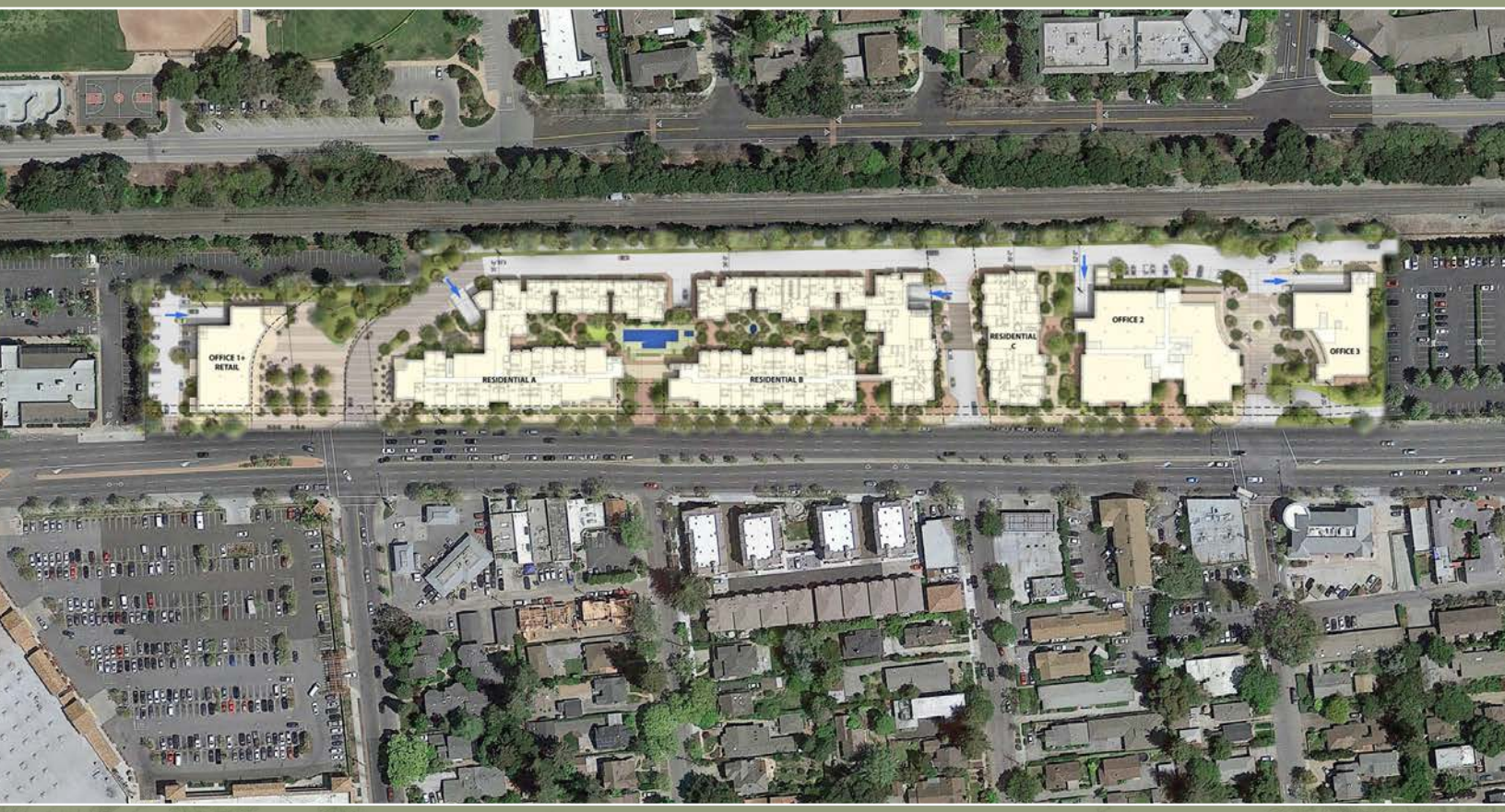
Middle Plaza at 500 El Camino Real Project
Infill Environmental Checklist

June 2016



Prepared for: City of Menlo Park

MIDDLE PLAZA AT 500 EL CAMINO REAL PROJECT
INFILL ENVIRONMENTAL CHECKLIST

PREPARED FOR:

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June 2016

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Acronyms and Abbreviations

ACMs	asbestos-containing materials
AFY	acre-feet per year
BAAQMD	Bay Area Air Quality Management District
BMPs	Best Management Practices
C/CAG	City/County Association of Governments
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
City	City of Menlo Park
cy	cubic yards
DTSC	Department of Toxic Substances Control
ECR SE	El Camino Real South-East
FAR	Floor Area Ratio
FMMP	Farmland Mapping and Monitoring Program
G&D	Grading and Drainage
gpd	gallons per day
gpm	gallons per minute
HRA	health risk assessment
LID	Low Impact Development
MERV	Minimum Efficiency Reporting Value
mgd	million gallons per day
NOE	Notice of Exemption
PDA	Priority Development Area
PG&E	Pacific Gas and Electric Company
PRC	Public Resources Code
Program EIR	Menlo Park El Camino Real and Downtown Specific Plan Program EIR
Project	Middle Plaza at 500 El Camino Real Project
Project Sponsor	Stanford University
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
sf	square feet
SMCEH	San Mateo County Environmental Health
SMP	site management plan
Specific Plan	El Camino Real/Downtown Specific Plan
SR	State Route
STC	Sound Transmission Class
SWPPP	Stormwater Pollution Prevent Plan
TACs	toxic air contaminants

TDM	Transportation Demand Management
VMT	Vehicle Miles Traveled
VOC	volatile organic compound
WBSD	West Bay Sanitary District

1. Introduction

Project Overview

The City of Menlo Park (City) has developed the El Camino Real/Downtown Specific Plan (Specific Plan) to establish a framework for private and public improvements in the Specific Plan area. The Specific Plan addresses approximately 130 acres of land and focuses on the character and density of private infill development, the character and extent of enhanced public spaces, and circulation and connectivity improvements. The primary goal of the Specific Plan is to "enhance the community life, character and vitality through mixed use infill projects sensitive to the small-town character of Menlo Park, an expanded public realm, and improved connections across El Camino Real." The Specific Plan includes objectives, policies, development standards, and design guidelines intended to guide new private development and public space and transportation improvements in the Specific Plan area. The Plan builds upon the El Camino Real/Downtown Vision Plan that was unanimously accepted by the Menlo Park City Council on July 15, 2008.

On June 5, 2012, the City Council certified the Menlo Park El Camino Real and Downtown Specific Plan Program EIR (Program EIR). According to the Program EIR, the Specific Plan does not propose specific private developments, but permits development of up to 474,000 square feet (sf) of non-residential development (inclusive of retail, hotel, and commercial development) and up to 680 dwelling units.

Stanford University (Project Sponsor) is proposing to redevelop six parcels of land along El Camino Real, into a mixed-use development. The Caltrain right-of-way is located to the east of the Project site. The Project site includes 300 El Camino Real (two parcels totaling 2.5 acres), 350 El Camino Real (0.9 acres), 444 El Camino Real (1.7 acres), 550 El Camino Real (1.6 acres), and a 1.7-acre parcel with no address, which add up to approximately 8.4 acres. These parcels generally consist of vacant and occupied commercial buildings as well as surface parking lots.

The Middle Plaza at 500 El Camino Real Project (Project) would demolish the existing structures and construct up to 459,013 square feet (sf) of mixed uses at the Project site. The publicly accessible plaza at the Project site would be approximately 120 feet wide and approximately 0.5 acre in size. The six new buildings at the Project site would include approximately 305,000 sf of residential space (215 housing units); 144,000 sf of non-medical office space; and 10,000 sf of ground floor retail/restaurant space. The Project would also provide approximately 1,005 parking spaces within underground parking garages and a surface parking lot, although a reduction in the number of parking spaces may be proposed pending a shared parking study to account for the proposed mixture of uses on site.

Purpose of this Infill Environmental Checklist

This Infill Environmental Checklist for the Project has been prepared by the Project's Lead Agency, the City, in conformance with the provisions of the California Environmental Quality Act (CEQA) Guidelines, as amended. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project.

As discussed above, the Project site is within the Specific Plan area. Since the Project's site plan and development parameters would be consistent with the development anticipated by the Specific Plan, the

programmatic Specific Plan EIR is applicable to this Project. Therefore, this Infill Environmental Checklist has been prepared to demonstrate consistency with Senate Bill (SB) 226, CEQA Streamlining for Infill Projects. SB 226 was developed by the State Legislature to eliminate repetitive analysis of the effects of a project that were previously analyzed in a programmatic EIR for a planning-level decision or are substantially mitigated by uniformly applied development policies. SB 226 consistency analysis is applicable to the Project because of the Project's proximity to the train station, but is not necessarily applicable to other development proposals in the Specific Plan area.

Public Resources Code section 21094.5, adopted per SB 226, along with its implementing regulations (Section 15183.3 and Appendices M and N of the CEQA Guidelines) provide a streamlined CEQA process for projects that quality as infill development. In order to qualify, a project site must be in an urban area that has been previously developed or that has urban uses on 75 percent of the site perimeter and must meet specified performance thresholds. These thresholds vary by project type. Where a project includes some combination of residential, commercial and retail, office building, transit station, and/or schools, the performance standards that apply to the predominant use shall govern the entire project. (CEQA Guidelines Appendix M, section G.) The Project site is in an urban area that has been previously developed. This Project is predominantly residential because more than half of the Project square footage is residential. For residential projects, the following thresholds must be met:

- Document prior or planned remediation if the site has contamination issues.
- Address local air quality issues if located near a high-volume roadway or other significant air pollution source.
- Satisfy one of the following: lower vehicle miles travelled (VMT) than regional average; be within 0.5 mile of a major transit stop or high-quality transit corridor; or include 300 or fewer units with 100 percent affordable or lower income housing.

If these criteria are met, then the CEQA analysis can be limited to the effects on the environment that are specific to the project and were not addressed in a prior EIR, or that substantial new information shows will be more significant than described in the prior EIR *and* are not mitigated to a less than significant level by uniformly applicable development policies. As described under "Satisfaction of Appendix M Performance Standards," below, and as further discussed in Section 3 of this Infill Environmental Checklist, remediation of the site's contamination issues has been documented, local air quality issues are addressed through compliance with uniformly applicable Specific Plan development standards; and the Project site is within 0.5 mile of a major transit stop (the Menlo Park Caltrain station).

"Appendix N: Infill Environmental Checklist of the CEQA Guidelines" has been used to evaluate the Project and document eligibility and a checklist for identifying if the project effects are or are not addressed in a prior planning document or by uniformly applicable development policies. If the completion of Appendix N determines that no additional environmental review is required, in accordance with Section 15062 of the State CEQA Guidelines, a Notice of Exemption (NOE) can be filed and no further CEQA review is necessary. If Appendix N identifies new specific or more significant effects, and the new impacts are less than significant or can be mitigated to a less-than-significant level, then an ND or MND could be prepared. In this case, it has been determined, based on the evidence and analysis described in Section 3 of this Infill Environmental Checklist, that the proposed infill Project would have certain effects that either have not been analyzed in the prior Specific Plan EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies or standards would substantially mitigate such effects. Therefore, since these impacts could be significant, a limited scope Infill EIR is required to analyze those effects.

Senate Bill 743

Senate Bill 743, enacted in 2013, amended CEQA to provide that "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Aesthetics and parking will no longer be considered in determining if a project has the potential to result in significant environmental effects provided a project meets all of the following three criteria:

1. The project is in a transit priority area;[1] and
2. The project is on an infill site;[2] and
3. The project is residential, mixed-use residential, or an employment center.

The Project meets these criteria. Criterion 1 is met due to the Project's location; the Menlo Park Caltrain Station is less than half a mile to the north of the Project site and is a major transit stop. The Project meets Criterion 2 because the site is in an urban area and is previously developed. The Project meets Criterion 3 because it is a mixed-use residential project.

Due to the Project's consistency with SB 743 criteria, aesthetics and parking issues are not considered to be impacts under CEQA and are not addressed in the checklist.

1.	**Project Title:**	Middle Plaza at 500 El Camino Real
2.	**Lead Agency Name and Address:**	City of Menlo Park Community Development Department 701 Laurel Street Menlo Park, CA 94025
3.	**Contact Person and Phone Number:**	Jean Lin, Senior Planner (650) 330-6735
4.	**Project Location:**	APNs 071-440-060 and 071-440-120 (300 El Camino Real); 071-440-050 (350 El Camino Real); 071-440-030 (444 El Camino Real); 071-440-040 (550 El Camino Real); 071-440-130 (does not have an address)
5.	**Project Sponsor's Name and Address:**	Stanford University 3160 Porter Drive, Suite 200 Palo Alto, California 94304
6.	**General Plan Designation:**	El Camino Real/Downtown Specific Plan
7.	**Zoning:**	SP-ECR/D (El Camino Real/Downtown Specific Plan)

8. Prior Environmental Document(s) Analyzing the Effects of the Infill Project (including State Clearinghouse Number if assigned):

Menlo Park El Camino Real/Downtown Specific Plan EIR, SCH #: 2009122048

9. Location of Prior Environmental Document(s) Analyzing the Effects of the Infill Project:

City of Menlo Park Community Development Department, 701 Laurel Street, Menlo Park, CA 94025

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[1] "Transit Priority Area" is defined as an area that is within 0.5 mile of a major transit stop that is existing or planned (if the project is scheduled to be completed within the planning horizon included in an adopted federal Transportation Improvement Program). PRC § 21099(a)(7).

[2] "Infill site" is defined as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. PRC § 21099 (a)(4).

10. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

Please refer to Chapter 2, *Project Description*, attached.

11. Surrounding Land Uses and Setting: Briefly describe the project's surroundings, including any prior uses of the project site, or, if vacant, describe the urban uses that exist on at least 75% of the project's perimeter:

Neighboring land uses include a commercial plaza to the north which includes retail, restaurant, and office uses; Burgess Park and single- and multi-family residential units east of the Caltrain right-of-way; the Stanford Park Hotel to the south; and a mix of commercial uses, including a retail shopping center, and multi-family residences to the west of El Camino Real.

12. Other Public Agencies Whose Approval may be Required: (e.g., permits, financing approval, or participation agreement.)

- Bay Area Air Quality Management District (BAAQMD)
- California Department of Transportation (Caltrans)
- California Regional Water Quality Control Board, San Francisco Bay Region (RWQCB)/San Mateo Countywide Water Pollution Prevention Program
- City/County Association of Governments (C/CAG)
- Menlo Park Fire Protection District
- San Mateo County Environmental Health Division
- West Bay Sanitary District (WBSD)

Satisfaction of Appendix M Performance Standards

Provide the information demonstrating that the infill project satisfies the performance standards in Appendix M below. For mixed-use projects, the predominant use will determine which performance standards apply to the entire project.

1. **Does the non-residential infill project include a renewable energy feature? If so, describe below. If not, explain below why it is not feasible to do so.**

   The Project is predominantly residential and therefore is treated as a residential project under Appendix M. This applies to non-residential infill projects and is therefore not applicable to the Project.

2. **If the project site is included on any list compiled pursuant to Section 65962.5 of the Government Code, either provide documentation of remediation or describe the recommendations provided in a preliminary endangerment assessment or comparable document that will be implemented as part of the project.**

   A discussion of the presence of hazardous substances at the Project site is described in detail in Chapter 2, *Project Description*, attached. As described therein, where necessary, remediation is underway.

3. **If the infill project includes residential units located within 500 feet, or such distance that the local agency or local air district has determined is appropriate based on local conditions, a high volume roadway or other significant source of air pollution, as defined in Appendix M, describe the measures that the project will implement to protect public health. Such measures may include policies and standards identified in the local general plan, specific plans, zoning code or community risk reduction plan, or measures recommended in a health risk assessment, to promote the protection of public health. Identify the policies or standards, or refer to the site specific analysis, below. (Attach additional sheets if necessary.)**

   The Project would place residential uses within 500 feet of the Caltrain right-of-way and El Camino Real. As described in Section II, *Air Quality*, the Project would install Minimum Efficiency Reporting Value (MERV) ventilation systems for residential uses to reduce the interior health risks to less than 10 in one million. This requirement was established by the health risk assessment prepared for the Specific Plan EIR and is included in the Specific Plan's adopted Mitigation Monitoring and Reporting Program.

4. For residential projects, the project satisfies which of the following?

☒ **Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)**

Although the Project does not need to satisfy this criterion because it is within 1/2 mile of the Menlo Park Caltrain station, the Project is also located within a low vehicle travel area, as shown in Table 1-1. Table 1-1 is included herein in lieu of a VMT map.

Table 1-1. Bay Area Travel Behavior, 2010

Daily[a] Transit Boardings	1,581,000
Daily Vehicle Trips[b]	16,912,000
Daily Vehicle Miles of Travel (VMT)[b]	149,046,000
Daily[a] Vehicle Miles of Travel[b] per Capita[c]	20.8
Daily Vehicle Hours of Recurring Delay	266,000
Daily Vehicle Hours of Recurring Delay (Freeways)	141,000
Daily Vehicle Hours of Recurring Delay (Expressways and Arterials)	58,000
Daily Vehicle Hours of Recurring Delay (Other Facilities)	67,000
Daily Vehicle Hours of Non-Recurrent Delay[d]	108,000
Total Daily Vehicle Hours of Delay	**374,000**
Average Total Delay per Vehicle (Minutes)	**4.6**

Source: Metropolitan Transportation Commission Travel Demand Forecasts, 2012.

Notes:

a. Daily metrics are measured for a typical weekday.

b. Only reflects interzonal trips (assigned directly to the highway network); includes intraregional, interregional, airport- bound, and commercial vehicle trips.

c. Total daily VMT is calculated using Travel Model One; therefore, to calculate per-capita VMT, it is essential to use simulated population levels to ensure consistency. Simulated population may be slightly different than overall population forecasts for Plan Bay Area EIR alternatives due to slight variability in modeling tools. Further clarification on this issue can be found in the Plan Bay Area Supplemental Reports.

d. Only includes non-recurrent delay on freeway facilities.

☒ **Located within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor. (Attach map illustrating proximity to transit.)**

☐ **Consists of 300 or fewer units that are each affordable to low income households. (Attach evidence of legal commitment to ensure the continued availability and use of the housing units for lower income households, as defined in Section 50079.5 of the Health and Safety Code, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Section 50053 of the Health and Safety Code.)**

5. For commercial projects with a single building floor-plate below 50,000 square feet, the project satisfies which of the following?

