21 **Harry Bims**
- 22 **Colin**
- 23 **Fran Dehn**
- 24 **Karen Grove**
- 25 **Karen Rosenberg**
- Rick Solis**
- Sergio Ramirez**

20 **Commission Questions and Comments**

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

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3 CHAIR DORAN: We'll move next to the public
4 hearing portion of tonight's meeting. Item F1 and G1
5 associated, with a single staff report.

6 The description -- the title of -- yeah -- the
7 item is lengthy. And I've been informed by our -- by our
8 City Attorney that I don't have to read the entire title
9 verbatim. Given that it's over a page, that's good news.
10 So I have an abbreviated version, which I'm going to read
11 to introduce item F1, and then we'll go to City staff for
12 a combined report.

13 Give me one moment. So item F1 is a Draft EIR
14 Public Hearing to the Planning Commission to receive and
15 provide comments on the analysis of the Draft
16 Environmental Impact Report for the proposed Willow
17 Village Master Plan Project. The proposed project is
18 located at 1350-1390 Willow Road, 925 to 1098 Hamilton
19 Avenue, 1005 to 1275 Hamilton Court. And the Applicant is
20 Signature Development Group and the Peninsula Innovation
21 Partners, LLC, on behalf of Meta Platforms, Inc.

22 The proposed project consists of up to 1,730
23 dwelling units, up to 200,000 square feet of retail, 193
24 hotel rooms, publicly-accessible open spaces and parks,
25 and an approximately 1,600,000 square feet office campus

1 for Meta, formerly Facebook, up to 1.25 million square
2 feet of office space, with the balance, EG space, for
3 accessory uses, including meeting and collaboration space,
4 totaling 350,000 square feet, if the office square footage
5 is maximized, in multiple buildings.

6 This portion of the meeting is a public hearing
7 in the Draft EIR. And comments during this item should be
8 focused on the Draft EIR.

9 Following the close of the Draft EIR public
10 hearing, commission will hold a study session on the
11 proposed project. More details on the proposed project
12 and the Draft EIR are in the Agenda title and the Project
13 Staff Report.

14 Mr. Perata, you have a staff report on -- for
15 both F1 and G1. And I believe you have a proposed Agenda
16 for us as well.

17 MR. PERATA: Yes. Thank you, Chair Doran.

18 Members of the commission, staff tonight has a
19 very brief presentation. So we'll start that in a moment.
20 Excuse me. And let me just get this up.

21 In the meantime, one quick update for the
22 commission. Since the publication of the staff report, we
23 have received approximately 14 additional items of
24 correspondence. Those have all now been attached to the
25 Agenda or previously were forwarded to the commissioners.

1 And there we go.

2 So with that, I'll move into the presentation.

3 CHAIR DORAN: Mr. Perata, do you want to share
4 with us your proposal for the order?

5 MR. PERATA: One -- one step ahead of me. Here
6 we go.

7 CHAIR DORAN: Sorry.

8 MR. PERATA: Thank you, Chair.

9 So for tonight's meeting, staff does have a
10 recommended format. We do have two items on the Agenda
11 tonight for the Willow Village project. It's a Draft EIR
12 public hearing and a study session. And so we'll take
13 them as two items. There is one comprehensive staff
14 report that does address both components; the Draft EIR,
15 as well as the study session on the project more
16 generally.

17 For the first part of the item tonight, Draft EIR
18 public hearing will start after this brief overview by
19 staff, a presentation by the Applicant on the master plan.
20 So this is going to be a little unique and different than
21 other projects that the commission has seen recently with
22 EIRs and study sessions.

23 We're actually going to have two Applicant
24 presentations tonight -- or that's our recommendation --
25 the first being an overview of the Master Plan more

1 generally. And then, during the study session, allowing
2 the Applicant team to present again on their Phase 1
3 Architectural Control Plan. So a little more detail on
4 the buildings that would follow, after the entitlements
5 with the Architectural Control Application. And I'll
6 explain a little bit more about that in my presentation
7 here.

8 Following the first presentation by the
9 Applicant, we do have our EIR consultant, ICF,
10 International, here tonight, to present on the CEQA,
11 broadly, as well as the Draft EIR and the findings of the
12 Draft EIR.

13 Following that, we can move into the public
14 comments, and then commissioner questions and comments on
15 the Draft EIR. We would recommend -- unless they're
16 clarifying questions -- to hold them until after all
17 public comment, since the questions can often lead to
18 discussion and comments as well.

19 So then, following the close of the public
20 hearing, we would move into the study session. Once
21 again, as I mentioned earlier, an opportunity for the
22 Applicant team to present more details on their Phase 1
23 Architectural Control Plans, and then taking public
24 comment, and then -- as well as commissioner questions.

25 So with that, I'll just do a really brief

1 introduction. The Applicant's presentation will go into
2 more detail on the project components and design and the
3 master plan.

4 But just to get a little bit of context here, the
5 project -- the project itself does include two sites,
6 roughly. There's the main project site, which is kind of
7 the main master plan, the 1350 to 1390 Willow Road, and
8 the Hamilton Avenue and Hamilton Court parcels. That's
9 the former Menlo Science and Technology Park.

10 To the west of Willow Road, there are two
11 parcels. Hamilton Avenue -- or two sites. Hamilton
12 Avenue Parcels North. There's two legal parcels within
13 that site, and then Hamilton Avenue Parcel South. Those
14 would be modified, as part of the project, through the
15 realignment of Hamilton Avenue for the access to the site.
16 So that would include, then, a reconstruction in a future
17 phase of the Chevron station on Hamilton Avenue Parcels
18 South, and then a potential for an addition of a couple
19 thousand square feet -- about 6,000 -- 6,700 square feet
20 of retail on Hamilton Avenue Parcel North, as well as some
21 modifications for the elevated park's access point across
22 Willow Road.

23 And the Applicant will talk more about the
24 overall design of the project, but just to set the context
25 here.

1 And then one more slide of the existing site plan
2 and main project site shown in red, with the existing
3 conditions. To the west of Willow Road, in the black
4 hatched, is Hamilton Avenue Parcel North and South; the
5 existing Chevron station, existing Belle Haven
6 neighborhood shopping center.

7 And then, really briefly, here's the proposed
8 site plan. Just for the commission's benefit, I won't
9 re-read the land uses that are proposed, since the Chair
10 did that during the introduction. But as part of the
11 master plan that you see here, the entitlements that are
12 being requested include the environmental review in this
13 form and EIR, and Environmental Impact Report,
14 certification of the Final EIR, as well as a General Plan
15 circulation element and zoning map amendments to modify
16 on-site circulation for the public rights of ways, and
17 paseos through the site, a rezoning to allow for an
18 X-zoning district, combining district, which would allow
19 for a Conditional Development Permit to develop the site
20 using the Master Plan-provisioned zoning ordinance, and
21 then -- as well as a development agreement, a vesting
22 tentative map, and then future architecture control
23 reviews for individual buildings, as well as associated
24 heritage tree removal permits. And then, the entitlements
25 do include a below market rate housing agreement.

1 And so tonight's meeting purpose -- as I
2 mentioned early on, we have two public meetings. The
3 Environmental Impact Report public hearing. This is an
4 opportunity to comment on the Draft EIR for members of the
5 public and the Planning Commission. Following that, there
6 will be the study session; opportunity, again, for
7 clarifying questions on the Master Plan, the Architectural
8 Control packages associated with Phase 1, among other
9 things, the below market rate housing proposal, and then
10 the zoning ordinance modifications. These are discussed
11 in more detail in the report, as well as the overall site
12 layout and design.

13 And then the Applicant team's presentation will
14 focus more on the Master Plan design, as well as the
15 architectural control packages for Phase 1.

16 No actions will be taken tonight. We are in the
17 public comment period on the Draft EIR. That ends on May
18 23rd, at 5:00 p.m. It's Monday, May 23rd.

19 Following the close of the EIR public comment
20 period, staff and the City's consultant will review and
21 respond to all substantial comments in what's called the
22 "Final EIR," or Response to Comments document.

23 But, ultimately, the Planning Commission, in its
24 capacity for this project, is a recommending body to the
25 City Council for most land use entitlements and the

1 certification of the Final EIR. The Planning Commission
2 will be the acting body on the Architecture Control
3 Permits. So through the Conditional Development Permit,
4 it would set up the overall development parameters, and
5 then individual buildings would come through for future
6 architectural controls. And the Planning Commission will
7 be charged for reviewing those designs.

8 And so that concludes my presentation. I'm going
9 to turn it over to the Applicant team, unless there are
10 any clarifying questions of the process or meeting format
11 for staff.

12 CHAIR DORAN: I think your format, your order,
13 makes a lot of sense. And I'm happy with it.

14 I did want to ask members of the public, if they
15 would like to comment on this project, to raise their
16 hands now, so we get an idea of how many people we have.
17 I'm expecting -- based on the e-mail -- the volume of
18 e-mails we received, I expect to have a great number of
19 people wanting to talk. And I want to make sure that
20 we're fair to everyone, and give everyone a chance to
21 talk. But we also have to budget our time.

22 So during the Applicant's presentation, if
23 members of the public, who wish to speak during the public
24 comment period, could raise their hands, so we can get a
25 count, that would be greatly appreciated.

1 And with that, I'll turn it over to the
2 Applicant.

3 MR. NIETO: Good evening. This is Paul Nieto.
4 Hopefully you can hear me.

5 CHAIR DORAN: Yes, we can hear you.

6 MR. NEITO: Perfect. Thank you. I'm going to
7 see if I can get this to full-screen mode. Let's see.
8 There we go. Try it here as well. This would be a lot
9 easier for all of us to see. Perfect. Let's go back up.

10 Well, there we go. Thank you, Planning
11 Commissioners and members of the -- of the community, City
12 staff. My name is Paul Nieto. I'm with Signature
13 Development Group. And we're going to go through a
14 presentation that the commissioners and some members of
15 the audience have seen much of before.

16 But for those who haven't, we're going to present
17 this because it was what the integral part of the
18 Environmental Impact Report has dealt with. So if you can
19 see the screen, here's the existing site, and it is -- I
20 guess, if I click on it, it advances. Got ya.

21 The existing site is a 1960s, 1970s concrete
22 tilt-up site. There's really only one access point, which
23 is the existing Hamilton Avenue, of no real connection to
24 the neighbors to the -- to the west, or even neighbors to
25 the east. There's no real access around. So it's

1 somewhat limited. From the buildings that are on the site
2 right now, you see that they are concrete tilt-up.
3 They're not sustainable. They're not -- they're not
4 renewable. They're not welcoming. There's nothing that
5 creates a sense of community or feel in the existing
6 community.

7 So we just wanted to step back and take a look at
8 the timeline of how we got here as a city and as a
9 development sponsor. ConnectMenlo started in 2014, and
10 brought a couple of years of hearings. And then Facebook,
11 in 2017, got some community feedback and made a proposal,
12 and got a lot of feedback from the community. They felt
13 it was -- it needed some improvements, in terms of feeling
14 -- people felt that it might be a bit walled off.

15 So we came on with Meta in 2018; got more
16 feedback at a number of community meetings and revised the
17 village, the Willow Village plan. And we went through a
18 Planning Commission's scoping hearings, as well as City
19 Council, and we got more community feedback on our plan.
20 So we revised the plan a little, reduced some office, and
21 continued to get feedback throughout this and had more
22 community meetings. We had one-on-one meetings. Some
23 people don't feel comfortable in the large meetings, so we
24 had a number of one-on-one and small group meetings with
25 our neighbors. Particularly -- I mean, throughout the

1 city, but in particular, in the Belle Haven area.

2 And then, in 2022, we continued our community
3 feedback, and we gave this Planning Commission a
4 presentation in January. We revised our plan a little bit
5 again, and here we are, having released the EIR and having
6 this session and, hopefully, public hearings.

7 So with that, I just wanted to recap the feedback
8 we got through all of those meetings, and we grouped them.
9 And, obviously, traffic was a big concern. So we have
10 incorporated some things into the plan to try to
11 distribute traffic and reduce that.

12 People always said, "We wanted a connection to
13 Belle Haven. We need to feel like this isn't separate
14 from us. How can you do that? Can you include the jobs
15 and housing balance?" And in particular, we initially
16 started off with 1,500 units. We've increased that to
17 1,730 units, which has also increased our affordable
18 housing. We originally proposed to the do a lot of the
19 services in Phase 3, but the community said, "We'd like
20 you to deliver those things faster. And can you provide
21 us more open space?"

22 So in response to that, we've reduced the office
23 capacity by 30 percent, thereby reducing what we had
24 originally proposed of our traffic. By increasing the
25 housing, we get a better jobs-housing balance, based on

1 the number of employees, and increase the housing.

2 We've created a couple direct connections to
3 Belle Haven, which we think is really neat. And we're
4 looking forward to that. And hopefully they will enjoy
5 this community because we're trying to do something that's
6 never been done before. We've increased the affordable
7 housing. We've once again, as I mentioned before, we're
8 accelerated the grocery store to Phase 1.

9 Getting more open space, we took a
10 previously-planned parking garage, and we're putting that
11 underground so that we can have more open space, and in
12 particular, improve the town square, and we've added more
13 open space in the form of the elevated park and some other
14 trails and gardens.

15 This is kind of how we started thinking about the
16 project, is how can we do something that's really never
17 been done before? Most tech campuses have been almost
18 military bases to themselves. And, frankly, the Menlo
19 Science and Technology Park was built along those same
20 lines. So how can we meld a tech campus with some really
21 cool mixed use and residential? And we came up with the
22 idea of centering it around a main street and a town
23 square. And how can, then, we add other connections to
24 it?

25 So just on a big scale, we said, "How can we get

1 more access into Willow Road, but also diffuse traffic up
2 to the east, the south of 80, and up here?" And so that's
3 how the project started to form in our minds and with our
4 design team.

5 We then -- I'm trying to advance this. There we
6 go. So we came up with the plan like this that has --
7 divides this into some key areas. And I don't know why
8 the screen -- there we go.

9 Let me back up. One more up. There we go.

10 So we've got the office campus. One of the ways
11 that Meta reduced the amount of people on campus is
12 creating a meeting and collaboration space. And this is
13 -- because this site sits in the middle of a number of
14 Meta facilities. This is a way that they can gather their
15 employees together, without going on surface streets.
16 We're planning a tunnel that will handle bikes,
17 pedestrians, and their inner-company trams that are
18 currently on the surface. So that can be useful and yet
19 not add any more traffic to the site.

