

III. PROJECT DESCRIPTION

This chapter describes the project that is proposed by Matteson Development Partners, Inc. (applicant). The project would result in the demolition of the two existing one-story residential buildings (a single-family residence and a triplex) on the site, the abandonment of the public street easement for an existing right-of-way (Alto Lane) in the site, the merging of seven existing lots¹ into two lots, the creation of 26 condominium units, and development of a 26-unit residential project and associated facilities.² A description of the proposed project's location, background, and objectives is followed by details of the project itself, and a summary of required approvals and entitlements.

A. PROJECT SITE

The following discussion describes the geographic context of the project site and provides a brief overview of existing land uses within and around the site.

1. Location

The approximately 1.23-acre project site is located at 389 El Camino Real in the City of Menlo Park (City) in San Mateo County. The site is approximately 0.4 miles north of Sand Hill Road (a major regional route connecting El Camino Real to Interstate 280 (I-280)) and 0.5 miles south of the Menlo Park Caltrain station and downtown Menlo Park (which extends along Santa Cruz Avenue). El Camino Real is a State highway (State Route 82) that extends along a roughly north/south alignment through the San Francisco Peninsula, between San Francisco and San Jose. Figures III-1 and III-2 show the project site's local and regional location. For descriptive purposes, the site is considered to be bounded by College Avenue to the north; El Camino Real to the east; Partridge Avenue and an existing auto repair shop to the south; and residential uses to the west. Alto Lane, a right-of-way easement, currently terminates in the northwestern portion of the site. The project site is made up of seven contiguous legal parcels, which include a large vacant parking lot along the El Camino Real frontage; a residential triplex building (approximately 4,250 square feet) at 603 College Avenue; and a single-family residence (approximately 1,280 square feet) at 612 Partridge Avenue. Two of the three triplex units on the site are currently inhabited; the remaining triplex unit and the single-family residence on the site are uninhabited.

Regional vehicular access to the project site is via U.S. Highway 101 (US 101), Marsh Road or Willow Road, and El Camino Real (SR 82). The site can also be accessed via I-280 and Sand Hill Road to El Camino Real. Transit access to the project site is provided via San Mateo County Transit

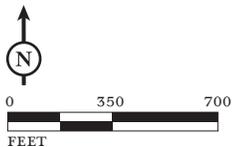
¹ The seven existing lots are assigned five Assessor Parcel Numbers (APNs): 071-412-220, 071-412-230, 071-412-170, 071-412-250, and 071-412-430.

² The analysis in Section IV.B, Transportation, Circulation and Parking, evaluates development of a maximum of 27 residential units, which represents the number of units permitted under the State's Density Bonus Law.



