CITY OF MENLO PARK

PLANNING COMMISSION

GENERAL PLAN AMENDMENT,   )
ZONING ORDINANCE AMENDMENT,)
REZONING, ENVIRONMENTAL   )
REVIEW/CITYOF MENLO PARK   )
_____)

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

MONDAY, JULY 11, 2016

MENLO PARK CITY COUNCIL CHAMBERS

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

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 1                    ATTENDEES
 2  THE PLANNING COMMISSION:
 3  Katherine Strehl - Chairperson
    Drew Combs - Vice Chairperson (Recused)
 4  Susan Goodhue - (Recused)
    John Onken - (Recused)
 5  Henry Riggs
    Andrew Barnes
 6
    THE CITY STAFF:
 7
    Deanna Chow - Principal Planner
 8  Nikki Nagaya - Transportation Manager
    Leigh Prince, Esq. - Assistant City Attorney
 9
    SUPPORT CONSULTANTS:
10
    Charlie Knox - PlaceWorks
11  Jessica Alba - Nelson Nygaard
12
13                 ---o0o---
14
15       BE IT REMEMBERED that, pursuant to Notice
16  of the Meeting, and on July 11, 2016, 6:11 PM at the
17  Menlo Park City Council Chambers, 701 Laurel Street,
18  Menlo Park, California, before me, MARK I. BRICKMAN, CSR
19  No. 5527, State of California, there commenced a Planning
20  Commission meeting under the provisions of the City of
21  Menlo Park.
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	MEETING DETAILS (re General Plan Amendment)	
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 1       COMMISSIONER STREHL:  It's a Public
 2  Hearing on the General Plan Amendment, Zoning Ordinance
 3  Amendment, Rezoning, Environmental Review/City of Menlo
 4  Park.
 5       And I just will say that we have three
 6  Commissioners that need to recuse themselves from this
 7  item, Miss Goodhue, Mr. Combs and Mr. Onken, who will
 8  return after this item has been discussed.
 9       So the Draft -- this is a long one.  The
10  Draft EIR prepared for the project identifies less than
11  significant effects of the following categories:
12  Aesthetics, geology, soils and seismicity, hydrology and
13  water quality and public services and recreation.
14       The Draft EIR also identifies potentially
15  significant environmental effects that can't be mitigated
16  to a less than significant level in the categories -- in
17  the following categories:  Biological resources, cultural
18  resources, hazards and hazardous materials, land use
19  planning, noise and utilities and service systems.
20       The EIR identifies potentially significant
21  environmental effects that are significant and
22  unavoidable in the following categories:  Air quality,
23  greenhouse gas emissions, population and housing,
24  transportation and circulation.
25       The Environmental Quality Act requires
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 1  that notice to disclose whether any of these hazardous
 2  material sites are present at the location.  The project
 3  area does contain hazardous waste site included in -- in
 4  a list prepared by the Section 65962.5 of the Government
 5  Code.
 6       Written comments -- in addition to
 7  tonight's public hearing, written comments may be sent to
 8  the Community Development Department, 701 Laurel Street
 9  no later than 5:00 PM on Friday, July 15th, and this item
10  was continued from June 20th and we're now going to
11  proceed with the Staff Report.
12       I might add in addition to those who are
13  participating in the meeting is Charlie Knox from
14  PlaceWorks who is the lead consultant on this project.
15       So Deanna.
16       MS. CHOW:  Thank you.
17       I just had a few brief remarks before I
18  handed it over to Charlie.  This evening staff
19  distributed to the Planning Commission an additional
20  eight pieces of correspondence.  This is in addition to
21  the correspondence that was presented to the Commission
22  at the meeting of July -- June 20th, excuse me, and items
23  that follow that.
24       So I believe there were twenty-six pieces
25  of correspondence that were previously distributed, an
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1   additional eight this evening. Many of the items relate
2   to the extension of the EIR time period to this Friday
3   and also express concerns about transportation.
4   Staff would like to remind the Commission
5   and members of the public this evening that tonight's
6   meeting is focused on the Environmental Impact Report.
7   This meeting is just one opportunity for the public to
8   provide feedback on the document.
9   Verbal comments provided this evening and
10   written comments submitted prior to the EIR comments
11   deadline of this Friday, July 15th at 5:00 PM will be
12   responded to in writing as part of the Final EIR.
13   The Final EIR will be made available to
14   the public before the Planning Commission and City
15   Council take action on the project.
16   And then for tonight's meeting, staff
17   recommends that the Planning Commission proceed as
18   follows: First we will he have a presentation by Charlie
19   Knox of PlaceWorks, followed by public comments on the
20   EIR, Commissioner questions on the EIR and Commissioner
21   comments on the EIR.
22   Thank you.
23   COMMISSIONER STREHL: So Mr. Knox.
24   MR. KNOX: Thank you, Chair Strehl and
25   Commissioners.

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1   So as Miss Chow mentioned, the purpose of
2   tonight's meeting is severalfold. One is to just remind
3   ourselves about the requirements of the California
4   Environmental Quality Act and therefore the structure and
5   process and content of the draft provided in the Staff
6   Report for ConnectMenlo, the General Plan update of the
7   land and circulation elements and a zoning update for the
8   M-2 area.
9   Next, Commissioners may have questions or
10   some other requests for information about the Draft
11   Environmental Impact Report to ConnectMenlo.
12   And finally the purpose of the meeting is
13   to receive Commissioner comment and public comment from
14   the adequacy of the Draft Environmental Impact Report.
15   As you're aware, a lot of the comments
16   we've received have been about the General Plan update
17   itself, which are fine, but the comments that are
18   responded to in the official response to comments
19   document that together with the Draft EIR comprises the
20   Final EIR for your consideration, recommendation and
21   Council consideration will specifically be responses to
22   those comments that are about the Draft EIR and those are
23   often about the adequacy of mitigation measures intended
24   for limiting or avoiding the effects of potentially
25   significant impacts under the subjects regulated by the

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1   California Environmental Quality Act.
2   Just a quick reminder. With this project
3   schedule diagram, the yellow vertical line near the far
4   right, we are coming to a close on what's been a two-year
5   process of establishing guiding principles, updating land
6   use and circulation elements of the General Plan,
7   establishing zoning for the M-2 area to implement those
8   policy provisions of those two elements, and then the
9   environmental review that's the subject of our meeting
10   tonight.
11   The major objectives for the project as
12   you're aware are to establish a -- a vision for the
13   community, especially related to land use in Belle Haven,
14   but also circulation citywide, to realize the City's
15   economic potential, primarily land use changes that were
16   expected in the outside of the process in the M-2 area
17   and have been limited there.
18   The consideration that any additional
19   development beyond what's currently allowed in the
20   General Plan and zoning for that area be accompanied by
21   community -- significant community amenities directly for
22   the Belle Haven area as well as revenue generation
23   citywide and amenities citywide.
24   Another major theme of the project has
25   been to improve mobility, specifically to try to get

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1   people to use active transportation mechanisms, walking,
2   wheeling and higher occupancy vehicles and fewer single
3   occupancy vehicles.
4   Preserving neighborhood character has been
5   a big -- a big thrust of the project, including citywide,
6   but also funded, and then the City has sought through
7   this project to be a leader in reducing emissions and
8   adapting to the potential effects of climate change and
9   providing initiatives to support sustainability citywide.
10   A quick reminder that we started the
11   guiding principles about a year and a half ago, and that
12   segued into General Plan goals and policy programs, and
13   then those programs have been embedded in the Municipal
14   Code by the rules that govern activities and development
15   in the City, primarily for the Zoning Code, but through
16   other sections of the code, as well.
17   So just the quick overview on CEQA. CEQA
18   requires that impacts -- potential impacts on the
19   environment be mitigated. This is actually an important
20   point.
21   There is often discussions among
22   communities about impacts, you know, on the project or on
23   the community that are not things that are listed in --
24   in the environmental checklist under CEQA. These
25   Things can include subjects like

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3 (Pages 6 to 9)

1 displacement. There is -- in the land use population of
2 the section of the EIR. These are all questions that are
3 established statewide that says: Are people going to be
4 displaced enough? If so, then we have to build something
5 new to replace them. If so, can we build it without any
6 impacts?
7   Clearly displacement has occurred in the
8 Peninsula and Menlo Park dating back quite a few years,
9 but also is in full-swing now.
10   We've had a lot of discussions related to
11 ConnectMenlo and related to the EIR, but the population
12 and housing section of the EIR is pretty specific about
13 what an EIR can look at and try to mitigate.
14   The entire subcommittee or the City
15 Council would have to draft a Statement of Overriding
16 Considerations. This is not uncommon, and you'll see in
17 a few minutes what those significant and unavoidable
18 impacts are related to ConnectMenlo.
19   A fundamental guide of the General Plan is
20 a little bit different than the project by project,
21 building by building EIRs that we're often used to seeing
22 in that the proponent of that particular project has to
23 have the ability or needs to have the ability to mitigate
24 the impacts that are onsite through some offsite
25 arrangement.

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1   The program level of the EIR and General
2 Plan is basically offered to characterize the long-term
3 impacts communitywide and what would be required to
4 mitigate them.
5   It doesn't in and of itself require that
6 that mitigation happen now or in advance, and in -- in
7 certain cases, it tends to rely on what exactly is built
8 before determining what level of mitigation's required,
9 largely because the theoretical maximum development
10 potential that could be achieved under this General Plan,
11 but under ConnectMenlo specifically, may or may not be
12 achieved based on the cumulative number and the type of
13 projects that are proposed in the next twenty or twenty-
14 five years.
15   So these are the EIR topics that you're
16 used to seeing, and the program level EIR again describes
17 the long -- long-term issues of upgrowth that can occur.
18   Mitigation, it's our goal -- staff and
19 consultants -- to try to mitigate any potential impacts
20 from the growth in M-2 area, but citywide circulation
21 impacts, as well, through the policies of the General
22 Plan and then through the zoning programs where they
23 apply.
24   In other words, we want the plan to be
25 self-mitigating as much as possible. The idea from the

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1 outset has not been able to create impacts that can't be
2 mitigated.
3   As you're aware, program level EIRs do
4 allow for one or the other objectives by this process
5 identified by the City Council, which is future projects
6 being able to go through at potentially lesser levels of
7 environmental review.
8   Basically by relying on the fact of the
9 projects you've already done or ConnectMenlo will cover
10 some of the information that we need to cover in the
11 project level as long as they comply with that updated
12 zoning.
13   So the zoning represents a lot of
14 requirements on these zones. If -- if development comes
15 in from the next fifteen -- ten, fifteen, twenty years
16 that complies with that zoning, there's an assumption --
17 explicit assumption in the EIR that a project that would
18 comply with the number of mitigation requirements that
19 are -- that are enumerated in the program level EIR.
20   They are likely to be repeated on a
21 project level, what's in the EIR, initial study Negative
22 Declaration or even any Negative Declaration, but the
23 point is it will -- we're hoping it will be possible for
24 future projects to go through the General Plan, see what
25 the mitigation measures are like the Transportation

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1 Demand Management requirements and say if I comply with
2 this, then that would be good for my project in the same
3 way it's good overall for the M-2 or the City in the
4 program of the General Plan.
5   The process we're in is, as Mr. Chow
6 mentioned, the 45-day public comment period for this
7 Draft EIR. That comment period is scheduled to end at
8 5:00 PM on July 15th, and again a reminder that comments
9 received during that 45-day period are responded to in
10 writing, and that includes anything offered in writing,
11 including by e-mail to the City, since the comment period
12 opened June 1st, as well as any public comments that are
13 recorded here by the court reporter this evening that are
14 made to the Planning Commission directly.
15   So I'm sure you recall that the Maximum
16 Potential Development Plan for the M-2 area was
17 established through a series of community workshops
18 with -- with many community members having a hand in it
19 and really basically sought to create new places along
20 Willow Road and in the Jefferson Drive area on the
21 western edge of the M-2 -- western side of the M-2 to
22 create more of the live, work, play and shop environment
23 that you see downtown.
24   It largely relies on Willow as a main
25 street with a grocery store and retail amenities with