☐ **Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)**

☐ **The project is within one-half mile of 1,800 dwelling units. (Attach map illustrating proximity to households.)**

6. For office building projects, the project satisfies which of the following?

☐ **Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)**

☐ **Located within ½ mile of an existing major transit stop or within ¼ of a stop along a high quality transit corridor. (Attach map illustrating proximity to transit.)**

7. For school projects, the project does all of the following:

- ☐ **The project complies with the requirements in Sections 17213, 17213.1, and 17213.2 of the California Education Code.**
- ☐ **The project is an elementary school and is within one mile of 50% of the student population, or is a middle school or high school and is within two miles of 50% of the student population. Alternatively, the school is within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor. (Attach map and methodology.)**
- ☐ **The project provides parking and storage for bicycles and scooters.**

8. For small walkable community projects, the project must be a residential project that has a density of at least eight units to the acre or a commercial project with a floor area ratio of at least 0.5, or both.

9. Is the project consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy?

The Project site is within the Priority Development Area (PDA) in the adopted Plan Bay Area, which is the Sustainable Communities Strategy (SCS) for the Bay Area as required by SB 375. PDAs are areas where new development will support the needs of residents and workers in a pedestrian-friendly environment served by transit. Local jurisdictions, including Menlo Park, defined the character of their PDAs according to existing conditions and future expectations as regional centers, city centers, suburban centers, and/or transit town centers.[3] Therefore, the El Camino Real/Downtown Specific Plan serves as the PDA that includes the Project site. Since the Project is consistent with the Specific Plan (as discussed throughout this document), it is also consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCS.

[3] Association of Bay Area Governments and Metropolitan Transportation Commission. 2013. Plan Bay Area: Strategy for a Sustainable Region. Adopted July 18, 2013.

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2. Project Description

Stanford University (the "Project Sponsor") is proposing to redevelop six parcels of land along the east side of El Camino Real into a mixed-use development. The Caltrain right-of-way is located to the east of the Project site. The Project site includes 300 El Camino Real (two parcels totaling 2.5 acres), 350 El Camino Real (0.9 acres), 444 El Camino Real (1.7 acres), 550 El Camino Real (1.6 acres), and a 1.7-acre parcel with no address, which add up to approximately 8.4 acres. These parcels generally consist of vacant and occupied commercial buildings as well as surface parking lots.

The Middle Plaza at 500 El Camino Real Project (Project) would demolish the existing structures and construct up to 459,013 square feet (sf) of mixed uses at the Project site. The publicly accessible plaza at the Project site would be approximately 120 feet wide and approximately 0.5 acre in size. The six new buildings at the Project site would include approximately 305,000 sf of residential space (215 housing units); 144,000 sf of non-medical office space; and 10,000 sf of ground floor retail/restaurant space. The Project would also provide approximately 1,005 parking spaces within underground parking garages and a surface parking lot, although a reduction in the number of parking spaces may be proposed pending a shared parking study to account for the proposed mixture of uses on site.

Project Location, Setting, and Background

Project Site Setting

The Project site is located in the City of Menlo Park (City) and is generally bounded by the Caltrain railroad tracks and a strip of parking for the adjacent retail property to the east, the Stanford Park Hotel to the south, El Camino Real to the west, and retail and offices uses to the north.[1] Regional access includes US 101, approximately 1.7 miles to the east, and State Route (SR) 82 (El Camino Real), which is adjacent to the Project site to the west. In addition, the Menlo Park Caltrain Station is approximately 0.4 mile north of the Project site, between Alma Street and El Camino Real, providing daily service between San Francisco and Gilroy. In addition, the Palo Alto Caltrain station, located at Alma Street and University Avenue, is approximately 0.7 mile south of the Project site.

Neighboring land uses include a commercial plaza to the north; Burgess Park and single- and multi-family residential units east of the Caltrain right-of-way and Alma Street; the Stanford Park Hotel to the south; and a mix of commercial uses, including a retail shopping center, and multi-family residential uses to the west of El Camino Real. Downtown Menlo Park is approximately 0.3 mile northwest of the Project site. Figure 2-1 depicts the Project site location and its adjacent uses. In total, the Project site consists of six contiguous parcels totaling 8.43 acres. These parcels contain seven existing buildings totaling approximately 70,545 sf, and associated site improvements including parking, pavement, and limited vegetative features. The parcels have been the home of several auto dealerships dating back to the early 1960s. One of the parcels, APN 071440130, is an unusually shaped parcel. The portion of the parcel that abuts the other parcels was used as parking for the auto dealerships, while the long thin segment of the parcel that runs behind the Stanford Park Hotel, has never been developed. With the exception of the building located at 300 El Camino Real, which is currently being used as a temporary art gallery, all of the buildings on the Project site are currently vacant.

[1] For descriptive purposes, true northwest is Project north with El Camino Real running in a north-south direction.

Table 2-1 describes the Project site by addresses, parcel numbers, current and previous building uses, and construction dates:

Table 2-1. Existing Development at the Project Site

	Address				
	300 El Camino Real	350 El Camino Real	444 El Camino Real	550 El Camino Real	No Address
Size (acres):	2.542	0.9	1.657	1.632	1.7
Approximate Building Size (square feet)	29,625	5,650	13,495	21,775	N/A
APN:	071440060 & 071440120	071440050	071440030	071440040	071440130
Current Use	Art gallery	Vacant	Vacant	Vacant	Vacant
Prior Use	Auto Dealership	Auto Dealership	Auto Dealership	Auto Dealership	Auto Dealership (portion)
Construction Date	1962; expansions 1969 & 1987	1962; expansion 1992	Designed 1961; addition 1969	1961	N/A

Source: Stanford University 2016.

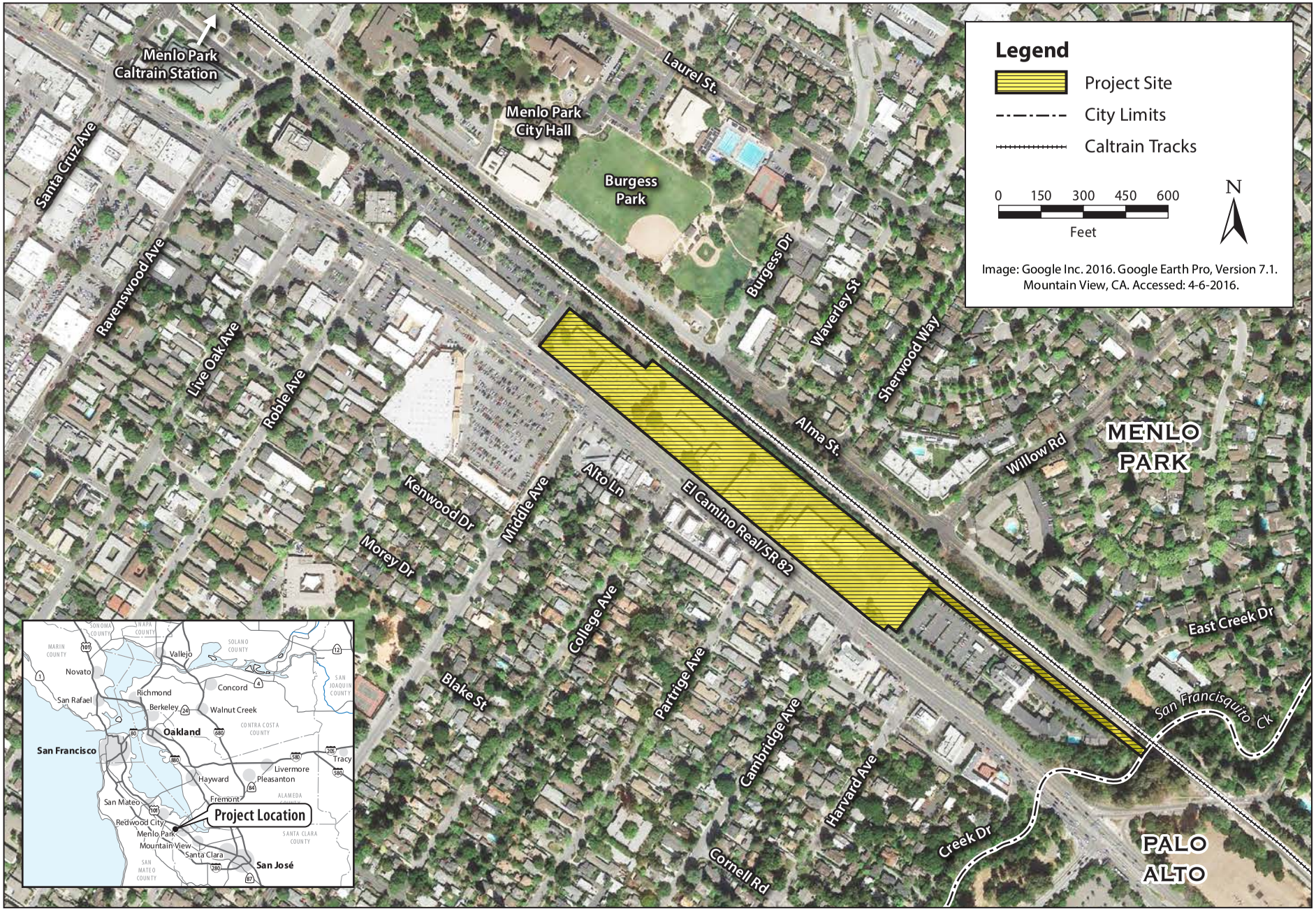
Project Site Land Use and Zoning

The entire Project site is in the El Camino Real/Downtown Specific Plan General Plan land use designation, which supports a variety of retail uses, personal services, business and professional offices, and residential uses. The Project site is zoned SP-ECR/D (El Camino Real/Downtown Specific Plan) and is within the ECR SE (El Camino Real South-East) District. The ECR SE District is on the east side of El Camino Real and extends from Ravenswood Avenue to Creek Drive, and is currently characterized by a mix of larger office developments, hotel, and retail uses. The area is bordered by the Caltrain railroad tracks to the east, beyond which are Alma Street, Burgess Park, and residential neighborhoods. The Specific Plan outlines the maximum amount of building intensity permitted in the ECR SE District.

Project Objectives

The Project Sponsor has identified the following project objective:

- Develop a mixed-use residential project on Stanford's auto dealership sites that is consistent with the vision, goals and policies of the El Camino Real/Downtown Specific Plan.



Graphics ... 00106.16 NOP (5-31-2016)

Figure 2-1
Project Location
Middle Plaza at 500 El Camino Real Project

Project Characteristics

The Project would demolish the existing buildings and paved features and construct new structures. Up to 459,013 sf of mixed-use development would be constructed at the 8.4-acre Project site. As described above, the Project site is located in the Specific Plan area and within the ECR SE District. The Project would be consistent with guidelines and standards outlined in the Specific Plan, as discussed in the project application materials.

Land Use Consistency

As shown in Table 2-2, the Project would be consistent with the allowed development in the ECR SE District. The permitted Floor Area Ratio (FAR) is 1.25; non-medical office is limited to no more than one-half the maximum FAR; and 40 dwelling units are permitted per acre. Maximum building heights are 60 feet, with a 38-foot limit for all facades except interior sides. All uses proposed under the Project are permitted in the ECR SE District.

Table 2-2. Allowed and Proposed Development at the Project Site

	Allowed Development (ECR SE)	Proposed Development
Floor Area Ratio (FAR)	1.25	1.25
Non-medical Office	0.625[a]	0.39
Dwelling Units/Acre	40	25.5
Max. Building Heights[b,c]	60 feet[b,c]	60 feet

Sources: Menlo Park El Camino Real/Downtown Specific Plan, amended 2014; Stanford University 2016.

Notes:

a. General office uses shall not exceed one half of the Base FAR.

b. According to Section E.3.2.01 of the Specific Plan, roof-mounted mechanical equipment, solar panels, and similar equipment may exceed the maximum building height, but shall be screened from view from publicly-accessible spaces.

Building façade heights cannot exceed 38 feet.

Proposed Site Plan

The Project would require the demolition of the existing buildings at the Project site and the construction of three residential buildings (Residential Buildings A, B, and C), one mixed-use retail and office building (Office Building 1), and two office buildings (Office Buildings 2 and 3), a publicly accessible plaza at Middle Avenue (Middle Plaza), other plazas and outdoor amenity spaces, underground parking garages and surface parking, driveways, and landscaping.[2] The Project Sponsor's conceptual site plan is shown in Figure 2-2. Table 2-3 summarizes the six proposed buildings and mix of uses.

[2] Unless otherwise stated, all information this section is from Stanford University, 2015 and 2016.

Table 2-3. Proposed Building Development at the Project Site

Building	Building Use	Approximate Gross Floor Area (sf)	Number of Floors
Residential A	Apartments	120,440	3-5 (modulated)
Residential B	Apartments	138,320	3-5 (modulated)
Residential C	Apartments	46,370	3-5 (modulated)
Office 1	Retail	10,000	1
Office 1	Office	24,600	24
Office 2	Office	88,400	
Office 3	Office	30,900	3
Total	--	*up to 459,013*	--

Source: Stanford University 2016.

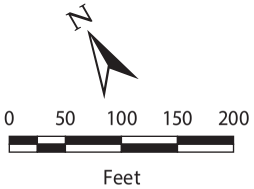
In total, the six buildings would cover approximately 38 percent of the Project site and be constructed at 1.25 FAR.

The publicly accessible Middle Plaza would be approximately 120 feet wide and approximately 0.5 acre in size. This plaza would provide open space with seating, drought-tolerant landscaping, and abundant shaded sitting areas for both the community and the private development. The plaza would accommodate a variety of community-oriented activities and uses. Elements may include a variety of seating options, play areas, and areas for possible pop-up events. An elevated, landscaped area to the rear would provide a stage-like setting for small entertainment events.

Residential Buildings A, B, and C would be located at the center of the Project site, between Middle Plaza and Office Building 2. Of the 215 proposed residential units, approximately 42 percent would be one-bedroom units and approximately 58 percent would be two-bedroom units. The one-bedroom units would average 880 sf and the two-bedroom units would average 1,312 sf. The residential units are planned as rental apartments, with priority given to eligible Stanford faculty and affiliates. Residential amenities, intended to provide onsite convenience to residents and reduce vehicle trips, include a fitness center; a library/business center with high-speed Wi-Fi and remote conference technology; do-it-yourself (DIY) bicycle repair stands for bicycle commuters and residents; and a community workshop area to allow residents space to work on hobbies and projects. The design of the buildings would create a private interior courtyard, which would include a swimming pool. Residences would have individual private decks or patios. Rooftop terraces serving as outdoor gathering spaces would be located on upper floors. The buildings would not exceed 60 feet in height and facades on El Camino Real would not exceed 38 feet in height.

Office Building 1, which would contain a mix of retail and office uses, would be located on the northern edge of the Project site. Office Building 1 would consist of approximately 34,600 sf and would be a three-story building. Pursuant to Specific Plan requirements for a retail node on El Camino Real at Middle Avenue, the ground floor of this building would contain approximately 10,000 sf of shops and cafes. These retail uses would be open to the public and not restricted to on-site users. Approximately 24,600 sf of office space would be located on the second and third floors above the retail space.

Office Buildings 2 and 3 would be located on the southern edge of the Project site. Office Building 2 would be four stories, with a total area of 88,400 sf. The building's central feature would be a courtyard plaza. The building would also have rooftop terraces facing El Camino Real. Office Building 3 would be a three-



Source: Dahlin Group Architecture Planning, TGP Inc., and DES Architects Engineers Inc., 2015.

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Figure 2-2
Conceptual Site Plan
Middle Plaza at 500 El Camino Real Project

story building with a total area of 30,900 sf. The building would feature a courtyard entrance and driveway access. Building heights would be up to 60 feet, with El Camino Real facades no greater than 38 feet.

Table 2-4 outlines the floor area by use and the total number of residential units. As shown, the Project would not exceed 459,013 sf of mixed uses.

Table 2-4. Project Development by Use

Use	Approximate Floor Area (sf)	Residential Units
Non-medical Office	144,000	--
Retail	10,000	--
Residential	305,000	215
Total	*Up to 459,013*	*215*

Source: Stanford University 2016.

Site Access, Circulation, and Parking

Vehicular Access and Circulation. As shown in Figure 2-2, the Project site would be accessible from four driveways on El Camino Real. The primary access points to the Project site would be two signalized intersections at Middle Avenue and Cambridge Avenue, which would provide full access into and out of the site. Consistent with the Specific Plan, the Project would complete the fourth leg of the signalized Middle Avenue and Cambridge Avenue intersections, as shown in Figure 2-2. The Project would also allow for exiting the Stanford Park Hotel at Cambridge Avenue so that southbound hotel patrons would be able to turn south onto El Camino Real rather than make a U-turn at Cambridge Avenue, which they currently must do. The Stanford Park Hotel Site would be connected to the Project site and Cambridge Avenue via a driveway along the western site boundary, as shown on Figure 2-2.

In addition to the two signalized intersections at Middle Avenue and Cambridge Avenue, there would be two non-signalized entrances into the Project. The northernmost of these access points would be located north of Middle Avenue, and would provide a "right in/right out" access point. This northern entrance would be located to serve a small surface parking area for the retail and commercial office uses in Office Building 1 located at Middle Plaza, as well as the underground parking garage. The second "right in/right out" access point would be located across from Partridge Avenue.

The Project Sponsor would provide Transportation Demand Management (TDM) measures to reduce single-occupancy vehicle trips, air quality impacts, and greenhouse gas emissions. The TDM measures would include, but not be limited to, the following.

- Bike share program for employees and residents
- Showers and lockers to promote biking and walking as commute options
- Car share vehicles on site
- Web portal to facilitate coordination for carpooling
- Preferential carpool and vanpool parking
- On-site shuttle stop on El Camino Real by the Marguerite shuttle operated by Stanford University

- Guaranteed ride home program for employees
- DIY bicycle repair stands

Bicycle and Pedestrian Circulation. The Project includes Middle Plaza, a large publicly-accessible pedestrian plaza, as well as three smaller pedestrian plazas along the El Camino Real frontage. Pedestrian walkways would be included between the plazas and the proposed buildings. The site is pedestrian-oriented, with building setbacks along El Camino Real that would encourage walking and transit use in the area. The Project is also designed to connect to a planned pedestrian and bicycle undercrossing of the Caltrain tracks at the eastern boundary of the site near Middle Avenue, which is not proposed as part of the Project. When constructed, this undercrossing will improve bicycle and pedestrian circulation between El Camino Real and Alma Street, connecting the downtown and residential neighborhoods west of El Camino Real with the Menlo Park Caltrain station, Burgess Park, the Menlo Park civic center complex, and the north-south bicycle lanes on Alma Street.

