



REGULAR MEETING MINUTES

Date: 10/24/2022
Time: 7:00 p.m.
Meeting Location: Zoom.us/join – ID# 871 4022 8110

A. Call To Order

Chair Chris DeCardy called the meeting to order at 7:00 p.m.

B. Roll Call

Present: Andrew Barnes, Chris DeCardy (Chair), Linh Dan Do, Cynthia Harris (Vice Chair), Henry Riggs, Michele Tate

Staff: Christine Begin, Planning Technician; Deanna Chow, Assistant Community Development Director; Nia Doherty, City Attorney; Kyle Perata, Planning Manager

C. Reports and Announcements

Planning Manager Kyle Perata said staff had received comments from the State Housing and Community Development Department on the city's draft Housing Element update.

D. Public Comment

- Victoria Robledo, District 1, Belle Haven, referred to Willow Village and the amount of construction occurring in her community and a report from the Bay Area Air Quality Commission that 51% of the Belle Haven residents were asthmatic with the worst air quality in all of Menlo Park. She said the continued added traffic would increase the problem and the construction hours of 7 am to 10 p.m. were ridiculous. She said the number of heritage trees proposed for removal further exacerbated the poorness of the air quality. She said affordable housing should be given to those displaced in Belle Haven. She said they did not need yet another hotel. She said look at reducing housing and consider the air quality. She said she had not seen anything on the impacts to marshland and species living there or on the soil quality.
- Danielle Duncan, Menlo Park, encouraged continuation of construction in Menlo Park using union workers. She said for her, a single mom, and for other union workers, it would mean a lot to be able to work in the community.

Planning Manager Perata noted that comments on Willow Village should be reserved for the public hearing under that agenda item.

E. Consent Calendar

- E1 Approval of minutes from the July 25, 2022, Planning Commission meeting. (Attachment)
- E2 Approval of minutes from the August 15, 2022, Planning Commission meeting. (Attachment)



E3 Approval of minutes from the August 29, 2022, Planning Commission meeting. (Attachment)

ACTION: Motion and second (Do/DeCardy) to approve the Consent Calendar consisting of minutes from the July 25, August 15 and August 29, 2022 Planning Commission meetings; passes 4-0-2 with Commissioners Riggs and Tate abstaining.

F. Public Hearing

Adopt a resolution recommending the City Council certify the final environmental impact report (Final EIR), adopt California Environmental Quality Act (CEQA) Findings, adopt a Statement of Overriding Considerations for significant and unavoidable impacts, amend the General Plan Circulation Element, rezone the project site and amend the zoning map to incorporate "X" overlay district and approve the conditional development permit (CDP), approve the vesting tentative maps for the main project site and the Hamilton Avenue Parcels, approve the development agreement (DA), and approve the below market rate (BMR) housing agreements for the proposed Willow Village masterplan project located at 1350-1390 Willow Road, 925-1098 Hamilton Avenue and 1005-1275 Hamilton Court, 1399 and 1401 Willow road, and 871-883 Hamilton Avenue. The proposed project would demolish approximately 1 million square feet of existing office and industrial buildings and redevelop the project site with:

- Up to 1.6 million square feet of office and accessory uses (a maximum of up to 1.25 million square feet of offices with balance for accessory uses);
- Up to 200,000 square feet of retail/commercial uses, including a grocery store, pharmacy, entertainment and restaurant uses;
- Up to 1,730 housing units, including 312 below market rate units (260 inclusionary units plus 52 units per the city's commercial linkage requirement) of which 119 would be age-restricted senior housing units;
- Up to a 193 room hotel and associated retail/dining;
- An approximately 3.5-acre publicly accessible park, a dog park, and additional public open space;
- An approximately 1.5-acre publicly accessible town square;
- An approximately 2-acre publicly accessible elevated park extending over Willow Road providing access at the Hamilton Avenue Parcel North (Belle Haven Shopping Center); and
- A potential publicly-accessible, below grade tunnel for Meta intercampus trams, bicyclists and pedestrians connecting the project with the West and East campuses.

The requested City actions and entitlements for the proposed project include a conditional development permit, development agreement, rezoning, general plan and zoning map amendments, vesting tentative maps, below market rate (BMR) housing agreement, and environmental review.

The proposal includes a request for an increase in height, floor area ratio (FAR), and density under the bonus level development allowance in exchange for community amenities through a conditional development permit and development agreement. The proposed project would be rezoned to combine the "X" (Conditional Development) overlay district with the O and R-MU zoning designations to allow for uses and development regulations as specified in the conditional development permit. The proposed project also includes the realignment of Hamilton Avenue-enabled through the vesting tentative maps. The proposed project requires a general plan circulation element and zoning map amendment to modify the locations of public rights-of-ways and paseos and a new street connection at O'Brien Drive. Through the proposed conditional development

permit, the proposed project includes modifications to the City's design standards for specific buildings, BMR guidelines, signage requirements, outdoor seating, on-site and off-site sales of beer, wine, and alcohol, application of its transportation demand management (TDM) requirements, and sets up future architectural reviews for building and site design. The proposed project also includes a request for the use and storage of hazardous materials (diesel fuel) for back up emergency generators on the main Project Site and the Hamilton Avenue Parcels. A development agreement would be entered into between the City and the applicant for the provision of community amenities, development controls, and vested rights. The proposed project includes vesting tentative maps for new parcelization and infrastructure and a BMR housing agreement for the provision of 312 BMR units. The City Arborist conditionally approved the removal of 276 heritage trees on the main project site and 3 heritage trees on the Hamilton Avenue Parcels for the proposed development and 16 trees along O'Brien Drive to accommodate site access and right-of-way modifications along O'Brien Drive. The proposed project also includes a potential project variant that would increase the total number of housing units by up to 200 units for a total of 1,930 units, for consideration by decision makers as part of the requested land use entitlements.

To accommodate the realignment of Hamilton Avenue west of Willow Road, the existing Chevron station at 1399 Willow Road would be demolished. As a separate future project, the environmental analysis considered reconstruction of the existing service station and an approximately 6,700 square foot expansion at the Belle Haven neighborhood shopping center (1401 Willow Road and 871-883 Hamilton Avenue) as a future separate phase that would require separate use permits and architectural control permits. These parcels across Willow Road are referred to as the Hamilton Avenue Parcels. The Hamilton Avenue Parcels are zoned C-2-S (Neighborhood Shopping, Restrictive).

The Final EIR pursuant to CEQA was released on Friday, October 14, 2022. The Final EIR identifies significant and unavoidable impacts in the following topic areas: air quality and noise. The Final EIR identifies potentially significant environmental impacts that can be mitigated to a less than significant level (LTS/M) in the following categories: Air Quality, Energy, Greenhouse Gas Emissions, Noise (Operational), Cultural Resources, Tribal Cultural Resources, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards and Hazardous Materials, and Transportation. The Final EIR identifies less than significant (LTS) environmental impacts in the following categories: Land Use, Aesthetics, Population and Housing, Public Services and Recreation, and Utilities and Service Systems. Previously a Notice of Preparation (NOP) was released on September 18, 2019, and included a public review period from September 18, 2019 through October 18, 2019 to solicit comments on the scope and content of the Draft EIR. In accordance with CEQA, the certified program-level ConnectMenlo EIR served as the first-tier environmental analysis. Further, this 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 circulated for a 45-day comment period from Friday, April 8, 2022 to May 23, 2022 and the Planning Commission held a public hearing on the Draft EIR at its meeting on April 25, 2022. The Final EIR includes responses to all substantive comments received on the Draft EIR. The project location does not contain a toxic site pursuant to Section 65962.5 of the Government Code. (Staff Report #22-056-PC)

Staff Presentation: Planning Manager Perata made the presentation on the project noting the receipt of 22 additional written public comments after staff report publication. He said a link to those was provided on the revised agenda on the city's website. He noted a correction to the staff report on pages 18-19, Table 10, that the dollar amounts for the individual community amenities were correct but the totals did not add up. He said the column for the original valuation by the city and the city's

consultant BAE was \$254.5 million approximately, the revised valuation should be \$187,164,410 approximately and net was \$66.8 million.

Mr. Perata made a visual presentation on the agenda item. He described the project location noting that all existing structures would be demolished and reconstructed as part of the project. He indicated on the proposed site plan the numbering shown that included number 1 in the middle, the town square that was referenced throughout the staff report; item 10A, the office campus, item 10B, the meeting and collaboration space within the office; number 6, the elevated park, including the segment over Willow Road accessed at the number 5; number 5 along Willow Road was an access point on the Hamilton Avenue parcel north; number 2 was the proposed grocery store; numbers 8 and 9 were residential and mixed use buildings; and number 3 was the 3.5-acre publicly accessible park.

Mr. Perata outlined the actions for the Planning Commission as the recommending body to the City Council. He said the Conditional Development Permit (CDP) would enable the master plan development process for the proposed project and would permit the bonus level development. He said that included increases in height, density and intensity at the project site in exchange for community amenities. He said it would also establish allowed uses and development regulations, including design modifications to design standards and regulations for each individual parcel for future building that would go through the architectural control process and requirements for the transportation demand management (TDM) program and hazardous materials usage. He said signage would be enabled through a future master plan identified in the initial development permit as well as regulations for the sale of alcohol and outdoor seating. He said otherwise it would govern the overall development of the proposed project, including conditions of approval and timing for improvements.

Mr. Perata said regarding the community amenities identified in the staff report that the minimum required value for the bonus level development was \$133.3 million calculated based on the 50% increased value of the bonus level from a base level development project. He said the proposed amenities value was \$187.7 million. He noted the slide had the wrong amount for the proposed amenities value and he corrected it to \$187.7 million for the record. He said proposed amenities included a grocery store and pharmacy services, dining and community entertainment offerings, bank and credit union, and open spaces including a percentage of the elevated park as well as the town square. He said there was a job training program, funding for shuttle that would start alongside the commencement of the grocery store or the elevated park completion as well as funding for a feasibility study for Willow Road that would relinquish Willow Road from Caltrans to the City. He said there was additional affordable housing beyond the requirements in the BMR ordinance and guidelines, additional workforce housing, and then lastly, funding for air quality and noise monitoring. He said a number of the amenities were included in the adopted community amenities list and a number were subject to the development agreement, but all were memorialized in the development agreement for the proposed project.

Mr. Perata said the development agreement (DA) provided public benefits in exchange for vested rights. He said there were some additional public benefits in the DA that were above and beyond the required amenities with one of those being a gap payment for the hotel so that any financial shortfall from the project until the hotel was built would make it a net neutral project for the City. He noted a detailed schedule for the provision of amenities was shown in Exhibit F of the DA. He noted ongoing job training and stakeholder support for the Dumbarton Rail and Dumbarton projects. He said in the event of construction slowing down or stalling the DA made sure that the City obtained BMR units

through a financial payment to the City to hold until the BMR units were provided. He said there were applicant vested rights with the DA having a 10-year term and then a seven-year extension to provide certain milestones and meeting of specifications. He said there were some limits to future impact fees and the allowance for phased development.

Mr. Perata said regarding BMR Housing Agreements that the project was required to provide 312 BMR units including 160 based on the 15% inclusionary units (1,730 units) and then 52 additional commercial fee units for the increase in commercial development on the proposed project site. He said the proposal was to meet the requirements using 119 of the BMR units in a standalone, age-restricted building for seniors, that would provide units for extremely low and very low-income senior households.