LSA

FIGURE III-1

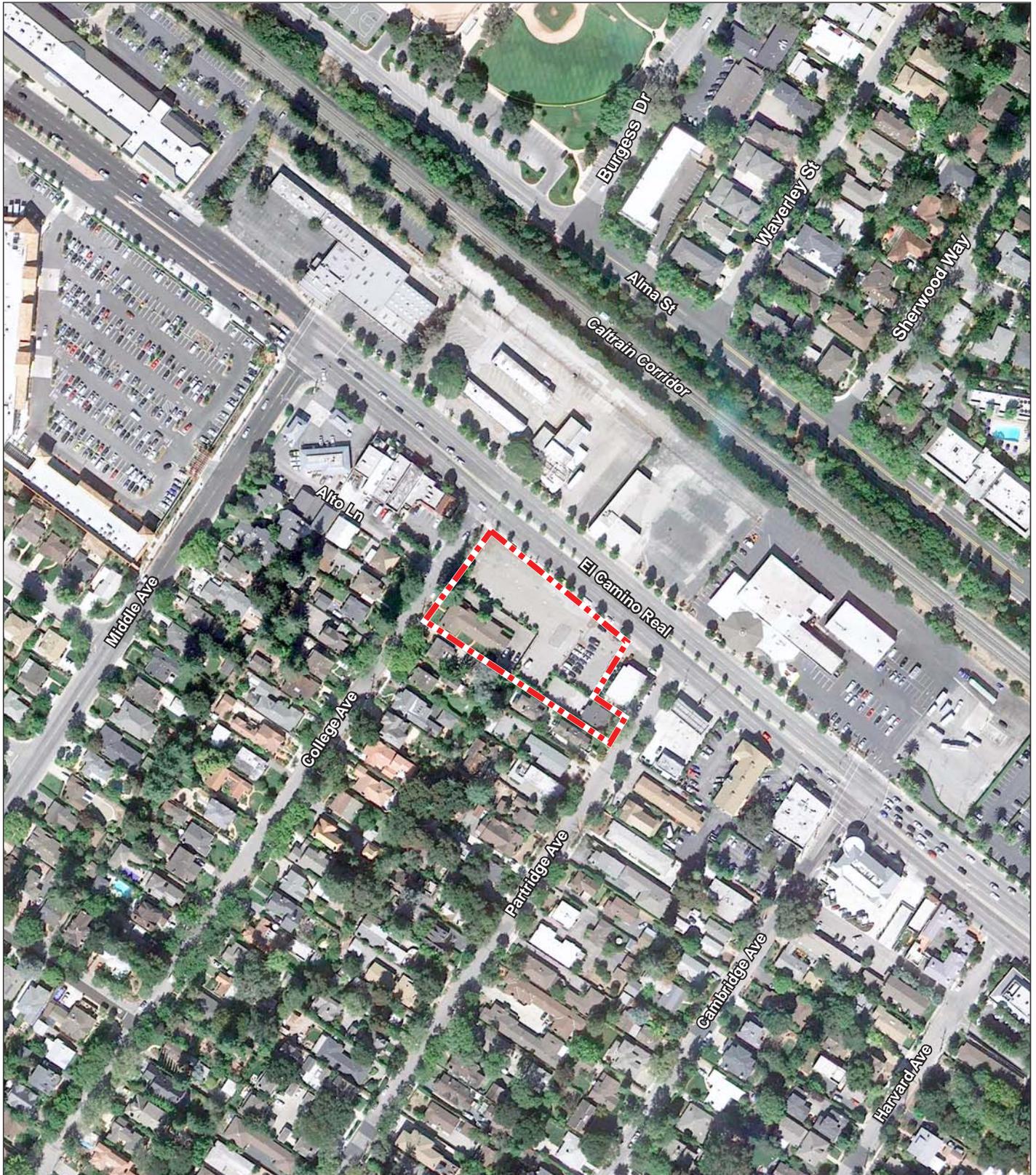


 Project Site

389 El Camino Real Project EIR
 Project Vicinity and
 Regional Location

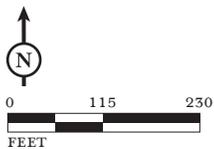
SOURCES: GOOGLE MAPS; LSA ASSOCIATES, INC., 2011.

I:\CMK1001 389 El Camino Real\figures\Fig_III.1.ai (1/11/11)



LSA

FIGURE III-2



 Project Site

389 El Camino Real Project EIR
Aerial Photograph

SOURCE: GOOGLE EARTH, 10/2009; LSA ASSOCIATES, INC., 2011.

I:\CMK1001 389 El Camino Real\figures\Fig_III2.ai (1/11/11)

This page intentionally left blank.

District (SamTrans) buses or Caltrain, which provides regular service to Menlo Park on its San Francisco-San Jose line (with limited service farther south to Gilroy). Caltrain provides mass transit to major employment centers in San Francisco, Silicon Valley, and San Jose.

2. Site Characteristics

The project site comprises seven parcels including Alto Lane (a public right-of-way comprising approximately 0.7 acre), which are assigned five APNs: 071-412-220, 071-412-230, 071-412-170, 071-412-250, and 071-412-430. The site is generally flat and is located at an elevation of approximately 65 feet above mean sea level.

a. Land Uses and Structures. Two buildings exist on the project site:

- *612 Partridge Avenue.* The structure located at 612 Partridge Avenue (APN 071-412-250), which is in the southwestern portion of the project site, is an approximately 1,280-square-foot, one-story single-family residence built between 1910 and 1925. The residence is a square-shaped Craftsman bungalow and is of wood-frame construction on a raised concrete foundation. The structure is currently unoccupied.
- *603-607 College Avenue.* The triplex located at 603-607 College Avenue (APN 071-412-170) is located in the northwestern portion of the project site. The approximately 4,250-square-foot, one-story building is T-shaped (with the top of the “T” facing College Avenue) and is also of wood-frame construction on a raised concrete foundation. The triplex was constructed in 1948. Two of the three units are occupied.

The remaining three APNs in the project site (APNs 071-412-220, 071-412-230, and 071-412-430) comprise an empty, fenced parking lot at 389 El Camino Real (covering the eastern portion of the site). The southern portion of this parking lot was formerly the site of a car dealership. A public right-of-way (Alto Lane) comprising approximately 0.7 acre currently extends from College Avenue to approximately mid-way through the site (i.e., it does not provide access between Partridge Avenue and College Avenue). Alto Lane primarily provides access to the triplex located at 603-607 College Avenue.