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4 (Pages 10 to 13)

1 housing above bordered by office and life science uses.
2 As we progress from General Plan to
3 zoning, the zoning has to come a little bit more
4 specific. I realize it's hard to see it in scale, but
5 basically in green in those boxes, those are the new
6 zoning districts that cover most of the M-2 -- cover most
7 of the M-2.
8 The blue being office, green -- the grayish
9 being life sciences, mostly showing on this map between
10 O'Brien and Adams, between Willow and University.
11 And then the yellow is a combination of
12 the existing R or S higher density, residential including
13 in Haven and -- Haven area and along Hamilton and Willow,
14 but it also includes 4,500 units of potential residential
15 development in the M-2 that would be new above and beyond
16 what's allowed in the current General Plan zoning.
17 And these new zoning districts are meant to
18 create the components of a live/work/play environment
19 close to each other and even include some within the --
20 some secondary uses of those other districts within the
21 primary.
22 So, for example, the residential mixed use
23 allows up to twenty-five percent of an office retail
24 component. The office allows retail. Life sciences
25 allows some limited commercial, and again the idea is to

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1 create services and amenities directly for the Belle
2 Haven neighborhood, but these would also be very close to
3 other neighborhoods in Menlo Park and East Palo Alto and
4 to create more of a mixed use neighborhood in the
5 Jefferson Drive area.
6 So the potentially significant impacts
7 that were discovered and disclosed in the Environmental
8 Impact Report include several that can be reduced to less
9 than significant under CEQA with mitigation, and these
10 are things that you might expect are going to rely on
11 mitigation during project construction.
12 Things like not disturbing nesting sites,
13 encroaching resources, proper handling of those
14 resources, use of transport and control of hazardous
15 materials, construction noise and protection of these
16 facilities, et cetera.
17 The significant and unavoidable impacts
18 that are disclosed in the EIR basically revolve around
19 transportation leading into air quality and greenhouse
20 gas emissions.
21 As you know, we have regional non-
22 attainment for several of our greenhouse gas components,
23 ozone and particulate matter, and that's not going to
24 change regardless of what the City of Menlo Park does
25 with one project or really multiple cities.

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1 And the population and housing impact
2 that's noted there, as you're probably aware, ABAG
3 updates its projections after cities adopt their plans.
4 That chronology creates a situation
5 temporarily where by adopting a new plan, you end up with
6 significant impact, so ABAG was not in control and
7 therefore adopts their own plan.
8 On paper, it creates a significant impact,
9 but it will be mitigated once the City decides what we're
10 going to do and then adopts their numbers.
11 So really the significant and unavoidable
12 impacts revolve around transportation, and what's going
13 to mitigate them is when the specific projects come
14 forward and it's known exactly how much of the potential
15 entitlement, the potential square footage, potential
16 level of environment that these projects are going to
17 propose, then Transportation Demand Management measures
18 that will reduce potential impacts by twenty percent will
19 be required on each project, and that's built into the
20 General Plan.
21 And in addition, the General Plan sets
22 forth the -- the structure for creating what's called the
23 Transportation Management Association, whereby resources
24 can be pooled between larger and smaller developments,
25 larger and smaller companies so that shuttling and

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1 innovative use of clean field vehicles and larger
2 vehicles and non-rubber tire transport and plus rapid
3 transit, whatever those things are, can be better served
4 and better implemented by having the folks who are
5 developing in the M-2 participate together in the
6 transportation solutions.
7 So the alternatives required under CEQA,
8 first of all, there's the no project. Probably not a
9 surprise, but one of the interesting things about no
10 project meaning let's say we adopt the new General Plan,
11 for some of these changes is actually -- this is the
12 highest impact alternative.
13 That conducting business as usual under
14 the existing zoning and existing General Plan in the M-2
15 in particular, and both citywide, as well, would leave
16 less opportunity for the City to require the kinds of
17 mitigations like Transportation Demand Management or
18 adding housing where there are jobs that actually can
19 achieve some of the mitigation of impacts on the
20 environment due to new growth.
21 Two other alternatives were considered.
22 One is the reduced reduction in overall development.
23 That is twenty-five percent reduction in everything.
24 As you might expect, this really didn't
25 resolve much in terms of the impacts because basically if

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Emerick and Finch, Certified Shorthand Reporters
Public Hearing

1 you're -- if housing, for example, was one of the things
2 that makes -- makes the transportation impacts more
3 palatable, if housing -- if more development leads to
4 more resources to promote transportation solutions, just
5 cutting that is really not going to make much of a
6 difference.
7   And then -- then we also looked at just
8 taking the non-housing development in the M-2 and
9 reducing it by fifty percent, and this did result in what
10 CEQA called the environmentally superior alternative by
11 having fewer or lesser impacts than -- than the project
12 itself, the ConnectMenlo proposal, primarily because this
13 would increase the balance of jobs/housing towards
14 housing, reduce the number of jobs, reduced the number of
15 trips going to those work places.
16   The government said that this is the
17 better overall benefit to the City because you have to
18 remember that development is going to happen in these
19 communities with amenities. If there's less development,
20 the value of the amenities and the position of the
21 amenities is also diminished.
22   So this one -- slide is hard to read at
23 this scale. I encourage you to read it on an electronic
24 device or on paper, but what it -- what it shows is that
25 the proposed project, the three on the left -- not the

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1 it would just have fewer people going to jobs, there
2 would be less transit.
3   And then you see the comparison with
4 reduced non-residential and reduced overall alternatives.
5   So that concludes the presentation. These
6 are our dates, target dates for your final review, August
7 29th of the plan and EIR together, and then City Council
8 review and action.
9   We reserved two dates with the reasonable
10 assumption that it may not be able to handled in the
11 first, and then the ordinance is to read a second
12 reading.
13   So with that, I will stop and entertain
14 any questions from the Commission.
15   COMMISSIONER STREHL: Mr. Kahle.
16   COMMISSIONER KAHLE: Two questions. One,
17 a lot of our correspondence has to do with intersections
18 that were -- were seemingly missed in the EIR.
19   Can I assume that those will be addressed?
20 Because they should have been mentioned in any
21 correspondence.
22   MR. KNOX: Not necessarily, and one of
23 the reasons is like -- if you look at like Ringwood and
24 Bay, which is not a controlled intersection, which I
25 actually think is quite valuable because it tells you as

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1 one on the far left, but the three that are bounded by
2 the squares consist of the current General Plan. That is
3 what's -- what's allowed and has not been built citywide
4 under M-2 under the current General Plan zoning, plus
5 what would be proposed in the M-2.
6   The word Bayfront appears here. There was
7 a typo in this project when we were actively searching
8 for a different moniker than M-2. We settled temporarily
9 on Bayfront.
10   I don't think there's a case anymore.
11 Probably something for you and Council to consider, but
12 the idea is those two together are the existing
13 unrealized potential under the existing rules, plus the
14 proposed additional 2.3 million square feet of office and
15 life science and 4,500 housing units in the M-2 together
16 make up the total project.
17   And then you also see how that compares to
18 the no project alternative, which is not adopting a
19 General Plan update or zoning update, and the other two
20 projects I described.
21   And so then here together in one much
22 simpler chart is showing what significant unavoidable
23 impacts were for ConnectMenlo, showing that in the no
24 project, they're all actually worse except for transit
25 demand, and the reason transit demand is worse is because

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1 a driver how long you expect to be at a signal. Am I
2 going to be there for more than one red light? You know,
3 the same kinds of decisions we make when we click our
4 apps and think I'm going to go a different way.
5   I think vehicle level of service -- even
6 though the state and we as a community will shift towards
7 vehicle miles traveled, vehicle level of service is still
8 important, but EIRs tend to look at -- I would refer to
9 the City Attorney, but they also look at signaled
10 controlled intersections, because level of service
11 basically deals with signalized -- never signalized
12 intersections.
13   It may well be, for example, at Bay and
14 Ringwood that traffic there at certain times of day is
15 significant enough that the City may want to study a
16 signal warrant. Perhaps the stop sign should be replaced
17 with a signal, but I'll defer to City Staff.
18   I -- I am not aware that there are any
19 intersections that have been discussed to be also
20 included in an analysis that aren't already in the EIR.
21   Is that correct?
22   MS. NAGAYA: Good evening, Commissioners.
23 Nikki Nagaya, Transportation Manager for the City. I was
24 on my way up. We were trying to figure out who was going
25 to be responding.

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6 (Pages 18 to 21)

1   So for the Bay and Ringwood intersection,
2 as well as several others that have been raised through
3 comments that we've received on the documents so far, we
4 will be evaluating those as part of our response to
5 comments and determining whether or not they, number one,
6 should be included in the analysis, if they're likely
7 less than significant impacts; and number two, what type
8 of analysis should be discussed in part of the Final EIR.
9   So each individual location that gets
10 raised through public comments and Bay and Ringwood has
11 been raised will go through that process and will
12 determine that should be included in the final document.
13   COMMISSIONER KAHLE: Okay. Thank you.
14   And the second question is: There has
15 been a lot of -- regarding the schedule. There's been a
16 lot of correspondence on possibly extending the
17 deadline.
18   I just want to get your opinion on what
19 significant impacts does that have that -- that the EIR
20 extended for additional comments?
21   MR. KNOX: Significant impacts, that's a
22 totally different term as we were just using it. Right?
23   I cannot speak for City Staff nor the
24 Council, but I think it would be fair to say that what's
25 been requested I think has been a fifteen-day -- we

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1 thought sixty days.
2   So automatically that would mean at least
3 a two-week additional period that's added to each one of
4 these points.
5   And then I would just have to assume that
6 if any issues are brought up in that fifteen days that
7 are different than issues that I brought up now, it may
8 require additional time to respond.
9   But, you know, it's hard enough to
10 schedule meetings that I don't want to just commit to --
11 react to if we add two weeks, because there could be a
12 ripple effect that could makes it longer. I don't know
13 how much longer.
14   It could add time, and I'm not sure if
15 there are budget considerations, but there may be budget
16 considerations, also, if schedules extend.
17   COMMISSIONER STREHL: I'm looking at the
18 agenda. Public comment and get back to the Commission
19 for questions.
20   Okay. So I would now like to open the
21 public comment, and if you haven't filled out a card yet,
22 please do so. Please limit your comments to three
23 minutes.
24   And first is -- first comment period --
25 first person is Jim Wiley, and he will be followed by

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1 Neilson Buchanan.
2   MR. WILEY: Honorable Planning
3 Commissioners --
4   COMMISSIONER STREHL: Do you want to pull
5 the mic a little closer to you?
6   MR. WILEY: Honorable Planning
7 Commissioners --
8   COMMISSIONER STREHL: Thank you.
9   MR. WILEY: -- I'm Jim Wiley from the
10 Willows neighborhood of Menlo Park.
11   The mid-Peninsula has reached a tipping
12 point. Housing shortages and prices caused by the
13 growing employment population have reached unprecedented
14 levels.
15   Traffic's become intolerable due to
16 commuters trying to reach their homes in communities
17 miles from their jobs.
18   Frustrated by the congestion, commuters
19 turn to Google-owned app Waze that sends drivers through
20 residential neighborhoods in both morning and afternoon.
21   Peninsula residents and small business
22 owners from neighborhoods impacted by excessive growth in
23 the mid-Peninsula have drawn a line in the sand. We have
24 formed an organization called VERG, Voters for Equitable
25 and Responsible Growth.

