



## REGULAR MEETING AGENDA MINUTES

**Date:** 5/2/2022  
**Time:** 7:00 p.m.  
**Location:** Zoom

### Regular Meeting

#### A. Call To Order

Vice Chair Chris DeCardy called the meeting to order at 7:00 p.m. and provided an overview of the duties and functions of the Planning Commission.

#### B. Roll Call

Present: Andrew Barnes (arrived during item D), Chris DeCardy (Vice Chair), Linh Dan Do, Cynthia Harris, David Thomas, Henry Riggs

Absent: Michele Tate

Staff: Corinna Sandmeier, Acting Principal Planner; Tom Smith, Acting Principal Planner; Chris Turner, Assistant Planner

At Vice Chair DeCardy's request, Assistant Planner Chris Turner explained how applicants and the public would be able to participate in the virtual meeting.

#### C. Reports and Announcements

Acting Principal Planner Corinna Sandmeier said the City Council would hold a study session on the Parkline Project on May 10, 2022.

#### D. Public Comment

Commissioner Andrew Barnes arrived at this point in the meeting.

There was no public comment.

#### E. Consent Calendar

None

#### F. Regular Business

- F1. Selection of Planning Commission Chair and Vice Chair for May 2022 through April 2023 (Staff Report #22-023-PC)

Vice Chair DeCardy opened for public comment and closed as there was none.

ACTION: M/S (Cynthia Harris/Henry Riggs) to nominate Chris DeCardy for Planning Commission Chair; passes 6-0 with Commissioner Michele Tate absent.

ACTION: M/S (Andrew Barnes/David Thomas) to nominate Cynthia Harris for Planning Commission Vice Chair; passes 6-0 with Commissioner Tate absent.

## **G. Public Hearing**

G1 and H1 are associated items with a single staff report

### **G1. Draft Environmental Impact Report (Draft EIR) Public Hearing/Tarlton Properties, LLC/1350 Adams Court:**

Public hearing to receive comments on the Draft EIR to develop a five-story research and development (R&D) building with up to 260,400 square feet of gross floor area (GFA), as part of the 1350 Adams Court Project in the LS-B (Life Sciences, Bonus) zoning district. The project site consists of an existing two-story approximately 188,100-square-foot life sciences building, addressed 1305 O'Brien Drive, and an undeveloped northern portion of the site. The proposed R&D building would be located on the vacant site area and the existing building would remain. Parking for the proposed new R&D building would be located in a partially-below-grade podium level with three additional levels of parking provided above grade and integrated into the building. The total gross floor area at the project site with the proposed and existing buildings would be approximately 448,500 square feet, with a total proposed floor area ratio (FAR) of approximately 92 percent for the site. The proposal includes a request for an increase in height and FAR under the bonus level development allowance in exchange for community amenities. The applicant is proposing payment of a community amenities in-lieu fee. The project also includes upgrades of water lines beneath Adams Court, along the interior of the project site, and beneath O'Brien Drive from the southwest corner of the project site frontage to the intersection with Willow Road. The project also includes a hazardous materials use permit request to allow a diesel generator to operate the facilities in the event of a power outage or emergency. In accordance with CEQA, the certified program-level ConnectMenlo EIR served as the first-tier environmental analysis. Further, the 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 was prepared to address potential physical environmental effects of the proposed project in the following areas: population and housing, transportation, air quality, greenhouse gas emissions, noise (operation – traffic noise, construction noise and vibration), and utilities and energy. The draft environmental impact report does not identify any significant and unavoidable environmental impacts from the proposed project. 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 #22-024-PC)

This item was transcribed by a court reporter.

## **H. Study Session**

### **H1. Study Session/Tarlton Properties, LLC/1350 Adams Court:** Request for a study session for a use permit, architectural control, below market rate (BMR) housing agreement, heritage tree removal permits, and environmental review to develop a five-story

research and development (R&D) building with up to 260,400 square feet of gross floor area (GFA), as part of the 1350 Adams Court Project in the LS-B (Life Sciences, Bonus) zoning district. The project site consists of an existing two-story approximately 188,100-square-foot life sciences building, addressed 1305 O'Brien Drive, and an undeveloped northern portion of the site. The proposed R&D building would be located on the vacant site area and the existing building would remain. Parking for the proposed new R&D building would be located in a partially-below-grade podium level with three additional levels of parking provided above grade and integrated into the building. The total gross floor area at the project site with the proposed and existing buildings would be approximately 448,500 square feet, with a total proposed floor area ratio (FAR) of approximately 92 percent for the site. The proposal includes a request for an increase in height and FAR under the bonus level development allowance in exchange for community amenities. The applicant is proposing payment of a community amenities in-lieu fee. The project also includes upgrades of water lines beneath Adams Court, along the interior of the project site, and beneath O'Brien Drive from the southwest corner of the project site frontage to the intersection with Willow Road. The project also includes a hazardous materials use permit request to allow a diesel generator to operate the facilities in the event of a power outage or emergency. (Staff Report #22-024-PC)

Staff Comment: Planner Smith said this was the opportunity for the Commission to comment on the design, community amenities proposal, below market rate (BMR) agreement and other project aspects outside of environmental impacts, and to receive public comment on the same.

Chair DeCardy opened public comment.

Public Comment:

- Pamela Jones, Menlo Park, said since 2009 the housing impact analyses done had indicated no impact yet significant displacement had occurred that was shown in the 2020 census. She said the BMR requirement should be 20% for this project as the units would not be built on site. She said another quality-of-life concern was that air quality data was inadequate for her community as its climate was completely different from Redwood Station upon which the data was based upon. She requested mitigation for these quality-of-life concerns for her community and East Palo Alto residents that were adjacent to this area.

Chair DeCardy closed public comment.

Commission Comment: Commissioner Riggs confirmed with staff what the average project height referred to and indicated he had no issue with it given the location and the zoning district.

Commissioner Riggs asked if the city looked at expected water consumption for new projects but noted the proposed project's particular effort to conserve water. Planner Smith said this applicant had to reduce non-potable water usage by at least 30% on the site and were doing more than that. He said also an evaluation was done of water use for the building, and a water assessment report was prepared for the project. He said the City Council approved that report prior to the release of the draft EIR, as was required.

Replying further to Commissioner Riggs regarding water supply, Planner Smith said a water supply evaluation was done as part of ConnectMenlo that looked at all the potential development in the LS-O-RMU districts and found adequate water supply to serve all of that potential development

combined with the water supply need of the rest of the city. He said individual projects under zoning requirements had water budgets and were required to report annually. He said the city would track this project and ensure it was using the water share allocated for it. He said building proposals of 100,000 square feet or more had to prepare a water budget and methodology as part of the review and approval of a project, and then annually provide water usage data. He said the city would be looking at each project's water budgets in combination to ensure compliance. Commissioner Riggs said he was thinking actually that the city should establish a citywide water budget over the next five years as they determined if the current extended drought was actually the new normal. Planner Smith said there was not a full analysis of how much water was allocated and used citywide for all existing structures and new development. He said that Council could pursue that analysis if interested.

Commissioner Riggs said regarding traffic when Bayfront Expressway was filled with cars not moving and Willow Road the same and barely moving that VMT was low. He said that was why city planning looked at level of service (LOS). He said potentially there would be 650 occupants for the new building with a diversion rate potentially up to 40%, but that was still around 400 new cars. He said he wanted to press the opportunity to potentially reduce the required parking for the building if there was a condition under which Mr. Tarlton could see his business model still be successful with less parking.

Replying to Commissioner Riggs, Mr. Tarlton said DES had been working with their property management company for over 40 years on life science projects and were continually evaluating what the ideal facility was for tenants regarding building design and layout, the uses and had provided parking for now and in the future. He said they had been deliberate and hopefully thoughtful in terms of the parking proposed. He said they continued to push as to how much parking would be provided for a project. He said the original Menlo Business Park was designed with 3.3 per thousand parking and that was a reduction from the city's parking requirement. He said they would continue to assess parking need and push the ratio down over time. He said they saw this building and associated parking as part of an evolving ecosystem and would very likely over time dedicate some of this facility's parking to shared parking across other facilities. He said at this point the data did not support lowering the parking ratio for this facility.

Commissioner Riggs told his fellow commissioners that he had met with Mr. Tarlton to discuss aspects of his business park. He asked Mr. Tarlton to describe the shuttle service that Tarlton Properties provided to its buildings and might similarly provide for this project. Mr. Tarlton said they began their shuttle program some time ago with a shuttle that ran between the business park and the University Avenue Caltrain station in downtown Palo Alto. He said they then added another shuttle that ran from the park to the Union City Bart Station, and then one that ran from the park to the Millbrae Bart Station, and then another that went to two stops in San Francisco. He said they did an annual survey of all the employees of their tenants in the park by zip code to get feedback from the shuttle users and prospective shuttle users about changes they would like made. He said they modified the system regularly with the goal of getting as many people as possible to the park in an alternate mode of transportation. He said he also promoted as much as possible to their tenants to bicycle to the park. He said they had an electric bike share program on campus. He said each destination had dedicated shuttles that ran continuously during commute hours.



Commissioner Riggs said if the facility had 650 new employees that they would live somewhere else based on the finding that the project's impact to Menlo Park housing was low as under 20% of employees of existing Tarlton Properties facilities lived in Menlo Park.

Commissioner Riggs asked for further description of the roof screen as he noticed it was corrugated metal unlike the smooth finish of the building. Ms. Eschweiler said it was metal and would be painted a gray color complementary to the rest of the building. She said it was approximately 16 feet above the roof and was to screen large mechanical units specific to life sciences use from street view. Commissioner Riggs asked if they would consider a different material. Ms. Eschweiler said it was a lightweight system and also robust. She said flat panels would have less strength requiring more structure behind it and that added to the weight of the building. Commissioner Riggs asked if they had considered materials that were not solid like perforated assemble grid or trellis-like. Ms. Eschweiler said the equipment would be visible behind that type of screen. Commissioner Riggs suggested for a life science facility that was not necessarily bad.

Commissioner Barnes talked about the rationale for use of VMT and that LOS was tied to induced demand. He said VMT was the best way understand what an infill development would contribute to a specific community. He said he was appreciative of the tax base and employment this project would bring to the community. He said the proposed project was well done noting the design, layout and materials were appropriate for the area. He said he liked the integration of the garage. He said with the number of Tarlton projects and its TDM and potential shared parking it made sense to do parking structures. He said the art part of the proposal was wonderful. He said regarding in lieu fees the grand bargain for ConnectMenlo had been that the city would up zone portions of the city, which would create profit for developers and the city through those would gain enough benefits and community amenities to offset impacts. He said he was disappointed with the in-lieu fee proposal. He said for the record that he believed the community amenities program was set up to accomplish improvements that the city could not do and that would serve impact communities.

Replying to Commissioner Barnes, Mr. Tarlton said they shared his disappointment. He said they applied four years before and were in discussion with the community about building a library with community amenity dollars from this project in conjunction with the Sobrato Organization also using some of the project benefit funds from their project. He said that library project then became part of the Meta project. He said they then proposed to the City Council to build the pool and aquatic facilities portion of the new community center in Belle Haven. He said there was opposition to them doing that and a clear message from Council that they wanted to revisit the community amenities list and that they, the developer, had to allow Council the time to coalesce around what that list would be. He said there was a penalty premium on paying the in-lieu fee and they would have preferred to have been halfway done with a library or aquatic center for the community.

Commissioner Barnes said in general that the in-lieu fee was not delivering material meaningful benefits to the community, the process was fundamentally broken and rife with capricious individual decisions that might or might not reflect what the community wanted. Mr. Tarlton said they were committed to using any influence they might have to ensure that the community amenities fund they paid into resulted into positive benefit for the community. He said they had sat on district committees in the past around public benefit and channeling redevelopment money and such, and they would be happy to participate in such a group or committee if it was created. He said they would be there for decades and it was important to them that the grand bargain noted by Commissioner Barnes be carried out for the benefit of Belle Haven.

Commissioner Do said she was appreciative that the community amenity issue was raised and for Mr. Tarlton's thoughtful response. She said she also appreciated the comments on how to reduce parking and what Tarlton Properties had implemented with shuttles and that they had requested reduced parking in the past below the city's requirements. She said when she visited the site that she saw about 10 people singly and in pairs walking. She said looking at the landscape design there would be two walk paths rather than one which she found a very thoughtful and generous design of public open space. She noted in reviewing the proposal she questioned the landscape area on the west side where the future paseo would be to amplify the public zone between Willow Village and this project, but found the diagram Ms. Eschweiler showed where it connected to 1440 helpful. She asked about a diagram showing the network of paseos planned, in progress or completed to provide more context on where the paseo on the western edge was connecting beyond the project site.

Ms. Eschweiler said last week the presentation on Willow Village project showed the 20-foot modal path going parallel to the property line but all on its side of the property line. She said they had had some discussions about whether or not that should split on the property line. She said in the drawing packet they had a contingency that if the full width paseo pair that ran the full length of their property and beyond was not approved and not built that they could continue their multi-modal publicly accessible open space path along that property line to build their half of the paseo if that should be needed.

Replying to Commissioner Do, Planner Smith said that a zoning map approved with ConnectMenlo showed all the proposed paseo locations throughout the Bayfront area. He said this one was envisioned to connect to the Dumbarton Rail Corridor and potential future transit connect there, and then to run south and further west into the life sciences district connecting to the street network that would lead out towards Willow Road. He said he would send the link for that to Commissioner Do.

Replying to Commissioner Do, Mr. Tarlton said they had high school outreach programs and those students visit tenants' spaces to see what life sciences look like in action as well as some internship programs.

Commissioner Harris said although not a fan of parking she liked how the project parking structure was tucked in in the proposal. She said she liked the stairwell that encouraged taking stairs versus using the elevator. She said she liked the darker accent medium gray color with the light colors on the corners highlighting the setback and the dual plumbing preparing for the future. She said she really liked the scientist sculptures proposed. She noted the high school outreach and a nearby middle school and suggested docent tours for them. She said she appreciated the extra half acre of public space in their partnership with Meta to expand that sidewalk. She said she hoped this applicant with this project and others could continue to partner with Meta on anything that would be helpful for the area as Meta came online with Willow Village. She said she appreciated the shuttle services and suggested perhaps in the future there might be shared shuttles between several developers or several employers especially as Willow Village came online. She mentioned an idea raised to partner with Meta to install a road to on the other side of Willow Village to get to the Bayfront and suggested it would be welcome if Tarlton Properties were to work on that with Meta. She said she appreciated the applicant challenging the parking requirements and said she would welcome them to come to the Planning Commission and push to reduce parking for any of their projects. She said Stanford University charged for parking but provided a rebate for bicycling. She suggested the applicant might consider besides other TDM measures a monetary reward for

bicycling to the site. She mentioned Commissioner Barnes' comments on community amenities. She said she understood that a new list was forthcoming and thought general opinion was in lieu fees were not the best solution to providing community amenities. She said getting that list done could lead to the applicant finding a desirable amenity to build for the community.

Chair DeCardy said in general the project was fine looking and fit in well with the life sciences area. He said he liked how the building was nested and the consideration of materials to fit into the area. He said that the height question was not particularly important to him. He said he supported art being part of the project. He noted the connectivity with students in the community and that Mr. Tarlton had indicated he wanted this to be a destination point not just for those working in life sciences but for the broader community. He suggested this might be an opportunity to talk about the background of innovation and science, and the multiple ways that had happened in the world's history, and a way to bring that together into a deeper connectivity to the community. He said it would be great for the life sciences and Belle Haven residents to be as connected as possible and this project looked like one such avenue to do that.

Chair DeCardy noted previous conversations about diesel generators, the types of work done in these buildings and the need for specific types of energy. He encouraged the applicant continue to look at innovation in that area and as the project came for approval, he would welcome an innovation for something other than a diesel generator.

Chair DeCardy referred to the access to Bayfront via paseos. He referred to the western part of the project, the Facebook side, and that no public member could get access to it from the Facebook project. He asked that they consider activation of it as it was a nice long stretch of space. He asked about the map for paseos through the rest of the life sciences onto O'Brien Drive and how connectivity to Belle Haven and East Palo Alto residential areas was being ensured.

Planner Smith said the coordination between projects in the area was certainly an ongoing issue. He shared his screen and showed the project site and the portion of paseo intended on the Willow Village site. Chair DeCardy noted where Planner Smith's cursor was showed the unconnected part and that was where residents were. Planner Smith noted a number of proposed projects throughout the life sciences district and believed there was a plan for all of O'Brien Drive to provide the meandering pathways and connections throughout the entire length there and eventually make other connections. He noted different frontage improvement agreements and the city was partnering with applicants in this area on the eventual development of all of that open space along those project frontages so the link Chair DeCardy was asking about would potentially occur.

Mr. Tarlton said they were in the process of a public-private partnership with the city's Public Works Department to create the first continuous sidewalk from University Avenue to Willow Road along the south side of O'Brien Drive. He said they hoped to get that project underway soon. He said in terms of connectivity they were taking a holistic approach but would only be able to deliver pieces as they went through their development. He said on the south side of O'Brien Drive they would have a sidewalk adjacent to vehicular traffic on the north side and a meandering sidewalk physically separate from traffic and was part of a larger scope. He said they were in discussions with the city about making their own contribution to the connection to the neighborhood that was south of the wall there and as staff pointed out there were a number of other projects, one in the beginning stages of application to the city that might also provide a connection point.

