

Murphy, Justin I C

From: Adina Levin <aldeivnian@gmail.com>
Sent: Wednesday, April 01, 2015 6:24 PM
To: Cat Carlton; Michele Tate; Murphy, Justin I C; cknox@placeworks.com
Subject: Housing topics in M2 plan area

Hi, Catherine, Charlie, Justin, and Michele,

Many of the open issues relating to the General Plan/M2 area have to do with housing.

* Residents have expressed concerned about price increases and displacement. There are questions about whether an influx of jobs, including many highly paid professional jobs, will put pressure on housing prices, and whether providing additional housing would help relieve that pressure.

* There are questions about below market rate housing, and whether this would be helpful to accommodate people with a range of jobs and incomes, maintaining welcome diversity; or whether BMR housing would it is an unwelcome burden.

* There are questions about the regional nature of the housing market. If Menlo Park does not add housing for the influx of workers, will there be plentiful housing in nearby communities? If Menlo Park does add housing, will we be the only ones adding housing, taking on undue service burdens?

* There are questions about the relationship between housing and traffic. Will providing more housing for people who work nearby help alleviate traffic; would traffic would be worse if workers were to drive in? Or will traffic increase proportionately to new housing?

* Given the trend toward displacement, should there be any measures in place to protect current residents?

In the next steps of the process, how does it make sense have information and informed discussion about these topics? Should these topics, and information, be included in the upcoming council and community meeting? Would the Housing Commission provide a useful forum and feedback to Council?

It is essential to listen to the community; and also to ask good questions and provide helpful information.

Justin, Charlie, Catherine, how does it make sense to address these issues?

Thanks,

Adina

Adina Levin
650-646-4344

Chow, Deanna M

From: Mueller, Raymond
Sent: Wednesday, April 01, 2015 6:13 PM
To: Chow, Deanna M; 'harrybims@me.com'; 'david.bohannon@ddbo.com'; 'vincent@missionctrl.com'; 'heidibutz@aol.com'; James Cebrian; 'Kristin.kuntz.duriseti@gmail.com'; Adina Levin; Ohtaki, Peter I; 'rroyse@rroyse.com'; Katherine Strehl; 'Lmichele.tate@gmail.com'; 'mzumstein@rmkb.com'; '_CCIN'; '_Planning Commission'
Cc: Murphy, Justin I C; McClure, William; Prince, Leigh; McIntyre, Alex D; Jerome-Robinson, Starla L; Heineck, Arlinda A; Quirion, Jesse T; Nagaya, Nicole H; Cogan, Jim C; Charlie Knox <cknox@placeworks.com> (cknox@placeworks.com); Rosie Dudley (rdudley@placeworks.com); sherylbims@me.com
Subject: Update on Discussion with Facebook re: Menlo Park General Plan Process

Dear Colleagues,

First, please do not respond to this email for Brown Act purposes.

We want to update you on a further conversation we had earlier today with Facebook after last night's study session, in which Facebook clarified their position on building heights along Willow Road. In brief, Facebook clarified that eight story buildings are not being suggested, and that the visual massing studies prepared by Placeworks were not intended to represent their vision for the Prologis property.

Facebook indicated that they remain in the early stages of developing a program for the site, and that their future planning efforts are intended to be responsive to the goals of the community. Facebook also noted that their office buildings have been designed at 0.45 FAR and they do not anticipate proposing higher office intensities as they formulate various master plan options for the Prologis site moving forward. Lastly, Facebook stated their support for the recommendation to take more time for study, education and outreach in connection with the Connect Menlo process.

With best regards,

Ray Mueller and Peter Ohtaki
City Council Representatives to the
General Plan Advisory Committee

Chow, Deanna M

From: Maya Perkins <mayaperkins@icloud.com>
Sent: Tuesday, March 31, 2015 7:17 PM
To: Murphy, Justin I C; Chow, Deanna M
Subject: Fwd: Public comments for tonight meeting - 3/31/2015

FYI

Sent from my iPhone

Begin forwarded message:

From: Peter Ojany <pojany@gmail.com>
Date: March 31, 2015 at 6:26:10 PM PDT
To: vincent@missionctrl.com, combs.drew@gmail.com, beiref@gmail.com,
katieferrick@comcast.net, jkadvany@sbcglobal.net, john@johnnonkenarchitects.com,
katherine_strehl@yahoo.com, ccarlton@menlopark.org, racline@menlopark.org,
kkeith@menlopark.org, RDMueller@menlopark.org, piohtaki@menlopark.org
Cc: Maya Perkins <mayaperkins@icloud.com>, Peter Ojany <pojany@gmail.com>
Subject: Public comments for tonight meeting - 3/31/2015

Dear Mayor Carlton, Mayor Pro-Tem Kline, Chairman Eiref, Vice Chairman Onken, City Council, and Planning Commission:

Unfortunately, neither I nor my wife, Maya Perkins, is able to attend the meeting tonight, so I am submitting this letter on behalf of our family.

