

CITY OF MENLO PARK
PLANNING COMMISSION

**CERTIFIED
TRANSCRIPT**

In re)
Willow Village Project)
_____)

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

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

1 ATTENDEES

2 THE PLANNING COMMISSION:

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

6 THE CITY STAFF:

7 Kyle Perata - Principal Planner

8 SUPPORT CONSULTANTS:

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

11 PROJECT PRESENTERS:

12 Michael Ghielmetti
13 Eron Ashley

14 ---o0o---

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16
17 BE IT REMEMBERED that, pursuant to Notice
18 of the Meeting, and on October 7, 2019, 7:305 PM at the
19 Menlo Park City Council Chambers, 701 Laurel Street,
20 Menlo Park, California, before me, MARK I. BRICKMAN, CSR
21 No. 5527, State of California, there commenced a Planning
22 Commission meeting under the provisions of the City of
23 Menlo Park.

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1 OCTOBER 7, 2019

7:05 PM

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

3 ---o0o---

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

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

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

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

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

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

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

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

23 So there you have it.

24 Commissioner -- excuse me. Mr. Perata.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

21 MR. ASHLEY: Thanks, Mike.

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

1 or exceedingly complex projects where the real focus is

2 --

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 connectivity means different things to different people.

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

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

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

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

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

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

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

25 Obviously you're familiar with the Facebook

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 amount of parking and the transit hub.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 be a part of those solutions.

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

4 CHAIRPERSON BARNES: Thank you very much.

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

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

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

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

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

17 CHAIRPERSON BARNES: Great. Thank you.

18 Commissioner Doran.

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

24 MR. GHIELMETTI: Thank you for the question.

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

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

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

10 COMMISSIONER DORAN: Thank you.

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

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

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

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

25 So should you have any questions after the

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

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

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

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

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

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

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

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

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

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

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

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

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

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

25 So this slide shows the general step involved

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

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

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

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

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

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

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

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

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

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

16 CHAIRPERSON BARNES: Thank you.

17 Commissioner questions as it relates to the
18 EIR?

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

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

23 CHAIRPERSON BARNES: Yes.

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

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

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

11 CHAIRPERSON BARNES: Great. Thank you.

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

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

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

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

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

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

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

8 So that's one suggestion.

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

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

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

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

1 time.

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

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

12 So I thank you.

13 CHAIRPERSON BARNES: Thank you very much.

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

17 MS. JONES: Good evening.

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

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

25 High level Dumbarton corridor project,

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

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

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

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

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

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

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

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

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

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

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

18 CHAIRPERSON BARNES: Thirty seconds.

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

23 Thank you.

24 CHAIRPERSON BARNES: Thank you.

25 Crystal Leach followed by Mr. Matthew Zito.

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

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

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

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

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

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

21 CHAIRPERSON BARNES: Thank you.

22 Matthew Zito followed but Luis Guzman.

23 MR. ZITO: Good evening, Commissioners.

24 Thanks for the opportunity to speak. I'm Matthew Zito.
25 I'm the chief facility officer for the Sequoia Union High

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

18 So the safety issue is first and foremost --

19 CHAIRPERSON BARNES: Time is expired.

20 MR. ZITO: -- our concern.

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

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

1 expired.

2 MR. ZITO: Thank you. Appreciate it.

3 CHAIRPERSON BARNES: Thank you.

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

10 Is that your understanding for the EIR?

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

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

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

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

25 It might be a good idea to give an opportunity

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

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

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

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

12 MS. LEVIN: I'm --

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

16 Thank you very much. Sorry for the delay.

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

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

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

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

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

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

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

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

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

1 and 1350 Hamilton.

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

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

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

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

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

21 Thank you.

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

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

1 Good evening.

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

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

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

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

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

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

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

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

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

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

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

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

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

8 CHAIRPERSON BARNES: Thank you.

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

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

11 CHAIRPERSON BARNES: Good evening.

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

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

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

17 CHAIRPERSON BARNES: Thank you.

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

20 CHAIRPERSON BARNES: Thank you.

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

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

1 more public transit, more investment.

