



MEMORANDUM

Date: 7/11/2016
To: Planning Commission
From: Deanna Chow, Principal Planner
Re: Draft Environmental Impact Report (EIR) Public Hearing on the General Plan and M-2 Area Zoning Update

On June 20, 2016, the Planning Commission continued the public hearing on the Draft Environmental Impact Report (EIR) on the General Plan and M-2 Area Zoning Update to the Planning Commission meeting of July 11, 2016. The staff report prepared for the June 20 meeting on the item has been reissued and is included as Attachment A.

Per the agenda, the item before the Planning Commission is a public hearing on the EIR to receive comments from members of the public and Planning Commission during the EIR comment review period, which ends on Friday, July 15 at 5:00 p.m. The staff report inadvertently lists a study session item, which previously occurred on May 23, 2016.

For reference, correspondence on the General Plan and M-2 Area Zoning Update EIR that was distributed at the June 20 Planning Commission meeting is included as Attachment B. Correspondence on the EIR received after June 20 through the publication of the staff report is included as Attachment C.

Attachments

- A. Staff Report on Draft Environmental Impact Report (EIR) Public Hearing on the General Plan and M-2 Area Zoning Update, dated June 20, 2016 Planning Commission
- B. Correspondence on the EIR previously distributed at the June 20, 2016 Planning Commission meeting
 - Bob McGrew, dated June 19, 2016
 - Brielle Johnck, dated June 16, 2016
 - Brielle Johnck, dated June 17, 2016
 - Carol Shultz, dated June 16, 2016
 - Darshana Maya Greenfield, dated June 16, 2016
 - Helga Wild, dated June 16, 2016
 - Jackie Leonard-Dimmick, dated June 18, 2016
 - Jeff Prudhomme, dated June 16, 2016
 - Keith Ogden, Community Legal Services in East Palo Alto, dated June 17, 2016
 - Larry Rockwell, dated June 16, 2016
 - Lily Gray, dated June 20, 2016
 - Martin Lamarque, dated June 18, 2016

- Martin Lamarque, dated June 18, 2016
 - Pamela Jones, dated June 18, 2016
 - Patti Fry, dated June 16, 2016
 - Rachel Scheuring, dated June 20, 2016
- C. Correspondence on the EIR received after the June 20, 2016 Planning Commission meeting
- Carlos Martinez, City Manager of City of East Palo Alto, dated June 22, 2016
 - Daniel Saver, Community Legal Services in East Palo Alto, dated July 5, 2016
 - Donna Rutherford, Mayor of East Palo Alto, dated June 30, 2016
 - Ernesto Reyes, dated June 20, 2016
 - Neilson Buchanan, dated July 1, 2016
 - Pamela Jones, dated June 20, 2016
 - Pamela Jones, dated July 7, 2016
 - Patti Fry, dated July 1, 2016
 - Rachel Scheuring, dated July 1, 2016
 - Robert Steinmetz and Wendy Whitehouse, dated June 22, 2016



STAFF REPORT

Planning Commission

Meeting Date: 6/20/2016
Staff Report Number: 16-050-PC

Public Hearing and Study Session:

**Draft Environmental Impact Report (EIR) Public
Hearing on the General Plan and M-2 Area Zoning
Update**

Recommendation

Staff recommends that the Planning Commission conducts a public hearing to receive comments on the Draft EIR for the General Plan and M-2 Area Zoning Update. All comments received on the Draft EIR will be responded to as part of the Final EIR.

The Planning Commission will not take any actions on the project at its June 20 meeting. The proposal will be subject to additional review and a recommendation at a future Planning Commission meeting scheduled for August 29, 2016. Staff recommends the Planning Commission proceed as follows for the June 20 meeting:

- Introduction by Staff
- Presentation by Consultant
- Public Comments on EIR
- Commissioner Questions on EIR
- Commissioner Comments on the EIR

Policy Issues

The General Plan and M-2 Zoning update process will consider a number of policy issues. The General Plan, itself, is a policy document that will serve as the blueprint for future development in the City. The Planning Commission and City Council will need to consider whether the proposed zoning requirements reflect desired development and support the overall Guiding Principles, and goals and policies of the General Plan Update.

The June 20 meeting is a Draft EIR public hearing, which provides an opportunity for Planning Commissioners and the public to comment on the completeness and accuracy of the Draft EIR document. No actions on the proposed General Plan and M-2 Area Update will occur at the June 20 meeting. Ultimately, the City Council will need to consider the proposed project and the potentially significant and unavoidable impacts and the accompanying statement of overriding considerations.

Background

The General Plan serves as the City's comprehensive and long range guide to land use and infrastructure development in the City. Although required by State law, a General Plan is customized to reflect the values and vision of each jurisdiction. Since the summer of 2014, the City has embarked on the General Plan Update and M-2 Area Zoning Update process known as ConnectMenlo. Thus far, approximately 60 meetings, events and activities related to ConnectMenlo have occurred to help educate and inform, share ideas, and gather input on the potential changes in the current M-2 Area of the City and citywide circulation. Members of the community, property owners and other interested parties from varying organizations have been involved, and broad community outreach continues to be a key aspect of the process. The General Plan Advisory Committee (GPAC), comprised of Council, Commission and community representatives has also played an important role in helping guide the process.

Project description

General Plan Update

The City is proposing to update the Land Use and Circulation Elements of the General Plan, including revising the goals, policies and programs, the establishment of new land use designations, and the creation of a new street classification system. The General Plan Update seeks to create a live/work/play environment that fosters economic growth, increased sustainability, and improved transportation options and mobility, while preserving the existing residential neighborhood character and quality of life enjoyed today. The proposed focus of land use change is located within the M-2 Area, which is primarily the existing industrial and business parks located between Bayfront Expressway and Highway 101. A location map is provided in Attachment A. The proposed changes in the area could result in an increase in development potential above what would be allowed under the current General Plan, as follows:

- Up to 2.3 million square feet of non-residential space
- Up to 400 hotel rooms, and
- Up to 4,500 residential units

This additional development combined with the development potential under the current General Plan, would result in up to 4.1 million square feet of non-residential development and up to 5,500 residential units in the City. As part of the General Plan Update, the General Plan land use designation of a majority of the properties in the M-2 Area would be amended to reflect one of the proposed land use designations of Office, Life Science and Mixed-Use Residential. No other land use changes are anticipated outside of the M-2 Area as part of the proposed project.

Zoning Ordinance Update

Concurrent with the General Plan Update, the City is also proposing the M-2 Area Zoning Update. Proposed changes to the Zoning Ordinance include the creation of three new zoning districts in the M-2 Area for consistency with the proposed General Plan Update. The proposed districts include the Office (O), Life Science (LS) and Residential-Mixed Use (R-MU) designations, and each zoning district includes development regulations, design standards, and green and sustainable building requirements. Provisions for community amenities in exchange for increased development potential (floor area ratio up to 200%) and/or height (up to 120 feet) are also being considered. Where General Plan land use designation amendments are proposed, the properties would also be rezoned for consistency between the land use

designation and zoning. In addition, changes to the C-2-B zoning district to allow for residential uses and modifications to streamline the hazardous materials review process are being proposed.

For reference, the draft Land Use and Circulation Elements, draft O, LS and R-MU zoning districts, and draft M-2 Area Zoning map are included by links in Attachments B to G, respectively. The proposed project requires approval of General Plan text and land use amendments, Zoning Ordinance text and map amendments, Rezoning, and environmental review, including the adoption of a Statement of Overriding Considerations.

A Draft Environmental Impact Report (EIR) has been prepared to analyze the potential environmental impacts of the proposed project, which is further discussed in the CEQA review and Analysis sections below. In addition, a Fiscal Impact Analysis (FIA) is being prepared for the proposed project, and will be brought to the Planning Commission for review and comment in the coming months.

California Environmental Quality Act (CEQA) review

Pursuant to CEQA, the City determined that the proposed project could result in potentially significant environmental impacts and that an EIR would be required. On June 18, 2015, the City circulated a Notice of Preparation (NOP) of an EIR for a 30-day review period. In addition, on September 21, 2015, a public scoping meeting was held on the EIR. The NOP and scoping process solicited comments from responsible and trustee agencies, as well as interested parties regarding the scope of the EIR.

On June 1, 2016, the City released the Draft EIR for the General Plan and M-2 Area Zoning Update. The Draft EIR is available for review by the public and interested parties for a 45-day review period, ending on Friday, July 15, 2016. During the review period, the public is invited to provide written comments via email or mail on the Draft EIR. The Planning Commission meeting of June 20 on the Draft EIR is an opportunity for members of the public and Commission to provide comments on the adequacy of the document. All comments received on the Draft EIR at the meeting will be recorded and responded to as part of the Final EIR, which will be prepared following the close of the 45-day review period. The Final EIR will be available at least 10 days prior to the Planning Commission's public hearing on the proposed project. The Planning Commission will review the Final EIR as part of the Commission's recommendation to the City Council on the project.

The members of the Planning Commission were previously provided a copy of the Draft EIR. Hard copies of the EIR are available at the Main Library, Belle Haven Branch Library, Onetta Harris Community Center and the Community Development Department. An electronic copy of the Draft EIR is located on the project webpage at <http://www.menlopark.org/1013/Environmental-Impact-Report>.

Analysis

Draft EIR

An EIR is the most comprehensive form of environmental documentation in the CEQA Guidelines. The document provides decision-makers and the public with information regarding the potential environmental consequences associated with a proposed project. The General Plan and M-2 Area Zoning Update Draft EIR analyzes the potential impacts of the proposed project across a wide range of impact areas, including:

Topic Areas	
▪ Aesthetics	▪ Air Quality
▪ Biological Resources	▪ Cultural Resources
▪ Geology, Soils and Seismicity	▪ Greenhouse Gas Emissions
▪ Hazards and Hazardous Materials	▪ Hydrology and Water Quality
▪ Land Use and Planning	▪ Noise
▪ Population and Housing	▪ Public Services and Recreation
▪ Transportation and Circulation	▪ Utilities and Service Systems

Other environmental impact areas of Agricultural and Forestry Resources and Mineral Resources were determined to have no impact from the project and are discussed in Chapter 6, CEQA-Mandated Assessment, of the Draft EIR, rather than in its own chapter.

The Draft EIR is a *program* level EIR that analyzes the adoption and implementation of the proposed project. A program level EIR is different from the most common type of EIR, which is the *project* EIR, which examines the environmental impacts of a specific development project. A program level EIR is appropriate when a project consists of a series of actions related to the issuance of rules, regulations, and other planning criteria. In this case, the proposed General Plan and M-2 Area Zoning Update are long term plans to be implemented over a 24-year buildout horizon. No specific development is proposed as part of the project. Future projects that qualify as a project under CEQA would be subject to compliance with CEQA, which may require additional project-specific environmental review.

Impact Analysis

For each of the analyzed topic areas, the Draft EIR describes the existing setting (including regulatory and existing environmental conditions) and analyzes the potential environmental impacts, noting the thresholds of significance used to evaluate the existing setting with and without the project to determine whether the impact is significant. Impacts are considered both for the project individually, as well as for the project in combination with other projects and cumulative growth.

For each potential impact identified, a level of significance is determined using the following classifications:

- Potentially Significant – Impacts include a description of the circumstance where an established or defined threshold would be exceeded.
- Less-than-Significant – Impacts include effects that are noticeable, but do not exceed established or defined thresholds, or are mitigated below such thresholds.
- No Impact – Describes circumstances where there is no adverse effect on the environment.

Where a potentially significant impact is identified, the Draft EIR identifies mitigation measures to reduce,

eliminate, or avoid the adverse effects. If one or more mitigation measure(s) would reduce the impact to a less-than-significant level, this is stated in the Draft EIR. If a mitigation measure cannot eliminate/avoid an impact, or reduce the impact below the threshold of significance, it is considered a significant and unavoidable impact. The identification of a program-level significant and unavoidable impact does not preclude the finding of less-than-significant for subsequent projects that comply with the applicable regulations and meet the thresholds of significance.

The following table identifies which topic area in the Draft EIR that was determined to be less-than-significant (LTS), less-than-significant with mitigation (LTS/M) or significant and unavoidable (SU):

Topic Areas	
▪ Aesthetics (LTS)	▪ Air Quality (SU)
▪ Biological Resources (LTS/M)	▪ Cultural Resources (LTS/M)
▪ Geology, Soils and Seismicity (LTS)	▪ Greenhouse Gas Emissions (SU)
▪ Hazards and Hazardous Materials (LTS/M)	▪ Hydrology and Water Quality (LTS)
▪ Land Use and Planning (LTS/M)	▪ Noise (LTS/M)
▪ Population and Housing (SU)	▪ Public Services and Recreation (LTS)
▪ Transportation and Circulation (SU)	▪ Utilities and Service Systems (LTS/M)
LTS = less-than-significant, LTS/M = less-than-significant with mitigation, SU = significant and unavoidable	

Potentially Significant and Unavoidable Impacts

Air Quality

The EIR determined that the cumulative development within Menlo Park could exceed the regional significance thresholds, and therefore the project could contribute to an increase in adverse health effects in the San Francisco Bay Area Air Basin until the attainments are met. However, it should be noted that the program level impact does not preclude the finding of less-than-significant impacts for subsequent projects that comply with the Bay Area Air Quality Management District’s screening criteria or meet applicable thresholds of significance. Additional measures could be considered during project-level review based on site-specific and project-specific characteristics to reduce impacts. Because those projects and measures are not known at this time, the impact is considered potentially significant and unavoidable. The same conclusion is also true for construction emission impacts since specific project level mitigation is not known at this time.

Greenhouse Gas Emissions (GHG)

The proposed project would result in a substantial increase in GHG emissions from existing conditions by

the horizon year 2040, although per capita emissions under the proposed project would decline. In addition to local measures included in the proposed project, additional state and federal measures are needed to achieve the more aggressive targets established for 2050 in Executive Order S-03-05. The order established the GHG emissions reduction target of 80 percent below 1990 levels by 2050. While the proposed project supports the progress towards these long term goals, it cannot yet be demonstrated that Menlo Park will achieve such reduction goals. Achieving the reductions will require a substantial commitment to technology development and innovation. Since there are no post 2020 federal and state measures that would assist the City in achieving the efficiency target for the year 2040, the impact would be considered potentially significant and unavoidable.

Population and Housing

The proposed ConnectMenlo land use changes would add residential land uses and allow greater intensity in commercial development, which could result in an increase in population and employees above what ABAG has projected. Because ABAG's planning documents for regional growth do not include the new development potential under the proposed ConnectMenlo project, implementation of the project would introduce growth where adequate planning in the region has not yet occurred. Therefore, the impact is considered potentially significant and unavoidable. ABAG prepares forecasts of the region's population and employment every two to four years. When ABAG does its future forecasting, it will take into consideration the General Plan update, which will bring the two planning documents in alignment.

Transportation and Circulation

The Transportation and Circulation chapter of the Draft EIR includes analysis for three scenarios: 2014 Existing Conditions, 2040 No Project Conditions, and 2040 Plus Project Conditions. The impacts of the land use and circulation modifications proposed as part of project were evaluated on vehicular traffic conditions during the peak hours and daily, regional routes of significance, pedestrian and bicycle facilities, transit service and delay to transit vehicles, and vehicle miles traveled (VMT). This is the second environmental review document prepared by the City incorporating VMT analysis and thresholds of significance (the Facebook Campus Expansion Project EIR, also currently circulating for public review, was the first). VMT is simply the miles traveled by vehicles in a specified area in a specified time period. It is a key factor in determining greenhouse gas (GHG) emissions from transportation sources, and is also used as an input to the GHG and air quality analyses for environmental review purposes. Thresholds were developed following draft guidelines issued in January 2016 from the California Governor's Office of Planning and Research (OPR) which are anticipated to be adopted later this year.

A citywide travel demand model was developed to forecast traffic volumes in the study area with potential land use changes identified in ConnectMenlo. The city model refines the regional travel model maintained by the Valley Transportation Authority (VTA) and San Mateo City/County Association of Governments (C/CAG) to add detail to the land use and circulation networks within the model. The new model has the appropriate level of detail to provide refined transportation forecasts within Menlo Park, and is responsive to congestion on corridors to provide a more realistic picture of traffic patterns during commute hours.

The Draft EIR determined that impacts to pedestrian conditions, bicycle facilities, transit service, and

vehicle miles traveled would be less than significant, or less than significant with mitigation. However, the transportation impacts on intersections, roadway segments, and routes of regional significance have been determined to be potentially significant. The list below summarizes the intersections that were identified to have significant impacts:

- #1. Sand Hill Road/I-280 Northbound Off-Ramp
- #2. Sand Hill Road/I-280 Northbound On-Ramp
- #28. El Camino Real/Ravenswood-Menlo Avenues
- #33. Willow Road/Newbridge Street
- #36. Willow Road/Hamilton Avenue
- #37. Willow Road/Bayfront Expressway
- #38. University Avenue/Bayfront Expressway
- #45. Chilco Street/Constitution Drive
- #46. Chrysler Drive/Constitution Drive
- #47. University Avenue/Adams Drive
- #51. University Avenue/Bay Road
- #54. University Avenue/Donohoe Street
- #56. University Avenue/US 101 Southbound Ramp
- #60. Chilco Street/Hamilton Avenue

The following list identifies the roadway and routes of regional significance segments that were identified to have significant impacts:

- Adams Drive
- Alameda de las Pulgas
- Alma Street
- Alpine Road
- Bay Road
- Chilco Street
- Constitution Drive
- Encinal Avenue
- Hamilton Avenue
- Haven Avenue
- Ivy Drive
- Junipero Serra Boulevard
- Laurel Street
- Linfield Drive
- Marsh Road
- Middlefield Road
- Newbridge Street
- Oak Grove Avenue
- O'Brien Drive
- Olive Street
- Ravenswood Avenue
- Ringwood Avenue
- Sand Hill Road
- Santa Cruz Avenue
- Sharon Park Drive
- Waverley Street
- Willow Road
- Bayfront Expressway (SR 84)
- US 101
- University Avenue (SR 109)

Strategies to reduce or eliminate impacts have been specified for most intersections/segments routes, including both physical infrastructure modifications and vehicle trip reduction requirements (the proposed Zoning Code includes a requirement that all projects reduce vehicle trips by 20 percent over standard rates). Additionally, the proposed Circulation Element contains goals, policies, and programs serving to minimize potential adverse impacts. These proposed policies would adopt a new street classification

system; develop a citywide Transportation Master Plan and updated Transportation Impact Fee Program; encourage multi-modal transportation options through infrastructure, education, and safety programs; and participate in the formation of a Transportation Management Association to assist employers and community members to take advantage of travel options.

While mitigation measures are proposed to help reduce the impact, the impacts on intersections, roadway segments, and routes of regional significance would remain significant and unavoidable due to factors such as the need to acquire right-of-way to widen impacted roadway segments, the City cannot guarantee identified improvements would occur, or the need for approvals from other agencies. With these impacts, it should be noted that the identification of program-level impacts do not preclude the finding of less-than-significant impacts for subsequent projects that comply with the applicable thresholds of significance.

Alternatives

The Draft EIR includes a review of three different project alternatives. The discussion of the alternatives is intended to inform the public and decision makers of feasible alternatives to the proposed project that would avoid or substantially lessen any significant effects of the proposed project, even if the alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

- No Project Alternative: Pursuant to CEQA, this alternative is required as part of the “reasonable range of alternatives” to allow decision makers to compare the impacts of approving the proposed project with the impacts of taking no action or not approving the project. Future development permitted under this scenario would not increase development potential in Menlo Park beyond what would be currently allowed today under the existing General Plan.
- Reduced Non-Residential Intensity Alternative: Under this alternative, all non-residential development under the proposed project would be reduced by 50 percent, but the proposed residential development would remain the same. Development potential under the existing General Plan would also remain.
- Reduced Intensity Alternative: Under this alternative, the net new development potential in the M-2 Area would be reduced by 25 percent. Potential development under the existing General Plan would remain unchanged.