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1   VERG will be a new voice demanding the
2 elected officials to think like residents and act like
3 leaders capable of enacting sensible land use policies.
4   Members include Jim Wiley from the
5 Willows, Neilson Buchanan from downtown north in Palo
6 Alto, Martin Lamarque of Belle Haven, William Bryant
7 Webster, president of the East Palo Alto Council of
8 Tenant's Education Fund, Kathleen Daly, the owner of Cafe
9 Zoe, and Steve Schmidt, former Menlo Park mayor.
10   The General Plan update and the M-2 area
11 zoning update will cause impacts to many local
12 residential streets, intersection and streets in Menlo
13 Park, East Palo Alto, Palo Alto, resident -- Redwood City
14 and Atherton that don't have traffic lights.
15   There are many local residential
16 neighborhood streets impacted by overflow cut-through
17 traffic.
18   The EIR acknowledges that traffic now
19 seeks routes with faster travel times rather than staying
20 on congested arterials by utilizing mobile phone
21 applications.
22   However, it fails to analyze and propose
23 any mitigations for impacts on the many local residential
24 streets caused by the combination of mobile phone traffic
25 congestion routing and the additional of traffic

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7 (Pages 22 to 25)

1   generated by the proposed traff -- General Plan update.
2   I've circulated two maps. The first one
3   shows a particular situation that I think we're all
4   familiar with, and that is that University Avenue backs
5   up most days all the way, almost into downtown Palo Alto.
6   It certainly backs up as far as Chaucer,
7   and at that point, traffic starts finding ways around it.
8   And the map shows that they take either
9   routes through Crescent Park or Menlo Park, and if you
10   now look at the intersection of Willow, of University and
11   Chaucer, on -- on a typical day when it's backed up, only
12   two or three cars a minute can get through that
13   intersection, yet that intersection isn't analyzed by the
14   EIR.
15   The next map shows -- two maps show a
16   close-up of the -- that intersection with all the lines
17   in red where the traffic is routing around. Black
18   indicates the traffic's not moving.
19   If we do nothing about this, in a few
20   years, our streets are all going to be not moving.
21   Two specific examples of this general
22   problem are in Menlo Park Willows and the Palo Alto
23   Crescent Park neighborhoods.
24   The Willows is surrounded by four major
25   arterials. Traffic already diverts into Menlo Park

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1   COMMISSIONER STREHL: Thank you.
2   We have now Neilson Buchanan and followed
3   by Martin Lamarque.
4   MR. BUCHANAN: My name is Neilson
5   Buchanan. I live at 155 Bryant in Palo Alto, within a
6   stone's throw of the pedestrian bridge that connects our
7   two cities, and that's a theme I'd like to pick up on,
8   which is the connection between our cities, because there
9   are significant connections.
10   I've been a keen observer of this
11   unprecedented economic opportunity that has fallen to our
12   Bay Area. Cities have embraced the opportunity of that
13   economic gain.
14   However, now we're beginning to learn what
15   is it like to live with sustained years of that kind of
16   growth.
17   It not only is the amount of growth, but
18   it's also the public's understanding of how much growth
19   and what -- and how we're going to be able to live with
20   it and the impact.
21   It's -- it's my observation from a very
22   high level is that all the small cities on the Peninsula
23   are simply struggling to understand the growth, much less
24   manage it.
25   I certainly can't speak to the staff here

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1   Willows when University Avenue and Willow Road are
2   gridlocked.
3   The Palo Alto Crescent Park neighborhood
4   is bisected by University Avenue. Traffic already
5   diverts on to Palo Alto Crescent Park residential streets
6   when University Avenue becomes gridlocked.
7   The Menlo Park Willows and Crescent Park
8   Palo Alto neighborhoods experience more impacts in the PM
9   when the intersection of University and Woodland Avenue
10   is operating at absolute maximum capacity during the --
11   during that time.
12   Any additional traffic congestion caused
13   by the General Plan and M-2 zoning update will just cause
14   longer and longer backups on these local residential
15   neighborhood streets.
16   COMMISSIONER STREHL: Mr. Wiley, you're
17   over your three minutes, so if you could --
18   MR. WILEY: Okay.
19   COMMISSIONER STREHL: -- wrap it up.
20   MR. WILEY: Two more sentences?
21   COMMISSIONER STREHL: Okay.
22   MR. WILEY: VERG requests that the Final
23   EIR include full analysis and suggested mitigations for
24   cut-through traffic in the residential neighborhoods.
25   Thank you very much.

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1   of Menlo Park, but I know the staff in Palo Alto very
2   well. The city manager is on record of saying "the
3   world's coming at me. We're drinking from a fire hose,
4   literally, and I've got sixty-eight people to work on
5   problems."
6   As a result of that, problems and ability
7   to mitigate, adapt and anticipate are really queue'd up,
8   and if I had time, I would explain my own neighborhoods,
9   those around University Avenue, how we basically became a
10   2,000 car commercial parking lot in a square mile before
11   public understanding caught hold and we could actually
12   create interference with that.
13   In fact, the take-away I would ask you is
14   to take a look at the job/housing ratios. If it's any
15   one thing that's going to be critical, it's not just
16   Facebook or that -- you have to look at -- at all of
17   them, and I've seen nobody that can refute that the job/
18   housing ratio won't get anything but more worse.
19   The bottom line is that the housing and
20   social displacement of that is so serious that no one's
21   really thought through that at all.
22   You know your hot spots. We know our hot
23   spots. Redwood City knows its hot spots, but the truth
24   of it is nobody knows what to do.
25   Basically different cities, if we don't

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8 (Pages 26 to 29)

1 watch it, we're going to break it. It's called -- break
2 it is the quality of life in our neighborhoods, and
3 who's -- nobody's going to be around to fix it by the
4 time we realize it.
5   Let me close very quickly with just two
6 comments from -- from Palo Alto. One is in your packet,
7 there's a summary of accidents on Middlefield and
8 Everett.
9   Willows feed into Palo Alto on
10 Middlefield, and we may have the worst accident rate in
11 the whole Peninsula at Everett and Middlefield. That's
12 worth looking into.
13   It's keen to me because my daughter and
14 grandsons live within a hundred feet of that
15 intersection. So I've literally seen and heard the
16 impacts. It's amazing.
17   Last but not least, I participated in the
18 submission of a comment letter from Palo Alto that was a
19 rude awakening for me to find out exactly how cities
20 comment to one another.
21   I can tell you from -- from firsthand
22 experience that the average citizen has no idea of a
23 com -- of what needs to be commented on.
24   The Planning Commission spent about an
25 hour and the Planning Director appropriately told the

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1 Planning Commissioners you can't possibly master two EIRs
2 this big.
3   Staff asked for permission to make
4 comments to the Commissioners and summarize the
5 professional planners' findings on the EIRs.
6   So what you have coming from Palo Alto is
7 a sincere appropriate response from the Director of
8 Planning. It does not come from the Pla -- the City
9 Manager, it does not come from the City Council and it
10 certainly doesn't come from citizens.
11   As I recall, there was one citizen in the
12 room when the Planning Commission reviewed the comment
13 letters, and that was me.
14   Thank you very much. I'd like to
15 introduce Martin Lamarque from Belle Haven Menlo Park.
16 Thank you.
17   COMMISSIONER STREHL: And following
18 Martin, we will Adina Levin.
19   MR. LAMARQUE: Good evening, members of
20 the Commission. As you know, I get very nervous when I
21 have to speak in public, mainly due to my bad English. I
22 apologize for that. I hope you understand what I have to
23 say.
24   But the anxiety of having to stand here
25 and speak in public is not as big as my anxiety of having

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1 to drive back home into Belle Haven around this time.
2   COMMISSIONER STREHL: Can you speak a
3 little closer to the mic, please?
4   MR. LAMARQUE: It has --
5   COMMISSIONER STREHL: Thank you.
6   MR. LAMARQUE: It has taken up to one
7 hour to go from Middlefield to the other side of the
8 overpass on 101. I don't think the EIR has taken enough
9 of a close look to the problems that we have been
10 creating with all this development and we haven't seen
11 half of it.
12   We see objections to extending the time
13 for public understanding and comment on this development,
14 and everything that the plan promises us a way of
15 mitigation is something that we're going to have to wait
16 years to see if they work or not.
17   Given the impact that we're already seeing
18 down there, my guess is that nobody is planning enough
19 for mitigation.
20   Let me try to put a human face on this --
21 on this problem on the other side. The housing problem.
22 I was sitting in someone's backyard the other day and I
23 smell the unspeakable smell of refried beans, family from
24 the next backyard.
25   I told my friend "oh, that smells like a

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1 -- somebody's barbecue," and she said, "No. That is a
2 family who is renting a shack in the back of that house
3 with no kitchen privileges."
4   So they cook their dinner outside every
5 night, unless of course it is raining. In that case,
6 they have to feed the kids junk food.
7   This is a family of a father, a mother and
8 two teenaged kids. The father was born and raised in
9 Belle Haven. He at one point able to buy a house, but he
10 then lost in the housing crash.
11   Nobody's taking into account that there
12 was a problem with housing in Belle Haven even before
13 anybody contemplated this huge new development, and I
14 don't expect Facebook and I don't expect my City officers
15 to solve all the problems, but I expect to at least try
16 to find some solution before they make this problems
17 worse.
18   Those app -- apps that you talk about are
19 very nice because you can see where it's red, doesn't
20 help us because I come from San Jose every day, and it
21 doesn't matter where I look.
22   I have to get across 101, and whether it
23 is Embarcadero, whether it is University, whether it is
24 Willow, God forbid, a mile long line to get off and you
25 have even box going around the clover to try to get

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1 across.
2   Sometimes I drive all the way to Marsh and
3 come back. Well, guess what? In the last month, the
4 traffic is all the way down to Marsh from Chilco.
5   So --
6   COMMISSIONER STREHL: We have to wrap it
7 up.
8   MR. LAMARQUE: Yeah. So we are not
9 against development, but we need to be sensible about it
10 and think about the future.
11   Thank you.
12   COMMISSIONER STREHL: Thank you very
13 much.
14   Now have Adina Levin followed by Patti
15 Fry. Is Adina here?
16   MS. LEVIN: Yeah. Adina Levin, and I'm a
17 Menlo Park resident and I sit on the Transportation
18 Commission, but I'm making these comments representing
19 myself.
20   So I have three different comments to make
21 on the EIR.
22   The first is with regard to the
23 Transportation Demand Management trip reduction goals.
24 So as -- as a mitigation, the plans sets a goal of twenty
25 percent. However, there are some larger transportation

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1 improvements that are being contemplated in an earlier
2 stage that could significantly help reduce those trips
3 further.
4   So I would suggest that the City take an
5 approach that the City of San Mateo used when they did
6 their Rail Corridor plan, which is to have tiered trip
7 reductions goals and have a lower goal initially and a
8 stronger goal on perhaps twenty-five to thirty percent if
9 and when those significant future transportation
10 improvements occur. That's -- so that's comment number
11 one.
12   And then two comments relating to housing
13 and the jobs/housing balance. So it is great to see that
14 the plan calls for a mix of jobs and housing, and the EIR
15 clearly shows that when you put housing near jobs, that
16 does reduce vehicle miles traveled, but it would not be
17 good for the City if there was a -- a swing all the way
18 and we had all of the jobs before we had any of the
19 housing built.
20   So a recommendation would be to have some
21 kind of mechanism to have the commercial development to
22 be available in -- in phases and to be able to say okay.
23 We haven't had any housing built prior. We can't have
24 more offices until we have some of the housing built.
25   And then number three, building on a

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1 comment that was made in the public community session,
2 since the EIR reveals the benefits in terms of vehicle
3 miles traveled in terms of improving the City's jobs/
4 housing balance and yet the current General Plan keeps
5 the jobs/housing balance get worse, can the EIR
6 contemplate, and then as a policy can the City Council
7 look into potential increasing housing elsewhere in the
8 City to help the City not move backward, but move
9 somewhat forward towards that jobs/housing balance and
10 towards ameliorating the transportation impact of the
11 growth.
12   Thank you.
13   COMMISSIONER STREHL: Thank you.
14   So we have Patti , Miss Fry, followed by
15 Diane Bailey.
16   MS. FRY: Good evening. Patti Fry, Menlo
17 Park.
18   I want to start by talking about kind of a
19 famous study called the Invisible Gorilla, and it's where
20 there are some -- the experiment had three people wearing
21 white jerseys and three people wearing black jerseys and
22 they were to pass a basketball back and forth between
23 each other.
24   And the observers were to count how many
25 times the people with white jerseys passed the

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1 basketball.
2   At the end, the observers were asked
3 whether they saw the red gorilla, and a person had
4 wandered through the players in a red gorilla suit, and a
5 lot of the people, the observers never saw the red
6 gorilla because they were so concentrating on the white
7 shirt.
8   So what I would like to say is that this
9 General Plan update is the first update of our General
10 Plan since 1994 for the land use and circulation elements
11 and the overall policies and so on.
12   This is the first comprehensive update
13 since 1994, yet almost everything, including many places
14 in the EIR, still focus only on the white shirts, which
15 is the M-2 zoning changes.
16   But the game and the red gorilla is all
17 the rest of the growth, too.
18   So if you look at the Draft EIR on page
19 3-29, there's a chart that shows the existing development
20 and 2040, and in between are four columns.
21   Each of those four columns represent some
22 of the growth that will occur between now and then. One
23 of the columns really ought to be broken out because it
24 comprises projects that have been approved and some that
25 are -- have been proposed and haven't happened yet.