Applicant Presentation: Paul Nieto, Signature Development, provided an overview of the project development and community outreach. He said they wanted to create a sense of place that was not a collection of buildings but a neighborhood. He noted how the project focused around a town square and then connected to the office campus with retail along its face, residential along Main Street with key open space of a community park and a paseo and the Main Street for bikes and pedestrians. He said the grocery store and residential buildings would go in first to help build the sense of place. He provided visuals of the proposed project. He said they placed the park adjacent to the Belle Haven community and along Willow Road to provide a decompressed and warm arrival experience. He said realigning Hamilton Avenue was another key aspect of the development to move it to the south to bring the Belle Haven community directly into the town square and the shopping with added street access on the west, on Willow, to Adams Court, on the east and to the east to diffuse traffic to create a better experience.

Eron Ashley, Hart Howerton, said his firm had been the master planners for Willow Village, the landscape architects for public space, and architect for one of the buildings, parcel 3. He provided a visual of the master plan. He said each of the buildings would be a unique address within the Willow Village and that the grid layout allowed for interesting moments and highlighted East Street obliquely hitting at the corner of parcel 3 addresses and parcel 6 in an interesting way. He noted the collaboration of six architectural firms to create the project buildings and open spaces and provided visuals of those. He said there was a commitment throughout the project to create interest and diversity of architectural expression. He spoke to the sustainability of the project that started with orienting buildings east to west, maximizing daylight, minimizing heat gain, and creating indoor/outdoor spaces with shade and sun as wanted. He said just within the office campus were 320 trees. He noted the actualization of LEED Gold and all electric buildings, investment in solar, and the mass timber that represented a 52% reduction in carbon relative to the use of carbon and steel.

Mr. Nieto addressed transportation and parking management proposed for the project noting Meta had perhaps the most effective rideshare program anywhere in the Silicon Valley and Bay Area for a tech company with over half of its employees arriving through rideshare. He said an important change from listening to the community's traffic concerns was to reduce the office space and employee capacity, about a 30% reduction from what was originally presented. He said like its other campus this would have an aggressive TDM program to ameliorate the peak a.m. and peak p.m. drive times. He said they had reduced parking with office parking at .5 space per employee and residential parking at the minimum of 1 space per unit except in the senior restricted building where it was .5 space per unit. He said they were proposing shared parking with regards to the hotel, retail

and office visitors. He said they were adding a community shuttle to provide the Bayfront area continued access to Willow Village.

Mr. Nieto said they had presented the project to the City's Complete Streets Commission and it was very focused on traffic calming including reducing lane widths, adding buffers, and adding bikeways. He said they reduced a lane along Park Street and added a dedicated bicycle lane along it also tying into the Willow Road dedicated bicycle lane. He said other traffic calming along Park Street were additional stop signs and signalization.

Mr. Nieto said they also went to the City's Housing Commission with their affordable housing proposal. He said 119 of 312 units would be for seniors at extremely low and very low-income levels and they were partnering with Mercy Housing on that. He said the remaining 193 units would be distributed evenly throughout the remaining market rate buildings for low- and moderate-income levels. He said the Housing Commission after intense debate approved the proposal. He said however as part of the community amenities program Meta was providing \$5-million in additional affordable housing funding that could be used for a variety of things such as rent or mortgage assistance and continued rent assistance for 22 future housing units.

Mr. Nieto said community engagement had occurred over five plus years of meetings with thousands of community stakeholders. He said besides the major change of reducing the office space square footage they were accelerating the development of the grocery store. He said their first plans had above grade parking that was changed to below grade allowing a gain of a few acres of usable open space. He said they added a community shuttle. He provided visuals of the tangible community amenities proposed including a full service grocery store, grocery store rent subsidy, pharmacy service, ATM/banking services, restaurants/cafes, teacher housing, job training and community hub, community entertainment offerings, open space, elevated park, town square, Bayfront shuttle, funding for additional affordable housing, funding for air quality and noise monitoring that would begin with the demolition process, and funding for a Willow Road feasibility study.

Final EIR Presentation: Kristi Black, ICF, introduced her colleague Kirsten Chapman, Senior Planner. She said Hexagon, the transportation consultant, was also present. She presented an overview of the environmental review process of the draft EIR, the content of the Final EIR and the next and final steps in the CEQA process. She said an EIR was an informational document meant to let the public and agency decision makers know about the significant effects of the project, identify ways to avoid or reduce those significant effects, and also identify and analyze reasonable alternatives to a project.

Ms. Black said the city had released the draft EIR for public review in April and May 2022, held a public meeting on it, and had now prepared and released the Final EIR. She said it responded to comments received on the draft EIR. She said the project's location and development parameters were consistent with ConnectMenlo, and were considered in the growth pattern evaluated in that year. She said this project's draft EIR tiered from the ConnectMenlo EIR. She said where appropriate the environmental analysis for this project relied on the evaluation, conclusions and mitigation measures in the ConnectMenlo EIR. She said given the magnitude of this proposed project and in the interest of releasing more information to the public, this EIR discussed all CEQA impacts of the proposed project, including those that were adequately addressed in the ConnectMenlo EIR. She said when noted that the EIR contained mitigation measures to keep in

mind that it incorporated ConnectMenlo mitigation measures where they applied to reduce impacts as well as project-specific mitigation measures.

Ms. Black referred to variants to the proposed project and said those were slightly different versions of the project that could occur based on either the action or inaction of agencies other than the City or of property owners outside the project site. She said as those variants could either increase or reduce environmental impacts, the EIR analyzed the impact of the variants. She said the variant analyzed was the No Willow Road Tunnel where the tunnel was not constructed as part of the proposed project. She said there was an increased residential density variant that would increase the number of units by about 200 for a total of 1,930 residential units. She said another one would not have the Hamilton Avenue realignment and would retrain the Willow Road and Hamilton Avenue intersection in its current alignment. She said another variant provided for an onsite recycled water treatment center.

Ms. Black showed a slide of the topics evaluated. She said those familiar with CEQA might notice that agriculture and forestry resources, mineral resources and wildfire were not on the list as they were determined to not have significant impacts due to the project's urban setting and were not addressed in the EIR. She said for each significant or potentially significant impact mitigation measures were identified. She said when those mitigation measures would not reduce the impacts to less than significant those were concluded to be significant and unavoidable.

Ms. Black said two air quality impacts were identified: one was where project operations would hinder implementation of the Bay Area Air Quality Management District's 2017 Clean Air Plan. She said the ConnectMenlo EIR concluded that the operation of new development under the ConnectMenlo plan would generate a substantial increase in emissions and exceed regional significant thresholds and operational impacts would be significant and unavoidable. She said for the proposed project the conclusion was similar for operational reactive, organic gases. She said another was very similar in that it would result in a cumulative net increase in criteria air pollutant, and that was again measured against the thresholds of the Bay Area Air Quality Management District. She said the proposed project would implement several mitigation measures requiring the use of super-compliant architectural coatings which emit reactive organic gases. She said that would still not reduce impacts because the emissions for reactive organic gases was substantial and from consumer projects, which were difficult to mitigate, so it would remain significant and unavoidable.

Ms. Black referred to the two significant and unavoidable noise impacts. She said ConnectMenlo found that impacts related to noise would be less than significant from construction with mitigation measures. She said the project EIR found that noise impacts from construction would be significant even after implementation of mitigation measures, including a noise control plan as well as temporary noise barriers. She said the second noise impact was also construction related and was the generation of ground born vibration. She said the ConnectMenlo EIR had found that to be less than significant but the project EIR concluded that vibration from those activities could exceed annoyance thresholds both during the day and at night. She said those impacts would be significant even with these two mitigation measures.

Ms. Black said the project EIR also brought forth three project alternatives in addition to the No Project alternative. She said the alternatives referenced significant impacts of the proposed project as the alternatives were designed to either avoid or substantially reduce a significant impact of the project. She said the first alternative was the project without the below grade tunnel; the second alternative was the base level intensity project, that involved the proposed project but developed to

be consistent with the base level development standards for the site zoning; and the third alternative was the reduced intensity alternative, developed at a lesser intensity, reducing both residential and nonresidential square footage. She said CEQA also required that an environmentally superior alternative be identified of the three alternatives and that was the base level intensity alternative.

Ms. Black said the draft EIR was circulated to the public early in 2022, which gave the opportunity for agencies, the public and other interested parties to comment on it. She said the Final EIR provided responses to comments received, and where appropriate the draft EIR was revised. She said the Final EIR concluded that those changes did not warrant recirculation of the draft EIR. She said a number of comments were received from agencies, tribes, organizations and members of the public including Planning Commission comments. She shared an overview of some of the more substantial comments as well as responses to those in the Final EIR.

Ms. Black said first there were two master responses addressing comments about reducing parking for the project to reduce vehicle miles traveled (VMT). She said there was a master response to address potential roadway connection to the project site from Bayfront Expressway. She said regarding reduced parking that questions came up whether reduced parking at the proposed project site would also reduce VMT. She said the Final EIR examined that question through the lens of CEQA and considered in detail whether reduced parking could be implemented under CEQA as either a mitigation measure as an alternative. She said the Final EIR concluded that they could not have that as a mitigation measure or alternative in the EIR because it would not reduce any significant impacts of the proposed project. She said the EIR identified a significant impact for VMT generation related to residential land uses. She said operation or greenhouse gas impacts were found to be significant because the residential land use would not meet the City's adopted VMT threshold. She said operational air quality impacts when combined with overlapping construction emissions would be significant for reactive organic gases in a couple of operational years, as more and more operational uses came online. She said that was a significant impact. She said an alternative mitigation measure around reduced parking would have to reduce one of these impacts related to VMT for it to be an adequate alternative or mitigation measure. She said the master response had substantial detail on this topic but in essence reduced parking alone was not linked to a specific measurable reduction in VMT. She said many variables were involved in whether parking might be effective in reducing VMT and that included whether there was an alternative way to get to the area, whether there was other parking nearby, or whether spillover parking could occur. She said it also depended on each traveler's behavior and ability to change their trip. She said there was already a design in the project to minimize parking onsite and a mitigation measure that required a TDM plan. She said they could not make the conclusion that reduced parking would further reduce VMT and could not conclude that would reduce the significant impact of the proposed project.

Ms. Black said for the connection to Bayfront Expressway that the Final EIR took a similar approach as for reduced parking and looked at the suggested project change as an alternative and a mitigation measure. She said there was no significant impact from the proposed project that would be reduced as either a mitigation measure or alternative that required a different access from Bayfront Expressway to the north part of the project site. She said there were issues related to the feasibility of such an access point including a potential grade separation to avoid an at grade rail crossing at the Dumbarton Corridor. She said the Final EIR also identified some challenges related to potential conflicts with Caltrans design guidelines for access at the Bayfront Expressway. She said the master response concluded that this access need not be considered as either an alternative or mitigation measure.

Ms. Black referred to Tribal Cultural Resources and in response to a draft EIR comment letter from the Tamien Nation, the City conducted additional consultation with them, and decided to separate out tribal cultural resources from cultural resources in the draft EIR in response to additional information that came out of that consultation. She said the Tribal Cultural Resources section now had additional ethnographic information with the tribal cultural resources, impacts and analysis moved there and it contained mitigation measures developed from extensive participation and input from the Tamien Nation.

Ms. Black said for cumulative impacts that the City of East Palo Alto had submitted a letter of questions related to projects planned in their jurisdiction including some associated with the Ravenswood Business District Specific Plan. She said the City of Menlo Park took a very close look at this EIR and concluded it included the correct analysis.

Ms. Black said any comments related to items outside the scope of what CEQA required to be analyzed and that included any comments for or against the project, which they referred to as merit comments, comments on purely economic effects, such as the jobs/housing balance and comments on level of service and traffic congestion were included in the record for consideration by decision makers.

Ms. Black said this evening they were on the last step of the process diagram and it involved two components which were tonight's Planning Commission meeting where a recommendation would be made to the City Council. She said following tonight the City would then make two decisions as to whether to certify the EIR and then a second decision on the project itself.