In addition to the discussion and comparison of impacts of the proposed project and the alternatives, CEQA Guidelines require that an “environmentally superior” alternative be identified, but it cannot be the “No Project” alternative. The Draft EIR identifies the Reduced Non-Residential Intensity Alternative as the environmentally superior alternative because it would result in fewer significant impacts than the Reduced Intensity Alternative. This is in part because the equal reduction of jobs and housing in the Reduced Intensity Alternative would maintain the current imbalance, which could result in higher vehicles miles traveled than both the proposed project and the Reduced Non-Residential Intensity Alternative.

Impact on City Resources

The General Plan and M-2 Area Zoning Update scope of services and budget was approved by the City Council on June 17, 2014, and amended in April 2015 to accommodate additional outreach.

Environmental Review

As discussed in the Analysis section of this report, a Draft EIR has been prepared for the project. Following the close of the comment period, staff and the consultant will prepare the responses to the comments received on the Draft EIR. Once the responses and revisions are complete, the Final EIR will be released. The Final EIR will be considered by the Planning Commission and City Council concurrent with the final project actions.

Public Notice

Public Notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Public notification also consisted of publishing a notice in the local newspaper and notification by mail of owners and occupants within a one-quarter mile radius of the M-2 Area. Notice of the Draft EIR's availability and the holding of this public hearing was also provided to agencies and jurisdictions of interest (e.g., Caltrans, City of East Palo Alto, Ravenswood School District etc.).

Attachments

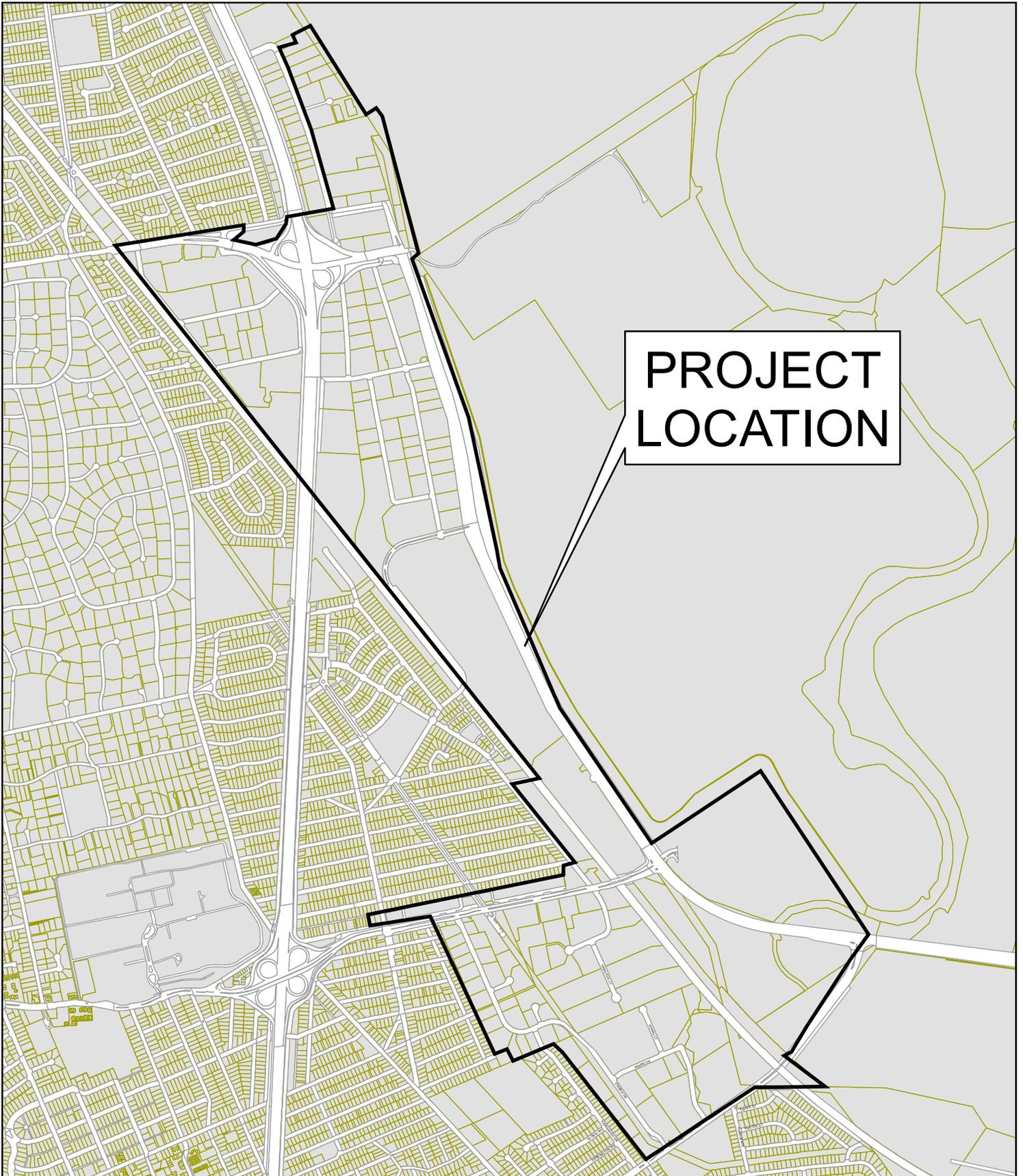
- A. Location Map
- B. Link to: Draft Land Use Element
(<http://menlopark.org/DocumentCenter/View/10328>)
- C. Link to: Draft Circulation Element
(<http://menlopark.org/DocumentCenter/View/10329>)
- D. Link to: Draft O – Office Zoning District
(<http://menlopark.org/DocumentCenter/View/10251>)
- E. Link to: Draft LS – Life Sciences District
<http://menlopark.org/DocumentCenter/View/10252>
- F. Link to: Draft R-MU – Residential Mixed Use Zoning District
(<http://menlopark.org/DocumentCenter/View/10253>)
- G. Link to: Draft M-2 Area Zoning Map
(<http://menlopark.org/DocumentCenter/View/10332>)

Exhibits to Be Provided at Meeting

None

Report prepared by:
Deanna Chow, Principal Planner

Report reviewed by:
Arlinda Heineck, Community Development Director



**PROJECT
LOCATION**



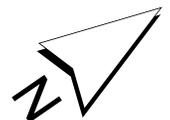
CITY OF
MENLO PARK
A10

CITY OF MENLO PARK

LOCATION MAP

M-2 AREA

DRAWN: TAS CHECKED: DMC DATE: 06/20/15 SCALE: 1" = 300' SHEET: 1



Chow, Deanna M

From: Bob McGrew <bmcgrew@gmail.com>
Sent: Sunday, June 19, 2016 8:55 PM
To: _Planning Commission
Cc: _CCIN
Subject: Comment on housing for the General Plan Update

Dear Members of the Planning Commission:

As you consider the General Plan Update on Monday night, I'd like to remind you of the importance of providing housing for the future workers in the Bayfront area - especially given the housing crisis that has gripped the Bay Area over the last five years.

Facebook deserves commendation for proposing to build housing for their workers, and the city of Menlo Park deserves commendation for encouraging Facebook to do so.

However, as we've seen with the Specific Plan in downtown, there's a wide gap in practice between entitling a specific number of units for housing and actually having those units built. As an example, although the Specific Plan envisioned apartments above retail for Santa Cruz Ave, the small lots and low allowable densities outside of the El Camino corridor have made it infeasible to build the units that the plan entitles.

Similarly, the Bayfront is a large area, but the Prologis campus where housing is allowed as part of a mixed-use development is only a part of it. I encourage you to ensure that the the housing that Menlo Park needs will actually be feasible to build in the space available. Given that this plan allows space for 5500 new workers in the Bayfront, we need to make sure that this housing is actually built so that we are fixing our housing crisis rather than worsening it.

Finally, while building an additional 4500 housing units would make a dramatic impact on the housing crisis in Menlo Park, the city most critically has a shortage of housing that is accessible to low and middle-income workers. I would also encourage the Commission to recommend that a full 15% of the units entitled by the Plan be set aside as affordable housing. There are no other feasible paths for Menlo Park to add nearly 700 units of affordable housing - and we as a city already need them.

Bob McGrew
Menlo Park resident

Cheers,
Bob

Chow, Deanna M

From: gabrielle johnck <gabriellejohnck@gmail.com>
Sent: Thursday, June 16, 2016 9:28 AM
To: _Planning Commission
Cc: _CCIN
Subject: Unprecedented Agenda Planning Commission

Planning Commission Members:

The agenda for this coming June 20 meeting is most disturbing. It seems impossible for you to review two very complicated land use plans plus a study session in one night. It makes no sense to have these issues on the agenda and at a time when the Chair, who is also a General Plan Advisory Committee Member, plans to be absent, due to her summer vacation schedule.

I urge you to remove the Facebook topics and focus on the General Plan. The sooner you complete the General Plan process, the more informed your review can be when taking other projects under submission. Together, the documents total more than 9,000 pages and that does not include the Staff Reports.

The General Plan is considered the constitution for future growth for every city. Growth affects employee population, resident population, air and water quality, traffic, the San Francisco Bay, housing, waste, the city's carbon footprint, and even school class room size. It has been 22 years since the last General Plan was adopted. The world has changed. Menlo Park has changed. We are now under pressure from the insatiable romance of property owners and developers to make a profit. Your advice to the Council must be thoughtful and wise.

To review either the General Plan or Facebook Draft EIRs without the reading the comments from the public, that are not due for another 20 days, seems dismissive of the gravity of the issues.

While both these issues have moved along for the past year, do not now cheat yourselves, the Council and the public by rushing your review on one night.

Brielle Johnck
Menlo Park

Chow, Deanna M

From: gabrielle johnck <gabriellejohnck@gmail.com>
Sent: Friday, June 17, 2016 10:21 PM
To: Heineck, Arlinda A
Cc: _Planning Commission; _CCIN
Subject: Facebook piggybacking General Plan?

Arlinda,

Thank you for your prompt response to my concerns regarding what I consider an impossible agenda for the June 20 Planning Commission meeting. Where we differ is the approach the City has taken with both these important land-use cases. Your sentence regarding the "overlapping review periods" speaks to what is fundamentally wrong with the process the City has chosen.

"Given the overlapping review periods, proximity of the two projects, and potential similarity in questions/comments by the public, it was appropriate to conduct a meeting with the two draft environmental impact reports (DEIR) on the same agenda."

Why is the General Plan overlapping with a 1 million sf development application? The General Plan is a crucial document that should undergo its own process, unfettered with an application from the largest company in the City - one whose plan, as far as we now know, is to have a complex of 2.9 million sf and an employee projection of 20,000.

For years residents have waited for the City to begin the update process of our City's General Plan. That it is 23 years out of date is an egregious act of negligence by every City Council since 2003. I understand that Facebook is eager to continue its growth but the City's responsibility is first and foremost the orderly business of establishing policies that will guide your department, the Planning Commission and the Council on land use issues for the life of this General Plan.

We have lived through the Specific Plan process which took 5 years and within 18 months of its adoption, proposals for office reached the 30 year projection for commercial growth. Many of us understood the influence Stanford University had on the outcome of the Specific Plan and it is no wonder why we are now concerned that the City has allowed Facebook to overlap with our General Plan update. Already there are references in the Facebook DEIR to the yet-to-be-adopted General Plan. How much is Facebook driving the GP process?

There should be no overlapping of the updating of the General Plan and the environmental review of the current Facebook application. Facebook is subordinate to the General Plan, so it would be appropriate that the General Plan first needs to undergo the proper steps, review and adoption. Only then will the City be confident that Facebook will be evaluated with the most current understanding of what the accumulated impacts are from the last 23 years of growth in the entire City.

Yes, there have been multiple meetings but until the Draft EIR on Facebook was released, there was no way to read and understand the full breadth of the expansion as well as its impacts on Greenhouse Gas Emissions and Traffic. 24 days for analysis between the release of the FB DEIR and the June 20 Planning Commission has been a challenging assignment for the residents and probably the Commissioners as well.

Added to that task is the reading of the General Plan DEIR in 19 days. The DEIR for the General Plan reveals that there are significant and unavoidable impacts related to air quality, greenhouse gas emissions, population and housing, transportation and circulation.

Where you casually use the word "overlapping" to describe Facebook's project of 1,300,000 sf and the General Plan zoning changes, I would say that there seems to be a direct connection. For example: the staff report states that no specific project is part of the General Plan and M-2 Area Zoning update; yet the General Plan and M-2 Area Zoning Update seems to have been tailored to fulfill Facebook's design plans. There needs to be an arms-length distance between what Facebook wants for its current expansion plans and the policies the City needs to put in place in the M-2 Area.

I doubt that the Planning Commission believes it can do an adequate job in one meeting. I urge the City to remove item F-1, the Facebook DEIR from the June 20 Planning Commission agenda. It is no wonder that the Chair of the Planning Commission who has also served as a member of the General Plan Advisory Committee is skipping town before the June 20th meeting.

Brielle Johnck

Chow, Deanna M

From: Carol Schultz <carolroses@sbcglobal.net>
Sent: Thursday, June 16, 2016 9:44 AM
To: _Planning Commission
Subject: Two new developments

I'm very concerned that the meeting on Monday will consider two new developments. It doesn't seem that there is enough time to read the plans, let alone discuss. Furthermore, I will not even be here to attend the meeting. Please do not make any rash decisions that will affect Willow Rd or the Willows. Please change the date and times of these meetings, so that more interested citizens may attend. I'm VERY concerned about the dramatic growth of our town.

Thank you. Sincerely

Carol Schultz
carolroses@sbcglobal.net

526 Pope St
Menlo Park, CA 94025

Chow, Deanna M

Subject: FW: Please require proper Environmental Impact Reports

-----Original Message-----

From: Darshana Maya Greenfield [<mailto:darshanamaya@icloud.com>]

Sent: Monday, June 20, 2016 10:14 AM

To: _CCIN

Subject: Please require proper Environmental Impact Reports

Please, before you move forward on the General Plan, you must have a complete Environmental Impact Report that includes the new people who will be living at the Haven Street apartments, Hamilton Avenue apartments, Willow Road Senior apartments, Bohannon Hotel and Facebook.

Really, any EIR without including those is useless to creating a workable and beautiful future for the City of Menlo Park.

Respectfully,

Darshana Maya Greenfield

1905 Menalto Avenue

Menlo Park, CA 94025

Chow, Deanna M

From: Helga Wild <helgawild@sbcglobal.net>
Sent: Thursday, June 16, 2016 10:23 AM
To: _Planning Commission
Subject: Review of planning documents

To the Planning Commission:

Like others I want to express my concern about the speed and deadline with which two major documents, which set the stage for Menlo Park's development for the next quarter century, are offered to the public for review.

Offering several thousand pages of in part highly technical information to the public and expect them to be absorbed and properly responded to within such short time is quite impossible. To insist on it, makes it look very much as if the city does NOT mean to include the affected population in the decision making process.

I think a prolonged series of presentations and discussions with the different neighborhoods in Menlo Park, with time and space for working groups to explore consequences, should be offered, before any reasonable debate can be had.

Living in the Willows and being a board member of a BH volunteer organization has brought me up close to the impact the recent growth has had on the quality of living here. And it makes me weary of the impact the proposed developments will have in future.

I would hope that the concern for further economic development can be balanced with equal concern for the wellbeing of current and future residents.

Sincerely,
Helga Wild

Helga Wild-Damiris, Ph. D.
helgawild@sbcglobal.net
ph 650-842-0426

Chow, Deanna M

From: jackie leonard-dimmick <akita550@hotmail.com>
Sent: Saturday, June 18, 2016 4:04 PM
To: _connectmenlo
Subject: "Menlo Park General Plan Update EIR"

Dear Deanna Chow, city of Menlo Park - Planning Division:

I read the article "What Impacts Could M-2 Zoning Changes Have?" by Kate Bradshaw in the 6/8/16 of "The Almanac" Many questions came to my mind. Do we need 'more housing, more traffic and less water'? Do fire fighters provide more fuel for a forest fire? No. They smother it with dirt or water until the fire dies - no longer exists. The problem is not a lack of affordable housing, but too many people - either through immigration, or couples "having" more children than to replace themselves. Why not do what you, (we), can do, to overcome the problem, instead of feeding it? This can be done through education, encouraging couples to contribute to SMALL families, a maximum of two children. How many, and what kinds of companies should a city provide for? How many people can a city harmoniously care for? Hire locally - as we are told "to buy locally."

A beautiful city is no longer beautiful when it is over run with people. The whole world would be blessed as population voluntarily decreases. Too many people seem to be afraid to address the issue of world over population which affects each and every one of us.

Jackie Leonard -Dimmick

Chow, Deanna M

From: Jeff Prudhomme <prudkap@att.net>
Sent: Thursday, June 16, 2016 1:10 PM
To: _Planning Commission
Subject: City Agenda for Planning Meeting 6/20/16

Dear Planning Commission:

I see on the Meeting Agenda for 6/20/16 there are plans to review General plan amendments and review of expansion of Facebook property. I highly recommend that this be separated into two meetings with the Facebook expansion held afterwards. This is too controversial of a subject and I believe it is important that you take the time to review the amendments first before considering a focus on new projects.

Regarding the Facebook expansion there are a lot of other smaller streets not mentioned that will be affected by the this potential growth that the city has to address. The Willows neighborhood is dealing with a lot of cut through traffic because of the bottlenecks elsewhere so traffic has increased greatly on the streets. We live on Woodland Avenue and are well impacted by these changes. Our neighborhood would be greatly affected by the magnitude of this change.

We have also had two boys attend Menlo Atherton High School. I have strong beliefs that a second high school needs to be made in the site you are describing. There are a number of issues already in MA with the school within a school and it would not be able to handle the increased volume you described.

Jeff Prudhomme
935 Woodland Ave

Chow, Deanna M

From: Keith Ogden <keith@clsepa.org>
Sent: Friday, June 17, 2016 2:31 PM
To: Katherine Strehl
Cc: Chow, Deanna M; Cogan, Jim C
Subject: CLSEPA memo on general plan; UC Berkeley report on Housing and Displacement
Attachments: CLSEPA Memo Re ConnectMenlo and Affordable Housing.pdf

Dear Commissioner Strehl:

My name is Keith Ogden, and I'm a housing attorney at Community Legal Services in East Palo Alto. Our mission is to provide transformative legal services that enable diverse communities in the Peninsula and beyond to achieve a secure and thriving future.

I provided a brief comment at the May 23 Planning Commission meeting on the topic of the General Plan update and affordable housing. In my comment I referenced a memo that CLSEPA submitted to the City of Menlo Park in April.

I am attaching that memo in case you have not had a chance to review it. In it, we discuss the interrelated issues of economic development, jobs creation, traffic, housing creation (both affordable and market-rate) and displacement. We urge the creation of sufficient affordable housing to mitigate displacement of people and mitigate increased traffic and pollution. Please take a moment to review the memo. We plan to follow up with you in July to discuss in more detail the issues raised, as well as the possible solutions.

In addition, I'm providing a link to a UC Berkeley report which discusses in more detail the connections between affordable housing creation and displacement prevention. If possible, I recommend reading the report in its entirety (it's 12 pages long). The blog link below does a good job summarizing the report if you'd like to get a quick snapshot.

http://www.urbandisplacement.org/sites/default/files/images/udp_research_brief_052316.pdf

<http://www.urbandisplacement.org/blog/development-and-displacement>

For context, you may have seen a Legislative Analyst Office (LAO) report from earlier this year discussing the housing crisis. That report in part relied on data gathered by this team of UC Berkeley researchers. Apparently, however, the LAO report was selective in the data that they used. As a result, the Berkeley researchers contend that the LAO report failed to analyze the effect of subsidized housing construction on stabilizing neighborhoods.

After looking at all the available data, the Berkeley researchers conclude that subsidized housing is twice as effective as market rate housing at stabilizing neighborhoods facing displacement pressures. The updated report does a great job at getting at the impacts of both market rate and subsidized housing and explaining why we need to create both to mitigate displacement and provide housing for all.

I look forward to following up with you soon.