20 I don't know why the town square is not in a
21 highlighted color, but it is a really key element, as is
22 the main street and this elevated park that we'll be
23 showing you later. We're mixing a hotel use, and a
24 residential use, and parks, in a way that hasn't been
25 tried before. And we are hoping that you will see that

1 this is something that can be done in a very positive way
2 to not have a silo of tech people in the community, but be
3 a place where we can gather -- we can all gather together.

4 So this is that same plan, colored out. I'm
5 getting a delay on my advancing. So it's jumping two at a
6 time at times.

7 The one other thing I wanted to point out, I
8 pointed out in our last meeting, is in particular, the
9 edge along Willow Road that we spent a lot of attention
10 to. Right now, I showed you just the single access point
11 that was up here with Hamilton. We're proposing, if we
12 realign Hamilton and bring it right into what is our main
13 street and our town square, to draw in our neighbors.
14 We've created an elevated park, much like the High Line in
15 New York City. Also another way to -- and some really
16 cool ways to get up to that park. You can ride your bike
17 up there. You can walk. You could stroll. It will be
18 heavily landscaped, and there will be many opportunities
19 for people to enjoy that park and various community
20 things.

21 Along Willow Road -- Willow Road is, at times, a
22 little bit unfriendly because of the traffic. So we
23 wanted to really provide a softer arrival experience for
24 those coming this way from Belle Haven. We have -- we
25 think -- a good arrival experience from our neighbors who

1 are going to come across on Hamilton.

2 But coming more, we want to show off a really
3 nice park. We've taken pains to really lower the
4 architecture along Willow and give a variety of building
5 massing, so that it feels warm, welcoming, at a human
6 scale that is neighborly and isn't just an abrupt change.

7 Right now, across the street, Mid-Pen is doing
8 four-story buildings. And so we think this is going --
9 our design is very complimentary to that.

10 And then, of course, we've got a combination of
11 office -- on the east side, but along main street of the
12 offices is retail that will match the retail along main
13 street and in our town square to provide a real continuity
14 of people enjoying food and beverage, shopping, banking.
15 Whatever they need to do. A grocery right as you enter
16 the community is a hallmark for it, and I'll describe that
17 in a little bit more detail. And the whole thing is to
18 have a vibrant, pedestrian, welcoming -- you know, biking
19 as well -- environment.

20 If you notice, we have a slightly different color
21 of road along main street. That will be pavers. We want
22 to keep that very pedestrian friendly, slow down any cars
23 that are in there, so that it is -- truly feels like a
24 village, at that level of scale and pace.

25 So what I'm going to do is take you a little bit

1 on a walking tour, where we talk about place making. Part
2 of that is how people access the site, but also how they
3 will experience it, and how all of us, hopefully, will
4 experience it. And these are some buildings that you will
5 actually get in more detail a little bit later in the
6 evening, but take you -- kind of on the seat scale of it,
7 a little walking tour.

8 Starting off with our market. This is coming
9 along the realigned Hamilton and walking up into -- into
10 the Willow Village, towards the town square.

11 And just a couple of things to note is our color
12 scheme, the orientation of the buildings, the level of the
13 ground floor retail. And the glass, and the exposure
14 there, is to be designed to not be -- to be welcoming, to
15 draw people in, heavily landscaped. And one thing you'll
16 notice, if you can see the scale here of people on the
17 street, is that we've got to raise this site about five
18 feet to plan for future sea level rise. That's a City
19 ordinance. And so we -- that's why you'll see there's a
20 gradual incline as people will go up main street.

21 So our main grocery entrance for pedestrians will
22 be up here. We have an entrance off of Willow Road, from
23 a garage, and another one from the other side. So you can
24 drive up Hamilton and turn and get into the supermarket
25 parking, or you could come off Willow or walk or ride your

1 bike -- however. But we wanted this to be a real arrival
2 experience that was welcoming and have our neighbors feel
3 cool and relaxed, as they're coming up the street to do
4 their shopping or go to work, or however they're enjoying
5 it. This is the idea of -- when we say, "a full service
6 grocer," it's vegetables. It's really well lit. We think
7 about that whole experience. We want that to feel
8 welcoming and stimulating, actually. Inspirational, at
9 times.

10 Continuing our walk up the street, this is the
11 corner that I showed you before from a distance. Our next
12 block is some retail. And Meta will likely have a bank
13 here, some food and beverage, some entertainment.

14 To the left is the hotel site. And then on the
15 left, this building is a retail building in the town
16 square that is, if you will, kitty-corner to the grocery
17 store. And directly across here, providing more retail
18 experience, because we're going to take a stroll into the
19 town square right now.

20 So this is at the corner from where -- you're
21 basically looking from the grocery store to the northeast.
22 And the hotel is on our left, a small retail pavilion with
23 some food and beverage, perhaps a flower store and the
24 like. This is a single-story building, but with a little
25 added architecture and plantings to continue to create

1 that green vibrancy. And you can see the landscaping.

2 And then the elevated park helps frame the north part of
3 the town square, with the Meta meeting and collaboration
4 space in the background.

5 We're next going to go inside this retail
6 building and see how the town square looks as -- oops. I
7 went, once again, too far. There it is.

8 And so this is -- there it is. So imagine you're
9 having a sandwich, a coffee, or something looking out from
10 that pavilion to the town square. There'll be a retail
11 that you'll see in the next slide. On the right, the
12 elevated park. Key element in the elevated park that will
13 be able to be shown in a little bit more detail in the
14 next slide is how we're getting people up to it in a
15 variety of ways. But there's staircases and a high-speed
16 elevator that can handle bikes and a number of people.
17 And that's one last (inaudible). There we go.

18 And so this is looking -- you're looking to the
19 east, and the elevated park is just to the left. And this
20 is one of those high-speed elevators, as well as the
21 really wide staircase to get people up.

22 Underneath the town square is parking. So people
23 can easily come off of Willow or into one of our other
24 street's parking. There's an elevator and stairs right
25 here in that little retail pavilion or right next to the

1 retail pavilion. There's this -- and this is -- by the
2 way -- so we have retail on the front. The back are Meta
3 office buildings. But the idea is that the general public
4 will not feel excluded, or this is to be a welcoming
5 experience, where all people mingle and gather and do what
6 they do every day.

7 We're going to look back across this amazing town
8 square to the hotel and see how it frames the town square,
9 also providing another access point to the elevated park,
10 with one of the elevators with that transparent glass that
11 -- we feel good. And then the architecture for the
12 trellis and the flowers and the plantings continues to the
13 porte-cochere for the hotel to give it a pretty cool, lush
14 continuity that, hopefully, makes people feel good.

15 Then we're going to go up to the elevated park
16 and just give you -- give everyone an idea of -- at least
17 right at this section, what it will likely feel like. So
18 lots of trees, lots of lush planting, but a bike path.
19 There's walking paths and a number of what I call "outdoor
20 rooms." And we'll see that on main street as well, where
21 people can gather and feel comfortable, and you can get
22 larger groups or small groups or just individuals who want
23 to -- who want to grab a coffee and read a book or, most
24 likely, text on their phones.

25 We're going to head back to main street right

1 now, and then walk down and experience that. So going
2 back to this diagram where you see our food and beverage,
3 our entertainment. The bank will likely be in this block.
4 And here's what a plaza -- okay. Oh. Here is the
5 offerings that -- we're just trying to get people to
6 imagine the kind of offerings that we may have in there,
7 and the feel and the vibe that we're looking for.

8 And here's the plaza and how it could look.
9 We're creating in a number of spots -- really wide
10 sidewalks, outdoor seating. Outdoor dining has really
11 become a premium. We've got such great weather in Menlo
12 Park that, throughout the year, we expect a number of
13 people will want to enjoy that.

14 Next slide is really the other side of this
15 building and plaza that you can see across main street.
16 On the right-hand side, this is retail that lines the
17 office buildings which we're going to go to next, but this
18 was -- on the left-hand side is the other side of this
19 block and its large plaza and wide sidewalks. This main
20 street is particularly wide. We've kept the actual car
21 lanes limited to two lanes, but we have a full dedicated
22 bike path, as well as extra-wide sidewalks on both sides
23 of the street. It's paved, if you notice that -- so we
24 want to keep cars -- we say, at Signature, a lot, "How can
25 we make it so that cars feel uncomfortable here?" -- to

1 keep the pedestrian feel to be the primary and also bikes,
2 because we have a bike path there, but the primary mode of
3 how we want people to experience this. And you can see
4 the proximity with the town square in the background.

5 Next, we're going to move to more of a panoramic
6 view of what the office campus looks like from that retail
7 plaza I just showed you out in front of that one parcel.

8 So this is one of the main entrances to the Meta
9 office campus. You'll notice the buildings are CLT
10 timber. That gives it a real nice feel. But I also
11 wanted to point out, on the left is the retail of the town
12 square. This is town square retail right here. Main
13 street retail that people will continue to enjoy and, yet,
14 it's beautifully -- at least -- I'm a little biased --
15 but beautifully integrated into a welcoming arrival
16 experience with these CLT timber buildings. And "CLT"
17 stands for cross-laminated timber, and it allows for a
18 really terrific -- we think a great Northern California
19 feel of the campus. The architects, in the study session,
20 will be going into much better detail than I can show you
21 here.

22 Next, we're just going to continue to go down
23 main street to show you the different orientations of the
24 buildings, the emphasis on, you know, some outdoor retail
25 and dining, but also little rooms. Once again, as I

1 talked about on the elevated park -- little gathering
2 spots for people to, you know, hang out.

3 There's going to be folks riding their bikes and
4 just different experiences of what we're trying to --
5 opportunities for experiences, I should say, that we're
6 trying to create in this human scale, and then moving
7 further south, down main street, to the other office
8 buildings. These two have to be connected via a sky
9 bridge as well, for that feel.

10 We're going to turn a corner now and get into
11 more of the residential areas. Well, first of all, I
12 should -- I take that back. I'm going to tell you about
13 sustainability. It -- the cool thing about the CLT stuff
14 and, actually, the entire campus, all the buildings will
15 be LEED Gold. We're 100 percent electric everywhere,
16 except for an occasional -- not a Meta restaurant. But
17 occasionally we're planning that if there's a good,
18 vibrant restaurant that needs something besides
19 all-electric cooking -- whether it's gas, whether it's
20 some kind of pizza ovens, or things like that, that the
21 City's reach code allows the flexibility for that. But
22 mostly it's all electric. There will be a significant
23 amount of photovoltaics for energy generation, recycled
24 water. It will be one of the first recycled office campus
25 and residential campuses. And we're working with West Bay

1 to make that happen.

2 And then, of course, throughout it all, we've got
3 a real program for sustainable building materials,
4 recycling the concrete buildings and the roadways, and to
5 reuse as much as possible, to be as green and ecologically
6 sensitive as possible.

7 Just an example of going to CLT timber, the
8 construction of the buildings will use much less carbon
9 and, actually, the timber itself embodies carbon. So as
10 you know, the trees take CO2 out of the air. And so we're
11 proud of being able to do that.

12 Now, this is where we're going to go into the
13 thinking that was behind our residential street overview.
14 And I'm just going to give you -- reorient you to where
15 I'm going to be talking about in our land plan.

16 So the residential is on the west side of the
17 campus, in these buildings and around this community
18 corner. So from there, we started to look at, okay.
19 We've got a number of buildings. How should we think
20 about connections to the office, to the parks, to the town
21 square, and hotel? And can we create a different feel in
22 these locations and highlight the good stuff about that
23 and have good architecture to do that? And how did -- how
24 will it feel at our street level?

25 So here's one of the ideas, on our center street

1 of our design of the building, that had all that
2 entertainment in it and the like. It's on a street that's
3 heavily residential, that we call "center street" right
4 now in the plan to, in parts of it, step back the
5 buildings. We got rid of a lane of traffic in our
6 thinking so that we can widen the sidewalks, add planting,
7 and add stoops so that you had a real different feel in
8 certain aspects of this development. You'll know that
9 you're on a residential street, versus the combination of
10 a retail street.

11 Here's another side of that building as it comes
12 to what we call our "west street." So you have stoops
13 transitioning to some higher densities to get to our
14 jobs-housing balance. There are parts that we needed to
15 densify and do it in a way that still feels good on a
16 human scale.

17 This is our senior building and its unique
18 architecture that we like, with balconies and different
19 form, as well as a really good ground floor experience for
20 our residents that will give them a porte-co that will
21 shelter them from the elements.

22 As you can see here -- and it's a real -- a real
23 nice indoor/outdoor environment for the seniors. There
24 will not be any -- unlike the example I just showed for
25 here, we want our seniors to feel safe and not have any

1 ground floor residences here. They're going to have a
2 programming and activated spaces on the ground floor, and
3 then they'll enjoy the upstairs.

4 On our next slide, this is just down the street,
5 across from the community park, along park -- what we call
6 "Park Boulevard," another street entrance that we're
7 creating in this community, another vision and expression
8 of some ground floor stoops, as well as some higher
9 density, to create a good -- once again, a really
10 friendly, warm, human scale, with greenery and landscaping
11 and sidewalks that are usable.

12 The next slide is of -- another one of our
13 residential buildings that abuts the community park and
14 has slightly varied architecture. It -- on the left-hand
15 side, we have another row of what we call "stoops" along
16 Park Street. And there will also be ground floor
17 residences on Park on the right here. So once again, you
18 can sort of feel that we're -- we want to create great
19 experiences that don't always -- that don't all look alike
20 and look like they may have shown up over time, even
21 though we will likely be building these pretty quickly.

22 Lastly, I'm going to talk about another -- and
23 I'm going to end with a little gushing of trails and
24 parks. This is our loop road. That's one of the multiuse
25 paths in the project. And this is on the eastern edge and

1 the northern edge of the project.

2 We also thought long and hard about -- and we
3 really worked with our neighbors at Tarlton to design this
4 to also be another thing that's a separate and distinct
5 experience. So lushly landscaped, a little bit of a
6 meandering trail, but safe enough to ride bikes and people
7 to walk and really feel like you're not in an office
8 campus. So that's the feel we're going for. And we want
9 all members of the community to be able to enjoy this
10 Monday through Sunday, every week.

11 Next is our community park. It is still evolving
12 as a gathering spot. In our community meetings, we have
13 -- we had a number of polls that were done, one of which
14 was on the community park and the various activities and
15 uses. And so this is a combination of those uses. People
16 wanted areas where they could picnic, they could enjoy
17 some special landscaping, walking trails, and the like.
18 We'll have some -- a kids' play area and gathering
19 pavilions, and things like that. This is still taking
20 shape. This is not a fully-baked plan at all, but it's
21 presented here as a depiction for us to continue to refine
22 and get feedback from the community.