Near the Project site, bicycle lanes (Class II bicycle facilities) are provided on Alma Street, Ravenswood Avenue, Willow Road, and Sand Hill Road. An off-street bicycle path (Class I bicycle facility) is provided across San Francisquito Creek (aligned with Alma Street) and parallel to Sand Hill Road. The Project site is currently not directly connected to the Sand Hill Road path, but there are low volume roadways that could be used to access the pedestrian bridge over San Francisquito Creek that connects to Clark Way and Sand Hill Road, which could be used to access Stanford University and Stanford University Medical Center. The planned pedestrian and bicycle undercrossing at the eastern boundary of the site would provide another safe and comfortable route to the Stanford campus via Alma Street connecting to the path on Sand Hill Road. (See Specific Plan EIR Figure 4.13-3 for local bike routes.)

Bicycle Parking. The "El Camino Real/Downtown Specific Plan" requires both long-term and short-term parking. For the multi-family residential portion of the project, the Specific Plan requires a minimum of one long-term bicycle parking space per unit, or 215 spaces, and one short-term bicycle parking space for every ten units, or 21.5 spaces. These spaces are provided in a variety of locations on the site, including two secured ground floor rooms in residential building A and B specifically dedicated to bicycle parking, as well as bike cages located in the garage. For the commercial office buildings, a minimum of one long-term bicycle parking space is required for each 10,000 square feet of floor area, or 14.4 spaces, and one short-term bicycle parking space for each 20,000 square feet of floor area are required or 7.2 spaces. These spaces are provided in a variety of locations on the site as well as bike cages located in the garage. The retail component of the project will require one long-term bicycle parking space for each 12,000 square feet of floor area, with a minimum requirement of two spaces, and one short-term bicycle parking space for each 5,000 square feet of floor area, with a minimum requirement of two spaces. These four spaces will be provided on or adjacent to the plaza and in bike cages located in the garage.

Emergency Access. Emergency vehicle access would be provided either directly from El Camino Real or via any of the four project driveways, depending on the emergency. Hydrants and other fire connections would be available per Menlo Park Fire Protection District requirements.

Parking. The majority of the Project parking would be provided in three underground parking garages providing approximately 955 parking spaces. The northern garage would be located under, and would serve, Office Building 1. The middle garage would be located under, and would serve, all residential buildings and Office Building 2. The southern garage would be located under, and would serve, Office Building 3. There would be surface spaces at the northern end of the Project site available for the retail node at Middle Plaza, and short-term loading and visitor spaces located around the residential and office buildings, totaling approximately 50 surface spaces.

Table 2-5 provides the Project parking requirements based on the El Camino Real/Downtown Specific Plan and the proposed parking. Combined, the Project site would include 1,005 parking spaces, although a reduction in the number of parking spaces may be proposed pending a shared parking study to account for the proposed mixture of uses on site,

Table 2-5. Project Parking by Use

Use	Approximate Gross Floor Area	Parking Required	Parking Provided
Office	144,000 sf	547 (3.8/1000 sf)	550
Residential	215 units	398 (1.85/unit)	415
Retail Use (at Middle Plaza)	10,000 sf	40 (4.0/1000 sf)	40
Total		**985**	**1,005**

Source: Stanford University 2016.

Landscaping

As shown in Figure 2-2, landscaping would be provided throughout the Project site. The 79 on-site and street trees at the Project site include Italian stone pine, London plane, Canary Island date palm, coast live oak, valley oak, holly oak, and coast redwood. [3] With implementation of the Project, all but two of the 42 existing street trees along El Camino Real are expected to be retained. A total of 37 existing trees are on the Project site, of which 12 non-Heritage trees and 11 Heritage trees would be removed; eight non-Heritage trees and one Heritage tree would be transplanted on the Project site. Removed Heritage trees would be replaced at a ratio of two replacement trees for each tree removed.

The existing Project site is comprised of approximately 331,500 sf of impervious surfaces (more than 90 percent). Implementation of the Project would reduce impervious surfaces to 307,650 sf (approximately 84 percent). Approximately 59,500 sf of pervious landscaped areas would be provided throughout the site. Stormwater treatment areas totaling up to 13,950 sf would limit stormwater runoff.

The Project would include approximately 3.9 acres of open space, as defined in the Specific Plan, composed of landscape, hardscape, terraces, and balconies.

The Project's landscaping and irrigation system would comply with the City's Water Efficient Landscape Ordinance.

Building Appearance and Lighting

The final design of the Project, including lighting, would be determined as part of the City's Architectural Control review process. The performance standards set by LEED Silver would be followed, and light pollution from the buildings would be considered and minimized. The Project would be designed to meet CalGREEN, Title 24, and any amendments required by City ordinances.

Residential Buildings A, B, and C would be generally consistent with traditional California Craftsman architecture and Office Buildings 1, 2, and 3 would be a contemporary interpretation of Mission Revival architecture. The detailed design would be required to meet the design standards and guidelines of the Specific Plan. Figure 2-3 depicts the conceptual building design.

[3] Revised Tree Disposition Plan, Sandis, May 2016.

Activity/Employment

The Project would include a mix of residential, office, and retail uses. Approximately 512 residents and 500 employees are anticipated at the Project.[4]

Utilities

Onsite utility usage would include energy, domestic water, wastewater, and storm drainage. All onsite utilities would be designed in accordance with applicable codes and current engineering practices.

Energy. Pacific Gas and Electric Company (PG&E) would provide gas and electrical power for the proposed facilities. Existing electricity and gas lines in the vicinity of the Project site would continue to serve the Project.

Domestic Water. The California Water Service Company, Bear Gulch District, provides water to the Project site. The Project would replace on-site infrastructure as part of Project construction.

Wastewater. The sanitary sewer system in this area of the City is owned and operated by the West Bay Sanitary District (WBSD). The Project would replace on-site infrastructure as part of Project construction.

Hazardous Substances. The previous automotive dealerships located at 300, 350, 444, and 550 El Camino Real contained underground storage tanks that have been removed. These parcels have undergone environmental investigations and remediation at the direction of San Mateo County Environmental Health (SMCEH). All these parcels have received regulatory building or case closure letters. However, in 2015, the case closure for 550 El Camino Real was reopened. SMCEH is expected to issue a no further action letter, potentially including conditions, to the prior site operator in June 2016.

All asbestos and universal waste have been removed from all of the existing buildings on the Project site, with the exception of two buildings located at 300 El Camino Real.

A site management plan (SMP)[5] was prepared in anticipation of development of the Project site. The SMP provides guidelines for health and safety precautions for planned onsite construction. It also provides procedures for short-term and long-term management of residual constituents present in soil, groundwater, and soil vapor at the Project site. The SMP detailed residual chemicals at all parcels in the Project site. The chemicals are in near-surface soils that would be excavated and removed prior to construction of the Project.

Comparison to the Specific Plan

The analysis in the Specific Plan EIR considered the net new development of up to 680 housing units and approximately 474,000 sf of commercial uses within the Specific Plan area, which includes the El Camino Real corridor, the Caltrain Station area, and the City's downtown core. The Specific Plan identifies improvement of Stanford University-owned property as an opportunity, stating that the land is suitable

[4] The number of proposed residents was calculated based on applying an average household size of 2.38 persons per household (per the Specific Plan) to the proposed 215 residential units. The number of proposed employees was calculated based on applying the average employee generation rate of 300 sf per office employee and 500 sf per retail employee to the proposed 143,900 sf of non-medical office uses and 10,000 sf of retail (commercial uses).

[5] Site Management Plan, Aquifer Sciences, Inc., 2013.

a. View of Office Building 1 from El Camino Real

b. View of Residential Buildings A and B from El Camino Real

Source: Dahlin Group Architecture Planning, TGP Inc., and DES Architects Engineers Inc., 2015.

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Figure 2-3
Proposed Building Design
Middle Plaza at 500 El Camino Real Project

for multi-family residential, commercial and mixed use development. See Specific Plan page B10. For informational purposes only, Table 2-6 illustrates the percentage of Specific Plan development potential accounted for by the Project.

Table 2-6. Comparison between the El Camino Real Specific Plan and the Project

	Non-Residential (sf)	Residential (units)
Project	83,455 net[a]	215
Specific Plan Development	474,000	680
Project Development as Percent of Specific Plan	*17.5%*	*31.6%*

a. Net non-residential square footage is approximately 154,000 sf less the 70,545 sf of existing buildings that would be demolished.

Source: Menlo Park El Camino Real/Downtown Specific Plan, amended 2014; Stanford University 2016.

Project Construction

Schedule

Construction of the Project would include demolition of the existing features at the Project site and construction of the proposed components. It is anticipated that construction would start in early 2017 with the demolition of the existing buildings and construction of the underground parking areas and would continue over approximately 38 months, with full buildout by August 2020. The Project site would be constructed in the following overlapping phases.

- Demolition of existing buildings and construction of underground parking: 21 months
- Construction of residential buildings: 33 months
- Construction of office buildings: 27 months
- Depending on the construction phase, the number of onsite construction workers could range from approximately 30 to 95 workers per day.

Equipment and Staging

Typical equipment that would be used during construction would include excavators, cat dozers, water trucks for dust control, street sweepers, dump trucks, backhoes, skidsteers, forklifts, cranes, and other surfacing and grading equipment. Pile driving is not anticipated. All construction equipment, employee vehicles, and import material would be staged onsite or nearby.

Spoils, Debris, and Materials

Demolition. Construction would require demolition and removal of the existing buildings, paved areas, other impervious surfaces, and vegetation at the Project site, totaling approximately 8,000 cubic yards (cy). Approximately 75 percent of all debris would be recycled.

Grading/Excavation. Approximately 195,000 cubic yards would be excavated and exported for the proposed underground parking. The underground garages would be up to approximately 23 to 25 feet deep.

Project Approvals

City Approvals

The following approvals by the City would be required prior to development at the Project site.

- **Environmental Review.** Certification of the environmental review and approval of the applicable mitigation measures presented in the Infill EIR.
- **Architectural Control.** Architectural control review would be required to review the design of the proposed buildings and site improvements.
- **Variance.** One or more variances may be required in order to provide a larger Middle Avenue plaza than contemplated in the Specific Plan.
- **Lot Line Adjustment/Lot Merger.** A lot line adjustment or lot merger would be required to modify existing lot lines.
- **Heritage Tree Removal Permits.** A heritage tree removal permit would be required for each heritage tree proposed for removal per Municipal Code Section 13.24.040.
- **Below Market Rate Housing Agreement**. A Below Market Rate Housing Agreement would be required for the Project's compliance with the City's Below Market Rate Housing Program, as outlined in Chapter 16.96 of the Municipal Code.

Approvals by Responsible Agencies

Approvals by other agencies that may be needed for the Project are identified below. These agencies are expected to review this environmental review in evaluating the Project.

- Bay Area Air Quality Management District (BAAQMD)—permitting of asbestos abatement activities, if any.
- California Department of Transportation (Caltrans)—review of traffic circulation effects and consultation on potential traffic improvements affecting state highway facilities, ramps, and intersections.
- California Regional Water Quality Control Board, San Francisco Bay Region (RWQCB)/San Mateo Countywide Water Pollution Prevention Program—approval of NPDES permit for stormwater discharge.
- City/County Association of Governments (C/CAG)—review of potential effects on Routes of Regional Significance and the proposed TDM program.
- Menlo Park Fire Protection District—approval of proposed fire prevention systems and emergency vehicle access.
- San Mateo County Environmental Health Division—review of food service functions.
- West Bay Sanitary District (WBSD)—approval of wastewater hookups.

3. Infill Environmental Checklist

Environmental Factors Potentially Affected

The infill project could potentially result in one or more of the following environmental effects.

☐ Agricultural and Forestry	☒ Air Quality	☒ Biological Resources
☒ Cultural Resources	☐ Geology/Soils	☒ Greenhouse Gas Emissions
☒ Hazards and Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☒ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☒ Transportation/Traffic
☐ Utilities/Service Systems	☒ Mandatory Findings	

Determination

On the basis of this initial evaluation:

☐ I find that the proposed infill project WOULD NOT have any significant effects on the environment that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. Pursuant to Public Resources Code Section 21094.5, CEQA does not apply to such effects. A Notice of Determination (Section 15094) will be filed.

☐ I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. With respect to those effects that are subject to CEQA, I find that such effects WOULD NOT be significant and a NEGATIVE DECLARATION, or if the project is a Transit Priority Project a SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT, will be prepared.

☐ I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that although those effects could be significant, there will not be a significant effect in this case because revisions in the infill project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION, or if the project is a Transit Priority Project a SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT, will be prepared.

☒ I find that the proposed infill project would have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that those effects WOULD be significant, and an infill ENVIRONMENTAL IMPACT REPORT is required to analyze those effects that are subject to CEQA.

Signature	June 22, 2016 Date
Jean Lin, Senior Planner Printed Name	City of Menlo Park For

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. For the purposes of this checklist, "prior EIR" means the environmental impact report certified for a planning level decision, as supplemented by any subsequent or supplemental environmental impact reports, negative declarations, or addenda to those documents. "Planning level decision" means the enactment or amendment of a general plan, community plan, specific plan, or zoning code. (Section 15183.3(e).)
4. Once the lead agency has determined that a particular physical impact may occur as a result of an infill project, then the checklist answers must indicate whether that impact has already been analyzed in a prior EIR. If the effect of the infill project is not more significant than what has already been analyzed, that effect of the infill project is not subject to CEQA. The brief explanation accompanying this determination should include page and section references to the portions of the prior EIR containing the analysis of that effect. The brief explanation shall also indicate whether the prior EIR included any mitigation measures to substantially lessen that effect and whether those measures have been incorporated into the infill project.
5. If the infill project would cause a significant adverse effect that either is specific to the project or project site and was not analyzed in a prior EIR, or is more significant than what was analyzed in a prior EIR, the lead agency must determine whether uniformly applicable development policies or standards that have been adopted by the lead agency, or city or county, would substantially mitigate that effect. If so, the checklist shall explain how the infill project's implementation of the uniformly applicable development policies will substantially mitigate that effect. That effect of the infill project is not subject to CEQA if the lead agency makes a finding, based upon substantial evidence, that the development policies or standards will substantially mitigate that effect.
6. If all effects of an infill project were either analyzed in a prior EIR or are substantially mitigated by uniformly applicable development policies or standards, CEQA does not apply to the project, and the lead agency shall file a Notice of Determination.
7. Effects of an infill project that either have not been analyzed in a prior EIR, or that uniformly applicable development policies or standards do not substantially mitigate, are subject to CEQA. With respect to those effects of the infill project that are subject to CEQA, the checklist shall indicate whether those effects are significant, less than significant with mitigation, or less than significant. If there are one or more "Significant Impact" entries when the determination is made, an infill EIR is required. The infill EIR should be limited to analysis of those effects determined to be significant. (Sections 15128, 15183.3(d).)

8. "Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures will reduce an effect of an infill project that is subject to CEQA from "Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how those measures reduce the effect to a less-than-significant level. If the effects of an infill project that are subject to CEQA are less than significant with mitigation incorporated, the lead agency may prepare a Mitigated Negative Declaration. If all of the effects of the infill project that are subject to CEQA are less than significant, the lead agency may prepare a Negative Declaration.
9. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
10. The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question.
    b. The mitigation measure identified, if any, to reduce the impact to a less-than-significant level.

Introduction of Checklist

The EIR for the 2012 Menlo Park El Camino Real and Downtown Specific Plan ("Specific Plan EIR") describes the environmental setting for each topic addressed in this Infill Checklist. Unless otherwise noted in the Checklist, the environmental setting has not changed materially since the Specific Plan EIR was certified.

I. Agricultural and Forestry Resources	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Further Study Needed
In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board.						
Would the Project:						
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☒	☒	☐	☐
b) Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	☐	☐	☒	☒	☐	☐
c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☒	☒	☐	☐
d) Result in the loss of forest land or conversion of forest land to nonforest use?	☐	☐	☒	☒	☐	☐
e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use?	☐	☐	☒	☒	☐	☐

Environmental Checklist and Discussion

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 6-4) and was determined to result in ***no impact*** because the Specific Plan Area is designated as urban and built-up land.

New Information and Specific Effects of the Project

The physical conditions, as they relate to farmland, have not changed in the Specific Plan area. According to the 2010 Farmland Mapping and Monitoring Program (FMMP) from the State Department of Conservation, the Project site is in an area that is designated as Urban and Built-Up Land and Other Land.[1] Other Land is not considered farmland; therefore, the Project would have ***no impact*** on farmlands. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 6-4) and the Specific Plan was determined to result in ***no impact*** on agricultural resources.

New Information and Specific Effects of the Project

The physical conditions, as they relate to agricultural resources, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project site is not zoned for agricultural use or under a Williamson Act contract.[2] The Project involves the construction of residential units, non-medical offices, retail, and a publicly-accessible plaza on land within an already developed area. The construction of the Project would not result in the conversion of farmland to a nonagricultural use. As such, the Project would have ***no impact*** on agricultural resources. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

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[1] Urban and Built-Up Land is land occupied by structures with a building density of at least one unit to 1.5 acres. Other Land is land not included in any other mapping category, but does not include farmland. State Department of Conservation, Farmland Mapping and Monitoring Program. 2011. *San Mateo County Important Farmland 2012*. October. Available: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/smt12.pdf.> Accessed: March 29, 2016.