Chair DeCardy said through all of the projects that if the access north and south was not redressed to look and feel as beautiful as what would be the east – west connection that the city would have failed the community. He said unless there was access to the grocery store in Willow Village for the communities it was supposed to serve that it would only be a community amenity for wealthier residents living in the immediate vicinity.

Chair DeCardy referred back to Ms. Jones' comment about BMR that people were leaving the area that they had lived in for years because they could not afford to live here now. He said this and other projects needed to look at what they could do to boost BMR. He said he agreed with other commissioners' comments on community amenities and wanted an updated list with those things that were deeply connected to the community that continued to be the most impacted. He observed also with current rising inflation that in lieu fees paid lost value.

Chair DeCardy acknowledged Mr. Tarlton's statements on parking and 40 years of data and experience, and what worked for their projects. He said as a city though they needed to have what worked for the full community and the impacts with large developments continued to be great. He said he continued to support reducing parking and that could be accomplished with incentives and disincentives and cross parking. He noted Mr. Tarlton's comments about community amenities and ability to get something built and suggested that utilizing the shuttles and buses for his tenants in a partnership with other companies using private buses and shuttles to create a private-public bus service might be an even greater amenity. He said his wish was that Tarlton Properties and other development leaders would work together and find creative ways toward a type of system that worked for people to do something alternatively than drive cars. He said he did not support another access road going to the Bayfront Expressway and suspected it was unbuildable due to wetland protection. He said he would really like the parking on this project to be reduced a great deal more.

## **I. Informational Items**

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

- Regular Meeting: May 9, 2022

Planner Sandmeier said the meeting agenda for May 9 was not finalized and staff would update the Commission as it evolved.

Chair DeCardy said he recalled in March the Commission had requested to look at LOS again and asked what follow up had occurred. Planner Sandmeier said LOS was more of a policy issue for the City Council as there were relevant policies in the General Plan and the Transportation Impact Analysis guidelines that were adopted by the Council. She said she was unsure what follow up was wanted. Chair DeCardy said he had a note of a request to have a follow up session looking at LOS for information on how it was used and not used as the Commission considered EIRs. He confirmed such follow up was not planned.

- Regular Meeting: May 23, 2022

## **J. Adjournment**

Chair DeCardy adjourned the meeting at 10:49 p.m.

Menlo Park Planning Commission Approved Minutes

May 2, 2022

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Staff Liaison: Corinna Sandmeier, Acting Principal Planner

Recording Secretary: Brenda Bennett

Approved by the Planning Commission on August 29, 2022

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CITY OF MENLO PARK  
PLANNING COMMISSION

In re:  
1350 Adams Court

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**CERTIFIED  
TRANSCRIPT**

ENVIRONMENTAL IMPACT REPORT  
PUBLIC HEARING  
REPORTER'S TRANSCRIPT OF PROCEEDINGS

Monday, May 2, 2022



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## ATTENDEES

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## 3 THE PLANNING COMMISSION:

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Chris DeCardy - Chairperson

Cynthia Harris - Vice Chairperson

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Henry Riggs

Andrew Barnes

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Linh Dan Do

David Thomas

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## SUPPORT STAFF:

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Chris Turner

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Tom Smith

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## PROJECT PRESENTERS:

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John Tarlton

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Susan Eschweiler

Gordon Huether

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Heidi Mekkelson, ICF

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BE IT REMEMBERED that, pursuant to Notice of the

18

Meeting, and on May 2, 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 P R O C E E D I N G S

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3 CHAIR DECARDY: We now turn to our public  
4 hearing, which is Item G on our Agenda. And as I do that,  
5 I promised Ms. Sandmeier that I would pause to check with  
6 you to make sure that I hadn't messed anything up.

7 MS. SANDMEIER: Um, no. All I have to add is,  
8 yeah, congratulations to you, Chair DeCardy, and Vice  
9 Chair Harris.

10 CHAIR DECARDY: Thank you very much.

11 All right. With that, we're going to turn to the  
12 main item tonight. On our Agenda, it is items G1 and H1,  
13 which are linked and associated with a single staff  
14 report.

15 We'll begin with item G1, which is the Draft  
16 Environmental Impact Report or Draft EIR public hearing  
17 for Tarlton Properties, LLC, regarding 1350 Adams Court in  
18 Menlo Park.

19 Public hearing is to receive comments on the  
20 Draft EIR to develop a five-story research and development  
21 (R&D) building with up to 26,400 square feet of gross  
22 floor area as part of the 1350 Adams Court project in the  
23 LSB, Life Sciences Bonus District.

24 The project site consists of an existing  
25 two-story, approximately 188,100 square-foot Life Sciences

1 Building, addressed 1305 O'Brien Drive, and an undeveloped  
2 northern portion of that site.

3 The proposed R&D building would be located on the  
4 vacant site area, and the existing building would remain.

5 Parking for the proposed new R&D building would  
6 be located in a partially below-grade podium level, with  
7 three additional levels of parking provided above grade  
8 and integrated into the building.

9 The total gross floor area at the project site,  
10 with the proposed and existing buildings, would be  
11 approximately 448,500 square feet, with a total proposed  
12 floor area ratio of approximately 92 percent for the site.

13 The proposal includes in exchange for community  
14 amenities -- excuse me. Yes. Proposal includes a request  
15 for an increase in height and FAR under the bonus level  
16 development allowance in exchange for community amenities.  
17 Apologies.

18 The Applicant is proposing payment of a community  
19 amenities in-lieu fee. The project also includes upgrades  
20 of water lines beneath Adams Court, along the interior of  
21 the project site and beneath O'Brien Drive, from the  
22 southwest corner of the project site frontage to the  
23 intersection with Willow Road.

24 The project also includes a hazardous materials  
25 use permit request to allow a diesel generator to operate

1 the facilities in the event of a power outage or  
2 emergency.

3 In accordance with CEQA, the certified  
4 program-level ConnectMenlo EIR served as the first tier  
5 environmental analysis. Further, the Draft EIR was  
6 prepared in compliance with the terms of the Settlement  
7 Agreement between the City of East Palo Alto and the City  
8 of Menlo Park.

9 The Draft EIR was prepared to address potential  
10 physical environmental effects of the proposed project in  
11 the following areas: Population and housing,  
12 transportation, air quality, greenhouse gas emissions,  
13 noise (operation - traffic noise, construction noise and  
14 vibration), and utilities and energy.

15 The Draft Environmental Impact Report does not  
16 identify any significant and unavoidable environmental  
17 impacts from the proposed project. The project site does  
18 not contain a toxic release site, per Section 6596.2 of  
19 the California Government Code.

20 Written comments on the Draft EIR may also be  
21 submitted to Community Development Department, 701 Laurel  
22 Street, Menlo Park, no later than 5:00 p.m., on May 23rd,  
23 2022.

24 And with that, let me turn this over to Ms.  
25 Sandmeier -- is that where I'm going next?

1 Oh, I'm sorry. It's Mr. Smith. Apologies.

2 MR. SMITH: No problem.

3 Good evening, Planning Commissioners.

4 Congratulations to the new Chair and Vice Chair, and  
5 welcome to the new Commission members.

6 So I will begin with a brief presentation. And  
7 if our staff could load that up, please.

8 All right. So as Chair DeCardy mentioned, this  
9 is the 1350 Adams Court project. This is a Draft  
10 Environmental Impact Report Public Hearing. The  
11 recommended meeting format for this evening is, first, the  
12 Draft EIR public hearing. There will be, after --  
13 following my presentation, it will be recommended that  
14 there be a presentation by the Applicant, followed by a  
15 presentation by the EIR consultant, and then public  
16 comments received after that, followed by Commissioner  
17 questions and comments, and then closing out the Draft EIR  
18 public hearing.

19 And, again, this portion of the meeting format is  
20 really focused on the environmental impacts of the project  
21 and the discussion of the analyses that were performed as  
22 part of the Draft EIR.

23 The second portion of the meeting would be a  
24 study session on the design and requested entitlements for  
25 the project. There are no actions being taken this



1 evening, but this is an opportunity to gather public  
2 comments on the design at this point, and then any  
3 Commissioner questions that there may be on the project  
4 design and entitlements.

5           So this map -- this aerial map shows, at a high  
6 level, the project location. You can see it is actually  
7 on one parcel. There's a building addressed 1305 O'Brien  
8 Drive. That is south of the reddish-orange rectangle that  
9 you see there. And then the project site is currently  
10 vacant. There is some surface parking on either side,  
11 sort of at the shorter ends of that rectangle, but the  
12 center portion of it is vacant and undeveloped.

13           There's a few roads here that are highlighted.  
14 You can see Willow Road, O'Brien Drive, and University  
15 Avenue are sort of the major -- major roads in the  
16 vicinity. This project site is on the corner of Adams  
17 Drive, which runs sort of perpendicular to O'Brien Drive,  
18 where the label is. And then Adams Court is a cul-de-sac  
19 off of Adams Drive.

20           The project zoning is LSB, which stands for Life  
21 Sciences Bonus level. You can see here that the  
22 surrounding properties are a mix of office, additional  
23 Life Science Bonus level, and then Life Science  
24 properties, without the Bonus level distinction.

25           The four properties that have that "B"

1 designation, standing for "Bonus," they are able to  
2 develop at up to 125 percent floor area ratio, or FAR,  
3 plus an additional 10 percent FAR for commercial uses.  
4 They are allowed a height of -- a maximum height of up to  
5 120 feet for this particular site. And it does require  
6 the provision of a community amenity.

7           At the base level, development in this district  
8 would be 55 percent FAR, plus 10 percent additional  
9 commercial FAR. And the max height would be 45 feet. And  
10 that would not require provision of a community amenity in  
11 exchange for the Bonus level of development.

12           So the meeting purpose, we described just a  
13 little bit already. But there are essentially two public  
14 meetings as part of this evening's item -- or items. The  
15 first is the Environmental Impact Report, which we call an  
16 EIR public hearing. And that's an opportunity to accept  
17 comments on the Draft EIR. And then the study session,  
18 which is to ask clarifying questions on the plans and  
19 design, the below-market rate housing proposal, and the  
20 community amenities proposal.

21           As I mentioned, no actions will be taken this  
22 evening. This is really an opportunity to gather public  
23 comment on the Draft EIR. And there is a public comment  
24 period that we are currently, sort of, near the middle of,  
25 which ends May 23rd of this year, at 5:00 p.m. And we

1 will be accepting written comments through that date.

2           Once we have any comments from this meeting and  
3 then any written comments that are submitted, staff and  
4 our environmental consultant will review and respond to  
5 all substantive comments in a Final EIR, which would be  
6 released. And then there would be a 10-day review period  
7 for that prior to hearings on the entitlements.

8           The Planning Commission will be the acting body  
9 on certification of the Final EIR for the project and the  
10 land use entitlements. So at a later date, once the Final  
11 EIR has been written and published, then we will return  
12 for those land use entitlements and certification.

13           And that concludes my staff presentation. As  
14 recommended, we would advise that you give the Applicant  
15 the opportunity to present at this time so you can get a  
16 full project overview, prior to diving into the details on  
17 the project EIR.

18           CHAIR DECARDY: Thank you, Mr. Smith, for the  
19 presentation and for the guidance.

20           I will plan to turn to the Applicant. If there  
21 are any pressing questions after that from the  
22 commissioners that are clarifying questions before public  
23 comment, we can do that. But we prefer to then move to  
24 public comment. And then we can come back, ask clarifying  
25 questions, and go from there.

1           So with that, let me turn to the Applicant for  
2 this project. Thank you for being here. And looking  
3 forward to your presentation and the discussion.

4           Is that what I was supposed to do? I was  
5 supposed to do the consultant? I apologize. I just  
6 screwed that up. And is that why I have now just messed  
7 people up?

8           Was I supposed to do the EIR first, Mr. Smith,  
9 and then -- Applicant first, and then EIR, or EIR and then  
10 Applicant? I apologize.

11           MR. SMITH: We would advise letting the Applicant  
12 present first, to get the project overview, and then --

13           CHAIR DECARDY: And then the EIR?

14           MR. SMITH: Yes.

15           CHAIR DECARDY: Thank you very much. Okay. Then  
16 I apologize.

17           So to the Applicant and the EIR.

18           MR. TARLTON: So this is John Tarlton. And I'm  
19 kicking off our presentation. And I'm happy to turn on my  
20 video, if the host will allow me to do so. There we go.

21           Good evening, Chair DeCardy and Planning  
22 Commissioners. I'm John Tarlton. And I'm grateful for  
23 the opportunity to speak tonight.

24           We are pleased to be moving this application  
25 forward with public comments to the EIR. Thank you staff

1 and EIR consultants for all your hard work. In an effort  
2 to be efficient, my comments this evening will be for both  
3 agenda items.

4           The proposed building, which received unanimously  
5 positive feedback from this body some three years ago,  
6 represents the first new public benefit or Bonus level  
7 building in the Life Science district. With our help,  
8 this corner of Menlo Park has been quitely churning out  
9 world-changing life science companies for 40 years. From  
10 our first life science company, PharMetrics, the inventor  
11 of the nicotine patch, to BillionToOne, which has  
12 supplanted amniocentesis, to GRAIL, with a  
13 commercially-available pan-cancer liquid biopsy, Menlo  
14 Park Labs has helped nurture dozens and dozens of  
15 innovations which have lowered the cost of health care and  
16 improved patient outcomes.

17           In addition to these life science -- life-saving  
18 innovations, excuse me, and in addition to the more  
19 typical commercial property tax generation, Menlo Park  
20 Labs has contributed 10s of millions of dollars directly  
21 to the City's general fund through business to business  
22 sales tax, having housed the number one and/or number two  
23 sales tax generator in the City for many of the last 35  
24 years, and three of the top 25 sales tax generators for  
25 nearly all of the last 30 years.

1           These benefits have been generated by uses that  
2 are substantially lower traffic impact to similarly-sized  
3 office projects, due to a substantially lower employee  
4 density (approximately two employees per thousand square  
5 feet), and off-peak commute patterns for our scientists.

6           Finally, Menlo Park Labs has been a leader in  
7 sustainable practices, like switching to low water use  
8 landscape, executing deep energy retrofits on our  
9 buildings, and implementing effective shuttle programs  
10 long before they were required. All of this has been  
11 accomplished despite lacking the kind of building we  
12 propose to build in this project, which will allow a  
13 maturing life science company to accommodate a  
14 sufficiently large number of functions under one roof,  
15 with significantly more daylight, views, and other  
16 amenities.

17           In short, this new building will allow Menlo Park  
18 to more effectively compete with other life science hubs  
19 in the Bay Area, which have been taking high-octane  
20 tenants away from Menlo Park for years. As I have said in  
21 the past, we should stop allowing other Bay Area cities to  
22 take Menlo Park's lunch money.

23           This application is the result of over 20 years  
24 of planning and coordination with the City. As we  
25 indicated during the comprehensive plan outreach, which



1 took place over three years, between 2013 and 2016, we  
2 intend to update our portion of the Life Science District  
3 in a measured manner.

4           Towards that end, this was the first of three  
5 applications now into the City over the last four years;  
6 approximately one application every 16 months.

7           We hope that you will find that the new buildings  
8 each are individual, while maintaining a consistently high  
9 level of design and execution. This progressive update  
10 will enable us to continue delivering a unique collection  
11 of simultaneous positive benefits to the City, public  
12 benefit dollars directed to the Belle Haven neighborhood,  
13 a large and growing sales tax revenue, higher property tax  
14 revenue, low employee density in a sustainable  
15 environment, high quality jobs, with a broad socioeconomic  
16 base, a growing collection of public art that will inspire  
17 generations of residents to greater scientific heights, a  
18 continuously growing stream of life science -- life-saving  
19 innovations.

20           With that, I will turn over the presentation to  
21 Susan Eschweiler, an exceptionally talented architect who  
22 is uniquely qualified to help Menlo Park and Tarlton  
23 advance its Life Science District, having been an integral  
24 part of the design team for the original buildings and  
25 what was Menlo Business Park, and having since become one

1 of the Bay Area's preeminent life science architects, not  
2 to mention, a close friend of mine.

3 MS. ESCHWEILER: Thank you, John. That was a  
4 lovely introduction.

5 I am honored to be able to present to you the  
6 next generation of buildings. And this is the first of  
7 them at the former Menlo Business Park, but now the Menlo  
8 Park Labs. And it is really a district -- I'm sorry.  
9 There we go. Sorry. I double clicked. So it may be a  
10 problem.

11 But anyway, there we go. This is the Menlo Park  
12 Labs Life Sciences District. And John mentioned that  
13 there have been several applications made. Tonight we are  
14 talking about 1350 Adams. The other projects are shown in  
15 orange; 1125 O'Brien, and 1005 and 1320 Willow.

16 Tonight we're talking about the 1350 Adams, but  
17 you can see that we're really creating a district. All of  
18 the Tarlton Holdings' properties are in light yellow. And  
19 we have really created a place.

20 Our project -- the Life Sciences District is all  
21 about place-making for innovative science. And this is  
22 the first building to rise out of the ground, above the  
23 two-story tilt-ups that were done -- that we did back in  
24 the 1980s. The site is -- hang on. I'm having a little  
25 technical problem here. There we go.

1           The Menlo Park Labs has in it the Pacific  
2 BioSciences headquarters, which is part of the front part  
3 of this project, but it also has many amenities that we've  
4 developed that are -- for instance, over at 1440, we  
5 recently redeveloped this into a cafe and a conference  
6 center and a lovely fitness center, with a swimming pool,  
7 for all of the tenants to use. And so we're really  
8 working on creating that -- the place-making for science  
9 to occur, but not just for the buildings themselves, but  
10 really thinking of it as a campus.