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10 (Pages 34 to 37)

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Public Hearing

1   So for all the great mitigations and self-
2 mitigating aspects of the M-2 zoning, they're not
3 happening to the rest of the community.
4   So when the -- the EIR concludes that
5 "there are significant and unavoidable impacts in certain
6 areas," it's only looking at the one part and not looking
7 at the opportunities to modify policies, modify programs,
8 translate those into the zoning ordinance, and I'm not
9 talking about down-zoning or anything like that.
10   I'm talking about the kinds of things that
11 are in the M-2 zoning, like if somebody wants to
12 Develop -- develop a project and something zoned mixed
13 use, they have to put housing in there and they have to
14 do it first or they have to do a certain amount. There
15 are things that we can do to self-mitigate this mess
16 that's facing us.
17   The difference between existing and 2040
18 shows for the very first time -- we've never seen this
19 picture before. Shows a growth that's fifty percent of
20 our community, fifty percent from now to 2040 in terms of
21 population and housing, if the housing gets built, and
22 more than seventy percent commercial growth, and that's a
23 built-in imbalance between housing and jobs.
24   We need to figure out how to deal with
25 that, and -- so let's pay attention to the whole game.

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1   Thank you.
2   COMMISSIONER STREHL: Thank you.
3   So we have Diane Bailey followed by Gita
4 Dev.
5   MS. BAILEY: Good evening, Honorable
6 Planning Commission. My name's Diane Bailey. I'm
7 director of Menlo Spark. We're a local independent non-
8 profit working to help the City of Menlo Park become
9 climate neutral by 2025, and I want to start out by
10 expressing many thanks to the staff and consultants who
11 have been working really hard throughout this planning
12 process, and I think they've done excellent work here,
13 but I think most of the time, you're only hearing the
14 criticism.
15   And I also want to note that I think staff
16 has done an excellent job tackling these red gorillas,
17 these -- these very large and complicated regional issues
18 of transportation and housing.
19   I want to note that I strongly support the
20 recommendations voiced by Adina Levin on transportation
21 and housing, and I want to focus on the environmental
22 energy and green building provisions in the plan that has
23 been proposed and just note that these are really
24 critical to ensuring that we don't experience a sharp
25 uptick in carbon emissions from the new buildings that

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1 we're contemplating.
2   Staff has proposed a very elegant and
3 cost-effective approach that allows development to occur
4 while preserving our ability to meet our climate targets
5 which are so important to the long-term sustainability of
6 this area.
7   We have a lot more challenges when it
8 comes to transportation for sure, and you're hearing
9 about that a lot today at all of these meetings, and
10 we'll be submitting detailed comments on those.
11   I want to note that a lot of cities of
12 similar size to Menlo Park that have actively supported
13 alternatives to driving have accomplished up to twenty
14 percent or more reduction of cars on the road, and this
15 could serve us very well here in Menlo Park.
16   And I know a lot of the projects that are
17 moving forward, improving bicycle safety and improving
18 access to public transit have set us on a path to do
19 that.
20   And so we are on the path to start
21 tackling some of these -- these challenges that you're
22 hearing about.
23   I simply want to encourage consideration
24 of how the General Plan impacts our climate plan and
25 future of sustainability alongside and together with the

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1 critical issues of housing and mobility.
2   And lastly, I want to point out that we
3 see affordable housing and green building standards as
4 really going hand-in-hand and complementary, and that's
5 because oftentimes low income families are paying much
6 higher utility bills, and this really cuts into their
7 monthly budgets because they can often live in drafty,
8 old inefficient housing.
9   So let's really prioritize the most
10 efficient solar, zero net energy buildings for affordable
11 housing and get those built quickly, and that way
12 residents can cut their monthly living costs and we can
13 show how green building standards and affordable housing
14 can go hand in hand.
15   Thank you very much, and we'll be sending
16 more detailed written comments.
17   COMMISSIONER STREHL: Thank you very
18 much.
19   So we have Gita Dev followed by -- I think
20 it's Melsa -- I can't read your writing. I apologize.
21 So go for it.
22   MS. DEV: Good evening, Commissioners.
23 My name is Gita Dev. I'm representing the Sierra Club
24 Loma Prieta chapter.
25   I want to talk about two things. While I

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11 (Pages 38 to 41)

1 agree with a lot of everyone has said, I want to focus on
2 two different items. One of them is probably related
3 actually to the M-2 area.
4   a lot of good work has been done, and we
5 understand that, you know, it's more than twenty years of
6 updates, so here's a lot of ground to cover.
7   In the M-2 area with the intensification,
8 there are the two areas that we're really concerned
9 about.
10   One of them -- and both related to
11 habitat. As you're aware, the Don Edwards Refuge borders
12 Menlo Park. In a very significant way, we are investing
13 hugely in this area.
14   And in Men -- in Palo Alto and Mountain
15 View, they also have this issue, and one of the things is
16 there's an opportunity here which I think we maybe are
17 not taking advantage of to the extent that we should.
18   While the EIR talks about mitigation and
19 avoiding harm to the habitat, there's actually an
20 opportunity to look at it a little bit more vision -- in
21 a more visionary way and say Menlo Park is gifted in
22 being allowed to have this amazing resource alongside the
23 M-2 area.
24   However, in response to that, we probably
25 should have a habitat overlay zone or some rules about

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1 how development should happen in the M-2 area.
2   Facebook has been very good about it.
3 However, we should codify it and look at it as an
4 opportunity to make the transition between M-2 and the
5 refuge, something we can all be very proud of.
6   And in relation to that, we notice that
7 there is housing being proposed on the Sun Microsystems
8 site, which is new Facebook, and again the sensitivity of
9 habitat to people who are there twenty-four hours is
10 something we're very concerned about.
11   So again, I think the sensitivity with
12 which these habitats overlay is that -- this is something
13 that was done in Mountain View/North Bayshore, and I can
14 leave this with Deanna.
15   But the idea that this is a very special
16 area and needs special attention is something that we can
17 do rather than just mitigating against harm.
18   We can rather enhance that edge, including
19 the fact that housing is a real problem in that area. So
20 how that housing is done, what are the rules under which
21 housing could be done.
22   I've heard Facebook say this is just for
23 very temporary housing, for interns who are here for just
24 a few months. There will be no cats. There will be no
25 pets. There'll be very little, you know, outdoor spaces

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1 where it would impact.
2   So thank you so much.
3   COMMISSIONER STREHL: Thank you.
4   I think I bungled somebody's name. I
5 think it was Maya Paris. Sorry, I couldn't --
6   MS. PERKINS: I bet that's me.
7   COMMISSIONER STREHL: That's you. okay.
8 And following Maya -- Maya will be David Countryman.
9   MS. CHOW: Through the chair --
10   COMMISSIONER STREHL: Yes.
11   MS. CHOW: -- David Countryman is no
12 longer present.
13   COMMISSIONER STREHL: Pardon?
14   MS. CHOW: David Countryman is no longer
15 present.
16   COMMISSIONER STREHL: Oh, okay. Fine.
17 Maybe he'll come back in.
18   MS. PERKINS: Hi. My name's Maya Perkins
19 and I'm a resident of Menlo Park. Thank you, Planning
20 Commission, for your service. We really appreciate it.
21   So a couple comments. My first is I would
22 like to see more affordable housing. I think right now
23 it's at fifteen percent. I think thirty percent is much
24 more appropriate.
25   I would also like to see this affordable

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1 housing, this thirty percent spread throughout the City
2 of Menlo Park.
3   My understanding right now is it's at
4 fifteen percent and I'm not clear if that's fifteen
5 percent off the top or fifteen percent off the whole
6 4,500 units.
7   And so I would like that clarified, but
8 I'd also like it to be thirty percent affordable housing
9 throughout the City of Menlo Park.
10   I would like to see the commercial
11 development once that's done or as it's being done for it
12 to trigger minimum retail requirements, affordable
13 housing and transportation.
14   And so similar to what has been said, I
15 don't think we should just be able to fill up all
16 commercial development and then get housing when and if
17 it happens or retail if it happens or transportation at
18 some point.
19   I think that there should be milestones so
20 we can be assured that you will get retail, affordable
21 housing and transportation.
22   I would also like to add that I -- I think
23 an important piece of -- of the affordable housing and
24 the transportation, also the environmental concerns, is
25 first source hiring. I would like to see the new

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12 (Pages 42 to 45)

development that comes in have a requirement for first
source hiring so that residents who live close to -- to
the new construction can have an opportunity to work for
the local businesses. I think that that is really
important.

Where -- there are going to be a huge
flood of people and jobs into the community which I think
is -- is mostly really good and really beneficial, but in
order for it to be really good and really beneficial, the
local community has to benefit from it, and I think that
first source hiring, affordable housing and
transportation are ways to get that done.

I would also like to add that -- that I
heard my friend Charlie talk about amenities, and you
said something about how, you know, if we don't have
development, then we're not to get amenities, and it just
does not sit right for me.

It just feels almost like a threat, like
you better get this development or you're not going to
get these important things that you need, and a lot of
the amenities that are coming in are actually really
needed in our community.

We don't have a pharmacy. Once I get
home, I basically can't leave, and so there are things
that we need. We just need them, and I don't like to

hear that if we don't have whatever is being proposed,
then we're not going to get the things that our families
need to survive.

Thank you.

COMMISSIONER STREHL: Thank you.

Is David Countryman here? Okay. We'll go
with the next speaker, which is Pam Jones.

MS. JONES: Good evening and thank you.
And I appreciate that you are -- at least finally someone
is considering extending the time for written comments
and -- and will pass that on to the City Council who has
ultimately the responsibility.

I can't see where a long-term plan is
going to be derailed so much in a two-week delay, two- to
three-week delay as what's occurring now.

I just have one point, and that is I
recognize that the Environmental Impact Report does not
consider people as part of the environment, not directly,
at any rate.

And I find that curious when I look at
what is significant and unavoidable, and the first item
is air quality.

In our community, which for me is Belle
Haven, if we were to do statistics on the people with the
number -- especially children -- with respiratory

problems and how it is exacerbated by poor air quality, I
think we would find a fairly high rate of
hospitalizations and emergency room visits.

But since that's not part of what we do in
an EIR, you would not have benefit of that information.

I am not one that is -- cannot recognize
that we are going to move forward with something, and I
would rather be a part of whatever the new way is over in
Belle Haven.

So my suggestion for something like this
situation would be to free of charge install air
purifiers in all the homes in Belle Haven where it's
most -- mostly affected, and maybe something even really
innovative for the apartments that are going to be along
Willow Road.

As a person that would qualify to live in
a new apartments there, I could not live there because of
the amount of pollution that would be coming from the
traffic on Willow Road.

Again, thank you and especially for
consideration the delay -- oops. Not a delay.

COMMISSIONER STREHL: Thank you.

So I don't have any more cards up here.
Is there any other public comment? No other public
comment?

Then I will be closing public comment and
bringing the item back up here for Commissioner
questions.

Mr. Barnes.

COMMISSIONER BARNES: Thank you.