[2] State Department of Conservation, Division of Land Resource Protection. 2012. *San Mateo County Williamson Act FY 2006/2007*. Available: <ftp://ftp.consrv.ca.gov/pub/dlrp/wa/sanmateo_06_07_WA.pdf.> Accessed: March 29, 2016.

c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in PRC Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 6-4) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to forest land or timberland zoning, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project site is not zoned for forest land as defined by Public Resources Code (PRC) Section 12220(g), timberland as defined by PRC Section 4526, or timberland zoned Timberland Production per Government Code Section 51104(g). Per PRC Section 12220(g), forested land is defined as land that can support 10 percent native tree cover of any species; the Project site has long been developed with urban uses and is more than 90 percent paved. As such, the Project site is not considered forest land. The Project site is not used for growing a crop of trees for commercial lumber or other forest products; therefore, the Project site is not considered timberland. The Project site currently supports only retail uses and is zoned El Camino Real Mixed Use, a zone that permits a variety of uses (see Specific Plan pp. E6-E7), but does not include forest or timberland. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

d. Result in the loss of forest land or conversion of forest land to nonforest use?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 6-4) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to forest land, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. In addition, as described above, the Project site does not include forest land. Therefore, the project would result in ***no impact*** on forest land. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 6-4), which assumed full buildout of the Project site, and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to conversion of farmland or forest land, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project site does not contain and is not near agricultural resources or forest land that might be converted to nonagricultural or nonforest use as a result of the project. As such, the Project would have ***no impact*** on the conversion of agricultural and forest land. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

II. Air Quality	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Further Study Needed
When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:						
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☒	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☒	☐	☐

Environmental Checklist and Discussion

a. Conflict with or obstruct implementation of the applicable air quality plan?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.2-16 to 4.2-19). The applicable air quality plan in the region is the BAAQMD 2010 Clean Air Plan. According to BAAQMD methodology, a project is consistent with the plan if growth in vehicle miles traveled (VMT) is less than population growth, and if the project is consistent with Transportation Control Measures contained in the Clean Air Plan. The Specific Plan EIR found that although the Specific Plan would be consistent with the Transportation Control Measures in the Clean Air Plan, VMT associated with the Specific Plan would increase at a greater rate than population and would therefore be inconsistent with the Clean Air Plan. Implementation of the Specific Plan EIR's **Mitigation Measure TR-2** (page 4.13-53), related to TDM measures, would help to reduce VMT associated with the Specific Plan, but the impact would not be

reduced to a less-than-significant level. This impact was therefore determined to be ***significant and unavoidable*** even with implementation of Mitigation Measure TR-2.

Mitigation Measure TR-2 provides: New developments within the Specific Plan area, regardless of the amount of new traffic they would generate, are required to have in-place a City approved Transportation Demand Management (TDM) program prior to project occupancy to mitigate impacts on roadway segments and intersections. TDM programs could include the following measures for site users (taken from the C/CAG CMP), as applicable:

- Commute alternative information;
- Bicycle storage facilities;
- Showers and changing rooms;
- Pedestrian and bicycle subsidies;
- Operating dedicated shuttle service (or buying into a shuttle consortium);
- Subsidizing transit tickets;
- Preferential parking for carpoolers;
- Provide child care services and convenience shopping within new developments;
- Van pool programs;
- Guaranteed ride home program for those who use alternative modes;
- Parking cashout programs and discounts for persons who carpool, vanpool, bicycle or use public transit;
- Imposing charges for parking rather than providing free parking;
- Providing shuttles for customers and visitors; and/or
- Car share programs.

New Information and Specific Effects of the Project

As discussed above, under the analysis of the Specific Plan EIR, the Project could contribute to a ***significant and unavoidable*** impact with regard to this checklist item. The physical conditions, as they relate to air quality plans, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR.

The Project incorporates **Mitigation Measure TR-2**, Transportation Demand Management (TDM) strategies. No additional feasible mitigation measures beyond those in the Specific Plan EIR are available that would reduce the significant and unavoidable impacts to less than significant. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. Although the Project's impacts would be substantially mitigated by Specific Plan Mitigation Measure TR-2, the Project would contribute to an impact on air quality plans that would remain ***significant and unavoidable. No further study is needed.***

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Analysis in the El Camino Real/Downtown Specific Plan EIR

Project Construction

The Specific Plan EIR (pages 4.2-12 – 4.2-16) found that overlapping construction of development projects could result in criteria pollutant emissions that could be ***significant and unavoidable***. **Mitigation Measures AIR-1a and AIR-2b** would reduce the amount of criteria pollutant emissions associated with construction of development under the Specific Plan, but not necessarily to a less-than-significant level.

Mitigation Measures AIR-1a and AIR 1b provide:

Mitigation Measure AIR-1a: During construction of individual projects under the Specific Plan, project applicants shall require the construction contractor(s) to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic dust control procedures required for construction sites. For projects for which construction emissions exceed one or more of the applicable BAAQMD thresholds, additional measures shall be required as indicated in the list following the Basic Controls.

Basic Controls that Apply to All Construction Sites

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Additional Measures for Development Projects that Exceed Significance Criteria

1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.
4. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
5. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
6. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
7. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.
8. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.
9. Minimizing the idling time of diesel powered construction equipment to two minutes.
10. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent nitrogen oxides reduction and 45 percent particulate matter reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/ or other options as such become available.
11. Use low volatile organic compound (VOC) (i.e., reactive organic gases) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).
12. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of nitrogen oxides and particulate matter.
13. Requiring all contractors use equipment that meets the California Air Resources Board's most recent certification standard for off-road heavy duty diesel engines.

Mitigation Measure AIR-1b: Each applicant for development projects to be implemented under the Specific Plan for projects that exceed the BAAQMD screening criteria shall develop an Exhaust Emissions Control Plan outlining how construction exhaust emissions will be controlled during construction activities. These plans shall be submitted to the City for review and approval and shall be distributed to all employees and construction contractors prior to commencement of construction activities. The plan shall describe all feasible control measures that will be implemented during construction activities. Feasible control measures may include, but not be limited to, those identified in Mitigation Measure AIR-la.

Project Operations

This checklist item was analyzed in the Specific Plan EIR (pages 4.2-16 to 4.2-19). As discussed above, the Specific Plan would not be consistent with the applicable air quality plan because it would result in VMT increases that would occur at a faster rate than population growth. Consequently, operations contemplated by the Specific Plan could violate an air quality standard or contribute substantially to an existing air quality violation. As a result, this impact would be ***significant and unavoidable***. Implementation of **Mitigation Measure TR-2**, described in section a. above, would help to reduce VMT associated with the Specific Plan, but the impact would not be reduced to a less-than-significant-level.

New Information and Specific Effects of the Project

The Specific Plan EIR's conceptual development program for the Project site resulted in an estimate of 4,842 average daily vehicle trips; this assumption was also used for the Specific Plan EIR's air quality analysis. The Project as currently proposed, however, would generate fewer average daily vehicle trips (3,116), and therefore, lower levels of air pollutants during operations than assumed in the Specific Plan EIR analysis. Notwithstanding, as discussed above, under the analysis of the Specific Plan EIR, the Project could contribute to a ***significant and unavoidable impact*** with regard to this checklist item. The physical conditions, as they relate to air quality standards, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR.

The Project would incorporate all applicable mitigation measures from the Specific Plan EIR regarding air quality. This includes implementation of a TDM plan (TR-2) for Project operations and implementation of BAAQMD basic and additional dust control measures (AIR-1a) and an Exhaust Emissions Control Plan (AIR-2a) for Project construction. No additional feasible mitigation measures beyond those in the Specific Plan EIR are available that would reduce the significant and unavoidable impacts to less than significant. For all of these reasons, for purposes of a conservative analysis, the impact is considered ***significant and unavoidable; no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.2-12 to 4.2-19) and was determined to be ***significant and unavoidable*** even with implementation of **Mitigation Measures AIR-1a, AIR-2b, and TR-2**.

New Information and Specific Effects of the Project

As discussed above, under the analysis of the Specific Plan EIR, the Project could contribute to a ***significant and unavoidable impact*** with regard to this checklist item. The physical conditions, as they relate to criteria pollutants, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would incorporate **Mitigation Measures AIR-1a, AIR-2b, and TR-2**. No additional feasible mitigation measures beyond those in the Specific Plan EIR are available that would reduce the significant and unavoidable impacts to less than significant. In addition, the Project site would generate fewer average daily vehicle trips, and therefore lower levels

of air pollutants during operations, than the Specific Plan EIR analysis indicated. For all of these reasons, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

d. Expose sensitive receptors to substantial pollutant concentrations?

Analysis in the El Camino Real/Downtown Specific Plan EIR

Impacts of Project on Off-site Sensitive Receptors. The potential for exposure of off-site sensitive receptors to substantial pollutant concentrations from Specific Plan operations was analyzed in the Specific Plan EIR (pages 4.2-20 to 4.2-21). These impacts were determined to be ***less than significant*** for both toxic air contaminants (TACs) and $PM_{2.5}$ (Impacts AIR-3 and AIR-4).

The Specific Plan EIR did not address impacts to off-site sensitive receptors from Specific Plan construction activities.

Impacts of Environment on On-site Sensitive Receptors. The potential for exposure of on-site sensitive receptors to substantial pollutant concentrations from high-traffic-volume streets and from Caltrain was analyzed in the Specific Plan EIR (pages 4.2-21_to 4.2-25). With respect to the impacts of TACs and $PM_{2.5}$ emitted on high-traffic-volume streets and from Caltrain, which could affect future occupants and users of Specific Plan developments, the Specific Plan EIR determined that TAC and $PM_{2.5}$ impacts would be significant for sensitive receptors within certain distances from El Camino Real and other high-volume streets (Impacts AIR-5 and AIR-6); and that TAC impacts would be significant for receptors within 1,095 feet of the Caltrain tracks (Impact AIR-7); and that $PM_{2.5}$ impacts from Caltrain would not be significant (Impact AIR-8).

Mitigation Measures AIR-5 and AIR-7 would reduce exposure of on-site sensitive receptors to existing pollutants in the Specific Plan area and would mitigate these impacts to ***less-than-significant.***

These mitigation measures provide:

Mitigation Measure AIR-5: The Mitigation Monitoring and Reporting Program shall require that all developments that include sensitive receptors such as residential units that would be located within 200 feet of the edge of El Camino Real or within 100 feet of the edge of Ravenswood Avenue, Oak Grove Avenue east of El Camino Real, or Santa Cruz Avenue west of University Avenue shall undergo, prior to project approval, a screening-level health risk analysis to determine if cancer risk, hazard index, and/or PM2.5 concentration would exceed BAAQMD thresholds. If one or more thresholds would be exceeded at the site of the subsequent project, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 14 or higher. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system reduces interior health risks to less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD or the City for health risks. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration. Alternatively, if the project applicant can prove at the time of development that health risks at new residences due to DPM (and other TACs, if applicable) would be

less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD for health risks, or that alternative mitigation measures reduce health risks below any other City-adopted threshold of significance, such filtration shall not be required.

Mitigation Measure AIR-7: The Mitigation Monitoring and Reporting Program shall require that all developments that include sensitive receptors such as residential units that would be located within approximately 1,095 feet of the edge of the Caltrain right-of-way shall undergo, prior to project approval, a screening-level health risk analysis to determine if cancer risk, hazard index, and/or PM2.5 concentration would exceed BAAQMD thresholds. If one or more thresholds would be exceeded at the site of the subsequent project, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 14 or higher. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system reduces interior health risks to less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD or the City for health risks. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration. Alternatively, if the project applicant can prove at the time of development that health risks at new residences due to DPM (and other TACs, if applicable) would be less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD for health risks, or that alternative mitigation measures reduce health risks below any other City-adopted threshold of significance, such filtration shall not be required.

New Information and Specific Effects of the Project

The physical conditions, as they relate to the potential for substantial pollutant concentrations affecting sensitive receptors, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. With respect to the impacts of Project operations, the Project would generate fewer daily vehicle trips than the Specific Plan EIR assumed for the Project site, so would contribute less to the Specific Plan's ***less-than-significant*** impact than originally anticipated. ***No further study is needed.***

Construction of the Project could expose off-site sensitive receptors to increased toxic air contaminants (TACs). However, due to lack of site specific construction information, the Specific Plan EIR did not conduct an analysis related to TAC exposure during construction. The Project involves substantial construction activity within 1,000 feet of sensitive receptors. Therefore, an Infill EIR will quantify construction and demolition-related emissions and contain a health risk assessment (HRA) that evaluates potential health risks to existing sensitive receptors, the nearest of which is approximately 85 feet from the Project site along the west side of El Camino Real. Health risks to nearby receptors from exposure to construction-related diesel particulate matter and PM2.5 exhaust emissions will be characterized. Health risks will be identified in the Infill EIR and pollutant concentrations will be compared to the BAAQMD's thresholds of significance to determine the Project-level and cumulative health impacts. This topic requires ***further environmental review*** in the Infill EIR.

With respect to the impacts on Project sensitive receptors from high-volume-roadway TACs and $PM_{2.5}$, and from Caltrain TACs, physical conditions have not changed substantially in the Specific Plan area

since the preparation of the Specific Plan EIR. It is possible that in the future, TACs emitted by Caltrain will be reduced by the approved Caltrain electrification project, but that project is not yet constructed.

With implementation of Mitigation Measures AIR-5 and AIR-7, this impact will be mitigated to ***less-than-significant. No further study is needed.***

e. Create objectionable odors affecting a substantial number of people?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.2-11) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to odors, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would not include any of the uses identified by the Bay Area Air Quality Management District or the City as typical odor sources of concern, which include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. Although the Project could potentially include restaurant space, this use is anticipated to be typical and would include required ventilation. Therefore, a potential restaurant is not expected to create an objectionable odor. Thus, the Project would result in ***no impact***. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed***.

III. Biological Resources	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Further Study Needed
Would the Project:						
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☒	☐	☐

III. Biological Resources	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Further Study Needed
Would the Project:						
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☒	☐	☐
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☒	☐	☐

Environmental Checklist and Discussion

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.3-24 to 4.3-31) and was determined to be ***less than significant*** with mitigation. The Specific Plan EIR recognized the potential occurrence of special status birds and pallid bats in the Specific Plan area. The birds could be affected by continued construction activities and lights, and the bats have the potential to use man-made structures and trees for roosting, breeding, or hibernating. The Specific Plan EIR contemplated tree removal and building demolition associated with infill development in the Specific Plan area and determined that with implementation of **Mitigation Measures BIO-1a, BIO-1b, BIO-3a, BIO-3b, BIO-5a, BIO-5b, and BIO-5c,** this impact would be ***less than significant***.

These mitigation measures provide:

Mitigation Measure BIO-1a: Pre-Construction Special-Status Avian Surveys. No more than two weeks in advance of any tree or shrub pruning, removal, or ground-disturbing activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist will conduct pre-construction surveys of all potential special-status bird nesting habitat in the vicinity of the planned activity. Pre-construction surveys are not required for construction activities scheduled to occur during the non-breeding season (August 31 through January 31). Construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way). Nests initiated during construction activities would be

presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered.

If pre-construction surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied: no further mitigation is required.

If active nests of special-status birds are found during the surveys: implement Mitigation Measure BIO-lb.

Mitigation Measure BIO-1b: Avoidance of active nests. If active nests of special-status birds or other birds are found during surveys, the results of the surveys would be discussed with the California Department of Fish and Game and avoidance procedures will be adopted, if necessary, on a case-by-case basis. In the event that a special-status bird or protected nest is found, construction would be stopped until either the bird leaves the area or avoidance measures are adopted. Avoidance measures can include construction buffer areas (up to several hundred feet in the case of rap tors), relocation of birds, or seasonal avoidance. If buffers are created, a no disturbance zone will be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted will take into account factors such as the following:

1. Noise and human disturbance levels at the Plan area and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity;
2. Distance and amount of vegetation or other screening between the Plan area and the nest; and
3. Sensitivity of individual nesting species and behaviors of the nesting birds.

The Specific Plan assumed development of the Project site consistent with the El Camino Real Mixed Use designation.

Mitigation Measure BIO-3a: Reduce building lighting from exterior sources.

a. Minimize amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features;

b. Install motion-sensor lighting;

c. Utilize minimum wattage fixtures to achieve required lighting levels;

d. Comply with federal aviation safety regulations for large buildings by installing minimum intensity white strobe lighting with a three-second flash interval instead of continuous flood lighting, rotating lights, or red lighting;

e. Use cutoff shields on streetlight and external lights to prevent upwards lighting.

Mitigation Measure BIO-3b: Reduce building lighting from interior sources.

a. Dim lights in lobbies, perimeter circulation areas, and atria;

b. Turn off all unnecessary lighting by 11 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October);

c. Use gradual or staggered switching to progressively turn on building lights at sunrise;

d. Utilize automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present;

e. Encourage the use of localized task lighting to reduce the need for more extensive overhead lighting;

f. Schedule nightly maintenance to conclude by 11 p.m.;

g. Educate building users about the dangers of night lighting to birds.

Mitigation Measure BIO-5a: Preconstruction surveys. Potential direct and indirect disturbances to special-status bats will be identified by locating colonies and instituting protective measures prior to construction of any subsequent development project. No more than two weeks in advance of tree removal or structural alterations to buildings with closed areas such as attics, a qualified bat biologist (e.g., a biologist holding a California Department of Fish and Game collection permit and a Memorandum of Understanding with the California Department of Fish and Game allowing the biologist to handle and collect bats) shall conduct pre-construction surveys for potential bats in the vicinity of the planned activity. A qualified biologist will survey buildings and trees (over 12 inches in diameter at 4.5-foot height) scheduled for demolition to assess whether these structures are occupied by bats. No activities that would result in disturbance to active roosts will proceed prior to the completed surveys. If bats are discovered during construction, any and all construction activities that threaten individuals, roosts, or hibernacula will be stopped until surveys can be completed by a qualified bat biologist and proper mitigation measures implemented.

If no active roosts present: no further action is warranted.

If roosts or hibernacula are present: implement Mitigation Measures BIO-5b and 5c.

Mitigation Measure BIO-5b: Avoidance. If any active nursery or maternity roosts or hibernacula of special-status bats are located, the subsequent development project may be redesigned to avoid impacts. Demolition of that tree or structure will commence after young are flying (i.e., after July 31, confirmed by a qualified bat biologist) or before maternity colonies forms the following year (i.e., prior to March 1). For hibernacula, any subsequent development project shall only commence after bats have left the hibernacula. No-disturbance buffer zones acceptable to the California Department of Fish and Game will be observed during the maternity roost season (March 1 through July 31) and during the winter for hibernacula (October l5 through February l5).

Also, a no-disturbance buffer acceptable in size to the California Department of Fish and Game will be created around any roosts in the Project vicinity (roosts that will not be destroyed by the Project but are within the Plan area) during the breeding season (April l5 through August l5), and around hibernacula during winter (October 15 through February 15). Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary. However, the "take" of individuals is prohibited.