11           Sorry. There's quite a bit of lag.

12           The project itself is on an 11-acre property that  
13 it shares with 1305 O'Brien, which is an AIA award-winning  
14 retrofit building that became the headquarters for Pacific  
15 BioSciences. They have about 188,000 square feet in that  
16 building. It's two stories, and it faces O'Brien Drive.

17           The rear portion of the site is vacant, and it  
18 faces Adams Court. The building itself -- the property  
19 itself is surrounded by heritage trees. And it is Tarlton  
20 and DES's goal to retain absolutely as many of those  
21 heritage trees as possible. We are only removing a few  
22 trees where new driveways would occur, coming off of Adams  
23 Court, and one spare nectarine tree that must have come  
24 from a seed that someone cast away. The top part of that  
25 is four acres.

1           And so when we first started the project, we  
2 looked at where the -- where does the sun move? How does  
3 the sun move around the site? Where does the wind  
4 direction come from? And, of course, how did people  
5 approach the site? And we looked at very much, how do we  
6 want to develop -- retain the heritage trees along the  
7 perimeter and give an array of experiences as people are  
8 arriving at the site?

9           We wanted to bring in public art so that people  
10 could experience that and experience many open spaces and  
11 have a -- create a pedestrian scale as people approach the  
12 project.

13           The main entry comes off of Adams Court, as you  
14 can see with the black arrow. And we let the site -- the  
15 building itself be sculpted by creating three modules of  
16 our 60,000-square-foot floor play so that it really will  
17 step back from the corner, that is our primary, publicly  
18 -- public open space and greenbelt, with a big stand of  
19 trees.

20           We had tucked our service zones in the rear of  
21 the project in the gray zone, and those are shared with  
22 Pacific BioSciences. And we create a circulation through  
23 the site so that people can get from Adams Court to Adams  
24 Drive through -- from the service zone.

25           The -- looking more closely at the site as it

1 started to develop, the public open space occurred at the  
2 corner of Adams and Adams and became really the connector,  
3 the connective tissue to get to the campus amenities'  
4 building that I explained before about -- at 1440 O'Brien  
5 Drive. That's where the blue circle at the bottom of the  
6 picture is, where the fitness center and the cafe and the  
7 swimming pool all are.

8           So our gray line is the connection -- the  
9 pedestrian and bicycle connection that would take us to  
10 the front door of the Adams Court project. And the public  
11 space -- the publically-accessible open space wraps around  
12 the project all along O'Brien Drive, Adams, Adams Court,  
13 and then also winds down on the west side of the property,  
14 along the west property line.

15           And that will be in parallel to a future paseo  
16 that is shown in the ConnectMenlo zoning. And that paseo  
17 will be by our neighboring property.

18           As the site develops, you can see that now the  
19 floor plan, the three modules are stepping back from the  
20 street and really giving a wide birth to the corner of  
21 Adams and Adams, where there's an existing stand of trees  
22 and a berm all the way along there. And those will all be  
23 preserved.

24           The tan path is our path for public access, and  
25 it has artistic sculptures that we will talk about later,

1 with innovation sciences that are on display along those  
2 -- the path.

3           The primary entry is at the front off of Adams  
4 Court. And there's a grand stairway that comes right  
5 where you see the word "court" -- comes down from Adams.  
6 And there's a crescent-shaped driveway for dropoff and  
7 arrival at the lobby space, which is in the center of the  
8 building, and a couple of visitor parking spaces and ADA  
9 parking.

10           The primary parking is all tucked away. It --  
11 there is an underground parking -- what we're calling a  
12 parking podium that goes under the entire building and a  
13 little bit under the plazas. And then there -- in  
14 addition to that, there are three levels of parking garage  
15 tucked in where it's a little bit darker tan here. You  
16 can see, on the lower left, that those -- there's parking.  
17 But it's all tucked in, and you won't be able to see it  
18 from the street.

19           To access the underground parking, you can come  
20 in from Adams Drive on the right side, where it says,  
21 "Ramp Down to Podium Parking" on the right. And that  
22 leads you to the underground parking level. Or you can  
23 come on Adams Court and come in off the cul-de-sac and go  
24 down in the ramp, down to podium parking, or you can  
25 continue on further down the driveway to where it says,



1 "Upper Parking Entrance." And that leads you to the upper  
2 parking levels.

3 And note, please, the heritage trees on all  
4 perimeters are being preserved. Only where we are taking  
5 out the new driveways at Adams Court will we lose some  
6 trees.

7 The loading and service area is notched into the  
8 rear of the property and tucked in again so that you do  
9 not see it from the street. There it will be a service  
10 yard for the emergency generator and trash enclosure, all  
11 tucked into the service area. And this is where the  
12 emergency generators and transformers will be.

13 Fire department access and public access can come  
14 through this loading area so that it's well served, and it  
15 all connects up to the 1305 O'Brien parking areas below.

16 On the left-hand portion of the site, you can see  
17 that there's a path that winds down. And that is a  
18 publicly-accessible pathway with some seating areas. And  
19 there will be a sculpture at the end of it.

20 There's also bio-detention areas that are -- the  
21 green triangles that are occurring along the -- Adams  
22 Court, and in the development of the landscape.

23 Okay. So this is our view from Adams Drive  
24 intersection. And you can see, in this artist's  
25 rendition, the modularity that we've developed and the

1 architecture were the three large modules stepping back  
2 from the corner of the two streets. And as well, there's  
3 also modulation in the vertical height, with regards to  
4 the roof screens at the roof, as well as the second floor  
5 deck that occurs towards the -- towards the corner.

6           There's one little pop-out. There's also --  
7 where you see the red umbrellas, there is a patio that is  
8 screened with aluminum panels to create -- that the  
9 tenants could use as -- if they have a break area inside  
10 the building.

11           All of our stairways are exposed. We want to be  
12 able to express those stairs and encourage people to take  
13 the stairs, instead of the elevators. And the main  
14 entrance is highlighted in the center of the rendering.

15           Looking from the other direction, coming -- if  
16 you were standing just at the property line, looking back  
17 at the cul-de-sac, this is how the building would step  
18 away from you, as it goes forward towards Adams Drive.  
19 And you can see a little bit of the ramp that goes down to  
20 the underground parking.

21           The expression of the western stair with its  
22 glass. In this case, you can see the three stories of  
23 parking garage towards the right of the screen, with the  
24 entrance -- driveway entrance into that portion, with a  
25 little canopy at the side.

1           The front elevation is glass, and there are --  
2 some of the garage has the perforated panels along the  
3 front. And all the garage is -- the underground is  
4 mechanically ventilated. But the garage, above ground, is  
5 all open air expression.

6           So the front entrance is very grand because we're  
7 coming up the stairs and welcoming everyone through a  
8 portal and into a two-story lobby. The building, as John  
9 mentioned, is designed for a company that is maturing out  
10 of some of the other smaller buildings, perhaps, and  
11 really has growth plans. And so it's five stories of  
12 occupied R&D space, is what is planned.

13           The building itself is made out of GFRC. So the  
14 white and gray panels are all a concrete look, very  
15 refined concrete look. But the portal itself is a metal  
16 panel, kind of a charcoal gray metal panel that creates a  
17 set of portals as we're going -- creating the entry into  
18 the building.

19           The glass is a tinted blue glass, except at the  
20 main entry. So here we have material samples. A little  
21 bit hard to see on screen. Wish we were there in real  
22 life. I could show them to you in real life. But this is  
23 tinted blue glazing. And that is the same kind of blue  
24 glazing glass similar to what was used in the Pacific  
25 BioSciences building at the rear of the property, so that

1 everything works in concert.

2           We'll have a clear glass -- it looks kind of  
3 gray-green, when you put it against the white board, but  
4 it's clear glass at the entry. And our glass all has --  
5 except at the primary entrance spots where it is clear,  
6 most of the glass is bird-safe glass throughout.

7           At the garage, we have -- along Adams Drive and  
8 the side, we're using a perforated metal panel that has a  
9 gridded look. And then, at the rear of the property, we  
10 have a wire mesh, just for security.

11           Here are the sample colors of the GFRC that would  
12 be the primary panels of the building: An eggshell color,  
13 a light gray color that is the underside -- that runs  
14 along the underside of the glazing itself. And then at  
15 the corners, where we're really accentuating the  
16 modulation and the stepping back and have full-height  
17 glass at the corners, we're using a darker accent, medium  
18 gray band around those corners.

19           The metal itself, the portal we mentioned, is  
20 kind of a charcoal gray. We're using a lighter metal at  
21 the stairways that is similar in color to the aluminum  
22 mullions.

23           And I should also mention that we have sun shades  
24 along the rear portion, in the south side of the building.

25           At the patio space, we're using a Bach laser-cut

1 panels to define that space as being part of the private  
2 space, rather than the publicly open space. And that has  
3 a wavy, very natural lens pattern to complement the  
4 landscape.

5 The roof screen itself is a corrugated metal and  
6 will be complimentary gray.

7 So let's talk a bit about the sustainable design  
8 features. We have -- in this case, we're going for gold.  
9 We're going for LEED 4.1 Gold equivalent target. We are  
10 -- we've planned to use dual plumbing in preparation for  
11 municipal recycled water. It's not yet available at the  
12 site, but we're planning that some day, it will be.

13 For our -- for Tarlton's project, they are  
14 committed to buying 100 percent renewable electricity from  
15 our Peninsula Clean Energy Group, plus purchasing carbon  
16 offsets. And we will be doing on-site solar power  
17 generation at the roof top, to be consistent with the  
18 City's Reach Code.

19 Our landscape is all designed to be water  
20 efficient, WELO compliant, and low water use. And in  
21 fact, we've reduced our water budget by 35 percent,  
22 through the design of our landscape irrigation systems, as  
23 well as, the mechanical systems on the roof will have some  
24 cooling towers. And we worked very hard to make sure that  
25 they were -- we were able to reduce the use of water in

1 those cooling towers so that we achieve that water budget  
2 reduction.

3           And one of the really great things is that we  
4 have -- we will have planned 72 charging EV stations, with  
5 36 future, for a total of 108 EV parking spaces, which is  
6 a total of 15 percent of all of the parking on the site.

7           Now, talking about the public open space, we  
8 created this diagram to show our compliance with the  
9 requirements. And in fact, we exceed the requirements.  
10 So the private open space is the light green area. And  
11 that's 10 percent of the site.

12           And those are the site -- that's the portion of  
13 the building that's really closest to the front of the  
14 building itself. The public open space is the darker  
15 green. And that, as we've described, is really shown  
16 along the public way of O'Brien Drive, Adams Drive, and  
17 primarily at the corner of Adams and Adams. That's where  
18 you get the really large piece of it, but also  
19 complementing the 20-foot paseo that would be prepared by  
20 our neighbor to the west, that we would have a publicly  
21 open space path and a sculpture on that.

22           In this case, the red dots are indicative of  
23 scientist sculptures that will be done by our renowned  
24 artist, Gordon Huether. And he will speak a little bit  
25 later in detail about those.

1           The public open space requirement is 10 percent  
2 of the site. And we exceed that. But in addition, one of  
3 the things that's unique about this site is that beyond  
4 the property line, there is additional open space. And we  
5 are committing to doing a public sidewalk that is within  
6 the Adams Drive right of way. So the light blue is  
7 additional public open space. And so that gives us  
8 another 23,000 square feet. That's another half acre of  
9 public open space. So we exceed this by -- we probably  
10 have about 23 or 24 percent of the total site area in open  
11 space.

12           And how does this look when it gets developed in  
13 green space? What does this mean? That we have a really  
14 nice gathering space at the corner of Adams Court and  
15 Adams Drive at the top there, with meandering paths and  
16 public seating areas integrated into that pedestrian  
17 walkway.

18           We have our innovation science walk, which really  
19 creates a lovely path for people to explore, as they  
20 wander from either O'Brien Drive, up Adams Drive, around  
21 to the Adams Court corner, or in reverse. And it's our  
22 hope that we would have people exploring and looking at  
23 the individual sculptures and learning all about the past  
24 innovators of science.

25           So along in this green space, we would have two

1 pathways. One is the public sidewalk that I just  
2 mentioned in Adams Drive, and the other is the meandering  
3 innovator art walk. And on the western property, we are  
4 continuing that path for the publicly-accessible open  
5 pedestrian way, and a scientist sculpture at the terminus  
6 of that.

7 Oh, sorry. The -- so what is this section, cross  
8 section of that? You can see, in the upper right, there's  
9 a little key plan, with an arrow pointing where we've  
10 taken a section through the eastern property line, where  
11 -- through the building, and what is that relationship to  
12 the street at Adams Drive. So -- and Adams Drive,  
13 starting on the right-hand side, you can see that we would  
14 have a five-foot-wide bike lane.

15 There's also a two-foot buffer between the  
16 11-foot-wide drive lane, and the new bike lane. And then  
17 we would have a five-foot-six sidewalk within that right  
18 of way. And that's a pretty standard flat sidewalk, with  
19 curb.

20 Then, up beyond that, rises a berm. And that's  
21 an existing berm with the heritage trees. And that's all  
22 to be preserved. There's a low wall there that will be  
23 removed, just so that it will be natural landscape. You  
24 won't have any segregation from the street to the  
25 property. So it will be nice and open.



1           And then, coming down the berm, you can see,  
2 then, there's a -- in this picture, a woman with a small  
3 child, walking on the innovation science walk. And that's  
4 the meandering path on-site. And there will be public  
5 seating along the way. We'll have our newer trees -- our  
6 younger trees are going to be planted after we do that  
7 installation of the sidewalk. And those trees have Silva  
8 cells to help with the storm water management.

9           Then you can see the underground parking podium.  
10 And there will be landscape brought up on top of that,  
11 until you get over to the building itself. The building  
12 is set -- the finished floor of the buildings is set at  
13 114, which is three feet above the base flood elevation.  
14 So we are in good shape there. And the parking podium  
15 down below will be protected with flip-up gates at the two  
16 -- at the two ramps that I showed you earlier in the  
17 cycle.

18           Sorry. There's such a lag here.

19           Okay. On the eastern side, if we take that same  
20 cross section on the western side that -- we see the  
21 building on the right. And then adjacent to the building  
22 is a flow-through planter for part of the storm water  
23 management plan.

24           Then we have the driveway, small retaining wall.  
25 And then, in this case, we're working with an existing

1 property line and an existing fence. The fence may be  
2 removed over time, but the key thing that we have to be  
3 working with is that there's an existing 48-inch storm  
4 drain and a 10-inch water main. That water main is due to  
5 be replaced, as you heard earlier from Tom's report that  
6 that would be replaced with a 12-inch water main. But  
7 this is -- we're using -- there's a public utility  
8 easement for these -- for these pipes that are underneath  
9 there. And this will become our publicly-accessible open  
10 space on the western side. And there again, we would have  
11 the pathway and the seating and new landscape along the  
12 way, but preserving any trees that are along that property  
13 line.

14 The landscape itself, what -- we are using very  
15 nice furnishings, very durable furnishings so that people  
16 can feel very comfortable. Seating -- and there's lots of  
17 opportunities for seating and seeing the various  
18 sculptures.

19 We'll be putting in different kinds of concrete  
20 paving and lighting along the railings at the entryway  
21 into the lobby and bicycle racks, of course. We have  
22 multiple bicycle racks at the lobby. There are also,  
23 within the parking garage -- there are two lockable bike  
24 rooms for bicycle parking. Very dear to John's heart.

25 So this is a more-detailed plan. I think you

1 have it in your planning packet. Well, actually, you have  
2 it as a link to your planning packet. But it shows some  
3 of the details of the -- of the landscaping. And you can  
4 see more closely here the meandering paths on the right  
5 side at the public open space, the existing trees shown in  
6 the darker color along the property line, and some newer  
7 trees in the lighter color on the left side of the  
8 meandering path. We have the decorative fence around the  
9 patio, and that links up to the second floor deck up  
10 above.

11 We have mounds. We have just a really nice  
12 variety and array of different kinds of spaces and  
13 experiences where you can walk on the public street  
14 sidewalk. You can walk through the meandering sidewalk.  
15 We have landscaping that is, as I mentioned, low water  
16 use. We have -- our new trees would be Chinese Pistache,  
17 Western Redbud, and assemblage of shrubs and grasses. We  
18 have flow-through planters through the bio-detention  
19 areas. We have public sidewalk and, of course, the  
20 sculptures.

21 That's going the wrong way.

22 So talking about transportation demand management  
23 now. I mentioned that we have on-site bicycle storage.  
24 We have two rooms for that, and the 12 short-term spaces  
25 near the lobby entrance, for a total of 60 bicycles. We

1 have planned for, in the core -- restroom cores of the  
2 floors, we would plan for showers and changing rooms. And  
3 those would be built at the time of future tenant  
4 improvements.

5           As you know, we have an on-campus restaurant and  
6 fitness center down at 1440 O'Brien. And Tarltons have  
7 done a wonderful job of creating what we call Menlo Park  
8 Rides, where we have free campus-wide bike share for all  
9 the tenants so they can zip around the campus,  
10 particularly if there at different buildings. They can go  
11 from one building to another or to the amenities center.

12           We have -- they have an Enterprise car share for  
13 qualified tenants. And you heard me mention that we will  
14 have 72 EV stations and 36 prewired in this building. So  
15 that's 108 EV stations. But they already have over 150  
16 charging stations located throughout the campus. So there  
17 again, leading the charge in electrical vehicle charging  
18 ability.