Very best,

Keith Ogden, Esq.
Senior Attorney, Housing and Economic Advancement
Ph: (650) 391-0346
Fax: (866) 688-5204
[Community Legal Services in East Palo Alto](#)
1861 Bay Road
East Palo Alto, CA 94303

PS. Check out this [map](#) of individuals who we have helped!

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COMMUNITY
LEGAL SERVICES IN
EAST PALO ALTO

Date: April 8, 2016

Via Email

From: Community Legal Services in East Palo Alto

To: Menlo Park City Council, Housing Commission, Planning Commission, General Plan Advisory Committee (GPAC), City Manager's Office, Planning Division, Office of Economic Development and City Attorney's Office

Re: General Plan Update and M-2 Area Zoning Update Recommendations; Affordable Housing Recommendations

Dear Mayor Cline and City Council, Housing Commission, Planning Commission, GPAC, Mr. McIntyre, Ms. Chow, Mr. Cogan, and Mr. McClure:

Community Legal Services in East Palo Alto presents our recommendations to the City of Menlo Park to inform the City's policymaking decisions around the General Plan Update and the M-2 Area Zoning Update process ("ConnectMenlo"). These recommendations are summarized at the end of this memo in chart form. Throughout the ConnectMenlo process, Menlo Park City Council and Staff have acknowledged the escalating housing crisis and articulated a need to create affordable housing and prevent displacement of current residents in light of the likely impacts of the new M-2 development. The City Council's Guiding Principle of "Citywide Equity" illuminates the need for "housing that complements local job opportunities with affordability that limits displacement of current residents."

The City now has the task of turning this Guiding Principle into reality. Menlo Park can be a leader in promoting equitable growth by creating sufficient affordable housing and protecting current residents from displacement. To that end, we recommend that the City (1) ensure that a significant proportion (at least 30 to 40%) of the new housing built in M-2 is affordable for extremely low to moderate income families; (2) adopt policies to promote the preservation and production of affordable housing throughout the city; and (3) adopt concrete policies to protect residents of the Belle Haven neighborhood from displacement. We also highlight that by accomplishing these goals, the City can take major strides towards mitigating traffic and reducing greenhouse gas emissions.

Background Information on the Regional and Local Housing Crisis

The Bay Area is experiencing a housing crisis. As is widely reported, the rapid job growth in the region is intensifying pressures on an already insufficient housing supply, creating rapidly rising rents. Displacement and gentrification are on the rise¹, and lower-income families and low- to middle-wage workers are pushed further and further away from jobs, schools,

¹ <http://www.urbandisplacement.org>

medical care and places of worship every day. Regular news headlines capture the scope and urgency of the crisis.²

During the current tech boom, rents have risen nearly 50% in San Mateo County. This has created a housing crisis of immense proportions as communities throughout the Bay are destabilized by the skyrocketing cost of housing and stagnant wages for low to middle income families. While rents have risen over 50% in merely four years, the minimum wage in California has increased only 12.5% in the last seven years.

Due to quickly rising rents and low interest rates, San Mateo County has been hit with the troubling and growing trend of real estate speculation. Investors have been purchasing apartment buildings for inflated prices and then raising rents to recoup their investment or evicting tenants en masse to renovate and attract more affluent tenants.³

Against this regional backdrop, and in the face of the proposed, unprecedented changes to the area surrounding the Belle Haven neighborhood in Menlo Park, Belle Haven residents are at serious risk of increased displacement. According to UC Berkeley's recent Urban Displacement study, a strong market, robust job creation, historic housing stock, and increasing loss of naturally affordable housing all indicate further increases in rental and housing prices.⁴ All of these factors are at play in Menlo Park and will make it increasingly difficult for long-time low to moderate-income residents and new low to moderate-wage workers employed by local businesses to live in Menlo Park. The UC Berkeley displacement researchers concluded that more than half of the census tracts within Menlo Park are already "undergoing displacement" or "at risk of displacement." The researchers further concluded that Belle Haven is "at risk of displacement", indicating that it is not too late for strong affordable housing policies and anti-displacement measures to make a significant positive impact in stabilizing lower-income families. However, the City must act quickly.

While not nearly as rampant as in other locations in the region, displacement is already forcing families out of Belle Haven. In some cases, Belle Haven rents have increased by \$1,000 or more. Families attending local schools have been forced to move to the inland valley or out of state, disrupting their children's education and their own employment situations.

Displacement results in negative physical and emotional health outcomes for families as well as the community in which they live.⁵ When displacement causes parents to lose friends and neighbors on whom they've come to rely, they experience added stress and anxiety. The

² See, for example: Quinn, M. (2015, November 10). The housing crisis ahead of us. *San Jose Mercury News*; Palumbo-Liu, D. (2015, October 8). The Bay Area's housing disaster: The affluent move in and the rest of us suffer. *Salon*; Potts, M. (2015, December 13). Dispossessed in land of dreams. *New Republic*; Hall, G. (2015, July 23). Housing crisis worsens in San Mateo County. *Silicon Valley Business Journal*; Kinney, A. (2014, August 28). Can working-class families afford to live in San Mateo County? *San Jose Mercury News*.

³ It is very common for these purchases to be followed by either (1) no-cause, 60-day eviction notices to all or most tenants in the building or (2) building-wide rent increases of hundreds, and even thousands, of dollars per month. This trend is likely to continue.

⁴ <http://www.urbandisplacement.org/map>

⁵ <http://www.cdc.gov/healthyplaces/healthtopics/gentrification.htm>

struggle to avoid displacement and maintain stability takes a heavy toll on individuals and families. CLSEPA too often assists clients who are struggling to make ends meet even when two adults are working two jobs each. Parents describe how they cannot spend time with their children or get enough sleep to properly care for themselves and their families. These same parents work at local jobs and are an integral part of the local economy. Yet, they find themselves struggling to find affordable housing options.

Timely, bold action to provide housing that is affordable across all incomes coupled with creative, meaningful programs to prevent displacement of current residents can address the current crisis. We provide the following recommendations in hopes that the City will act quickly and decisively.

Recommendation #1: Ensure that a significant proportion (at least 30 to 40%) of the new housing built in M-2 is affordable for extremely low to moderate income families

Additional background information on the need to ensure that a significant proportion (at least 30 to 40%) of the new housing built in M-2 is affordable for extremely low to moderate income families

Belle Haven is currently a diverse, mixed-income neighborhood that still offers housing opportunities for families at all income levels. Substantial new affordable housing creation would give current residents greater choice and ability to remain housed locally if faced with insurmountable rent increases or other displacement pressures. New quality affordable housing would help stabilize the neighborhood and protect against displacement pressures in the long term. It would also allow current residents to enjoy the envisioned “Live/Work/Play” environment. Likewise, substantial new affordable housing creation would allow for new low to moderate-wage workers to enjoy the envisioned “Live/Work/Play” environment, while also reducing traffic and greenhouse gas emissions.

Current Belle Haven residents need new affordable options in the face of current and anticipated market pressures. According to the 2014 ACS, Belle Haven median household income is about \$57,000/year as compared to an Area Median Income (“AMI”) of about \$101,000/year for San Mateo County. The following 2014 ACS data captures the range of income levels in Belle Haven and demonstrates how crucial it is for the City to take into the housing needs of residents at extremely low to moderate income levels through the ConnectMenlo process:

- approximately 30% of Belle Haven households earn under \$35,000/year
- approximately 25% earn between \$35,000 and \$60,000/year
- approximately 10% earn between \$60,000 and \$75,000/year
- approximately 14% earn between \$75,000 and \$100,000/year

New low to moderate wage workers need affordable housing options as well. They will only be able to live near work and enjoy the envisioned “Live/Work/Play” lifestyle embraced by ConnectMenlo if a substantial number of truly affordable units are built for extremely low, very low, low and moderate-income households. A substantial portion of the new jobs created by the

anticipated development will be in the lower-wage sector and will increase the demand for local affordable housing.⁶ New tech jobs create a proliferation of new service sector jobs. By one estimate, every new tech job creates about 4.3 service sector jobs, which include lower-wage and moderate-wage service sector jobs.⁷ The largest number of future jobs openings in the Peninsula metro areas is expected in low and moderate wages (less than \$20 per hour) occupations.⁸ Additionally, within a given tech company, a portion of job growth will be in the lower-wage service sector. For example, a 2011 study found that about 11% of Facebook workers have household incomes at or below 50% of area median income, or about \$45,000/year at the time.⁹ Last, while obvious, we note that Menlo Park's current Housing Element affordable housing goals are insufficient in light of the proposed M-2 development.¹⁰

Creating a target of 30 to 40% affordable units is appropriate given the gravity of the housing crisis, current neighborhood composition, the anticipated creation of new lower-wage jobs, and current trends throughout the Bay Area. In response to the unprecedented need for housing at all income levels, several new projects in the Bay Area target between 25% and 40% affordable. For example, the Concord Naval Base redevelopment project mandates at least 25% of the over 12,000 new housing units to be affordable.¹¹ And San Francisco recently approved two large residential developments that will require 40% affordable units to address the housing crisis.¹²

The City must also think critically about how to ensure that affordable housing is accessible to families at different income levels. The discussion above highlights the need for

⁶ See Redwood City Nexus Study, December 7, 2015, which highlights the need for affordable housing creation in light of both nonresidential development and market-rate housing development. The study found that “[n]ew housing construction that does not include affordable units aggravates the existing shortage of affordable housing by absorbing the supply of available residential land” and that “[b]ecause nonresidential development also attracts employees, of whom a quantifiable number will have very low, low, or moderate incomes, new nonresidential developments similarly increase the demand for and exacerbate the shortage of housing available for people at these income levels while also reducing the supply of land potentially available for housing development”, and “[n]ew residents of market-rate housing purchase goods and utilize services in the community, increasing local employment and attracting employees, of whom a quantifiable number will have very low, low, or moderate incomes and cannot afford market-rate housing.”

⁷ Bay Area Council Economic Institute (2012)

⁸ SAMCEDA (2014)

⁹ <http://www.menlopark.org/DocumentCenter/View/2674>

¹⁰ In 2014, Menlo Park identified a need to create 655 new housing units between 2015 and 2023, with 233 of those units available to families earning less than 50% area median income (“AMI”), and an additional 129 of those units available to families earning less than 80% AMI. Since the City's Housing Element update in 2014, pressures have continued to increase in ways not anticipated by the Housing Element update process. And the current proposed development plans for 4,500 new dwelling units. Affordable housing targets must be recalculated based on the anticipated displacement pressures, the new jobs that will be created and the new dwelling units that will be built.

¹¹ In 2012, the Concord City Council voted unanimously to commit 25% of residential development to be affordable, representing a major commitment to sustainable and equitable growth. See <http://www.ebho.org/our-work/concord-campaign>. The recently approved Concord Naval Base development incorporates this target. See http://www.concordreuseproject.org/pdf/proposal/09292015_report_30.pdf

¹² The 5M project will have 40% affordable housing, with a mix of very low, moderate and senior housing. See <http://www.sfexaminer.com/5m-project-reaches-landmark-deal-with-40-below-market-rate-housing>. The Folsom project will also include 40% affordable units throughout the building. See <http://www.sfchronicle.com/bayarea/article/Folsom-tower-developer-agrees-to-40-percent-6762317.php>.

housing for extremely low (“ELI”), very low (“VLI”), low (“LI”) and moderate-income (“MI”) families.¹³ The following chart illustrates how new affordable housing creation at different affordability levels will meet the needs of these families; market rate housing will simply not meet these needs.

Table 1: Monthly Affordable Housing Expense Targets for Current and New Residents

Family Size	Wage Earners	Hourly Income	Annual Household Income	ELI, VLI, LI, or MI	Affordable Monthly Rent
4	1	\$15	\$30,000	ELI	\$750
4	2	\$10	\$40,000	VLI	\$1,000
4	2	\$15	\$60,000	LI	\$1,500
4	2	\$20	\$80,000	LI	\$2,000
4	2	\$25	\$100,000	MI	\$2,500

Additionally, as highlighted during the community visioning process, the City should consider integrating new affordable housing into market-rate housing developments. This approach serves two purposes. First, it ensures that lower-income residents are not separated by housing. Second, it ensures that lower-income residents who increase their income over time have the opportunity to remain housed in the same location/building where they initially obtained affordable housing.

Last, we note that ensuring the construction of substantial quality affordable housing is desirable because it will help the City achieve its environmental and greenhouse gas reduction goals. Affordable housing is ultimately good for the environment.¹⁴ As discussed above, many service sector jobs will be created through this process. Providing only a small number of affordable units assumes that many employees will commute from afar. To reduce greenhouse gas emissions it is necessary to create both substantial affordable housing units and enhanced transit methods. A coordinated housing-transportation strategy can ensure that policies designed to provide enhanced public transportation and to provide housing for lower-income families are mutually supportive and contribute to meaningful reductions in greenhouse gases.¹⁵

A. Policy recommendation #1.1 to ensure that a significant proportion (at least 30 to 40%) of the new housing built in M-2 is affordable for extremely low to moderate income families: Zone to achieve affordable housing targets of 30 to 40% affordable units within market-rate buildings

1. **Incentivize Affordable Housing through special overlay zones:** Menlo Park should ensure that zoning measures taken will actually result in sufficient affordable housing creation for extremely low to moderate income families. The proposed M-2 zoning regulations contain provisions

¹³ Per current HUD guidelines for San Mateo County, a family of four earning up to \$35,150/year is Extremely Low income (“ELI”), up to \$58,600/year is Very Low Income (“VLI”), up to \$93,850/year is Low Income (“LI”) and up to \$123,600/year is Moderate Income (“MI”).

¹⁴ See, e.g., http://publicadvocates.org/sites/default/files/library/displacement_and_ghgs_6-5-14_color.pdf; see also, http://www.huffingtonpost.com/orson-aguilar/fighting-the-housing-cris_b_9515400.html

¹⁵ <http://www.chpc.net/dnld/AffordableTODResearch051514.pdf>

to incentivize affordable housing. However, we are concerned that these proposed regulations won't incentivize sufficient affordable housing creation. We recommend that the City consider re-envisioning these zones as special overlay zones that would permit housing developments only if they include the target percentage of affordable housing units. One example is found in Orange County Zoning Code 7-9-148, which permits housing on land otherwise restricted to commercial or industrial if affordable housing is included.¹⁶ It is critical for the City to work with economists and stakeholders to figure out the mix of affordable and market-rate units that will spur creation of the target number of affordable units at each income level and not deter housing development.

2. **Incentivize Affordable Housing through “density” bonuses designed to optimize affordable housing:** Menlo Park can incentivize floor area ratios (FAR) or density levels that will increase land value *and* increase affordable housing units. The first step is to study the optimal FAR or density that will allow maximum return for property owners. Developers would be permitted to obtain the optimal FAR or density in exchange for providing at least 30 to 40% affordable rental units.¹⁷
3. **Create income targets to ensure that all families in the extremely low to moderate-income ranges are included:** Based on the needs analysis above based on both current demographics and anticipated job creation, we recommend that the City implement specific income-targeting for the new units to ensure that all families in the lower to moderate-income ranges are served by the new development. This will include setting specific requirements for the number of units affordable to ELI, VLI, LI and MI households. One approach would be to create 30% affordable for ELI households, 25% affordable for VLI households, 25% affordable for LI households, and 20% affordable for MI households.

B. Policy recommendation #1.2 to ensure that a significant proportion (at least 30 to 40%) of the new housing built in M-2 is affordable for extremely low to moderate income families: Design the zoning to incentivize affordable housing creation before office space development begins

In order to be most effective, final policy provisions must be in place before office and commercial development begins. In particular, the City must finalize the zoning to incentivize

¹⁶https://www.municode.com/library/ca/orange_county/codes/code_of_ordinances?nodeId=TIT7LAUSBURE_DIV9PL_ART2THCOZOCO_S7-9-148HOOPOVRE

¹⁷ The process for creating the Cornfield Arroyo Seco Specific Plan in Los Angeles provides a model for crafting and implementing this type of incentive-based zoning. Specifically, the Cornfield Arroyo Seco Specific Plan first conducted a rigorous analysis to identify the optimal FAR or density in light of the particular characteristics of the local market. See <http://www.keysermarston.com/project/cornfield-arroyo-seco-specific-plan-casp>. If the City pursues this policy, we urge Menlo Park to undertake a similar analysis to ensure that the incentives are properly calibrated to local market conditions.

affordable housing creation before development deals are finalized and ground is broken. If development begins before the City's final policies are in place, the City will lose a key opportunity to ensure that all new development benefits the community to the maximum extent possible.

Recommendation #2: Adopt policies to promote the preservation and production of affordable housing throughout the City

Additional background information on adoption of policies to promote the preservation and production of affordable housing throughout the City

The Housing Element adopted by the City of Menlo Park on April 1, 2014 anticipated the need for housing throughout the City of Menlo Park. Goal 4 of the Housing Element calls for new housing and states that the City should “[u]se land efficiently to meet housing needs for a variety of income levels.” Policy 4.12 calls for a “Fair Share Distribution of Housing Throughout the City” and specifically states a City policy of promoting “the distribution of new, higher density residential developments throughout the city . . .”

Both overall housing targets and specific affordable housing targets stemming from the ConnectMenlo process should not be limited to Belle Haven and the M-2 Area. The Housing Element process allows for yearly review of the General Plan and suggests that updates to the Housing Element may be implemented between each Housing Element adoption. To achieve a fair share distribution of affordable housing, the City should review and update zoning throughout the City as needed to ensure it is inclusive of all neighborhoods.

The City should ensure that such zoning updates include meaningful incentives and should also seek funding opportunities to create affordable housing throughout the City. Along these lines, we urge the City to explore the following policy solutions.

- A. *Policy recommendation #2.1 to promote the preservation and production of affordable housing throughout the City: Expedite adoption of a City ordinance based on the 21 Elements Housing Impact Fee Nexus Study and utilize fees for units throughout the City*

In addition to using zoning to incentivize the creation of new affordable units within the M-2 zone, the City should also adopt an ordinance incorporating new commercial linkage and residential linkage fees (“impact fees”) per the recently completed 21 Elements Housing Impact Fee Nexus Study. The study establishes a connection between the development of commercial space such as offices or hotels and market-rate housing and the need to expand the supply of affordable housing. We urge the City to adopt the maximum supportable fees as recommended by the study to mitigate the impacts of new development on the jobs-housing imbalance and properly account for and fund new affordable housing supply throughout the City.

- B. *Policy recommendation #2.2 to promote the preservation and production of affordable housing throughout the City: Utilize public funds, including funds earmarked for affordable housing, to purchase single family homes and multi-unit apartments to create a stock of permanently affordable housing*

Funds from existing sources as well as future linkage fees should be used to purchase existing properties for creation of a permanent affordable housing stock. In the very-near term, these purchases could stabilize individual families' housing situations. For example, the City could purchase a 4-unit building and charge affordable rent. This would prevent investors and speculators from obtaining the property and doubling rent, thereby stabilize housing for current residents. The City could elect to adopt such a program in partnership with non-profit housing developers who, over time, might rehabilitate these properties, or even increase density. These steps could only be taken if the current tenants were offered a guaranteed right to return and provided with short-term, local housing.

C. Policy recommendation #2.3 to promote the preservation and production of affordable housing throughout the City: Utilize public land for new affordable housing development

We encourage the City of Menlo Park to continue to identify public land that could be re-considered for affordable housing. Throughout the ConnectMenlo process, and long before, the issue of identifying possible sites for housing has challenged the City. We recommend compiling a list of public land that could be considered, sharing that list with residents, and establishing a process to solicit and obtain feedback from all residents and nonprofit housing developers.

D. Policy recommendation #2.4 to promote the preservation and production of affordable housing throughout the City: Utilize public funds to create a tenants' first right of first refusal ("right to purchase") policy and program

In some cities around the country, tenants have a powerful right - they get the first chance to purchase their apartment building whenever it goes up for sale. This right can enable residents to bring their building out of the speculative market and preserve it in perpetuity as an affordable and community-controlled housing source. In Washington D.C., for example, the "District has helped preserve nearly 1,400 affordable homes for low- and moderate-income tenants as housing costs skyrocketed across the city."¹⁸ We urge the City to explore adopting a similar "right to purchase" ordinance in Menlo Park.