23 One thing also to point out here is you'll see a
24 bike lane on this side. It's not shown on the -- for some
25 reason, on the west side of Willow. But working with

1 CalTrans and the City of Menlo Park and us, we will be
2 creating dedicated bike lanes that run on both sides of
3 Willow that will ultimately lead to the Bayfront Parkway.
4 We are creating a tunnel that will tie into -- right by
5 the town square, that will tie into the tunnel that goes
6 underneath the 84 right now, for bikes to go along that
7 Bayfront bike lane.

8 And I will -- I am going to conclude with this
9 last slide that you've seen of main street. But the
10 highlight here, that I just wanted to talk about, is this
11 bike path. It connects all the way -- there's a spot
12 where the loop road and this will connect in the south
13 part and will continue up around the town square and
14 underneath the elevated park into that tunnel to take you
15 up to the bayfront and go to Bedwell Park, or whoever --
16 wherever you want to go as you're biking. So bikes are a
17 key part of the plan. Wide sidewalks. The human scale is
18 what we've been trying to achieve in this multiple-use of
19 office, hotel, town square, elevated park area to bring
20 people together. And that's the extent of the
21 presentation.

22 CHAIR DORAN: Thank you.

23 I think we have a presentation by the EIR
24 consultant next.

25 MR. NIETO: Do I need to relinquish the control

1 of this or can the City take...

2 UNIDENTIFIED SPEAKER: No, you do not need to.

3 MR. NIETO: Okay. Great. Well, thank you.

4 CHAIR DORAN: Thank you.

5 MS. GARCIA: I think I just need to be granted
6 control. Thank you.

7 Good evening, Chair Doran, members of the
8 commission, and members of the public. Thank you for
9 joining us tonight to discuss the Willow Village Master
10 Plan Project Environmental Impact Report. My name is
11 Claudia Garcia, and I'm a Senior Environmental Planner at
12 ICF. ICF was the lead consultant for the EIR for this
13 project.

14 Also with us here tonight is Heidi. She's the
15 principal and Project Director for the project. And we
16 also have Ollie, from Hexagon, who is the lead
17 transportation consultant.

18 Our presentation tonight will provide an overview
19 of the project, describe the environmental review process,
20 and identify next steps for the contents of the EIR. And
21 I think I clicked a little too fast, and now we're a slide
22 ahead from what I am sharing with you today. So forgive
23 me for that.

24 At the end of the presentation, we'll also
25 explain how to submit public comment on the contents of

1 the EIR.

2 So as noted previously, the overall intent of
3 tonight's meeting is to receive public comment on the
4 contents of the EIR, Environmental Impact Report,
5 specifically on the environmental impacts evaluated in the
6 EIR, and the adequacy of the document, pursuant to the
7 California Environmental Quality Act. As part of our
8 presentation, we will provide a summary of the proposed
9 project, conclusions in the EIR, and identify next steps.

10 So we just heard from the project Applicant, who
11 provided great detail on the vision of the overall
12 development. This project is just meant to provide a
13 brief overview. As noted on the slide, the project would
14 redevelop the 59-acre main project site to include
15 housing, retail uses, office and accessory uses, a
16 193-room hotel, and 20 acres of open space, including 8
17 acres of publicly-accessible parks.

18 The project also proposes to redevelop Hamilton
19 Avenue Parcels North and South, to realign Hamilton
20 Avenue, reconstruct the existing Chevron gas station, and
21 enable up to 6,700 square feet of retail uses. Offsite
22 transportation and utility improvements are also proposed
23 to service the project.

24 So for the environmental review process, as
25 provided in the CEQA guidelines, an EIR, or Environmental

1 Impact Report, is an informational document that is
2 intended to inform public agency decision makers, like the
3 Planning Commission tonight, and the general public, of
4 the significant and environmental effects of a project,
5 identify possible ways to avoid or substantially lessen
6 the significant effects, and describe reasonable
7 alternatives to the project.

8 The overall purpose of the EIR is to provide
9 detailed information about the environmental effects that
10 could result from implementing the proposed project. CEQA
11 is a public disclosure statute. It's also a way to
12 examine and identify methods for mitigating any adverse
13 impacts and consider -- as I mentioned, consider feasible
14 alternatives.

15 Here on this slide -- apologies for the tiny
16 print -- but it's the overall review process to date. So
17 the Notice of Preparation, that's when -- the first
18 document that's released to notify the public, "Hi. We're
19 preparing an Environmental Impact Report. This is the
20 project. These are the types of topics we're going to be
21 evaluating. Do you have any comments? Should we include
22 anything else?" And so that was out for a period of 30
23 days.

24 And the City also conducted a scoping meeting.
25 And the overall purpose was to receive comments on the

1 scope of the EIR; the content, the topics we should
2 evaluate.

3 The Draft EIR was released for a public review
4 for a period of 45 days, on April 8th. And as Kyle noted
5 earlier, that 45-day period closes on Monday, May 23rd, at
6 5:00 p.m.

7 And today we are at the public hearing to receive
8 comments on the contents of the EIR.

9 The next steps in the process will be -- are
10 grayed out here because we're not there yet. And we'll
11 discuss that on a later slide.

12 So the content of the Environmental Impact
13 Report, as noted in Chapter 1 of the EIR and tonight's
14 staff report, the project's location and development
15 parameters are consistent with the ConnectMenlo General
16 Plan update and was considered in the growth pattern
17 evaluated in the ConnectMenlo EIR.

18 In accordance with CEQA, this EIR tiers from the
19 ConnectMenlo EIR. What does that mean exactly? Well,
20 where appropriate, our environmental analysis for this
21 project relies on the evaluation, conclusions, and
22 mitigation measures included in that ConnectMenlo EIR.
23 However, given the scale of the project and the interest
24 in the project, this EIR also includes project-level
25 analysis, where appropriate, including disclosing --

1 including those adequately-addressed in the ConnectMenlo
2 EIR.

3 So Consistent with the CEQA guidelines, this EIR
4 provides a detailed project description, environmental
5 setting, environmental impacts, including cumulative
6 impacts, mitigation measures, and also incorporates the
7 ConnectMenlo mitigation measures, where appropriate. It
8 includes alternatives to the proposed project, and it also
9 includes variants to the proposed project.

10 So what exactly is a variant, if it's not an
11 alternative? Well, a variant is a slightly different
12 version of the project that could occur based upon the
13 action or inaction of an agency other than the City or
14 property owners outside of the project. Because the
15 variants could increase or reduce environmental impacts,
16 the EIR analyzes those separately, at a project level.

17 So, for example, in order to construct the Willow
18 Road tunnel, there will be outside agencies that would
19 need to permit and allow for that construction other than
20 the City. And so for those reasons, we included the No
21 Willow Road Tunnel Variant of the project, which basically
22 means that the tunnel would not be constructed, and the
23 Meta trams would continue to use the public street
24 network, Bayfront Expressway, and Willow Road access to
25 the proposed campus district.

1 Another alternative we evaluated is the increased
2 residential density alternative, which would increase the
3 number of residential units by 200. So instead of 1,730
4 units, we would have 1,930 units.

5 The No Hamilton Avenue Realignment is exactly
6 that. Instead of realigning the Hamilton parcels, the
7 roadway would not be realigned. It would be -- it would
8 remain as is, and the Master Plan would be adjusted so
9 that it connects perfectly to the existing roadway as it
10 is. And those parcels would not be redeveloped.

11 The On-Site Recycled Water Variant would provide
12 recycled water to the main project site through on-site
13 treatment of wastewater.

14 So here on your screen, we have a list of all the
15 topics that were evaluated in the EIR. This is consistent
16 of Appendix G of the CEQA guidelines. However, as shown
17 here, we did not evaluate impacts related to agriculture
18 and forestry resources, mineral resources, and wildfire.
19 That's because those topics were scoped out as part of the
20 scoping period.

21 And so we do briefly touch on those, but it was
22 determined that these specific topics would not result in
23 significant impacts due to the location of the project.
24 And that information is included in the EIR.

25 Impacts and mitigation measures: As noted, the

1 Draft EIR identifies and classifies environmental impacts
2 as "potentially significant, significant, less than
3 significant," or "no impact."

4 For each impact identified as "potentially
5 significant" or "significant," the EIR provides a
6 mitigation measure or measures to reduce, eliminate, or
7 avoid adverse impacts. If the mitigation measure would
8 successfully reduce the impact to a less-than-significant
9 level, it is stated in the EIR. However, if it cannot be
10 reduced to a less-than-significant level, this impact is
11 considered significant and unavoidable.

12 Really exciting stuff, I know. Super dry. Wall
13 of text.

14 So let's get into the significant and unavoidable
15 impacts identified in this EIR. Oh. And I skipped one.
16 So I'm going to go back, if I can. There we go.

17 Impact Air Quality-1. The proposed project would
18 conflict with or obstruct implementation of an applicable
19 air quality plan. What does that mean? The ConnectMenlo
20 EIR determined that emissions of criteria pollutants and
21 precursors associated with operation of new developments
22 would generate a substantial net increase in emissions.

23 Here, the proposed project determined that
24 operations would disrupt or hinder implementation of the
25 Bay Area Air Quality Management District's 2017 Clean Air

1 Plan. Specifically, operation of the project would exceed
2 the threshold for reactive organic gases. And that's
3 really the threshold that we're exceeding.

4 And so even though the project would implement
5 Mitigation Measure Air Quality 1.1, by using
6 diesel-powered equipment during construction, to control
7 construction-related emissions and also limit the types of
8 architectural coatings, the -- so AQ-1.2 Mitigation
9 Measure would require the use of super compliant
10 architectural coatings during operation at all buildings.
11 However, the reactive organic gas emissions primarily are
12 coming -- are resulting from consumer products, which is
13 difficult to control. So even though the project would
14 require these special, super-compliant coatings, that
15 threshold would still be exceeded.

16 For noise impacts, Impact 1a is related to
17 construction noise. So as noted earlier, the Willow Road
18 tunnel is a component of the project and is slightly
19 offsite and would require nighttime construction. And
20 that would result in also excessive vibrations, due to
21 pile-driving needed in order to construct the tunnel.

22 So there's a series of mitigation measures, as
23 noted on the screen, that would be implemented, including
24 a modified mitigation measure from the ConnectMenlo EIR.
25 Those impacts would still exceed the municipal code

1 because, specific to noise, the municipal code states that
2 construction impacts should occur during the day.
3 However, because of the nature of the tunnel and because
4 roadways would need to be shut down, that type of
5 construction needs to occur at night.

6 So Alternatives Considered: The EIR also
7 evaluated three alternatives, in addition to the required
8 No Project Alternative. Alternative 1 is the No Willow
9 Road Tunnel Alternative. Just as it states, the Willow
10 Road Tunnel would not be constructed as part of this
11 alternative. If this alternative were to be selected, the
12 total emissions from construction would decrease, due to
13 the overall decreasing construction. And so those air
14 quality and noise impacts would be reduced.

15 Similarly, for the Base Level Intensity
16 Alternative, the proposed -- it would be similar to the
17 proposed project, but developed to be consistent with the
18 base-level development standard, as noted in the RMU and
19 office zoning district. So the Base Level Alternative
20 would reduce the amount of office and non-office and
21 retail development that would be included as part of the
22 project. And the residential units would actually be
23 reduced to 519, instead of 1,730. This alternative would
24 also reduce impacts related to air quality and noise
25 because of the reduced development pattern.

1 For the Reduced Intensity Alternative, that would
2 also reduce the amount of office, slightly, to 1,225,000,
3 compared to 1.6 million. And it would reduce the
4 non-office commercial to 87 -- a little over 87,000,
5 compared to 200,000, for the proposed project. And the
6 units would only be reduced to 1,530. So a 200 unit
7 difference. And that would also reduce the overall
8 impacts -- significant impacts related to air quality and
9 noise because the overall development pattern would be
10 reduced.

11 And as noted in the alternative section of the
12 EIR, the reduced intensity -- the Base Level Intensity
13 Alternative was found to be the environmentally-superior
14 alternative.

15 So back to our environmental review process
16 chart, if I don't skip it. Our next steps in the process
17 are to receive public comment tonight and through May
18 23rd, and prepare the Final EIR. So that requires us to
19 respond to all comments received on the contents of the
20 EIR. And following that, that document will be provided
21 to you, the decision makers, in order to take action on
22 the project and separately on the EIR.

23 So How to Comment on the Draft EIR: Well, there
24 are multiple ways. You can provide comment tonight, by
25 raising your hand via Zoom, as Chair Doran mentioned

1 earlier at the start of this hearing. You'll be notified
2 when it's your turn to speak.

3 After tonight, you can submit written comments at
4 the address provided below. This information is also
5 included on the City's website. You can send your comment
6 via USPS mail or via electronic mail to Kyle's e-mail, as
7 noted on the screen. And the comment period will be open
8 until 5:00 p.m., on Monday, May 23rd.

9 That concludes my presentation. Thank you for
10 listening to all things CEQA, and we're eager to hear your
11 comments.

12 CHAIR DORAN: Thank you.

13 So I do want to open it up to public comment on
14 the EIR now. I would, as I mentioned earlier in tonight's
15 program, like to get an idea of how many speakers we have.
16 So if you're interested in speaking, please raise your
17 hand and let Mr. Pruter get a count of hands before we
18 proceed.

19 Mr. Pruter, how many hands do we have raised so
20 far?

21 VICE CHAIR DECARDY: Chair Doran, I have a
22 clarifying question.

23 CHAIR DORAN: Sure.

24 VICE CHAIR DECARDY: This is Commissioner
25 DeCardy.

1 Are you asking for public comment interest solely
2 on the EIR, or in both public comment periods tonight, as
3 you're asking that question, just to clarify?

4 CHAIR DORAN: Yeah. That's a good question.

5 I suppose just on the EIR for now, because we're
6 only taking comments on the EIR. We may have separate
7 time limits for comments on the study session.

8 So if you're interested in commenting on the EIR,
9 please raise your hand.

10 Mr. Pruter, can you give us an idea of how many
11 speakers we have?

12 MR. PRUTER: Chair Doran, sure thing. We have,
13 at the moment, 14 hands that are raised. That number has
14 decreased slightly, following your announcement of the
15 EIR-specific comments. So that may be related to that,
16 but we have 14 right now.

17 CHAIR DORAN: Okay. That is kind of consistent
18 with what I was expecting. There's a number of comments
19 -- a large number of comments. And we are going to have a
20 separate public comment period for the study session. I'm
21 sure there's going to be a lot of questions from the
22 commission as well.

23 So I want to limit the speaking time on EIR
24 comments to two minutes per person, so we can get to
25 everyone that wants to speak on this tonight, both on this

1 section and on the study session section.

2 So with that, Mr. Pruter, if you could set the
3 clock for two minutes for each speaker, I would like to
4 get started with the first one.