19           And one of the unique things that Tarlton started  
20 many years ago was the shuttle service to and from public  
21 transportation hubs, such as Union City and Fremont BART,  
22 the Palo Alto Caltrain, the Millbrae Caltrain, and a  
23 couple of locations in San Francisco, depending upon what  
24 works for the tenants.

25           So back to this diagram, we have -- this one

1 really was where we were showing the conceptual places of  
2 the publically-accessible open space. And you start to  
3 see now the red dots we've added where the sculptures will  
4 be of the innovative scientists. And we're creating  
5 history here.

6 So I'd like to introduce now Gordon Huether, who  
7 is our world-renowned artist, who will now speak about the  
8 innovative science art walk and the sculptures that will  
9 be added to make this just a really fun place to visit.

10 Gordon.

11 MR. HUETHER: Right on, Susan. Thank you.

12 Good evening, Mr. Chair and Commissioners. My  
13 name is Gordon Huether. And I'm not sure how renowned I  
14 are -- I am, but I've been around a long time. I'm up  
15 here in Napa, where, incidentally, I'm the chair of the  
16 Planning Commission here in the city. So I feel 'ya. I  
17 know -- I know these evenings that you get up to look at  
18 these things, but it's really important work that you do,  
19 and I like to think that we do up here.

20 My mission in life is to inspire the spirit of  
21 humanity by bringing beauty and meaning into the world  
22 through art. And we have big plans -- "we," being a part  
23 of team Tarlton; have been for several years.

24 Now we're -- I'm very excited about this project  
25 and other projects that will be coming before you in the

1 near future, I hope. I don't know.

2 Do I control the -- I don't.

3 MS. ESCHWEILER: I do. Yeah. I'm pushing.

4 MR. HUETHER: Pushing. Okay. Push it. Let's  
5 go.

6 So what I -- basically, the short version, if you  
7 caught me in an elevator or in the stairwell at this  
8 parking garage at Morgan Hill, and you asked me what I did  
9 for a living, I would share with you that I specialize in  
10 large scale, site-specific, permanent art installations in  
11 universities, libraries, airports. All kinds of crazy  
12 places all across the country. We probably have 25, 30  
13 projects in eight states right now.

14 And, you know, the objectives of this art -- and,  
15 actually, for most projects, except for the science part  
16 here, but we really want to inspire people that are in  
17 Menlo Labs. We want to create this destination where we  
18 cannot just inspire, but educate. We want to celebrate  
19 science. We want to create a destination and a sense of  
20 place, and we're going to create conversation. And I'll  
21 get into that in another moment. So if we go to the next  
22 slide, please.

23 So the inspiration is life sciences. You're  
24 probably wondering what that dog has to do with it. But  
25 that is at an animal shelter that we recently installed.

1 But in any event, innovation, discovery, human  
2 achievement. It's just so awesome to be inspired from the  
3 past to help us see the future.

4           And we want to bring landscape, architecture, and  
5 art together in a beautiful, wholistic, awe-inspiring way.  
6 We really believe that public art is important because it  
7 brings a layer of education, inspiration, and an important  
8 layer of humanity. And it also becomes a really important  
9 public amenity.

10           Let's go onto the next one, please.

11           So we're -- really thought hard and long and, you  
12 know, we're open for collaboration. But these are the  
13 innovators from the past that we've selected that we're  
14 going to make into -- I'm going to say, life-sizes.  
15 They're actually going to be about 25 percent larger than  
16 life. And so we're going to -- you know, and some of  
17 these innovators from the past are not very well  
18 documented. So we're going to be using digital technology  
19 to create them in three dimension and have them cut with a  
20 special machine that's on a router kind of thing. It's  
21 pretty amazing technology that we've used recently in the  
22 recent past.

23           Let's go to the next one, please.

24           So we're going to take these figures. And these  
25 are just placeholders, but you can get a sense of the

1 size; right? So they're larger than life. Each one will  
2 have a kiosk that you can see in front of the gentleman,  
3 the young man with the red T-shirt. So there'll be a  
4 narrative about that innovator. There will be a QR code  
5 that will take you to a website that you can learn more  
6 about that particular innovator.

7 All of that still is to be designed. But we've  
8 worked for several years on this project, in terms of  
9 identifying perfect spots. We were out there with the  
10 whole team, practicing different poses. And, you know,  
11 since these innovators can't talk to you, they're going to  
12 be at least having nonverbal communication. So the  
13 gesture, the pose is going to be super important.

14 Then we go to the next frame, please.

15 There on the bottom left, you can see what Susan  
16 was talking about, the kind of the public seating areas.  
17 So there's an innovator there. So basically we're going  
18 -- you'll see we have an -- an animation to share with you  
19 to better understand how these innovators get you from  
20 Adams Court, all the way down Adams Drive, all the way to  
21 O'Brien.

22 Can we go to the next frame, please?

23 MS. ESCHWEILER: I think that's it for our  
24 frames.

25 MR. HUETHER: Okay. Sorry. So at some point you



1 might have some questions about the art, which I'm very  
2 happy to answer, but we're very excited to be a part of  
3 the team. And we just think that the art coming together  
4 with the landscape, with the architecture, we're really  
5 creating a destination.

6 Our hope is that we can recruit the students, vis  
7 a vis, through the teachers at Belle Haven, to bring these  
8 kids over with -- I don't know that they have to be yellow  
9 school buses, but that's what I wrote in -- these school  
10 buses, and bring these kids there. And it's an  
11 opportunity to educate these high school students, junior  
12 high school students; see that there are heros in the past  
13 that were innovators. And maybe one of them or two of  
14 them amongst them will be a future innovator or maybe an  
15 artist even.

16 So that's what I have to share. And there's an  
17 animation, as I mentioned. And once we look at that, I'm  
18 happy to take any questions.

19 Thank you, Mr. Chair.

20 MS. ESCHWEILER: So to the -- whoever -- to the  
21 clerk, or whoever is controlling this, can you please load  
22 up our animation. It's just a brief minute or so.

23 So this is starting at 1440 O'Brien, where the  
24 central cafe is. And then the first sculpture is there.  
25 Then we walk across O'Brien Drive. And this is at the

1 corner of O'Brien and Adams. And you can see now the  
2 public sidewalk along the street, and the meandering  
3 innovation art walk that we will tour you along.

4           It's a little -- then we have some public seating  
5 areas, and we'll have the sculptures that you'll discover.  
6 So there's really a story line, as you proceed along the  
7 pathway.

8           As you get to the corner of Adams and Adams,  
9 there are seating areas and some additional sculptures.  
10 And then, as you wind around to the front of the building,  
11 another sculpture, another path up to the main entrance of  
12 the building.

13           Thank you.

14           Thank you very much, Commissioners, for listening  
15 to our story about the building that we love so much and  
16 can't wait to get building.

17           MR. TARLTON: Thank you, Susan. We're looking  
18 forward to moving ahead with this first project in the LS  
19 district, as Susan said. We know the focus of this  
20 meeting is primarily on the EIR project, and that  
21 questions may be better directed to EIR consultants.  
22 However, I'm available for any questions you may have, as  
23 is our design team.

24           CHAIR DECARDY: Fabulous. Thank you,  
25 Mr. Tarlton, Ms. Eschweiler, Mr. Huether, for your

1 presentation.

2 We will have an opportunity -- and thank you for  
3 that transition, Mr. Tarlton. We will have an opportunity  
4 in the next portion to look at and ask more questions  
5 about all of the aspects of the project. But this is the  
6 first part, which is the environmental impact review. So  
7 with that is the overview.

8 Just to bread crumb this, we are now turning to  
9 our consultant. And I believe, from ICF. We'll do that  
10 and then come for any quick, clarifying questions. We'll  
11 go to public comment and then commissioner discussion.

12 And I apologize. Is it Ms. Mekkelson? Is that  
13 how I pronounce your name?

14 MS. MEKKELSON: Yes, that's it.

15 CHAIR DECARDY: Thank you for being here. And  
16 the floor is yours.

17 MS. MEKKELSON: Great. I think we have a  
18 presentation. So if the clerk could load that, I will  
19 kick us off.

20 And while we're loading the CEQA presentation, I  
21 will say, unfortunately, CEQA is nowhere near as exciting  
22 as design and architecture. That's a tough act to follow.  
23 It's really impressive stuff, but it is, nonetheless, the  
24 reason that we're here tonight. So I will give everyone  
25 just a quick walkthrough of the basics of CEQA, and the

1 findings of our EIR analysis.

2 MR. SMITH: And Chair Doran -- Chair DeCardy, if  
3 I may, we're loading that presentation. It's taking us  
4 just a couple seconds longer. So we appreciate  
5 everybody's patience.

6 CHAIR DECARDY: No worries. Just another  
7 reminder and thank you to staff and to the folks  
8 presenting. This is not an ideal environment, and we  
9 appreciate all you have done to try to navigate through  
10 that on our behalf. So thank you.

11 MS. MEKKELSON: Okay. I see the slides.  
12 Do I have control of the presentation?

13 MS. ESCHWEILER: Yes. If you push the arrows on  
14 your computer. Don't use your mouse.

15 MR. SMITH: Yes. If you use the navigation  
16 arrows on your keyboard, it's generally easier. But you  
17 should have control of use of the mouse as well, if you  
18 want to enter into the full screen presentation mode.

19 MS. MEKKELSON: And you go to "View" to do that?  
20 There we go. No. Oh. Here. Okay. I think I  
21 did it. Great.

22 All right. Well, I'm Heidi Mekkelson. Good  
23 evening, Chair, Vice Chair, Commissioners, and members of  
24 the public. I'm Heidi Mekkelson. We are the City's CEQA  
25 consultant. We did the preparation of the EIR. I am the

1 project director of the EIR.

2 Also with us tonight is Devan Atteberry, from  
3 ICF, who is the project manager for the EIR. We also --  
4 sure -- I didn't want to get too far ahead there.

5 This is fine. Okay. Sorry. The slide advanced.  
6 I don't think I touched anything. But we have Devan  
7 Atteberry, who is the project manager of the EIR with ICF.

8 We also have the traffic consultant, Ling Jin and  
9 Gary Black, from Hexagon, who prepared the transportation  
10 part of the analysis, as well as our consultant, who  
11 prepared the housing needs assessment, which is the basis  
12 of the EIR's cost solution and housing analysis.

13 So just to give you a quick walkthrough of what I  
14 will be discussing tonight. I will give you an overview  
15 of the general purpose of the hearing, parts of CEQA, a  
16 really brief project overview because I think that's been  
17 quite thoroughly covered already.

18 I'll also walk you through the environmental  
19 review process; give you an overview of the Draft EIR, and  
20 the impact conclusions in the EIR.

21 We'll talk about the next steps in the CEQA  
22 process, and finally how to comment on the EIR.

23 The purpose of the hearing tonight is to  
24 summarize the proposed project and the conclusions on the  
25 Draft EIR, provide an overview of the CEQA process and the

1 next steps; receive public input on the analysis that is  
2 presented in the EIR. As folks previously mentioned,  
3 there will be a public comment period, as well as an  
4 opportunity for the commissioners to provide their  
5 questions and comments, and to discuss the next steps in  
6 the CEQA process.

7           So a really quick overview of the project.  
8 Again, I think this has been quite thoroughly covered  
9 already. The project proposes the construction of an  
10 approximately 255,000-square-foot life sciences building,  
11 with a max height of 92 feet, and approximately 706  
12 parking spaces, as well as a series of connected private  
13 and public open spaces. I think the only feature here  
14 that really wasn't heard previously tonight is that the  
15 project is estimated to generate approximately 650  
16 employees. And this is one of the assumptions that we  
17 used in the EIR analysis.

18           The EIR was prepared in accordance with CEQA, or  
19 the California Environmental Quality Act. The primary  
20 purpose -- purposes of CEQA are twofold. First, it  
21 provides agency decision makers and the public with  
22 information about significant environmental effects of a  
23 project. And it also identifies potential feasible  
24 mitigation measures and alternatives that would reduce  
25 those significant effects.

1 Under CEQA, the focus of an EIR analysis is on  
2 the physical impacts on the environment. So while there  
3 are certainly other issues that are relevant to a project,  
4 including social impact and economic impacts, for example,  
5 those are not under the purview of CEQA, and they're not  
6 covered under an EIR. But those are still considerations  
7 that agency decision makers will look at when ultimately  
8 deciding whether or not to recommend approval of a  
9 project, in the case of the Planning Commission, and  
10 approve a project.

11 So where we are in the CEQA process. I'll kind  
12 of start with where we started, and where we are now. The  
13 EIR process kicked off with the issuance of the NOP or the  
14 Notice of Preparation. This was in December of 2018. And  
15 the Notice of Preparation essentially informed -- alerts  
16 the members of the public, stakeholders, and other public  
17 agencies, jurisdiction over resources that could be  
18 affected by the project that a project is being proposed,  
19 and an EIR is prepared.

20 With the initial study -- or with the NOP was an  
21 initial study, which is essentially a checklist and final  
22 analysis that goes through all of the environmental impact  
23 categories in Appendix G of the CEQA checklist and does an  
24 analysis and essentially determines what topics should be  
25 evaluated in the EIR.

1           So that was included with the NOP. The public  
2 had a 30-day opportunity to -- and the public agencies had  
3 a 30-day opportunity to review that NOP and essentially  
4 provide their comments on what they wanted to see  
5 evaluated in the EIR, and this process of releasing the  
6 NOP and also holding a scoping meeting, this is what CEQA  
7 refers to as scoping. It is essentially a gathering of  
8 information from stakeholders, public agencies, and the  
9 public on what the focus of the EIR should be. And a  
10 scoping meeting was held during the NOP review period in  
11 January of 2019.

12           Following the scoping process, the lead agency  
13 reviewed the scoping comments and prepared the Draft EIR  
14 analysis. The Draft EIR was released for a 45-day public  
15 review period on April 4th. That public review period  
16 closes on May 23rd. So that will be the final day to  
17 provide comments. And I will talk at the end of my  
18 presentation on how exactly that's done.

19           Now, tonight we're at the public hearing where we  
20 receive comments on the Draft EIR analysis. And we'll  
21 talk about these final two next steps later on in the  
22 process.

23           Now, this EIR is what we call a focused EIR. It  
24 evaluates a subset of topics under the Appendix G  
25 checklist. The project is within the ConnectMenlo study



1 area, and it's consistent with the type and density of  
2 development envisioned in ConnectMenlo. So this EIR tiers  
3 from that EIR, and it's what we call a focused-tiered EIR.  
4 The concept of tiering refers to the coverage of general  
5 environmental matters in a broad program level EIR, with a  
6 focused environmental document prepared for a subsequent  
7 individual project under that broader program.

8           The CEQA guidelines encourage this type of  
9 analysis that is using tiered environmental documents to  
10 reduce delays and excessive paperwork. That's language  
11 from CEQA, back when we used to write things on paper.  
12 But the general concept holds true that this process of  
13 tiering generally eliminates repetitive analysis of issues  
14 that have already been adequately addressed in a prior  
15 EIR. And it allows you to simply reference those analyses  
16 and focus your analysis on any new significant impacts or  
17 issues that are unique to the individual project that is  
18 under consideration. CEQA refers to these as issues that  
19 are right for discussion. So that's what we've done here.

20           The focused EIR, of course, identifies the  
21 potential physical environmental impacts of the project,  
22 focusing on significant effects that have not been already  
23 covered, essentially, under the ConnectMenlo EIR. And it  
24 recommends ways to reduce those significant impacts in the  
25 form of both mitigation measures and alternatives.

1           The issues that are studied in this EIR include  
2 air quality, greenhouse gas emissions, noise,  
3 transportation, utilities and energy, and also population  
4 and housing, which is -- I apologize -- is not on this  
5 slide, but it is a section in the EIR. And then, of  
6 course, alternatives.

7           The EIR analysis found that the following impacts  
8 would be less than significant with the implementation of  
9 mitigation measures, which are outlined in the EIR and  
10 will be incorporated into what is called a mitigation  
11 monitoring and reporting program, which the City will then  
12 use, if the project is approved, to enforce and monitor  
13 the mitigation measures that are prescribed in the EIR.  
14 And this includes impacts related to transportation,  
15 specifically vehicle miles traveled, air quality,  
16 greenhouse gas emissions, and noise.

17           And I will say that all of the significant  
18 impacts that were identified in the EIR, that would be  
19 less than significant with mitigation, were related to  
20 construction impacts, with the exception of the VMT  
21 impact. The air quality, GHG, and noise impacts were all  
22 related to project construction.

23           Impacts on population and housing and utilities  
24 and energy were found to be less than significant. And  
25 for this EIR, no significant and unavoidable impacts were

1 identified. So everything was mitigated to a  
2 less-than-significant level, either through the  
3 implementation of applicable mitigation measures in the  
4 ConnectMenlo EIR, or new project-specific measures.

5 So the EIR -- even though there were no  
6 significant and unavoidable impacts that resulted from the  
7 analysis, you're still required, under CEQA, to look at  
8 project alternatives to see if there are other ways to  
9 reduce or avoid the significant impacts even further.

10 So this EIR included an alternatives' analysis  
11 that evaluated three different alternatives. The first is  
12 the No Project Alternative, which is essentially  
13 maintaining status quo. Nothing happens with the project  
14 site. That's required under CEQA.

15 The second was the Base Level Alternative, which  
16 assumes an FAR reduction from approximately 90.7 percent  
17 of the project to 55 percent.