Mitigation Measure BIO-5c: Safely evict non-breeding roosts. Non-breeding roosts of special-status bats shall be evicted under the direction of a qualified bat biologist. This will be done by opening the roosting area to allow airflow through the cavity. Demolition will then follow no sooner or later than the following day. There should not be less than one night between initial disturbance with airflow and demolition. This action should allow bats to leave during dark hours, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight. Trees with roosts

that need to be removed should first be disturbed at dusk, just prior to removal that same evening, to allow bats to escape during the darker hours. However, the "take" of individuals is prohibited.

New Information and Specific Effects of the Project

As discussed above, under the analysis of the Specific Plan EIR, the Project's impact with regard to this checklist item would be ***less than significant*** with mitigation. The Project would incorporate all applicable mitigation measures from the Specific Plan EIR regarding special-status species. The physical conditions, as they relate to biological resources, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and, therefore, there would be ***no new specific effects as a result of the Project***. ***No further study is needed.***

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.3-34 to 4.3-35) and was determined to be ***less than significant***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to riparian habitats or other sensitive natural communities, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. No riparian habitat or natural plant communities are present within the boundaries of the Project site. Project activities would occur within the boundaries of an existing urban/landscaped developed area. No wetlands or other waters of the United States are present on or adjacent to the site. Although a portion of the Project site is near San Francisquito Creek and its associated riparian zones, no Project construction would occur within 150 feet of that area, and the only Project element placed within 1,000 feet of that area would be bioretention features. Consequently, the Project would result in ***no impact*** under CEQA***, no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was not analyzed in the Specific Plan EIR.

New Information and Specific Effects of the Project

Activities at the Project site would occur within the boundaries of an existing developed area that is more than 90 percent paved. No wetlands or other waters of the United States are present within the Specific Plan area, and, therefore none are present at the Project site. Since there are no federally protected wetlands as defined by Section 404 of the Clean Water Act located within or adjacent to the

Project site, the Project will result in ***no impact*** under CEQA. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and, therefore, there would be ***no new specific effects as a result of the Project***. ***No further study is needed.***

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.3-24 to 4.3-31) and was determined to be ***less than significant*** with implementation of **Mitigation Measures BIO-1a, BIO-1b, BIO-3a, BIO-3b, BIO-5a, BIO-5b, and BIO-5c**, listed in section c. above.

Additionally, the Bird-Safe Building Guidelines developed by the New York Audubon Society and the Bird Friendly Building Program developed by the Fatal Light Awareness Program (www.flap.org) provide measures outlined in the Specific Plan EIR that would help to further minimize the potential less than significant impacts on migrating birds.

New Information and Specific Effects of the Project

As discussed above, under the analysis of the Specific Plan EIR, the Project's impact with regard to this checklist item would be ***less than significant*** with mitigation. The physical conditions, as they relate to biological resources, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. ***No substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and, therefore, there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

The Project could consider and incorporate Bird-Safe Building Guidelines, to the extent feasible, during building design and operations of the Project. These measures would help to further minimize potential less than significant impacts on migrating birds at the Project site and surrounding area.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.3-33 to 4.3-34). The Specific Plan area is urban and almost completely developed. As a result, mature trees are primarily located within the public right-of-ways, including streets, sidewalks, and other public areas, or private properties. The Specific Plan EIR notes that the Specific Plan includes numerous guidelines regarding trees, including Guidelines D.4.04 and D.4.11, which encourage street trees along El Camino Real, and that the City's Heritage Tree Ordinance, Heritage Tree Replacement Guidelines and Tree Protection Specification protect heritage trees and require that any heritage trees removed for a commercial project be replaced at a 2:1 ratio. With these guidelines and requirements in place, the impact of Specific Plan buildout was determined to be ***less than significant***.

New Information and Specific Effects of the Project

As discussed above, under the analysis of the Specific Plan EIR, the Project's impact with regard to this checklist item would be ***less than significant***. The physical conditions, as they relate to biological resources, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would implement the applicable Specific Plan design guidelines regarding street trees and would comply with the Heritage Tree Ordinance, Heritage Tree Replacement Guidelines and Tree Protection Specification.

With implementation of the Project, all but two of the 42 existing street trees along El Camino Real are expected to be retained.

A total of 37 existing trees are on the Project site. Of these, 12 non-Heritage trees and 11 Heritage trees would be removed; eight non-Heritage trees and one Heritage tree would be transplanted on the Project site.[3] Heritage trees are protected by Menlo Park Municipal Code Chapter 13.24 Heritage Trees. The loss of a Heritage Tree without prior approval by the City would be a violation that can be subject to fines, stop-work order, and/or development moratorium. City code requires submittal of a heritage tree removal permit, subject to the approval of the Director of Public Works. Approvals/denials can be appealed to the Environmental Quality Commission (EQC) and again to the City Council. For larger projects that require City Council approval, the EQC is consulted in advance, and the City Council incorporates actions on the heritage tree removal permits concurrent with the rest of the project actions. Associated guidelines (*Heritage Tree Replacement Procedures*) require the planting of replacement trees at a rate of one replacement tree for each tree removed for residential projects and two replacement trees for each tree removed for commercial projects to mitigate the impact of heritage tree removal. The Municipal Code and guidelines apply to both private and public projects.

Additionally, the City's Community Development Department's "Tree Protection Specifications" handout provides measures to further ensure the protection of heritage trees during construction activities. These measures include, but are not limited to, fencing protected trees and providing a "tree protection zone" during building/development, or using a tree wrap where appropriate and prohibiting spillage of materials below the tree canopy, damaging trunks, roots, or branches of trees without prior authorization.

Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. The impact would remain ***less than significant***. ***No further study is needed.***

f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.3-24) and was determined to result in ***no impact***.

[3] Revised Tree Disposition Plan, Sandis, May 2016.

New Information and Specific Effects of the Project

The entire Project site is developed, with more than 90 percent covered in impervious surfaces such as buildings and pavement. The Project site is not part of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, the Project would result in ***no impact*** with regard to this checklist item. ***No substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

IV. Cultural Resources	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Further Study Needed
Would the Project:						
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☒	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☒	☐	☐

Environmental Checklist and Discussion

a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.4-14 to 4.4-17) and was determined to be ***less than significant*** with implementation of **Mitigation Measure CUL-1**. This mitigation measure requires site-specific historic evaluations and treatment in accordance with the Secretary of Interior's Standards.

Mitigation Measure CUL-1: Site Specific Evaluations and Treatment in Accordance with the Secretary of the Interior's Standards:

Site-Specific Evaluations: In order to adequately address the level of potential impacts for an individual project and thereby design appropriate mitigation measures, the City shall require project sponsors to complete site-specific evaluations at the time that individual projects are proposed at or adjacent to buildings that are at least 50 years old.

The project sponsor shall be required to complete a site-specific historic resources study performed by a qualified architectural historian meeting the Secretary of the Interior's Standards for

Architecture or Architectural History. At a minimum, the evaluation shall consist of a records search, an intensive-level pedestrian field survey, an evaluation of significance using standard National Register Historic Preservation and California Register Historic Preservation evaluation criteria, and recordation of all identified historic buildings and structures on California Department of Parks and Recreation 523 Site Record forms. The evaluation shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and recommendations for management of identified resources. If federal or state funds are involved, certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), have specific requirements for inventory areas and documentation format.

Treatment in Accordance with the Secretary of the Interior's Standards. Any future proposed project in the Plan Area that would affect previously recorded historic resources, or those identified as a result of site-specific surveys and evaluations, shall conform to the *Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (1995). The Standards require the preservation of character defining features that convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.

New Information and Specific Effects of the Project

The existing buildings at the Project site are four former automobile dealerships that were developed in 1961 and 1962, and would therefore be at least 50 years old. In accordance with **Mitigation Measure CUL-1**, Stanford University Heritage Services completed a draft Historic Resource Evaluation of the former automobile dealership properties at the Project site. The evaluation determined on a preliminary basis that none of the buildings would satisfy the criteria to be considered a historical resource. Full compliance with this mitigation measure will be verified before the Project is considered for final discretionary actions. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.4-17 to 4.4-18) and was determined to be less than significant with implementation of **Mitigation Measure CUL-2**, which provides:

Mitigation Measure CUL-2a: When specific projects are proposed that involve ground disturbing activity, a site-specific cultural resources study shall be performed by a qualified archaeologist or equivalent cultural resources professional that will include an updated records search, pedestrian survey of the project area, development of a historic context, sensitivity assessment for buried prehistoric and historic-period deposits, and preparation of a technical report that meets federal and state requirements. If historic or unique resources are identified and cannot be avoided, treatment plans will be developed in consultation with the City and Native American representatives to mitigate potential impacts to less than significant based on either the Secretary of the Interior's Standards described in Mitigation Measure CUL-1 (if the site is historic) or the provisions of Public Resources Code Section 21083.2 (if a unique archaeological site).

Mitigation Measure CUL-2b: Should any archaeological artifacts be found during construction, all construction activities within 50 feet shall immediately halt and the City must be notified. A qualified archaeologist shall inspect the findings within 24 hours of the discovery. If the resource is determined to be a historical resource or unique resource, the archaeologist shall prepare a plan to identify, record, report, evaluate, and recover the resources as necessary, which shall be implemented by the developer. Construction within the area of the find shall not recommence until impacts on the historical or unique archaeological resource are mitigated as described in Mitigation Measure CUL-2a above. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifact is prohibited by law.

New Information and Specific Effects of the Project

As discussed above, under the analysis of the Specific Plan EIR, the Project's impact with regard to this checklist item would be ***less than significant*** with incorporated mitigation. The only area of the Project site where archaeological resources might be anticipated is the area within 500 feet of the bank of San Francisquito Creek. Depending on the precise extent of stormwater treatment facilities needed for the Project, which has not yet been determined, soil might be disturbed between 150 and 500 feet from the creek bank. No building construction or significant excavation would be conducted in this area. The physical conditions, as they relate to archeological resources, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would incorporate **Mitigation Measure CUL-2**. Full compliance with this mitigation measure will be verified before the Project is considered for final discretionary actions. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.4-18) and was determined to be ***less than significant*** with implementation of **Mitigation Measure CUL-3,** which provides:

Mitigation Measure CUL-3: Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology (SVP),[4] who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and will follow proper notification procedures in the event any are uncovered during construction. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who will evaluate its significance. Training on paleontological resources will also be provided to all other construction workers, but may involve using a videotape of the initial training and/or written materials rather than in-person training by a paleontologist. If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards.[5]

The Specific Plan EIR contemplated demolition and development of the Project site.

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4 SVP, 1995.

5 SVP, 1996.

New Information and Specific Effects of the Project

As discussed above, under the analysis of the Specific Plan EIR, the Project's impact with regard to this checklist item would be ***less than significant*** with mitigation. As contemplated in the Specific Plan EIR, the Project would involve ground disturbing activities at the Project site. The Project would incorporate **Mitigation Measure CUL-3**. Consequently, the physical conditions, as they relate to paleontological resources, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. ***No substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

d. Disturb any human remains, including those interred outside of formal cemeteries?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.4-19 to 4.4-20) and was determined to be ***less than significant*** with implementation of **Mitigation Measure CUL-4** which provides:

Mitigation Measure CUL-4: If human remains are discovered during construction, CEQA Guidelines 15064.5(e)(l) shall be followed, which is as follows:

- In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:

  1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

     a) The San Mateo County coroner must be contacted to determine that no investigation of the cause of death is required; and

     b) If the coroner determines the remains to be Native American:

        1. The coroner shall contact the Native American Heritage Commission within 24 hours;

        2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American;

        3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or

  2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

     a) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the Commission.

     b) The descendant identified fails to make a recommendation; or

c) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

The Specific Plan EIR assumed demolition and development at the Project site.

New Information and Specific Effects of the Project

As discussed above, under the analysis of the Specific Plan EIR, the Project's impact with regard to this checklist item would be ***less than significant*** with mitigation. Construction of the Project would require soil excavation and grading for building foundations and utilities as contemplated in the Specific Plan EIR and could disturb buried human remains. The Project would incorporate **Mitigation Measure CUL-4**. The physical conditions, as they relate to human remains, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be no ***new specific effects*** as a result of the Project. ***No further study is needed***.

V. Geology and Soils	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Further Study Needed
Would the Project:						
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☒	☐	☐
2. Strong seismic ground shaking?	☐	☐	☒	☒	☐	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☒	☐	☐
4. Landslides?	☐	☐	☒	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☒	☐	☐

V. Geology and Soils	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Further Study Needed
Would the Project:						
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☐	☐	☒	☒	☐	☐

Environmental Checklist and Discussion

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.5-12 to 4.5-13) and was determined to result in *a* ***less-than-significant impact***. The Specific Plan area is not within an Alquist-Priolo Fault Rupture Hazard Zone and no mapped active faults are known to pass through the immediate project region. Specific Plan EIR, page 4.5-8.

New Information and Specific Effects of the Project

The physical conditions, as they relate to exposure of people to an earthquake fault rupture, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. In addition, in the case of an existing hazardous condition, CEQA requires agencies only to study the effect on the environment caused by the project's exacerbation of the hazardous condition. Because the Project would not exacerbate the risk that an earthquake fault would rupture, the Project would result in ***no impact*** with regard to this checklist item. ***No substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. The existing potential for fault rupture on the Project site is addressed in the Project's Geotechnical Investigation (Cornerstone Earth Group 2013). No further study is needed.

2. Strong seismic ground shaking?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.5-12 to 4.5-13) and was determined to result in a ***less-than-significant*** impact.

New Information and Specific Effects of the Project

The physical conditions, as they relate to exposure of people to strong seismic ground-shaking, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. In the case of an existing hazardous condition, CEQA requires agencies only to study the effect on the environment caused by the project's exacerbation of the hazardous condition. Because the Project would not exacerbate the risk that strong seismic ground shaking would occur, the Project would result in ***no impact*** with regard to this checklist item. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. The existing potential for strong seismic ground shaking on the Project site is addressed in the Project's Geotechnical Investigation (Cornerstone Earth Group 2013). ***No further study is needed.***

3. Seismic-related ground failure, including liquefaction?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.5-12 to 4.5-13) and was determined to result in a ***less-than-significant*** impact, primarily due to current building code requirements.

New Information and Specific Effects of the Project

The physical conditions, as they relate to exposure of people to seismic-related ground failures, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. CEQA requires agencies to study the effect on the environment caused by the project's exacerbation of the hazardous condition. Because the Project would not exacerbate the risk that seismic-related ground failure would occur, the Project would result in ***no impact*** with regard to this checklist item. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. The existing potential for seismic-related ground failure, including liquefaction, on the Project site is addressed in the Project's Geotechnical Investigation (Cornerstone Earth Group 2013). ***No further study is needed.***

4. Landslides?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.5-12 to 4.5-13) and was determined to result in a ***less-than-significant*** impact.

New Information and Specific Effects of the Project

The physical conditions, as they relate to exposure of people to landslides, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. In the case of an existing hazardous condition, CEQA requires agencies to study the effect on the environment caused by the project's exacerbation of the hazardous condition. Because the Project would not exacerbate the risk that landslides would occur, the Project would result in ***no impact*** with regard to this checklist item. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as

a result of the Project. The Project site is relatively flat and is not considered to be subject to landslides. ***No further study is needed.***

b. Result in substantial soil erosion or the loss of topsoil?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.5-13 to 4.5-14) and was determined to result in a ***less-than-significant*** impact. The Specific Plan EIR anticipated that construction activity associated with development under the Specific Plan might expose underlying soils to wind and water, but concluded that due to the relatively flat topography of the Specific Plan area, adherence to the requirements of the General Construction Stormwater Permit would ensure this impact was ***less than significant***.

New Information and Specific Effects of the Project

As discussed above, under the analysis of the Specific Plan EIR, the Project's impact with regard to this checklist item would be ***less than significant***. The physical conditions, as they relate to soil erosion or loss of top soil, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project site is relatively flat and almost entirely paved. Construction activities would adhere to the requirements of the General Construction Stormwater Permit, including the development and implementation of a Storm Water Pollution Prevention Plan. ***No substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.5-14 to 4.5-15) and was determined to result in a ***less than significant*** impact.

New Information and Specific Effects of the Project

The physical conditions, as they relate to unstable geologic units or soil, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR.[6] In the case of an existing hazardous condition, CEQA requires agencies to study the effect on the environment caused by the project's exacerbation of the hazardous condition. Because the Project would not exacerbate the risk that landslides, lateral spreading, subsidence, liquefaction or collapse would occur, the Project would result in ***no impact*** with regard to this checklist item. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

[6] The existing geologic units and soils on the Project site are addressed in the Project's Geotechnical Investigation (Cornerstone Earth Group 2013).

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.5-15) and was determined to result in a ***less than significant*** impact.

New Information and Specific Effects of the Project

The physical conditions, as they relate to expansive soils, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR.[7] In the case of an existing hazardous condition, CEQA requires agencies to study the effect on the environment caused by the project's exacerbation of the hazardous condition. Because the Project would not exacerbate the risk that landslides, lateral spreading, subsidence, liquefaction or collapse would occur, the Project would result in ***no impact*** with regard to this checklist item. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. . ***No further study is needed.***

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.5-12) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to septic tanks, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would not include any septic tanks or leach field systems and would result in ***no impact***. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

[7] The existing geologic units and soils on the Project site are addressed in the Project's Geotechnical Investigation (Cornerstone Earth Group 2013).

VI. Greenhouse Gas Emissions	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Further Study Needed
Would the Project:						
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☒	☐	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☒	☐	☐

Environmental Checklist and Discussion

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

In accordance with Appendix F of the CEQA Guidelines, the Infill EIR will discuss whether the Project would result in the wasteful, inefficient, or unnecessary use of energy. This discussion will be in the "Other CEQA" chapter of the Infill EIR.

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.6-17 to 4.6-23) and was determined to be ***significant and unavoidable*** even with implementation of **Mitigation Measure GHG-1** and policies identified in the Specific Plan. The mitigation measure provides:

Mitigation Measure GHG-1: Implement feasible BAAQMD-identified GHG Mitigation Measures and Proposed City CALGreen Amendments. BAAQMD has identified a menu of over 100 available mitigation measures for the purposes of addressing significant air quality impacts, including GHG impacts that arise from implementation of plans including Specific Plans. Many of the GHG reduction measures are already part of the proposed Specific Plan and discussed in the *Project Description*. Several BAAQMD identified mitigation measures are not applicable to a Specific Plan as they are correlated to specific elements of a general plan. As an example, Table 4.6-5, on page 4.6-19 of the Specific Plan EIR, presents the mitigation measures contained in the BAAQMD CEQA Guidelines related to Land Use elements and either correlates each to a specific element of the project, explains why it is inapplicable to the proposed project or identifies it as a mitigation measure to be implemented by the proposed project. This method was used in consideration of all BAAQMD identified GHG mitigation measures for plans to develop the following list of available mitigation measures (with BAAQMD-identified category) for the proposed Specific Plan:

- Facilitate lot consolidation that promotes integrated development with improved pedestrian and vehicular access (Land Use Element: Compact Development). The Specific Plan's increased

intensities encourage lot consolidation for developers wishing to maximize efficiencies and new standards and guidelines will result in improved pedestrian (Section E.5) and vehicular (Section E.3. 7) access.