5 MR. PRUTER: Sure thing, Chair Doran. Pardon me
6 for setting that up. We'll have that up shortly. But to
7 clarify, we have, at the moment now 12 attendees -- quick
8 clarification. So I will begin now.

9 First commenter I see on my screen is someone by
10 the name of Kelli Fallon. And I'm going to allow you to
11 speak at this time. You can un-mute yourself. And if you
12 could please state your name and your jurisdiction as
13 well, when you begin your comment.

14 You have two minutes. Thank you.

15 KELLI FALLON: Hi. My name is Kelli Fallon. I'm
16 a Senior Policy Manager at the Bay Area Council, which is
17 a public policy organization representing over 350 members
18 of the Bay Area business community. And I'm calling in
19 support of the proposed Willow Village development, which
20 will build over 17 -- 1,730 new homes, which is nearly 60
21 percent of Menlo Park's Sixth Cycle RHNA obligation.

22 This project is a unique opportunity to not only
23 build much-needed housing in Menlo Park, but to also
24 provide significant economic and community development in
25 a city, through the \$75 million in amenities Facebook has

1 committed to invest in Menlo Park and surrounding
2 communities.

3 As I'm sure you know, this is far beyond what
4 housing developers are typically able to contribute to a
5 project, as this is an opportunity that should not be
6 missed, on top of all of the great sustainability efforts
7 that have been mentioned tonight.

8 So I just want to say, this site is an excellent
9 candidate for dense, mixed-use development directly
10 adjacent to transit to grow the supply of housing and
11 reduce dependence on cars, and it's a clear example of
12 sustainable and inclusive growth for future generations.

13 And I encourage you to support it.

14 Thank you for your time and consideration.

15 CHAIR DORAN: Thank you.

16 MR. PRUTER: Thank you for your comment.

17 Our next commenter has the name, "Chamber of San
18 Mateo County." If you could please state your name and
19 your jurisdiction.

20 You'll have two minutes to speak, starting now.
21 You may un-mute yourself.

22 AMY BUCKMASTER: Thank you. My name is Amy
23 Buckmaster, Chamber of San Mateo County. Good evening,
24 Chair Doran -- Doran [pronouncing]. Excuse me.

25 Members of the Planning Commission. I'm the CEO

1 of Chamber of San Mateo County. Our members include over
2 1,500 businesses and organizations, including 60 nonprofit
3 organizations and 40 educational institutions,
4 representing 85,000-plus employees countywide.

5 I'm here tonight to speak on the Willow Village
6 EIR study session. Chamber of San Mateo County Board of
7 Directors is proud to be endorsing the Willow Village
8 project. Silicon Valley headquarters and campuses can now
9 expand responsibly and in a community-focused way. Willow
10 Village exemplifies this by working closely with the
11 community and putting them at the center of the plans.

12 Through the pandemic and the economic recovery,
13 we saw firsthand the needs of the community, especially
14 our small, first generation-owned, family business,
15 hanging on day by day. This project will help support
16 those small businesses with recovery, future growth, and
17 entrepreneurship. It will deliver badly-needed amenities
18 and services to the Belle Haven, such as a grocery store,
19 pharmacy services, cafes, and restaurants. And on top,
20 local businesses will be prioritized for retail and
21 dining.

22 And, lastly, but critical to our organization, it
23 will deliver more than 300 affordable homes, including
24 badly-needed very low income units for our seniors.

25 Thank you for your time.

1 MR. PRUTER: Thank you for much.

2 Our next speaker has the name of Romain Taniere.
3 Sorry for mispronunciation.

4 You have two minutes to speak. If you could
5 please provide your name and jurisdiction at the beginning
6 of your comment.

7 You may now un-mute yourself. Thank you.

8 ROMAIN TANIÈRE: Hi. Good evening,
9 Commissioners. My name is Romain Taniere. I'm an East
10 Palo Alto resident. I've actually sent a more-detailed
11 e-mail to the commission, but in two minutes, I just
12 wanted to point out a couple of key points.

13 Basically, with Menlo Park's current City
14 ordinance, prohibiting nearby overnight parking, residents
15 have expressed concern about increasing parking issues,
16 speed, traffic, and nonresidential cut-through traffic
17 between University, Willow, and Bay corridors, which need
18 to be addressed, in parallel with construction planning.
19 Therefore, traffic and parking, on nearby EPA Kavanaugh
20 neighborhood, must be included in mitigation measures.

21 And some of the impact project fees should go
22 towards the City of East Palo Alto for safety and traffic
23 mitigation measures, such as implementing street traffic
24 speed scanning devices and installing digital radars,
25 speed limit signs on Kavanaugh and Gloria, stop signs on

1 Clarence and Gloria, implementing an all-red traffic light
2 interval at the University/Kavanaugh/Notre Dame and
3 Willow/O'Brien traffic light intersections, strengthening
4 control and enforcement of speed/traffic/parking
5 regulations.

6 Meta should consider the integration planning of
7 a multi-modal transit hub by the central corridors, and
8 keep pushing for the Dumbarton rail corridor to be
9 reactivated.

10 Meta should work with the SFPUC on nearby owners'
11 project to redevelop the Hetch Hetchy right of way and
12 connect the proposed Ivy/Willow and O'Brien parks to
13 increase park playground and green community amenities on
14 Hetch Hetchy, also re-including the initial proposal for a
15 community center on ground level, near Ivy/Willow public
16 park would be greatly beneficial.

17 Overall, we are very excited about this mixed-use
18 project, with public access and amenities east of US-101,
19 and hope groundbreaking will start soon.

20 Thank you very much for your consideration.

21 MR. PRUTER: Thank you for your comment.

22 Our next commenter is someone named Brittani
23 Baxter. Brittani, you'll be able to un-mute yourself now
24 and can you please provide your name and jurisdiction as
25 you beginning of your comment.

1 You'll have two minutes. Thank you very much.

2 BRITTANI BAXTER: Hello. I'm Brittani Baxter, a
3 District 3 resident. And I'll comment just on the EIR
4 portions right now.

5 Really love how beautiful the project is. It was
6 great to see how there is a focus of pedestrian and bike
7 infrastructure, over car infrastructure and looking at,
8 you know, some of the circulation impacts in the EIR --
9 really, just anything that we can do to help, you know,
10 incentivize people to get out of cars and into transit or
11 walking or biking would be extra fantastic.

12 And then, I also noticed, like was mentioned a
13 little bit earlier, that there is a variant available that
14 would have 200 additional units of affordable housing, if
15 the project were to kind of max out its density bonus.
16 And so I'm not quite sure exactly how that would work, but
17 if it's possible to study those units tonight as well,
18 that would be extra fantastic.

19 Thank you so much.

20 MR. PRUTER: Thank you for your comment.

21 We now have someone named Ali Sapirman. Ali, I'm
22 going to let you un-mute yourself. If you could please
23 provide your name and your jurisdiction at the start of
24 your comment.

25 You'll have two minutes. Thank you.

1 ALI SAPIRMAN: Hi. Good evening, Planning
2 Commissioners. My name is Ali Sapirman, and I'm here on
3 behalf of the Housing Action Coalition, a member-supported
4 non-profit that advocates for creating more housing for
5 residents of all income levels to help alleviate the Bay
6 Area and California's housing shortage, displacement, and
7 affordability crisis.

8 I am here to speak tonight in support of the
9 Willow Village project, which the Housing Action Coalition
10 enthusiastically endorsed. I've e-mailed the entire
11 Planning Commission our formal letter of endorsement and
12 forward you all letters of support from Menlo Park
13 residents and housing advocates.

14 I'll now expand on three key elements on why the
15 Willow Village project deserves your support. One, it
16 transforms a space into a place for affordable homes.
17 This project replaces 1970s, outdated office space, over
18 59 acres, with a mixed-use project that includes 1,730
19 homes. Approximately 18 percent will be subsidized
20 affordable, which is more than 300 affordable homes. Of
21 these, 120 homes will be reserved for seniors.

22 Two, it creates a community of resources. Willow
23 Village will provide community amenities and benefits,
24 such as a grocery store, pharmacy services, up to 200,000
25 square feet of retail space, significant public open

1 space, and a town square.

2 Three, built using environmentally-friendly
3 practices. This project is built to be LEED Gold
4 certification, meaning the buildings will be equipped with
5 100 percent electric power and use recycled water,
6 sustainable materials, and increase photovoltaics.

7 Please vote tonight in support of the Willow
8 Village project.

9 Thank you so much.

10 MR. PRUTER: Thank you for your comment.

11 Our next commenter is someone with the name of
12 Jorge S21 Ultra. I'm going to let you un-mute yourself at
13 this time. If you could please provide your name and your
14 jurisdiction at the beginning of your comment.

15 You'll have two minutes. Thank you.

16 I apologize. Chair Doran, I'm not sure if this
17 person is available at the moment, but I will proceed with
18 another commenter, if that is acceptable.

19 CHAIR DORAN: Yes, please.

20 MR. PRUTER: We'll move on. Okay. We'll move on
21 to the commenter by the name of Vince Rocha.

22 I'm going to allow you to speak at this time. If
23 you can please un-mute yourself and provide your name and
24 jurisdiction at the start of your comment.

25 You'll have two minutes. Thank you.

1 VINCE ROCHA: Good evening Planning
2 Commissioners. My name is Vince Rocha. I'm the Vice
3 President of Housing and Community Development with the
4 Silicon Valley Leadership Group, representing over 350 of
5 the regions' largest employers and universities. We're
6 calling in support of this project.

7 Our members have endorsed this project because it
8 meets our needs for both housing, jobs, and environmental
9 sustainability. For the purposes of the EIR, it has
10 really mitigated the traffic impacts, creating open space
11 and shopping, not just for the folks who will live and
12 work there, but for the surrounding communities as well,
13 really creating an environment of live, work, play.

14 We believe this meets or exceeds all of the
15 environmental standards of the city, and we look forward
16 to seeing this project come to fruition. Thank you.

17 MR. PRUTER: Thank you for your comment.

18 Our next commenter has the name of Pam Jones.
19 I'm going to let you un-mute yourself at this time. If
20 you could please provide your name and jurisdiction at the
21 start of your comment.

22 You'll have two minutes. Thank you.

23 PAM JONES: Good evening, housing commissioners,
24 Chair and Vice Chair, and staff. Pamela Jones, resident
25 of the Belle Haven neighborhood of Menlo Park.

1 In regards to the EIR, I continually do not
2 understand the criteria of collecting data. The air
3 quality, according to the report, is negligible. And yet,
4 if you look at the California State EnviroScreen 4.0, it
5 identifies Belle Haven and East Palo Alto as being
6 significantly affected by air quality.

7 The second piece is on the housing studies, which
8 are done by the same company that has done the General
9 Plan. So I expect them not to find anything other than no
10 impact or minimal impact.

11 But let me give you some data on the Belle Haven
12 neighborhood and the impact there. If the 2020 census is
13 correct, we have lost 488 residents between 2020 and 2010.
14 That's in the Belle Haven neighborhood alone. The
15 high-density apartments were not in the 2010 census
16 because they were not built. The high-density apartments
17 have 991 residents.

18 So consider that there's been significant impact
19 on the residents that were living here long before Meta
20 came to town, long before the high rise, long before the
21 General Plan.

22 Thank you.

23 MR. PRUTER: Thank you for your comment.

24 Our next commenter is someone with the Isabella
25 Chu.

1 Isabella, I'm going to let you be able to un-mute
2 yourself. If you could please provide your name and
3 jurisdiction at the start of your comment.

4 You have two minutes. Thank you.

5 ISABELLA CHU: Good evening, Planning Commission.
6 My name is Isabella Chu. I live in Redwood City, and I
7 work in Palo Alto. So I have to bike or take a train or a
8 bus through Menlo Park, every time I go to work. So
9 housing in Menlo Park and safe bike and walk
10 infrastructure is of immediate practical interest to me.

11 Moreover, in my professional life, I study the
12 interaction between land use policy and health. And when
13 we're talking about the EIR, I think it's important to
14 remember that the number one source of greenhouse gas
15 emissions, air and noise pollution in cities, is cars.
16 And the key driver of traffic in the Bay Area is people
17 having to live far away and commute by car into jobs.

18 And so anything which reduces vehicle miles
19 traveled is a powerful and important measure against
20 climate change, against pollution, against morbidity and
21 mortality. Cars happened to be -- car crashes happen to
22 be the number one cause of death for people under the age
23 of 22. So vehicle miles traveled have a lot of
24 externalities.

25 But when we're talking about environment,

1 anything we can do to reduce vehicle miles' traveled is of
2 central importance. And so building dense, walkable,
3 bikeable communities near jobs is the most powerful thing
4 we can do to reduce VMT and, frankly, give people access
5 to opportunities.

6 So, you know, I want to speak in support of this
7 project. The more you can reduce sort of the convenience
8 of drivers and provide space for people on foot and bike,
9 the better the project will be for the environment and for
10 human health and prosperity.

11 Thank you.

12 MR. PRUTER: Thank you for your comment.

13 Our next commenter is someone names Karen Eshoo.

14 Karen, I am going to let you be able to un-mute
15 yourself. If you could please provide your name and
16 jurisdiction at the start of your comment.

17 You'll have two minutes. Thank you.

18 KAREN ESHOO: Hi. Thanks for the time. I
19 appreciate it.

20 I am the Head of School at Mid-Peninsula High
21 School, which is adjacent to the -- to what will be the
22 public park. I'm also a resident of the Willows. And I
23 wanted to come tonight and first applaud the City for
24 holding this hearing, and let you know how impressed we
25 are at Mid-Pen with the EIR.

1 We appreciate all the mitigation efforts that are
2 being made, especially because I know that, obviously, as
3 construction gets started, we're certainly going to hear
4 it. That's for sure. But we also know that it's worth it
5 because of the outcome of this project.

6 Mid-Pen is a big supporter of the Willow Village
7 project. And, in fact, I think it's just going to do
8 amazing things for the Belle Haven neighborhood. You've
9 already heard that from others in the neighborhood as
10 well. We're proud to be a neighbor of Meta. We have
11 been, I think, you know, obviously, for quite some time
12 now.

13 And in particular, I am really happy to say that
14 we have a wonderful relationship with the folks that are
15 designing this project. They've been responsive to us.
16 Whenever we've had questions or suggestions, they've
17 reached right out to us and have been really willing to
18 talk about how this project can also benefit Mid-Pen and
19 make sure that our school continues to be able to thrive,
20 as it always has.

21 So we are, once again, here to throw our support
22 behind this project and those leading it. And appreciate
23 your time tonight.

24 Thank you very much.

25 MR. PRUTER: Thank you for your comment.

1 Our next commenter has the name of Ken Chan.

2 Ken, I'm going to let you be able to un-mute
3 yourself. If you could please provide your name and
4 jurisdiction at the start of your comment.