18 And the third was a Mixed-Use Alternative that  
19 contemplated some ground floor commercial space.

20 The Environmentally-Superior Alternative, which  
21 is the designation that you are required to make under  
22 CEQA, was determined to be the Base Level Alternative. So  
23 of all the alternatives, that alternative had the lowest  
24 level of impact.

25 So going back to our chart of the steps in the

1 CEQA process, after tonight's public hearing and the close  
2 of the Draft EIR public review period, we'll prepare the  
3 Final EIR. And the Final EIR will include responses to  
4 the comments that we receive tonight from the public, as  
5 well as any additional written comments that we receive  
6 throughout the Draft EIR review period.

7 If those comments result in changes to the Draft  
8 EIR, those changes will also be made and incorporated into  
9 the Final EIR. And as long as those changes are minor in  
10 nature and are essentially clarifying the analysis or  
11 expanding on the analysis, then those changes are  
12 permitted under CEQA.

13 If any comments result in changes that constitute  
14 substantial new information, then recirculation of the  
15 Draft EIR is required.

16 And then, after preparation of the Final EIR, the  
17 City will take action on the project and the EIR and will  
18 be asked to approve the project and certify the EIR.

19 So I believe this is my final slide of the  
20 evening. And this is the most important slide.

21 How do we comment on the Draft EIR? The reason  
22 that we are here tonight is to receive comments from the  
23 public and the commissioners on the Draft EIR.

24 If you would like to submit comments, you can  
25 e-mail them to Tom Smith. His e-mail address is here.

1 You can also send a letter to Tom at the address shown  
2 here. And you can also comment tonight by raising your  
3 hand on Zoom, and you'll be asked to -- and you'll be  
4 notified, when it's your turn to speak.

5 And just a friendly reminder here that all  
6 comments must be received by May 23rd, at 5:00 p.m.

7 And that concludes my presentation. Thank you.

8 CHAIR DECARDY: Thank you, Ms. Mekkelson. Thank  
9 you for your clear presentation, and really appreciate  
10 that.

11 So we are at the portion of the program where  
12 we're going to turn to public comment. So for those of  
13 you who are interested, you can start considering your  
14 comments and raising your hand.

15 Before we do that, I do -- if there is any  
16 commissioner that has a pressing clarifying question, then  
17 we can get to it. I think we could do public comment and  
18 still get to the same pressing clarifying questions as  
19 well, however, if that's okay with our commissioners.

20 All right. Thank you to my fellow commissioners  
21 on that.

22 And so with that, we will turn over to public  
23 comment. Again, for folks who wish to comment tonight,  
24 there will be two portions of public comment. This is the  
25 one that will be most directly related to Ms. Mekkelson's

1 presentation and aspects around the Environmental Impact  
2 Report.

3           Once we close the feedback on the Environmental  
4 Impact Report, we'll be able to talk more generally about  
5 the project. That might go back to the previous  
6 presentation from the three parties from the Applicant  
7 team.

8           So with that, let's open it up for public  
9 comment, Mr. Turner.

10           MR. TURNER: Yes. Hello. Just as a reminder, if  
11 you would like to give public comment on this portion of  
12 the hearing tonight, please press the hand -- "Raise Hand"  
13 button at the bottom of your screen. And if you are  
14 calling in, \*9 will raise your hand on Zoom and let us  
15 know you have a comment.

16           I do see a hand at this time. So I will  
17 introduce Pam Jones. As a reminder, you will have three  
18 minutes to share your comment or question. Please clearly  
19 state your name, address, political jurisdiction in which  
20 you live or your organizational affiliation.

21           If you have multiple speakers on your account,  
22 please let us know at the beginning of your comment, and  
23 we will make sure each speaker has an opportunity to speak  
24 for three minutes.

25           And, Pam, you should be able to un-mute yourself

1 now.

2 PAM JONES: Thank you. Pam Jones, resident of  
3 Menlo Park, in District I. And I'd like to thank the  
4 commissioners for your work and congratulations to our new  
5 chair, as well as the vice chair.

6 I basically have one -- well, two comments. One,  
7 how accurate is the air quality data, since we have had  
8 pandemic traffic for the last year and a couple of months?  
9 That's number one.

10 And then, number two, has there been any concern  
11 about liquefaction, which is something that is not in the  
12 General Plan, the 2016 EIR, but it has since been -- it  
13 has become an issue. And it's one in which East Palo Alto  
14 is addressing now, with some of their projects that are  
15 moving closer and closer to the bay. Although you aren't  
16 that close to the bay, certainly the continuation of these  
17 large, massive buildings can pose a problem, especially if  
18 we haven't even studied that.

19 Thank you.

20 CHAIR DECARDY: Thank you, Ms. Jones.

21 Any other hands, Mr. Turner?

22 MR. TURNER: Not seeing any other hands at this  
23 time.

24 Just as a reminder. If you would like to give  
25 public comment, please click the hand -- raise hand button

1 at the bottom of your screen.

2 CHAIR DECARDY: All right.

3 Yes, Mr. Shaffer?

4 MR. SHAFFER: Yes. I'd just like to point out to  
5 the public, who may be viewing this, if you haven't had a  
6 chance to review the EIR yet, if staff might want to  
7 explain where they can find it on the City website and  
8 direct people to where in the website they can find the  
9 EIR to look at it, and that the City will be receiving  
10 written comments through the comment period.

11 CHAIR DECARDY: Thank you, Mr. Shaffer.

12 Mr. Turner, if you want to -- or Mr. Smith, if  
13 you want to respond to that.

14 MR. SMITH: Yes. The EIR can be found on the  
15 City's website at MenloPark.org/1350AdamsCourt. All one  
16 word. And it is under the "Environmental Documents"  
17 section on that web page, pretty prominently posted, so  
18 that the public can review and comment.

19 CHAIR DECARDY: Great. Thank you, Mr. Smith.

20 With that, Mr. Turner, any hands or --

21 MR. TURNER: Still no hands at this time.

22 CHAIR DECARDY: Okay. Then I think we'll go  
23 ahead and close public comment on the EIR portion of the  
24 program.

25 And with that, I will bring it back to the dais



1 for commissioners for any questions of the EIR consultant,  
2 the Applicant, or of staff. All certainly in that purview  
3 for you. Any comments you would like to make; to our new  
4 commissioners, you are more than welcome to speak more  
5 than once during this session, in that mix, so you can ask  
6 or reflect until you've exhausted the comments or  
7 questions you have.

8 And with that, any commissioners would like to  
9 start? I will recognize Commissioner Barnes.

10 COMMISSIONER BARNES: Thank you, Chair DeCardy.  
11 Sorry if I missed this.

12 Is this specific to the EIR, and we're going to  
13 have our general project comments after?

14 CHAIR DECARDY: Yes, that's correct. This is for  
15 the EIR specifically. Then we'll come back, and we'll  
16 open up for any further comment from the Applicant.  
17 Although, I believe we were told the Applicant was going  
18 to make that presentation be the total presentation.

19 We'll give the Applicant the opportunity, though,  
20 for any further presentation, open up public comment, and  
21 then -- for the full project.

22 COMMISSIONER BARNES: Got it. Thank you. I do  
23 not at this time have anything on the EIR. Thank you.

24 CHAIR DECARDY: Okay. I'll recognize  
25 Commissioner Riggs.

1                   COMMISSIONER RIGGS: Thank you, Chair DeCardy.  
2     So I have just a couple of questions that are truly  
3     focused on the EIR. But I would also like to just prompt  
4     a response to Ms. Jones' question regarding air quality  
5     data.

6                   Through the Chair, could the consultant just  
7     frame how air quality data would or would not be related  
8     to any information gathering over the last two to three  
9     years?

10                  MS. MEKKELSON: Yeah. I can tackle that. This  
11     is Heidi Mekkelson, from ICF. And I'll also call on our  
12     colleagues at Hexagon to help me out here.

13                  But we absolutely recognize that traffic patterns  
14     were not what they normally are during the time this  
15     analysis was conducted.

16                  And there are industry-recognized techniques that  
17     we've been applying to CEQA analyses that are done during  
18     this period to essentially adjust for those baseline  
19     traffic counts. And those can vary by project. They can  
20     include anything from applying adjustment factors to using  
21     counts that were pre-COVID to evaluate traffic baseline  
22     levels, which, of course, feed into the air quality  
23     analysis.

24                  So if either Ling or Gary could comment on the  
25     specific methodology that we would use for this

1 transportation analysis, that would be helpful.

2 MR. BLACK: Thanks, Heidi. Gary Black here, with  
3 Hexagon Transportation Consultants. And you're exactly  
4 correct that all the data -- the transportation data for  
5 this project is all based on pre-COVID conditions.

6 COMMISSIONER RIGGS: Thank you.

7 And then, just to clarify, Ms. Jones' comment was  
8 specifically on air quality, which frequently, in an EIR,  
9 has to do with construction activities or, alternatively,  
10 it has to do with the particular mechanical systems.

11 Do we want to clarify which we are addressing  
12 here?

13 MS. MEKKELSON: We looked at all of the above  
14 there.

15 So with respect to construction emissions, those  
16 were evaluated based on construction equipment and vehicle  
17 estimates provided by the Applicant. So those are -- of  
18 course, are not affected by COVID conditions. Those are  
19 just the estimates that they provide us in terms of how  
20 many workers will be on-site, what types of equipment  
21 they'll be using, what the phasing looks like. And we  
22 evaluate those impacts against the daily emission  
23 thresholds that are promulgated by the Bay Area Air  
24 Quality Management District to determine whether there's  
25 an impact there.

1           For the mechanical equipment, that is factored  
2 into the operational impacts -- the air quality impact  
3 analysis in the EIR. So we look at potential health  
4 hazards from things like generators, as well as  
5 construction diesel particulate matter as well.

6           So really, the only air quality analysis I think  
7 that is affected by COVID is the transportation analysis,  
8 to the extent that baseline traffic levels might be  
9 different. And as Gary described, those were essentially  
10 corrected for in the transportation analysis, which is  
11 what provides the data that feeds into the air quality  
12 analysis.

13           COMMISSIONER RIGGS: Thank you for the clarity of  
14 your responses. We don't always get that. So I do mean  
15 thank you.

16           And then, Ms. Jones also asked about  
17 liquefaction. And if I may be so bold, as the token  
18 architect on the commission, just to reassure the public  
19 that liquefaction has been -- I dare say -- for decades, a  
20 factor that is very determinedly examined during the  
21 building application process, which is the right place,  
22 because foundation designs do respond to soil conditions.

23           And certainly in the Bay Area, liquefaction is  
24 taken very seriously. It was, even before 1989, but  
25 certainly since -- if anything, at the risk of

1 overbuilding, if there is such a thing. At least that's  
2 an architect's perspective.

3 And then, my own question has to do with how we  
4 -- whether it's the commission or the public, ultimately  
5 decision makers, including the commission and possibly  
6 counsel, how do we frame the relationship between this  
7 focused EIR and the underlying ConnectMenlo EIR, when it  
8 comes to a determination of no significant impacts?

9 And I ask, for example, when the public views our  
10 discussion on buildings in this zone, not just the LS  
11 zone, but the OB and the MU as well, they see projects  
12 that are 100,000 square feet, 200,000, 500,000, up --  
13 maybe 1.3 million square feet. The idea that there are no  
14 significant environmental impacts would not fly with  
15 anyone observing our meeting or reading this document.

16 So am I correct that the reason that the focused  
17 EIR can say that there are no significant impacts is that  
18 there are no impacts that have not already been evaluated  
19 under the ConnectMenlo process?

20 MS. MEKKELSON: Yeah. I think that's a fair  
21 assumption.

22 Essentially, what we're saying is there are no  
23 new significant and unavoidable impacts that are unique to  
24 this project or are more severe than those that were  
25 already evaluated in ConnectMenlo, and which the City

1 already overrode, from a CEQA perspective, in the  
2 statement of overriding considerations for that EIR.

3           So, essentially, you know, you've already done  
4 your homework, your CEQA homework, for the development  
5 that is contemplated under ConnectMenlo. And you have  
6 adopted a statement of overriding considerations for that  
7 analysis.

8           So when you are doing subsequent CEQA documents  
9 under that EIR, you're really focusing on whether or not  
10 there is new information.

11           COMMISSIONER RIGGS: And that makes sense to me.  
12 But I could see how that could easily be obscure to the  
13 public.

14           And I'll pause a moment because I see Mr. Shaffer  
15 might want to add a comment through the Chair.

16           MR. SHAFFER: I'd just like to add that the EIR  
17 identifies -- both EIRs, the ConnectMenlo and the project  
18 EIR -- they do identify potential significant impacts, but  
19 then recommend a slate of mitigation measures which the  
20 EIR consultant and the City conclude are sufficient to  
21 reduce the mitigation -- the impact. And very robust  
22 packages of mitigation measures.

23           And opinions can differ as to how low an impact  
24 can be -- should be reduced before it's deemed less than  
25 significant. That's always a debate in CEQA, but this

1 conclusion is supported by the mitigations that are  
2 identified, leaving no significant, unavoidable impacts  
3 that still would be considered significant, despite all  
4 the mitigation thrown at it.

5 COMMISSIONER RIGGS: Mr. Shaffer, I think you're  
6 quite correct because where even a relatively tame project  
7 is going to add a population of another 650 workers,  
8 something, like, 80 percent of which live outside the  
9 area, there will be impacts, as anyone who has been on  
10 Bayshore Expressway knows.

11 So, Mr. Chair, I do have maybe four other points,  
12 but they are not directly addressed to this focused EIR,  
13 but rather how the project does or does not actually  
14 affect the -- shall we say -- quality of life of the  
15 residents. So I'm suspecting that I should hold those  
16 until we get to architectural review.

17 CHAIR DECARDY: I appreciate your point,  
18 Commissioner Riggs. I think you can use your judgment,  
19 but certainly, you know, raise them during architectural  
20 review as well. I'm sure quality of life questions will  
21 come up then, as well as focused on the EIR. But I  
22 encourage you to use your judgment.

23 If you'd like to continue, please do. Otherwise,  
24 please hold.

25 COMMISSIONER RIGGS: Well, in that case -- well,

1 I think I would like to hold, just to help the public, if  
2 not even myself, separate the discussion with the EIR  
3 consultant from that with the project sponsor.

4 CHAIR DECARDY: Okay. Very well.

5 COMMISSIONER RIGGS: Thank you.

6 CHAIR DECARDY: And after other commissioners  
7 have spoken, of course, you can always speak again if so  
8 moved.

9 So other commissioners who would like to speak?  
10 I'm going to recognize Commissioner Thomas.

11 And I realize that, Commissioner Riggs, you  
12 mentioned that you're the token architect, which I believe  
13 you have been for a while. I'm not completely familiar  
14 with the full bios of Commissioners Do and Thomas, so you  
15 should correct us. But I believe Commission Do is an  
16 architect. So you may, at least, have another architect  
17 on the commission at this point, Commissioner Riggs.

18 With that, I will pass it over to Commissioner  
19 Thomas. And please correct me as well, if you have that  
20 in your background.

21 COMMISSIONER THOMAS: Thank you, Chair DeCardy.  
22 My background isn't in architecture.

23 And my question is on the impacts. So it seems  
24 like, you know, there were some potentially significant  
25 impacts, but they've been all reduced to



1 less-than-significant with mitigations.

2           There are a couple of these on here. So I was  
3 wondering if there is one in particular -- I guess my  
4 question would be directed towards Heidi Mekkelson.

5           Is there one of these LTS/M -- you know, less  
6 than significant with mitigation -- impacts that is  
7 particularly risky or that you think, if you had to rank  
8 these, would potentially be of the most concern?

9           MS. MEKKELSON: I've never had that question  
10 before. You know, I don't think I could rank them. Under  
11 CEQA, we are required to look at everything with a fresh  
12 lens, and we look at each impact against a threshold of  
13 significance, which is another requirement of CEQA, and  
14 those thresholds can be different, depending on what the  
15 impact is. For air quality impacts, for example, we often  
16 have bright line, you know, thresholds -- like a project  
17 can emit 55 pounds-per-day of nox, and anything over that  
18 is significant impacts. For other impacts, it's a bit  
19 more of a qualitative threshold. And it's a judgment call  
20 on the part of the EIR professional and the City Planning  
21 Department in determining whether or not that impact is  
22 tripped.

23           So from my personal perspective, all impacts on  
24 the environment are of equal importance and concern. I  
25 definitely know that when it comes to issues that are

1 important to the public or quality of life issues, as  
2 Commissioner Riggs, you know, touched upon, different  
3 impacts, I think, can be different, given different  
4 weights, essentially.

5 But from a CEQA perspective, a significant impact  
6 is a significant impact. And if it is significant, the  
7 City is required to override that impact -- make a  
8 determination and override that impact.

9 Does that answer your question?

10 COMMISSIONER THOMAS: Thank you.

11 MS. MEKKELSON: I hope that kind of answers your  
12 question.

13 CHAIR DECARDY: Other commissioners, questions or  
14 comments at this time?

15 Commissioner Harris? Excuse me. Vice Chair  
16 Harris.

17 VICE CHAIR HARRIS: Thank you. I have to get  
18 used to that. Yeah. I had a couple of EIR comment and  
19 questions.

20 Like Commissioner Riggs, it is, I think,  
21 difficult to tease out which is a comment or question on  
22 the project, versus on the EIR. And so I had some  
23 questions around transportation. And so some of those  
24 have to do with -- I just want to understand the total  
25 number of employees, and the total number of parking

1 spots. I got a little bit confused because I understand  
2 that we're adding 650 employees. But I don't know what  
3 the total is with those 650.