- Ensure that new development finances the full cost of expanding public infrastructure and services to provide an economic incentive for incremental expansion (Land Use Element: Compact Development). Specific Plan Section E.3.1 describes a process for public benefit negotiations to obtain additional financing for public infrastructure beyond required payments for impact fees such as park dedication and Transportation Improvement Fees.
- Ensure new construction complies with California Green Building Code Standards and local green building ordinances (Land Use Element: Sustainable Development). The City currently requires compliance with both California Green Building Code Standards and locally-adopted amendments citywide. Standard E.3.8.01 states that all citywide sustainability codes or requirements shall apply to the Plan area, unless the Plan area is explicitly exempted, which it is not.
- Provide permitting incentives for energy efficient and solar building projects (Land Use Element: Sustainable Development). Section E.3.8 of the Specific Plan provides specific standards and guidelines for sustainable practices. Section E.3.1 would allow for the consideration of public benefit bonus intensity or height if a project were to exceed the standards stated Section E.3.8.
- Support the use of electric vehicles; where appropriate. Provide electric recharging facilities (Circulation Element: Local Circulation; see also Mitigation Measure GHG-2 below). Mitigation Measure GHG-2a (below) has been incorporated into the Specific Plan.
- Allow developers to reach agreements with auto oriented shopping center owners to use commercial parking lots as park and ride lots and multi-modal transfer sites (Circulation Element: Regional Circulation). The intent of the Specific Plan is to preserve and enhance community life, character and vitality through public space improvements, mixed use infill projects sensitive to the small town character of Menlo Park and improved connectivity. Auto oriented shopping centers are not envisioned in the Plan area.
- Eliminate [or reduce] parking requirements for new development in the Specific Plan area (Circulation Element: Parking). The Final Specific Plan has been modified to provide for lower parking rates in the station area and station area sphere of influence.
- Encourage developers to agree to parking sharing between different land uses (Circulation Element: Parking). This is permitted by existing City policies and reinforced in the Specific Plan through allowed shared parking reductions (Section F.8).
- Require developers to provide preferential parking for low emissions and carpool vehicles (Circulation Element: Parking). These are included as strategies that may be included in a Transportation Demand Management (TOM) program (Section F.10).
- Minimize impervious surfaces in new development and reuse project in the Specific Plan area (Conservation Element: Water Conservation). Section 4.8, Hydrology and Water Quality, of this EIR includes a discussion of existing grading, drainage and hydrology requirements and Specific Plan guidelines to limit impervious surfaces in the Plan area.
- Require fireplaces installed in residential development to be energy efficient in lieu of open hearth. Prohibit the installation of wood burning devices (Conservation Element: Energy Conservation). The City of Menlo Park Municipal Code includes Section 12.52, Wood Burning Appliances, to control the use of wood burning devises.

- Sealing of HVAC ducts. This is a project level BAAQMD measure that requires the developer to obtain third party HVAC commissioning to ensure proper sealing of ducts and optimal heating and cooling efficiencies. BAAQMD estimated that this measure reduces air conditioning electrical demand by 30 percent. The California Energy commission estimates that air conditioning electrical demand represents approximately 20 percent of total demand for a single family residence and this measure would reduce electrical-related GHG emissions by approximately 100 metric tons/year of C02e. The City currently requires testing of heating and cooling ducts for all newly constructed buildings.

Additionally, the City of Menlo Park has implemented its own amendments to the CALGreen building code (California Green Building Standards Code, Title 24, Part 11). These amendments will be designed to require a further[8] 3 percent reduction over baseline Title 24 green building standards requirements for all new development in the City, as well as mandatory duct testing (discussed above) and cool roof or equivalent energy savings materials. Reductions in GHG emissions from these amendments were calculated using the mitigations tab in the BGM model.

While BAAQMD also identifies use of cool roof materials as a potential GHG mitigation measure, per CAPCOA15, reflective roofs are covered under Title 24 Part 6 and the electricity savings is therefore incorporated in savings due to Title 24 (CALGreen) and no further reduction was taken for this measure as reductions up to 15 percent beyond Title 24 have already been included.

New Information and Specific Effects of the Project

As discussed above, under the analysis of the Specific Plan EIR, the Project could contribute to a ***significant and unavoidable*** impact with regard to this checklist item. The physical conditions, as they relate to greenhouse gas emissions, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. The Project is within the land use projections analyzed as part of the Specific Plan EIR and would result in fewer daily vehicle trips than were previously analyzed for the Project site in the traffic study prepared for the Specific Plan EIR. The Project would incorporate all applicable mitigation measures from the Specific Plan EIR regarding GHG emissions. In addition, the Project would comply with the LEED requirements of Specific Plan Standard E.3.8.03 and with all applicable LEED provisions of Specific Plan Guideline E.3.8. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.2-24 to 4.2-27) and was determined to be ***significant and unavoidable*** even with implementation of **Mitigation Measures GHG-2a and GHG-2b** and policies identified in the Specific Plan. The mitigation measures provide:

Mitigation Measure GHG-2a: All residential and/or mixed use developments of sufficient size to require LEED certification under the Specific Plan shall install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces provided. Per the

[8] CAPCOA, Quantifying Greenhouse Gas Mitigation Measures, August 2010, p. 456.

Climate Action Plan the complying applicant could receive incentives, such as streamlined permit processing, fee discounts, or design templates.

Mitigation Measure GHG-2b: The City could implement a pilot program in the Specific Plan area to require mandatory commercial recycling, either at all buildings or, at a minimum, at newly constructed buildings. Such a program, identified in the AB 32 Scoping Plan and included in the City's Climate Action Plan as a measure for future study, could reduce GHG emissions in the Plan area and, if successful, could be implemented citywide.

New Information and Specific Effects of the Project

As discussed above, under the analysis of the Specific Plan EIR, the Project could contribute to a ***significant and unavoidable*** impact with regard to this checklist item. The physical conditions, as they relate to plans and policies regarding GHG emissions, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. The Project is within the land use projections analyzed as part of the Specific Plan EIR, and would result in fewer daily vehicle trips than previously analyzed for the Project site in the traffic study prepared for the Specific Plan EIR. The Project would incorporate all applicable mitigation measures from the Specific Plan EIR regarding GHG emissions. In addition, the Project would comply with the LEED requirements of Specific Plan Standard E.3.8.03 and with all applicable LEED provisions of Specific Plan Guideline E.3.8. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

VII. Hazards and Hazardous Materials	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Further Study Needed
Would the Project:						
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☒	☐	☐
c) Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☒	☐	☐
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐	☐	☐
e) Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☒	☐	☐
f) Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☒	☐	☐

VII. Hazards and Hazardous Materials	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Further Study Needed
Would the Project:						
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☒	☐	☐
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐	☐	☐

Environmental Checklist and Discussion

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.7-18 to 4.7-19) and was determined to result in a ***less-than-significant*** impact.

New Information and Specific Effects of the Project

It is anticipated that the Project would use small quantities of hazardous materials typical of residential, non-medical office, and retail uses (e.g., solvents, cleaning agents, paints, pesticides, petroleum fuels, propane, aerosol cans). Such uses were studied in the Specific Plan EIR. The physical conditions, as they relate to the transport and use of hazardous materials, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.7-14 to 4.7-17) and was determined to be ***less than significant*** with implementation of **Mitigation Measure HAZ-1** (site specific health

and safety plan) and **Mitigation Measure HAZ-3** (best management practices for handling hazardous materials during construction). These mitigation measures provide:

Mitigation Measure HAZ-1: Prior to the issuance of any building permit for sites where ground breaking activities would occur, all proposed development sites shall have a Phase 1 site assessment performed by a qualified environmental consulting firm in accordance with the industry required standard known as ASTM E 1527-05. If the Phase I assessment shows the potential for hazardous releases, then Phase II site assessments or other appropriate analyses shall be conducted to determine the extent of the contamination and the process for remediation. All proposed development in the Plan area where previous hazardous materials releases have occurred shall require remediation and cleanup to levels established by the overseeing regulatory agency (San Mateo County Environmental Health [SMCEH], Regional Water Quality Control Board [RWQCB] or Department of Toxic Substances Control [DTSC]) appropriate for the proposed new use of the site. All proposed groundbreaking activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a licensed professional in accordance with Cal/OSHA regulations (contained in Title 8 of the California Code of Regulations) and approved by SMCEH prior to the commencement of groundbreaking.

Mitigation Measure HAZ-3: All development and redevelopment shall require the use of construction Best Management Practices (BMPs) to control handling of hazardous materials during construction to minimize the potential negative effects from accidental release to groundwater and soils. For projects that disturb less than one acre, a list of BMPs to be implemented shall be part of building specifications and approved of by the City's Building Division prior to issuance of a building permit.

New Information and Specific Effects of the Project

As discussed above, under the analysis of the Specific Plan EIR, the Project's impact with regard to this checklist item would be ***less than significant*** with mitigation. The Project is within the development scenario considered in the Specific Plan EIR.

Pursuant to **Mitigation Measure HAZ-1**, a Site Management Plan (SMP) was prepared for the Project site (300, 350, 444, and 550 El Camino Real) to address issues related to hazardous materials in the soil. The SMP contains soil and groundwater management procedures for the development of the site, including construction BMPs as required by **Mitigation Measure HAZ-3**.

With the exception of the two buildings at 300 El Camino Real, all existing building components formerly containing quantities of asbestos-containing materials (ACMs) and universal waste have been removed. More detailed information regarding regulatory compliance is provided in section d., below.

The physical conditions, as they relate to the transport and use of hazardous materials, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The impact would remain ***less than significant.*** Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.7-18 to 4.7-19) and was determined to result in a ***less-than-significant*** impact.

New Information and Specific Effects of the Project

The physical conditions, as they relate to hazardous materials, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The nearest school to the Project site is Lydian Academy LLC at 815 El Camino Real, which is approximately 0.25 mile from the Project site. All other schools in the vicinity are located at distances greater than 0.25 mile. The impact would remain ***less than significant.*** Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Analysis in the El Camino Real/Downtown Specific Plan EIR

The Specific Plan EIR addressed this impact at pages 4.7-14 through 4.7- 15, and identified **Mitigation Measure HAZ-1** (see Section VIIb above).

New Information and Specific Effects of the Project

The Project would comply with Mitigation Measure HAZ-1. There is a Site Management Plan for the entire Project site as required by Mitigation Measure HAZ-1. As stated in the *Project Description*, the 300, 350, 444, and 550 El Camino Real auto dealerships each contained underground storage tanks that have since been removed. These parcels have undergone environmental investigations and remediation at the direction of San Mateo County Environmental Health (SMCEH). All parcels have received regulatory building or case closure letters.

A Site Management Plan (SMP) was prepared in anticipation of development of the Project site. The SMP provides guidelines for health and safety precautions for planned onsite construction. It also provides procedures for short-term and long-term management of residual constituents present in soil, groundwater, and soil vapor at the Project site. The SMP detailed residual chemicals at all parcels in the Project site. The chemicals are in near-surface soils that would be excavated and removed prior to the construction of the parking garages and other site improvements. In 2015, the case closure for 550 El Camino Real was reopened. SMCEH, the agency regulating the site, is expected to issue a new no further action letter, potentially including conditions, to the prior site operator.

The physical conditions, as they relate to hazardous materials sites, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The impact would remain ***less than significant with mitigation.*** Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.7-14) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to safety hazards in the vicinity of an airport land use plan area, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project is not located within an airport land use plan area or within 2 miles of a public airport or public use airport. As such, the Project will result in ***no impact***. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.7-14) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to safety hazards in the vicinity of a private airstrip, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project is not located within the vicinity of a private airstrip. As such, the Project will result in ***no impact***. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.7-14), which concluded that development within the Plan area would not impair or interfere with any emergency response or emergency evacuation plans and that ***no impact*** would occur.

New Information and Specific Effects of the Project

The physical conditions, as they relate to impairment of implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would not permanently interfere with the existing road network or with the ability for emergency response vehicles to access all areas within the Specific Plan area. With respect to the Project site itself, emergency access to the

Project site would be provided either directly from El Camino Real or via any of the four Project driveways, depending on the emergency. Hydrants and other fire connections would be available per Menlo Park Fire Protection District requirements. The Project will result in ***no impact.*** Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was not analyzed in the Specific Plan EIR.

New Information and Specific Effects of the Project

The Project site is neither adjacent to nor intermixed with wildlands. In addition, in the case of an existing hazardous condition, CEQA requires agencies to study the effect on the environment caused by the project's exacerbation of the hazardous condition. Because the Project would not exacerbate the risk that wildland fires would occur, the Project would result in ***no impact*** with regard to this checklist item. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

VIII. Hydrology and Water Quality	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Further Study Needed
Would the Project:						
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☒	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?	☐	☒	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	☐	☒	☐	☒	☐	☐
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☒	☐	☒	☐	☐

VIII. Hydrology and Water Quality	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Further Study Needed
Would the Project:						
g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☒	☐	☐
h) Place within a 100-year flood hazard area structures that would impede or redirect floodflows?	☐	☐	☒	☒	☐	☐
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☒	☐	☐
j) Contribute to inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☒	☐	☐

Environmental Checklist and Discussion

a. Violate any water quality standards or waste discharge requirements?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.8-16 to 4.8-20) and was determined to be ***less than significant*** with implementation of Specific Plan standards and design guidelines.

New Information and Specific Effects of the Project

Under the analysis of the Specific Plan EIR, the Project's impact with regard to this checklist item would be ***less than significant***. The physical conditions, as they relate to violation of water quality standards or waste discharge requirements, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR.

Project site improvements would reduce impervious surfaces on the Project site by approximately 24,000 sf and would add up to 13,950 sf of bioretention facilities, thereby reducing runoff from the Project site and improving the quality of runoff. Construction of the Project would include demolition of approximately 70,545 sf of existing buildings, excavation and grading of existing surfaces, and construction of up to 459,013 sf of new buildings. These improvements were contemplated in the Specific Plan EIR. As discussed in the Specific Plan EIR, because the Project would disturb more than one acre, the Project would be required to develop and implement a Stormwater Pollution Prevent

Plan (SWPPP). The Project would also acquire and comply with city requirements for Grading and Drainage (G&D) Permits and preparation of a construction plan as necessary.

Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.8-19) and was determined to result in a ***less-than-significant impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to depletion of groundwater supplies, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The shallow aquifer underlying the Specific Plan area is not currently used for groundwater supply but is considered by the Regional Water Quality Control Board as a potential source for groundwater. The Project would not use groundwater from the Project site and would reduce the amount of impervious surface at the Project site, so that it would not inhibit groundwater recharge compared to existing conditions; therefore, the Project would result in ***no impact*** with regard to this checklist item. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.8-16 to 4.8-20) and was determined to be ***less than significant*** with implementation of Specific Plan standards and design guidelines, as listed above in Section VIII(a).

New Information and Specific Effects of the Project

Under the analysis of the Specific Plan EIR, the Project's impact with regard to this checklist item would be ***less than significant***. The Project would be required to abide by all applicable standards and regulations, including Specific Plan standards, SWPPP requirements and NPDES C.3 requirements. The physical conditions, as they relate to existing drainage patterns and erosion, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.8-16 to 4.8-20) and was also determined to be ***less than significant*** with implementation of Specific Plan standards and design guidelines.

New Information and Specific Effects of the Project

The physical conditions, as they relate to existing drainage patterns and runoff, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would not alter the course of a stream or river; it also would not increase the amount of stormwater runoff generated. The Project would be required to abide by all applicable standards and regulations, including SWPPP requirements, would reduce the impervious surface on the Project site, and would add bioretention facilities. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.8-16 to 4.8-20) and was also determined to be ***less than significant*** with implementation of Specific Plan standards and design guidelines.

New Information and Specific Effects of the Project

The physical conditions, as they relate to existing drainage systems and runoff, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would be required to abide by all applicable standards and regulations, including SWPPP requirements. In addition, the Project would reduce impervious surface on the Project site by approximately 24,000 sf and would provide up to 13,950 sf of bioretention facilities, thereby reducing runoff from the Project site and improving the quality of runoff. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

f. Otherwise substantially degrade water quality?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.8-16 to 4.8-20) and was also determined to be ***less than significant*** with implementation of Specific Plan standards and design guidelines.

New Information and Specific Effects of the Project

The physical conditions, as they relate to existing stormwater drainage systems and runoff, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would be required to abide by all applicable standards and regulations, including SWPPP requirements. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.8-20 to 4.8-21) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to flood hazard areas, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. In the case of an existing hazardous condition, CEQA requires agencies to study the effect on the environment caused by the project's exacerbation of the hazardous condition. Because the Project site is not within a flood hazard zone, the Project would have ***no impact*** with regard to the placement of housing in a 100-year flood zone. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

h. Place within a 100-year flood hazard area structures that would impede or redirect floodflows?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.8-20 to 4.8-21) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to flood hazards and floodflows, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project site is not located within a designated 100-year flood hazard zone as shown in the City's General Plan. Therefore, implementation of the Project would not place a new structure within a flood hazard zone that could impede or redirect flows. Therefore, there would be ***no impact***.

Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

i. Expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.8-21) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to levee or dam flooding, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. According to the City's General Plan, areas of the City are located within the potential dam inundation area for the Searsville dam. However, the Project site is not within this dam inundation area. In addition, in the case of an existing hazardous condition, CEQA requires agencies to study the effect on the environment caused by the project's exacerbation of the hazardous condition. Because the Project would not exacerbate the risk that the failure of a levee or dam would occur, the Project would result in ***no impact*** with regard to this checklist item. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

j. Contribute to inundation by seiche, tsunami, or mudflow?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.8-16) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to inundation by seiche, tsunami, or mudflow, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. In addition, in the case of an existing hazardous condition, CEQA requires agencies to study the effect on the environment caused by the project's exacerbation of the hazardous condition. Because the Project would not exacerbate the risk that seiche, tsunami, or mudflow would inundate the Project site, the Project would result in ***no impact*** with regard to this checklist item. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

IX. Land Use and Planning	Significant Impact	Less-than-Significant Impact or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Polices	Further Study Needed
Would the Project:						
a) Physically divide an established community?	☐	☒	☐	☒	☐	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☒	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☒	☐	☐

Environmental Checklist and Discussion

a. Physically divide an established community?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.9-10 to 4.9-12) and was determined to be ***less than significant*** with implementation of Specific Plan standards and design guidelines, as listed above.