Furthermore, we recommend that the City bolster any right to purchase ordinance with complimentary financial and technical assistance to ensure that tenants can effectively exercise this right. The City should identify creative funding solutions to provide low-interest loans and innovative long-term financing to tenants and non-profit housing developers that want to purchase buildings or homes. For example, the City should explore the use of commercial and residential linkage fees to fund tenant purchases for the purpose of creating long-term affordable housing stock.

¹⁸ <http://www.dcfpi.org/dcs-first-right-purchase-program-a-key-tool-to-preserve-affordable-housing>

E. Policy recommendation #2.5 to promote the preservation and production of affordable housing throughout the City: Create a Community Land Trust

Menlo Park should also explore the feasibility of creating a community land trust (“CLT”) on public land. When incomes do not rise as fast as housing prices, many people cannot afford to buy a market-rate house. The CLT is a tool to help low and moderate income people with steady incomes and good credit buy a home. CLTs preserve scarce public subsidy in perpetuity so that one infusion of public funds serves family after family, generation after generation. Successful CLTs have been launched across the country, from Burlington, Vermont to Sonoma, California.

For additional information, consult the Housing Land Trust’s website of information and resources, available at <http://www.housinglandtrust.org/faqs.htm>, the National Community Land Trust Network’s website of tools and resources, available at <http://cltnetwork.org/tools/>, and a website with information about Burlington’s Land Trust, available at <http://dollarsandsense.org/archives/2005/0305fireside.html>.

F. Policy recommendation #2.6 to promote the preservation and production of affordable housing throughout the City: Create/Promote Homeownership Readiness Programs

To prepare families for new affordable home ownership opportunities throughout the City, we recommend that the City partner with non-profit agencies to create and/or promote homeownership readiness programs that include education and preparedness around credit repair, credit building, savings, and loan shopping. In particular, credit building and savings programs could help families get “mortgage ready” before applying to the BMR program.

Recommendation #3: Adopt concrete policies to protect residents of the Belle Haven neighborhood from displacement

Additional background information on the need to adopt concrete policies to protect residents of the Belle Haven neighborhood from displacement

Currently, about 57% of Belle Haven residents rent. According to the 2014 ACS survey, Belle Haven median household income is about \$57,000/year as compared to an Area Median Income (“AMI”) of about \$101,000/year for San Mateo County. The census data captures the need for close attention to issues of renter displacement and housing affordability. For example, 15.1% of Belle Haven households earn less than \$20,000/year, 15.0% of Belle Haven households earn between \$20,000 and \$35,000/year, and 47% earn less than \$50,000.

The U.S. Department of Housing and Development (“HUD”) defines a “rent burdened household” as one that pays more than 30% of monthly income in gross rent. According to HUD, a household is “severely rent burdened” if they pay more than 50% of their income in gross rent. The table below captures the rent burden realities faced by many Belle Haven renters:

Table 2: Rent Burdens of Belle Haven Households

Household income .	Percent Rent Burdened - Belle Haven	Percent Severely Rent Burdened - Belle Haven
\$10,000 to \$20,000	91%	60%
\$20,000 to \$35,000	56%	25%
\$35,000 to \$50,000	54%	18%
\$50,000 to \$75,000	66%	8%

This data demonstrates that the substantial majority of renter households in Belle Haven who earn under \$75,000 already face a housing crunch that puts them at risk of displacement. As discussed above, the proposed M-2 Area development will continue to attract higher-income households and drive up rents, substantially increasing rent burdens and displacing many at-risk families.

We propose a variety of policy recommendations to stem the current tide of displacement because of the urgency of the housing crisis for families on the verge of displacement. The City must implement a multi-pronged approach that includes action items it can implement today.

A. Policy recommendation #3.1 to protect against displacement: Short-term moratorium on rental increases and no-cause evictions

We urge Menlo Park to pass an emergency moratorium on exorbitant rent increases and no-cause evictions.¹⁹ This would place a temporary “pause” on the conduct most likely to cause immediate and irreparable displacement of current residents while the City engages in a public process to evaluate medium- and long-term policy solutions to the housing crisis. Given the displacement already occurring and the potential for the ConnectMenlo process to accelerate displacement pressures, the City risks losing many valuable community members before any viable solutions are implemented. A temporary moratorium will ensure that hundreds of residents will remain in place long enough to enjoy the potential benefits that the City hopes to attain through the ConnectMenlo process.

B. Policy recommendation #3.2 to protect against displacement: Creative use of special funds for short-term financial assistance to renters and homeowners to prevent impending displacement

Menlo Park should also create and implement funding programs to prevent renters and long-time homeowners who are experiencing short-term financial distress from losing their housing permanently. A simple and effective program might include a streamlined application process for forgivable loans or grants based on a showing of short-term need. In the renter context, such a program would be most effective when coupled with protections such as rent

¹⁹ The City of Alameda recently adopted, and then extended, a moratorium that prohibits rent increases of more than 8% to most multi-unit buildings built before 1995. It also prohibits, for most rental units, a landlord from evicting a tenant except for “just cause.” See http://alamedaca.gov/sites/default/files/document-files/article-files/ordinance_3140.pdf

stabilization and prohibitions against no-cause evictions. While emergency rental assistance is not designed to protect renters from extreme rent hikes and medium-term rent appreciation, it is an important tool to prevent the loss of housing when a family incurs a sudden and unexpected medical, auto, or other expense that would otherwise inhibit their ability to pay rent.

C. Policy recommendation #3.3 to protect against displacement: Utilize public funds, including funds earmarked for affordable housing, to purchase single family homes and multi-unit apartments to create a stock of permanently affordable housing

This recommendation echoes Policy recommendation #2.2 above and is aimed at both the long-term preservation of affordable housing throughout the City and the immediate prevention of displacement. See Policy recommendation #2.2 above for details.

D. Policy recommendation #3.4 to protect against displacement: Rent Stabilization and Just Cause for Eviction Tenant Protections

For renters living in multi-unit buildings built before 1995, rent stabilization coupled with just cause for eviction is the most effective policy approach to stem the tide of displacement. Located in the center of Silicon Valley innovation, Menlo Park has the opportunity to devise a fresh, creative rent stabilization and just cause tenant protection program that would provide protections for renters, including many long-time residents, in the face of increasing rents and speculative evictions. The key features of such a program should include a cap on rent increases (tied to the annual inflation rate), and should prohibit a landlord from arbitrarily evicting a tenant while still permitting landlords to evict if a tenant fails to pay rent, breaches the lease, or causes other problems. The City has substantial flexibility to craft other features of the program so that it is tailored to the unique circumstances and character of Menlo Park. For example, a streamlined program might include a simplified approach that empowers tenants to enforce their own rights with minimal involvement from the City. A potential innovation would be to make the program responsive to shifts in market conditions by incorporating a trigger that would automatically de-activate the program if the program is no longer necessary. Such an approach would recognize the imperative of addressing the drastic housing crisis that currently grips the region while enabling the City to nimbly respond to fluctuations in the market. It is also important to note that nearly all rent stabilization and just cause for eviction programs in the state are self-funded and thus a program could be devised in a way that has zero impact on the City's general fund.

E. Policy recommendation #3.5 to protect against displacement: Study possible use of local preference for newly created affordable housing

Menlo Park should study the possible creation of a local preference in affordable housing assignment to ensure that current Menlo Park residents have a better opportunity to stay in their community as they face rising rents or look to downsize. Municipalities throughout the country have used local preferences to leverage affordable housing to preserve communities and stabilize neighborhoods. A local preference would also allow former residents, including children of long-time residents, to have priority in accessing a certain percentage of newly constructed

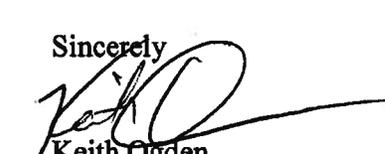
affordable units. Last, a local preference would give workers newly employed in Menlo Park access to local affordable units.

CONCLUSION

Belle Haven is at risk of serious harm to current residents due to a worsening housing shortage and displacement. The proposed General Plan and M-2 Area Zoning Updates will result in significant increases in employment and the concomitant need for housing. This will add to ever-accelerating upward pressures on rents and housing costs in Menlo Park. Mass displacement and increased traffic and greenhouse gas emissions will ensue without swift implementation of meaningful policy measures designed to ensure sufficient affordable housing and to prevent displacement. The M-2 Area Update is indeed a great threat if the City does not adequately protect its residents, but the Update also provides the City of Menlo Park the opportunity to play a leadership role in the region by ensuring that an equity framework guides all long-term planning decisions. If Menlo Park gets it right, the ConnectMenlo Plan can be an example of how to pursue development without displacement, ensuring that the benefits of future growth will be shared with both the existing residents who made the City what it is today, as well as with the diverse set of new residents who will continue to make Menlo Park a vibrant and complete community long into the 21st century.

Thank you for your time and consideration in reviewing these materials. Please reach out to us with any questions or to further discuss the recommendations proposed above.

Sincerely



Keith Ogden
Housing Attorney



Jason Tarricone
Directing Housing Attorney



Daniel Saver
Housing Attorney

CLSEPA's Policy Recommendations Summary Chart (please see memo for details)

Policy Rec. #	Policy Initiative	Goal	Timeline/Costs	Resources
1.1	Adopt meaningful zoning incentives for M-2 Area to ensure 30% to 40% affordable housing (e.g, zone M-2 for office, LS and commercial only; then overlay affordable housing)	Provide housing for low to moderate income households; set targets for ELI, VLI, LI and MI housing	Implement as part of General Plan Update	Orange County Zoning Code 7-9-148
1.1	Grant meaningful density bonuses in exchange for affordable rental units	Provide housing for low to moderate income households	Implement as part of General Plan Update	CASP Study
1.2	Establish zoning policies before development starts	Ensure realization of affordable housing outcomes	Immediate	
2.1	Adopt increased commercial linkage fees and new residential linkage fees ("impact fees")	Provide funding for affordable housing throughout the City, incl. affordable rental housing	Immediate adoption of an ordinance based on the 21 Elements Study	Redwood City
2.2 and 3.3	Use City funds to purchase homes and multi-unit buildings on the market	Provide for long-term affordable housing throughout the City; Displacement prevention	Immediate / Requires significant funding	
2.3	Compile list of public lands that could be used for affordable housing	Provide for long-term affordable housing throughout the City	Immediate	
2.4	Adopt Tenant "Right to Purchase" Program	Provide for long-term affordable housing throughout the City; Displacement prevention	Immediate / Requires significant funding	Washington D.C.
2.5	Create a Community Land Trust	Provide for long-term affordable housing throughout the City	Immediate / Requires significant funding	Burlington, VT land trust
2.6	Create and/or Promote Homeownership Readiness Programs	Support long-term affordable housing ownership throughout the City	Immediate / Requires some funding	
3.1 and 3.4	Rent Stabilization and Just Cause for Eviction Moratorium and Final Policy	Displacement prevention and community stabilization	Immediate moratorium - then study & final policy	Alameda
3.2	Fund to assist homeowners and renters in short-term financial distress	Displacement prevention and community stabilization	Immediate / Requires funding	
3.5	Local Preference for affordable housing	Displacement prevention and community stabilization	Study Fair Housing Issues; Implement with General Plan Update	American Canyon; New York

Chow, Deanna M

From: Larry Rockwell <larry@popconcepts.com>
Sent: Thursday, June 16, 2016 10:26 AM
To: _Planning Commission
Cc: Jim Wiley
Subject: General Plan and Facebook Expansion review

Dear Planning Commission members and City Council:

What's the rush? The General Plan and Facebook expansion proposals under consideration will affect Menlo Park for the next generation. Can you realistically and thoroughly review and analyze them in one meeting? Especially when the Chairman of the Commission isn't even there?

My neighbors Jim Wiley and Brielle Johnck thoughtfully wrote:

"Two major Menlo Park development plans will be reviewed in one single night Monday June 20 by the Menlo Park Planning Commission. This is unprecedented. One is the City's General Plan that guides the City for the next 24 years. How will the city grow? How will population increase? How many office buildings will be allowed? How many housing units will be built and where? What will the number of residents be? How will the schools be impacted? How will people move from one point to another, in their cars, on bikes or by walking? Will there be enough water for the new employees and the new residents? Are we not already under a water restriction plan? Our General Plan was last updated in 1994 and it is way out of date.

The second development plan being reviewed at the same June 20th meeting is Facebook's 1,100,000 sq ft expansion. This addition of two more office buildings and a hotel will add 6,400 new employees. This phase of Facebook's expansion does not include housing, which leaves employees commuting from other towns. Will commuters stay on Willow Rd. and University Ave. or will they cut through residential neighborhoods in Palo Alto, East Palo Alto and Menlo Park?

Changes in Menlo Park have been occurring rapidly since 2012. Population is expected to increase from 32,000 to 52,000 by 2040. How this will affect the schools, traffic and housing needs is being studied by the City now. What is shocking is that both the Facebook expansion and the General Plan are being rushed through in one night. The two documents total more than 9,000 pages of complicated information. To have both these issues on the same night when the Chair of the Planning Commission is apparently on vacation is wrong. They should be given individual attention and time."

Please reconsider and re-schedule until after all of the factors in play can be looked at in detail.

Thank you,

Larry Rockwell
854 Woodland Ct
Menlo Park, CA 94025

Chow, Deanna M

From: Lily Gray <lgray@midpen-housing.org>
Sent: Monday, June 20, 2016 3:30 PM
To: _connectmenlo
Cc: Nevada Merriman
Subject: Comments on ConnectMenlo Draft EIR

Hi Deanna,

I hope you are well. Here are my initial comments on the draft EIR for the General Plan Update.

Chapter 3. Project Description

1. There are inconsistencies across the maps showing the Bayfront Area. See Figures 3-3, 3-4, 3-5, 3-8. The properties that seem to be affected are the R-4-S zoned properties on Willow and Hamilton.
2. Figure 3-8. The R-4-S properties are not being shaded as indicated in the key. It's just showing the R-MU properties.
3. Figure 3-8. Height listed for C-2-B does not match what's shown in table 4.1-1 (30' or 3 stories). As we indicated in a previously submitted comment (1/28/16), if the goal is to have the C-2-B parcels developed as mixed-use with ground floor retail and residential above, we would recommend the ability to go up to 4 stories which means 45' if the ground floor is retail.
4. Table 3-2: How are employees being calculated? Is it a square foot per employee calculation? Does this vary between office and life sciences? I could not find these assumptions in the report.

Thanks,
Lily

Lily Gray | Sr. Business Development Manager
MidPen Housing Corporation
303 Vintage Park Drive, Suite 250, Foster City, CA 94404
lgray@midpen-housing.org
t. 650.356.2963 c. 650.477.9705



Chow, Deanna M

From: Martin Lamarque <martinlamarque@yahoo.com>
Sent: Saturday, June 18, 2016 10:24 PM
To: _Planning Commission
Subject: Let's please not rush through these important decisions

To the Planning Commission Members:

You might justly argue that whatever there was to salvage in Belle Haven is not there any more. Thanks to your, and the Council members willingness to serve on a silver platter anything and everything to the big-monied developers.

If you haven't tried to drive down Willow Road in the last year, I want to one of these days invite you to join me in doing so anytime between 7:30 and 10:00a.m, or between 3:30 and 7:30p.m. Your collective inability to consider the negative impact that your shortsighted decisions have caused the residents of Belle Haven can only be explained by an unconditional loyalty to the ones with power and money.

There will always be willing developers to build and invest. But once you give them farm, we are forever stuck with the damage their greed results in.

I am asking that you separate the meetings and give residents an opportunity to at least hear who will own our destiny.

The meeting on Monday June 20th should not include discussion of the Facebook take over of our neighborhood. Let's please at least give the appearance that you are willing to consider the common good by allowing for more discussion.

Martin Lamarque
1139 Carlton Ave

Chow, Deanna M

From: Martin Lamarque <martinlamarque@yahoo.com>
Sent: Saturday, June 18, 2016 10:32 PM
To: _connectmenlo
Subject: Discussion of issues for June 20th meeting need to be in two different meetings

To the Planning Commission Members:

You might justly argue that whatever there was to salvage in Belle Haven is not there any more. Thanks to your, and the Council members willingness to serve on a silver platter anything and everything to the big-monied developers.

If you haven't tried to drive down Willow Road in the last year, I want to one of these days invite you to join me in doing so anytime between 7:30 and 10:00a.m, or between 3:30 and 7:30p.m. Your collective inability to consider the negative impact that your shortsighted decisions have caused the residents of Belle Haven can only be explained by an unconditional loyalty to the ones with power and money.

There will always be willing developers to build and invest. But once you give the farm away, we are forever stuck with the damage their greed results in.

I am asking that you separate the meetings and give residents an opportunity to at least hear who will own our destiny in smaller doses.

The meeting on Monday June 20th should not include discussion of the Facebook take over of our neighborhood. Let's please at least give the appearance that you are willing to consider the common good by allowing for more discussion.

Martin Lamarque
1139 Carlton Ave

Chow, Deanna M

From: Jones, Pamela <jonesp@smccd.edu>
Sent: Saturday, June 18, 2016 1:43 PM
To: Chow, Deanna M
Subject: Comment of Draft EIR for Planning Commission

Hello Deanna,

Below is a statement to be included in the packet for the Planning Commission 6/20/2016 Meeting:

Hello Commissioners,

I respectfully request the following:

1. The maximum extension of the final date for public comment to the Draft EIR, and
2. An analysis of the combined EIRS for Haven Avenue Apartments, Bohannon Hotel, Facebook Expansion and General Plan.

Pamela D Jones

Chow, Deanna M

From: Patti L Fry <pattilry@gmail.com>
Sent: Thursday, June 16, 2016 8:39 AM
To: _Planning Commission
Cc: _CCIN
Subject: Planning Commission 6/20 agenda is a travesty

Dear Planning Commission,

According to the agenda released last evening, you are being asked to review during your June 20th meeting two DEIRs -- for the Facebook Expansion project and for the General Plan (ConnectMenlo) update -- AND hold a study session about the Facebook project. This is an astonishing amount of important topics crammed into one evening. That minimizes the importance of your review and of input from the public. To cram all of that into a single session is outrageous and makes a mockery of what should be an open and meaningful public process. This is the first time there will be an opportunity to discuss the "significant and unavoidable" negative impacts of these projects (one is the city's "planning constitution" for the next 24 years) to determine if and how these negative impacts could be minimized.

The DEIRs were released only a few weeks ago (May 26th for Facebook Expansion and June 1st for the General Plan update) and the staff reports last night. Because the full agenda was just published and comments on the DEIR documents are not due until July 11th and 15th, respectively, the timing of your meeting means:

- You are being asked to review and discuss nearly 10,000 pages of material (DEIRs, their appendices, staff reports)
- Members of the public have little time to digest the same material in order to make oral comments on Monday
- You will not have the benefit of written feedback from either the Menlo Park community, nearby communities that also would be affected, or public agencies who might alert you to issues and provide suggestions
- You are being asked to do something utterly unprecedented - to review not just one, but two, DEIRs and conduct a study session in a single meeting. In the past, Planning Commissions have held a separate meeting for a study session devoted to a single topic. To my knowledge, Commissions have never been asked to review 2 DEIRs at once, much less to hold only one meeting about something as important as the General Plan.
- You are being asked to hold these important conversations without the Commission's Chair who will be absent from this meeting because of her summer vacation plans

This schedule is unfair to the commissioners, unfair to the public, and unfair to the spirit of open discourse of big issues that will affect our city's future.

These are major projects with complex issues. The General Plan is a planning document that will guide the city's evolution, with projections of growth that extend as far as 2040, nearly 25 years into the future. It has not been updated as a whole since 1994. While there has been an extensive public process up to this point, particularly regarding the zoning changes that represent about 1/4 of the growth the new Plan would allow, this is the first opportunity to examine comprehensively what the aggregate and cumulative impacts of adopting this Plan mean. The Plan's DEIR reveals many

"significant and unavoidable" negative impacts that deserve extensive discussion. This document, in particular, deserves the full attention of all the Planning Commissioners in at least two full meetings without other topics on the agenda.