4 And I also was a little bit unsure about the  
5 total number of parking spots because in -- in the -- in  
6 reviewing the staff report, I saw that it was 961. But in  
7 the EIR, it says 707. And I'm wondering if the difference  
8 is that the 961 includes both 1305, as well as 1350.

9 I also read that 118, that were -- for 1305 will  
10 be taken away because they were, I guess, surface parking  
11 that is now on 1350.

12 Anyway, that all -- the EIR and the staff report  
13 seem a little bit different. And I'm wondering if  
14 somebody from either staff or from the -- I'm not sure  
15 which group could help me understand those answers, both  
16 employees and parking.

17 MR. SMITH: I think I can at least get things  
18 rolling there and explain the parking situation.

19 So it's important to think of this as -- although  
20 there is one new building being built, it is a project  
21 site that contains an existing building.

22 And I think you have it right, Vice Chair Harris,  
23 that there are 118 spaces that are currently provided on  
24 what would become the 1350 Adams Court site, that are  
25 currently used for 1305 O'Brien, the existing building.

1 Those would obviously need to be removed to add the new  
2 building, the landscaping, all of that. And so those 118  
3 spaces, because there was an approval for 1305 O'Brien  
4 Drive that required -- I believe it's 373 spaces were  
5 required, as part of 1305 O'Brien Drive. So the 118  
6 spaces that are being removed to develop the new building  
7 would need to be reintegrated into the parking structure  
8 for the proposed building. So what we would end up with  
9 is 961 spaces total for both buildings on the site.

10 Of the 706 spaces that would be part of the 1350  
11 Adams Court project, you can think of 118 of those as  
12 belonging to 1305 O'Brien Drive. So what you end up with  
13 is essentially -- of the new parking spaces that are being  
14 developed in the garage -- or there's a few surface spaces  
15 as well, as part of the 1350 Adams Court project, you're  
16 looking at 588 new spaces for the proposed building  
17 itself, which is a parking ratio of about 2.14 per  
18 thousand square feet. So 588 spaces would be -- it's kind  
19 of about halfway in the ratio of 1.5 to 2.5 spaces per  
20 thousand square feet of gross floor area that's required  
21 in this district.

22 VICE CHAIR HARRIS: Okay. That's really helpful.

23 So -- but I should think about it as 588 new  
24 spaces for the new 650 employees.

25 Can I think about it that way?

1 MR. SMITH: Yes. That would be accurate.

2 VICE CHAIR HARRIS: Okay. And then I guess I  
3 realize that we're putting together a transportation  
4 demand -- plan to try to reduce the level of single  
5 occupancy vehicles, but I guess I have a question to the  
6 Applicant.

7 Of your 650 new employees, or maybe of your old  
8 employees, what do you -- how many do you expect of those  
9 employees will get to this location in something other  
10 than a single occupancy vehicle? Maybe kind of tell me  
11 about your current building, as well as what your  
12 expectations might be for the new building, from the  
13 Applicant, if you have that answer or an idea.

14 MR. TARLTON: I would be addressing sort of a  
15 general sense, rather than this specific building because,  
16 of course --

17 VICE CHAIR HARRIS: You don't have them yet.

18 MR. TARLTON: -- we don't have the tenant yet.  
19 And it does vary, somewhat significantly, from tenant to  
20 tenant.

21 As we have discussed on a prior meeting -- in a  
22 prior meeting on a different project, we can have tenants  
23 who are involved in manufacturing that have multiple  
24 shifts. And sometimes there's an overlap there.

25 In terms of general uptake of our shuttle program

1 and other alternate transit modes, we've been quite  
2 successful.

3 And I would say that somewhere in the range of 25  
4 percent of our employees across the campus are getting to  
5 campus in a way other than a single occupant vehicle, if  
6 that answer your question.

7 VICE CHAIR HARRIS: Okay. That does answer my  
8 question.

9 So if we're looking to reduce -- and I understand  
10 we're looking at it from the other direction, which is  
11 allowing for bikes and parking and shuttle and carpool. I  
12 just am wondering if we're thinking, okay. Well, maybe 25  
13 percent will get there a certain -- a different way, then  
14 it seems like we probably wouldn't need to plan for 90  
15 percent of them to come in a single occupancy vehicle for  
16 the number of parking that we're going to supply.

17 So I understand that Menlo Park has a minimum  
18 number of parking spots, but I guess my thought would be,  
19 can we reduce this number of parking spots more, given  
20 that we're -- right now, we're at 90 percent?

21 I realize there's also a couple spots for  
22 visitors or -- you know, a couple other spots. But it  
23 just feels -- that feels very high to me. And I'm  
24 wondering if there's -- if we can think about reducing  
25 that, to some extent, given all the other ways that you're

1 looking for people to get there.

2 MR. TARLTON: Yeah. I appreciate the question,  
3 and I certainly appreciate the sentiment.

4 For those of you who don't know, I go virtually  
5 everywhere on a bicycle. That being said, we have to --  
6 and it's not lost on you. Certainly those of you who have  
7 experience with other development or architecture, that  
8 the cost of building that parking is significant to us.  
9 And we are heavily-incented financially not to build more  
10 parking than we need.

11 The parking that we propose to build is based on  
12 literally decades of data around what the tenants need for  
13 parking, trying to anticipate the various types of uses  
14 that we might have at the site, and accounting for, as you  
15 said, visitor, et cetera.

16 I would love to build less parking. We will  
17 hopefully build less parking as we partner with the City  
18 and other agencies to create more alternative transit.  
19 This is the reality that we face today.

20 VICE CHAIR HARRIS: Okay. So I'm still going to  
21 issue that challenge to try to reduce your cost for  
22 parking and see where you might be able to trim that.

23 And then, as Commissioner Riggs was discussing,  
24 that, you know, the analysis is based, I think, on 2019 or  
25 pre-pandemic. I know that since the pandemic, our --

1 we're not so peaky. We're not -- we don't have the same  
2 exact peaks.

3 And also, because you're life sciences, as you  
4 mentioned -- I think it was Mr. Tarlton mentioned that the  
5 life sciences tends to be less peaky than a typical office  
6 building.

7 So I guess, in the way that we do the analysis,  
8 I'm not really sure where that -- where that puts us. But  
9 I just wonder if maybe there might be some thoughts on  
10 that.

11 I think -- I do have a couple of comments on LOS,  
12 but I guess I should -- I guess I should maybe come back  
13 to those, when we are -- since it's not part of CEQA,  
14 through the Chair.

15 CHAIR DECARDY: Again, at your discretion.  
16 Right? It's not part of CEQA. It's an add-on from Menlo  
17 Park. But --

18 VICE CHAIR HARRIS: Okay. I guess it is part of  
19 the EIR.

20 CHAIR DECARDY: Yes.

21 VICE CHAIR HARRIS: So I would just say, when  
22 this comes back for final approval -- and this is really  
23 to staff -- I would like to see the LOS improvements  
24 broken down in maybe like a chart. Right now, it's really  
25 hard for me to kind of get a sense for each intersection



1 what is TIF, versus not in TIF; and then also, what's near  
2 term, versus cumulative, and to indicate if there would --  
3 if any of these would involve any road widening.

4 I think, when this comes back and when it's  
5 published, it would be really terrific to understand,  
6 maybe in a chart, where -- what each of those  
7 intersections is; whether it's TIF, non-TIF, near term,  
8 cumulative, and whether it -- indicate whether there would  
9 be any road widening.

10 And I think that would really help us, as  
11 commissioners, to -- if it's summarized that way, to help  
12 our decisionmaking process and perhaps even do it for  
13 Draft EIRs in the future.

14 Is that something you think would be possible?

15 MR. SMITH: Chair DeCardy, if I may?

16 CHAIR DECARDY: Yes, of course. Mr. Smith.

17 MR. SMITH: Yes. I definitely appreciate that  
18 feedback.

19 I think we've tried to slim down the staff  
20 reports to reduce down the amount of reading material that  
21 we're giving you. But if that is desired -- well, if you  
22 would like to see that information in a chart, I  
23 definitely am more than happy to provide that, and we'll  
24 take that into effect -- into account for the Final EIR  
25 and then future EIR projects as well.

1           VICE CHAIR HARRIS: So I guess what I would like  
2 to say is that -- what I would maybe say is that I think  
3 that information is probably in there, but it's multiple  
4 paragraphs to find it.

5           So I would almost say, well, maybe this would be  
6 less work for you if you could put it more into a chart  
7 format, and less into pros. So just a thought for that  
8 because I certainly don't want to make extra work for you  
9 guys. I know you're all -- you've got a lot already.

10          MR. SMITH: Absolutely. I appreciate the  
11 feedback.

12          VICE CHAIR HARRIS: And I don't want to make  
13 longer reading for all of us either. So I think we're in  
14 agreement on that.

15          MR. SMITH: Yes. Understood. Yes. We are in  
16 agreement.

17          VICE CHAIR HARRIS: All right. Well, I'll stop  
18 there and let somebody else chime in.

19          Thank you.

20          CHAIR DECARDY: Thank you, Vice Chair Harris.

21          Other questions or other comments related to the  
22 EIR from commissioners?

23          While people are thinking, perhaps I have a  
24 couple that can follow on a thread that has already been  
25 picked up on. And I want to recognize and thank --

1 actually, all of the commissioners that touched on some of  
2 my questions.

3 I do want to come back to the EIR and to the  
4 transportation question. So, Ms. Mekkelson, on the  
5 transportation impact, it would have been significant but  
6 for the expectation of utilizing the transportation demand  
7 management mitigation.

8 Do I have that right?

9 MS. MEKKELSON: That's correct.

10 CHAIR DECARDY: Okay. So how successful does the  
11 TDM have to be to move it from significant to not  
12 significant? In the context of some of the conversation  
13 we've had in ways that we or the public could understand,  
14 what does a successful TDM plan actually have to reduce in  
15 order to make it less than significant?

16 MS. MEKKELSON: I can look this up for you, to  
17 get you some more precise numbers, but the threshold for  
18 the City CEQA purposes is 15 percent below the citywide  
19 average.

20 MR. SMITH: Heidi, I have some of that  
21 information, I think, right in front of me.

22 MS. MEKKELSON: Oh, great. Or Gary --

23 MR. SMITH: And then Gary can correct me, if I'm  
24 off.

25 But I believe it's a 21.1 percent reduction in

1 VMT needed to get below the City's threshold.

2 And then the Applicant put together a pretty  
3 robust TDM program that would be effective, in the range  
4 of 27 to 30 percent. So it's beyond the amount that would  
5 be needed to get below the City's threshold.

6 Gary, let me know if that was incorrect.

7 MR. BLACK: That's correct. Absolutely.

8 CHAIR DECARDY: Okay. I appreciate that. I  
9 think that's helpful.

10 So -- and then -- so the Applicant's TDM plan is  
11 specific enough that you can anticipate, based on past  
12 monitoring, that it will be in that 25 to 30 percent  
13 range?

14 Is that the one that was included in the exhibit  
15 with the specific measures? Is that the plan we're  
16 talking about that touches on the bike share, the car  
17 share, the significant shuttles that were referenced in  
18 the presentation?

19 MR. SMITH: Yes. That's correct.

20 And then, for additional reference, the existing  
21 building at 1305 O'Brien Drive, the other building on the  
22 site, it is -- it has a TDM plan. And it has been subject  
23 to monitoring.

24 And just to give you an idea of what that's  
25 demonstrating, in 2018 and 2019, it was showing TDM

1 effectiveness of about 32 to 40 percent. So they were  
2 doing quite well.

3 CHAIR DECARDY: That's super helpful, and it's  
4 fabulous. And I mean, I just -- I should have said this  
5 at the beginning, and I said this the last time we had a  
6 project. You know, I just -- the work and the leadership,  
7 Mr. Tarlton, you and your team, on this, over the decades,  
8 has been exemplary. And it's fabulous. And I think you  
9 have so much to offer us as a City, to learn from your  
10 experience. And, obviously, having this input is  
11 terrific.

12 One of the questions I had about the TDM plan is  
13 that it mentioned the inclusion of the EV parking spaces.  
14 And it's not immediately clear to me how -- so the TDM,  
15 with the EV parking spaces, does not necessarily reduce  
16 VMT, but it reduces VMT from emitting cars? Is that how  
17 we're supposed to look at that as being a successful part  
18 of the TDM program?

19 And if so -- if I have that right, then how do  
20 you figure out where the electric fuel is coming from for  
21 the cars that are in those spaces?

22 And I guess that might be a question for  
23 Mr. Black, perhaps, or Mr. Smith. I'm not sure.

24 MR. BLACK: The -- yeah. The EV parking or  
25 encouraging EV use is not counted towards the TDM

1 reduction because, as you point out, those cars are still  
2 on the road.

3 CHAIR DECARDY: Got it. Okay.

4 So it was listed in the TDM plan in our packet,  
5 but it was not included in the analysis of that 25 to 30  
6 percent reduction?

7 MR. BLACK: That's correct.

8 CHAIR DECARDY: Okay. That's super helpful.

9 Then I have a question about parking spaces and  
10 VMT.

11 So -- and, Mr. Black, as long as you're there, I  
12 think this is for you. Is there a relation between the  
13 cost of parking spaces and a reduction in VMT? Is there  
14 analysis that says if there's a higher cost to park your  
15 car or not?

16 Is that not part of how you think about potential  
17 mitigation or looking at what will be the traffic to a  
18 potential site?

19 MR. BLACK: Absolutely, there's a relationship  
20 between the cost of parking and the trip making, if you  
21 will, or the VMT.

22 There's not -- there's not a culture of charging  
23 employees for parking in Menlo Park. Or at least not in  
24 this part of Menlo Park. And so it's not part of the TDM  
25 plan to charge for parking.

1 CHAIR DECARDY: Okay.

2 MR. BLACK: And so Mr. Tarlton, I think, was  
3 talking about the cost of building the parking, but not  
4 the cost of operating the parking.

5 CHAIR DECARDY: Yeah. I understand. It was a  
6 different question.

7 So the reason it's not there is because we don't  
8 have a culture in Menlo Park of charging for parking?  
9 And, therefore -- or is it to say, there are other  
10 measures that could get that 25 to 30 percent reduction,  
11 which would then get below the significance threshold?

12 MR. BLACK: Yes. I can talk about, I guess, the  
13 corporate culture, if you will, of a lot of these  
14 employers is that they look at charging for parking as  
15 sort of a punitive measure towards employees. It could be  
16 interpreted that way. And they -- rather than punitive  
17 measures, they want to use measures that are encouraging.  
18 So offering alternatives -- free shuttles -- you know,  
19 free bikes, car share, things like that, are incentives.  
20 So it's like a carrot, instead of a stick approach, is  
21 sort of the corporate culture we're seeing.

22 CHAIR DECARDY: I understand.

23 So for the purposes of the EIR, then, we have a  
24 TDM plan that can rely on carrots, and the experience that  
25 we can have enough carrots so we can move the

1 environmental impact to less than significant.

2           It's a different conversation, if we want to have  
3 this as a City, about how much further we might go with  
4 what kinds of measures, but that would be from an EIR  
5 standpoint, would not be relevant to moving from  
6 significant to less than significant in an EIR.

7           Do I have that summarized?

8           MR. BLACK: That's correct.

9           CHAIR DECARDY: Okay.

10           MR. BLACK: The TDM plan that the project is  
11 proposing is sufficient to mitigate the VMT impact.

12           CHAIR DECARDY: Yeah. Well, that's fabulous.

13           And it's fabulous that you've got the history --  
14 this is to Mr. Tarlton and team -- that can get to this 25  
15 to 30 percent reduction.

16           I will withhold the rest of my comments because  
17 they are not EIR related on this and on transportation  
18 parking. They're going to be related to the building, and  
19 I'll do that later on.

20           I do have a question about the -- this is for the  
21 -- for Mr. Tarlton, and on the biking.

22           You noted, I think, in the parking, that you've  
23 got the overlap, potentially, of some potential tenants.  
24 And so you've got that problem with -- you're going to  
25 have, essentially -- two employees are there for ten



1 minutes, but they both have to park kind of issue.

2           Have you been allowed or could you allow flex  
3 parking across your different buildings and different  
4 tenants in that region? Because I think you said they  
5 have different uses.

6           Have you been allowed to do that? Have you been  
7 -- has that been proposed in the past? And if not, if it  
8 were, would that be helpful at all in this or not?

9           MR. TARLTON: Good question. And as we vision  
10 out our campus there going forward, we do anticipate  
11 making use of shared parking facilities across tenants.  
12 That has not been the practice in the past, but we have  
13 made changes to our messaging to our tenants, through both  
14 our leases and our campus-wide TDM program, that that is  
15 coming.

16           And we do already anticipate, to the extent  
17 possible, making use of some of these expensive parking  
18 spaces that are going to be part of the 1350 Adams Court  
19 project for future sharing.

20           CHAIR DECARDY: So it sounds like you're headed  
21 that way, but it has not been in the past.

22           Do you have a census across all of your  
23 properties about what the usage of parking is? You know,  
24 just sort of, you know, is there, in fact, some excess  
25 capacity?

1           MR. TARLTON: There is, in fact, some excess  
2 capacity. And as we vision out the campus going forward,  
3 we are trying to create opportunities for shared parking,  
4 from tenant to tenant.