Clarifying Questions from the Commission: Commissioner Harris asked about the early phasing of the grocery store and residential development (and senior housing) mentioned as it was not included on the construction phasing shown on page 431 of the staff report. Mr. Morley, Signature Development, said he would ask Mr. Nieto to address that the grocery store was located in parcel 2 so it was one of the earliest buildings to begin and finish. Mr. Nieto said parcel 2 was the grocery store and that was the first residential building to start. He said given the financing they asked to start that within four months of the very first office building. He said parcel 7 as referred to in that exhibit was the senior housing building. He said it had a slightly different timeline from the rest because it required a collaboration of local, state and federal funding and had financing hurdles through the low-income housing tax credit committee at the state level. He said it required a local match and county involvement as well as HUD involvement.

Commissioner Harris said the grocery store being at the front just meant it was one of the first residential buildings but the residential building would occur later. Mr. Morley referred to parcel 2 and said it included the grocery store at the ground level and residential above so that building would be delivered at that the same time with 336 units and then parcel 6 would start the same time with he believed 174 units. Mr. Nieto said the grocery and residential building would be with the first four months of development.

Chair DeCardy asked staff and the applicant to comment on potentially continuing the item to another date recognizing the number of persons wishing to speak on the item. Mike Ghielmetti, Signature Development, said that there had been flux in the last few years about office space. He said where Meta would invest resources in terms of new offices and creating community amenities were decisions needed to be made in 2022.

Chair DeCardy opened the public hearing noting that comments would be limited to two minutes.

Public Comment:

- Victoria Robledo, Belle Haven, said that the Dumbarton Rail should be prioritized as a community amenity to somewhat mitigate the traffic impact in the community. She said the air quality in Belle Haven was horrendous in comparison to the rest of Menlo Park. She said it was imperative that they had the community's input on the effects and impacts from construction on soils and contamination. She mentioned the City's history of redlining and said the communities of color on the east side should also be considered in terms of getting discounted space to bring businesses from East Palo Alto and Menlo Park to reflect the diversity of the community and they should be honored with prices for discounted space. She said they were known for separatism in the community and Menlo Park and suggested they not continue to perpetuate segregation. She said they had to have inclusivity and that was only attainable when you brought architects, artists, communities and businesses of color to reflect the communities most greatly impacted by all of this construction. She said the community in Belle Haven was being pushed out and they were trying to retain three communities left of color within the entire San Mateo County so they should do what they can. She said one last thing she asked was that for hotels when it came to fostering community that they make it inclusive of the communities who lived here, were raised here, and were born here to be in those shops representing it with all aspects of art, culture, color, architects, and designs because that had been missing.
- Karen Grove, Menlo Park, former housing commissioner, said she appreciated there was housing in the office development. She said she appreciated the partnership with Mercy Housing to provide affordable senior housing. She said one way to ensure the project was a success was for Signature to commit to 100% of the gap funds in a way that positioned the project to be as competitive as possible for the federal income housing tax credits and so it did not draw upon Menlo Park BMR or general funds, or County Measure K funds. She said she also wanted to confirm that Signature was donating development ready land for the senior housing. She said that was important because the calculation of BMR low-income equivalency assumed that the entire senior housing at very low and extremely low income was subsidized by Signature for that low income equivalency calculation to be meaningful.
- Pam D. Jones, Menlo Park resident, Belle Haven, said the project was beautiful but the problem was the office space that would further affect the job/housing balance. She referred to the conference center and expressed concern that the City Council being notified when conferences of specific sizes were held was not mitigation. She said regarding the release of tonight's staff report that three days was insufficient time to read the amount of information as something critical might easily be missed. She referred to the proposed realignment of Hamilton north and moving the gas station and said there was no timeline. She said it was inappropriate as it would really hinder how people in Belle Haven were able to get out of the community. She said they did not know how long that would tie up Hamilton Avenue and Willow Road as there was no timeline. She said they did not know how long the gas station would be gone. She said traditional experience was once the gas station was gone, it was gone. She said she appreciated the reduction in employee capacity noting that the conference space made up for what the applicant took from the office development, so there was no net change.
- Jenny Michel, said she was from the Coleman Place neighborhood block, and was a recovering homeless mother who had lived on Willow Road for about 15 years. She said she managed

buildings on behalf of landlords. She said she favored approving the EIR and adopting a resolution to grant the applicant approval to move forward with the project as submitted and dared the city to go further to adopt a condition to the approval that if Measure V passed that the applicant could streamline this process through SB 330; secondly a vote to amend the City's bylaws to be in accordance with the Housing Crisis Act of 2019. She said it was a challenge to propose a financially stable project with so much allocated affordable housing but she agreed with another speaker that the office might be overstated. She said she worried also that the applicant had not continued engagement with the Belle Haven neighbors directly affected. She asked specifically how the applicant addressed the shortfall or implied impacts of the RDA or Development Agency. She said if Measure V passed in two weeks that she recommended the applicant immediately move forward with submitting an SB 330 application. She said Measure V asserted that it did not impact the current housing element but she disagreed based on the current comments from HCD to Menlo Park. She said it was extremely problematic as the City's Housing element had not been approved, and by handicapping their ability to build wherever they could was proving to be penny and pound foolish in other cities. She said by being at risk of compliance with the HCD they were forewarned again that the Housing Accountability Act would also raise its hand as they were out of compliance with HCD, and the General Plan standards to disapprove based on affordability were not applicable.

- Rick Johnson, volunteer with the Citizen's Committee to Complete the Refuge, and a Menlo Park resident, said several biological concerns were not fully discussed in the comment responses, which his group believed needed to be resolved before certifying the EIR. He said the first issue related to the City's requirement that no more than 10% of a façade's surface area should have non-bird friendly glazing. He said they did not think the City had considered an all-glass dome when adopting that 10% requirement. He said the project needed to present a table of the proposed area of total glazing in non-bird friendly glazing by location to evaluate and minimize total impacts. He said waivers should not be considered without this data. He said all waivers should receive intense monitoring and remedy mitigation as planned for the atrium. He said if a location for a waiver request could not be monitored and corrected, then the waiver should not be issued, or if issued, require substantial justification. He said the next item concerned sensitive habitats and the first one was the Ravenswood Triangle marshes between Willow Road and University Avenue. He said it was preserved as mitigation to provide protected habitat for the federally listed endangered salt marsh harvest mouse and it also supported other marsh species. He said the project had a responsibility to take all necessary actions to avoid any direct or indirect impacts on the marsh's biological health, and the EIR should state that. He said the EIR described these areas as highly disturbed with very limited habitat function and value. He said that statement dismissed the fact that the project's impacts might degrade habitats of the species. He said lighting spill onto the marshes could be deadly to the nocturnal and endangered species. He said night lighting should not be cast into the marsh, including adjacent transition habitat. He said they had submitted a letter and they would appreciate it being read before any action to recommend certifying the EIR.
- Sean Reese said he was a field representative from Local 217, NorCal Carpenters' Union, representing over 1200 carpenters in San Mateo County and supported the Willow Village Master Plan project. He said such projects were important to labor as they supported workers by paying a living wage, used apprenticeship-trained workforce and provided workers with health care. He said in today's economy housing supply was low and prices were high so by building more affordable and low-income housing they were telling their communities that help was on the way. He said the Willow Village team had spent over four years listening to the community to

pinpoint needs, wants and worries. He said by creating something new in the area, they were turning the use of the space into a problem-solving space. He said the existing project site was an outdated industrial office space that gave the community very little service. He said with the new proposal, not only would Willow Village offer housing, it would offer space to serve the people. He said the benefits this project would provide to the neighborhood and to Menlo Park were so large it was not only unprecedented, it was necessary. He said with amenities like grocery stores, pharmacies, cafes, and restaurants, Belle Haven residents would no longer have to cross the freeway to buy groceries, pick up a prescription or enjoy a meal with friends and family. He said it was a perfect model to live, work and play. He said the project was important because it would provide for the local workforce building it and local residents for decades after it was completed. He said projects built with union labor such as Willow Village would help lift up the local community by raising the floor on labor standards and rejuvenating the neighborhoods. He said he supported the project and hoped the City would too.

- Lynne Bramlet, District 3 Menlo Park resident, said that the development firm behind Willow Village sent out an email urging recipients to make public comment today in support of the project, and offered assistance in doing so. She said she received the email. She said she thought this kind of lobbying activity should be prohibited. She said to her this action illustrated the way that developers were excessively involved in trying to influence major Menlo Park land use decisions. She said for many reasons she urged the Commission to not vote to recommend Willow Village. She said the project was too massive for the District 1 area as it had already borne the brunt of excessive development due to the unfair ConnectMenlo zoning changes. She said development in District 1 was already linked to serious air pollution problems associated with asthma and other illnesses associated with earlier death rates. She said those new findings needed more time for study. She said Willow Village would add more vehicle pollution and more traffic in addition to office buildings in an era when employees wanted to work from home. She said Meta's business model was showing clear signs of a downturn and it was a mistake to extend Facebook's already massive presence to Menlo Park. She said at a minimum the project should be on hold for at least six months to better evaluate Facebook's prognosis. She said that Facebook also was getting special privileges not afforded to residents as it pertained to heritage tree removal as this project would allow the removal of almost 300 heritage trees. She said instead of the project she would like Facebook to turn the area into a large regional park that would also absorb rising sea level water.
- Colin Bookman, East Palo Alto Kavanaugh neighborhood resident, said he lived less than .5 miles from the proposed construction site. He said the Willow Village team had listened and worked with Belle Haven and East Palo Alto neighbors and would provide more than 300 affordable homes and very low-income units for seniors. He said amenities such as a full-service grocery store, pharmacy, café, restaurant, park, even a dog park, and town square were great and they needed those amenities to come to this community. He said the project was a great addition to the community and he looked forward to the City Council doing what was right for Belle Haven residents, low-income Menlo Park residents and the East Palo Alto community by approving this project. He said he went to the City's website that showed affordable rental units in Menlo Park and there were only 447 affordable rental BMR units within Menlo Park. He said this single development would add an additional 312 BMR rental units and approving the project would nearly double affordable housing in Menlo Park.
- Ken Chan said he was the senior organizer with the Housing Leadership Council of San Mateo (HLC) County. He said they worked with communities and leaders to produce and preserve

quality affordable homes. He said on behalf of HLC he wanted to reiterate as highlighted in their letter their support for the Willow Village proposal. He said of the potential 1730 homes a total of 312 would be affordable with 119 set aside for senior community members at both the extremely low and very low income levels to be constructed by an affordable housing developer Mercy Housing, which had 40 plus years of building and operating affordable homes throughout the region. He said those homes combined with the newly proposed \$5-million in additional funding for affordable homes for Menlo Park residents would provide the City with much needed relief against the job/housing balance. He said they urged the Commission to take all the necessary steps tonight to move the proposal forward so that it might become a reality for all Menlo Park community members.