It is important for a reasonable time to be allotted for public participation and comments now that the DEIR analysis of the potential impacts of such substantial growth is available. Instead, the time allotted for public review and comment is the minimum required by state law, and it falls over a period with two national holidays and filled with graduations, weddings, vacations. The time given to you for the June 20th meeting is even shorter. It is only in recent past that Planning Commission reviews of DEIR's occurred prior to the end of the period for public comment. The rationale for this change is unknown. And the rationale for this overly full agenda is perplexing. It feels as if there is a deliberate attempt to reduce opportunities for close examination and discussion. You can, and should, resist the rush job that is being imposed on you.

The Facebook expansion project application and its DEIR should not be pre-empting the new General Plan. Instead, it should adhere to the new General Plan and its review should take a back seat to completing the important job of evaluating the General Plan changes and its Draft Environmental Impact Report.

I encourage the Planning Commission to push back on this schedule by insisting on the following:

- Schedule the reviews at, or after, the end of the public comment period so you have benefit of that input for your discussion
- Separate the scheduled reviews of the DEIR's for these massive projects
- Spread the discussions of each DEIR over several meetings as necessary to allow you to be fresh when you discuss these important topics.
- Schedule the Facebook expansion project study session at a totally separate meeting with no other agenda items

As a former Planning Commissioner, I know that each of these recommended actions has been taken by previous Planning Commissions for complex topics and large projects. Some Commissions have even scheduled extra meetings for reviewing complex projects that had some time constraints (unlike the General Plan update).

Last, I encourage you to be particularly diligent during your review of information provided to you. Part of your responsibility is to identify issues and to provide to the council your ideas and insights about errors, omissions, pluses and minuses, pros and cons, alternatives, and potential mitigation measures. I have been told by council members that they appreciate getting a range of feedback and input from individual commissioners, as that helps them arrive at their own personal position on issues. Thus, you should not feel compelled to arrive at a single position as a Commission on subjects that are part of the review. Unlike your responsibilities for projects that you can approve, your role regarding DEIR's is to provide feedback, ideas, and suggestions.

On matters like the General Plan, the council makes policy decisions after your review. They rely on your experience as commissioners who have reviewed and approved a variety of projects. They rely on the breadth and depth of your critical thinking and creative ideas that help council members as they individually arrive at their own conclusions for the policy discussions.

You serve as a critical quality control point, too. The city staff and hired consultants are very busy, particularly right now. Your rigorous scrutiny of DEIRs and other reports provides important quality assurance. A recent example of the importance for this Commission role and the perils of an overly

full agenda is the study session regarding the Greenheart project's proposed public benefit. That was inappropriately scheduled on a too-full agenda the same evening as the discussion of that project's DEIR. The staff report and consultant study were faulty, providing a financial analysis of a Project and Alternative that weren't at all similar to the real project that Greenheart representatives said they were actually planning, and not the same as the Alternatives studied in the DEIR. With only a few days to review the staff report and the DEIR, neither the Commissioners nor we in the public noted the extent of these flaws. They were substantial. For example:

- The BAE Urban Economics financial analysis in that report assumed 1,086 parking spaces, not the 980 actually proposed by Greenheart. The difference means there would be about \$4.5 million less of upfront costs.
- The financial analysis did not include any revenue from parking fees, which Greenheart representatives stated in the meeting they intend to charge to all tenants. This means that the revenue projections were understated.
- There was only one Alternative in the analysis and that did not resemble either of the two Alternatives in the DEIR. This means that when the Council reviews the project and its DEIR and considers Public Benefit, they will not have accurate and relevant information upon which to make their decisions.

There simply wasn't time to examine in detail the heart of the staff report and the consultant study because those were only available a few days prior to the meeting that also included review of several other projects plus a 62-page staff report just on the Greenheart project plus its 296-page DEIR and its 1,376 page Appendices. These errors mean that the project would be far more lucrative to the developer than even the stated \$78 million profit (30% rate of return). Frankly, you need a re-do of that discussion based on an accurate representation of the project and a financial analysis of it and of the Alternatives in the EIR because THAT is what the Council will be evaluating when they make their policy decisions. Although the Commission's discussion was thoughtful, it could have been quite different with accurate information.

This was unfair to you, to the public, and to a robust discussion of the real project.

Take the time to do adequate due diligence. This is one of the most important roles you are charged to fulfill. Our community counts on it.

Respectfully submitted,

Patti Fry, Menlo Park resident and former Planning Commissioner

Sent from my iPad

Chow, Deanna M

From: rachel scheuring <rachscheuring@yahoo.com>
Sent: Monday, June 20, 2016 7:24 AM
To: _Planning Commission
Cc: rachel scheuring; arron retterer
Subject: General Plan Update letter-corrected version

Here is the corrected version of my letter. The original was not specific about the name of the EMC-occupied office building. I apologize for the inconvenience.

Rachel Scheuring

June 20, 2016

To the Menlo Park Planning Commission,

I would like to express my concern about the potential traffic and visual impacts of the proposed bayfront development. As a long time resident of Suburban Park, I have noted increasing traffic pressure along Willow and Marsh Roads over the past few years, which has led to a spillover effect (worsened by the advent of WAZE) onto Bay Road and Ringwood Avenue. Traffic routinely backs up at the Bay/Ringwood intersection during the morning commute, leading to a snake of frustratingly slow moving cars that stretches many blocks. Bay Road on its southern stretch approaching Willow Road is similarly heavily impacted during the afternoon commute, necessitating waiting in a lengthy car line through successive changes of lights to access Willow Road and Highway 101. Needless to say, with the closure of Marsh Road, this situation has only worsened.

What mitigations are planned to address our worsening traffic issues? If the city is to add 4500 residential units, 400 hotel rooms, and as much as 2.3 million square feet of non-residential space (not to mention thousands of new employees), the already pressured and frustrating traffic situation along the Willow/Marsh/Bay Road corridors will likely reach a tipping point in which our neighborhoods are reduced to morning and afternoon gridlock.

In addition, increased traffic is not the only problem facing the neighborhoods along Bay Road. Tall buildings in the Bohannon area and across the freeway have a negative visual impact on surrounding residential neighborhoods. The new EMC-occupied office building on the east side of Highway 101 towers over Suburban Park, reflecting blinding sunlight into our neighbors' homes and basically obliterating the sense of privacy that these residents previously had.

Suburban Park and surrounding neighborhoods are bearing the brunt of these massive new developments, both in terms of traffic congestion and visual encroachment. I encourage the Planning Commission to consider these very real concerns when reviewing and making decisions regarding future developments. How do we protect our neighborhoods from extensive spillover traffic effects caused by development in an area that already pressures the Willow/Marsh/Bay Road corridors? How do we maintain that quality of life that was once the signature of Menlo Park life?

Please do not rush to pass the General Plan Update without considering the future of our neighborhoods. We should not accept a plan that does not address traffic issues without real, effective mitigations. Likewise, we should not endorse new building without first addressing the visual impact on surrounding residential neighborhoods.

I encourage you to visit the Bay/Ringwood intersection during morning commute (especially when school is in session) and to try to access Willow Road from Bay during afternoon commute. Likewise, I encourage you to drive either Willow Road or Marsh Road (when it reopens) during afternoon commute to experience the gridlock residents in our neighborhoods face on a daily basis. I think you will understand why further development without proper mitigation seems ill-advised and jeopardizes quality of life in the future.

Sincerely,
Rachel Scheuring
117 Bay Road
Menlo Park, CA 94025



CITY OF EAST PALO ALTO
OFFICE OF THE CITY MANAGER
2415 UNIVERSITY AVENUE
EAST PALO ALTO, CA 94303

June 22, 2016

Alex D. McIntyre
City Manager
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Re: Facebook Expansion DEIR and General Plan Land Use Update DEIR

Dear Alex:

I am writing to request the extension of the public comment period for 15 days for both the Facebook Expansion Project Draft Environmental Impact Report (DEIR) and the General Plan Land Use Update DEIR. The City of East Palo Alto recognizes that both these projects are of critical importance to the City of Menlo Park. The combined changes proposed are significant, with 3.4 million square feet of new commercial space, 600 hotel rooms, and 4,500 new residential units. The combined changes reflect approximately a 30% increase in citywide housing units and a 40% increase in citywide office/R&D space. The magnitude of the changes, the fact that they all occur on the eastern side of Highway 101 along East Palo Alto's borders, and the release of both the documents at the same time warrant an additional 15 days for the review of the DEIRs.

Therefore, I respectfully request that the City of Menlo Park extend the Public Comment Period on the Facebook Expansion DEIR and the General Plan Update DEIR by 15 days, to July 25th and July 29th, respectively.

We appreciate the opportunity to review and comment on these projects and plans and to continue to work collaboratively with our neighbors. If you have any questions you can call me anytime or contact Sean Charpentier, the Assistant City Manager, at (650)833-8946 or scharpentier@cityofepa.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Carlos Martínez", written over a horizontal line.

Carlos Martínez
City Manager
(650) 853-3194

Cc:
Kyle Perata, Senior Planner, Menlo Park
Deanna Chow, Principal Planner, Menlo Park
East Palo Alto City Council



COMMUNITY
LEGAL SERVICES IN
EAST PALO ALTO

July 5, 2016

Via E-mail and U.S. Mail

Alex McIntyre
City Manager
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

RE Facebook Expansion Project and General Plan Land Use Update DEIRs

Dear Mr. McIntyre:

We write on behalf of Envision, Transform, Build—East Palo Alto (ETB-EPA) with respect to the Draft Environmental Impact Reports (DEIRs) for the proposed Facebook Expansion Project and the M-2 Area General Plan Land Use update. Specifically, we request at a minimum, a 15-day extension of the public comment periods for the DEIRs for the two aforementioned projects.

Envision, Transform, Build—East Palo Alto is a coalition of nonprofit, community and faith-based organizations, residents, architects, planners, and youth who have been working on land use, planning, and development issues in southern San Mateo County for over 10 years. In addition to actively participating in every advanced planning process within the City of East Palo Alto for the past decade, we were an active participant and respondent in the Facebook/1601 Willow Road East Campus and 312-314 Constitution Drive West Campus EIR process in 2011-12. In the latter project, we successfully compelled Menlo Park, with the aid of legal counsel, to update its 21-year-old outdated Housing Element, to enact appropriate zoning changes, and to release housing funds for the construction of affordable housing in Belle Haven.

Our request is premised, in part, on the material omission of ETB-EPA's four-page Notice of Preparation (NOP) comment letter for the Facebook Expansion Project (see attached). Our NOP comment letter should have been part of the record and included in the Facebook Expansion DEIR for other agencies and the public to review. Your staff acknowledged receipt of the aforementioned letter within the prescribed deadline (see attached e-mail). Your NOP stated: "Following the close of the NOP comment period, a draft EIR will be prepared that will consider all NOP comments." Notice of Preparation, p. 4 (June 18, 2015). Nonetheless, neither our letter nor a reference to its receipt and review is contained in the DEIR. Such a grievous omission calls into question whether Menlo Park reviewed our concerns and appropriately addressed them within the DEIR. Importantly, the City's failure to include the ETB-EPA letter in the DEIR deprived other members of the public of the opportunity to review and build off our comments through the DEIR process—eliminating the possibility that our comments could catalyze new ideas and/or broader input from the public.

OFFICE HOURS M-F
9am-5pm
www.clsepa.org
E info@clsepa.org

1861 BAY ROAD
EAST PALO ALTO, CA 94303
P 650.326.6440
F 650.326.9722

In addition, per our discussion with your planning staff several months ago, we were informed that the respective DEIRs for these projects would be sequenced to minimize or avoid entirely the overlap of the comment periods. Such sequencing would be vital to ensure adequate opportunity for the public to review and comment upon two immense and complicated projects occurring within such quick succession. We were dismayed to see that Menlo Park had decided to release both DEIRs within a few days of each other, particularly since the total number of pages contained in both documents and their appendices is over 10,000 pages.

We urge Menlo Park to grant our request for a minimum 15-day extension to the comment period to ensure compliance with requirements and purposes of the California Environmental Quality Act (CEQA). The Supreme Court of California has emphasized that the CEQA process “must be open to the public, premised upon a full and meaningful disclosure of the scope, purposes, and effect of a consistently described project, with flexibility to respond to unforeseen insights that emerge from the process.” *Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agric. Assn.*, 42 Cal. 3d 929, 936 (1986). The CEQA process undertaken by Menlo Park does not appear to be “open to the public” nor premised on a “full and meaningful disclosure of the scope” of the project given the failure to acknowledge, much less address, the scoping concerns raised in ETB-EPA’s NOP comment letter. In fact, the omission of ETB-EPA’s letter assumes that no “unforeseen insights” could be gleaned by the City or the public from our comments. We do not accept this assumption.

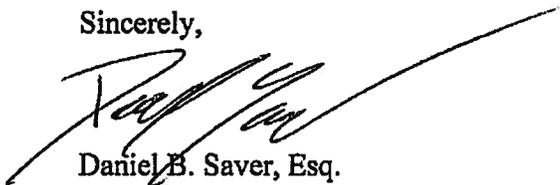
Moreover, the volume and complexity of information that the public is expected to digest from two simultaneous projects of this scale calls into question whether the minimum 45-day comment period will meet the fundamental goal of CEQA that “the public be fully informed as to the environmental consequences of action by their public officials.” *Laurel Heights Improvement Assn. v. Regents of Univ. of California*, 47 Cal. 3d 376, 404-05 (1988), *as modified on denial of reh’g* (Jan. 26, 1989). We are deeply concerned that the City’s choice to overlap these two massive projects, combined with the failure to consider ETB-EPA’s NOP comment letter, mean that many members of the public will not have the opportunity to fully analyze the DEIRs and comprehend the true extent of the projects’ potential environmental impacts. Overwhelming the public with technical documents about two immense projects while restricting comments to a mere 45 days creates an appearance that Menlo Park may be trying to avoid rigorous public input and simply rubber-stamp the DEIRs. The optics of this situation are compounded by the City’s failure to recognize one of the key NOP comment letters expressing deep concerns about the projects’ scope and impact. A lead agency cannot “countenance a result that would require blind trust by the public,” *id.*, and an extension of the public comment period on the DEIRs would ensure that the public has adequate opportunity to be fully informed about and comment upon the projects in light of all relevant concerns, rather than relying in blind faith on the City.

The Public’s involvement in the CEQA process should ensure that it has a voice in the decision-making process. This public involvement process can enhance the quality, credibility, and validity of the EIR, if conducted properly. It can also avoid costly project delays that result from political or bureaucratic processes.

Given the omission of our letter and the stacking of two simultaneous, immense projects, and in light of abundant case law requiring an open and transparent CEQA process, ETB-EPA and its respective organizations request that the City of Menlo Park extend the public comment period on both the Facebook DEIR and the General Plan Update DEIR by a minimum of 15 days.

Furthermore, we request that the City forward our NOP comment letter to all agencies and individuals reviewing the DEIR so that they are aware of the issues we previously raised in a timely fashion. Failure to do so would disadvantage all previous respondents to the NOP who showed interest in the project, and any new commenters to the DEIR who wish to review or build off of our concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel B. Saver", with a long, sweeping horizontal line extending to the right.

Daniel B. Saver, Esq.
Community Legal Services in East Palo Alto
On behalf of Envision, Transform, Build—East Palo Alto (ETB-EPA)

cc: Menlo Park City Council Members
Kyle Perata, Senior Planner
Deanna Chow, Principal Planner



**HOMEGROWN DESIGN FOR COMMUNITY
SELF-DETERMINATION**

ETB.EPA@GMAIL.COM

July 18, 2015

Kyle Perata, Associate Planner
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

RE: EIR NOP for Facebook Campus Expansion Project

Dear Mr. Perata,

We write to express our view of what topics and issues Menlo Park should address in the Environmental Impact Report for the Facebook Campus Expansion Project. We strongly feel this information is essential in order to understand the full impact of the Project on your neighboring community of East Palo Alto and, in particular, low-income residents residing therein.

Envision, Transform, Build—East Palo Alto (ETB-EPA) is a coalition of nonprofit, community and faith-based organizations, residents, architects, planners and youth, who have been working on land use, planning, and development issues in southern San Mateo County for over nine years. We were active in the development of East Palo Alto's Ravenswood/4 Corners Transit Oriented Specific Plan, as well as an active participant and respondent in the Facebook/1601 Willow Road East Campus and 312-314 Constitution Drive West Campus EIR process in 2011-12. Presently we are engaged in leading a participatory community process to help develop East Palo Alto's update to its General Plan and a neighborhood plan for the west side of the city.

In regards to the latter project, ETB-EPA has held community workshops and focus groups, conducted surveys, and educated residents about land use economics, housing policies, and displacement issues to develop a vision for the west side of EPA. In part, we have focused on this area because of the explosive growth of Facebook and other tech companies that have impacted and will continue to impact the lives of low-income residents residing in East Palo Alto and Belle Haven. We should add that Facebook contributed \$150,000 toward this City planning effort.

According to the NOP, the proposed Facebook Expansion Project will be comprised of over 1,147,000 sq. ft. of office space located on the existing TE Connectivity campus (if we include the soon to be renovated Building 23). The cumulative impact of these two projects combined with the impacts of the renovation of the former Sun Microsystems site and Facebook's newly constructed Building 20 should be studied closely given that collectively these sites will comprise more than 2.5 million sq. ft. of office uses immediately adjacent to East Palo Alto and the San Francisco Bay. Failure to properly provide analysis of the aggregate impact of Facebook's total footprint will lead to an understatement of the Project's environmental impact.

**COORDINATING
MEMBERS**

Youth United for
Community Action

Peninsula Interfaith
Action

El Comité de Vecinos

Community Legal
Services of
East Palo Alto

Urban Habitat

ADVISORY MEMBERS

Community of East
Palo Alto

LEAD CONTACTS

Tameeka Bennett, E.D.
Dr. Jennifer Martinez,
E.D.

Address: 2135 Clarke Avenue, East Palo Alto, CA 94303 • Phone (650) 322-9165

Fax (650) 322-1820 •

www.youthunited.net • Email Address: info@youthunited.net



HOMEGROWN DESIGN FOR COMMUNITY SELF-DETERMINATION

ETB.EPA@GMAIL.COM

Additionally, we request that the EIR comprehensively address housing affordability issues and the impacts this Project will have on housing supply. We urge that the EIR evaluate thoroughly the Project's potential to contribute to the displacement of existing low-income residents residing in East Palo Alto and Belle Haven. In particular, an analysis of the induced demand for housing created by new Facebook employees working in the office space in the Project and the impact of those new employees on neighboring housing market dynamics are essential to understanding how this Project will affect existing low-income residents in the area. Additionally, we believe the EIR should account for the nexus between higher income Facebook employees and the subsequent multiplier effect those jobs have on lower income service sector job generation. This multiplier effect will add many new jobs paying less than a sufficient wage to house such lower income workers locally.

Along these lines, a Job/Housing fit analysis should be conducted as well as an analysis of how low-income housing could be paid for by the City and Facebook, since the Project is creating an induced demand for affordable housing. At present, Menlo Park has a Below Market Rate (BMR) Housing Program that could require the Project to at least partially mitigate the induced affordable housing demand it creates. The EIR should address whether and how the Project will comply with the requirements of the BMR Program. Even if the Project does comply with all the requirements of the BMR Program, we are concerned that the Program as currently designed is not sufficient to ensure that the Project truly mitigates its impact on the local housing market. We note that Mountain View, a city with a similar commercial development climate, assesses an impact fee of over \$25/sq. ft. We urge the EIR to study the BMR Program and the adequacy of its fees as well as other possible mitigations to the potential housing dislocations that may occur because of the Project.

The EIR analysis must also provide an accurate estimate of the number of employees and other users of the spaces the Project is proposing to create. It is important for the EIR to be grounded in a full understanding of the hotel uses, its occupancy rate and the average length of stay to properly analyze the Project's impact on traffic, traffic congestion, and services. Likewise, without fully understanding how the 2,000 person event space will be utilized—frequency of use, type of use, who will use the space, vehicular access, etc.—we will not be able gauge the full impact of the Project on the environment.