New Information and Specific Effects of the Project

Under the analysis of the Specific Plan EIR, the Project's impact with regard to this checklist item would be ***less than significant***. The entire Project site is located within the Specific Plan planning area, and it is consistent with the El Camino Real Mixed Use designation, including maximum building heights, under the plan. Rather than divide an established community, the Project's Middle Plaza would be open to the community and would create the opportunity for bicycle and pedestrian connection between western and eastern neighborhoods via the City's planned railroad undercrossing adjacent to the Project site. Thus the Project would improve connectivity on the Project site.

The physical conditions, as they relate to the division of an established community, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. ***No substantial***

new information has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.9-12 to 4.9-29) and was determined to be ***less than significant*** with implementation of Specific Plan standards and design guidelines.

New Information and Specific Effects of the Project

The entire Project site is located within the Specific Plan planning area and within the El Camino Real South-East (ECR SE) District, and, as is described in Table IX-1 and the *Project Description*, it is consistent with the El Camino Real Mixed Use designation under the plan.

Table IX-1. Allowed and Proposed Development at the Project Site

	Allowed Development (ECR SE)	Proposed Development
Floor Area Ratio (FAR)	1.25	1.25
Non-medical Office	0.625[a]	0.39
Dwelling Units/Acre	40	25.5
Max. Building Heights[b,c]	60 feet[b,c]	60 feet

Sources: Menlo Park El Camino Real/Downtown Specific Plan, amended 2014; Stanford University 2016.

Notes:

a. General office uses shall not exceed one half of the Base FAR.

b. According to Section E.3.2.01 of the Specific Plan, roof-mounted mechanical equipment, solar panels, and similar equipment may exceed the maximum building height, but shall be screened from view from publicly-accessible spaces.

c. Building façade heights cannot exceed 38 feet.

The Project is consistent with the Specific Plan's five Guiding Principles, which are:

1. Enhance Public Space. The Project is consistent with this principle in that it provides the publicly accessible Middle Plaza and streetfront improvements on El Camino Real.
2. Generate Vibrancy. Consistent with this principle, the Project provides a mix of uses with retail/restaurant use adjacent to publicly accessible Middle Plaza.
3. Sustain Menlo Park's Village Character. The project is consistent with the Specific Plan requirements for ECR SE District and design modifications in response to community concerns.
4. Enhance Connectivity. The Project enhances connectivity through the provision of publicly accessible Middle Plaza, streetfront improvements on El Camino Real, and connection to planned future Caltrain undercrossing.
5. Promote Healthy Living and Sustainability. The Project provides the publicly accessible Middle Plaza, streetfront improvements on El Camino Real, and connection to planned future Caltrain

undercrossing; complies with Specific Plan sustainability requirements in construction; and includes a transportation demand management program to encourage walking and bicycling.

The physical conditions, as they relate to land use plans and policies, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.9-9 and 4.3-24) and was determined to result in ***no impact*** because the Specific Plan area does not lie within the planning area for any adopted or proposed habitat conservation or natural community plans.

New Information and Specific Effects of the Project

The physical conditions, as they relate to habitat conservation plans or natural community conservation plans, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

X. Mineral Resources	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Further Study Needed
Would the Project:						
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☒	☐	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☒	☒	☐	☐

Environmental Checklist and Discussion

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 6-4) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to mineral resources, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. There are no known mineral resources at the Project site, as indicated by the San Mateo County General Plan map. The Project site is not delineated as a locally important mineral resource by the CGS or on any County or City land use plan. Therefore, the Project would have ***no impact*** on known mineral resources. ***No substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 6-4) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to mineral resources, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. As stated above, the Project site is not delineated as a locally important mineral resource site by the County or City. As such, the Project would result in ***no impact***. ***No substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

XI. Noise	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Polices	Further Study Needed
Would the Project:						
a) Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☒	☐	☐	☒	☒	☒
b) Expose persons to or generate excessive ground-borne vibration or ground-borne noise levels?	☐	☒	☐	☒	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☒	☐	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☒	☐	☐
e) Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☒	☐	☐
f) Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☒	☐	☐

Environmental Checklist and Discussion

a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.10-11 to 4.10-12 and 4.10-13 to 4.10-16) and was determined to be less than significant with implementation of **Mitigation Measures NOI-1a, NOI-1b, NOI-1c, and NOI-3,** which provide:

Mitigation Measure NOI-1a: Construction contractors for subsequent development projects within the Specific Plan area shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, etc.) when within 400 feet of sensitive receptor locations. Prior to demolition, grading or building permit issuance, a construction noise control plan that identifies the best available noise control techniques to be implemented, shall be prepared by the construction contractor and submitted to the City for review and approval. The plan shall include, but not be limited to, the following noise control elements:

- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler shall achieve lower noise levels from the exhaust by approximately 10 A-Weighted Decibels (dBA). External jackets on the tools themselves shall be used where feasible in order to achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible;
- Stationary noise sources shall be located as far from adjacent receptors as possible and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible; and
- When construction occurs near residents, affected parties within 400 feet of the construction area shall be notified of the construction schedule prior to demolition, grading or building permit issuance. Notices sent to residents shall include a project hotline where residents would be able to call and issue complaints. A Project Construction Complaint and Enforcement Manager shall be designated to receive complaints and notify the appropriate City staff of such complaints. Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and day and evening contact numbers, both for the construction contractor and City representative(s), in the event of problems.

Mitigation Measure NOI-1b: Noise Control Measures for Pile Driving: Should pile-driving be necessary for a subsequently proposed development project, the project sponsor would require that the project contractor predrill holes (if feasible based on soils) for piles to the maximum feasible depth to minimize noise and vibration from pile driving. Should pile-driving be necessary for the proposed project, the project sponsor would require that the construction contractor limit pile driving activity to result in the least disturbance to neighboring uses.

Mitigation Measure NOI-1c: The City shall condition approval of projects near receptors sensitive to construction noise, such as residences and schools, such that, in the event of a justified complaint

regarding construction noise, the City would have the ability to require changes in the construction control noise plan to address complaints.

Mitigation Measure NOl-3: Interior noise exposure within homes proposed for the Specific Plan area shall be assessed by a qualified acoustical engineer to determine if sound rated walls and windows would be required to meet the Title 24 interior noise level standard of 45 dBA, Ldn. The results of each study shall be submitted to the City showing conceptual window and wall assemblies with Sound Transmission Class (STC) ratings necessary to achieve the noise reductions for the project to satisfy the interior noise criteria within the noise environment of the Plan area.

New Information and Specific Effects of the Project

The physical conditions, as they relate to noise levels, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. The City updated its General Plan Noise Element in May 2013; the update did not change the noise standards applied in the Specific Plan EIR. Construction noise would be consistent with the levels described in the Specific Plan EIR. Noise from any source measured at any off-site residential property line from on-site sources would be required to comply with Municipal Code Section 8.06.030, which sets maximum noise levels of 50 dBA during nighttime hours or 60 dBA during daytime hours. Roof-mounted equipment would be required to comply with Municipal Code Section 16.08.095, which limits sound emissions to 50 decibels at a distance of 50 feet from such equipment. The Project is within the development projections envisioned in the Specific Plan EIR. The Project would incorporate **Mitigation Measures NOI-1a, NOI-1b, NOI-1c, and NOI-3**. No substantial new information has since been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR. Construction noise and stationary source noise impacts would, therefore, remain ***less than significant*** and ***no further study is needed*** as to those noise sources.

However, due to site-specific information regarding the distribution of vehicle trips onto roadways, the Project could result in increased traffic noise at certain locations. Therefore, this topic will be the subject of ***further environmental review*** in an Infill EIR.

b. Expose persons to or generate excessive ground-borne vibration or ground-borne noise levels?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.10-16 to 4.10-17) and was determined to be ***less than significant*** with implementation of **Mitigation Measure NOI-4**, which provides:

Mitigation Measure NOI-4: Prior to project approval for development within 200 feet of the mainline track, a detailed vibration design study shall be completed by a qualified acoustical engineer to confirm the ground vibration levels and frequency content along the Caltrain tracks and to determine appropriate design to limit interior vibration levels to 75 VdB for residences and 78 VdB for other uses. If required, vibration isolation techniques could include supporting the new building foundations on elastomer pads similar to bridge bearing pads.

New Information and Specific Effects of the Project

Under the analysis in the Specific Plan EIR, the Project's impact with regard to this checklist item would be ***less than significant*** with mitigation. The physical conditions, as they relate to ground-

borne vibration or noise levels, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would incorporate **Mitigation Measure NOI-4**. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.10-12 to 4.10-13) and was determined to result in a ***less-than-significant*** impact.

New Information and Specific Effects of the Project

As discussed above under XI(a), due to site-specific information regarding the distribution of vehicle trips onto roadways, the Project could result in increased traffic noise at certain locations. Therefore, this topic, with regard to traffic noise, will be the subject of ***further environmental review*** in an Infill EIR.

d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.10-9 to 4.10-12) and was determined to be ***less than significant*** with implementation of **Mitigation Measures NOI-1a, NOI-1b, and NOI-1c**.

New Information and Specific Effects of the Project

Under the analysis in the Specific Plan EIR, the Project's impact with regard to this checklist item would be ***less than significant*** with mitigation***.*** The physical conditions, as they relate to ambient noise levels, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would incorporate **Mitigation Measures NOI-1a, NOI-1b, and NOI-1c**. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.10-8) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to airport noise, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project site is not within 2 miles of an airport, and is not under the jurisdiction of an airport land use plan. Therefore, there would be ***no impact***. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.10-8) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to private airstrip noise, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project site is not within 2 miles of a private airstrip. Therefore, there would be ***no impact***. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

XII. Population and Housing	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Polices	Further Study Needed
Would the Project:						
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☒	☐	☒	☐	☐
b) Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☒	☐	☐
c) Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☒	☐	☐

Environmental Checklist and Discussion

a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.11-11 to 4.11-12) and was determined to result in a ***less-than-significant impact***.

New Information and Specific Effects of the Project

Construction of the Project, including the site preparation and building demolition phase, would temporarily increase construction employment. Given the relatively common nature and scale of the construction associated with the Project, the demand for construction employment would likely be met within the existing and future labor market in the City and the County. The size of the construction workforce would vary during the different stages of construction, but a substantial number of workers from outside the City or County would not be expected to relocate permanently.

Based on an average household size of 2.38 persons per household (per the Specific Plan), implementation of the Project, with its 215 one- and two-bedroom apartments, would add approximately 512 people to the City's population. This growth is within the Specific Plan EIR's

estimate of 1,537 new residents resulting from Specific Plan buildout. Therefore, the Project would not directly result in substantial population growth beyond that expected for the City.

The Project would also result in the construction of approximately 154,000 sf of retail and non-medical office uses (commercial uses). Based on the average employee generation rate of 300 sf per office employee and 500 sf per retail employee, the project would generate up to 500 employees. This estimate is within the Specific Plan EIR's estimate of 1,357 Menlo Park employees resulting from Specific Plan buildout.

By adding approximately 512 residents and 500 employees, the Project would not substantially affect the City's jobs/housing balance.

In addition, the Project would constitute infill development within an already developed neighborhood adjacent to downtown Menlo Park. The Project site is within walking distance of downtown's retail and service district, the Caltrain Station, and numerous transit routes. As such, the Project site is well-served by urban infrastructure, services, and transit. The development of higher density projects on infill sites near downtown areas is considered by most regional government planning agencies to be an environmentally sound way to add housing to growing metropolitan regions. In addition, because the Project site is located in an infill setting, no infrastructure would be extended to undeveloped areas; therefore, the Project would not result in substantial indirect population growth.

Because the Project would be within the housing unit and commercial square footage limits of the Specific Plan, the population growth associated with the Project would be consistent with the population growth projected in the Specific Plan EIR. The physical conditions, as they relate to population and housing, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. No substantial new information has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and, therefore, there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.11-10) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to displacement of housing units, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. None of the existing buildings proposed to be demolished include residences, and as a result no housing would be displaced as a result of the Project, necessitating the construction of replacement housing elsewhere. Consequently, the Project would result in ***no impact*** with regard to this checklist item. ***No substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.11-10) and was determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to displacement of people, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would not displace any residents so as to necessitate the construction of replacement housing elsewhere. ***No substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

XIII. Public Services	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Polices	Further Study Needed
Would the Project:						
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:						
Fire protection?	☐	☒	☐	☒	☐	☐
Police protection?	☐	☒	☐	☒	☐	☐
Schools?	☐	☒	☐	☒	☐	☐
Parks?	☐	☒	☐	☒	☐	☐
Other public facilities?	☐	☒	☐	☐	☐	☐

Environmental Checklist and Discussion

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

Fire Protection

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.12-25 to 4.12-30) and was determined to result in a ***less-than-significant impact***.

New Information and Specific Effects of the Project

As discussed above, under the analysis of the Specific Plan EIR, the Project could result in a ***less than significant*** impact with regard to this checklist item. Because the Project would be within the housing unit and commercial square footage limits of the Specific Plan, its development and the associated service population growth were anticipated and studied in the Specific Plan EIR. The physical conditions, as they relate to fire services, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

Police Protection

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.12-25 to 4.12-26) and was determined to result in a ***less-than-significant*** impact.

New Information and Specific Effects of the Project

Under the analysis of the Specific Plan EIR, the Project could result in a ***less than significant*** impact with regard to this checklist item. Because the Project would be within the housing unit and commercial square footage limits of the Specific Plan, its development and associated service population are within the parameters anticipated and studied in the Specific Plan EIR. The physical conditions, as they relate to police services, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would ***be no new specific effects*** as a result of the Project. ***No further study is needed.***

Schools

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.12-28 to 4.12-30) and was determined to result in a ***less-than-significan***t impact.

New Information and Specific Effects of the Project

Under the analysis of the Specific Plan EIR, the Project could result in a ***less than significant*** impact with regard to this checklist item. Because the Project would be within the housing unit and commercial square footage limits of the Specific Plan, its development and associated service population are within the parameters anticipated and studied in the Specific Plan EIR. The physical conditions, as they relate to schools, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there are ***no new specific effects*** as a result of the Project. ***No further study is needed.***

Parks

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.12-30 to 4.12-31) and was determined to result in a ***less-than-significant*** impact.

New Information and Specific Effects of the Project

Under the analysis of the Specific Plan EIR, the Project could result in a ***less than significant*** impact with regard to this checklist item. Because the Project would be within the housing unit and commercial square footage limits of the Specific Plan, its development and associated service population are within the parameters anticipated and studied in the Specific Plan EIR. The physical conditions, as they relate to parks, have not changed substantially in the Specific Plan area since the

preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

Libraries

Analysis in the El Camino Real/Downtown Specific Plan EIR

Libraries were not analyzed as "other public facilities" in the Specific Plan EIR.

New Information and Specific Effects of the Project

Because the Project would be within the housing unit and commercial square footage limits of the Specific Plan, its development and associated service population are within the parameters anticipated and studied in the Specific Plan EIR. The Menlo Park Library has a goal to maintain a ratio of 3.29 books per capita and a ratio of 1.02 sf of library space per capita. The Project's increase in residents would slightly degrade the existing ratios. Nonetheless, since the current ratios are significantly above the goal, the increased population would not degrade the ratios to a level below the goals and standards. Therefore, impacts to library services would be ***less than significant***. ***No further study is needed.***

XIV. Recreation	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Polices	Further Study Needed
Would the Project:						
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☒	☐	☒	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☒	☐	☒	☒	☐

Environmental Checklist and Discussion

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Analysis in the El Camino Real/Downtown Specific Plan

This checklist item was analyzed in the Specific Plan EIR (pages 4.12-30 to 4.12-31) and was determined to result in ***a less-than-significant*** impact.

New Information and Specific Effects of the Project

Under the analysis of the Specific Plan EIR, the Project could result in a ***less than significant*** impact with regard to this checklist item. Because the Project would be within the housing unit and commercial square footage limits of the Specific Plan, its development and associated service population are within the parameters anticipated and studied in the Specific Plan EIR. The physical conditions, as they relate to parks and recreational facilities, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Analysis in the El Camino Real Downtown Specific Plan

This checklist item was analyzed throughout the Specific Plan EIR, which considered any impacts from new parks and recreational facilities that could be constructed within the Specific Plan area. These impacts were mitigated throughout the EIR in the respective EIR topics and are applied to the Project, as discussed in Sections I through XVII.

New Information and Specific Effects of the Project

The Project would not include new or expanded Menlo Park Community Services Department park facilities. However, the Project would include recreational opportunities in the 0.5 acre publicly accessible, but privately maintained, Middle Plaza. In addition, public and private plazas would be provided throughout the Project site. The Specific Plan EIR assumed the construction of such facilities on the Project site. The physical conditions, as they relate to recreation facilities, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. No substantial new information has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and, therefore, there would be no new specific effects as a result of the Project. Accordingly, the construction of recreational facilities as part of the Project would result in a ***less-than-significant*** impact. ***No further study is needed.***

XV. Transportation/Traffic	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Polices	Further Study Needed
Would the Project:						
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☒	☒	☒
b) Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☒	☒	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☒	☐	☐
d) Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☒	☐	☐	☒	☐

XV. Transportation/Traffic	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Polices	Further Study Needed
Would the Project:						
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☒	☐	☒	☐	☐

Environmental Checklist and Discussion

a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.13-40 to 4.13-56). The development under the Specific Plan was determined to result in ***significant and unavoidable*** impacts to area intersections and local roadway segments, even with implementation of **Mitigation Measures TR-1a, b, c, and d and Mitigation Measure TR-2** (pages 4.13-40 to 4.13-53) (see Section II above).

Traffic from future development would increase traffic volumes on local freeway segments, but to a less-than-significant level.

Mitigation Measures TR-1a, b, c and d provide:

Mitigation Measure TR-1a: The individual project applicant(s) shall contribute fair-share funding towards the following improvements at the intersection of University Drive (North) and Santa Cruz Avenue:

- Signalization when investigation of the full set of traffic signal warrants indicate that signalization is warranted; and
- Interconnecting the new signal with the existing signal at the University Drive (South) and Santa Cruz Avenue.