5           CHAIR DECARDY: Okay. Fabulous. I think that  
6 sounds fabulous and creative and helpful. Appreciate it.

7           Hang on, Mr. Barnes. Let me just see if I have  
8 any -- as long as I have the floor on EIR questions.

9           I don't think so. If I do, I'll come back.

10          Mr. Barnes -- Commissioner Barnes, let me  
11 recognize you.

12          COMMISSIONER BARNES: Thank you. Question  
13 through the Chair to staff. And I think this is probably  
14 best directed to Mr. Smith. It relates to the EIR and in  
15 specific, to the level of service data.

16          And I wanted to understand a little bit more  
17 about the LOS. And more specifically, is an LOS reading  
18 for a specific intersection able to tease out in specific  
19 what this specific project will do to that, you know,  
20 intersection A?

21          And is that impact specific to the incremental  
22 impact of this -- of this project?

23          MR. SMITH: Right. So I would start by saying,  
24 even though LOS was studied by the transportation  
25 consultant as part of this process, I just want to be

1 clear. It is not a CEQA impact. This is a completely  
2 separate topic from the EIR.

3 But LOS is looking at seconds of delay at various  
4 intersections around the project site. And sometimes it  
5 -- it can spill back through additional intersections  
6 further out from the project site. But it is looking at  
7 the amount of delay that the project contributes to  
8 individual study intersections.

9 COMMISSIONER BARNES: Okay.

10 MR. SMITH: Does that help?

11 COMMISSIONER BARNES: It does.

12 In my recollection, when LOS has been looked at  
13 before, there was an inability to -- so say, for instance,  
14 Station 1300 and some of the intersections around there,  
15 there was a statistical -- the way it reported out, it  
16 didn't specifically say, okay. Great. For this  
17 particular project, we can quantify for this intersection  
18 what this project is going to do because you've got a body  
19 of data. You have -- it includes, when you do LOS, some  
20 of the extra maladies for the environment, which feed into  
21 that particular intersection.

22 And I wasn't under the impression that it can get  
23 that fine and say, great. For this intersection, for this  
24 time period, we're able to remove the extra maladies.  
25 We're able to move any flows and whatever else goes into

1 either feeding or not feeding that intersection.

2 And say, for this particular project, this is the  
3 addition. I didn't think that we were able to go to that  
4 level of specificity. And that was the -- kind of the  
5 core of my question.

6 MR. SMITH: So I would -- just to make sure I'm  
7 not getting too far out of my depth, Christy Ann Choi,  
8 who is a senior transportation engineer -- or I see Gary  
9 Black has joined.

10 Gary, would you be able to expand on that -- that  
11 question a little bit?

12 MR. BLACK: Yes. The transportation study does  
13 show, for each intersection that we studied, the amount of  
14 traffic that would be added by this project, just by this  
15 project, and that it also calculates an associated delay  
16 that would be caused by the traffic from this project  
17 individually, for each one of the intersections that we  
18 studied. It's in a giant table. It's pretty -- it takes  
19 a while to get through, but the data is there.

20 COMMISSIONER BARNES: Great. Thank you.

21 And that satisfies my question about the  
22 specificity aspect of it. All right. That is my question  
23 as it relates to -- somewhat related, apparently, to the  
24 EIR. Thank you.

25 CHAIR DECARDY: Thank you, Commissioner Barnes.

1 Any other questions from commissioners or  
2 comments related to the EIR this evening?

3 I have one -- oh. I'm sorry.

4 Commissioner Do?

5 COMMISSIONER DO: Thank you, Chair DeCardy. And  
6 I have a question about bus stops. And I hope it's not  
7 totally irrelevant. But I think it is relevant to the  
8 whole topic of alternative ways of commuting.

9 I did a -- you know, a little Google street view,  
10 looking at, for instance, a bus stop along Willow and  
11 O'Brien. And just curious. Was it a shelter or offer any  
12 protection? And it's a -- simply a sign. No bench; no  
13 shelter.

14 And when you see something like that, and you're  
15 driving, you kind of think, man. Who wants to -- who  
16 wants to commute by bus, when, you know, the bus  
17 infrastructure looks like that?

18 And, again, this is not maybe something that the  
19 Applicant is responsible for, but I -- there's -- I know  
20 there's a pot of community amenity money. And I'm just  
21 curious. And please forgive my ignorance. Other  
22 commissioners or anyone chime in to say, that's not an  
23 appropriate use of money.

24 But I'd just be curious if that aspect of the  
25 public transit could be improved because I know there's

1 this growing fund of money. So, again, apologize if  
2 that's not an appropriate use of those funds.

3 MR. SMITH: So I --

4 CHAIR DECARDY: Mr. Smith?

5 MR. SMITH: Through the Chair? Okay.

6 There is a list of approved community amenities.  
7 And I believe that I don't have the list right in front of  
8 me, so I'm going from memory here. But I believe that one  
9 of them is transportation-related improvements. And so it  
10 could be -- so there's -- there's a growing fund of  
11 in-lieu fees for community amenities, which, if the  
12 council determined that that was a project that they would  
13 like to support, can certainly make the case that improved  
14 transit facilities related to improved bus stops, more  
15 shelter, that kind of thing, could be part of that funding  
16 that's used.

17 Or in the case of a specific project applicant,  
18 they could make that part of their proposal. And then it  
19 would have to be evaluated by the -- whatever  
20 decisionmaking body.

21 So in this case, the project is for -- up for  
22 review and entitlements from this commission. And so they  
23 would have to make the case for those improvements. And  
24 you, as a body, would have to accept that as a  
25 transportation-related improvement. But just to give you

1 an idea of how that might work.

2 COMMISSIONER DO: Great. Thank you.

3 CHAIR DECARDY: I was searching for the community  
4 amenities list.

5 I think it's -- in the staff report, there are  
6 links to specific aspects of community amenities in this  
7 project. But I don't think there was a link to the list.

8 And so that might be, Mr. Smith, helpful, the  
9 next time around, for any interested parties to see that.

10 So thank you for that question, Commissioner Do.

11 Commissioner Harris? You are somehow on mute,  
12 even though it looks like --

13 VICE CHAR HARRIS: Sorry about that. Can you  
14 hear me now?

15 CHAIR DECARDY: Yes, we can.

16 VICE CHAIR HARRIS: Yes. AirPods running out of  
17 juice. Yeah.

18 So I'm just wondering, to Commissioner Do's  
19 question, improving bus stops, is that something that can  
20 come out of TIF money?

21 Or, no, because that only can be used for  
22 intersections?

23 CHAIR DECARDY: Mr. Smith, yes.

24 MR. SMITH: So that's a good question. I might  
25 need some assistance.

1 I believe that projects that are identified for  
2 -- projects have to be specifically identified for TIF  
3 funding. And so if that's not a project that has been  
4 identified, then it wouldn't go towards that.

5 I was able to pull up the community amenities --  
6 approved community amenities list. And one of the -- one  
7 of these is transit and transportation improvements. And  
8 it says, "Bus Service and Amenities." Increase the number  
9 of stops, bus frequency, shuttles, and bus shelters"  
10 specifically are called out. So I think that would be a  
11 prime use of the money that was intended that way.

12 In terms of TIF funding, I don't know if Christy  
13 Ann Choi, from our Transportation division, is able to  
14 assist with how TIF projects are identified.

15 MS. CHOI: Hi. Good evening. Christy Ann Choi,  
16 Senior Transportation Engineer.

17 So, yeah. The City has the Transportation Impact  
18 Fee Program. And when it was adopted, we had identified a  
19 number of projects that would be funded by the TIF. And  
20 as Mr. Smith mentioned, they do have to already be  
21 identified. So the TIF money can only be used for those  
22 types of projects.

23 I don't think we had any particular bus shelters  
24 listed. So that would not be a potential funding source.

25 VICE CHAIR HARRIS: Thanks. Helpful.



1 CHAIR DECARDY: Great. Thank you.

2 And, to commissioners, some of these things blend  
3 together. There's EIR-related questions. But we can look  
4 at community amenities and are asked to look at community  
5 amenities in the next portion of our conversation tonight  
6 as well.

7 So any final comments on the EIR from  
8 commissioners? And as you're contemplating, I am going to  
9 turn to Mr. Smith.

10 Have you gotten the feedback you need, or are  
11 there any outstanding questions you have of the  
12 commission, regarding the EIR this evening?

13 MR. SMITH: In terms of the EIR, we really  
14 appreciate all of the feedback, the questions, the great  
15 dialogue. No further needs from staff in that area.

16 CHAIR DECARDY: All right. Any last questions  
17 from commissioners? All right.

18 With that, I will close this item of the agenda,  
19 Item G1, which was looking at the EIR.

20 (WHEREUPON, Agenda Item G1 concluded.)

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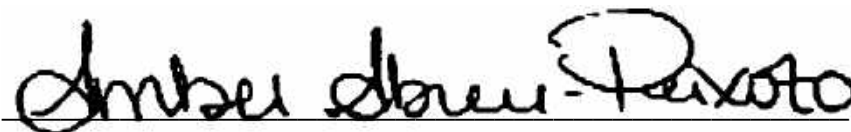
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CERTIFICATE OF REPORTER

I, AMBER ABREU-PEIXOTO, hereby certify that the 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 30th 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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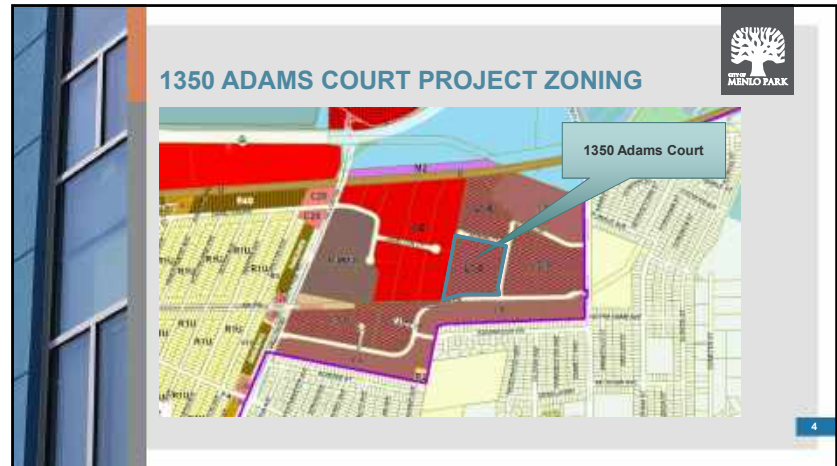
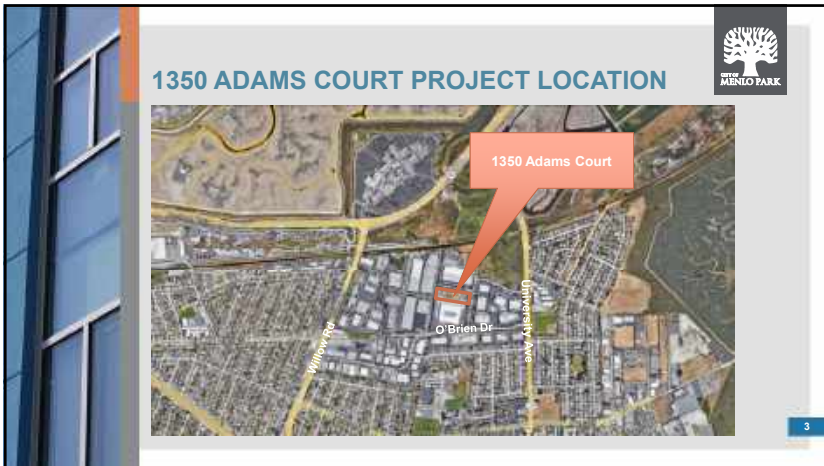




### RECOMMENDED MEETING FORMAT

- Draft EIR public hearing
  - Presentation by applicant
  - Presentation by EIR consultant
  - Public comments
  - Commissioner questions
  - Commissioner comments
  - Close Draft EIR public hearing
- Study Session
  - Public comments
  - Commissioner questions

CITY OF MENLO PARK

2





## 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 plans and design, below market rate (BMR) housing proposal, and community amenities proposal
- 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 will be acting body on certification of Final EIR and land use entitlements

5



# THANK YOU



## Introduction to CEQA Project Team

**City of Menlo Park** – Lead Agency

**ICF International** – Lead CEQA Consultant

**Hexagon** – Transportation Consultant

**Keyser Marston Associates** – Housing Needs Assessment

## Presentation Topics

- 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

## 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

## Project Overview - Proposed

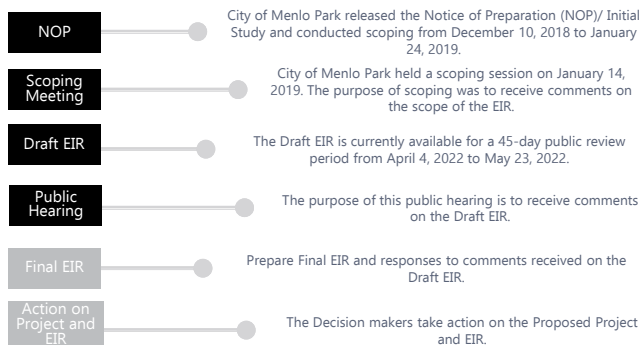


- 1305 O'Brien to remain
- Construction on Lot 3 North
- Life Science Building = 255,000 gsf
- Maximum Height = 92 feet
- Parking = 706 spaces
- 650 employees
- Private and Public Open Space

## 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

## Environmental Review Process



## Focused EIR

- Project within the ConnectMenlo study area and tiers from the ConnectMenlo EIR
- Required by CEQA for projects that may have significant environmental impacts
- Identifies potential physical environmental impacts of project
- Informs the public and public agency decision-makers prior to project approval/disapproval
- Recommends ways to reduce significant effects
- Considers project alternatives that may lessen potential impacts



## Issues Studied in Focused EIR

- Air Quality
- Greenhouse Gas
- Noise
- Transportation and Traffic
- Utilities and Energy
- Alternatives

## Impacts and Mitigation Measures

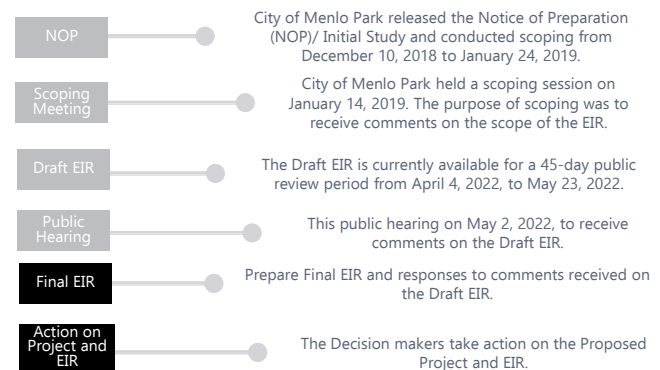
- Following impacts would be less than significant (LTS) with implementation of mitigation measures:
  - Transportation (vehicle miles traveled)
  - Air Quality (conflicts w/applicable plans, criteria pollutants, and sensitive receptors)
  - GHG (generation of GHGs, and conflicts w/applicable plans)
  - Noise (substantial temporary or permanent increase in noise)
- Population and housing, and utilities and energy impacts would be LTS
- No significant and unavoidable impacts

## Alternatives

Alternative	Description
<b>No Project Alternative (required by CEQA)</b>	Assumes that Lot 3 North would remain undeveloped and vacant, and the existing building at 1305 O'Brien Drive would remain in its current state
<b>Base Level Alternative*</b>	Assumes a reduction in FAR to approximately 55 percent instead of the approximately 90.7 percent FAR proposed under the Project
<b>Mixed-Use Alternative</b>	Develop the site with the same life sciences building (i.e., approximately 255,000 gsf), but replace the ground floor with approximately 38,995 gsf of commercial space that would be available for use by the general public

\* Indicates the environmentally superior alternative

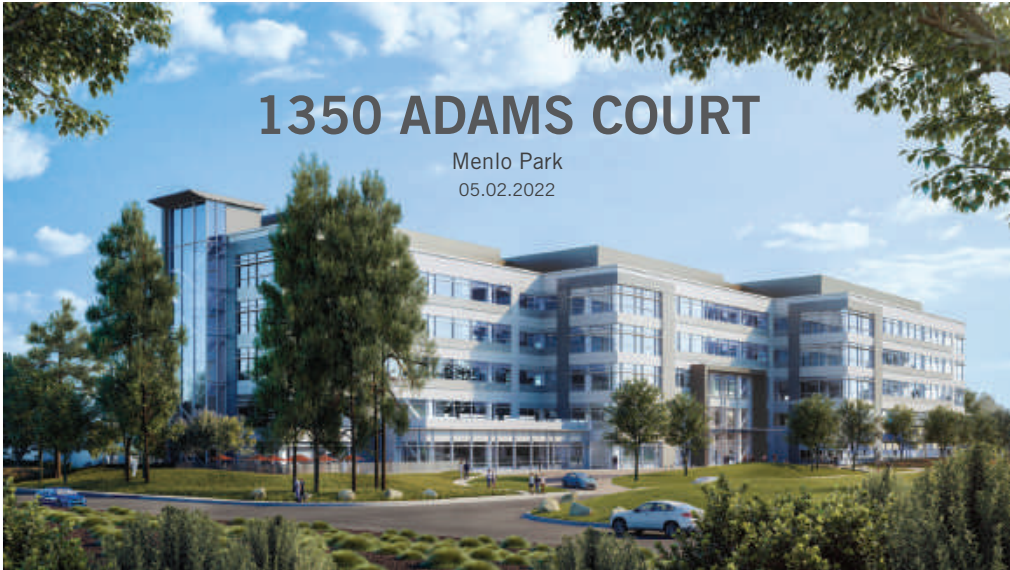
## Environmental Review Next Steps



## How to Comment on the Draft EIR

- Via email: [tasmith@menlopark.org](mailto:tasmith@menlopark.org)
- Via letter: Tom Smith, Acting Principal Planner  
Community Development Department, Planning Division  
701 Laurel Street  
Menlo Park, CA 94025
- Tonight: raise your hand via Zoom to participate, and you will be notified when it is your turn to speak