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

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

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

13 That's all.

14 CHAIRPERSON BARNES: Thank you.

15 Mr. Kadvany followed by Pat Sausedo.

16 MR. KADVANY: Good evening, Commissioners.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

20 Thank you.

21 CHAIRPERSON BARNES: Thank you. Good evening.

22 MS. SAUSEDO: Good evening, Commissioners.

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

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

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

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

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

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

25 Additionally through the project's town square,

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

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

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

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

16 Thank you again. Good evening.

17 CHAIRPERSON BARNES: Thank you.

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

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

23 COMMISSIONER RIGGS: Thank you.

24 MS. SAUSEDÓ: You're welcome.

25 CHAIRPERSON BARNES: Thank you.

1 MR. PERATA: Through the chair?

2 CHAIRPERSON BARNES: Yes, sir.

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

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

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

19 MR. PERATA: Okay.

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

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

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

1 and political jurisdiction.

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

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

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

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

18 All right. Thank you so much.

19 CHAIRPERSON BARNES: Thank you.

20 Next is Lushorn Lee followed by Elizabeth
21 Jackson.

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

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

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

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

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

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

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

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

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

1 CHAIRPERSON BARNES: Thank you.

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

4 Good evening. You have three minutes.

5 MR. CONTRERAS: Good evening.

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

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

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

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

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

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

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

25 Thank you.

1 CHAIRPERSON BARNES: Thank you.

2 And lastly Mr. James Kendall.

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

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

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

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

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

25 Opportunities not just for jobs on this

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

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

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

11 Thank you for your time.

12 CHAIRPERSON BARNES: Thank you.

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

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

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

21 Comments at this time. Commissioner Doran.

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

25 Could you just give us a little bit more

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

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

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

11 CHAIRPERSON BARNES: Good. Commissioner
12 Riggs.

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

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

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

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

1 conditions.

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

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

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

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

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

1 situation worse.

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

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

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

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

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

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

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

9 And I would have more comment on that later.

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

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

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

24 CHAIRPERSON BARNES: Yes, please.

25 COMMISSIONER RIGGS: So is that Mr. Black?

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

3 COMMISSIONER RIGGS: Good evening.

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

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

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

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

23 COMMISSIONER RIGGS: All right. Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

25 Of course that existing is actually R&D space

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

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

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

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

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

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

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

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

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

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

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

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

22 So those are my comments this evening.

23 CHAIRPERSON BARNES: Thank you.

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

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

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

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

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

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

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

20 CHAIRPERSON BARNES: Mm-hmm.

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

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

1 Say a little more about that.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

25 Even though starting in July 2020 that would

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

25 And on the smaller projects, it's very

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

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

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

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

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

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

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

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

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

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

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

20 CHAIRPERSON BARNES: And to the community.

21 MR. BLACK: Yeah.

22 CHAIRPERSON BARNES: A community discussion.

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

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

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

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

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

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

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

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

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

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

13 CHAIRPERSON BARNES: Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

1 get back over to you.

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

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

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

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

18 So thank you.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

21 CHAIRPERSON BARNES: Commissioner Riggs.

22 COMMISSIONER RIGGS: Yeah. Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

23 CHAIRPERSON BARNES: Commissioner Tate.

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

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

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

9 COMMISSIONER TATE: That is to the consultant.

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

13 COMMISSIONER TATE: Thanks.

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

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

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

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

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

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

14 CHAIRPERSON BARNES: Great.

15 MR. BLACK: Yeah.

16 CHAIRPERSON BARNES: Thank you.

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

21 Mr. Perata.

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

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

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

2 MR. PERATA: Yeah. I --

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

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

7 CHAIRPERSON BARNES: Right. Thank you.

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

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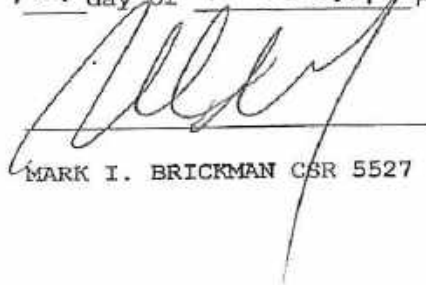
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I, the undersigned, hereby certify that the discussion in the foregoing meeting was taken at the time and place therein stated; that the foregoing is a full, true and complete record of said matter.

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

IN WITNESS WHEREOF I have
hereunto set my hand this

12 day of November



MARK I. BRICKMAN CSR 5527