- Patti Fry, District 5 Menlo Park resident, former planning commissioner, urged the commission to take its time, noting the voluminous information provided. She said the project had much good but it was an opportunity to improve the jobs/housing balance. She said the big risk was the six big office towers that could affect traffic, infrastructure requirements and add to pressures for housing throughout Menlo Park. She said this was a built-out community and they saw an uproar in the community over 90 units and this proposal was projected through the housing needs assessment to add 815 housing units to that shortage. She said they could not expect other communities to take care of that problem and they needed to take care of the City's own problems. She asked what could go wrong with the proposal. She said they knew from the Bohannon Gateway project and prior Facebook projects that they did not add housing and just had to add its own housing. She said she did not recommend certifying the EIR as it stood. She said she had written some questions in a letter today about the mismatch of ConnectMenlo and ABAG 2040 projections. She said the demand for housing had not been adequately addressed in the EIR much less the project itself. She said there were a lot of legal details in the myriad pages and urged the Commission to take its time to address them.
- Fran Dehn, Menlo Park Chamber of Commerce, said the creation of the Willow Village Master Plan had been a multi-year process of designing, refining and collaborating to create a balance of each component of office, retail, commercial, housing and open space. She said it was not an aggregation of those uses force fit into available space but a carefully crafted plan integrating community feedback into a resulting composition that was what the community had really requested. She said the project was a model of corporate responsibility and specifically community-based planning. She said in summary it should be viewed as a standard in planning delivering unprecedented community benefits and amenities to the neighborhood and into the City as a whole while meeting Meta's long-term goal to remain, contribute and flourish in Menlo Park. She said the Chamber urged the Commission to make the recommendation to Council to certify the EIR and move forward with the project.
- Josh Arias said he was a pastor at Eternal Life Church under the direction and leadership of his father, Senior Pastor Arturo Arias, who was not available to attend this evening. He said they were located at the corner of Willow Road and O'Brien Drive, 965 O'Brien Drive, and had been serving their community and the City for 34 years. He said they would be neighbors to the Willow Village project and their church leadership team and members were very excited about the development and what the project would bring to their side of the City. He said as faith leaders in Belle Haven they were thrilled about this opportunity to be able to build a stronger community together and through this vision they believed the housing and jobs through Willow Village were a big plus to their growing, strong and thriving community in Belle Haven. He said they were here

to support and embrace this mega opportunity to improve their community of faith, their City, and region. He said they asked that the project be recommended for approval.

- Vince Rocha said he was the Vice President of Housing and Community Development with the Silicon Valley Leadership Group. He said among the top concerns for their members was the need for housing affordable for all incomes here in the Bay Area. He said the Willow Village project was unique in many positive ways including sustainability, affordability and community. He said it was one of the most sustainable projects in the region using low carbon housing materials and encouraging mobility options that reduced car emissions and car trips. He said it was also one of the most affordable in the region and one of the few he had seen that actually provided over 300 affordable houses on site. He said it also brought community because of the robust retail, park, open space and job amenities. He said jobs were amenities. He said jobs created here were more environmentally sustainable in the Bay Area as they had better public transit. He said the project had better mobility options than if they created jobs in another state or region that created sprawl. He said other advantages to the community were the grocery store and other amenities that would benefit current and future residents. He said they really recommended that the Commission support the project to the City Council.
- Adina Levin, Menlo Park resident, referred to comments on housing and a commissioner question about the phasing of the residential and said that one of the challenges in this area was the amount of office and jobs brought into it before housing was built. She said here it would be very helpful to have housing added in the early phases of the development so they did not have even more people coming into work and increasing displacement pressure before there was needed housing. She said regarding transportation there were still some occasions in the EIR where it talked about widening roadways to attempt to alleviate congestion. She said they knew historically that did not work and just made it less safe to walk or bike. She urged that treatment be reduced. She referred to the diesel generators for backup during a long-term power outage and asked with solar whether there would be batteries added that might be able to be used for backup in case of short outages and reduce the need to run diesel generators which polluted the air.
- Brielle Johnck said like the Commissioners she was working with a group of people going through the staff report documents and they had not finished as of 4 p.m. today. She said she was glad the item would be continued and hoped the Commission would not make any decisions this evening. She said Facebook told them 10 years ago they were going to bring 35,000 employees into their buildings, which at the time was greater than the population of Menlo Park. She urged that they not be swayed by dog parks, elevated parks, bike paths, and bike parking as the project and its negative impacts would be with them for years and years. She said they learned this weekend that the DA was the most important document for them to look at as it said what was required and what was just on a wish list. She referred back to 2016 and 2018 and the ConnectMenlo adoption and noted that mitigation for traffic at that time still had not been met. She said the Commission needed to understand that this project could be sold just like Greenheart was sold and which was now Springline and urged that requirements get nailed now as she thought they would be dealing with a whole new company. She said the office did not have to be built for the project to be successful and they could just do housing.
- Cathy Baird, member of Peninsula for Everyone, said she had done home repair in Menlo Park as a volunteer with Habitat for Humanity. She said she supported Willow Village because it would transform old office space into a place for 1730 new homes, including more than 300

affordable homes. She said of those 300 up to 120 homes would be reserved for senior housing at the very low and extremely low-income levels. She said the homes and newly proposed \$5 million funding for affordable housing in Menlo Park would be an amazing opportunity for much needed housing. She said the project also would provide badly needed amenities to the Belle Haven neighborhood such as a grocery store, pharmacy services, and space for local retail that people would be able to walk and bike to. She said regarding the comment about air quality this project would include funding for air quality monitoring. She requested approval of Willow Village.

- Larisa Ocañada said she was representing SAMCEDA, the San Mateo County Economic Development Association. She said Willow Village would deliver amenities and services to the Belle Haven neighborhood including a full service grocery store, pharmacy services, cafes and restaurants, and publicly accessible park space, public gathering spaces and a town square. She said the updated community amenities would also include affordable housing commitment of an additional \$5 million in funding over the 312 affordable housing units in the plan, the Belle Haven shuttle, and funding for air quality monitoring. She said the project would deliver those amenities as part of phase 1 of the project, which was critically important for the community that already existed around the project site. She said the reduction in office space along with an improved circulation plan would have a 30% reduction in traffic impacts. She said SAMCEDA was pleased to hear that local businesses would be prioritized for retail and dining. She said the past 2.5 years during the Covid pandemic impacted small local businesses and this benefit recognized those businesses continued to need support. She said Willow Village provided convenient access for Belle Haven neighbors as it would bring pedestrian and bike connections over Willow Road near Hamilton Avenue connecting directly to the town square and services. She said two other benefits included union labor that provided good paying jobs and benefits and utilization of sustainable building materials to reduce buildings greenhouse emissions by 50%. She said on behalf of the SAMCEDA Board of Directors she was pleased to offer their support for the Willow Village project.
- Bonnie Lam, Belle Haven resident, urged the Commission to recommend certification of the EIR. She said planning for this had been going on for over five years and at this point and throughout the entire time, Signature had done a lot of outreach and made changes based on what her community had been telling them. She said she thought the amenities were worth it noting the idea of being able to support small and local businesses and to have an area to gather with her community would be amazing. She said she was excited to hear the support for the Dumbarton rail and to see where that would go as it could really help with traffic. She urged decision makers to not let perfect be the enemy of good. She said the time was now to build housing and the longer they waited the longer and longer it would be before they could get housing in their City.
- Lora Tanjuatco Ross said she was speaking on behalf of Peninsula for Everyone in support of the project proposal. She said as part of her job she was able to meet with some folks who lived in BMR units in Belle Haven and related her experience with one man who expressed how much food he had in his refrigerator with amazement for as an extremely low-income person he had never had so much food in his life. She said he said that every single day he praised and thanked God for the home he now had in Menlo Park. She said looking at the project proposal she knew that there were 300 people who prayed to get a BMR apartment and tonight they had the opportunity to move those 300 dreams forward. She said she hoped they would take action to certify the EIR and bring the project to life.

- Roman Tanière, East Palo Alto, Kavanaugh resident, said he supported the Willow Village project, which had been refined over the last couple of years with community input. He said in addition to some more details, questions and comments that he submitted ahead of this meeting, he looked forward to the City of Menlo Park and the City of East Palo Alto working closely together with the residents and starting as soon as possible on traffic and parking improvements, and traffic calming measures to discourage Kavanaugh cut through traffic and speeding and to improve walkability and bicycling. He said he hoped this project would help transform the O'Brien Business Park area into a livelier and pedestrian and bicycle-friendly community district, which would be integrated into its surrounding neighborhoods. He thanked the Commission in advance for its support of this exciting live, work and play development east of Highway 101.
- Alex Torres, Director of State Government Relations from the Bay Area Council, said on behalf of their over 300 members they were excited to support the proposed project noting that the applicants had spent much time working with all the different stakeholders to put together a project with so many different components to laud including its sustainability and the affordable housing. He said throughout the state and region employers were concerned that there was not enough housing for employees. He said it was not sustainable to outsource jobs to less carbon-friendly states like Texas. He said this was an exemplary project for the feedback solicited, the size, the scope, the variety of amenities, and the environmental benefits. He said it showed they were really serious in terms of providing that housing and also housing that adjusted to the modern realities of the workday right now as not everyone was in the office five days out of the work week. He said this was a place where people could live, work and play all in the same area, which was very critical, and hopefully more projects like this would go forward in the state. He urged support for the project.
- Michael Cho said he was a field representative for the Carpenters Local 217 in San Mateo County and he was voicing his support of the Willow Village project. He said the developers' commitment to using a union signatory general contract around this project came as a guarantee that someone from this community would be given a chance to work with his or her head held high knowing that they will be treated fairly and paid what they deserved for their hard work. He said the residents of Menlo Park needed this opportunity. He asked the Commission to support the project.
- Auros Harman said a few years back he had lived in East Palo Alto, close to the border with Menlo Park, but now lived in San Bruno where he chaired its planning commission. He said he was not speaking as a commissioner but as a representative of urban environmentalists, a community of grassroots activists that worked to transform cities and towns into more sustainable humane centered and just communities through land use policy reform. He said they believed addressing the twin crises of climate change and economic inequality required making it possible for workers on all rungs of the economic ladder to live, work, and play in granular communities. He said he disputed the comment that this project was so unprecedented. He said it was true that precedents in the past century were rare but he grew up near the planned community of Columbia, Maryland, the center of which had the mixed-use character seen in this design. He said people loved that project and then promptly built all around it in the conventional style of the time with commercial and office parks segregated from sprawling subdivisions. He said the organization Strong Towns described the granular mixed use design as the traditional development pattern noting the core of older cities on the East Coast or in Europe reflected this design. He said he paid respect to the project team for delivering a single, large project that was a true mixed-use community. He said over the past decade in San Mateo County they had

added 10 to 11 new jobs for every one new unit of housing and this project could have continued that trend but they listened to the community's concerns on job/housing balance and reduced the amount of office in favor of housing. He said this was an excellent project and what their region needed more of. He encouraged the Commission to send an affirmative recommendation to its City Council. He said his spouse Plymouth Andsberg would also like to speak.

- Plymouth Andsberg said she lived in San Bruno and worked as a hardware test engineer at Google. She said as a large part of her job she worked in various labs throughout the Bay Area, one of which was Intertek, which had a facility on Adams Court, just east of this planned development. She said she was there at least a couple of times per month and she wanted to comment on how much this project would have a positive effect, not just for the people who get to live and work on the project site, but on the surrounding area. She said today she texted to another InterTech lab worker that there was exactly one option in walking distance to get lunch and the road to get there did not have sidewalks. She said she was excited about the new walking dining options this new development would bring employees of surrounding businesses as well as the much-needed housing it would bring to the area. She urged the Commission to move forward towards approval of the project.
- Kimberley Baller said she had worked at Meta for 12 years and that she and her husband had been able to buy a home in East Palo Alto in 2014. She said she supported this development. She said even though she had lived less than a mile from her office at 1 Hacker Way that she had had a tough commute either going up O'Brien Drive and battling UPS trucks leaving their storage facility or going down University Avenue with the bike lane suddenly ending in the middle of the street that was not safe with all the commute traffic. She said she could walk but it took 30 minutes to get all the way out to the Bayfront and back into the office. She said her son's daycare was right at the corner of O'Brien and Kavanaugh, an easy commute, except she had to go back out to Willow Road or University Avenue as she was not able to cut through the Willow campus. She said the walking was tough as the curbs had been grandfathered in so there were no ramps at the corners on Kavanaugh Drive or in the surrounding area. She said they had a large dog that needed to run but no dog park. She said most of their neighbors had lived there for 20, 30, and 40 years with no great options for grocery stores or restaurants. She said these neighbors were some of the kindest and most caring neighbors they ever had. She said she wanted them to be able to benefit from a better quality of life by seeing this development go through. She said she lived in San Diego now but traveled to the Bay area frequently and would love to have another hotel in the Bayfront that would make her stays there much better.
- Kathleen Daly said the grocery store and pharmacy was something promised to Belle Haven years ago and had been part of the conversation around Willow Village for a long time. She said a beautiful community already existed in Belle Haven and the sense of creating a community presented in this project was in her opinion a bit misleading. She said right now everyone in Belle Haven and anyone who was an office worker with new office space would have to leave that area to go get other things they wanted to get done such as shop, go out to dinner and things like that. She said ask anyone who lived on the opposite side of Highway 101 and Willow Road and ask all the neighborhoods back there how they felt about the traffic going in and out of Willow Road. She said without putting those amenities there first they were just adding to horrible traffic patterns that already existed. She asked that they consider flipping the project a bit and putting the housing and amenities, the things that were promised to Belle Haven years ago, first. She said the sense of community would only be built starting from that aspect and moving out. She said putting a bunch more offices in there was not building community. She said

she was not against the project but that they consider giving Belle Haven what they were promised years ago.