Charlie, if you'd be so kind to give a
little tutorial on -- because you talk about
transportation and the acronyms TDA, TMA. You've got
Transportation Demand Management at the program level,
TMA crossing programs.

Just talk a little if you would about
where is the carrot, where is the stick. We had a
previous question in the townhall, which was what's
binding, what's not, how did it fit in, how do we monitor
this, how does it happen, those types of -- frame this
for me, if you would, for a better general understanding
of what is -- you know, what's happening from there.

MR. KNOX: Okay. The exact steps that a
future project is going to be required to take could be
many, many different things at the same time.

I think we've said throughout this project
that the traffic problem is so bad -- and yes, it's
regional, but it's -- it's especially bad with the
Dumbarton Bridge and it's being a freeway and becomes a
series of city streets controlled by stoplights and --

1 and stop signs, that probably everything we can think of
2 and a lot of things we haven't thought of yet are going
3 to be necessary in combination to make a dent in the
4 problem.
5   And so what Transportation Demand
6 Management is about is just a fancy way of saying getting
7 people out of single occupant vehicles, and I think even
8 though carpools are better than single occupant vehicles,
9 they're still sing --- they're still basically passenger
10 cars.
11   I think the more we can do to get people
12 into larger vehicles, to not use vehicles at all, to use
13 fixed route vehicles or bus rapid transit, those are
14 things that are going to make a difference.
15   And so without a specific knowledge of
16 what projects are going to occur in this twenty- to
17 twenty-five year period, it's pretty hard to say the
18 requirement for every X number of employees will be the
19 following.
20   It also takes away some of the
21 entrepreneurial spirit of the free market where companies
22 are capitalizing on new technologies and innovations to
23 do better than we -- than we're able to right now.
24   So, really what these acronyms are all
25 about, Transportation Demand Management or TDM is really

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1 just about getting people to work in a way that doesn't
2 rely on business as usual, the single occupant vehicle or
3 even small vehicles.
4   But what a Transportation Management
5 Association is is just a way for multiple property
6 owners, multiple companies who are housing employees
7 during the day at their jobs to join their resources,
8 because often -- and we see this in -- in North Bayshore
9 in Mountain View -- there will be one or more fairly
10 large organizations with deeper pockets, greater
11 finances, greater resources who can help set the stage
12 for how this is done.
13   And there's still some complicated
14 fairshare arrangements that need to occur, but if I'm a
15 property owner and I only have 20,000 square feet and
16 seven employees, I'm not going to be able to run shuttle
17 buses from Pleasanton and San Francisco, but maybe I can
18 pay into @myfairshare an arrangement that does that, or
19 maybe I can pay into a solution that uses the Dumbarton
20 Rail for bus rapid transit or for trains or for both and
21 as a trail.
22   So I really think kind of a simple way to
23 look at this is when projects come in, if there's twenty
24 percent requirement for Transportation Demand Management,
25 which really just means trip reduction, vehicle trip

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1 reduction, or is the number or if it's some other number.
2   They'll have to prove that they would have
3 had a hundred percent of trips and now they're going to
4 have eighty or whatever that number is and here's how
5 it's going to be done, and the monitoring will occur.
6   And so Miss Dev asked earlier is there an
7 M-2 area-wide or citywide threshold where so much job
8 growth is created that we know we can't do that, and
9 really the answer to that was no.
10   The way to control it is -- is one project
11 at a time or one Transportation Management Association at
12 a time so that that goal is always being met.
13   And so this is independent of, say, trip
14 caps, which is another trip reduction, Transportation
15 Management -- Demand Management tool, but it's also a
16 tool that's very specific in location.
17   And the overall goal of the mitigation
18 measures for transportation in this EIR are to reduce the
19 traffic completely within the M-2 if not Menlo Park, and
20 we all know that, you know, Menlo Park is a slice of the
21 Peninsula. It's not realistic to expect we don't have
22 crossover between our neighboring cities and -- and the
23 county.
24   And so the thing about the M-2, though, is
25 it does have pretty distinct boundaries. It's bounded by

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1 Bayfront and the Dumbarton Rail.
2   So trips are coming in and out of
3 discrete, you know, several basic locations, and I think
4 it's going to be relatively easy compared to other
5 communities to measure the success and to hold the
6 development community to -- to reaching those goals.
7   COMMISSIONER BARNES: So for smaller
8 entit -- smaller company, a -- being in a TMA would or it
9 not be compulsory?
10   MR. KNOX: It would not be -- it would
11 not be -- it's not -- I will let -- I mean, I'll let --
12 someone else come in and correct me. It's not
13 compulsory. I mean, it's not required that you join a
14 TMA.
15   It's just that the -- the TMA structure is
16 going to be very attractive to the smaller company.
17   It's going to be very hard to meet the
18 goal without it, but there may be situations like out on
19 Haven where you're bounded by Marsh and Bayfront and
20 there's not a lot of large companies out there where you
21 may just -- you may be better off trying to do it
22 yourself.
23   But I think ultimately what we've been
24 seeing in the -- in the Peninsula is the more that --
25 that companies can group together to do this, the more

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1   successful it's been, because the more resources that
2   they can bring to bear to basically have contracts with
3   shuttle providers or to pay drivers or to arrange parking
4   in a way that's -- that's beneficial.
5   So it's not compulsory, but I have a high
6   expectation that it's going to be the -- the method of
7   choice, especially because there are going to be a -- a
8   fair number of varying and different Transportation
9   Demand Management measures, ways to keep people out of
10 cars that need to be done together, and someone's going
11 to have to manage that.
12   So maybe if you have a four-person company
13 to say, "None of my folks are going to drive. We're all
14 going to car -- we're all going to carpool or we're all
15 going to get on the bus," that's simple, but if you have
16 twelve, fifteen, twenty, thirty, fifty employees -- and
17 there are folks out there with thousands of employees who
18 already have a structure in place -- it's going to be a
19 lot easier to participate, I think.
20   COMMISSIONER BARNES: Ms. Levin had a
21 proposal on the tiered structure, which is in effect you
22 start at X percent, and then based on enhancement and
23 infrastructure and the like, that scoots up over time.
24   Who else might -- do you know who else
25 might be doing that on the Peninsula under any road maps

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1   for that?
2   MR. KNOX: I'm not aware of a situation
3   working exactly that way, and I'll defer to others who
4   may, but I do know that out of their own enlightened
5   self-interest that some of the larger companies on the
6   Peninsula, including Facebook, have exceeded what they
7   thought were their original goals and ratcheted them up.
8   Maybe not the requirements, per se, but I
9   think once a company or group of companies working
10 together is successful at this, it -- it becomes
11 attractive to become more successful, because it solves a
12 lot of problems that they have with parking demand and
13 getting employees to work and work efficiency and people
14 not needing to go out and move their cars. It has a lot
15 of ripple effect.
16   So it tends -- once these systems are in
17 place, it tends to be in the best interest of the
18 companies that use them to do better than they had
19 intended originally.
20   MR. KNOX: Jessica, did you want to add.
21 San Mateo, perhaps.
22   MS. ALBA: Jessica Alba with Nelson
23 Nygaard. I have worked with Charlie over the past three
24 years, so -- on the transportation component of the
25 General Plan update.

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1   Your question about whether there are
2   other communities that have set up -- used a phased
3   approach.
4   San Mateo -- I think the Rail Corridor
5   Plan set a -- the twenty-five percent trip reduction, and
6   with the Bay Meadows development, there was a phased
7   plan.
8   So when the first phases come in, the
9   requirements are lower, and then as the -- the new
10 underpasses come in and other features come in as the
11 development grow and expands, the -- the reduction is
12 supposed to be higher.
13   But I can't think of anyone else that has
14 the phased -- phased approach, but it's definitely not --
15 it's a good idea.
16   COMMISSIONER BARNES: From a mechanism
17 standpoint, so say there is -- who administers at the
18 city level the adherence to what the required for these
19 trip reduction amounts are? How does that work?
20   MR. KNOX: So in terms of monitoring, it
21 would be the transportation manager, Nikki and her staff
22 would receive reports from the Transportation Management
23 Association or its -- or its individual entities on trips
24 and monitor those.
25   It -- it can be self-reported, but really

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1   the -- the technology for reporting is pretty simple.
2   You know, you put the tube -- you can put tubes out at
3   driveways or at corners and just get the -- get the trip
4   counts.
5   One of the things that makes it attractive
6   for the City to try to control and area as large as the
7   M-2 is doing just that, because if you have a
8   transportation management association and you're counting
9   trips at a corner that could be a place that serves
10 twenty different companies, as vehicles go in and out,
11 that's a lot easier than getting reports from twenty
12 different companies with, you know, individual counts at
13 their driveways. But it can also be done that way.
14   So transportation departments --
15 divisions -- excuse me -- of Public Works with -- do the
16 monitoring and enforcement, and enforcement can be pretty
17 quick and -- and reactive.
18   I mean, if you're not meeting the goal,
19 you need to figure out what to layer on top of your
20 existing measures to make it work.
21   COMMISSIONER BARNES: And on the traffic
22 beat, we've heard a lot about the feeder streets, for
23 instance in the Willows and traffic.
24   How hard would it be to put those same
25 traffic counter strips on the feeder streets to set a

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15 (Pages 54 to 57)

1 baseline for what traffic may be doing, how it's growing
2 over time?
3   What are the mech -- it seems like there's
4 no mechanism for being able to say it's coming off and
5 spreading through the neighborhoods, but we don't know
6 what it is, we know how it is.
7   Are there not real cost-effective ways to
8 find out what is flowing through, you know, by way of
9 example, off of Woodland, on to Mendham, on to Gilbert,
10 those streets.
11   Can we not quantify that?
12   MR. KNOX: No. It would be basically
13 the same technology or you could do true traffic counts,
14 which are in the range of 500 to a thousand dollars per
15 intersection if you actually had someone out there
16 counting in the morning commute hour and the afternoon
17 commute hour.
18   It's a little more expensive than just
19 laying out the -- the rubber hose and having the
20 electronic counting.
21   But no, and I -- you know, they say --
22 they say you're not in traffic, you are traffic, and as
23 much as I like to ride my bike everywhere, I do drive,
24 and I drive to get here; my house is too far to ride, and
25 I'm in traffic -- I am traffic all the time here. I know

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1 exactly how these patterns work.
2   So there's just -- there's just no
3 question that we're aware of kind of the cumulative
4 effect of all of the regional traffic in the Peninsula
5 and people trying to get through neighborhoods.
6   But as far as getting exact counts and
7 knowing which trips go where, it really would take a
8 series of these counts at a lot of inter-related
9 intersections to get an idea of a flow during a peak
10 commute time.
11   MS. NAGAYA: So as -- as Charlie
12 mentioned, the data collection itself can be relatively
13 easy and cost-effective, especially if you're doing what
14 we call tube counts or daily traffic counts.
15   We do have a fairly robust program already
16 that we conduct biannual traffic counts at all of the
17 arterial collector streets as well as many local
18 residential streets at -- on an every two-year basis.
19   So that's something that we'll be
20 undertaking again this fall as we go through our -- our
21 normal course of monitoring traffic conditions throughout
22 the City.
23   Where it gets difficult, as Charlie was
24 describing, is determining where that traffic's coming
25 from, where it's going to and whether or not those folks

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1 who are viewed as cut-through traffic are actually
2 cutting through a neighborhood or if they have a
3 destination nearby.
4   And so that's what takes much more
5 significant effort in order to figure out an origin and
6 destination of the trip.
7   There are some additional newer methods to
8 collect that data that we can -- can look into using
9 cell - cell phone technology, bluetooth technology, but
10 it's something that we have to further explore the -- the
11 actual cost and the data processing required around it.
12   COMMISSIONER BARNES: And I really do
13 think that's the question. I mean, with -- with the EIR,
14 there's a generalized sense of frustration in terms of
15 quantifying what it is.
16   Because everyone has a -- a visceral sense
17 that folks come into my neighborhood, my kid's out at
18 five o'clock at night. He gets run down virtually -- you
19 know, every oth -- on my street on McKendry, between 4:30
20 and 6:30, you don not want your kid out on that street
21 because they're trying to get down Willow.
22   So there's this generalized sense of
23 what's happening, and I think the frustration with the
24 EIR, particularly as it relates to the traffic on the
25 feeder streets, is I don't know that we've got -- we