I write to make two requests.

1. I ask that the process continue to move forward, but at a slower pace with **more time to consider proposals and gather input**.
2. I ask that any new housing developments built in Belle Haven contain a meaningful proportion of **affordable housing (including units for low- and moderate-income families) to avoid displacement and retain the current diverse cultural character of the neighborhood**.

1. More time to consider proposals and gather input

Over the past eight months, this process has moved very fast. My wife and I have attended nearly all of the meetings associated with Connect Menlo. In fact, I think that the only other meeting that we've missed was the first one that launched the GPAC. I am grateful for the tremendous amount of time that GPAC members have put in, the work that staff has done and the dedication to the process your bodies have shown. The business community has also shown their commitment to working with all parties involved and responding to residents.

In spite of all this, many neighbors do not know that this process is taking place. There are good ideas left unexplored and great questions left unasked. In order to have the lasting impact, the process needs to be strengthened by involving more voices.

The timeline also impacts the quality of the thought and discussion that GPAC members can put into important decisions. We have witnessed the business community rushing to provide input before deadlines, and GPAC members being asked to make changes to the draft alternatives “on the spot.” These rushed requests for changes do not leave the GPAC or the public adequate time to consider the changes being requested.

The timeline has put unnecessary pressure on all those involved, and I ask that it be extended.

2. Prioritization of housing for all income levels to ensure the preservation of diverse cultural character of Belle Haven.

I appreciate that Facebook is listening to and responding to residents’ concerns about traffic with the proposal to house mainly Facebook employees in studio and one-bedroom apartments on the former Prologis site.

One of the reasons why my family moved to Belle Haven is because it has a small town feel with the diversity of a big city. I know most of the neighbors on my block, and I enjoy chatting with them frequently. Our block is a place with significant diversity in race, culture, and economic levels. Our neighborhood has a distinct character that should be preserved.

Although Facebook’s current proposal for the former Prologis site addresses traffic and amenities, it falls short of addressing housing for all income levels and the preservation of the diverse cultural character of the neighborhood.

Ideally a proposal for the site would address the following priorities:

1. Housing for all income levels including low- and moderate-income families
2. Retail where current and future residents can shop and work
3. Facilitation and preservation of the diverse cultural character of the neighborhood

I hope that the city will work with Facebook to find a creative, mutually beneficial proposal that incorporates the three stated priorities above: housing for all income levels, amenities for all residents, and preservation of the existing small town community / big city diversity of Belle Haven. I believe that when these priorities are considered displacement will be reduced.

Belle Haven is a warm and friendly community with a distinct character. Let’s preserve what makes it special while making improvements.

Sincerely,

Peter Ojany
Belle Haven home owner



Menlo Park Fire Protection District

170 Middlefield Road • Menlo Park, CA 94025 • Tel: 650.688.8400 • Fax: 650.323.9129
Website: www.menlofire.org • Email: mpfd@menlofire.org

Fire Chief
Harold Schapelhouman

Board of Directors
Virginia Chang Kiraly
Robert J. Silano
Peter Carpenter
Chuck Bernstein
Rex Ianson

March 31, 2015

To: Menlo Park City Council

Re: March 31st Joint Planning Commission and City Council Study Session
Preferred Land Use Map for M-2 Area under ConnectMenlo Plan

Dear Honorable Mayor Carlton and Members of the City Council:

RECEIVED

MAR 31 2015

**City Clerk's Office
City of Menlo Park**

As a fellow public agency that provides fire and emergency services to the residents of the City, the Board of Directors of the Menlo Park Fire Protection District provides its comments on the preferred land use map for the M-2 area under the ConnectMenlo Plan. The Fire District Board strongly believes that coordination and consultation between the City and the Fire District in the process for developing the ConnectMenlo and M-2 Rezoning Plan is critical. The continued provision of a high level of Fire District services to preserve and protect life and property must be a priority in developing the Plan. The Plan should contain goals, policies and programs to ensure that the impacts of the Plan on the Fire District and its provision of services are addressed and mitigated in a concrete and enforceable manner. The Board will be submitting a detailed letter to the City Council in April setting forth its specific requests regarding the planning, environmental review and fiscal impact analysis for the Plan. Since tonight's study session is only addressing the selection of the preferred land use map for the Plan, this letter focuses only on the Fire District's comments regarding the land use map and circulation issues under the map. The two main map issues are (1) the building and location of Fire Station 77 in the M-2 area; and (2) emergency response routes in the City overall and the M-2 area specifically.

Fire Station 77. The proposed build-out of the M-2 area under the Plan includes an increase in density and intensity of development and expansion of residential and mixed uses. These changes in land use will trigger the need for a larger station in the M-2 area. The larger station may or may not be accommodated at the existing Station 77 parcel. In order to address the Plan impacts on Station 77, the District requests the following:

1. All new development in the M-2 area should be required to contribute to the cost of additional equipment for and the construction of the new or remodeled M-2 fire station, including the cost of land acquisition.

NEW FIRE STATION

City to sell existing leased land at Fire Station 77 to the Fire District to support the need to increase the size and capabilities of the existing Fire Station and supporting facilities. If such a sale is not possible or the size of the existing site is insufficient then the City should commit to designating another site selected and purchased by the Fire District as a PF zone.

"Excellence In Service"

Emergency Response Routes and Access

The proposed build-out of M-2 will increase the density and intensity of development and expand residential and mixed uses. These changes will create additional traffic impacts on emergency access routes. The existing routes will not be able to meet the increased number of emergency vehicles trips. These include emergency routes in the north-south and east-west directions. As part of the Plan, the City will be updating its Circulation Element which addresses these issues City-wide.

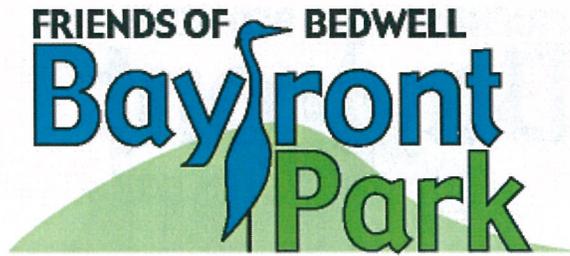
1. City should work with District staff on options for modifying existing emergency access routes in M-2 and throughout City to better accommodate emergency vehicles, especially during peak travel times, and implement modifications. This includes all emergency service routes, particularly those in the north-south and east-west directions.
2. In the east-west directions: (1) provide priority access for emergency vehicles on Willow Road east of Middlefield Road and (2) provide a grade-separated train crossing at Ravenswood or Oak Grove.
3. In the north-south directions: Three unobstructed lanes in each direction on El Camino Real
4. City should include new emergency access routes as part of M-2 land use plan. For example, new accessways or paseos for pedestrians and bicycles proposed under plan should be designed to accommodate emergency vehicles.
5. All new development in the M-2 area should be required to contribute to the cost of new emergency access routes or modifications to existing routes.
6. Equip all new and existing traffic signals with preemptive devices for emergency response services. The cost of new preemptive devices should be paid by new development.

We appreciate the City's consideration of these important comments from the Fire District. We look forward to working with the City as a partner in assuring the continued provision of the highest level of fire and emergency services within the City. In order to assure this, it is critical that the City include the Fire District and solicit its input in the development of the Plan. The planning, environmental and fiscal analysis of the Plan should also make certain that the impacts of the Plan on the Fire District and its provision of services are completely addressed and mitigated through enforceable mechanisms.

Sincerely,



Virginia Chang Kiraly, Board President
Menlo Park Fire Protection District



March 31, 2015

To: Menlo Park City Council, Planning Commission
cc: Parks & Recreation Commission

Dear Council Members:

Today, March 31, Council Members Ray Mueller and Peter Ohtaki asked the City Administration for a deviation in the schedule for the General Plan Process that would include, in part, a discussion of the City's public benefit policies. Friends of Bedwell Bayfront Park ask that the Council and the Planning Commission take this opportunity to explore public benefit requirements of developers consistent with the revival of private property in the M-2 Zoning District and also of the public resources of the neighborhood. Topping the list should be picking up the tab for annual costs of a full time ranger at the City's largest and only shoreline park. With the M-2 area experiencing a radical transformation, it is timely that Bedwell Bayfront Park be made a safe and inviting recreational site for the increasing influx of employees and residents.