- Jordan Grimes said he was the Resilience Manager with Green Belt Alliance, an environmental, nonprofit dedicated to helping create climate resilient and sustainable communities throughout the Bay Area. He said they were proud to endorse and support Willow Village. He said from a housing supply and affordability standpoint the 1,700 new homes the project provided were badly needed in Menlo Park, and would represent almost double the housing produced by the City in the last decade. He said they were particularly excited to see builders afford a deeper level of affordability, including extremely low and very low-income housing. He said a huge percentage of San Mateo County seniors were renters and were at risk given rising rents so rent restricted units were a huge boon to the community. He said they needed as many of those as could be obtained. He said regarding concerns about the job/housing balance Green Belt supported and urged the City to embrace more equitable planning including easing restrictions on in-fill housing development both downtown and west of El Camino Real. He said Willow Village prioritized a number of important sustainability factors with efficiently reusing existing land infrastructure to higher use, creating previously nonexistent walkability and bikeability, and making it easier for both new and existing residents to use active transportation to get around. He said the new parks and green space were also important benefits to the community given the very limited tree canopy and green space east of Highway 101. He said the addition of new amenities in Belle Haven including a grocery store, pharmacy and shuttle service would help reduce local VMT and greenhouse gas emissions. He said UC Berkeley's local climate policy tool showed that increasing the City's supply of dense infill housing was the single most effective strategy Menlo Park could employ to reduce greenhouse gas emissions. He said this was a strong and badly needed project and urged the Commission's support today.
- Karen Eshoo, Head of School at Mid-Peninsula High School, 1340 Willow Road, said they were voicing their support again for the Willow Village project. She said they had had a positive and productive relationship with Signature and specifically with Eric Morley who had been a great partner and kept them informed about the project, and working with them on some questions that they had. She said they were thrilled with what the project would do for the Belle Haven neighborhood. She said as a native of the Bay Area and specifically the peninsula it was about time that Belle Haven got the things that would come through this project. She said because they lived in that neighborhood and served so many students and families from the neighborhood, they were thrilled to see it come into fruition as soon as possible. She said they were very excited to be a neighbor soon to a really beautiful public park on side of their campus as well.
- Barrie Hathaway, CEO of JobTrain, a longstanding workforce development nonprofit located in Menlo Park for nearly 50 years, said he was in favor of this project with a lens towards job creation and preparing local residents for the jobs that would be created on this project. He said they had a fairly long history of working with Meta in the community to help local residents get trained and prepared for jobs and knew that they had a good history of making that happen with partners like JobTrain. He noted conversations with Mr. Nieto and Mr. Morley about how Signature Development could play a role to make sure that jobs in the construction phase of this project in particular were made available to local residents that they could train. He said they worked very closely with Local 217 Carpenters Union, which took a lot of their graduates. He said they also provided an IT training program and culinary arts training program. He said Meta's food service provider's flagship had hired many of their culinary arts graduates already and were on track to hire many more. He said in working with Signature and Meta he wanted to assure

them that they were taking the idea of helping local residents get the jobs created on this project very seriously. He said he supported the project and asked that the EIR be certified.

- Eileen McLaughlin, Citizens Committee to Complete the Refuge, said they knew this was an immense, complex project but they focused on certain aspects related to wetlands wildlife, the plants and animals that depended on wetland habitat. She said those were the points they brought forward in the letter sent to the Commission. She said in that letter they mentioned trash or balloons that might blow from the elevated park and asked that action be taken to prevent that noting that light bags and balloons ended up in wildlife habitat and were extremely dangerous to the species there and damaging. She noted a wonderful small little willows area called a wetland that was just on the border of the proposed project. She said willows used to be plentiful here because it has a freshwater source that was unknown. She said this immense project and any action of it might possibly destroy that water source. She said their request was that the freshwater source be identified and its water continued to serve a rare and special ecological habitat bordering property.
- Michael Murillo said he lived in the Sevier area of Belle Haven. He said he was in favor of the project. He said he felt like it was a glass of water in the desert and his concern was they spent a lot of time debating the flavor of that water when he did not know where else they could get these sort of services, this sort of hub for the community, and this sort of centerpiece they had lacked for a long time. He said he had lived here a long time and the services were extremely valuable to a lot of members of this community. He said he felt grateful that Meta, etc., were committing or interested in providing these things. He questioned where else it would come from. He said he was in favor of the project and hoped that as it developed, they were considerate of the kind of community there, that they found ways of celebrating the culture and the various communities that were generally were minority cultures in both the design and the way the space was expressed, and the way the space continued to support to become very much a recognition of his community. He said also he hoped they would be as considerate as could be of what he considered the gem of this area and that was the Bay and wetlands. He said he hoped the project went forward.
- Mike H, Belle Haven, 1300 Block of Sevier Avenue, expressed his appreciation for all who been part of the project process over the last four years. He said he really appreciated and wanted to voice support for the Willow Village project and wanted to note that he had worked and waited for over 20 years saving for a down payment and out of the three different bay area locations he looked to buy, he chose Belle Haven. He said it took over 20 years of saving and being a veteran to be able to do that. He said he would not support this project unless he thought it would be a huge benefit for the neighborhood. He said there were several different talking points in supporting the project such as taking an outdated industrial complex to a community engaged multi- use site and an area for living, working and playing. He said the development team had solicited their input over four years, there were more than 300 affordable homes, an additional \$5 million in funding for affordable housing, a shuttle, funding for air quality monitoring, prioritizing amenities in phase 1, highly sustainable LEED gold certification, and use of union labor. He restated that he would not support the project if he did not think it would be a huge benefit to the neighborhood. He said he knew some locals might not feel as strongly about it but tonight they had 17 people in favor, approximately seven opposed and three that were kind of negative about it. He said overall people were supporting the project and he supported it.

- Ali Sapirman said she was speaking on behalf of the Housing Action Coalition in strong support of the Willow Village project. She said she wanted to echo previous comments about how many much-needed homes and community resources the project would add alongside the benefit of using union labor. She said she wanted to flag what people opposing the project had been saying that the project had had very little review. She said comments like those were attempts to block housing. She said the Willow Village project had been under consideration for five years. She said extremely slow and long timelines like this were why they were seriously behind in producing housing. She said Willow Village had the opportunity to be revolutionary for the City of Menlo Park and the region as a whole. She said the project had been extensively and thoroughly studied and asked they not block housing and move the project forward without delay.
- Michael, District 4 Menlo Park resident, said he strongly supported the Willow Village project. He said it would bring a lot of necessary housing development to the Menlo Park area. He said 300 to 1000 units would significantly increase the availability of affordable housing and 1,700 housing units in general would help a lot with the housing shortage affecting the Bay Area. He said the project also seemed to succeed on many different dimensions. He said it contained a lot of amenities, would be a great place to visit and a great addition to the community.

Chair DeCardy closed the public hearing and recessed the meeting for three minutes.

Chair DeCardy reconvened the meeting at 10:06 p.m.

Commission Comment:

Commissioner Harris said the project was beautiful and had many great things about it with the town square and nice gathering places. She said it was good to hear from close by neighbors. She said she thought the project just needed a bit more fine tuning. She referred to three areas she wanted to address – housing, the transportation circulation and the community amenities. She said regarding housing – that they were adding housing but also exacerbating rather than improving the office to housing ratio. She said the Housing Needs Assessment found the project resulted an 815 unit net decrease in housing availability. She said as new workers entered the housing market housing demand increased but without enough supply rent prices would increase and current renters would be displaced. She said it was positive that the office expansion included housing noting many past office projects that had zero housing. She said currently 5.9% of people who worked in Menlo Park lived in Menlo Park so this project would increase that percentage but certainly not to 100%. She expressed hope that in the not-too-distant future that office development would offset 100% of the commensurate housing needs created by it. She said they were not there but were moving in the right direction. She referred to the BMR Agreements and said she understood residential projects had to have a minimum of 15% inclusionary BMR housing to be commingled with market rate housing, and average out to the low-income level. She said in addition with the commercial development linkage units that came to 312 BMRs meant to be inclusionary. She said they were not as 119 of those units would be housed within a single building for low-income seniors. She said as they really needed senior housing that seemed a good fit as they could get to the extremely low and very low-income levels that were difficult to make work in an inclusionary situation. She said the costs of these two different types of housing, inclusionary and standalone, could be quite different as a nonprofit developer would have access to additional funding that a for-profit development would not have. She said for the 119 senior housing units, she wanted Signature to confirm that they were contributing improved land that was development ready, meaning it was graded, has sewer hookups and the like, and the entitlements. She said she wanted that explicit in the BMR agreement. She

said regarding funding she would like confirmation that Signature would commit 100% of the gap funds in a way that positioned the project to be as competitive as possible and not draw on the City's BMR funds or the County's Measure K funds. She said she would like that put into the BMR agreement.

Recognized by the Chair, Mr. Nieto said the housing shortage was a regional problem and they could try to address it on a project-by-project basis but that was not practical with how land was zoned. He said that was why ConnectMenlo looked at jobs and areas for housing that did not have any office related to it. He said this project would provide 1,700 houses and 1,100 had already been approved in District 1 with no associated office. He said Sobrato had another 430-so units so that 1,500 housing units would be shortly approved in District 1 with no office component. He said today they had 3,500 jobs existing on the project site and would add approximately 3,400 jobs with 1,700 homes. He said economists would say that was a really good jobs/housing balance. He said the City was doing a great job of trying to manage and catch up with the jobs/housing deficit that had been built up over the last 15 years. He said related to the affordable housing the land would be contributed to a nonprofit partnership and Willow Village intended to fund the gap and with no local match from the City with Willow Village in a sense making up for the local gap from the City. He said they would be asking for Measure K funds from the County if that was appropriate and seek participation in the low-income housing tax credit at the state and federal level.

Commissioner Harris said that all sounded good except for the use of the County's Measure K funding. She said her concern was if the project provided all inclusionary units that would cost the developer a certain amount of money but by creating a standalone building, they were able to provide those units at a lower cost to them. She said given the City's BMR requirement it seemed to her that either they did not take County Measure K funding as she would like them to fund the entire project given their commitment for what would have been inclusionary or come up with a different way perhaps to increase the BMR inclusionary or reduce from moderate to low income some of those units commensurate with what that County Measure K funding might be to balance out so they provided what otherwise they would have had which was 100% inclusionary.