**All Comments Must Be Received By May 23 @ 5:00 p.m.**



# 1350 ADAMS COURT

Menlo Park  
05.02.2022



1350 ADAMS COURT  
MENLO PARK, CA

MENLO PARK LABS WITHIN LIFE SCIENCE DISTRICT



1350 ADAMS COURT  
MENLO PARK, CA

MENLO PARK LABS IMAGES



1350 ADAMS COURT  
MENLO PARK, CA

EXISTING SITE PLAN





EXISTING PACBIO BUILDING TO THE SOUTH



MATURE TREES ALONG ADAMS DRIVE



EXISTING SITE

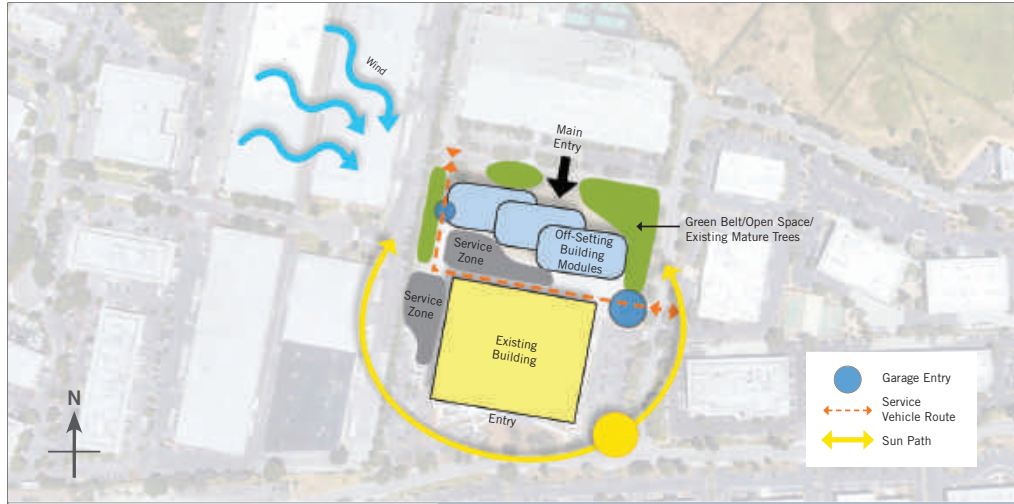


ADAMS COURT



1350 ADAMS COURT  
MENLO PARK, CA

EXISTING SITE PHOTOS



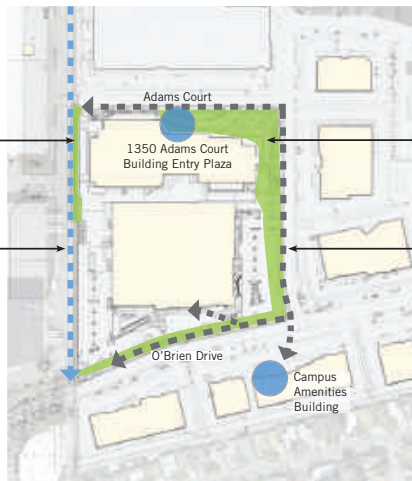
1350 ADAMS COURT  
MENLO PARK, CA

SITE DESIGN & CIRCULATION CONCEPT



New Publicly Accessible Open Space

Future Paseo by Neighbor



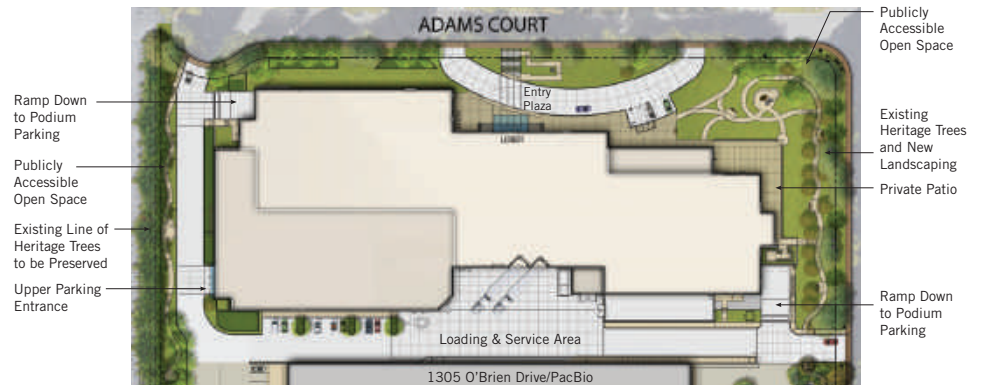
New Publicly Accessible Open Space

New Publicly Accessible Innovation Science Walk and ROW Sidewalk



1350 ADAMS COURT  
MENLO PARK, CA

OPEN SPACE & PEDESTRIAN CIRCULATION CONCEPT



1350 ADAMS COURT  
MENLO PARK, CA

PROPOSED SITE PLAN







TARLTON 1350 ADAMS COURT  
MENLO PARK, CA

VIEW FROM ADAMS DRIVE INTERSECTION DES  
ARCHITECTS  
ENGINEERS



TARLTON 1350 ADAMS COURT  
MENLO PARK, CA

VIEW FROM ADAMS COURT DES  
ARCHITECTS  
ENGINEERS



TARLTON 1350 ADAMS COURT  
MENLO PARK, CA

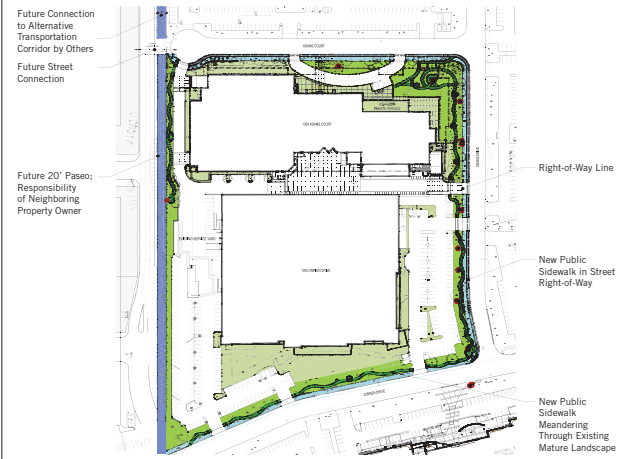
VIEW FROM ADAMS COURT/BUILDING ENTRY DES  
ARCHITECTS  
ENGINEERS



TARLTON 1350 ADAMS COURT  
MENLO PARK, CA

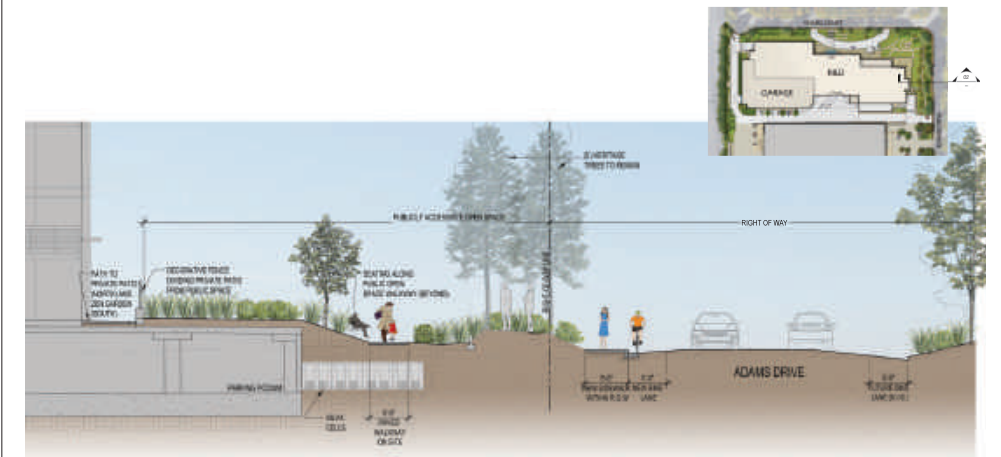
MATERIAL BOARD DES  
ARCHITECTS  
ENGINEERS

- **LEED 4.1 Gold** (Core and Shell) target
- **Dual plumbing** in preparation for municipal recycled water
- Purchase **100% renewable electricity** from Peninsula Clean Energy (PCE) plus purchase of carbon offsets and on-site solar power generation consistent with City's Reach Code
- Water Efficient Landscape Ordinance (WELO) compliant **low water use** landscape
- Water budget reduction of **35%**
- **108 EV** parking spaces, **72** with chargers, **36** future

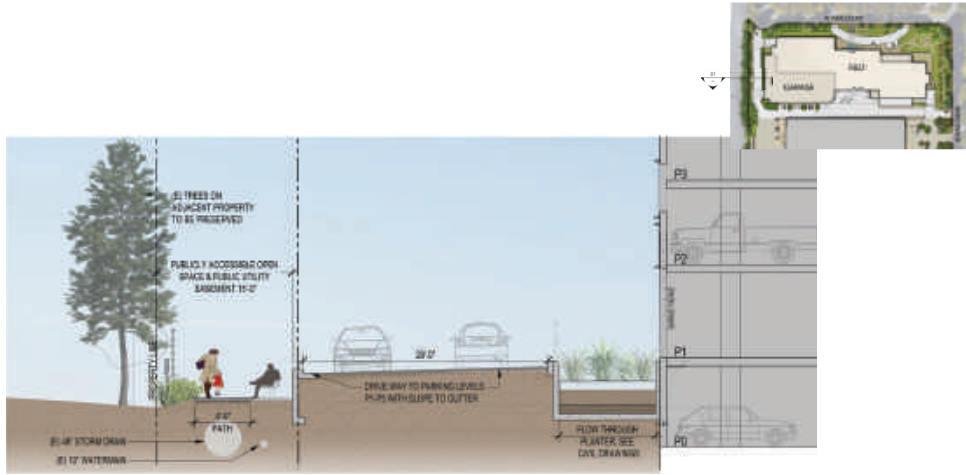


**LEGEND**

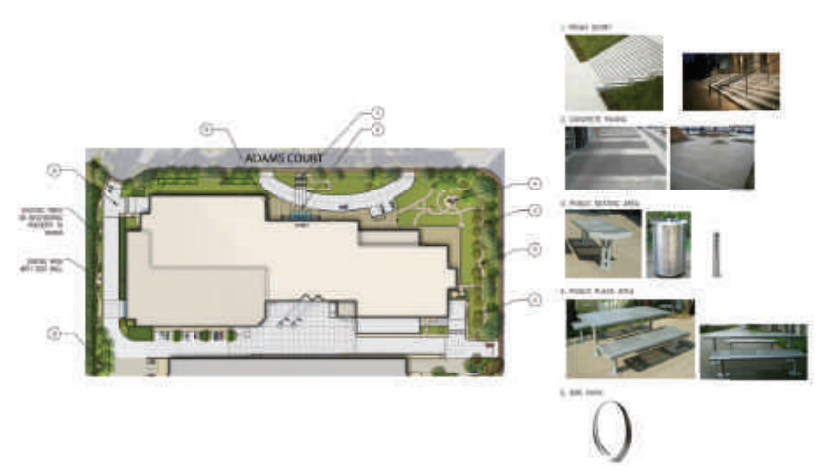
- Public Open Space (10% of Site Area)
- Private Open Space (10% of Site Area)
- Additional Public Open Space Within ROW







**TARLTON** | 1350 ADAMS COURT | MENLO PARK, CA | WEST PROPERTY LINE SECTION | **DES** ARCHITECTS ENGINEERS



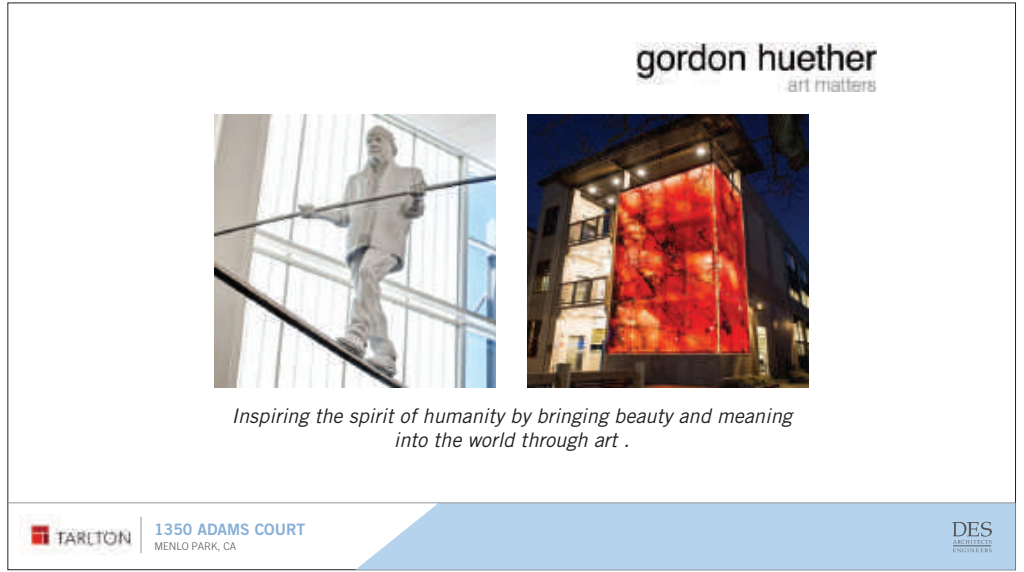
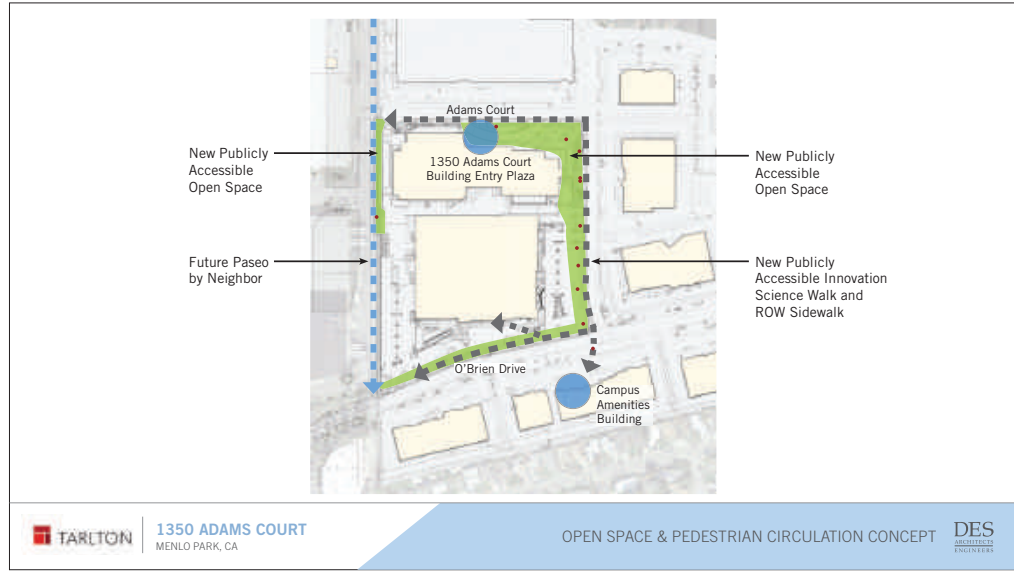
**TARLTON** | 1350 ADAMS COURT | MENLO PARK, CA | EXAMPLES OF AMENITIES | **DES** ARCHITECTS ENGINEERS

PROPOSED PLANTING LIST:	SYMBOL	COMMON NAME	SIZE	QUANTITY	NOTES
1	...	...	...	...	...
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100	...	...	...	...	...

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- ON SITE BICYCLE STORAGE:**
  - 48 Long-term Spaces
  - 12 Short-term Spaces
  - **60 Total**
- SHOWERS/CHANGING ROOMS:**
  - Included in future tenant improvements
- ON CAMPUS RESTAURANT AND FITNESS CENTER**
- MENLO PARK RIDES:**
  - Free Campus-wide Bike Share for tenants
  - Enterprise CarShare for qualified tenants
  - 150+ Electric Vehicle (EV) charging stations located throughout the campus
    - 72 new stations plus 36 pre-wired in new building
- SHUTTLE SERVICE:**
  - To & From Union City and Fremont BART
  - To & From Palo Alto CalTrain
  - To & From Millbrae CalTrain/BART
  - To & From Two Locations in San Francisco

**TARLTON** | 1350 ADAMS COURT | MENLO PARK, CA | TRANSPORTATION DEMAND MANAGEMENT PLAN FEATURES | **DES** ARCHITECTS ENGINEERS



gordon huether  
art matters

**ART OBJECTIVES:**

- Inspire
- Educate
- Celebrate science
- Create a destination and sense of place
- Create conversation

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DES ARCHITECTS ENGINEERS

gordon huether  
art matters

**INSPIRATION:**

- Life Sciences
- Innovation
- Discovery
- Human achievement
- To bring landscape, architecture and art together

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DES ARCHITECTS ENGINEERS



# CELEBRATING INNOVATION



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SCULPTURE DESIGN CONCEPT



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