5 You'll have two minutes. Thank you.

6 KEN CHAN: Hello. Can everyone hear me?

7 MR. PRUTER: We can hear you.

8 KEN CHAN: Oh, I'm sorry. I didn't see -- well,
9 hello members of the Menlo Park Planning Commission. My
10 name is Ken Chan, and I'm an organizer with the Housing
11 Leadership Council of San Mateo County. We work with our
12 communities and their leaders to produce and preserve all
13 the affordable homes, which is what has brought me to this
14 moment.

15 I'd like to thank staff. I'd first like to thank
16 staff for all of their hard work in putting together the
17 report, and for their presentation tonight.

18 On behalf of HLC, I'd like to express our support
19 for the Willow Village proposal under discussion tonight.
20 Over 300 of these homes are proposed to be affordable,
21 with 120 set at the very low, extremely low income levels
22 for seniors. This means that as folks begin to transition
23 into the next phase of their lives, at least 120 of the
24 city's most vulnerable senior community members will have
25 a safe and stable place to call home.

1 Thanks so much.

2 MR. PRUTER: Thank you for your comment.

3 Our next commenter is named Adina Levin.

4 Adina, I will give you the ability to un-mute
5 yourself. Please state your name and your jurisdiction at
6 the start of your comment.

7 You'll have two minutes. Thank you.

8 ADINA LEVIN: There we go. Now successfully
9 un-muted. Thank you very much.

10 My name is Adina Levin. I am a Menlo Park
11 resident, and I'm a part of a group from Menlo Together
12 that submitted a letter to the Planning Commission and
13 will do some more detailed comments, probably, about the
14 EIR.

15 And I, first of all, wanted to support the
16 comments of some of the other speakers, in terms of having
17 homes near jobs, and services is something that helps
18 reduce vehicle miles traveled and which is the biggest
19 source of greenhouse gas emissions. So that is an overall
20 -- a good thing.

21 In terms of more comments relating to
22 transportation, the proposal does have many features, that
23 help reduce driving, associated with the project. And in
24 order to maximize that, we would like to see very
25 significant attention posed particularly to the crossings

1 of Willow at Hamilton, and also Park and Ivy and O'Brien;
2 all of the intersections that need to be optimized for
3 pedestrian safety, as well as the -- there's great bicycle
4 trails on the project, but bicycle access to the project
5 also needs to be very safe, to help people not drive.

6 With regard to the trip caps and the amount of
7 vehicle parking, which are really correlated to how much
8 driving and VMT, we would like to see some analysis, based
9 on goals from mode share, what number of people are
10 expected to be driving, versus using other modes. This is
11 a method that Mountain View used and can help to reduce
12 the amount of driving and vehicle miles traveled.

13 Thank you.

14 MR. PRUTER: Thank you for your comment.

15 Our next commenter is names Harry Bims.

16 Harry, I am going to let you be able to un-mute
17 yourself. And if you could please provide your name and
18 jurisdiction at the start of your comment.

19 You'll have two minutes. And I believe -- yes.
20 Sorry. The stopwatch is coming back up. You'll have two
21 minutes, please. Thank you.

22 HARRY BIMS: Hello. This is Harry Bims, District
23 1 resident. I'm here to speak in favor of the project and
24 would like to say that this project is far from perfect,
25 as I think we've seen some comments about that earlier

1 tonight. Nonetheless, I think, given the complexity of
2 the project, that it strikes the right balance in
3 addressing the broad range of issues that concern this
4 project.

5 And I would also, you know, mention that this
6 project is yet another District 1 project that leads the
7 way throughout Menlo Park, in terms of providing
8 affordable housing options, providing high-density
9 residential uses as well, which is why District 1 has more
10 high-density housing than any other district in Menlo Park
11 by far.

12 So I'm speaking in favor of this project, and
13 hopefully this project will incentivize other districts to
14 follow suit, with similar projects that address the need
15 for affordable housing in the Bay Area, and also deliver a
16 project with the kind of quality materials and attention
17 to detail that this project exemplifies.

18 Thank you.

19 MR. PRUTER: Thank you for your comment.

20 Our next commenter is named "Colin."

21 Colin, if you could please provide your name --
22 full name and jurisdiction at the beginning. You'll be
23 able to un-mute yourself at this time. If you could
24 please provide those items.

25 You'll have two minutes to speak. Thank you.

1 COLIN: Hi, Menlo Park City Council. I'm a
2 resident living in the Kavanaugh neighborhood in East Palo
3 Alto.

4 Meta and the Willow Village team really listened
5 and worked with the local residents on their community
6 feedback. The affordable housing is much needed for many
7 low income East Palo Alto residents facing rent hikes.

8 The retail space and prioritization of local
9 businesses is going to open so many opportunities for many
10 East Palo Alto and Willow businesses that started during
11 COVID, such as the many Mom and Pop restaurants currently
12 operating with much success out of East Palo Alto and
13 Willow residential homes.

14 Continually, East Palo Alto residents have asked
15 for a local dog park and a full-service grocery store. It
16 was Meta and this Willow Village development that
17 delivered on those. The community -- this development
18 will be the first in the Bay that is fully inclusive of
19 workers and residents, with an open campus that invites
20 all members of the community to take advantage.

21 The use of union labor is going to enrich many
22 locals, tradespeople, and the LEED status will help reduce
23 environmental impact.

24 Delaying this further will cause harm to local
25 residents by delaying the great benefits of this

1 development from being realized.

2 Thank you for your time.

3 MR. PRUTER: Thank you for your comment. Our
4 next commenter is named Fran Dehn.

5 Fran, I'll be letting you un-mute yourself. If
6 you could please provide your name and your jurisdiction
7 at the start of your comment.

8 You'll have two minutes. Thank you.

9 FRAN DEHN: Thank you very much.

10 Good evening, Commissioners. Fran Dehn, Menlo
11 Park Chamber of Commerce. And on behalf of the Chamber of
12 Commerce, thanks for the opportunity to comment this
13 evening in support of the Willow Village Master Plan.

14 The project is a model of corporate citizenship
15 and community-based planning. The developers have truly
16 listened to the community and delivered, in response to
17 the input. They have engaged in an open community process
18 for years; public outreach unprecedented.

19 Several substantive project modifications are a
20 direct result, including moving the grocery store and
21 other services to first phase, reducing office footprint,
22 increasing the amount of housing, in particular,
23 affordable housing, also providing parks, trails, open
24 space for the community, retail spaces for local business
25 to proliferate. And to reiterate, much needed housing.

1 The project would not look like it does today
2 without Willow Village's team listening to and integrating
3 the community's feedback into the project design. Meta is
4 and has always been a receptive, responsive neighbor in
5 Menlo Park.

6 They've invested 10s of millions into the
7 community, such as the community campus, Belle Haven
8 Community Campus, which is under construction; support for
9 Menlo Park small businesses, local food subsidy programs,
10 and on and on and on.

11 In summary, Willow Village, which is before you
12 tonight, is a model for community-based planning,
13 delivering unprecedented community amenities and benefits
14 to the neighborhood and to the city as a whole, while
15 still meeting Meta's long-term goals: Remain, contribute,
16 and flourish in Menlo Park.

17 Every project that comes forward to the Planning
18 Commission has merit and certainly, in particular, merit
19 to the Applicant. However, with Willow Village, the
20 community is also a primary beneficiary.

21 Thank you very much for your review,
22 consideration this evening, and thank you to Meta and to
23 Signature Development for a forward-thinking,
24 community-based plan.

25 MR. PRUTER: Thank you for your comment.

1 What appears to be our final commenter is a
2 person by the name of Karen Grove.

3 Karen, I'm going to allow you to un-mute yourself
4 at this time. Can you please provide your name and
5 jurisdiction.

6 You'll have two minutes to speak. Thank you.

7 KAREN GROVE: Thank you. I'm Karen Grove. I'm a
8 Menlo Park resident. I serve on the Housing Commission,
9 but I'm speaking for myself.

10 And, ironically, the first thing I'm going to
11 talk about is circulation. As a member of Menlo Together,
12 I wanted to add to Adina's comment that the EIR identifies
13 that the project will put pressure on the intersections of
14 Willow and Bayfront, and Willow and University. And so we
15 were wondering if it would be feasible to add a third
16 entrance or exit to Bayfront from what is currently being
17 proposed as the "loop road." That would create a stronger
18 grid, so to speak, with multiple options to enter and exit
19 the area and relieve pressure on the two other
20 intersections.

21 I also wanted to comment on the variation of
22 adding another 200 units, which is, I understand, not
23 being proposed by the developer, but has been studied in
24 the EIR. And we would like to propose that if those
25 additional units get built, they be designed to be

1 affordable for extremely low, very low, and low income
2 households.

3 Menlo Park has a multi-year debt to the region,
4 in terms of deeply affordable housing to meet the need of
5 the jobs that we have added to our community. And the
6 debt has been felt most strongly and continues to be felt
7 most strongly in Belle Haven and East Palo Alto through
8 eviction, homelessness, displacement, overcrowding, and
9 extreme housing cost burden.

10 The impacted demographic is 50 percent black and
11 Hispanic, and has a median income of 50 to \$60,000 a year.

12 In addition, Belle Haven and East Palo Alto have
13 carried the disproportionate impact of our city's growth.
14 So that is why we would propose that if we add the extra
15 200 houses, which is a great idea, that we meet -- make
16 them meet the needs of those most impacted in the nearby
17 communities.

18 Thank you.

19 MR. PRUTER: Thank you for your comment.

20 If I may, through the Chair --

21 CHAIR DORAN: Yes.

22 MR. PRUTER: I believe that is all of our
23 commenters, in terms of hands raised, just to clarify.
24 But we did have a member of the public who had their hand
25 raised and is no longer raising their hand. I wasn't sure

1 if we wanted to give another opportunity for them. They
2 were unable to speak earlier, when I had given them the
3 opportunity.

4 CHAIR DORAN: Sure. We can leave the public
5 comment open for a little bit, to see if they want to come
6 back, or if there are any other people who wish to
7 comment.

8 MR. PRUTER: Okay. Thank you.

9 I do see another hand raised at the moment.
10 Someone else. A person -- I can let them speak, if you'd
11 like, Chair Doran.

12 CHAIR DORAN: Yes, please.

13 MR. PRUTER: Okay. Thank you.

14 We have an additional commenter named Karen
15 Rosenberg.

16 Karen, I'm going to allow you to speak. And if you can
17 please state your full name and your jurisdiction at the
18 beginning of your comment.

19 You'll have two minutes to speak. Thank you.

20 KAREN ROSENBERG: Hi. I'm so sorry. I first
21 just wanted to clarify whether or not this is for just the
22 EIR, or if I can comment just on the Willow Village
23 development in general.

24 CHAIR DORAN: This is intended to be the EIR, but
25 since there's considerable overlap, I'd say, go ahead.

1 KAREN ROSENBERG: Okay. Wonderful.

2 Hello. My name is Karen Rosenberg, and I am a
3 Resilience Associate at Greenbelt Alliance.

4 For those of you who are unfamiliar with
5 Greenbelt, we are an environmental nonprofit, working to
6 educate, advocate, and collaborate to ensure the Bay
7 Area's lands and communities are resilient to a change in
8 climate.

9 We are pleased to endorse Willow Village that
10 would bring over 1,700 homes to the city of Menlo Park.
11 As a mixed-use development, Willow Village would bring
12 housing and jobs and neighborhood-serving retail, not to
13 mention significant open space, as well as other amenities
14 to help create an inclusive Menlo Park for all residents
15 to enjoy.

16 One of the many benefits of this project is that
17 the addition of such amenities to the area would reduce
18 the number and length of automobile retail trips for
19 existing residents and employees.

20 Additionally, Willow Village is located within
21 half a mile of Facebook's major employment center, with
22 bike, pedestrian, and shuttle routes available, so that
23 employees do not have to drive.

24 Every city in the Bay Area must play their part
25 to increase their housing stock to make sure the local

1 workforce can afford to live close to jobs, schools, and
2 services. This project serves to help the City of Menlo
3 Park make significant progress towards its Regional
4 Housing Needs Assessment goals and allows its residents
5 more time with family and friends, and less time in
6 traffic congestion, improving the social fabric of our
7 communities and reducing the climate-damaging greenhouse
8 gas emissions produced by driving.

9 We urge the Planning Commission to approve Willow
10 Village, and we hope its approval will resinate with other
11 Bay Area cities and encourage them to redouble their
12 efforts to grow smartly.

13 Thank you.

14 MR. PRUTER: Thank you for your comment.

15 We do now have two additional commenters. So
16 I'll proceed.

17 The next person is names Rick Solis.

18 Rick, I'll let you be able to un-mute yourself at
19 this time. If you can please state your full name and
20 jurisdiction at the start of your comment.

21 You'll have two minutes. Thank you.

22 RICK SOLIS: Hello. Can you hear me?

23 MR. PRUTER: Yes, we can.

24 RICK SOLIS: Hi. Thank you.

25 Hi. My name is Rick Solis. I'm a Field

1 Representative with Carpenters Local 217, based in Foster
2 City, but we represent about 2,500 members in San Mateo
3 County.

4 But I would like to express my support for the
5 Willow Village project. And I don't want to waste your --
6 any further of your time with explaining on how this is
7 going to -- you know, regarding how many units and how
8 many square feet of everything. But the thing that we're
9 happy with is, the Carpenters Union has always had a great
10 relationship with Facebook, who is now Meta, and are
11 partnering with Signature Development on the construction
12 of this project.

13 And to let you know, I mean, just the thousands
14 of construction -- and I'm not just saying regular
15 construction jobs, but the union construction jobs that
16 this project will generate is going to be a great thing
17 for the area. So since the pandemic, there's been a big
18 slow-down in people getting back to work, and a lot of
19 construction workers are suffering.

20 But like I mentioned, this is -- these are union
21 jobs that provide family-sustaining benefits for
22 retirement, for health care, the wages that they will pay,
23 and just everything that's going to help construction
24 workers in the area and help -- help build the middle
25 class construction work force.

1 So, again, I would like to urge you to please
2 move this project forward to passage.

3 Thank you very much.

4 CHAIR DORAN: Thank you. I realize that it's
5 hard to segregate comments on the EIR, from comments on
6 the project generally. But I would like to ask the
7 remaining speaker to confine their comments to the EIR.
8 That's the portion of the Agenda that we're on right now.

9 And if they don't have comments on the EIR, to
10 save their comments for the study session.

11 MR. PRUTER: Okay. Thank you, Chair Doran.
12 Sorry.

13 To clarify, we have one more commenter. And I
14 believe they're keeping their hand up. Another one has
15 lowered their hand. So I believe they do have an EIR
16 comment.