Mr. Nieto said they would look forward to working with staff on this. He said he thought there was a premise in her statement that using County funds would mean it would cost less for them. He said the gap funding had not been established but they had an idea of what the range might be. He said he did not think it accurate that they were not supporting this project to a significant degree and that there was a benefit to the senior component as they were able to tap other funds which the state and federal government provided to help promote affordable housing. He said perhaps they could speak offline.

Commissioner Harris said looking at the BMR proposal it said for the senior housing regarding the subsidy per unit that they were taking the whole subsidy and that would include County Measure K funds. She said she could work with staff on this as she was very concerned that they get the math right on this one.

Commissioner Barnes said regarding the standalone tax funded project that in this particular case the use of gap funding might not be necessarily applicable in the sense that you go for tax credits in an affordable housing standalone project. He said you had your capital stack and your ongoing operating subsidy. He said he thought the discussion could be how you filled the gap that was in the capital stack, significantly the operating subsidy piece of it. He said normally when you go to the AMIs they were talking about here, the 30 and 50% of AMI, that most often projects like that have

some type of vouchers, Section 8 vouchers, that went into the project to support the ongoing operating deficit. He said Exhibit BB13 in the staff report pulled out the total subsidy numbers for extremely low and very low-income units. He asked if someone on the applicant team could speak more to where the operating subsidies were being contemplated in the form of rental subsidies, and how would that be covered on an ongoing basis.

Mr. Nieto said working with their affordable housing partner it appeared the operation of the project would be very tight in terms of working and not needing any operating reserves. He said the reason was one of the alternatives for that capital stack was to do this without any loans and interest. He said the financing for it was still being formulated but they expected it would be very tight operationally and there could be a subsidy but that had not been established if they could secure it so they would not have any long-term debt. He said they were doing their best to drive the AMI down very low for this. He said they were working to satisfy the City's ordinance and they should have the freedom on how to do that and if they could find a better way to finance those things, that should be theirs and their partners' prerogative. He said Willow Village was not going to own the property as they were donating it to a nonprofit entity and contributing to fund the gap so there was no upside to Willow Village in this at all.

Mr. Morley said that they were exceeding the City's ordinance in terms of AMI with the current proposal and the questions and discussion they were having was very similar to the Housing Commission's. He said that Commission landed on a unanimous recommendation for what was before them. He said in addition over and above the requirements they would provide \$5 million for affordable housing with a priority for Belle Haven and 22 units of teacher support as well. He said they would be advancing that and were happy to continue to work with staff on that and appreciated any recommendations the Commission might have.

Commissioner Barnes said he thought funding for the standalone housing as opposed to inclusionary housing funding might be more clearly defined. He said he would like to see the math and something was missing but he did not entirely understand what and it might not be available yet. He asked what the mechanism was to make sure the math evened out in terms of what was being replaced for what and what got done for the \$5 million affordable housing contribution, and what got done for the housing piece, and teacher subsidies. He asked who would own the underlying land and if Mercy Housing would own the improvements.

Mr. Nieto said the underlying land would be owned by the nonprofit entity that was created on the property. He said it likely would be a Mercy controlled property so land would be contributed likely for liability purposes. He said almost every building had a special purpose entity that was created. He said Mercy would control that and the applicants would contribute to that along with the gap funding. He said Willow Village was committing to give the land, fund the gap and do the rest of the financing. He said why they would not go after County funds or low-income housing tax credits did not make sense to him. He said alternately they could go to an all-inclusionary project, which would mean they could not do a specific affordability. He said they talked about that with the Housing Commission and those members thought that would not be serving the community as much as it could be as you could not get to the deep affordability otherwise.

Commissioner Barnes said it made sense that if there were funding mechanisms at the County level for this project that was a right approach. He said it was not clear what the gap in funding would be and whatever it was should just be a one-to-one trade for the BMR inclusionary requirement, and he needed an oversight mechanism on that.

Commissioner Harris said she wanted to clarify that they were talking about getting to the extremely low and very low-income apartments but noted that with that still the overall average was low. She said the City was not getting different or more or lower affordability with this housing. She said she was glad they were getting it but they were not getting deeper affordability as overall the average had to be low anyway. She said it was not anything different than what the regular inclusionary BMR required.

Commissioner Riggs said he had about 10 clarifying questions but wanted to note there was much to appreciate about the project regarding architecture, landscaping, circulation and response to the neighborhood. He asked about the shuttle intervals and neighborhoods served, the grocery store as well as the pharmacy and bank within the context of recommending the DA and what assured the neighborhood and City that these would be occupied and operated. He asked for follow up as to when or if Hamilton Avenue sites were developed how it was assured that either Chevron or another gas station returned to the neighborhood. He asked how work could be scheduled to minimize disruption. He said the hotel was about as critical as anything in the DA where the project allowed up to a certain number of rooms and the fiscal impact analysis assumed a build out. He said one of the most difficult surprises the City could face was if only half the hotel were built or deferred for eight to ten years. He said there were frequent references to conceptual aspects of the project and he wanted to confirm that was not the terminology used in the DA. He said the questions had been asked about the donated housing site although it was not clear that the site would be build ready and include utilities and clearance of any right of way or easements. He said similar to the general question about conceptual that they were approving up to a certain amount of retail square footage and asked if there was a minimum square footage being committed to in the DA. He said he would hold his four last comments as those were for staff.

Mr. Morley said the shuttle service was intended for Belle Haven, Bayfront up through Marsh Road and was currently costed at 15-minute headways for the purposes of evaluation. He said the routes, headways and timing would be determined through a City and community process but the value was derived at the 15-minute headways which was a fairly typical local neighborhood shuttle headway.

Commissioner Riggs said these were oriented toward Belle Haven but Willow Road took the impact along with Bayfront Expressway of this development and developments recently in construction and recently approved so the Willows neighborhood was actually also affected. He asked if the shuttle would assist in the ability of people in the Willows to get in and out of their neighborhoods and perhaps use the Village.

Mr. Morley said it included M1 and M2 and not just Belle Haven and it could be further extended but currently was not. He said it could be expanded over time with other developments that might be able to come on. He said it was intended to be funded through their Transportation Management Association for the project but it was something that could occur in the future. He said regarding the gas station that Chevron was planning on and either had or will submit an application for its state-of-the-art gas station at that location. He said that was an important amenity to the neighborhood and would continue but be new and refreshed. He said Chevron and they obviously wanted to minimize any downtime for that reconstruction. He said regarding the affordable housing that the pad would be fully serviced with utilities and free and clear of any impediments to be developed. He said they were delivering that ready to go to Mercy Housing.

Mr. Nieto said regarding the hotel that the way they were describing it in the DA was that with the pandemic probably hospitality services were hit the hardest. He said they were not sure exactly when the hotel would start but it was an essential part of the fiscal impact study. He said Willow Village had agreed that if the hotel were not under construction and completed by certain dates it would be funding what the fiscal impact study showed was the gap between what likely services the City would be providing versus what was estimated so the promise all along that they had agreed with staff to was that Willow Village needed to be net positive in terms of financial contribution. He said they were agreeing to fund any shortfall because of any delay of the hotel up to a certain number of years. He said if that continued, they would meet and confer with the City by a certain date and decide whether there needed to be an alternative use there, and determine if the replacement would fund that gap and if not, the gap funding would continue.

Mr. Ghielmetti said the gap funding would continue the length of the DA term as the goal was not to become a funding source in perpetuity. He said the DA allowed up to 17 years.

Mr. Nieto said regarding the grocery store in the planning for development there would be demolition onsite, building of the infrastructure with streets and the like, and once completed vertical construction of the buildings. He said the first three office buildings would start their replacement for the existing office space there and within four months of those starting the first residential building with the grocery store and parcel six would start. He said the first two residential buildings would start and then the remaining buildings would start relative to the remaining other three office buildings. He said they needed to have all of the phase 1, the affordable senior building, parcel 3 the largest residential building then the two remaining residential buildings all under way before the final office building was occupied. He said the challenge they had was that construction for residential took longer than office as there was more to do what with subterranean parking, more kitchens, baths and such things. He said they were working with staff on how to ensure that the residential came online in a reasonable timeframe with the office buildings.

Commissioner Riggs said his question was more about the expectations the neighborhood might have about having grocery store, pharmacy and bank operations. He said this was an issue on the peninsula because of some events in Palo Alto. He noted the one at the Embarcadero turnoff from 101 where they were on their third grocery store with a number of gaps and a fight over a \$1000 a day fine that was largely emotional not factual but was an awful situation. He asked how this project would make those three services enduring and more successful.

Mr. Nieto said they had been in discussion with a number of retailers about the grocery, the bank and pharmacy. He said one of their approaches particularly for the grocery store was to provide a rent subsidy for the first few years so the retailer had a good runway toward building up the business. He said market studies showed that the community both to the west from Belle Haven into the south were very underserved in terms of growth so they believed there was a strong market there and there would be a strong market with the 1,700 units they would build there.

Mr. Morley said they were addressing the operations of the grocery store by providing a two-year rent subsidy but were spending more than \$30 million to physically build out the space for the grocery so the DA also obligated them to engage and sign a lease with an established grocer unlike some of the other smaller regional or local groceries. He said they obviously incorporated the shuttle as a direct means to have residents come to and from the site.

Chair DeCardy said it was 10:40 p.m. and with the development of the discussion for this project that every Commissioner who had begun this conversation should have the opportunity to be at the conclusion when they made the ultimate recommendation to the City Council. He said they were approaching 11 p.m. and at least one Commissioner and he expected more might need to leave fairly soon after 11 p.m. He said they were not 30 minutes from being done with their discussion and he expected they probably needed a couple of hours more to be done and suggested they consider continuing the meeting.

Commissioner Barnes said he agreed with Chair DeCardy's approach and would support a special meeting or to clear the next regular meeting for continuance of this item.

Commissioner Riggs said he agreed with the course of action proposed and as he was the only one concerned about not staying past 11 p.m. he would stay to 11:30 p.m. if that would allow questions to be answered.

Chair DeCardy said he appreciated that but did not think 30 more minutes would accommodate all of the Commissioners' questions.

Mr. Perata asked if they could vote to extend the meeting for a few minutes for a recess so he might talk logistics over with Legal counsel about continuance.

Chair DeCardy recessed the meeting for approximately 10 minutes.

Commissioner Barnes asked about attachments DD, EE. Ms. Malathong said those were hyperlinks and would check the online staff report.

Chair DeCardy reconvened the meeting at 11:10 p.m.

Mr. Perata said that the item could be continued to the November 7 meeting but noted constraints as public notices had been mailed out and also were scheduled to be published. He said those items could be moved to another agenda but the November 14 meeting was full with a review of the Housing Element and Hotel Moxy. He said the Commission might want to consider the potential of continuing to a date certain the next week and noted that the 3rd was open.

City Attorney Nia Doherty said if the Commission wanted, they could continue the hearing where they left off to a time date certain. She said if the Commission wanted the project to move forward by the end of the year that there needed to be two hearings before the City Council with a first reading and a second reading. She said the second reading could not be less than five days apart from the first reading per state law and the second reading must be at a regular City Council meeting. She said the City Council only had one regular meeting in December on the 6th and that was the latest meeting the Council could do a second reading in 2022. She said moving back from the 6th the very earliest the Council could have the first reading would be the week starting at the 28th. She said the City had an internal noticing policy that required 18 days for entitlement actions such as this. She said moving back from the 28th that would put it right around November 7th. She said if the commission continued this hearing until its next regular meeting on the 7th that meant the Council would not have the opportunity to continue its first reading and have the project go before the end of the year.

Chair DeCardy polled and determined that six Commissioners were available on the 3rd to continue where they had left off this evening. Ms. Doherty said they would publish a notice of continuance. She said staff would do an introduction to the item at the meeting and the Commission could then decide whether to continue where it had left off or to allow additional public comment.