Bedwell Bayfront Park is in trouble. It is suffering from neglect, unlike the city's other parks. In 1995 when park construction was completed, the City of Menlo Park became the steward of this 160-acre regional park. In 2015, it is time for the City to recognize the value of the city's only true open-space park and to renew the commitment made 20 years ago.

The City of Menlo Park must bring Bedwell Bayfront Park into the full family of city parks and give it the same attention and care all other city parks receive. Bedwell Bayfront Park should not be dismissed as land "over there" or "on the other side of 101", or as an old dump on the city's east side. It is a unique shoreline park with offerings that cannot be found at any other city park. The trails, views of the Bay and opportunities to view an array of water and shorebirds and other wildlife make this park a valuable and unique outdoors experience.

POSSIBLE FUNDING SOURCES

Menlo Park is experiencing robust economic growth due to its ability to attract businesses and commercial development to our beautiful city. With the expansion of Facebook offices and plans for 1,500 residential units, the finalization of the Gateway Hotel proposal, the St. Anton residential project, the Tarlton and the Sobrato Developments, Belle Haven will see a major increase in employee and residential



populations. Bedwell Bayfront Park should play a key role as a recreation destination for both employees of the new businesses and residents of the new housing units underway and planned, and as a selling point to potential investors.

The expense could be met via a number of financial mechanisms, such as the Public Benefit fees developers in the M-2 district are expected to offer, the annual Facebook payment, the General Fund, and an increase in the U.U.T. We urge the City Council to provide the park with secure and adequate funding, and to ensure that the maintenance contract that is up for renewal this spring includes the services of a full time park ranger.

CURRENT PARK NEEDS

Bedwell Bayfront Park needs the daily presence of a ranger who can provide the security, safety and maintenance that park visitors need and want. It is time for the City to acknowledge the value of this unique park.

In 2011, the City Council discontinued its contract with California Land Management that provided a full-time ranger at the park. The City now has contracted with a maintenance company for only basic janitorial services. This company cannot give the park the daily supervision needed to make it a safe, well maintained and welcoming public park. With no ranger or park guardian, there is no enforcement of park regulations. Car break-ins, discarded beer bottles, acts of minor vandalism, dogs off-leash, dumped construction debris and evidence of auto repair in the parking lots have become all too frequent. The increased incidence in problems at the park has been documented by the Menlo Park Police Department, observed by our Board Members and reported by visitors of the park.

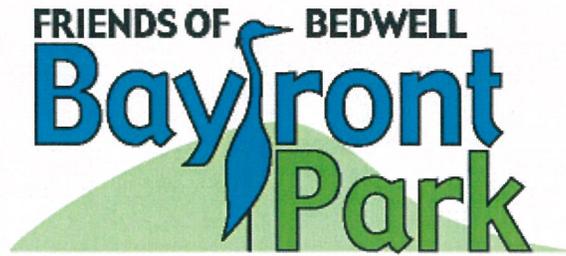
SUMMARY

The present Bedwell Bayfront Park, with its proximity to the San Francisco Bay and its tidal saltmarsh habitats, is a treasure similar to well-used shoreline parks found in Sunnyvale, Mountain View and Palo Alto. The Friends of Bedwell Bayfront Park have spent close to 10 years safeguarding the 1974 mission of the park -- that it remains a "regional, passive recreation resource open to the public." (*Nov. 26, 1974 Menlo Park City Council Minutes.*)

We believe that this is the time for the City of Menlo Park to capitalize on the value and potential of this park in the revitalization of the M-2 area.

Friends of Bedwell Bayfront Park Board Members:

Allan Bedwell, Nancy Borgeson, Brielle Johnck, Chris MacIntosh, Anne Moser, Steve Schmidt, Curtis Snyder, Tate Snyder.



OUR ORGANIZATION

Friends of Bedwell Bayfront Park is a non-profit organization created in 2006 to oppose city efforts to lease out the interior of Bayfront Park for a commercial golf operation and, subsequently via Ballot Measure J, to develop professional-sized sports fields on park grounds. Our Board is made up of volunteers who, prior to these development efforts, were frequent users and dedicated supporters of the many activities as well as the peace and quiet afforded by the park's passive recreation status.