Traffic concerns and congestion management are significant issues also deserving extensive study, particularly for those intersections in East Palo Alto that may experience an increase in cut-through traffic from new commuters to Facebook. Streets and intersections of particular concern are University Avenue, East Bayshore Road, Bay Road, Donohoe St, Pulgas Ave., Woodland Ave., and Newbridge Ave. Some of these streets are currently heavily used as pass-through corridors from U.S. Route 101 to Highway 84 and the Dumbarton Bridge. Traffic counts and an analysis of the diminution of service levels that may occur along these roadways are vital.



HOMEGROWN DESIGN FOR COMMUNITY SELF-DETERMINATION

ETB.EPA@GMAIL.COM

Facebook's existing 1601 Willow Road East Campus and 312-314 Constitution Drive West Campus are both supposed to adhere to a transportation demand management (TDM) plan designed to reduce automobile trips and the impacts of CO₂ and other GHGs. A firm understanding of how these programs are working and what level of compliance has been achieved are necessary to determine the impacts on air quality and traffic for the Facebook Campus Expansion Project. The EIR should review independently audited results of the existing TDM programs and compare them to the projected daily vehicle trips assumed by the Project.

The GHG analysis should also address consistency with the Governor's recent Executive Order B-30-15 (Apr. 29, 2015), which established "[a] new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030." In order to achieve that target, he ordered State agencies to "take climate change into account in their planning and investment decisions" (§ 6), while requiring those planning and investment actions to "protect the state's most vulnerable populations." (§ 7.) In addition to analyzing consistency with the new Executive Order, the EIR should analyze an alternative that would significantly reduce GHG emissions due to vehicle travel.

CO₂ emissions and traffic congestion have significant effects on air quality in East Palo Alto. We are interested in learning what mitigations could be implemented to lessen and improve not only traffic along the corridors leading to Facebook, but also air quality. East Palo Alto, like many other low-income communities, has a higher prevalence of respiratory ailments than its more affluent neighbors. Exposure to air pollution can lead to health impacts including respiratory disease (including chronic conditions such as asthma), reduced lung capacity in children, heart disease, cancer and premature mortality.

Moreover, we believe that sea level rise considerations and mitigations must be analyzed as part of the draft EIR. East Palo Alto, in collaboration with the San Francisquito Creek Joint Powers Authority, is studying mitigation and adaptation approaches to address the potential for rising sea levels resulting from global climate change. Given the Project's proximity to the San Francisco Bay and the fact that it could benefit from current collaborative efforts to account for sea level rise, Facebook should contribute substantially to the mitigation costs associated with this issue.

Lastly, given the socio-economic makeup of Belle Haven and East Palo Alto, the EIR should include a health impact assessment that looks comprehensively at health impacts of the Project. The application of existing knowledge and evidence about health impacts to these specific social, economic and community contexts would greatly assist in developing evidence-based recommendations that protect and improve community health and wellbeing.



HOMEGROWN DESIGN FOR COMMUNITY
SELF-DETERMINATION

ETB.EPA@GMAIL.COM

Thank you for entertaining our comments and concerns regarding the Project. We look forward to reviewing a robust EIR that captures and includes the issues we have highlighted above. We hope to continue to work together to prepare for Facebook's next phase of construction.

If there are any questions or needed clarifications please do not hesitate to contact us.

Sincerely,

Tameeka Bennett, on behalf of:

El Comite de Vecinos
Community Legal Services in East Palo Alto
San Francisco Organizing Project- Peninsula Interfaith Action
Urban Habitat
Youth United for Community Action



Tameeka Bennett <tbennett@youthunited.net>

Facebook Campus Expansion Project EIR

Perata, Kyle T <ktperata@menlopark.org>

Mon, Jul 20, 2015 at 5:01 PM

To: Tameeka Bennett <tbennett@youthunited.net>

Cc: Daniel Saver <dsaver@clsepa.org>, Javanni Munguia-Brown <javannibrown@gmail.com>, Doroteo <doroteogarcia@yahoo.es>, jennifer martinez <jennifer@sfor.org>, Tony Roshan Samara <tony@urbanhabitat.org>, "Murphy, Justin I C" <JICMurphy@menlopark.org>

Hi Tameeka,

Thank you very much for your comments on the Notice of Preparation for the Facebook Campus Expansion Project EIR. Once we have a chance to review the comments, we will let you know if we have any questions.

Thanks,

Kyle Perata

Associate Planner

City of Menlo Park

(650) 330-6721

ktperata@menlopark.org

From: Tameeka Bennett [<mailto:tbennett@youthunited.net>]

Sent: Monday, July 20, 2015 4:09 PM

To: Perata, Kyle T

Cc: Daniel Saver; Javanni Munguia-Brown; Doroteo; jennifer martinez; Tony Roshan Samara

Subject: Facebook Campus Expansion Project EIR

Hello Mr. Perata,

I hope this emails finds you doing well. On behalf of the Envision Transform Build East Palo Alto Coalition (ETB-EPA), I would like to formally submit comments on the Facebook Campus Expansion Project EIR.

We are more than happy to answer any and all questions that may arise from the reading of the attached comment letter. Please direct all inquiries to me and I will pass them along to members of the coalition (who are also cc'd on this email).

Thank you for your consideration,

Tameeka Bennett *on behalf of ETB-EPA*

Tameeka Bennett

Exec. Director

YUCA
2135 Clarke Ave
EPA, CA 94303

(650) 322-9165 o.
(650) 322-1820 f.
www.youthunited.net

www.facebook.com/YouthUnitedforCommunityAction

#BlackLivesMatter

"Justice is what Love looks like in Public"

-Dr. Cornell West



City of East Palo Alto

Office of the Mayor

June 30, 2016

Richard Cline
Honorable Mayor
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Subject: Facebook Expansion DEIR and General Plan Land Use Update DEIR

Dear Mayor Cline:

I am writing to reiterate our earlier request for a 15-day extension in the public comment period for the Facebook DEIR and General Plan Update DEIR. The magnitude of the changes, the fact that they all occur on the eastern side of Highway 101 along East Palo Alto's borders, and the release of both documents at the same time warrant an additional 15 days for the review of the DEIRs.

I have attached our original request, and the City of Menlo Park's response to our request. I appreciate that on June 20, 2016, the Planning Commission decided not to extend the comment period, but that decision was made prior to the receipt of our request on June 22, 2016.

Furthermore, the noticing for the availability of the Facebook DEIR violated CEQA Section 15087(a), which states that "notice shall be mailed to the last known name and address of all organizations and individuals who have previously requested such notice in writing." Our response to the Facebook Notice of Preparation (NOP) requested that a notice be sent to Sean Charpentier, our Assistant City Manager. See attached response to the NOP.

The City of Menlo Park mailed a Notice of Availability and a CD for the General Plan Update DEIR, but we did not receive one for the Facebook DEIR. I have attached the NOA and the envelope received for the General Plan DEIR. Please note that the CD sent for the General Plan DEIR was blank.

Therefore, I respectfully request that the City of Menlo Park extend the Public Comment Period on the Facebook DEIR and the General Plan Update DEIR by 15 days, to July 25th and July 29th, respectively.

We appreciate the opportunity to review and comment on these projects and plans and to continue working collaboratively with our neighbors. If you have any questions you can call me anytime or contact Carlos Martinez, the City Manager, at (650) 799-4772 or cmartinez@cityofepa.org.

Yours truly,



Donna Rutherford
East Palo Alto Mayor
drutherford@cityofepa.org

cc: Menlo Park City Council
East Palo Alto City Council
Alex D. McIntyre, Menlo Park City Manager

Attachments:

1. 6/28/16- Menlo Park Response Letter to Original Request
2. East Palo Alto Request for 15-day extension
3. East Palo Response to the NOP
4. Menlo Park Notice for General Plan DEIR



CITY OF EAST PALO ALTO
OFFICE OF THE CITY MANAGER
2415 UNIVERSITY AVENUE
EAST PALO ALTO, CA 94303

June 22, 2016

Alex D. McIntyre
City Manager
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Re: Facebook Expansion DEIR and General Plan Land Use Update DEIR

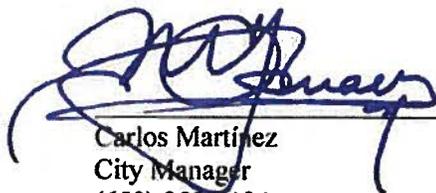
Dear Alex:

I am writing to request the extension of the public comment period for 15 days for both the Facebook Expansion Project Draft Environmental Impact Report (DEIR) and the General Plan Land Use Update DEIR. The City of East Palo Alto recognizes that both these projects are of critical importance to the City of Menlo Park. The combined changes proposed are significant, with 3.4 million square feet of new commercial space, 600 hotel rooms, and 4,500 new residential units. The combined changes reflect approximately a 30% increase in citywide housing units and a 40% increase in citywide office/R&D space. The magnitude of the changes, the fact that they all occur on the eastern side of Highway 101 along East Palo Alto's borders, and the release of both the documents at the same time warrant an additional 15 days for the review of the DEIRs.

Therefore, I respectfully request that the City of Menlo Park extend the Public Comment Period on the Facebook Expansion DEIR and the General Plan Update DEIR by 15 days, to July 25th and July 29th, respectively.

We appreciate the opportunity to review and comment on these projects and plans and to continue to work collaboratively with our neighbors. If you have any questions you can call me anytime or contact Sean Charpentier, the Assistant City Manager, at (650)833-8946 or scharpentier@cityofepa.org.

Sincerely,



Carlos Martinez
City Manager
(650) 853-3194

Cc:
Kyle Perata, Senior Planner, Menlo Park
Deanna Chow, Principal Planner, Menlo Park
East Palo Alto City Council



City Manager's Office

June 28, 2016

Mr. Carlos Martinez
City Manager
City of East Palo Alto
2415 University Avenue
East Palo Alto, CA 94303

RE: Request to extend draft EIRs public comment period

Dear Mr. Martinez,

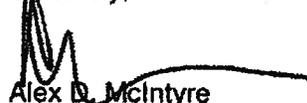
The City of Menlo Park has received your request to extend the Draft EIR public comment periods for the Facebook Campus Expansion Project and the ConnectMenlo General Plan Update. As you may be aware the review schedules for both projects, including the Draft EIR 45-day review periods, have been known and publically available since the City Council's approval of the project schedule for the Facebook Campus Expansion project on November 17, 2015 and of the ConnectMenlo General Plan Update on February 9, 2016.

In accordance with those schedules, the Planning Commission reviewed the Draft EIR for the Facebook Campus Expansion Project on Monday, June 20, 2016. During the public hearing, the Planning Commission discussed whether the project contained unusual circumstances that warranted extending the Draft EIR review period. The Commission did not find that there were circumstances that warranted extending the review period of the Draft EIR for the Facebook Campus Expansion Project.

The Planning Commission was scheduled to review the ConnectMenlo General Plan Update Draft EIR at the meeting on June 20, but that item was continued to the July 11, 2016 Planning Commission meeting with a special start time of 6:00 p.m. Thank you for your interest in these projects.

We are happy to forward your comment letter for the Planning Commission to consider as part of its review of the ConnectMenlo General Plan Update Draft EIR on Monday, July 11, 2016.

Sincerely,



Alex D. McIntyre
City Manager



**CITY OF EAST PALO ALTO
OFFICE OF THE CITY MANAGER
2415 UNIVERSITY AVENUE
EAST PALO ALTO, CA 94303**

June 22, 2016

Alex D. McIntyre
City Manager
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Re: Facebook Expansion DEIR and General Plan Land Use Update DEIR

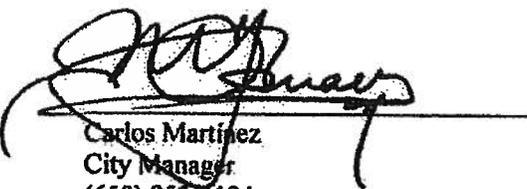
Dear Alex:

I am writing to request the extension of the public comment period for 15 days for both the Facebook Expansion Project Draft Environmental Impact Report (DEIR) and the General Plan Land Use Update DEIR. The City of East Palo Alto recognizes that both these projects are of critical importance to the City of Menlo Park. The combined changes proposed are significant, with 3.4 million square feet of new commercial space, 600 hotel rooms, and 4,500 new residential units. The combined changes reflect approximately a 30% increase in citywide housing units and a 40% increase in citywide office/R&D space. The magnitude of the changes, the fact that they all occur on the eastern side of Highway 101 along East Palo Alto's borders, and the release of both the documents at the same time warrant an additional 15 days for the review of the DEIRs.

Therefore, I respectfully request that the City of Menlo Park extend the Public Comment Period on the Facebook Expansion DEIR and the General Plan Update DEIR by 15 days, to July 25th and July 29th, respectively.

We appreciate the opportunity to review and comment on these projects and plans and to continue to work collaboratively with our neighbors. If you have any questions you can call me anytime or contact Sean Charpentier, the Assistant City Manager, at (650)833-8946 or scharpentier@cityofepa.org.

Sincerely,



Carlos Martínez
City Manager
(650) 853-3194

Cc:
Kyle Perata, Senior Planner, Menlo Park
Deanna Chow, Principal Planner, Menlo Park
East Palo Alto City Council

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Date Printed 6/1/2016

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CITY OF MENLO PARK
701 LAUREL STREET
MENLO PARK, CA 94025

Sent By: JOHN MCGIRR
Phone#: (650)330-6644
wgt(lbs): 0
Reference: PLANNING
Reference 2:

Ship To Company:

CITY OF EAST PALO ALTO
1960 TATE STREET
EAST PALO ALTO, CA 94303
SEAN CHARPENTIER

Service: GROUND

Sort Code: **SJC**

Special Services:
Signature Required



**NOTICE OF AVAILABILITY OF THE
DRAFT ENVIRONMENTAL IMPACT REPORT
and
NOTICE OF PUBLIC HEARING
CITY OF MENLO PARK PLANNING COMMISSION**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of Menlo Park, California is scheduled to review the following item:

Draft Environmental Impact Report (EIR) for ConnectMenlo: General Plan Land Use and Circulation Elements and M-2 Area Zoning Update

General Plan Amendment, Zoning Ordinance Amendment, Rezoning, Environmental Review/City of Menlo Park:

The City is proposing to update the Land Use and Circulation Elements of the General Plan, including revised goals, policies and programs, the establishment of new land use designations, and the creation of a new street classification system. The General Plan Update seeks to create a live/work/play environment that fosters economic growth, increased sustainability, improved transportation options and mobility, while preserving the existing residential neighborhood character and quality of life enjoyed today. The proposed land use changes in the M-2 Area (which is primarily the existing industrial and business parks located between Bayfront Expressway and Highway 101) could result in an increase in development potential above what would be allowed under the current General Plan, as follows:

- Up to 2.3 million square feet of non-residential space
- Up to 400 hotel rooms, and
- Up to 4,500 residential units

This additional development combined with the development potential under the current General Plan, would result in up to 4.1 million square feet of non-residential development and up to 5,500 residential units in the City. As part of the General Plan Update, the General Plan land use designation of a majority of the properties in the M-2 Area would be amended to reflect one of the new land use designations of Office, Life Science and Mixed-Use Residential. No other land use changes are anticipated outside of the M-2 Area as part of the proposed project.

Concurrent with the General Plan Update, to implement the new land use designations, the City is also proposing the M-2 Area Zoning Update. Proposed changes to the Zoning Ordinance include the creation of three new zoning districts in the M-2 Area for consistency with the proposed General Plan Update. The proposed districts include the Office (O), Life Science (LS) and Residential-Mixed Use (R-MU) designations, and each zoning district includes development regulations, design standards, and green and sustainable building requirements. Provisions for community amenities in exchange for increased development potential (floor area ratio up to 200%) and/or height (up to 120 feet) are also being considered. Where General Plan land use designation amendments are proposed, the properties would also be rezoned for consistency between the land use designation and zoning. In addition, changes to the C-2-B zoning district to allow for residential uses and modifications to streamline the hazardous materials review process are being proposed. A Draft Environmental Impact Report has been prepared to analyze the potential environmental impacts of the proposed project. In addition, a Fiscal Impact Analysis (FIA) is being prepared for the proposed project.

The Draft EIR prepared for the project identifies less than significant effects in the following categories: Aesthetics, Geology, Soils and Seismicity, Hydrology and Water Quality, and Public Services and Recreation. The Draft EIR identifies potentially significant environmental effects that can be mitigated to a less than significant level in the following categories: Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Land Use Planning, Noise, and Utilities and Service Systems. The Draft EIR identifies potentially

significant environmental effects that are significant and unavoidable in the following categories: Air Quality, Greenhouse Gas Emissions, Population and Housing, and Transportation and Circulation.

The California Environmental Quality Act (CEQA) requires this notice to disclose whether any listed hazardous material sites are present at the location. The project area does contain a hazardous waste site included in a list prepared under Section 65962.5 of the Government Code.

Copies of the Draft EIR will be on file for review at the City Main Library (800 Alma Street), Belle Haven Branch Library (413 Ivy Drive), Onetta Harris Community Center (100 Terminal Avenue) and Community Development Department (701 Laurel Street) in Menlo Park, CA 94025, as well as on the ConnectMenlo website at www.menlopark.org/connectmenlo, as of Wednesday, June 1, 2016. The review period for the Draft EIR has been set from Wednesday, June 1, 2016 through Friday, July 15, 2016. Written comments should be submitted to Deanna Chow via email at connectmenlo@menlopark.org or at the Community Development Department (701 Laurel Street, Menlo Park) no later than 5:00 p.m., Friday, July 15, 2016.

NOTICE IS HEREBY FURTHER GIVEN that the Planning Commission will hold a public hearing to provide comments and receive public comments on the Draft EIR in the Council Chambers of the City of Menlo Park, located at 701 Laurel Street, Menlo Park, California, on Monday, June 20, 2016 at 7:00 p.m. or as near as possible thereafter, at which time and place interested persons may appear and be heard thereon. If you challenge this item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Menlo Park during the public review period for the Draft EIR or at, or prior to, the public hearing.

Documents related to these items may be inspected by the public on weekdays between the hours of 7:30 a.m. and 5:30 p.m. Monday through Thursday and 8:00 a.m. to 5:00 p.m. on Friday, with alternate Fridays closed, at the Community Development Department, 701 Laurel Street, Menlo Park.

Please call Deanna Chow, Principal Planner, if there are any questions or comments on this item, at 650-330-6733 or by e-mail at connectmenlo@menlopark.org. Up-to-date information on the project can be found on the project webpage: www.menlopark.org/connectmenlo. To receive future email bulletins on the project, please subscribe to the project page.

Si usted necesita más información sobre este proyecto, por favor llame al 650-330-6702, y pregunte por un asistente que hable español.

DATED: May 26, 2016
PUBLISHED: June 1, 2016

Deanna Chow, Principal Planner

If there are any questions, please call the Planning Division at (650) 330-6702.





City of East Palo Alto

Office of the City Manager

July 20, 2015

Deanna Chow, Senior Planner
City of Menlo Park
Community Development Department,
Planning Division
701 Laurel Street
Menlo Park, CA 94025
dmchow@menlopark.org
connectmenlo@menlopark.org
Phone: (650) 330-6733
Fax: (650) 327-1653

Kyle Perata, Associate Planner
City of Menlo Park
Community Development Department,
Planning Division
701 Laurel Street
Menlo Park, CA 94025
ktperata@menlopark.org
Phone: (650) 330-6721
Fax: (650) 327-1653

RE: Notice of Preparation of the Environmental Impact Report for the (1) Facebook Campus Expansion Project, and (2) Menlo Park General Plan and M-2 Area Zoning Update

Dear Mr. Perata and Ms. Chow:

Thank you for the opportunity to review and comment on the NOP for the Facebook Campus Expansion Project and the Menlo Park General Plan and M-2 Area Zoning Update ("General Plan Update"). The City of East Palo Alto appreciates its working relationship with the City of Menlo Park regarding this and other projects that impact both cities.

The City of East Palo Alto has reviewed the Notice of Preparation for the Facebook Campus Expansion Project and the General Plan update. The City has combined its responses because they both focus on the same area, and the impacts are related.