Chair DeCardy confirmed that members of the public could continue to submit written comments on the proposed project until November 3rd to the Commission.

ACTION: Motion and second (Barnes/Tate) to continue this item to a special meeting on November 3, 2022; passes 6-0.

G. Informational Items

G1. Future Planning Commission Meeting Schedule

- Regular Meeting: November 7, 2022

Mr. Perata said they would have some residential development items and architectural control items on the November 7 meeting agenda.

- Regular Meeting: November 14, 2022

Mr. Perata said the November 14 agenda would have the Hotel Moxy initial study and notice of preparation and environmental review scoping session and a study session on the Housing Element.

H. Adjournment

Chair DeCardy adjourned the meeting at 11:25 p.m.

Staff Liaison: Kyle Perata, Planning Manager

Recording Secretary: Brenda Bennett

Approved by the Planning Commission on January 9, 2023



WILLOW VILLAGE MASTER PLAN PROJECT

1350- 1390 Willow Road, 925- 1098 Hamilton Avenue, 1005-1275 Hamilton Court
Planning Commission Recommendation to City Council
Staff Presentation October 24, 2022



WILLOW VILLAGE PROJECT LOCATION



EXISTING SITE PLAN



PROPOSED SITE PLAN





PLANNING COMMISSION RECOMMENDATION



Adopt a resolution recommending approval to the City Council of the following:

- Certification of the Final Environmental Impact Report, CEQA findings including a statement of overriding considerations for significant and unavoidable environmental effects, and the mitigation monitoring and reporting program;
- Amendments to the General Plan Circulation Element and Zoning Map;
- Vesting tentative maps for the main project site and Hamilton Avenue;
- Rezoning of the project site to include the “X” Conditional Development district;
- A Conditional development permit for a master plan project;
- A development agreement (DA);
- Below market rate housing agreements.

5



CONDITIONAL DEVELOPMENT PERMIT



- Enable master plan development process;
- Permit bonus level development (increased height, density, and intensity) in exchange for community amenities;
- Establish allowed uses and development regulations (including design standard modification requests); and
- Otherwise govern the development of the proposed project;

6



COMMUNITY AMENITIES



- Minimum required value: \$133.3M
- Proposed amenities value: \$172.7M
- Proposed amenities include:
 - Grocery store and pharmacy services
 - Dining and community entertainment offerings
 - Bank/credit union
 - Elevated park, town square, and open space
 - Job training program funding
 - Bayfront Area shuttle
 - Willow Road feasibility study funding
 - Affordable housing funding and workforce housing
 - Funding for air quality and noise monitoring sensors

7



DEVELOPMENT AGREEMENT



- Provided public benefits in exchange for vested rights
- Additional public benefits beyond required amenities:
 - Gap payment for hotel
 - Timing for amenities provisions (Exhibit F of DA)
 - Ongoing job training
 - Stakeholder support for Dumbarton Rail and Dumbarton Forward
 - Below market rate housing true up
- Applicant vested rights
 - 10 year term with 7 year extension
 - Limits future impact fees
 - Phased development

8

BELOW MARKET RATE HOUSING AGREEMENTS



- 312 total below market rate units
 - 260 (15%) inclusionary units
 - 52 commercial linkage units
- 119 of the 312 units age-restricted for seniors

Table 4: BMR income and unit size breakdown at full buildout

Category	Area median income limit	Number of units	Studios	One bedrooms	Two bedrooms	Three bedrooms
Extremely low (senior)	30%	82	74	8	0	0
Very low (senior)	50%	37	33	4	0	0
Low (non-age restricted)	80%	76	17	35	23	3
Moderate (non-age restricted)	120%	117	30	50	32	3
Total units		312	154	97	55	6



THANK YOU



F1 - PRESENTATION (ICF)



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



Menlo Park Planning Commission Hearing
October 24, 2022

Agenda

- Project Overview
- Environmental Review Process
- Overview of the Draft Environmental Impact Report (EIR)
- Overview of the Final EIR
- Next Steps in CEQA Process



Introductions

- ICF, Lead EIR Consultant
 - Kristi Black, Project Manager
 - Kirsten Chapman, Senior Environmental Planner/Project Manager
- Hexagon, Transportation Consultant
 - Ollie Zhou, Principal Associate

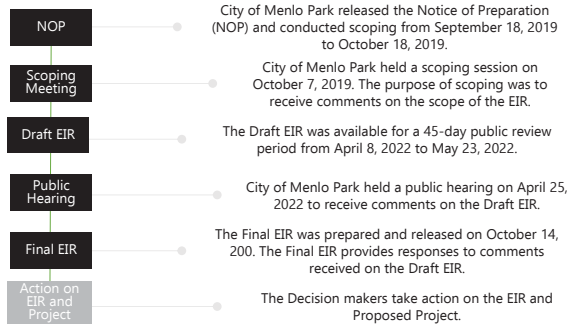


Environmental Review Process

- 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



Environmental Impact Report Content

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



Environmental Impact Report Content – Topics Evaluated

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



Impacts and Mitigation Measures

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



Significant and Unavoidable Impacts and Mitigation Measures

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



Significant and Unavoidable Impacts and Mitigation Measures

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



Alternatives Considered

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



Final EIR

- Released October 14, 2022
- Comments from 5 agencies, 3 tribes, 8 organizations, numerous individuals, and the Planning Commission (Draft EIR hearing)
- Item-by-item responses to each comment
- Revisions to the Draft EIR, as needed
- Revisions do not substantially change conclusions to the Draft EIR, and recirculation not needed

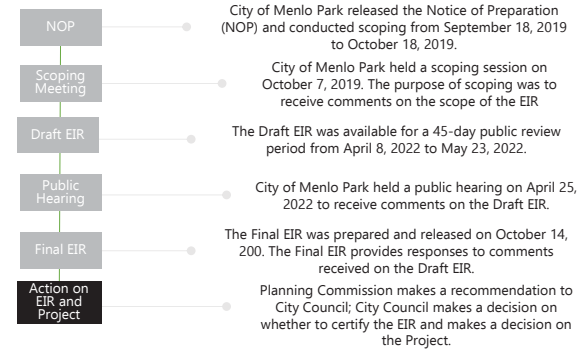


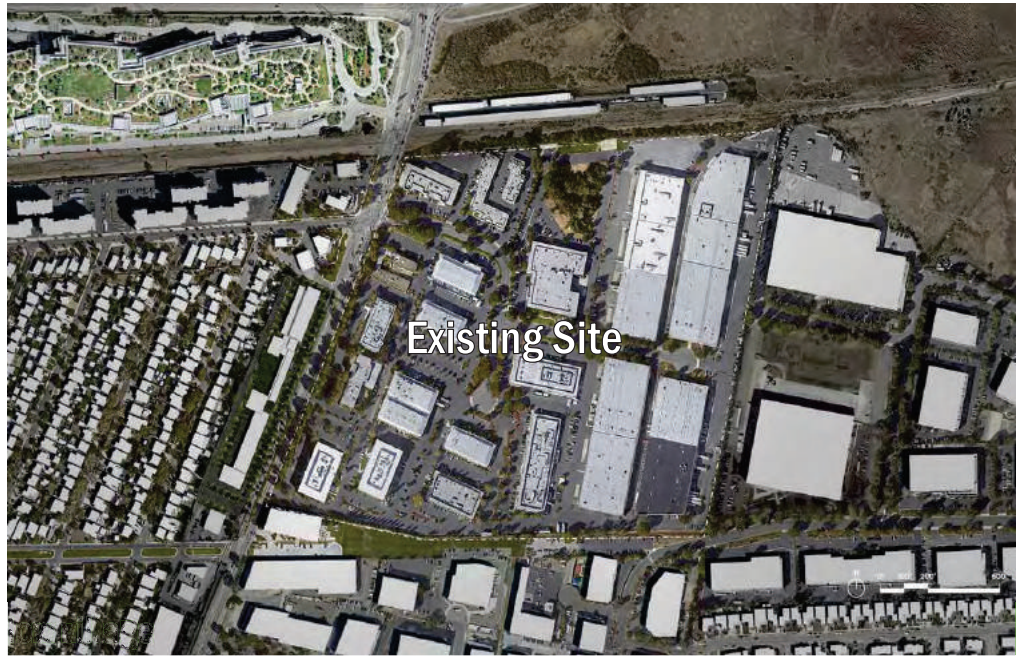
Overview of Comments Received/Responses to Comments

- Master Responses
 - Reduced Parking and Vehicle Miles Traveled
 - Roadway Connection to Bayfront Expressway
- Tribal Cultural Resources
- Cumulative Impacts
- Non-CEQA
 - Merits of the Project
 - Jobs-Housing Balance
 - LOS/Traffic Congestion



Next Steps





Willow Village Timeline

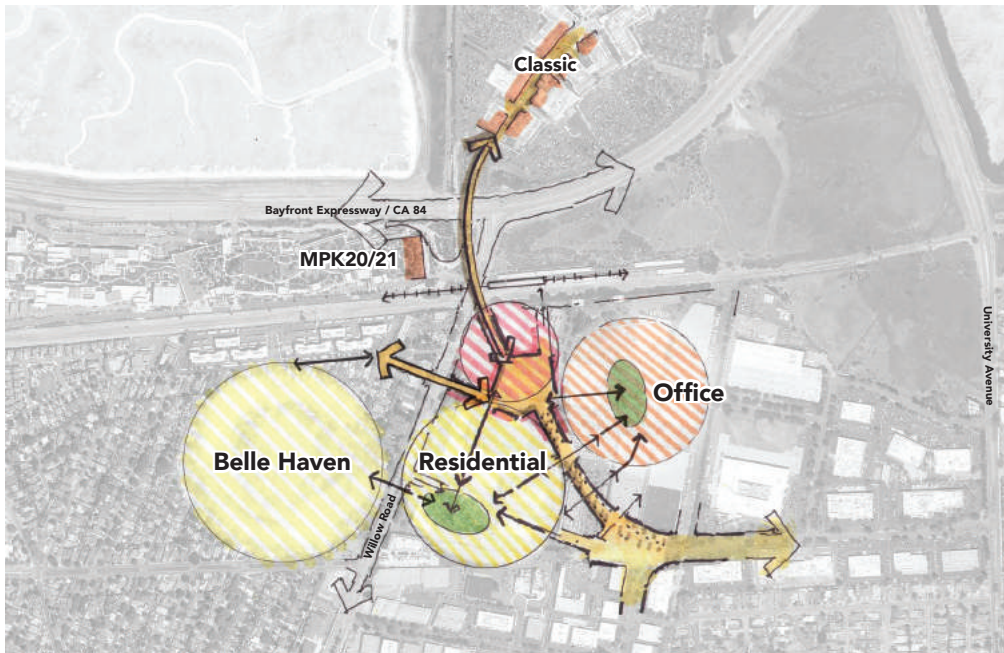
- December 2014 Connect Menlo General Plan Update Commenced
- December 2016 Connect Menlo Approved
- July 2017 Willow Village Plans Submitted to City
- 2017-2018 Community Engagement & Feedback
- **March 2018 Planning Commission Study Session**
- April 2018 City Council Study Session