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1 certainly haven't come up with a way to say, yeah, we
2 understand what the problem is, and here's what we're
3 looking at.
4   It may be an economics issues, it may be a
5 cost issue, but I think until we kind of get our hands
6 around that, it's going to remain this -- this -- this
7 pebble -- pebble in the shoe that keeps coming back to we
8 don't really understand what's happening.
9   And I don't have a solution, but I will
10 say that that's the real crux of the issue.
11   COMMISSIONER STREHL: Any other? Mr.
12 Riggs.
13   COMMISSIONER RIGGS: Thank you.
14   I'll address this to Charlie, of course.
15 We've heard at our last hearing the concern about
16 displacement in terms of housing, and of course there's
17 the ongoing concern for lower income housing. I say
18 lower as a general term, below, say, medium low.
19   It appears that the EIR only looks at
20 immediate demand in the particular segment; in other
21 words, the -- below median housing, and yet it would
22 appear that if you have a company or companies that are
23 going to occupy a million square feet, that even if there
24 are people who can't afford the local housing that's
25 available because it's not -- not on the market, there

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16 (Pages 58 to 61)

1   will be what you might call a trickle down of demand.
2   In other words, if there might be 6,000
3   employees, there might be 100, 200 managers, maybe more.
4   They will take the available housing in their market.
5   When that's no longer available and they
6   can't afford to go up-market, they go down-market.
7   So is there a way that the EIR can take a
8   more holistic approach and get us maybe a little more
9   comfortable that we have a sense of the scale of
10   disruption with the -- the added employment?
11   MR. KNOX: So the answer is no, but it's
12   no, but, and the but is a -- is a good positive part of
13   the answer.
14   And the answer is no, the EIR can't do
15   that, but the City is currently in the process of
16   conducting a -- a nexus study to try to determine how
17   much new housing and at what economic levels is -- is the
18   result of growth of non-residential development in the
19   City.
20   And I go back to a comment from one of the
21   housing advocates -- I think it was Pilar Lorenzo-
22   Campos -- at our Housing Commission meeting at the
23   ConnectMenlo process who said, you know, we want you to
24   build -- we want Menlo Park to build as much affordable
25   housing as humanly possible, but it's not just affordable

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1   exist -- the existing situation, and so I -- the fifteen
2   percent -- I was asked recently how realistic do you
3   think that is, and I think we've heard from housing
4   advocates, we've heard from developers, we've heard from
5   Belle Haven residents, we've heard from residents on the
6   other side of 101 we need -- we need more housing.
7   And I think that's -- fifteen percent or
8   675 units of below market rate housing is probably pretty
9   likely in this scenario.
10   Then that gets into this question of this
11   possible tolling mechanism where folks are starting to
12   say more and more frequently we want the housing to be
13   built first or somehow keep -- keep track with the jobs.
14   But I think the -- so no, the EIR can't --
15   can't create that nexus, but -- and I'll defer to -- to
16   Jim Cogan, the -- the housing manager if he wants to add
17   any more, but I think the City is in the process of
18   trying to determine what that relationship is between new
19   non-residential development and -- and the -- and the
20   need for housing that it generates and at what level, and
21   that process is ongoing parallel to this one.
22   COMMISSIONER RIGGS: All right. Thank
23   you. Good to hear.
24   COMMISSIONER STREHL: Mr. Kahle.
25   COMMISSIONER KAHLE: One more question.

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1   house we need. We need housing at all sorts of economic
2   levels.
3   She said if you're in the Dumbarton Bridge
4   traffic in the morning, there's Teslas and Lamborghinis
5   as well as trucks with two people in it and -- and a lot
6   of tools.
7   And so you're right, Commissioner Riggs.
8   There's also this added pressure where folks who are
9   looking for housing that that may be quite different than
10   what they end up with will also join that market.
11   So what -- what ConnectMenlo project to
12   date is proposing is that fifteen percent of all of the
13   housing that's built, the 4,500 units in the M-2,
14   potential maximum, which as you recall from General Plan
15   Advisory Committee discussions, especially Commissioner
16   Strehl who was on the -- on the committee, was a
17   pretty -- I wouldn't say hard-fought, but it was a very
18   heavily discussed iterative process to get to that
19   number.
20   Now, it doesn't mean that -- it doesn't
21   mean that more couldn't be possible or a different number
22   couldn't be probable, but there was a sense that 4,t00
23   was about right to try to balance the increment of
24   growth, not residential growth that was coming in.
25   That doesn't do anything to deal with

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1   So speaking of hard-fought numbers, I keep hearing the
2   fifty percent housing and seventy percent commercial.
3   How did those numbers arrive -- get
4   arrived at?
5   MR. KNOX: This fifteen percent
6   affordable --
7   COMMISSIONER KAHLE: Fifteen percent
8   housing.
9   MR. KNOX: One-five, fifteen percent
10   affordable housing?
11   COMMISSIONER KAHLE: No, no, no. That
12   the EIR is going to -- that the General Plan is proposing
13   an increase of thirty percent --
14   MR. KNOX: Oh.
15   COMMISSIONER KAHLE: -- housing and
16   seventy percent commercial area.
17   MR. KNOX: I think what -- I think Miss
18   Fry is looking at page 3-29 and comparing the existing
19   condition in -- in Menlo Park of 33,000 more or less
20   people and looking at what would happen in the proposed
21   project of another 14,000 and drawing the conclusion,
22   which I don't disagree with, that that's fifty -- fifty
23   percent more residents than we have right now at full
24   buildout.
25   So that would be the current General Plan

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17 (Pages 62 to 65)

1   allowed maximum plus what's being proposed in M-2.
2   And then the seventy percent office -- let
3   me just check and see.
4   So right now, citywide we have about
5   sixteen million square feet plus or minus a little --
6   actually plus a little, and what's being proposed in the
7   ConnectMenlo project would be 4.1 million square feet.
8   So that's not seventy percent. That's
9   more like twenty-five percent beyond what we have right
10   now.
11   But maybe -- but maybe I'm missing
12   something in the point that was made.
13   But that's -- but those are the numbers.
14   Right now we've got about sixteen million square feet
15   citywide.
16   The current General Plan would allow about
17   another 1.8 million. The ConnectMenlo project adds 2.3,
18   so that's 4.1 million on top of sixteen existing.
19   COMMISSIONER KAHLE: That helps. Thank
20   you very much.
21   COMMISSIONER STREHL: I'll go. Just I
22   have a question. I was following up on some of the
23   comments that were made about traffic.
24   I'm wondering where the intersection at
25   Willow Road and Middlefield wasn't -- I mean, wasn't

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1   identified as having significant impacts, and maybe
2   Nikki, you can respond to that.
3   I don't see it on the list, and it's hard
4   for me to believe -- it's already terrible, so it's hard
5   for me to believe it wouldn't be worse.
6   MS. NAGAYA: So I-- I can confirm that
7   that's the case, but in general, the intersection and
8   level of service criteria is what we use to determine
9   whether or not an impact is considered significant.
10   So in -- in this case, for -- any
11   intersection that is not found to be significant, it did
12   not have the significant impact it needs.
13   It means that the delay increase with
14   implementation of the project doesn't trip the City's
15   threshold, which at Willow and Middlefield is .8 seconds
16   of del -- of additional delay, and this --
17   COMMISSIONER STREHL: Are those AM and
18   PM?
19   MS. NAGAYA: Yes, in either peak hour.
20   COMMISSIONER STREHL: Mm-hmm.
21   MS. NAGAYA: Yes, that's right.
22   And so what -- what we do see is in some
23   instances is with traffic added to major through
24   movements, in certain cases -- and we use the -- the El
25   Camino as an example -- you may add additional traffic to

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1   through lanes that can reduce the overall delay at the
2   intersection while additional traffic on the side streets
3   may cause a delay, an -- an increase of delay.
4   So there is some mathematical nuances that
5   can occur with the calculations. So an increase of
6   traffic doesn't always equate to an increase in delay,
7   but comments noted about the Willow/Middlefield
8   intersection being congested today.
9   COMMISSIONER STREHL: It's very
10   congested. I can -- i can attest to that.
11   I also -- the classification of Willow
12   Road as a -- is it an avenue or -- it has twenty-four --
13   Gilbert and Willow Road, there's 24,000 average daily
14   trips.
15   That's a lot -- that's a lot of trips, and
16   it's not considered a ma -- it's -- I guess it's a minor
17   arterial; is that correct?
18   MS. NAGAYA: Today, yes. A minor
19   arterial, essentially south of US 101 and north of 101, a
20   primary arterial.
21   COMMISSIONER STREHL: And what -- what
22   differentiates that? What makes the difference between
23   Willow Road between Bay -- Bayfront and --
24   MS. NAGAYA: So we -- we have in our
25   current classification system two -- the two different

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1   definitions of arterial, primary or minor.
2   Primary arterials are those streets
3   that -- in the prior classification system were primarily
4   designed to move larger amounts of traffic.
5   So the four that I name as examples,
6   Willow Road between Bayfront Expressway and 101 which
7   essentially -- and we can talk about whether we want it
8   to be or not, but essentially it provides a freeway to
9   freeway connection through Menlo Park.
10   Marsh Road is a similar classification, a
11   primary arterial between Scott and -- excuse me.
12   Bayfront Expressway. So across US 101, Sand Hill Road
13   north of the Alameda as well as El Camino are primary
14   arterials in the City.
15   A minor arterial designation still
16   primarily serves vehicular traffic, but to a slightly
17   lesser scale than a primary arterial.
18   COMMISSIONER STREHL: Okay. So what is
19   Marsh Road categorized again, let's say, 101 and
20   Middlefield?
21   MS. NAGAYA: A -- the section within
22   Menlo Park is a minor arterial.
23   COMMISSIONER STREHL: And the part that's
24   in Atherton?
25   MS. NAGAYA: I don't know their

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18 (Pages 66 to 69)

1   classification offhand.
2   COMMISSIONER STREHL: I see. And does
3   classification affect future funding projects, funding --
4   MS. NAGAYA: Yes. So the different
5   designations can correspond to availability of federal
6   funds for a street, resurfacing project or other grants
7   that we pursue.
8   As we develop the proposed classification
9   system for ConnectMenlo, and I think -- sorry. I'll
10   get -- I can pull out the figure number to -- to
11   reference where that's shown in the document.
12   But the classification system that's
13   proposed does include an avenue and I believe a boulevard
14   classification for Willow Road with that same break
15   between Bay Road and US 101.
16   That gives us a little bit more clear
17   definition, and the definitions of each category are
18   included in the circulation element that was before the
19   Commission late last year.
20   Essentially what we did was nest the
21   classification structure that's proposed within the
22   existing structure.
23   So any streets that are currently
24   classified as an arterial would still qualify for federal
25   funds in the future even though we're calling them by --

1   by a different name.
2   COMMISSIONER STREHL: So you're saying
3   Willow Road, for instance, is between -- between 101 and
4   Middlefield would qualify for federal funding?
5   MS. NAGAYA: Yes, that's correct.
6   COMMISSIONER STREHL: Okay. Because at
7   one point Willow Road was two lanes in each direction. I
8   remember.
9   MS. NAGAYA: Correct.
10   COMMISSIONER STREHL: And it was
11   considered probably something other than a minor
12   arterial.
13   MS. NAGAYA: Correct.
14   COMMISSIONER STREHL: I'll yield to
15   Mr. Riggs.
16   COMMISSIONER RIGGS: Thank you. Actually
17   I wanted to follow up, so Nikki, don't go anywhere.
18   When I read the arterial definitions or
19   the definitions of certain key roadways, I have to admit
20   I was a little bit surprised about the definition of
21   Willow Road.
22   Maybe for perspective -- and this may be
23   more or less appropriate. I'll -- I'll let you as the
24   expert determine. Our interstate systems were designed
25   for 90 mile an hour traffic. It was assumed in the '60s