Comments for Both the General Plan Update and the Facebook Campus Expansion Project

Traffic

First, East Palo Alto is a city that is severely impacted by regional cut through traffic. The Ravenswood/4 Corners TOD Specific Plan Alternatives Analysis Memo identified 84% of the traffic on University Avenue as "cut through traffic" that neither originates nor ends in East Palo Alto. The type and intensity of development envisioned in both the Facebook Expansion Project and the General Plan Update (collectively, the "Projects") is likely to attract employees from both the East Bay and cities along the U.S. Highway 101 corridor. To adequately analyze the potential impact of the Facebook Campus Expansion Project and the development envisioned in the General Plan Update, please add the following intersections to the Transportation Impact Analysis (TIA):

1. University Avenue and State Highway 84/Bayfront Expressway
2. University Avenue and Adams Drive
3. University Avenue and O'Brien Drive
4. University Avenue and Kavanaugh Drive
5. University Avenue and Purdue Avenue
6. University Avenue and Bay Road
7. Newbridge Street and Willow Road
8. University Avenue and Runnymede Street
9. University Avenue and Bell Street
10. East Bayshore Road and Holland Street
11. Saratoga Avenue and Newbridge Street
12. University Avenue and Donohoe Street
13. University Avenue/Hwy 101 NB on-off ramp.
14. University Avenue/Hwy 101 SB on-off ramp.
15. University Avenue and Woodland Avenue.

Additionally, the original Facebook Campus Project in 2011 relied on an innovative Transportation Demand Management (TDM) policy to manage trips. Both the Project and the General Plan Update should include a detailed summary on the efficacy of the TDMs used for the 2011 Facebook Campus Project.

Office Space Density (Square Foot Per Employee)

Second, social media companies typically have office space densities twice those of standard office uses. Such companies are often extremely efficient in their use of office space, having office space densities of approximately 150 square feet of office space for each employee, whereas normal office activities assume twice as much density (300 square feet per employee). Given the prominence of Facebook and Facebook's purchase of the ProLogis, Inc.'s 21-building Menlo Science & Technology Park, adding to its 200-acre Bay Area portfolio, traffic studies should reflect the higher densities of 150 square feet per employee associated with social media firms.

Housing Affordability and Availability

Third, the City of East Palo Alto has significant concerns about the "growth-inducing impacts"¹ of the Projects, and in particular, how development under both projects will impact housing affordability and availability in East Palo Alto. Notably, this is a concern that Menlo Park shares for its own residents. See NOP for General Plan, dated June 18, 2015 ("housing that complements local job opportunities with affordability that limits displacement of current residents").

Menlo Park has an exceptionally high jobs-housing ratio and exceptionally high housing prices. Menlo Park's jobs/housing ratio is 1.96, Palo Alto's is 3.13, and the City of East Palo Alto is 0.38. See Table 1 below. This jobs-housing imbalance, which would be exacerbated by development levels proposed under both Projects, could mean (1) a significant increase in

¹ CEQA Guidelines § 15126(d) (EIR must analyze growth-inducing impacts).

housing demand (indirect impact), and (2) an accompanying increase in new housing construction (direct physical impact) to accommodate that new demand caused by an increase in the number of new employees arising from the greater density proposed under both Projects. The City of East Palo Alto is deeply concerned about these spillover impacts and how they could affect its residents given the City's proximity to the Projects' area.

Table 1: Jobs Housing Ratio

	Jobs to Housing Ratio
Menlo Park	1.96
East Palo Alto	0.38
Palo Alto	3.13

Source: Lauren Hepler, Silicon Valley Business Journal, February 28, 2014; March 3, 2014.

The high jobs-housing ratio indicates that the City of Menlo Park needs to build a substantial amount of new housing units already to provide sufficient housing for employees who work in Menlo Park. The Facebook Campus Expansion Project and the General Plan Update will further and severely exacerbate the existing housing crisis, which is caused by cities not developing sufficient housing concomitant with the approval of development projects that increase the demand for such housing.

The City of East Palo Alto provides a significant amount of the housing stock in Silicon Valley. East Palo Alto has more housing units than jobs, the lowest market rate prices in the region, and approximately 30% (or 2,405 of 7,759 units) of the total housing units are currently non-exempt-registered in the Rent Stabilization Program. East Palo Alto is an island of affordable housing surrounded by several of the most expensive housing markets in the nation. The City is concerned that the new development proposed under both Projects might exacerbate the existing housing crisis in East Palo Alto by displacing current residents and/or causing the City to have to provide additional units without sufficient resources to adequately address the need.

Please provide an analysis of how both the Facebook Campus Expansion Project and the General Plan Update will impact the jobs-housing ratio in Menlo Park, and analyze or provide information on the impact on housing prices and the potential displacement of East Palo Alto residents. The following information should be provided and analyzed.

- The net number of new market rate and affordable units permitted and constructed in the last 10 years in Menlo Park, and since the original Facebook Campus received its Certificate of Occupancy.
- The current jobs-housing ratio and the projected future jobs-housing ratio for both the Facebook Campus Expansion Project and for the General Plan Update.
- An analysis of the impact the Facebook Campus Expansion Project and the General Plan Update will have on housing prices and potentially displacement of the City of East Palo Alto residents.
- An analysis of where it is anticipated that the new employees will live, based on ZIP code level data from the existing Facebook campus.

Other

Fourth, clarify the relationship between the Facebook Campus Expansion Project and the General Plan Update. Is the proposed hotel being analyzed in both? Are the net trips from the Facebook Campus Expansion Project included in the traffic model for the General Plan Update?

Finally, please include the following individuals in all notices related to this project and the General Plan Update:

1. Sean Charpentier, Assistant City Manager, City of East Palo Alto, 1960 Tate Street, East Palo Alto, CA 94303; scharpentier@cityofepa.org.
2. Brent Butler, Planning Manager, East Palo Alto Planning Division, 1960 Tate Street, East Palo Alto, CA 94303; bbutler@cityofepa.org.

Comments Specific to the Facebook Expansion Project EIR

First, the impact analysis should analyze the significant increase of employees on the site. The project description identifies the two new buildings totaling 967,000 square feet for a net increase of approximately 127,000 square feet. There are 1,690 existing parking spaces and the project will add 3,800 parking spaces, which would be a net increase of 2,110 parking spaces.

As noted above, the new uses have a much higher employee density, and the traffic impact analysis should reflect the higher intensity of use. These traffic numbers should also be included in the General Plan Program EIR analysis to get a complete understanding of the traffic numbers.

The impacts should be analyzed on the net impact of replacing what are largely low density industrial buildings with buildings with social media employees at 150 square feet per employee.

Second, the Facebook Expansion Project will bring a substantial number of new employees and visitors, including the 200 room hotel, to an area prone to flooding; thus, substantially increasing the demand for life safety services. Please explain how Facebook is planning to improve existing levees and flood protection systems to mitigate the potential threat of flooding due to tidal flooding, including the effects of Sea Level Rise.

Comments Specific to the General Plan Update

First, based on the Draft M-2 Area Maximum Potential Development map, it appears that the proposal is to maintain the lower density industrial uses on the south side of O'Brien Drive. There is a single family residential neighborhood along Kavanaugh Drive. The City supports maintaining the existing lower density uses along the southern side of O'Brien Drive so as to provide a transition from the higher density uses to the lower density neighborhoods.

Second, the City supports the strong emphasis on separated bike paths and trails. Please explore options to connect the terminus of Ralmar Avenue to the proposed bike path along O'Brien Avenue. This would provide a trail/bike connection between Cesar Chavez Academy and Costañõ School on the east side of University Avenue. With a trail connection between Ralmar

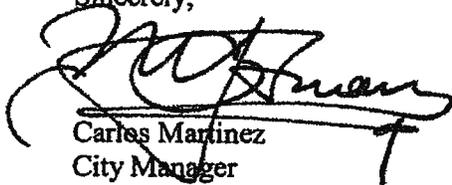
Avenue and O'Brien Drive, and the build out of the trails envisioned in the RBD/4 Corners TOD Specific Plan, students from Cesar Chavez Academy would be able to access Cooley Landing entirely via path and trail.

Third, the General Plan Update shows a series of potential transit stops. The General Plan Update EIR should analyze the option of having a multimodal rail/bus rapid transit station/center at University Avenue.

Thank you for the opportunity to comment on the Notice of Preparations for the Facebook Campus Expansion and the Menlo Park General Plan and M-2 Area Zoning Update. The City of East Palo Alto looks forward to continuing our collaborative relationship with the City of Menlo Park.

For more information or questions regarding this letter, please contact Sean Charpentier, Assistant City Manager, at (650) 853-3150.

Sincerely,



Carlos Martinez
City Manager

7/20/15

6/20/16

I

① I'M HAPPY TO SEE IMPROVEMENTS ON BELLE HAVEN AREAS BUT, I'LL BE HAPPIER TO SEE:

* AN INCREASE TO 40% FOR LOW INCOME RESIDENCES WORKING WITH ANY ORGANIZATION DEDICATED TO HOUSING DEVELOPMENTS LIKE THE ONES ON WILLOW & O'BRIEN

* PROVIDE A REALY GOOD & RELIABLE, PUBLIC TRANSPORTATION THAT CAN TAKE PEOPLE TO PALO ALTO ^{EPA'S} MENLO PARK & REDWOOD CITY TRANSITATIONS AND PROVIDE THE ADEQUATE SHELTERED BUS STOPS; LET'S WORK WITH OUR NEIGHBOORS CITIES

* ALLOW HOME OWNER'S WITH 5,500 SQ. FT LOTS TO HAVE THE OPPORTUNITY TO BUILT → OVER

A SECONDARY UNITS, MANY LOTS ON BELLE HAVEN ARE 5,500 SQ. FT. ; THE EXISTING ZONING ONLY ALLOWS SECONDARY DWELLING UNIT TO LOTS OF 6,000 SQ. FT. AND ABOVE. PLEASE, CONSIDER CHANGE THE ZONING TO 5500~~4~~

* CITY SHOULD WORK WITH REVENUSMOOD SCHOOL DISTRICT TO HAVE A BETTER SCHOOL HERE IN BELLE HAVEN.

* THESE # OF VEHICLES ^{ARE REPORT} ARE ONLY FOR FACE BOOK AND DOES NOT INCLUDES THE OTHER DEVELOPMENTS ON O'BRIEN'S AREA & BY MARCH ROAD AREAS & CONVESSIONS AT FACE BOOK

THANKS!

REYESJO REYES @ GMAIL.COM
(650) 814-0799

Chow, Deanna M

From: Neilson Buchanan <cnsbuchanan@yahoo.com>
Sent: Friday, July 01, 2016 2:21 PM
To: _connectmenlo
Subject: commentary on Facebook and GPU EIRs
Attachments: Buchanan Comment for PTC 6-29-2016 Meeting Final.docx; Buchanan Attachment 1 GPU DEIR Traffic Excerpt.PDF

Please accept the attached comments presented to the Palo Alto Planning and Transportation Commission.

Neilson Buchanan
155 Bryant Street
Palo Alto, CA 94301

650 329-0484
650 537-9611 cell
cnsbuchanan@yahoo.com

Comment, Neilson Buchanan – June 29, 2016 Planning Commission Meeting

155 Bryant Street, Palo Alto

cnsbuchanan@yahoo.com

650 329-0484

I appreciate that Palo Alto has recognized the regional importance of other nearby cities' planning efforts and plans to comment on Menlo Park's Facebook Expansion and General Plan Update DEIRs, but the proposed letters don't make plain enough that it's unacceptable for Menlo Park to be looking narrowly at those proposals' impacts only within Menlo Park city limits and not at the broader region.

Palo Alto residents have already felt the impacts of unchecked office growth both in and around Palo Alto. Traffic is unbearable, parking is a battle, and we're not considering what to do with all these new employees when they get here. To protect Palo Alto's residents from these negative impacts, the City should more firmly critique the weaknesses in Menlo Park's DEIRs, especially the lack of consideration of regional impacts on traffic, population, and housing, including in Palo Alto.

Regarding traffic impacts, the EIRs' scope of analysis is too narrow and must include more impacted intersections and roadways in Palo Alto. I agree that the EIRs need to study the Sand Hill/El Camino Real/Palo Alto Avenue intersection, as the proposed comment letters state.

However, the City *can and should* also convey a message to Menlo Park for the need to study the impacts on other heavily impacted Palo Alto intersections.

Please consider the following:

1. Attached are pages from Menlo Park's Transportation Analysis for the Facebook Expansion. (The scope of the General Plan Update DEIR's Transportation Analysis is identical.) Menlo Park has identified streets and intersections demanding analysis. It is logical that equally worthy streets in adjacent cities demand comparable analysis. Please review pages 3.3-6 – 3.3-8 and fig. 3.3-1 of the Facebook Expansion DEIR, which I have attached here and can be viewed in full at: <http://menlopark.org/DocumentCenter/View/10284>.
2. More specifically, citizens, not city staff, have documented profound **negative safety and traffic impact** on Middlefield/Everett and Middlefield/Hawthorne intersection. Mitigation effort to date has been ineffective, perhaps marginally effective at Hawthorne.
3. University Avenue(PA) and Willow(MP) are unable to handle inbound or outbound traffic. What are the traffic delays today and in the immediate future?
4. Within the last week, Palo Alto was unable to muster political support for forward looking funding of transportation measure to mitigate traffic. Unknown and perhaps significant risk (voter approval) awaits these mitigation programs, which are delayed for a minimum of 2-3 years of Palo Alto Process. The Planning Commission in good faith must provide more insightful commentary to City Councils of both Palo Alto and Menlo Park. *This is a fundamental responsibility of appointed officials.*

The EIRs' analyses of population, employment, and housing impacts is also unrealistically myopic. They evaluate only the direct and cumulative impacts *in Menlo Park* of all of this new office construction, despite the fact that the EIRs admit only 5 to 7% of the over 22,350 new employees will actually live in Menlo Park. And because so few of the new employees would live in Menlo Park, the EIRs say these impacts are going to be less than significant.

But where do the other 95% go? And what will be the impacts of these thousands of new employees coming to our area, trying to find homes here, and if they can't, commuting in to Menlo Park from afar? The EIRs don't tell us. Palo Alto should tell Menlo Park that these impacts are important, and that they must be studied and disclosed to the public.

For these reasons, Commissioners, I respectfully request that you ask staff to add these concerns to Palo Alto's comments to Menlo Park on the Facebook Expansion and General Plan Update DEIRs.

Bottom Line: It is unrealistic to think that ordinary, individual Palo Alto citizens can possibly comment in-depth and rationally to Menlo Park. The primary responsibility today is upon City Staff and the Planning Commissioners. In my personal opinion, this responsibility is conflicted. How can City Staff and Planning Commissioners truly criticize Menlo Park when, in practice, development impact within Palo Alto impacts Menlo Park? This creates a system of intercity accommodation not critical thought and commentary.

As a result... the pressing problems of housing and traffic are avoided and accelerated. Everyone is responsible and nobody is accountable.

797003.3

TRANSPORTATION AND CIRCULATION

As previously discussed in Section 4.13.1.1, Regulatory Framework, VMT is an important metric in the evaluation and management of travel and congestion on both a regional and local level. For example, VMT is a key factor that influences transportation GHG emissions because the level of travel activity is a determinant of fuel consumption. VMT is also used in noise and air quality analyses because it provides an indication of the overall performance of the automobile and truck transportation system within the city. A greater VMT means more noise and more air pollution. For a discussion of VMT as it relates to air quality, GHG emissions and noise, see Chapter 4.2, Air Quality, Chapter 4.6, Greenhouse Gas, and Chapter 4.10, Noise, of this Draft EIR.

Study Locations

This section evaluates the impacts of the proposed project on 64 intersections and 87 roadway segments. The study area for the traffic analysis was selected based on consultation with City staff to capture the roadway facilities likely to experience impacts due to buildout of the proposed project.

Study Intersections

The 64 study intersections are shown in Table 4.13-4 by intersection number, name, control type jurisdiction. The level-of-service threshold for each intersection is also listed.

Study Roadway Segments

The study segments, shown in Table 4.13-5, were selected for analysis of average daily traffic (ADT) based on 24-hour traffic count data provided by the City. Table 4.13-5 is organized by segment number and name, the streets the segment is between and the City's street classification – either primary arterial, minor arterial, collector or local.

TABLE 4.13-4 STUDY AREA INTERSECTIONS AND LEVEL OF SERVICE (LOS) STANDARDS

No.	Intersection	Control Type	Jurisdiction	LOS Threshold
1	Sand Hill Road and I-280 NB Off-Ramp	Signal	Caltrans	D
2	Sand Hill Road and I-280 NB On-Ramp	Signal	Caltrans	D
3	Sand Hill Road and Addison-Wesley	Signal	Menlo Park	D
4	Saga Lane and Sand Hill Road	Signal	Menlo Park	D
5	Branner Drive and Sand Hill Road	Signal	Menlo Park	D
6	Sharon Park Drive and Sand Hill Road	Signal	Menlo Park	D
7	Alpine Road/Santa Cruz Avenue and Junipero Serra Boulevard	Signal	Menlo Park	D
8	Santa Cruz Avenue and Sand Hill Road	Signal	Menlo Park	D
9	Oak Avenue/Vine Road and Sand Hill Road	Signal	Menlo Park	D
10	Santa Cruz Avenue and Elder Avenue	Signal	Menlo Park	D
11	Valparaiso Avenue and University Drive	Signal	Menlo Park	D

TRANSPORTATION AND CIRCULATION

TABLE 4.13-4 STUDY AREA INTERSECTIONS AND LEVEL OF SERVICE (LOS) STANDARDS

No.	Intersection	Control Type	Jurisdiction	LOS Threshold
12	Santa Cruz Avenue and University Drive (S)	Signal	Menlo Park	D
13	Oak Grove Avenue and Laurel Street	Signal	Menlo Park	C
14	Ravenswood Avenue and Laurel Street	Signal	Menlo Park	D
15	Middlefield Road and Ravenswood Avenue	Signal	Menlo Park	D
16	Middlefield Road and Ringwood Avenue	Signal	Menlo Park	D
17	Middlefield Road and Willow Road	Signal	Menlo Park	D
18	Willow Road and Gilbert Avenue	Signal	Menlo Park	D
19	Willow Road and Coleman Avenue	Signal	Menlo Park	D
20	Willow Road and Durham Street	Signal	Menlo Park	D
21	Marsh Road and Bay Road	Signal	Menlo Park	D
22	Marsh Road and Bohannon Drive	Signal	Menlo Park	D
23	Marsh Road and Scott Drive	Signal	Menlo Park	D
24	El Camino Real and Encinal Avenue	Signal	Caltrans	D
25	El Camino Real and Glenwood Avenue	Signal	Caltrans	D
26	El Camino Real and Oak Grove Avenue	Signal	Caltrans	D
27	El Camino Real and Santa Cruz Avenue	Signal	Caltrans	D
28	El Camino Real and Ravenswood Avenue	Signal	Caltrans	D
29	El Camino Real and Roble Avenue	Signal	Caltrans	D
30	El Camino Real and Middle Avenue	Signal	Caltrans	D
31	El Camino Real and Cambridge Avenue	Signal	Caltrans	D
32	Willow Road and Bay Road	Signal	Menlo Park	D
33	Willow Road and Newbridge Street	Signal	Caltrans	D
34	Willow Road and O'Brien Drive	Signal	Caltrans	D
35	Willow Road and Ivy Drive	Signal	Caltrans	D
36	Willow Road and Hamilton Avenue	Signal	Caltrans	D
37	Willow Road and Bayfront Expressway	Signal	Caltrans (CMP)	D
38	Bayfront Expressway and University Avenue	Signal	Caltrans (CMP)	D
39	University Avenue and O'Brien Drive	Signal	Caltrans	D
40	Bayfront Expressway (SR 84) and Chilco Street	Signal	Caltrans	D
41	Bayfront Expressway (SR 84) and Chrysler Drive	Signal	Caltrans	D
42	Bayfront Expressway and Marsh Road	Signal	Caltrans (CMP)	D
43	Marsh Road and US 101 SB	Signal	Caltrans	D
44	Marsh Road and US 101 NB	Signal	Caltrans	D

TRANSPORTATION AND CIRCULATION

TABLE 4.13-4 STUDY AREA INTERSECTIONS AND LEVEL OF SERVICE (LOS) STANDARDS

No.	Intersection	Control Type	Jurisdiction	LOS Threshold
45	Chilco Street and Constitution Drive	All Way Stop	Menlo Park	C
46	Chrysler Drive and Constitution Drive	All Way Stop	Menlo Park	C
47	University Avenue and Adams Drive	Side-street Stop	Caltrans	D
48	Chrysler Drive and Jefferson Drive	Side-street Stop	Menlo Park	C
49	Chrysler Drive and Independence Drive	Side-street Stop	Menlo Park	C
50	Jefferson Drive and Constitution Drive	Side-street Stop	Menlo Park	C
51	University Avenue and Bay Road	Signal	East Palo Alto	D
52	University Avenue and Runnymede Street	Signal	East Palo Alto	D
53	University Avenue and Bell Street	Signal	East Palo Alto	D
54	University Avenue and Donohoe Street	Signal	Caltrans	D
55	US 101 NB Ramps and Donohoe Street	Signal	Caltrans	D
56	University Avenue and US 101 SB Ramps	Signal	Caltrans	D
57	University Avenue and Woodland Avenue	Signal	East Palo Alto	D
58	University Avenue and Middlefield Road	Signal	Palo Alto	D
59	Middlefield Road and Lytton Avenue	Signal	Palo Alto	D
60	Chilco Street and Hamilton Avenue	All-way Stop	Menlo Park	C
61	Chilco Street and Terminal Avenue	All-way Stop	Menlo Park	C
62	Chilco Street and Ivy Drive	All-way Stop	Menlo Park	C
63	Chilco Street and Newbridge Street	All-way Stop	Menlo Park	C
64	Marsh Road and Middlefield Road	Signal	Menlo Park	D

Notes: CMP = C/CAG Congestion Management Plan
 Source: TJKM Transportation Consultants May 2016.