17 This person is named Sergio Ramirez. You will be
18 able to speak at this time. And if you can please provide
19 your name and your jurisdiction at the start of your
20 comment.

21 You'll have two minutes. Thank you.

22 SERGIO RAMIREZ: Hi. Good evening,
23 Commissioners. Thank you for the chance to speak tonight.

24 My name is Sergio Ramirez Herrera. I've been a
25 Menlo Park resident for the past 13 years. So I am also

1 an 8-year apprentice carpenter with Carpenters Local 217.

2 In addition, I am a job-trained graduate from the
3 training center here in Menlo Park. My four-year career
4 has afforded me the opportunity to continue to live here
5 and allow me to work close to home and spend more time
6 with my family. With the benefits I earn through my work,
7 I am also looking forward to a respectable retirement,
8 when the time comes.

9 This developer has committed to using a union
10 signatory general contractor on this project, which, in
11 turn, allows others in my situation to utilize these
12 benefits and earn a liveable wage that they deserve.

13 This project also includes more than 300
14 affordable homes, which -- with the desperate
15 opportunities to better themselves and our community.

16 I fully support this project and look forward to
17 seeing it through completion, and urge you all to do the
18 same.

19 Thank you again for the opportunity to speak.

20 CHAIR DORAN: Okay. I'd like to remind the
21 speakers that we're on the EIR report now. If we have
22 comments on the EIR report, this is the appropriate time.

23 Comments on the project in general should be
24 saved for the study session.

25 MR. PRUTER: Thank you, Chair Doran.

1 At this time, I do not see any other hands
2 raised. So I think, if you'd like --

3 CHAIR DORAN: Okay. I'm going to close public
4 comment and bring the conversation back to the Commission
5 for commissioner questions and comments. And I'm sure
6 there are a lot of those...

7 Well, if no one wants to speak, Commissioner
8 DeCardy -- Vice Chair DeCardy?

9 VICE CHAIR DECARDY: I'm also happy to defer to
10 Commissioner Riggs.

11 But, first of all, thank you. Thank you to the
12 members of the public who have come and for your comments.
13 They are enormously helpful, and for your commitment to
14 providing feedback. Overall, it's a great project. I'm
15 really looking forward to this project coming to fruition.
16 So thank you to the team for the presentations.

17 To the staff, I thought the staff report was
18 excellent. The materials, there are a ton. I thought the
19 staff report did a nice job walking us through. Thank you
20 for that.

21 And, Ms. Garcia, thank you to you and your team
22 for the EIR, and for your really clear presentation.

23 I have three quick things, in addition to some of
24 the comments we've heard already from -- really well said
25 from the public. The first one is a question. It might

1 be for you, Ms. Garcia, or for staff.

2 If we have an EIR -- and I really appreciate
3 having the EIR look at 200 additional units of housing.
4 If we decided that we wanted to do 400 more units of
5 housing, would that mean we'd have to reopen the EIR?

6 Or does that not limit us, as a community, as
7 this project continues?

8 MS. GARCIA: Thank you, Commissioner. I think
9 that's a great question.

10 As noted in the Variance chapter of the EIR, we
11 did have to evaluate that particular variant in detail.
12 And Ramboll, who did the air quality technical reports,
13 did provide additional modeling information for air
14 quality impacts.

15 And so increasing the units from 200 to 400 would
16 likely require additional evaluation that, depending on
17 what the results would be, could be included as an errata
18 to the EIR, or an additional memo.

19 But if it would worsen impacts, then we would
20 have to think about recirculation, if it gets to that
21 point.

22 VICE CHAIR DECARDY: Yes.

23 If I could ask the same question through the
24 Chair to Mr. Perata.

25 Just how much longer would that take, as staff,

1 and what would that do for cost?

2 MR. PERATA: Thank you. So I don't have good
3 answers for either of those on the fly this evening.

4 We certainly would have to look into the cost
5 more and -- in terms of what the scope and budget would be
6 to modify the EIR, and whether or not it's a -- an errata
7 in the Final EIR, where there potentially doesn't need to
8 be recirculation, versus recirculation of the Draft EIR.

9 So when you're asking about the schedule, you
10 know, Final EIR could potentially be accommodated within
11 the overall project schedule.

12 Recirculation would require recirculating the
13 Draft EIR for a new 45-day minimum public comment period.
14 Either way, you're looking at additional time for the
15 analysis, not factoring in items, like, whether or not it
16 needs to be recirculated.

17 So I just don't have a good answer right now. I
18 do see our City Attorney here to maybe bail me out a
19 little bit.

20 MS. SHIMKO: Hi. I'm Anna Shimko.

21 And, Kyle, you don't need bailing out. I think
22 you said it absolutely correctly. And you're right. It
23 depends on the outcome.

24 If we did have to recirculate the EIR, of course,
25 we would have not only the 45-day review period, but the

1 time to respond to comments on that recirculated EIR.

2 VICE CHAIR DECARDY: All right. Thank you to
3 each of you.

4 In that case, I just applaud the -- at least the
5 addition of the 200 units in that mix, and I think it's
6 good for everybody to know, if we wanted to go higher,
7 what those impacts might be.

8 So thank you.

9 My second one, I hope is simple, which is, you
10 know, the potential EIR and the impacts of the diesel
11 generator for emergency energy use. This is more just a
12 request to the Applicant.

13 You all, I think, did a fabulous job in finding
14 an alternative to a diesel generator at the Community
15 Center and would really support and love finding that
16 alternative in this instance, so we don't have to have
17 diesel generator as backup. It's not an extraordinary
18 greenhouse gas emissions' problem, but it seems a real
19 shame for a project, that you're rightly touting for the
20 other environmental and climate benefits, to have that
21 pimple on it.

22 So that's the second comment.

23 And then the third one is -- actually, I have
24 some questions around. And this is to the great points
25 that were raised by numerous commenters, including

1 Mr. Taniere, Ms. Jones, Ms. Chu, and others, around air
2 quality and transportation.

3 So you mentioned, Ms. Garcia, in your
4 presentation, that the reactive organic gases are
5 essentially -- there's nothing we can do about it; there's
6 no mitigation.

7 So I think reactive organic gases are non-methane
8 hydrocarbons.

9 So what are the consumer products we're talking
10 about, that nobody has any control over?

11 MS. GARCIA: That's a great question. And I can
12 do my part and find that specific list of consumer
13 products, but I don't have it off the top of my head at
14 the moment.

15 Heidi, do you happen --

16 MS. MEKKELSON: Yeah. I can -- I can try to
17 respond to that. This is Heidi Mekkelson, from ICF, from
18 the people in charge of the project.

19 Consumer projects are -- or consumer products are
20 stationary source emissions. So not to be cheeky, but Axe
21 body spray would be an example. Spray paint -- anything
22 that consumers are using on a daily basis that emit
23 reactive organic gases.

24 This particular threshold, from the Air Quality
25 Management District, which is a pounds-per-day threshold,

1 is typically exceeded by large projects. It's just a
2 difficult one to be under, if your project is of a certain
3 size.

4 And moreover, because it is related to the
5 actions of future project users, it's a difficult one to
6 mitigate because you can only do so much to curb people
7 from using aerosols, for example.

8 VICE CHAIR DECARDY: Okay. So -- yeah. Those
9 are -- my question is, so there's nothing related to
10 transportation or to traffic or to parking or to
11 automobile use, or do those reactive organic gases
12 actually end up intermingling with other stuff, and that's
13 what gives you the air quality problems, like ground level
14 ozone, and that kind of thing?

15 I'm not a scientist. So I'm not trying to -- I'm
16 not trying to catch anybody out here. I truly am
17 interested in this moment, trying to figure that out.

18 MS. MEKKELSON: Yeah. Yeah. That's a really
19 good question. We looked at all of those things in the
20 analysis.

21 So there are different criteria air pollutants
22 that are measured in the analysis, including particulate
23 matter; NOx, which Nox is primarily due to -- that's
24 nitrogen oxide. Those are primarily related to vehicle
25 traffic; ROGs, ozone, and methane for the greenhouse gas

1 analysis.

2 So each of those pollutants comes primarily from
3 a different source. But we look at stationary sources,
4 and we look at mobile source emissions.

5 And for the criteria, air pollutant operational
6 impact, the threshold that is being tripped -- there's
7 definitely, you know, impacts happening from all of these
8 different emission sources, but the one that is tripping
9 the threshold established by the Air Quality Management
10 District is the consumer products.

11 VICE CHAIR DECARDY: Perfect. Thank you.

12 So my -- with that understanding, my question
13 gets specifically to the alternatives proposed, and the
14 traffic and air quality issues in that mix.

15 And so can -- I believe what you are looking at
16 is a threshold that is around 6,000 trips -- car trips,
17 ends up being what you were looking at for needing to
18 avoid going over that level.

19 Can you just remind us, why 6,000 car trips?
20 What's magic about that?

21 MS. MEKKELSON: That one, I will have to take a
22 look at, or perhaps Ollie can weigh in on that one.

23 The 6,000 car trips threshold is not ringing a
24 bell for me at the moment.

25 VICE CHAIR DECARDY: Mr. Perata came on. He's

1 kind of used to me on this.

2 MR. PERATA: I'll defer to Ollie, from Hexagon,
3 the transportation sub-consultant under ICF. And then
4 happy to follow up, but I think Ollie has it.

5 MR. ZHOU: Hi. This is Ollie Zhou, from Hexagon
6 Transportation Consultants.

7 Vice Chair DeCardy, we -- in terms of
8 transportation mitigation, we are talking about requiring
9 the project to do TDM reductions. And those are expressed
10 in percentages. I'm not -- you know, I haven't done the
11 calculation myself and, you know, maybe you're right.
12 That's the way you put it to the 6,000 trips' limit. I do
13 not recall citing specifically anything about 6,000, but,
14 you know, if you find it in the EIR, maybe, if you could
15 point me to that, that would be great.

16 But the project is required to do TDM mitigations
17 to reduce its residential VMT impact. And, you know, it's
18 32 percent off of IT -- 32 or 36 percent off of the
19 IT-generation rates.

20 VICE CHAIR DECARDY: Yeah. It's the mitigation
21 factor that I think you all identified as Mitigation TRA2.
22 And you just said it was the equivalent of 6,000 trips.
23 So that's what I was referring to. So I appreciate the
24 answer on that.

25 So what I'm wrestling with is if we have a

1 request that we're going to look at later on this evening,
2 from the Applicant, to actually ease the transportation
3 demand management. But I believe the only mitigation that
4 we really have is transportation demand management. And
5 so how are we supposed to, as a community, as the Planning
6 Commission, as the City Council, and as residents,
7 understand these different impacts?

8 It is hard for me to wrestle with what you all
9 have in the EIR and these impacts, off of what is the
10 current transportation demand management. I guess regime
11 or expectation off of what is the requested variants, and
12 how are we supposed to understand that and the potential
13 air quality impacts and other environmental impacts?

14 And whoever can best answer that.

15 MR. PERATA: So through the Chair, if I can start
16 from a staff perspective, and then we can turn it over to
17 another expert on the meeting tonight.

18 For the Environmental Impact Report, we did study
19 the Applicant's requested adjustment to the City's
20 standard practice for the transportation demand
21 management. So our ordinance does include a requirement
22 of 20 percent reduction for TDM, transportation demand
23 management, in terms of trips.

24 We have historically taken that off of the net
25 trips, after factoring into account the project site's

1 land uses, mixture of land uses, complimentary land uses
2 in the vicinity of the project. That includes some
3 internalization for trips, passthrough capture trips that
4 would have passed the site already.

5 The Applicant's request, through the Conditional
6 Development Permit, is to that number off the gross trips.
7 And so that was factored into the analysis. So what the
8 Planning Commission and the community is reviewing in the
9 EIR is based on the Applicant's request.

10 So there isn't a change from the analysis in the
11 EIR to the Applicant's request. But there is a component
12 of the project that includes that change from net trips to
13 gross trips, factoring into account this project's
14 significant internalization, compared to other, more
15 stand-alone uses.

16 VICE CHAIR DECARDY: Yes. Super helpful. That's
17 exactly what I wanted to know. So I appreciate that.

18 So I will just say that, for me, I was really --
19 appreciated the alternatives. I get frustrated with EIRs
20 that don't give a reasonable set so that it gives some
21 sunshine for the community to be able to see the
22 differences. But there is not one that has a massive
23 reduction in parking and the potential opportunities on
24 the massive reduction in parking. I just simply think we
25 have to look at that, at all of these projects. I won't

1 certify it as adequate without that. I realize I'm only
2 one vote, so it doesn't particularly matter. But it's why
3 I think it's that important. I think it is that important
4 so that our community has sunshine in this.

5 Half of the comments we just had were related to
6 circulation and traffic in some dimension. And without
7 getting the incentive to actually build on the incredible
8 work that Meta has led, on TDM and to keep on pressing --
9 and I really appreciated the comment in the presentation
10 that Mr. Neito made about -- you know, we're trying to
11 send the incentives to have fewer cars, he said.
12 Something like that. I think that's terrific.

13 But the only incentive to do that is to either
14 get rid of parking or else to increase the cost. And we
15 need to more honestly look at that, and I wish that was
16 included in the EIR.

17 So, thanks. Those are my comments on the EIR
18 this evening.

19 CHAIR DORAN: Thank you.

20 Commissioner Riggs?

21 COMMISSIONER RIGGS: Yes. Thank you. And thank
22 you to my fellow commissioner for raising those four
23 points.

24 I would like to ask a question similar to
25 Mr. DeCardy's first question. And that has to do with, if

1 we had an alternative project, which we don't, because we
2 scoped this in 2019, I think, before we started pressing
3 more firmly for it.

4 If we had an alternative that involved a reduced
5 parking option, both for residential and for office, would
6 this require a revisit to the EIR?

7 And I have a similar question to follow that.

8 MS. GARCIA: Thank you, Commissioner Riggs. I
9 think that's an excellent question.

10 Primarily the alternatives to the proposed
11 project are identified and put forth in order to identify
12 ways to reduce the significant impacts identified in the
13 EIR. As noted in our presentation, the significant and
14 avoidable impacts were related to air quality and noise.

15 Parking, unfortunately, is no longer considered
16 an impact, under CEQA. So for those reasons, it wasn't
17 identified as significant.

18 And in connection to that, that's one of the
19 reasons why we didn't evaluate an alternative to the
20 project that would reduce the parking.

21 COMMISSIONER RIGGS: Understood. But I raise
22 parking as an indicator of VMT because, frankly, if you
23 don't have a parking space when you go to work, then you
24 don't drive, as anyone in San Francisco or Manhattan can
25 tell you.