Mitigation Measure TR-1b: The individual project applicant(s) shall contribute fair-share funding towards the following improvement at the intersection of Middlefield Road and Glenwood Avenue/Linden Avenue:

- Signalization when investigation of the full set of traffic signal warrants indicate that signalization is warranted.

Mitigation Measure TR-1c: The individual project applicant(s) shall contribute fair-share funding towards the following improvements at the intersection of Middlefield Road and Willow Road, as identified in the City's TIF program:

- Adding a second westbound left-turn lane;
- Modifying the westbound approach to two left-turn lanes, one through lane, and one right-turn lane; and
- Changing the signal phasing on the eastbound and westbound approaches from split phasing (each approach has a separate green phase) to protected left-turn phasing (with left-turn arrows).

Mitigation Measure TR-1d: The individual project applicant(s) shall contribute fair-share funding towards the following improvements at the intersection of Orange Avenue/Santa Cruz Avenue and Avy Avenue/Santa Cruz Avenue:

- Signalization when investigation of the full set of traffic signal warrants indicate that signalization is warranted.

New Information and Specific Effects of the Project

Although the Project is within the development projections envisioned in the Specific Plan EIR, it could distribute vehicle trips differently than the Specific Plan EIR assumed, due to driveway locations and the fact that the Specific Plan transportation analysis assumed part of the Project site would include a hotel. Because the Project could affect local roadway segments and intersections not previously evaluated, this topic will be the subject of ***further environmental review*** in an Infill EIR. The Infill EIR will include the analysis of 36 study intersections and nine roadway segments.

The following 36 intersections will be analyzed in the Infill EIR.

1. El Camino Real and Encinal Avenue
2. El Camino Real and Valparaiso Avenue/Glenwood Avenue
3. El Camino Real and Oak Grove Avenue
4. El Camino Real and Santa Cruz Avenue
5. El Camino Real and Ravenswood Avenue/Menlo Avenue
6. El Camino Real and Live Oak Avenue
7. El Camino Real and Roble Avenue
8. El Camino Real and Middle Avenue
9. El Camino Real and College Avenue
10. El Camino Real and Partridge Avenue
11. El Camino Real and Cambridge Avenue
12. El Camino Real and Harvard Avenue
13. El Camino Real and Creek Drive
14. El Camino Real and Sand Hill Road
15. El Camino Real and Quarry Road [Palo Alto]

16. Southbound El Camino Real and Palm Drive [Palo Alto]
17. Northbound El Camino Real and University Avenue [Palo Alto]
18. El Camino Real and Embarcadero/Galvez Street [Palo Alto]
19. Arboretum Road and Sand Hill Road [Palo Alto]
20. Middlefield Road and University Avenue
21. Laurel Street and Ravenswood Avenue
22. Middlefield Road and Willow Road
23. Middlefield Road and Ringwood Avenue
24. Middlefield Road and Ravenswood Avenue
25. Santa Cruz Avenue and University Drive (S)
26. Santa Cruz Avenue and University Drive (N)
27. Middle Avenue and University Drive
28. College Avenue and University Drive
29. Partridge Avenue and University Drive
30. Cambridge Avenue and University Drive
31. Harvard Avenue and University Drive
32. Encinal Avenue and Laurel Street
33. Middlefield Road and Oak Grove Avenue [Atherton]
34. Middlefield Road and Marsh Road [Atherton]
35. Middlefield Road and Glenwood Avenue [Atherton]
36. Encinal Avenue and Middlefield Road [Atherton]

In addition, nine residential and non-residential roadway segments will be analyzed:

1. Middlefield Road north of Ravenswood Avenue
2. Middlefield Road south of Ravenswood Avenue
3. Ravenswood Avenue east of Laurel Street
4. Alma Street south of Ravenswood Avenue
5. Middle Avenue west of El Camino Real
6. College Avenue west of El Camino Real
7. Partridge Avenue west of El Camino Real
8. Cambridge Avenue west of El Camino Real
9. Harvard Avenue west of El Camino Real

b. Conflict with an applicable congestion management program, including, but not limited to, level-of-service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?

Because the Project could affect local roadway segments and intersections not previously evaluated, this topic will be the subject of ***further environmental review*** in an Infill EIR, as described above.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (page 4.7-14) and was also determined to result in ***no impact***.

New Information and Specific Effects of the Project

The physical conditions, as they relate to air traffic patterns, have not changed in the Specific Plan area since the preparation of the Specific Plan EIR. The Project is not located within an airport land use plan area and is not within two miles of a public airport or public use airport. The maximum building height at the Project site would be 60 feet. As such, the Project would not result in a change in air traffic patterns, resulting in ***no impact***. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was not analyzed in the Specific Plan EIR.

New Information and Specific Effects of the Project

Based on the site plan, vehicular access to the Project site would be provided by four driveways along the El Camino Real frontage. At driveways, a substantially clear line of sight should be maintained

between the driver of a vehicle waiting at the crossroad and the driver of the approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross, turn left, or turn right, without requiring the through traffic to radically alter its speed. Through site design and City engineering review, which constitute uniformly applicable development policies and standards, the Project Sponsor will ensure that adequate sight distance is provided at the proposed driveways. Therefore, the Project would result in ***less-than-significant*** impacts relating to hazardous design features. ***No further study is required.***

e. Result in inadequate emergency access?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was not analyzed in the Specific Plan EIR.

New Information and Specific Effects of the Project

The Project does not include any characteristics (e.g., permanent road closures or roadway modifications) that would physically impair or otherwise interfere with emergency response or evacuation in the Project vicinity. Emergency vehicle access would be provided either directly from El Camino Real or via any of the four project driveways, depending on the emergency. As such, the Project would result in ***no impact. No further study is needed.***

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.13-56 to 4.13-57) and it was determined that development in the Specific Plan area would result in ***less than significant*** impacts to public transit, bicycle, or pedestrian facilities, because transit capacity would be adequate to meet Specific Plan demand, because the Specific Plan would not interfere with existing bicycle and pedestrian facilities, and because the Specific Plan provides for improved bicycle and pedestrian facilities.

New Information and Specific Effects of the Project

The Project is consistent with the Specific Plan, would not interfere with existing bicycle and pedestrian facilities, and would provide improved bicycle and pedestrian facilities. Therefore, the Project would result in ***less-than-significant*** impacts relating to transit, bicycle and pedestrian facilities. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

XVI. Utilities and Service Systems	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Polices	Further Study Needed
Would the Project:						
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☒	☐	☒	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☒	☐	☐
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☒	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	☐	☒	☐	☒	☐	☐
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☒	☐	☒	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☒	☐	☒	☐	☐

XVI. Utilities and Service Systems	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Polices	Further Study Needed
Would the Project:						
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☒	☐	☒	☐	☐

Environmental Checklist and Discussion

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.12-35 through 4.12-36) and was also determined to result in a ***less-than-significant*** impact.

New Information and Specific Effects of the Project

Under the analysis of the Specific Plan EIR, the Project would result in a ***less than significant*** impact with regard to this checklist item. The physical conditions, as they relate to wastewater treatment requirements, have not changed in substantially the Specific Plan area since the preparation of the Specific Plan EIR (refer to discussion under Section XVI(b), below, for a discussion of the Project's consistency with Regional Water Board requirements). Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Water Supply

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.12-31 to 4.12-36) The Water Supply Assessment prepared for the Specific Plan EIR evaluated water supply for development in the Specific Plan area, which includes the Project site. Development of the Project is within the land use projections in the Specific Plan EIR. Overall, the WSA for the Specific Plan EIR determined that annual average water demand would be 222.12 acre-feet per year (AFY). The WSA concludes that under normal year conditions the Cal Water Bear Gulch District would have sufficient capacity to meet the water demands of the Specific Plan area, including for the Project site, as evaluated in the Specific Plan EIR. The WSA also concludes that in the event of a 20 percent reduction in SFPUC deliveries, Cal Water, through its water shortage contingency plan, can impose supply curtailments and implement demand

reductions to balance demand against curtailed supplies. Therefore, the Specific Plan EIR concluded that the Specific Plan would have a ***less-than-significant*** impact on water demand.

The Specific Plan EIR also analyzed SFPUC and Bear Gulch District water treatment and conveyance systems and concluded that those systems were more than adequate to accommodate Specific Plan development. Therefore, the Specific Plan EIR concluded that the Specific Plan would have a ***less-than-significant*** impact with respect to the construction of water treatment facilities.

The Specific Plan EIR estimated that, upon buildout of the Specific Plan area, approximately 0.3 million gallons per day (mgd) of additional wastewater would be generated compared to existing conditions, equating to an approximately two percent increase over treatment rates at the South Bayside System Authority facility (15 mgd) and one percent increase over the current SBSA capacity (29 mgd). Further, the Specific Plan EIR states that full buildout of the Specific Plan would generate an average wastewater flow rate of approximately 175.5 gallons per minute (gpm) and peak flows of approximately 614 gpm and 884,652 gallons per day (gpd). The Specific Plan EIR also states that, according to the West Bay Sanitary District, the need for increased capacity in the system's trunk lines is minimal. The SBSA receives a dry weather average below the existing treatment plant capacity. Wet weather flows, which increase significantly due to inflow and infiltration of rainwater into the wastewater system, are adequately accommodated through existing facilities. The Specific Plan EIR concluded that impacts to wastewater treatment facilities would be ***less than significant***.

New Information and Specific Effects of the Project

The Project is within the development projections evaluated in the Specific Plan and would not result in any additional impacts beyond what is concluded in the Specific Plan EIR.

The Project would result in 215 residential units, 143,270 sf of non-medical office space, and 10,000 sf of retail/restaurant uses. Using the water demand factors in the Specific Plan EIR, as shown in Table XVI-1, the Project would result in approximately 58.8 AFY in water demand. The Specific Plan's demand factors were formulated based on data from current and historical uses at similar facilities in Northern California and the San Francisco Bay Area and do not take into account installation of water efficient fixtures throughout the Specific Plan's new facilities or the use of drought-tolerant landscaping, which should further reduce on-site water demand from the Specific Plan's development components. (Specific Plan EIR p. 4.12-32.)

Table XVI-1. Proposed Project Water Demand

Land Use	Area or Type	Units	Water Demand Factor	Gallons per Day	MGD	AFY
Residential Development-Multiple Family	215	DU	112 gpd/DU	24,080	0.024	
Retail	10,000	sf	0.53 gpd/sf	5,300	0.005	
Commercial	144,000	sf	0.10 gpd/sf	14,400	0.014	
Total Water Demand				43,780	0.044	58.8

Source: El Camino Real/Downtown Specific Plan EIR.
DU = dwelling units
sf = square feet
gpd = gallons per day
MGD = million gallons per day
AFY = acre-feet per year

Furthermore, as described in the Specific Plan EIR, development of the Specific Plan area would not prompt a need to expand treatment facilities in order to meet its demands. The Project is within the land use projections evaluated in the Specific Plan and, thus, would not result in impacts not previously disclosed. Thus, the Project would not require the expansion or construction of new water treatment facilities, resulting in a ***less-than-significant*** impact.

Wastewater

As with water demand, Project wastewater demand would be consistent with Specific Plan assumptions, so that WBSD's available capacity entitlements from SBSA would be sufficient to accommodate the projected wastewater flow that would result from implementation of the Project. Because the SBSA Regional Treatment Plant would have adequate capacity to process the wastewater generated from the Project, implementation of the Project would not exceed the wastewater treatment requirements of the Regional Water Board, and the Project would have a ***less-than-significant*** impact.

The Project would not require the expansion or construction of a new water or wastewater treatment facilities. The physical conditions, as they relate to water and wastewater treatment facilities, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.8-16 to 4.8-20) and was determined to be ***less than significant*** with implementation of Specific Plan standards and design guidelines

New Information and Specific Effects of the Project

The Project is within the development projections evaluated in the Specific Plan and would not result in any additional impacts beyond what is concluded in the Specific Plan EIR. The physical conditions, as they relate to stormwater drainage facilities, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. The Project would reduce impervious surfaces on the Project site by approximately 24,000 sf, would include up to 13,500 sf of bioretention facilities, and would be required to include Low Impact Development (LID) treatment measures for stormwater management. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.12-35 to 4.12-36) and was determined to result in a ***less than significant*** impact.

New Information and Specific Effects of the Project

As discussed in Section XVI(b), above, the Project is within the development projections evaluated in the Specific Plan and would not result in any additional impacts beyond what is concluded in the Specific Plan EIR. The physical conditions, as they relate to water supplies, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project.

e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.12-35 to 4.12-36) and was determined to result in a ***less than significant*** impact.

New Information and Specific Effects of the Project

As discussed in Section XVI(b), above, the Project is within the development projections evaluated in the Specific Plan and would not result in any additional impacts beyond what is concluded in the Specific Plan EIR. The physical conditions, as they relate to wastewater treatment capacity, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.12-37 to 4.12-38) and was determined to result in a ***less than significant*** impact.

New Information and Specific Effects of the Project

The Project is within the development projections evaluated in the Specific Plan and would not result in any additional impacts beyond what is concluded in the Specific Plan EIR.

The Specific Plan EIR determined that impacts to landfill capacity would be less than significant and, overall, the total anticipated development under the Specific Plan would not exceed remaining capacity at solid waste facilities. The Project is within the growth projections evaluated in the Specific Plan EIR and, as such, would not result in impacts not already evaluated.

The physical conditions, as they relate to solid waste, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific

Plan EIR and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

g. Comply with federal, state, and local statutes and regulations related to solid waste?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed in the Specific Plan EIR (pages 4.12-37 to 4.12-38) and was determined to result in a ***less than significant*** impact.

New Information and Specific Effects of the Project

Under the analysis of the Specific Plan EIR, the Project would result in a ***less than significant impact*** with regard to this checklist item. Construction and operation of the Project would comply with all applicable statutes and regulations related to solid waste. State law (AB 341 and AB 939) requires that businesses recycle and that cities achieve a 50 percent diversion of solid waste from landfills. The Project would adhere to these laws. In addition, the Project would be required to adhere to the City's Construction and Demolition Recycling Ordinance, and the *Project Description* anticipates that approximately 75 percent of demolition debris would be recycled. The physical conditions, as they relate to solid waste statutes and regulations, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. Therefore, ***no substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR, and there would be ***no new specific effects*** as a result of the Project. ***No further study is needed.***

XVII. Mandatory Findings of Significance	Significant Impact	Less-than-Significant or Less-than-Significant with Mitigation Incorporated	No Impact	Analyzed in Prior EIR	Substantially Mitigated by Uniformly Applicable Development Polices	Further Study Needed
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☒	☐	☒
b) Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☒	☐	☒
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☒	☐	☒

Environmental Checklist and Discussion

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed throughout the Specific Plan EIR. The physical conditions, as they relate to the degradation of the physical environment, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. ***No substantial new information*** has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR. With respect to health risk during construction, traffic noise and intersection and roadway traffic impacts, it is possible that the Project will cause more severe impacts than were identified in the Specific Plan EIR. Accordingly, those topics will be subject to ***further environmental review*** in the Infill EIR.

New information and specific effects of the Project

The Project would contribute to the significant unavoidable air quality, greenhouse gas, noise, and traffic impacts of the El Camino Real/Downtown Specific Plan. As discussed in Section III, *Biological Resources*, the Project would not significantly adversely affect biological resources with the mitigation required under the Specific Plan. The Project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number of rare plants or animals.

As described in Section IV, *Cultural Resources*, there do not appear to be historic resources at the Project site or in the surrounding area that would be affected by the Project. Implementation of **Mitigation Measure CUL-1** would ensure that the Project would have no impact on historic resources. The Project could adversely affect cultural resources during construction activities if buried artifacts or remains were discovered. However, implementation of **Mitigation Measure CUL-2**, **Mitigation Measure CUL-3, and Mitigation Measure CUL-4**, as presented in the Specific Plan EIR, would reduce impacts on archaeological resources, paleontological resources, and human remains to ***less than significant***.

b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed throughout the Specific Plan EIR, which considered cumulative impacts. These impacts were mitigated throughout the EIR in the respective EIR topics and are applied to the Project, as discussed above. Except for construction air quality, traffic, noise, and certain traffic impacts, the physical cumulative conditions have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR and ***no substantial new information*** has been presented that indicates more significant effects than those originally analyzed in the Specific Plan EIR. Cumulative conditions, as they relate to traffic noise and traffic congestion, will be subject to ***further environmental review*** in the Infill EIR.

New Information and Specific Effects of the Project

As described above, the Project would contribute to significant impacts associated with Specific Plan buildout, and, therefore, to the potentially significant cumulative impacts of Specific Plan buildout combined with the impacts of other projects.

c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Analysis in the El Camino Real/Downtown Specific Plan EIR

This checklist item was analyzed throughout the Specific Plan EIR, which considered environmental impacts causing adverse effects on human beings. Mitigation measures for significant impacts were identified in the Specific Plan EIR and imposed by the City. All applicable mitigation measures would be conditions of Project approval. The physical conditions, as they relate to the degradation of the physical environment, have not changed substantially in the Specific Plan area since the preparation of the Specific Plan EIR. For most topics, no substantial new information has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR and there would be ***no new specific effects*** as a result of the Project. However, ***further environmental review*** is required in the Infill EIR as it relates to air pollutant emissions during construction, redistributed operational traffic noise, and redistributed traffic during Project operation.

New Information and Specific Effects of the Project

As identified in this document, the Project would generally not directly or indirectly cause adverse effects on human beings with implementation of mitigation measures. Impacts on topics that could affect the human environment, such as agriculture and forestry resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, and utilities would be less than significant or nonexistent. As identified, the Project would have a potentially significant impact on biological resources and cultural resources. These issues could, in turn, affect humans. However, implementation of the mitigation measures identified in each applicable section of this document would reduce potentially significant impacts to a ***less-than-significant*** level.

The Project would, however, contribute to the Specific Plan's ***significant and unavoidable*** impacts with regard to air quality and GHG emissions, which could have a substantial adverse effect on humans. In addition, the Project could result in significant impacts related to air pollutant emissions during construction, redistributed operational traffic noise, and redistributed traffic during Project operation. Therefore, these topics will be subject to ***further environmental review*** in the Infill EIR.

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4. List of Preparers

Stanford University (Project Sponsor) prepared a draft of the Infill Checklist and it was independently reviewed by the City of Menlo Park and ICF International.

City of Menlo Park

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