1   and '70s that certainly by the '80s or '90s, everyone
2   would be driving 90.
3   That didn't happen, but our freeways serve
4   the given factor at a given load and given speed, and
5   that's how they have to be maintained, not for what might
6   have been intended.
7   So I'm not sure if there's a -- a higher
8   volume surface road in Menlo Park than El Camino. I
9   think that's around 35,000 cars per day?
10   MS. NAGAYA: Between thirty-five at the
11   south end and decreases as you head north in the City,
12   and Willow Road sections reach over 40,000 vehicles per
13   day.
14   COMMISSIONER RIGGS: I'm sorry. Which
15   does?
16   MS. NAGAYA: Willow Road.
17   COMMISSIONER RIGGS: Willow Road can
18   reach over 40,000?
19   MS. NAGAYA: That's correct.
20   COMMISSIONER RIGGS: Somehow it just
21   doesn't seem minor.
22   MS. NAGAYA: Willow Road with 40,000
23   vehicles per day I believe is north of -- of US 101 where
24   there -- there are more lanes and wider cross-sections.
25   COMMISSIONER STREHL: I actually think at

1   Durham.
2   MS. NAGAYA: At Durham.
3   COMMISSIONER STREHL: And that's on the
4   west side of 101.
5   COMMISSIONER RIGGS: And I can see how
6   the section between Middlefield and Durham would not
7   sustain 40,000 vehicles per day because it's only one
8   lane in each direction.
9   So I think we've succeeded in reducing its
10   capacity.
11   My concern about the way Willow Road is
12   classified is that as we try to determine what
13   mitigations are possible in order to relieve traffic --
14   that I think we've heard a lot about tonight -- and
15   Willow Road has been mentioned more than once.
16   Are we not sort of putting ourselves in a
17   position that the response how we might get traffic to
18   flow better on a given segment might be handicapped by
19   our classifying that street as a -- as a no-go there?
20   MS. NAGAYA: So just to -- to clarify,
21   the section of Willow Road between Middlefield and -- and
22   Bay Road in the proposed classification system is a -- an
23   avenue with a subclassification for -- for mixed use,
24   because the frontage of -- of Willow Road doesn't have
25   solely residential uses.

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1   They're both commercial and -- and
2 residential.
3   So for each street classification, there's
4 either a neighborhood designation or a mixed use
5 designation.
6   The avenue classification in particular --
7 and this is summarized in figure 3-7 on page 3-21 and
8 then the classifications are defined on the -- the pages
9 following.
10   But an avenue -- the priority for
11 different traffic modes is that transit, pedestrian and
12 bicycles take highest priority, with vehicle traffic
13 being slightly -- slightly lower, but they are still a
14 key aspect of our ve -- vehicular traffic system.
15   We don't necessarily tie our hands from
16 widening Willow Road in the future if that's the
17 direction of the -- the Council at any future time.
18   Other roads that have this classification
19 are -- are Middlefield as well as Ravenswood, and those
20 all have two lanes in each direction.
21   So there's nothing innate in the
22 description that would prohibit widening in the future,
23 but we're not calling it as a proposed mitigation measure
24 as part of this document.
25   COMMISSIONER RIGGS: And -- and I'll want

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1 to note that I'm not sitting up here recommending that we
2 widen Willow Road again, but I -- I did think that those
3 who are present and those who are concerned about the
4 traffic levels should know and take note of what Ms.
5 Nagaya just said.
6   The part of Willow Road from Willow, at
7 least up to within a hundred yards of the freeway, is
8 classified to prioritize transit, meaning, say, buses,
9 bicycles and pedestrians.
10   And then the second tier would be
11 automobiles use for Willow Road. Just so that's
12 understood.
13   And I would think that the reason that we
14 establish those priorities, especially at the General
15 Plan level, is that so decisions made following would
16 prioritize bicycles, for example, and where there was a
17 big demand -- yeah.
18   In other words, a need for additional
19 traffic flow and a desire for additional bicycle use, the
20 bicycles have the priority. So that would be the reason
21 for a policy, right?
22   MS. NAGAYA: Yes, but within the context
23 of -- of how the road uses, it doesn't necessarily mean
24 that we would be going out to eliminate turn lanes or --
25 or reduce capacities further in order to provide

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1 additional facilities for -- for bicycle traffic or
2 transit traffic or pedestrian traffic.
3   But it is a -- a method that we can use to
4 prioritize future improvements, yes, that's correct.
5   COMMISSIONER RIGGS: Yeah, I would think,
6 and again, since I'm not advocating widening Willow Road,
7 it might have an impact on how many and how long the
8 cross -- crossing signal -- the pedestrian crossing
9 signal was activated or whether right turns are allowed
10 in the presence of bicycle traffic. Those kind of more
11 subtle decisions.
12   Anyway, enough on that. So thank you for
13 the definition.
14   COMMISSIONER STREHL: Mr. Barnes.
15   COMMISSIONER BARNES: Okay. A couple
16 questions on housing. Mr. Knox, the 4,500 units that is
17 contemplated in the Belle Haven area, do me a favor.
18   Would you break that down by entity that
19 is at this point looking to be doing the -- the
20 development of it, be it Sobrato, Facebook, whomever.
21   Give me at a high level of who's doing
22 what. What's contemplated?
23   MR. KNOX: The posit housing, which may
24 or may not end up in that configuration in their final
25 form that are on the old -- the east campus of Facebook

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1 between Bayfront and the bay are specifically intended
2 for Facebook employees who can roll out of bed and walk
3 to work.
4   So low traffic generation, low parking
5 allowance, and that's 1,500 units.
6   And the word dormitory has been used, but
7 I'm not sure that that's exactly what it will be, but
8 they'd be relatively small units, probably on --
9   COMMISSIONER BARNES: And the classic
10 campus.
11   MR. KNOX: Yeah. On the -- on the old
12 east campus.
13   COMMISSIONER BARNES: And what -- what's
14 the approximate square footage per unit?
15   MR. KNOX: I think on those, we estimated
16 six to 800 -- 600 to 800 square foot average.
17   COMMISSIONER BARNES: Okay. That's not
18 designated bonus.
19   Was that for height? Why was that -- why
20 is that not bonus?
21   MR. KNOX: Why doesn't that office area
22 allow the bonus?
23   COMMISSIONER BARNES: Why doesn't the
24 residential -- why isn't the residential that's slated
25 for there able to do bonus residential? In other words,

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20 (Pages 74 to 77)

1   R-M/U-B.
2   MR. KNOX: So -- so for residential, it's
3   4,500 units maximum that are studied under the EIR. The
4   fifteen percent applies to everything, so it would apply
5   to those, as well.
6   If -- if Facebook ends up being the
7   ultimate develop of the section along Willow Road between
8   Willow and University, they could ultimately decide that
9   of their fifteen percent, they don't want to do the
10 fifteen percent on that site and they could do it on
11 Willow and you could get a higher concentration just in
12 the Willow piece of greater than fifteen percent.
13   But the fifteen percent at least for right
14 now is across the board.
15   COMMISSIONER BARNES: I'm sorry. I
16 wasn't -- I wasn't referencing bonus in the sense of
17 community adding more in affordable housing percentages.
18   Just the ability to go into bonus to add
19 the square footage above the baseline.
20   MR. KNOX: So the -- the residential
21 mixed use zoning district has a limit, and there are
22 specific limits that were assigned by the geographic
23 areas.
24   So I believe -- I believe that those -- I
25 think what you're getting at is that that -- those can't

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1   be as tall buildings as they could be elsewhere, right?
2   COMMISSIONER BARNES: They cannot, right.
3   MR. KNOX: Right. So that could affect
4   the unit size, but I think there's some acreage available
5   there, including not near the -- near the marsh near the
6   water to accommodate that many use.
7   I think it -- it was considered there that
8   there's a visual resource that occurs -- and this is a
9   story about just sometimes the things we notice the most
10 are when we're in the car.
11   That doesn't make them less valuable, but
12 it's kind of the irony. But that it is a visual resource
13 from Bayfront.
14   And so the idea was from Bayfront to the
15 bay would be something that would be less obstructable
16 than other -- other areas.
17   So it's very possible that given our
18 current configuration, Facebook would develop the
19 majority of the housing.
20   They would develop housing in those -- in
21 that set of units along Bayfront out the east campus up
22 to 1,500 there, and then up to 2,000 units on Willow,
23 between Willow and heading toward University, but just
24 the part first of that property.
25   And actually this -- I guess that shows it

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1   better. So where Hamilton comes in right is slated to go
2   through to join with Adams where currently you've kind of
3   just joined up the cul-de-sac in the parking lot.
4   But from there south and from the current
5   curve of Hamilton towards Willow is slated for another
6   2,000.
7   So the simple answer is 3,500 of the 4,500
8   units could occur in those two locations, could all be
9   developed by Facebook or Facebook and partners.
10   The other thousand units is allocated for
11 the Jefferson Drive area between Marsh and the curve at
12 Chilco, also shown in yellow, and those are assumed to be
13 generally slightly larger units, but those would also be
14 required at that thousand number to be fifty percent of
15 450 affordable or, you know, low and moderate income.
16   So it's really -- I mean, at its simplest
17 form, if things happen a certain way, you would have
18 Sobrato and/or partners developing those thousand on the
19 west side and you'd have Facebook doing the rest on
20 the -- in the Willow Road and east campus areas.
21   COMMISSIONER BARNES: Given all the
22 expectation for these 4,500 units, how would I get a
23 sense for what the probability is that these are going to
24 get delivered and what are considered to be gating issues
25 for why they may not? What do we know about the process

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1   at this point?
2   MR. KNOX: So I think if I understand
3   your question correctly, so far the mitigation required
4   and the costs thereof that are built into the project are
5   not sufficient to impede the ability for the housing to
6   be profitable, and therefore to fund -- for the free
7   market portion of the housing to fund the below market
8   units.
9   In some of our last several conversations
10 with the Planning Commission and the General Plan
11 Advisory Committee, there's been a consideration of
12 changing, perhaps increasing that percentage.
13   And again this then segues into this nexus
14 study, because if the nexus study ends up resulting in
15 one or more requirements either citywide or in individual
16 specific areas of the City, that needs to be factored
17 into the equation.
18   In other words, the ability for a
19 development to occur and provide the housing is tapping
20 the same resource as the nexus study, whether it's a
21 nexus study or this percentage requirement.
22   So one of the things that I think is
23 encouraging is we've heard as we've gotten closer to the
24 finish line on this project a fairly unified voice from
25 housing advocates, Belle Haven community, other residents

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21 (Pages 78 to 81)

1 of Menlo Park and development community that maybe we
2 should be considering more housing.
3   Maybe it shouldn't all be in M-2. Maybe
4 it should be disbursed around the City, and I think this
5 is a good conversation, because I think clearly the
6 issues of displacement and affordability in Menlo Park
7 have led a lot of community members to think, you know,
8 maybe one of the issues is we just need more housing.
9   And so I don't know what the final
10 disposition of ConnectMenlo will be. One of the issues
11 we face with the EIR is we only studied 4,500.
12   I mean, back when we started, we're
13 studying all this housing. Isn't that too much, and I
14 think we've evolved a lot in this conversation to wow, I
15 mean, maybe we need more than that.
16   But clearly there are a bunch of -- there
17 are lots of potential futures options that ConnectMenlo
18 could get adopted and start to be implemented.
19   I've heard from the development community
20 that the market is there both at market rate and below
21 market rate to build the housing first.
22   I've heard a lot of folks tonight included
23 say we should probably try to build the housing first if
24 we can.
25   So, you know, there could be a process in