1 So under those conditions -- I realize that this
2 is presumably in the positive direction. But does it in
3 any way effect the EIR, if, for example, Meta decided,
4 during the process of the building permit two years from
5 now, maybe they're going to reduce the scope of their
6 parking structures?

7 Would this in any way have any sort of kickback
8 to the EIR, or because it would logically reduce VMT,
9 would this be a nonissue?

10 MS. GARCIA: Thank you.

11 Heidi, correct me if I'm wrong, but an overall
12 reduction or a reduction in the type of development that
13 was evaluated in the EIR would, for the most part, reduce
14 the overall significant impacts that were identified.

15 So it's unlikely that by reducing the number of
16 parking spaces included in the parking garages that it
17 would require recirculation of the EIR or identify
18 additional significant impacts that were not identified
19 previously.

20 COMMISSIONER RIGGS: All right. Thank you

21 MS. SHIMKO: And just to piggyback, if you don't
22 mind, on what Claudia has said. I want to make sure that
23 you know we did know that this would be an area of
24 concern. And we seriously discussed whether it made sense
25 to build into the alternatives' analysis an option that

1 had less parking.

2 And maybe Ollie is the best to opine on this
3 topic, but because the transportation impacts are judged
4 on the basis of vehicle miles traveled, and there's no
5 correlation, in my understanding, between forecasting the
6 vehicle miles traveled associated with the project and the
7 parking that's provided, we would have no basis at this
8 point to conclude that providing less parking really would
9 reduce the vehicle miles traveled.

10 I mean, I understand your argument, and it may be
11 correct. But based on the way that the technical analyses
12 are accomplished, parking just doesn't figure into that
13 calculus. So we concluded that it did not make sense at
14 this point to include reduced parking ratios into one of
15 the alternatives. I believe that we do have a mention of
16 that in the alternatives' analysis, at some point.

17 But like Claudia said, if -- if, down the road,
18 so to speak, the Applicant decided that less parking was
19 needed, I'm confident that that could be accommodated.

20 And I don't see that there would be additional
21 CEQA impacts as a result of that.

22 Ollie, do you want to say something?

23 MR. ZHOU: Yeah. I just want to concur, Anna,
24 that I -- it's highly unlikely that, you know, additional
25 EIR, environmental review, will be needed.

1 A reduction in parking will only be able to be
2 captured in the VMT analysis if it is tied to an --
3 increasing the TDM measures' effect or a reduction in the
4 trip cap that is being proposed by the project.

5 So, you know, if it can be tied that way, then it
6 will only lead to a reduction in the VMT impacts, not an
7 increase.

8 COMMISSIONER RIGGS: All right. That makes
9 sense, and I appreciate all of your comments.

10 So the next question is perhaps a little more
11 challenging.

12 If there were an additional connection between
13 this campus and the expressway, a short connection between
14 the north loop road, for example, and the expressway,
15 would -- I expect that would alter the City's request for
16 studies of level of service impact, at the least.

17 Although it may improve it, and that would
18 certainly be the goal, is -- would an alteration to the
19 traffic pattern require any revisit under CEQA, or is that
20 similarly a small enough item and a potentially positive
21 item that we wouldn't need to -- that it would not
22 complicate the process?

23 MS. GARCIA: That would depend on the type of
24 alteration -- if it's just re-striping lanes, adding bike
25 ped, things like that.

1 COMMISSIONER RIGGS: No. It would be a
2 connection. It would be -- call it a "driveway."

3 MS. GARCIA: It would be an actual -- yeah.

4 That may require additional study. I'm not sure
5 that it would rise to the level of identifying an
6 additional significant impact, but it would be something
7 that we would need to look at, in terms of air quality, in
8 addition to transportation, circulation, because it would
9 require ground-disturbing activity, and that's really what
10 we're interested in, what we're -- the project, how it's
11 modifying the existing conditions around. And so we would
12 need to take a look at that.

13 MR. ZHOU: I also want to add on, in terms of
14 VMT, which is the transportation CEQA threshold, I believe
15 it will have a negligible effect on vehicle miles traveled
16 because it's not looking at -- opening a new connection
17 would, you know, lead to very minor changes in trip lines.

18 However, I do want to say that because this will
19 be a new transportation facility, under CEQA, I believe
20 this would also qualify as a transportation project, which
21 would require its own CEQA clearance because you're
22 building new roadway to the existing roadway network.

23 But, you know, Claudia or Heidi, feel free to
24 correct me on that.

25 COMMISSIONER RIGGS: Could this be handled as a

1 modification of the existing one, or do we actually have
2 to open a new file?

3 Is that your implication? A new file, Mr. Zhou?

4 MR. ZHOU: I'm not sure how exactly this should
5 be handled, from a CEQA prospective. You know, maybe
6 Heidi --

7 MS. MEKKELSON: If it's part of the -- oh, sorry,
8 Ollie.

9 If it's part of the project, then it can be
10 included as a project -- as a component of the project, as
11 other roadway facility improvements are already included
12 as part of this project. It might require permits from
13 other agencies, like CalTrans.

14 But an additional roadway or driveway, you know,
15 could be theoretically added to this project and not be a
16 separate project under CEQA.

17 What we would need to look at would be potential
18 construction -- changes to construction, air quality and
19 noise impacts, as Claudia mentioned, and also any
20 potential changes to roadway hazards and safety. That is
21 still something that we need to look at under CEQA, under
22 transportation impacts.

23 So, you know, we would want to make sure that the
24 driveway is located in an area that is safe and is not
25 related -- is not resulting in conflicts with pedestrians

1 or bicycles, or things like that. So it really depends on
2 what the proposal is, and what types of impacts it might
3 result in.

4 If it results in new LOS impacts, that's not a
5 trigger for recirculation under CEQA. But we would still
6 need to look at these other things. And depending on what
7 the change and the impact is, it's, you know, something
8 that could be added to the Final EIR, without
9 recirculating.

10 Or if it results in new impacts or impacts
11 increased severity or, you know, is large enough to be
12 considered substantial new information to the public, then
13 that could trigger recirculation.

14 COMMISSIONER RIGGS: Pardon me for pushing back a
15 little bit here, but if it's designed according to
16 transportation standards, you're telling me that CEQA
17 would want to re-examine it based as a safety issue, even
18 if it's designed based on transportation standards?

19 MS. MIKKELSON: It's something we have to look
20 at. It's something that we have to look at, no matter
21 what.

22 If it's designed according to standards, then
23 that's a good case that there's a less-than-significant
24 safety impact, but it's definitely something that we need
25 to look at.

1 COMMISSIONER RIGGS: Okay. Thank you very much.

2 That's my questions.

3 CHAIR DORAN: Thank you.

4 Other commissioners? Commissioner Harris?

5 COMMISSIONER HARRIS: Commission -- or Chair

6 Doran, I think you called on me before my hand was even

7 up. That's pretty good.

8 CHAIR DORAN: You were in the top left position.

9 So I can read your mind.

10 COMMISSIONER HARRIS: Okay. I really applaud
11 both my fellow commissioners on discussing how we might
12 take a look at a massive reduction in parking. And as we
13 look at this in terms of reducing VMT, it's hard for me to
14 understand that those two things are not connected. So --
15 but I do like the answer that later, an overall reduction
16 in parking should not trigger a recirculation of the EIR.

17 A couple things were brought up by some of our --
18 residents were talking about a different way to look at
19 trip caps. And I noticed that the analysis is always done
20 based on the ITE methodology, which is -- my understanding
21 is assumed to be an extremely car centric suburban area,
22 which this is not. I mean, we're supposed to be a live,
23 work, play development, with a large senior population.
24 So it seems trips should be severely curtailed, both for
25 office and residential. So -- and I was just surprised at

1 how large they were.

2 Now I see that it's partly because we're looking
3 at the gross, versus the net, and only taking a reduction
4 of 20 percent. So if you take a pretty high average of
5 trips, and then you reduce it by 20 percent, you're still
6 kind of at a -- pretty high, for what I think we're trying
7 to accomplish here.

8 And I'm just wondering. Ms. Levin talked about
9 doing -- looking at this in modal share. And I'm just
10 wondering why we don't utilize that analysis, versus
11 looking -- versus the way we do it with the trip caps and
12 looking at the ITE.

13 Would -- I'm not sure who could answer that
14 question best.

15 MR. ZHOU: Yeah. I can answer that question.

16 IT trip generation are traditionally how us
17 transportation engineers are -- it's the best resource
18 that we have to estimate trip generation for any type of,
19 I'll just say, project.

20 The mode share for Meta relates -- you know,
21 would only relate to the Meta portion of the trip
22 generation. And I believe that it is somewhat captured by
23 the trip cap that they're proposing for their -- for their
24 Meta van use specifically.

25 For other uses, you know, we can do it that way.

1 We -- it will be based on very shaky grounds. We have to
2 make several other assumptions, in terms of, you know,
3 vehicle occupancy, auto ownership -- you know, trip rates,
4 on a person level.

5 So, you know, it will be a completely new study.
6 And I just want to say that IT trip generation is, you
7 know, the best resource that transportation engineers
8 have, in terms of modeling trip generation.

9 COMMISSIONER HARRIS: Okay. Thank you.

10 I -- like some of our residents, I'm having
11 trouble deciding which items are purely EIR, and which
12 items have to do with the general project. So I think --
13 I -- actually, I guess one more thing in this reducing of
14 VMT.

15 I'd like to thank Ms. Chu for her comment and
16 reminding us that the number one source of pollution is --
17 in air quality is cars. So the extent we can reduce them.

18 I'd like to thank Meta and Signature for all of
19 the separated bike lanes and wide walkways and walking
20 trails within the village, but, also, as Ms. Levin
21 mentioned, it's just difficult to get to the village. So
22 I'm interested in seeing how -- if we can work a little
23 harder on the TDM, and we can also work on some of these
24 intersections, which are pretty concerning.

25 And, also, on a circulation issue, again, I would

1 really urge that this project go to Complete Streets
2 Commission. They're really equipped with helping us try
3 to, you know, improve some of these areas so that it's --
4 you know, so that it's a good place for the surrounding
5 community, who is going to be the most impacted.

6 So I think those are all my questions and
7 comments for now, on the EIR.

8 Thanks.

9 CHAIR DORAN: Thank you. I believe Commissioner
10 Tate, you have your hand raised.

11 COMMISSIONER TATE: I do. Thank you, Chair
12 Doran.

13 So I'm not sure whether -- but I believe that
14 putting a new road in would fall under this section and
15 not the study session. And I would really like to see
16 that evaluated, in putting a new road in to take out to
17 Bayfront Expressway. I think that that would take a lot
18 of the burden off of Willow Road and University, and just
19 improve circulation as a whole, with getting out of the
20 Willow Village community.

21 So what does it take for that to really be
22 evaluated at this point? I know someone in the public
23 mentioned it, a public commenter. And I actually have
24 mentioned this before, in just other meetings, just in
25 conversation and with Tarlton, actually, when his project

1 was up, and hoping that maybe there can be some sort of a
2 collaboration between the two major land owners -- or the
3 two only land owners, I should say, within that park, that
4 area over there, to study this and to actually put in a
5 road that would relieve, again, the pressure.

6 And I know that it does consist of working with
7 other agencies, but I'm sure that there is some sort of
8 way to make it happen because I know that there's already
9 relationship forming with CalTrans. And, of course,
10 relationship with the two cities.

11 So is that something that we can make sure that
12 it happens, to at least study it? That's a question.

13 MS. GARCIA: Commissioner Tate, I'm not sure -- I
14 don't want to speak out of turn, but as the EIR
15 consultant, we're tasked to impartially review the project
16 as proposed. And so if there -- if the Applicant or the
17 City wants to modify the plan to include another
18 intersection, we're happy to evaluate it in the document,
19 but we can't propose that alteration.

20 COMMISSIONER TATE: Okay. So, then, this goes on
21 record as a comment and a request, then.

22 CHAIR DORAN: Commissioner Tate, did you have any
23 other questions or comments?

24 COMMISSIONER TATE: No. No. I'm done.

25 CHAIR DORAN: Okay. Thank you.

1 COMMISSIONER TATE: Thank you.

2 CHAIR DORAN: Do we have anyone else that would
3 like to speak?

4 Okay. I'm not seeing anything else from the
5 Commission. So I will -- well, I guess I should ask
6 Mr. Perata, before I close this matter, do you have the
7 input you need on the EIR?

8 MR. PERATA: Thank you, Chair Doran.

9 Yes. This is -- thank you for the discussion
10 this evening; the comments. I believe we have everything
11 we need.

12 If there are no further commissioner comments or
13 questions, we can certainly close the Draft EIR public
14 hearing and move on to the study session.

15 CHAIR DORAN: Okay. So I will close the public
16 hearing portion of tonight's meeting now.

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18 (Whereupon, Agenda F1 ended.)

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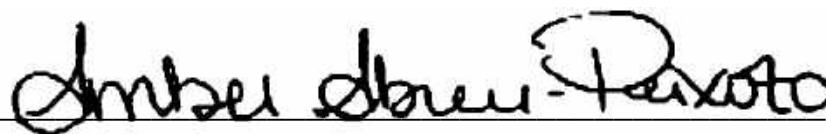
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I, AMBER ABREU-PEIXOTO, hereby certify that said proceedings were taken in shorthand by me, a Certified Shorthand Reporter of the State of California, and was thereafter transcribed into typewriting, and that the foregoing transcript constitutes a full, true, and correct report of said proceedings which took place;

That I am a disinterested person to the said action.

IN WITNESS WHEREOF, I have hereunto set my hand this 6th day of May, 2022.

A handwritten signature in black ink that reads "Amber Abreu-Peixoto". The signature is written in a cursive style and is positioned above a horizontal line.