HISTORY

Bedwell Bayfront Park is the 160-acre covered remains of the Marsh Road Sanitary Landfill that began operations in 1957 on decommissioned salt-water evaporation ponds. Members of the South County Garbage and Refuse Disposal District served by the landfill were Menlo Park, Atherton, Redwood City, Woodside, Portola Valley, San Carlos, Belmont and East Palo Alto. In 1968, Menlo Park took responsibility for the landfill and its eventual post-closure maintenance. Then when it was clear that the District was running out of space and expansion into another salt pond was not a viable option, the member cities and permitting agencies opted to close the landfill and transfer garbage operations to Ox Mountain. District members supported Menlo Park's plan to create a "hilly, bay view, regional park with natural groundcover, wildlife enhancement and passive use, providing public access to the Bay, and an opportunity for people to enjoy peace and quiet."¹

PAST FINANCES

In 1987 the Disposal District's assets were formally entrusted to the City of Menlo Park for use in park construction and landfill maintenance. Park construction was completed 1995. In 2002/03, all remaining funds were transferred to a Park Maintenance Fund, and a separate Landfill Fund was created to meet post-closure costs associated with the monitoring and control of the landfill's leachate and methane gas operations. For some years, methane generated by the landfill was collected and burned to produce a marketable source of energy, yielding a small revenue stream for the city. In the last year or two, however, methane volume has been insufficient to warrant conversion.

CURRENT FINANCES

Maintenance of the landfill now depends almost solely on the \$725,000 in annual revenue from the Solid Waste Surcharge collected via Menlo Park's garbage bills. In recent years, the Park Maintenance Fund, commonly termed a sinking fund, has been supplemented only by interest earnings; its balance at the beginning of FY2014/15 was around \$600,000. Given estimated annual maintenance expenditures of some \$115,000, the fund will be exhausted in 3-5 years.

Chow, Deanna M

From: TJ Bianchi <tj@deerfieldrealty.net>
Sent: Tuesday, March 31, 2015 4:47 PM
To: Chow, Deanna M
Cc: Tito Bianchi
Subject: 3715 Haven Avenue

Dear Deanna,

Thank you for the time on the phone this afternoon.

Unfortunately, I do not think I can attend the study session tonight, as it is my 10 year old son's birthday and I think he'd be slightly disappointed if we spent the evening together in Council Chambers!

I'm writing to provide some input to the Attachment B of tonight's staff report ("Refined Draft M-2 Area Preferred Alternative").

In doing so, I am representing the owners of the property located at 3715 Haven Avenue. As I review the color-coded map around my property, I see many (4 story) yellow/residential developments currently in progress. Across Haven from my property, I see two sites that are being considered for a 6-8 story hotel and "New Mixed Use (office/Residential/Retail)." It seems short sighted to not look to update the zoning for the parcels in between the residential development and the hotel (of which mine is one). To not convert the existing zoning to allow similar uses would seem to be a lost opportunity.

Should a hotel be built, and the residential be completed, it seems to me that, at the very least, mid-rise office (the blue coded parcels on the map) would be appropriate to serve those improved uses. Of course, the added flexibility to provide more housing or retail uses is also preferred by this Landlord. I'd be happy to discuss this further at any time. Thanks again for the time today, and again, I apologize that I cannot attend tonight.

All the best,

TJ Bianchi
President
Deerfield Realty
3715 Haven Ave., #210
Menlo Park, CA 94025

PH: 650.298.0080
FX: 650.298.0050

Chow, Deanna M

From: uofc2003 <uofc2003@yahoo.com>
Sent: Tuesday, March 31, 2015 4:43 PM
To: Murphy, Justin I C; Chow, Deanna M
Subject: Tonight's Special Meeting

Justin & Deanna,

Though I will not be attending tonight's meeting, I wish to convey my support for the sub committee recommendation.

Regards,
James Cebrian

Chow, Deanna M

From: Sheryl Bims <sherylbims@me.com>
Sent: Tuesday, March 31, 2015 3:57 PM
To: Chow, Deanna M; Murphy, Justin I C
Cc: _Planning Commission; _CCIN
Subject: Belle Haven's Current Configuration and the Connect Menlo Process

Hello Deanna and Justin,

I am trying to get a clearer picture of all of the development that is being proposed in the M-2 area under the Connect-Menlo Initiative. Since Belle Haven will bear the brunt of most of the impacts from any development, I want to be sure I have an accurate depiction of the current situation.