TRANSPORTATION AND CIRCULATION

TABLE 4.13-5 STUDY AREA ROADWAY SEGMENTS AND 2014 EXISTING AVERAGE DAILY TRAFFIC (ADT) VOLUME

No.	Street	From	To	Current Classification	2014 Existing
1	Alameda de las Pulgas	Avy Avenue	Santa Cruz Avenue	Minor Arterial	12,450
2 ^a	Alameda de las Pulgas	Valparaiso Avenue	Avy Avenue	Minor Arterial	15,330
3 ^a	Alameda de las Pulgas	City Limit	Valparaiso Avenue	Minor Arterial	16,140
4	Alma Street	Ravenswood Avenue	Oak Grove Avenue	Collector	1,640
5	Alma Street	Willow Road	Ravenswood Avenue	Collector	3,240
6	Alpine Road	City Limit	Junipero Serra Boulevard	Minor Arterial	23,310
7 ^b	Avy Avenue	City Limit	Alameda de las Pulgas	Collector	4,610
8	Avy Avenue	Alameda de las Pulgas	Santa Cruz Avenue	Collector	5,940
9	Bay Road	Greenwood Drive	Marsh Road	Collector	5,550
10	Bay Road	Ringwood Avenue	Greenwood Drive	Collector	5,660
11	Bay Road	Willow Road	Ringwood Avenue	Collector	7,580
12	Bohannon Drive	Campbell Avenue	Marsh Road	Collector	3,910
13	Chilco Street	Constitution Drive	Bayfront Expressway	Collector	7,000
14	Chrysler Drive	Constitution Drive	Bayfront Expressway	Collector	4,070
15	Constitution Drive	Chilco Street	Chrysler Drive	Collector	2,360
16	Crane Street	Oak Grove Avenue	Santa Cruz Avenue	Collector	2,660
17	Crane Street	Santa Cruz Avenue	Menlo Avenue	Collector	2,420
18	Encinal Avenue	El Camino Real	Laurel Street	Collector	5,600
19	Encinal Avenue	Laurel Street	Middlefield Road	Collector	4,950
20	Glenwood Avenue	El Camino Real	Laurel Street	Collector	5,980
21	Hamilton Avenue	Willow Road	Chilco Street	Collector	2,770
22	Haven Avenue	Bayfront Expressway/Marsh Road	City Limit	Collector	7,400
23	Junipero Serra Boulevard	City Limit	Alpine Road	Primary Arterial	16,010
24	Laurel Street	Oak Grove Avenue	Glenwood Avenue	Collector	4,060
25	Laurel Street	Ravenswood Avenue	Oak Grove Avenue	Collector	4,410

CONNECTMENTO: GENERAL PLAN LAND USE AND CIRCULATION ELEMENTS
AND M-2 AREA ZONING UPDATE
CITY OF MENLO PARK

TRANSPORTATION AND CIRCULATION

TABLE 4.13-5 STUDY AREA ROADWAY SEGMENTS AND 2014 EXISTING AVERAGE DAILY TRAFFIC (ADT) VOLUME

No.	Street	From	To	Current Classification	2014 Existing
26	Laurel Street	Willow Road	Ravenswood Avenue	Collector	4,470
27	Marsh Road	City Limit	Bay Road	Minor Arterial	22,850
28	Marsh Road	Bay Road	Bohannon Drive	Primary Arterial	25,830
29	Marsh Road	Bohannon Drive	Scott Drive	Primary Arterial	32,410
30	Menlo Avenue	University Avenue	Crane Street	Collector	7,360
31	Menlo Avenue	Crane Street	El Camino Real	Collector	8,650
32	Middle Avenue	Olive Street	University Drive	Collector	7,250
33	Middle Avenue	University Drive	El Camino Real	Collector	8,920
34 ^b	Middlefield Road	Ravenswood Avenue	Oak Grove Avenue	Minor Arterial	14,760
35	Middlefield Road	Willow Road	Ravenswood Avenue	Minor Arterial	19,690
36	Middlefield Road	City Limit	Willow Road	Minor Arterial	18,420
37	Newbridge Street	Willow Road	Chilco Street	Collector	7,070
38	Oak Grove Avenue	University Drive	Crane Street	Collector	6,360
39	Oak Grove Avenue	Crane Street	El Camino Real	Collector	7,700
40	Oak Grove Avenue	El Camino Real	Laurel Street	Collector	9,570
41	Oak Grove Avenue	Laurel Street	Middlefield Road	Collector	8,650
42	O'Brien Drive	Kavanaugh Drive	Willow Road	Collector	6,370
43	O'Brien Drive	University Avenue	Kavanaugh Drive	Collector	3,280
44	Ravenswood Avenue	El Camino Real	Alma Street	Minor Arterial	23,980
45	Ravenswood Avenue	Alma Street	Laurel Street	Minor Arterial	18,760
46	Ravenswood Avenue	Laurel Street	Middlefield Road	Minor Arterial	16,550
47 ^a	Ringwood Avenue	Middlefield Road	Bay Road	Collector	7,300
48	Sand Hill Road	I-280	Sharon Park Drive	Primary Arterial	28,050
49	Sand Hill Road	Santa Cruz Avenue	Sharon Park Drive	Primary Arterial	30,790
50	Sand Hill Road	Santa Cruz Avenue	City Limit	Minor Arterial	32,740

TRANSPORTATION AND CIRCULATION

TABLE 4.13-5 STUDY AREA ROADWAY SEGMENTS AND 2014 EXISTING AVERAGE DAILY TRAFFIC (ADT) VOLUME

No.	Street	From	To	Current Classification	2014 Existing
51	Santa Cruz Avenue	Junipero Serra Blvd.	Sand Hill Road	Minor Arterial	26,480
52 ^a	Santa Cruz Avenue	Sand Hill Road	Alameda de las Pulgas	Minor Arterial	23,230
53	Santa Cruz Avenue	Alameda de las Pulgas	Avy Avenue/Orange Avenue	Minor Arterial	10,900
54	Santa Cruz Avenue	Avy Avenue/Orange Avenue	Olive Street	Minor Arterial	14,520
55	Santa Cruz Avenue	Olive Street	University Drive	Minor Arterial	15,320
56	Santa Cruz Avenue	University Drive	Crane Street	Minor Arterial	7,620
57	Santa Cruz Avenue	Crane Street	El Camino Real	Minor Arterial	7,370
58	Scott Drive	Marsh Road	Campbell Avenue	Collector	4,820
59	Sharon Park Drive	Sand Hill Road	Sharon Road	Collector	9,970
60	Sharon Road	Sharon Park Drive	Alameda de las Pulgas	Collector	3,780
61	University Drive	Middle Avenue	Menlo Avenue	Collector	5,840
62	University Drive	Menlo Avenue	Santa Cruz Avenue	Collector	9,310
63	University Drive	Santa Cruz Avenue	Oak Grove Avenue	Collector	7,160
64	University Drive	Oak Grove Avenue	Valparaiso Avenue	Collector	5,110
65	Valparaiso Avenue	Alameda de las Pulgas	Cotton Street	Minor Arterial	12,050
66	Valparaiso Avenue	Cotton Street	University Avenue	Minor Arterial	14,440
67	Valparaiso Avenue	University Drive	El Camino Real	Minor Arterial	13,010
68	Willow Road	Alma Street	Laurel Street	Collector	3,360
69	Willow Road	Laurel Street	Middlefield Road	Collector	5,250
70	Willow Road	Middlefield Road	Gilbert Avenue	Collector	24,330
71	Chilco Street	Hamilton Avenue	Terminal Avenue	Collector	4,780
72	Chilco Street	Ivy Drive	Hamilton Avenue	Collector	2,650
73	Chilco Street	Newbridge Street	Ivy Drive	Collector	2,110
74	Hamilton Avenue	Willow Road	Hamilton Court	Collector	2,640
75	Willow Road	Gilbert Avenue	Coleman Avenue	Minor Arterial	24,350

CONNECTMENTO: GENERAL PLAN LAND USE AND CIRCULATION ELEMENTS
AND M-2 AREA ZONING UPDATE
CITY OF MENLO PARK

TRANSPORTATION AND CIRCULATION

TABLE 4.13-5 STUDY AREA ROADWAY SEGMENTS AND 2014 EXISTING AVERAGE DAILY TRAFFIC (ADT) VOLUME

No.	Street	From	To	Current Classification	2014 Existing
76	Willow Road	Coleman Avenue	Durham Street	Minor Arterial	41,190
77	Willow Road	Durham Street	Bay Road	Minor Arterial	34,150
78	Chilco Street	Terminal Avenue	Constitution Drive	Collector	5,100
79	Chrysler Drive	Constitution Drive	Independence Drive	Collector	3,270
80	Chrysler Drive	Independence Drive	Commonwealth Drive	Collector	1,110
81	Adams Drive	University Drive	Adams Court	Local	1,260
82	Olive Street	Santa Cruz Avenue	Middle Avenue	Local	2,450
83	Olive Street	Middle Avenue	Oak Avenue	Local	3,050
84	Cambridge Avenue	University Drive	El Camino Real	Local	1,600
85	Linfield Drive	Middlefield Road	Waverley Street	Local	1,760
86	Waverley Street	Laurel Street	Linfield Drive	Local	1,650
87	Ivy Drive	Chilco Street	Willow Road	Local	3,200

a. San Mateo County jurisdiction

b. Town of Atherton jurisdiction

Source: TJKM Transportation Consultants, January 2016.

Pam D. Jones
1371 Hollyburne Avenue
Menlo Park, CA 94025-1309

City of Menlo Park Council Member,

I respectfully request an extension to 90 days for the comment period on the concurrent released EIR for Connect Menlo and Facebook Campus Expansion Project. This request is consistent with the California Environment Quality Act (CEQA) **“The public review period for a draft EIR should be not be less than 30 days or no longer than 60 days except in unusual circumstances.” Guidelines §15105.**

The CEQA further states: **“The EIR should focus on the significant effects on the environment. The significant effects should be discussed with emphasis in proportion to their severity and probability of occurrence. Enough information should be included to allow decision-makers to make an full determination of the impact. Guidelines.” §15143, §15146, §15151**

The unusual circumstances includes but is not limited to the concurrent release of EIRs, failure to analysis and include multiple prior approved projects, and the substantial impact on human environment. In addition, to date the City of Menlo Park has failed to provide remedy to current traffic challenges, nor provided a plan that does not include directing traffic through the Belle Haven portion of Menlo Park.

I anticipate a positive response to this more than reasonable request.

Respectfully, *Pam Jones*

Pamela D Jones
1371 Hollyburne Avenue
Menlo Park, CA
650.323.7378
July 7, 2016

Dear City Council Members and Planning Commissioners,

I appreciate that each of you have time to thoroughly review both EIRs. At the 6/20/2016 meeting, the chairperson of the Planning Commission stated that an extension was not necessary because the Commissioners would only delay their reading of the EIRs. The commissions agreed that THEY had enough time. The multiple requests from your constituents to extend the comment period has been ignored. As public servants, this is an unacceptable attitude and behavior towards constituents. Your deliberate haste to move the EIRs though the process gives the perception of hidden agendas. This is not a Facebook issue; this is a City Council and Planning Commission issue.

I would like to think that you have been acting in good-faith with the welfare of the community as your driving force. Therefore again I respectfully request an extension to **90** days for the comment period on the concurrent released EIR for Connect Menlo and Facebook Campus Expansion Project. This request is consistent with the California Environment Quality Act (CEQA) **“The public review period for a draft EIR should be not be less than 30 days or no longer than 60 days except in unusual circumstances.” Guidelines §15105.**

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Respectfully, *Pam Jones*

Chow, Deanna M

Subject: FW: need for outreach about General Plan Update

From: Patti L Fry <pattilry@gmail.com>
Sent: Friday, July 1, 2016 9:50 AM
To: _CCIN
Subject: need for outreach about General Plan Update

Dear Council -

Out of all the many public meetings about ConnectMenlo (the city's General Plan update), not a single one has included explicit discussions about the IMPACTS of 50% growth in population and 70% growth in employment by 2040. Our entire community will be affected. There should be extensive public outreach throughout Menlo Park. None is planned. Well, apparently a one-hour presentation and Q&A at 6pm 7/11 is newly scheduled, but that hardly counts as outreach and discussion, especially when the public only gets 3 minutes each and there is no 2-way conversation.

The only public meetings are the required minimum regarding approval of the Environmental Impact Report and Zoning Ordinance changes.

Because the only zoning changes that were contemplated are in a part of the Bayfront area, most people I know outside of Belle Haven and the General Plan Advisory Committee think that ConnectMenlo is akin to a specific plan for M-2. In other words, they think the Update is only about some zoning changes that will affect a small area of Menlo Park "way over there".

Well, nothing is further from the truth. Those zoning changes represent only 1/4 of the growth projected from now through 2040. There is land available in the rest of the city that is zoned to allow more than three times that amount of additional growth. Some of that already is proposed projects that have been looked at in isolation. The new General Plan codifies at least 50% more housing and 70% more non-residential growth throughout Menlo Park.

Residents are not aware that there could be 16,000 more commuters coming our way - and even more than that if the projected housing doesn't get built or if companies pack in their workers like Facebook does? Residents are not aware that each of the local school districts say they are concerned with population growth of 50%.

Residents are not aware that the Facebook expansion project alone - despite being way over by the bay - will cause significant traffic impacts throughout Menlo Park as far as Alpine, Alameda de las Pulgas, Sand Hill Road, Cambridge, Middlefield, the Willows and all over Belle Haven. The rest of the growth outside of the small area being rezoned will cause even more congestion citywide. Who knows all this?

The General Plan is a critically important guide for our community's future. After all this time since it was last comprehensively updated in 1994, and with the update about 12 years overdue, the integrity of the process requires the deliberate inclusion of the entire community in discussions about impacts, adequacy of our infrastructure to support massive growth, and ways to address them. Our quality of life and the safety of our families are concerns that are too important to move forward without these conversations. We have a very innovative community that might have good ideas, but they need the opportunity to learn more about the impacts before they can engage in addressing them creatively.

Extending the public comment period for the Facebook Expansion and General Plan Update DEIRs is THE LEAST that should be done. Reading the documents alone is a herculean task (well over 9,000 pages, combined). Add to that the need to put into words (ideally into writing) comments and ideas in a thoughtful and constructive way. This takes time.

There should be outreach discussions, both about the impacts and about what our community and the City could do to minimize them. For example, putting plans to modify our circulation system in a major way, or figuring out a way to better support our schools' ability to handle growth.

Instead, the schedule is to have the bare minimum period for public involvement, over the summer. We, as a city, can do better than this.

Respectfully submitted,
Patti Fry

Menlo Park resident and former Planning Commissioner

Chow, Deanna M

From: rachel scheuring <rachscheuring@yahoo.com>
Sent: Friday, July 01, 2016 1:26 PM
To: Chow, Deanna M
Cc: Arron Retterer; Wendy Shindler; Nagaya, Nicole H; _Planning Commission
Subject: Comment on Draft EIR for ConnectMenlo--Bay Road/Ringwood Intersection

Hi Deanna,

I am a resident of Suburban Park and would like to comment on the draft EIR for the General Plan Update. After reviewing the transportation section of the draft EIR, it occurs to me that the intersection of Bay Road and Ringwood Avenue has not been included in the traffic study. This is a heavily impacted intersection with significant delays during morning and afternoon commute. In case you are not familiar with the intersection, it is a signed intersection with five feeder streets and significant pedestrian traffic involving mostly high school students walking to and from east Menlo Park to M-A High School (via the pedestrian bridge). Back ups during the school year regularly stretch from Bay/Ringwood north to Greenwood Drive (Suburban Park) during morning commute and seem to have worsened with the recent increase in student population at M-A High School (at least 300 students since redistricting took effect last year).

Given that future residential development in Menlo Park will likely feed more students to M-A High School and that any further non-residential development in the M-2 area will undeniably impact both the Willow and Marsh Road corridors with resultant spillover effects onto Bay Road, I think any reasonable traffic impact assessment must include this intersection. Assessment should take place during the school year, when Marsh Road is again reopened, and during high impact times such as morning commute.

Incidentally, the Bay Road/Ringwood intersection is also missing from the Facebook Expansion draft EIR. As one of thousands living along Bay Road, I urge you to correct these oversights.

Sincerely,

Rachel Scheuring
117 Bay Road
Menlo Park, CA 94025

Chow, Deanna M

From: Steinmetz, Robert <rosteinm@visa.com>
Sent: Wednesday, June 22, 2016 9:16 AM
To: _connectmenlo
Cc: Wendy Whitehouse (wendyw@exponent.com)
Subject: Menlo Park General Plan Update EIR

Hello,

We are Menlo Park homeowners in Suburban Park. We are concerned about impacts resulting in traffic in and around our neighborhood.

What mitigations are planned to address our worsening traffic issues? If the city is to add 4500 residential units, 400 hotel rooms, and as much as 2.3 million square feet of non-residential space (not to mention thousands of new employees), the already pressured and frustrating traffic situation along the Willow/Marsh/Bay Road corridors will likely reach a tipping point in which our neighborhoods are reduced to morning and afternoon gridlock. Suburban Park and surrounding neighborhoods are bearing the brunt of these massive new developments, both in terms of traffic congestion and visual encroachment.

I encourage the Planning Commission to consider these very real concerns when reviewing and making decisions regarding future developments. How do we protect our neighborhoods from extensive spillover traffic effects caused by development in an area that already pressures the Willow/Marsh/Bay Road corridors? How do we maintain that quality of life that was once the signature of Menlo Park life? Please do not rush to pass the General Plan Update without considering the future of our neighborhoods. We should not accept a plan that does not address traffic issues without real, effective mitigations.

In addition we are concerned about water usage, where will the water come from for all of this new development? Is this water source sustainable? Nearby East Palo alto recently had development plans put on hold because there was a disconnect between development planning efforts and Water supplies/allotments. We should not be committing to support large amounts of new development without sustainable sources of water identified. Let's not make the same mistake here!

Robert Steinmetz & Wendy Whitehouse
129 Bay Road
Menlo Park, CA
415-813-7064