AMBER ABREU-PEIXOTO, CSR No. 13546

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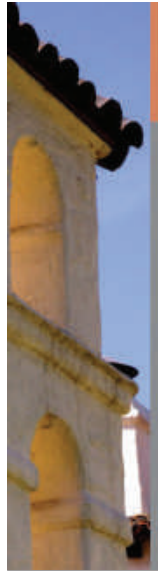
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WILLOW VILLAGE MASTER PLAN PROJECT

1350- 1390 Willow Road, 925- 1098 Hamilton Avenue, 1005-1275 Hamilton Court
Draft Environmental Impact Report Public Hearing
Staff Presentation to Planning Commission, April 25, 2022



RECOMMENDED MEETING FORMAT

- Draft EIR public hearing
 - Presentation by applicant on the master plan
 - Presentation by EIR consultant
 - Public comments
 - Commissioner questions
 - Commissioner comments
 - Close Draft EIR public hearing
- Study Session
 - Presentation by applicant on phase 1 architectural control plans
 - Public comments
 - Commissioner questions

WILLOW VILLAGE PROJECT LOCATION



EXISTING SITE PLAN



PROPOSED SITE PLAN



5

MEETING PURPOSE

- Two public meetings
 - Environmental Impact Report (EIR) public hearing
 - Opportunity to comment on the Draft EIR
 - Study session
 - Ask clarifying questions on the masterplan, phase 1 architectural control packages, below market rate (BMR) housing proposal, and Zoning Ordinance modifications
- No actions will be taken
 - Public comment period on draft EIR ends May 23, 2022, at 5 p.m.
 - Staff and consultant will review and respond to all substantive comments in the Final EIR
 - Planning Commission recommending body on certification of Final EIR and most land use entitlements
 - Planning Commission is acting body on architectural control permits

6

THANK YOU





Willow Village Master Plan Project Draft Environmental Impact Report
City of Menlo Park



Menlo Park Planning Commission Hearing
April 25, 2022

Introductions

- ICF, Lead EIR Consultant
 - Heidi Mekkelson, Principal
 - Claudia Garcia, Project Manager
- Hexagon, Transportation Consultant
 - Ollie Zhou, Principal Associate



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Agenda

- Purpose of Hearing
- Project Overview
- Environmental Review Process
- Overview of the Draft Environmental Impact Report (EIR)
- Next Steps in CEQA Process
- How to Comment on the Draft EIR



3

Purpose of Public Hearing

- Summarize the Proposed Project and conclusions in the Draft EIR
- Provide an overview of the CEQA process and next steps
- Receive public input on the analysis presented in the Draft EIR
- Review next steps in the CEQA process



4

Project Overview



- Redevelop the 59-acre main Project Site with:
 - 1,730 housing units
 - 200,000 square feet of retail uses
 - 1,600,000 square feet of office and accessory uses
 - 193 room hotel
 - 20 acres of open space, including 8 acres of publicly accessible parks
- Redevelop Hamilton Avenue Parcels North and South:
 - Realign Hamilton Avenue
 - Reconstruct existing Chevron gas station
 - Enable up to 6,700 square feet of retail uses
- Offsite Transportation and Utility Improvements



5

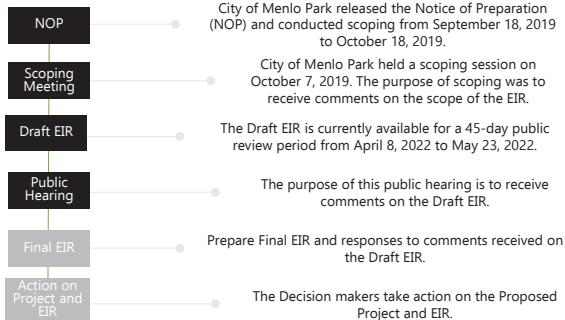
Environmental Review Process

- Purposes of CEQA
 - Provide agency decision makers and the public with information about significant environmental effects of the proposed project
 - Identify potential feasible mitigation and alternatives that would reduce significant effects
- Focus of the analysis under CEQA is on physical impacts to the environment
- Agency decision makers will consider the EIR and other input in making its decision on the project



6

Environmental Review Process



7

Environmental Impact Report Content

- Project Description
- Environmental Setting
- Environmental Impacts, including Cumulative Impacts
- Mitigation Measures
- Alternatives to the Proposed Project
- Variants to the Proposed Project



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Environmental Impact Report Content – Topics Evaluated

- Land Use
- Aesthetics
- Transportation
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Noise
- Cultural and Tribal Cultural Resources
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Population and Housing
- Public Services
- Utilities and Service Systems



9

Impacts and Mitigation Measures

- The Draft EIR identifies and classifies environmental impacts as:
 - Potentially Significant
 - Significant
 - Less than Significant
 - No Impact
- Mitigation Measures are identified to reduce, eliminate, or avoid impacts.
- Impacts where mitigation measures cannot reduce environmental effects are considered significant and unavoidable.



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Significant and Unavoidable Impacts and Mitigation Measures

Impact	Mitigation
Impact AQ-1: Conflict with or Obstruct Implementation of the Applicable Air Quality Plan. The Proposed Project would conflict with or obstruct implementation of the applicable air quality plan.	<ul style="list-style-type: none"> • Project Mitigation Measure AQ-1.1: Use Clean Diesel-powered Equipment during Construction to Control Construction-related Emissions. • Project Mitigation Measure AQ-1.2: Architectural Coatings.
Impact AQ-2: Cumulatively Considerable Net Increase in Criteria Pollutants. The Proposed Project would result in a cumulative net increase in a criteria pollutant for which the Project region is classified as a nonattainment area under an applicable federal or ambient air quality standard.	<ul style="list-style-type: none"> • Implement Project Mitigation Measures AQ-1.1 and AQ-2.2. • Implement ConnectMenlo Mitigation Measure AQ-2b1 and AQ-2b2.



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Significant and Unavoidable Impacts and Mitigation Measures

Impact	Mitigation
Impact NOI-1a: Construction Noise. Construction of the Proposed Project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies.	<ul style="list-style-type: none"> • Implement Modified ConnectMenlo Mitigation Measure NOISE-1c. • Project Mitigation Measure NOI-1.1: Construction Noise Control Plan to Reduce Construction Noise. • Project Mitigation Measure NOI-1.2: Construction of Temporary Noise Barrier along Project Perimeter.
Impact NOI-2: Generation of excessive vibration or groundborne noise levels. The Proposed Project would generate excessive groundborne vibration or noise levels.	<ul style="list-style-type: none"> • Implement ConnectMenlo Mitigation Measure NOISE-2a. • Project Mitigation Measure NOI-2.1: Vibration Control Measures for Annoyance from Daytime Pile Driving Activity. • Project Mitigation Measure NOI-2.2: Vibration Control Measures for Annoyance from Daytime Construction Activities Excluding Pile Driving.



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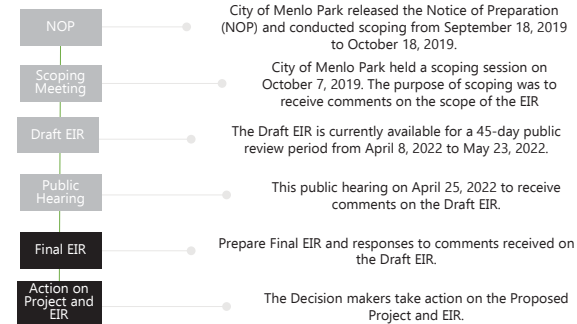
Alternatives Considered

Alternative	Impact Reduced
No Willow Road Tunnel Alternative	<ul style="list-style-type: none"> Total emissions for construction would decrease due to a decrease in overall construction activities (Impact AQ-1, Impact AQ-2). Decrease the amount of nighttime construction and vibration, reducing nighttime noise impacts (Impact NOI-1, Impact NOI-2).
Base Level Intensity Alternative	<ul style="list-style-type: none"> Less construction and smaller buildout would reduce criteria air pollutant emissions during both construction and operation, ROG impact during operation would not occur (Impact AQ-1, Impact AQ-2). Less construction activity and smaller buildout would reduce the construction and operation noise impacts (Impact NOI-1).
Reduced Intensity Alternative	<ul style="list-style-type: none"> Less construction and smaller buildout would reduce criteria air pollutant emissions during both construction and operation, ROG impact during operation would not occur (Impact AQ-1, Impact AQ-2). Less construction activity and smaller buildout would reduce the construction and operation noise impacts (Impact NOI-1).



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Environmental Review Process – Next Steps



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How to Comment on the Draft EIR

- **Tonight:**
 - Raise your hand via Zoom to participate, and you will be notified when it is your turn to speak
- **After Tonight, submit written comments to:**

Kyle Perata, Acting Planning Manager
 City of Menlo Park
 Community Development Department, Planning Division
 701 Laurel Street
 Menlo Park, CA 94025
 Email: ktperata@menlopark.org
- **Comment period open until:**

5:00 p.m. on Monday May 23, 2022



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Willow Village Timeline

2014	Connect Menlo Commenced
2016	Connect Menlo Approved
2017	Community Engagement & Feedback
• July	Willow Village Plans Submitted
2018	Community Engagement & Feedback
• February	Planning Commission Study Session
• March	City Council Study Session

Willow Village Timeline

2019	Community Engagement & Feedback
• February	Revised Willow Village Plans Submitted
• October	Planning Commission EIR Scoping & Study Session
• December	City Council EIR Scoping Meeting
2020	Community Engagement & Feedback
• May	Revised Willow Village Plans Submitted
2021	Community Engagement & Feedback
• May	Architecture Plans Submitted
• September	Revised Architecture Plans Submitted

Willow Village Timeline

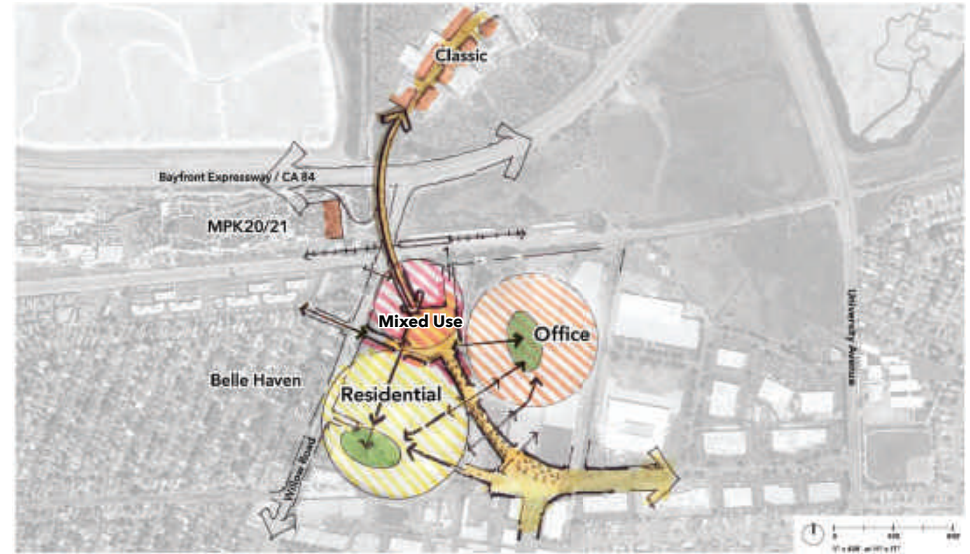
2022	Community Engagement & Feedback
• January	Planning Commission Presentation
• March	Revised Architecture Plans Submitted
• April	Planning Commission EIR Scoping & Study Session
• Spring/Summer	EIR Release & Public Hearings

Community Feedback

- Minimize Traffic
- Improve Connections to Belle Haven
- Improve Jobs/Housing Balance
- Increase Housing Units/Affordable Housing
- Deliver Neighborhood Services Faster
- Provide More Open Space

Major Plan Revisions & Updates

- Reduced office space/employee capacity by 30%
 - 30% reduction in office traffic
 - Better balances jobs/housing
- Created direct connection from Belle Haven
- Increased affordable housing from 15-18%
- Accelerated the full-service grocery store to Phase I
- Improved & increased size of Town Square
- Added more open space, trails and gardens



2021 Design Updates





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WILLOW VILLAGE
Menlo Park, CA

Conceptual Master Plan
April 25, 2022

Placemaking



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Menlo Park, CA

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Grocery Store
April 25, 2022

Grocer Visions



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April 25, 2022



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Menlo Park, CA

Main Street Mixed Use
April 25, 2022



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Town Square
Main & West Street Intersection
April 25, 2022



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Town Square
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Town Square Retail
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View from Town Square
April 25, 2022



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Elevated Park
April 25, 2022



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Main Street Mixed Use
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Local Offerings



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Parcel 3 Retail
April 25, 2022



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Menlo Park, CA

Main Street
April 25, 2022



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Main Street Office Campus North Entry
April 25, 2022



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Main Street Office Campus South Entry
April 25, 2022



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WILLOW VILLAGE
Menlo Park, CA

Main Street Office Campus Plaza
April 25, 2022

Sustainability

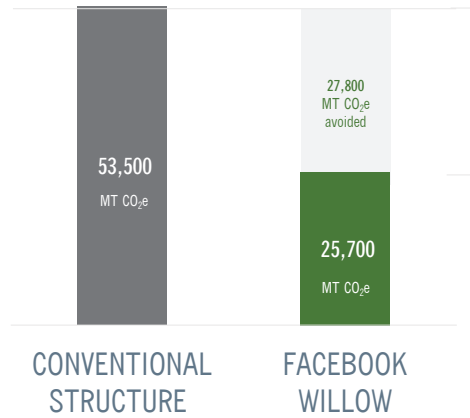
- LEED Gold
- All Electric
- Photovoltaics
- Recycled Water
- Sustainable Building Materials

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Menlo Park, CA

April 25, 2022

Carbon comparison



Conventional buildings primarily utilize concrete and steel for structure. Combined, these two materials are responsible for 16% of global carbon emissions.

52% Reduction in Embodied Carbon

To reduce carbon emissions, Facebook has selected mass timber as the primary structural material for the Willow Village Office Campus. By doing so, Facebook will avoid carbon emissions equivalent to:

3,100 homes using energy for a year

69 million miles driven

36,000 acres of forest sequestering carbon for a year

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Residential Street Experience Overview



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Menlo Park, CA

Conceptual Master Plan
April 25, 2022

- **Park Street**
 - Vehicular street (buses)
 - Limited ground floor activities
 - Raised ground floor
- **West Street**
 - Links Town Square to Community Park
 - Active ground floor
- **Center Street**
 - Residential street
 - Limited traffic; mainly local use
 - Multiple entrances
- **Main Street**
 - Mixed-use
 - Multimodal



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WILLOW VILLAGE
Menlo Park, CA

Conceptual Master Plan
Distinct Street Character
April 25, 2022



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WILLOW VILLAGE
Menlo Park, CA

Parcel 3 (Center Street Townhouses)
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WILLOW VILLAGE
Menlo Park, CA

Parcel 3 Residential Entry
April 25, 2022



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Menlo Park, CA

Parcel 7 (Senior Affordable Housing)
April 25, 2022



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Parcel 7 (Park Street)
April 25, 2022



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Parcel 2 (Park Street)
April 25, 2022



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Menlo Park, CA

Parcel 6 (Park Street)
April 25, 2022





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Multi-Use Pathway
East Loop Road
April 25, 2022



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WILLOW VILLAGE
Menlo Park, CA

Publicly Accessible Park
April 25, 2022



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WILLOW VILLAGE
Menlo Park, CA

Street Character
Main Street
April 25, 2022