I notice that during many Connect Menlo public meetings when we discuss all of the proposed changes to housing densities, and office space in the M-2 area, we rarely have a reference point for what already exists in Belle Haven. Belle Haven specific information such as current population, population density, current number of single family homes, current number of multi family units, percentage of owner occupied homes etc. can be very useful when trying to consider the proposed development in this area. At the very least, the current housing and population assumptions being used by the City should always be a part of the Connect Menlo process otherwise, we are making decisions in a vacuum.

Since Belle Haven is part of the City of Menlo Park, it would be responsible to also have a reference point for our City as a whole. In other words, if we are developing housing throughout our city, then we should also be able to see what the overall picture is for the entire City during this season of extreme development. Asking people to imagine 4,500 units of housing added to the most densely populated part of Menlo Park is a stretch at best. But to do so without a decent frame of reference makes it seem like the decision has already been made, and could easily be considered an insult to the residents of Menlo Park.

It is difficult to imagine what is being proposed when what currently exists is not being quantified at the same time. Moving forward it would be great to have actual numerical data and a visual representation depicting what exists combined with the same information for any changes being proposed. If the new housing is proposed for an area where no housing currently exists, it is still helpful to keep current housing levels in mind. We also seem to ignore the hundreds of units that are already under construction in this area when we have these public meetings. Including information such as estimates of the corresponding population increases, traffic impacts and the demographic assumptions that are being used for the people who will live in the proposed housing (i.e. age, income levels etc.) would be extremely useful.

Do you think it would be possible to have someone provide more robust existing and proposed project data when we are required to comment on proposed changes in these public meetings? The more robust data for existing conditions combined with more robust proposed project data will help provide a better frame of reference and scope when considering the proposals. Initially the Connect Menlo process felt like the City was really trying to get and consider feedback from Menlo Park residents, but as of late, it feels like someone is trying to push through a lot of housing and office space no matter what the residents of Menlo Park say.

I appreciate your help in making more comprehensive information a part of the public meetings and survey processes.

Kind Regards,

Sheryl Bims

Resident of Menlo Park
Belle Haven

Murphy, Justin I C

From: Mickie650@aol.com
Sent: Tuesday, March 31, 2015 3:20 PM
To: _CCIN
Subject: Use Dumbarton Rail Tracks between Menlo Park & Redwood City

Dear Council members

Re: Your Study Session on the M-2.

Activating the Dumbarton Rail between Menlo Park and Redwood City is key to alleviating, even forestalling, the traffic congestion that will occur when the M-2 is built out. *Both Redwood City and Menlo Park will benefit.*

Please—and expeditiously—get started on this project. Initially, only Redwood City and the City of Menlo Park and perhaps the businesses served by the rail in Menlo Park need be involved. Tasking the large Employers and property-owners with researching the options, may be the way to go.

Thanks, Mickie

Mickie Winkler
Menlo Park, Ca

Chow, Deanna M

From: Kristin Kuntz-Duriseti <kristin.kuntz.duriseti@gmail.com>
Sent: Tuesday, March 31, 2015 10:31 AM
To: _CCIN; _Planning Commission
Subject: Comments on General Plan Report

Dear City Council Members and Planning Commissioners,

Although I did vote my support for the current Preferred Alternative for re-zoning in the M-2 area, I wanted to share with you the objection I had expressed at the GPAC meeting last week regarding the agreed upon average of 5.5 floors for the area east of Willow Road.

In the previous draft of the Preferred Alternative, which had been reviewed by community members, the average was 4.5. I am concerned that raising this average by a full floor has not received broad review and support.

I support the idea of allowing for massing differentials and architectural latitude, but the overall level of development rights should remain consistent with what has already been discussed and approved by the community over several meetings.

I might agree to an average of 5 floors over the area, since I think a straight average does not take into account what I perceive to be a greater percentage of land area with higher floors in the center region in the previous versions. In other words, a weighted average relative to land area might be a more appropriate measure, if that could be calculated.

Also, it was discussed that the height along the residential corridor to the south of the area would be 2 floors, which isn't clearly specified on the schematic.

Thank you for your consideration.

Sincerely,
Kristin
Environmental Quality Commissioner
GPAC Advisory Committee