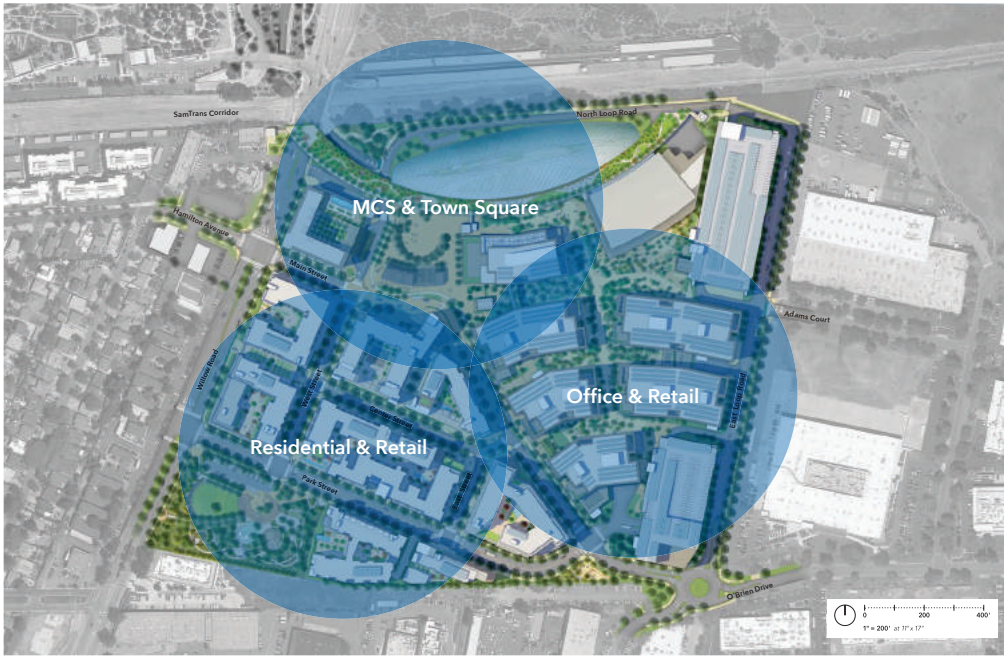
Willow Village Timeline

- February 2019 Revised Willow Village Plans Submitted to City
- October 2019 Planning Commission EIR Scoping
- October 2019 Planning Commission Study Session
- **Feb-Dec 2019 Community Engagement & Feedback**
- December 2019 City Council EIR Scoping
- May 2020 Revised Willow Village Plans Submitted to City
- **May 2020-2022 Community Engagement & Feedback**
- 2021 Architectural Submittals & **Community Engagement**
- 2022 Plans Resubmitted City; **Community Engagement**; DEIR; Public Hearings

Willow Village Timeline

- 2022**
- January **City of Menlo Park Public Meetings**
- March **Planning Commission** Presentation
- April Revised Architecture Plans Submitted
- May **Planning Commission** EIR Scoping & Study Session
- July **City Council** Community Amenities Study Session
- August **Complete Streets Commission** Hearing
- August **Housing Commission** Hearing
- August **City Council** Community Amenities Study Session
- October FEIR Release & **Planning Commission** Hearing
- Nov/Dec City Council Hearings



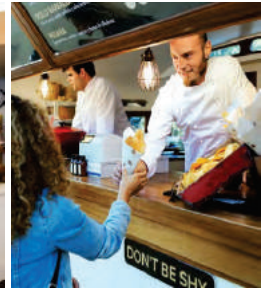


Grocery Offerings





Local Retail Offerings





ELEVATED PARK
Elevated Park Plaza – Halloween Fair



STREET ACTIVATION & BUILDING ARTICULATION

WILLOW VILLAGE

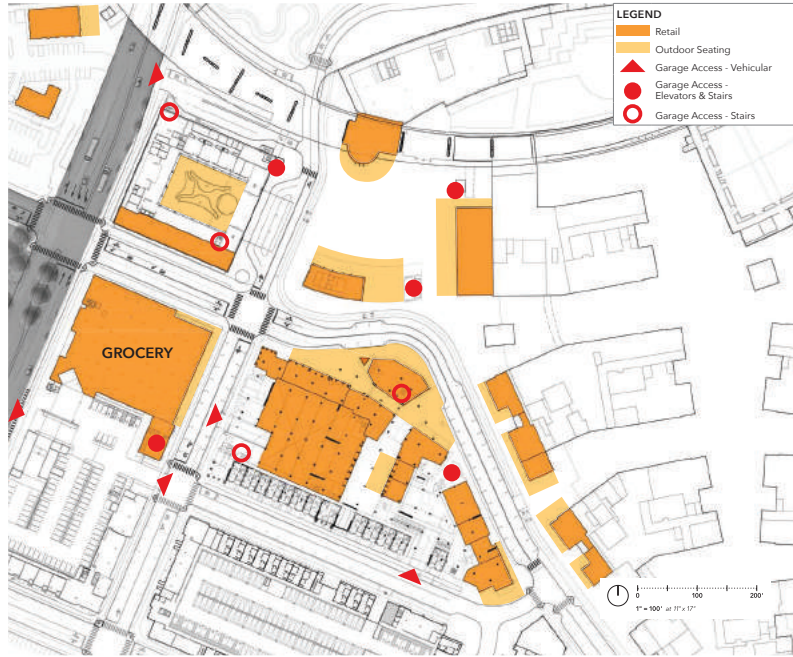
Residential



Framing the
Public Realm



Retail Plan

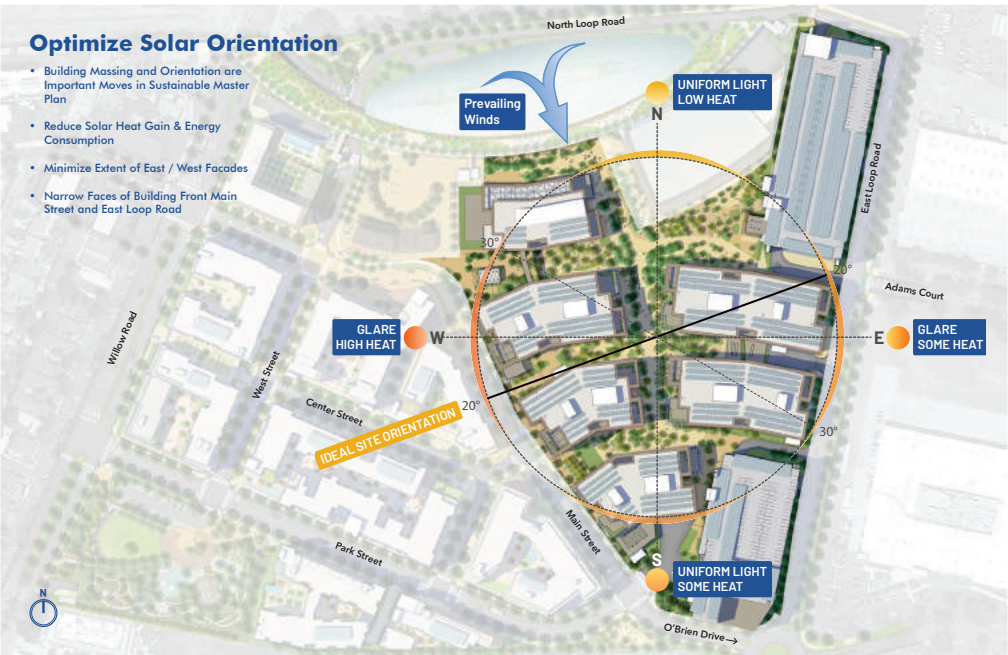






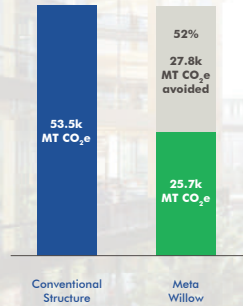
SUSTAINABILITY

WILLOW VILLAGE



Sustainable Environmental Planning 52% Reduction in Embodied Carbon

- Address Climate Change and Adapt to Sea-Level Rise
- Protect Natural and Built Resources
- Conserve Energy, Manage Water, Utilize Renewable Energy and Promote Green Building



100% **+/-27.8k** **+/-320**

All Electric Building
Aligns with the Peninsula Clean Energy's Reach Code Recommendations

Metric Tons of CO₂
emissions that are avoided by using mass timber for Willow Campus

Trees Proposed
within the Office Campus

100% **+/-20%** **LEED**

Renewable & Greenhouse Gas-Free Energy
Thermal storage will be provided to minimize energy use during peak periods

Offset through solar PV
Approximate amount each building's energy use will be offset by on-site solar arrays, amounting to +/- 400kW per building

LEED Gold or Equivalent Target
Rating System Focused on Sustainable Buildings

Benefits of Heavy Timber Construction Sustainable and Healthy



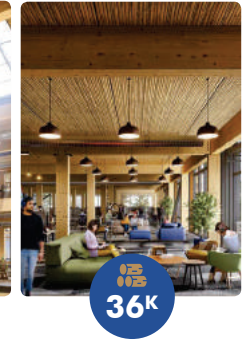
Timber architecture can evoke nature and contribute to a sense of wellness



Equivalent number of miles driven that are avoided by using mass timber in Willow Campus



Equivalent number of houses that could be powered for a year by using mass timber in Willow Campus



Equivalent number of acres of forest sequestering carbon for a year by using mass timber in Willow Campus

TRANSPORTATION & PARKING MANAGEMENT

WILLOW VILLAGE

Transportation & Parking Management

- Reduced Office Space
- Reduced Employee Capacity
- Trip Caps
- Aggressive TDM Program
- Reduced Parking
- Shared Parking
- Community Shuttle

COMPLETE STREETS COMMISSION

WILLOW VILLAGE

Complete Streets Summary

Lanes

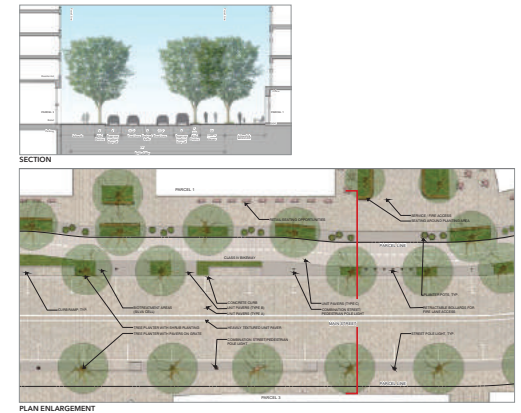
- Reduced lane widths throughout plan
- Added buffers to Main, Center, and West Streets
- Decreased number of travel lanes on Park Street

Bikes

- Added bikeway to Main Street
- Added bike lanes to Park Street
- Widened paseo/multi-use pathway on East/North Loop Road

Traffic Calming

- Added signalization along Park Street
- Added stops on Center Street



HOUSING COMMISSION

WILLOW VILLAGE

Housing Commission Summary - Affordable Housing Key Elements

- **312** affordable units
- **119** senior stand-alone units
extremely low and very low income levels
- **193** inclusionary in market-rate buildings
low and moderate income levels
- **Unanimous** Housing Commission recommendation

COMMUNITY ENGAGEMENT & COMMUNITY AMENITIES

WILLOW VILLAGE

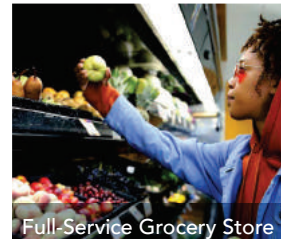
Community Outreach & Engagement

- 5+ years
- 200 meetings
- Thousands of community stakeholders
- 10 large community meetings
- Live polling sessions
- + 1,000 online surveys
- Bi-lingual communication and translators
- Menlo Park resident input & feedback
- Social media advertising to obtain input & feedback
- Stakeholder endorsement & support

Stakeholder Engagement Summary

- Accelerated Grocery Store & Other Amenities
- Significantly Reduced Office Sq Ft & Employee Capacity
- Increase Housing & Affordable Housing
- Included More Open Space
- Added Community Shuttle

Community Amenities



Community Amenities



Job Training and Community Hub



Community Entertainment Offerings



Publicly Accessible Open Space



Elevated Park



Town Square

Community Amenities



Bayfront Shuttle



Funding for Additional Affordable Housing



Funding for AQ & Noise Monitoring



Funding for Willow Road Feasibility Study