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1 the future where if people think -- and the City Council
2 agrees -- that there should be more housing even just in
3 the M-2 area that the General Plan could help frame the
4 platform for that.
5   You could tier off the General Plan EIR
6 more easily than just starting fresh.
7   But that may be more than the answer to
8 your question, so I'll stop there.
9   COMMISSIONER BARNES: Is it your sense
10 that any of the structural issues specifically allow the
11 density and the height limits will impede any delivery of
12 these units?
13   MR. KNOX: Well, a couple meetings ago I
14 think in front of the Planning Commission, we heard some
15 arguments for allowing higher heights, and specifically
16 in the -- the thousand unit area that we're calling for
17 sake of convenience the Sobrato development site.
18   And -- and I think the direction from the
19 Planning Commission was to achieve some additional
20 height, and that's what you'll see when we come back to
21 you in -- in late August, and I think that that may have
22 assuaged that concern.
23   In other words, if I take your question --
24 if I understand your question is could we get that many
25 units with the height limit envelope, and I think the

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1 answer until several weeks ago may have been it's going
2 to be very difficult.
3   And I believe with the changes that you've
4 directed, that it will be significantly easier to do
5 that.
6   COMMISSIONER BARNES: Okay. And then
7 we -- we heard something about the staging, the delivery
8 of housing units with respect to delivery of non-
9 residential uses.
10   Obviously that's a -- that's a difficult
11 issue. It's easier if you've got a specific owner/user
12 like a Facebook, because they can stage their
13 construction schedule, I suspect.
14   When you're talking about someone who's
15 not, who for instance Sobrato Corporation, and then
16 having different ables for what they're building, it gets
17 complex.
18   Do you have any thoughts on what came up a
19 number of times, which is in effect making sure that
20 housing happens by having there be gates along the way
21 and milestones for deliver one, making sure you got
22 housing and then building out office and going back and
23 forth, however the mechanism is.
24   Do you have any thoughts on that?
25   MR. KNOX: It -- it's definitely been

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1 done and can be successful, but we've also heard tonight
2 that the community -- and I believe this is true, not
3 just one person speaking.
4   The community really needs the grocery
5 store first before anything else, and if you build a
6 bunch more housing and the grocery store isn't built,
7 then we've exacerbated another existing problem.
8   So there's a balancing act that's more --
9 more than housing and jobs. It's also the serves and
10 things that the community needs.
11   COMMISSIONER BARNES: Have you seen that
12 staging approach work --
13   MR. KNOX: Yeah.
14   COMMISSIONER BARNES: -- in communities?
15   MR. KNOX: It definitely can work. The -
16 the issue that arri -- well. And so one thing that's
17 encouraging is you're hearing the housing developers not
18 just here, but around the region say housing's hot at all
19 levels of the market. Good time to build housing.
20   And -- but as far as a commitment to build
21 a certain number of units before a certain number of jobs
22 come online, yes, it's been done. It has been
23 successful.
24   It's not the easiest thing in the world to
25 administer for cities and it can put -- and it can put

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22 (Pages 82 to 85)

1   the city in a bind economically if a good economic idea
2   is out there that might slightly lag behind the housing.
3   I don't have a strong opinion about
4   whether it's necessary in this situation, but I think
5   it's definitely a policy issue that you may want to
6   consider.
7   COMMISSIONER STREHL: Mr. Riggs.
8   COMMISSIONER RIGGS: Thank you.
9   I just wanted to check with Charlie when
10   you look at the visual impacts as we were discussing
11   earlier about the heighth on housing, are you including
12   the potential height based on the state density bonus?
13   MR. KNOX: Yes.
14   COMMISSIONER RIGGS: Okay. Thank you.
15   COMMISSIONER STREHL: Mr. Kahle.
16   COMMISSIONER KAHLE: Thank you.
17   I know we're not taking any action
18   tonight, but I would like to -- sorry.
19   COMMISSIONER STREHL: We have to --
20   COMMISSIONER KAHLE: On this item.
21   COMMISSIONER STREHL: Yeah.
22   COMMISSIONER KAHLE: But I would like to
23   talk about making a recommendation to the City Council
24   about the 45-day or 60-day EIR deadline, either solely or
25   as a group make a recommendation for that.

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1   COMMISSIONER STREHL: Any of the
2   Commissioners have thoughts about that?
3   COMMISSIONER BARNES. Yes. Could you
4   repeat that?
5   COMMISSIONER KAHLE: With respect to the
6   EIR deadline, forty-five days or sixty days, as a group,
7   I'd like to make a recommendation to City Council to the
8   sixty days.
9   COMMISSIONER BARNES: Yeah. I -- my
10   thought on this is I think it's equitable to move out --
11   to consider moving out the review period to be
12   commensurate with the delay that we had in getting this
13   on this agenda of the Planning Commission, which I think
14   is approximately two weeks ago.
15   Whatever date count that is, I think that
16   is a good number to benchmark in terms of where we would
17   contemplate or should be contemplating extending it.
18   COMMISSIONER STREHL: I tend to agree
19   with you. I'm -- one is I know that the Housing
20   Commission has made a recommendation that it be delayed
21   two weeks, the deadline to be able to look at the
22   information that went before the Housing Commission on
23   the -- what is it? You know, the -- I'll read it in my
24   e-mail.
25   We can look at the housing and

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1   displacement issue with residents in the Belle Haven.
2   So I'm -- I would make that
3   recommendation, as well.
4   MS. PRINCE: So I just wanted to point
5   out that technically, it's not in the agenda tonight as
6   to make a recommendation relative to the extension of the
7   EIR.
8   And so the focus of tonight is really to
9   comment on the Draft EIR and anything you see that needs
10   to be clarified, analyzed further, but additional
11   mitigations and other items that could be addressed in
12   the Final EIR.
13   COMMISSIONER STREHL: Okay. Could you
14   speak up, please?
15   MS. PRINCE: So making a recommendation
16   on the extension is not an item that's on the agenda
17   specifically tonight for you to do.
18   What is on the agenda is making comments
19   on the Draft EIR that you see as things that potentially
20   could be inadequate that need further analysis or
21   discussion, potential mitigation measures that you think
22   weren't considered, comments that can really be addressed
23   in the Final EIR.
24   COMMISSIONER STREHL: So if we said that
25   we felt that there was inadequacy because we feel there

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1   needs to be further analysis about displacement and how
2   that affects the Belle Haven residents in particular, but
3   it could be anywhere in Menlo Park, is that something
4   that the Commission can do?
5   MS. PRINCE: So Charlie may need -- may
6   want to weigh in here, as well. Displacement isn't
7   actually a environmental impact that's studied under
8   the -- under CEQA.
9   So it is something that we can and we may
10   be studying separately, but it's not specific to the EIR.
11   COMMISSIONER RIGGS: Evening, Leigh.
12   Housing is an impact and displacement is
13   certainly an element of housing. It's a difficult way to
14   solve demand on housing by exchanging one group for
15   another.
16   If there can be a more complete answer in
17   the EIR, it would seem there should be. And -- and maybe
18   I'll pose an entirely different question.
19   Even though this issue wasn't on the
20   agenda, it's not actually an action item, and I'm not
21   sure how it would relate to the notice requirement, so I
22   might just ask for your opinion whether any harm is
23   involved should this Commission express its opinion.
24   MS. PRINCE: So I apologize. Deanna was
25   whispering in my ear. So I -- I missed the question

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23 (Pages 86 to 89)

there.

COMMISSIONER RIGGS: I asked if indeed any harm would be involved, in your professional opinion, for this Commission to express an opinion.

I think you know we have expressed opinions before without being asked.

MS. PRINCE: Correct. And I don't think there would be harm. I just wanted to take the opportunity to refocus the discussion on -- on what was on the agenda this evening.

COMMISSIONER RIGGS: Thank you.

COMMISSIONER STREHL: So I have a question for you, Leigh.

If we express that opinion, then it would be up to the City Council to take action on that?

MS. PRINCE: Correct. It is the City Council policy decision relative to an extension.

COMMISSIONER STREHL: Unfortunately, there's not going to be a City Council meeting until after this deadline.

MS. PRINCE: Yes, that's correct.

COMMISSIONER STREHL: I -- I don't know how Mr. Riggs feels. I personally think that we should we should be further discussion on the housing issue and also to look a little more thoroughly at the impacts of

traffic on local neighborhoods, what's going on in the Belle Haven, Crescent Park, and certainly I can attest to my neighborhood in the Willows, and -- and I'm sure that Mr. Kahle can express that, as well, from his perspective off Bay Road.

So I don't know what our next step should be, but I'm expressing my opinion.

Anyone else?

COMMISSIONER RIGGS: Well, I'd -- I'd like to back the -- the Chair's opinion, both in terms of wanting more information such as on traffic.

I mean, an example of the -- the real and tangible concern for circumventing traffic would be the project that -- for the Marsh Road drainage channel or the creek where there are actually monitors preventing people from going through neighborhoods.

We know that when an arterial, be it minor or major, is not doing its job, then surrounding streets get used inappropriately, and if that's not going to be identified in the EIR, then we're simply skipping an impact that is very noticeable to Menlo Park residents.

So although I had not anticipated supporting the delay on the EIR, because I've said publicly that if you are going to make comments, you're going to make them in the last week.

In this case, I think we've clarified a couple of questions that some in the public and I think some up here feel are if not omissions, at least missing the opportunity to cover an impact appropriately.

So I would like to support the Chair.

COMMISSIONER STREHL: So we -- so we've expressed our concerns, and I don't know. I mean, you're saying really our hands our tied until the City Council makes a decision or not to extend the - the deadline and have further analysis.

MS. PRINCE: If the Commission wishes to -- to come to a consensus as to your recommendation on fifteen days, that's -- sorry.

If you really want to take that step and take a stand as to what you feel it should be extended or not, go ahead and do so.

As I said to Commissioner Riggs, my intent here was really to just refocus the discussion and make sure that we didn't miss the point of why we're here tonight.

COMMISSIONER STREHL: Okay. So Mr. Riggs had a suggestion that maybe if the Commissioner here wants to make a recommendation to the City Council expressing our concern and requesting a delay, that the City Manager could poll the -- the Council to determine

their willingness to extend the deadline until -- by fifteen days and that would then take care of not having to -- it would take care of then getting an answer before the July 15th meeting -- I mean, the July 15th deadline and before the July 19th Council meeting.

MS. PRINCE: So if I may, the decision to extend is a decision needs to be made at a publicly noticed hearing. That's my understanding from Bill McClure, the City Attorney.

So polling the Councilmembers to extend the time period isn't an option at this point.

COMMISSIONER STREHL: Well, I guess it's unfortunate that this meeting is -- comes so late and our hands are tied, but I think that we can express -- I think we've heard from all of the members of the Commission here that we feel pretty strongly that the deadline should be extended and that there should be greater opportunity for public comment, certainly written comment and for the Commission to hear a little bit more about the displace -- displacement study that was presented to the Housing Commission.

MS. PRINCE: Again -- sorry. Just to clarify, I believe the displacement analysis that was presented to the Housing Commission was specifically related to Facebook and not the General Plan update.

1   COMMISSIONER STREHL: But I think it can
2   help to inform our discussion about this EIR, and in the
3   past, we've heard that they're pretty tied to one
4   another.
5   And from my perspective, I think we need
6   to have that information before the Commission.
7   Do we have any other comments from the
8   Commission to go to the -- Charlie and the staff? That's
9   it.
10   I guess we are going to take a brief break
11   so that we can do restroom breaks, et cetera and then we
12   will resume in five minutes.
13   (The General Plan discussion concluded at
14   8:06 PM).
15   ---o0o---
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1   STATE OF CALIFORNIA   )
2   COUNTY OF SAN FRANCISCO   )
3
          I, the undersigned, hereby certify that the
4
     discussion in the foregoing meeting was taken at the
5
     time and place therein stated; that the foregoing is a
6
     full, true and complete record of said matter.
7
          I further certify that I am not of counsel or
8
     attorney for either or any of the parties in the
9
     foregoing meeting and caption named, or in any way
10
     interested in the outcome of the cause named in said
11
     action.
12
13
14   IN WITNESS WHEREOF, I have
15   hereunto set my hand this
16   _____day of _____,
17   2016.
18   _____
19   MARK I. BRICKMAN CSR 5527
20
21
22
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24
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