According to an evaluation conducted by LSA Associates,³ no previously recorded cultural resources were identified in or adjacent to the project site. In addition, the evaluation concludes that the existing buildings on the site lack historical significance and, therefore, do not appear eligible for listing in the California Register and do not constitute historical resources for the purposes of CEQA.

The project contains one heritage tree (a 90-foot-tall coast redwood (*Sequoia sempervirens*) located in the northwest corner of the site), as defined by the City. Approximately 10 percent of the site (generally concentrated in the northwestern corner of the site) is covered with pervious surfaces; the remainder of the site is covered with buildings or paved surfaces.

b. Surrounding Land Uses. The project site is located along El Camino Real, a major commercial corridor in the City. Many of the commercial uses along El Camino Real are oriented to automobile access, with parking adjacent to the street. However, the City has been undertaking an

³ LSA Associates, Inc., 2009. *Memorandum: Architectural Eligibility Evaluation for the 389 El Camino Real Project, Menlo Park, San Mateo County, California (LSA #CMK1001)*. May 19.

effort to enhance pedestrian access along the corridor, as individual parcels are redeveloped (it is anticipated that this effort will be codified in the El Camino Real/Downtown Specific Plan, if that plan is adopted). The site is surrounded by a mixture of uses, as summarized below:

- *North.* The site is bordered by College Avenue to the north. Beyond College Avenue is a small shopping center that directly fronts El Camino Real. Businesses in this shopping center, as of September 2011, include a yogurt shop and United Parcel Service (UPS) shipping outlet.
- *East.* The site is bordered by El Camino Real to the east. Beyond El Camino Real are commercial uses and associated surface parking lots (including the Tesla car dealership and vacant properties formerly used by car dealerships). To the east of these commercial uses are the Caltrain railroad tracks and the City's municipal complex (including Burgess Park, Menlo Park Library, City Hall, and City offices).
- *South.* Planet Auto Repair and Muffler Service, an auto body repair shop, is located to the south of the site. A gas station and additional commercial uses, generally oriented towards El Camino Real, are located south of Partridge Avenue.
- *West.* The site is bordered to the west by predominately single-family and multi-family residential uses. These residential uses are part of a district known as the Allied Arts Neighborhood.

c. Planning Designations. The majority of the project site (except for the northwestern portion of the site west of Alto Lane) is designated El Camino Real Professional/Retail Commercial in the City's General Plan. The portion of the site west of Alto Lane is designated Medium Density Residential in the General Plan. Refer to Figure IV.A-2 in Section IV.A, Land Use and Planning Policy, for a map of the General Plan and zoning designations encompassing the project site and adjacent areas.

The portion of the site corresponding to the area designated El Camino Real Professional/Retail Commercial is zoned General Commercial District (applicable to El Camino Real) (C-4(ECR)); the portion of the site corresponding to the area designated Medium Density Residential is zoned Apartment District (R-3). The site is also located within the Draft El Camino Real/Downtown Specific Plan area. The intent of the Draft Specific Plan, which is currently being reviewed, 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 connections across El Camino Real."⁴ The General Plan and zoning designations of the site, and Draft Specific Plan-related planning considerations are discussed in Section IV.A, Land Use and Planning Policy, of this EIR.

B. BACKGROUND INFORMATION

The project site was acquired by the project applicant in 2006. The site was formerly occupied by a car dealership and an Exxon Service Station, which contained three gasoline underground storage tanks (USTs), one diesel UST, one waste oil UST, and two pump islands. These features were suspected of having contaminated the site with petroleum hydrocarbons. After the station was closed, the five USTs and two pump islands were removed in 1993. Remedial activity on the site was performed and approximately 25 monitoring wells were installed at the site between 1992 and 1996.

⁴ Perkins +Will, 2010. *Draft Menlo Park El Camino Real/Downtown Specific Plan*. April 7.

Other remedial efforts included soil over-excavation, pumping and treatment of ground water, soil vapor extraction, and natural attenuation. Residual petroleum hydrocarbons were detected during pre-remedial investigations; post-remediation soil sampling performed in 2005 detected reduced concentrations of petroleum hydrocarbons.

A May 12, 2006 letter from TRC Lowney to the San Mateo County Environmental Health Services Division concluded that remedial efforts at the site “appear to have successfully reduced petroleum hydrocarbon concentrations at the property to levels that would allow unrestricted reuse.” In particular, post-remediation soil sampling near previously-identified contaminated areas did not detect petroleum hydrocarbons that exceed laboratory detection limits, and none of the petroleum hydrocarbons detected in ground water exceed the environmental screening levels established by the Regional Water Quality Control Board (RWQCB) for evaluating risks associated with vapor intrusion into residential structures.

C. PROJECT OBJECTIVES

The main objective of the project applicant is to develop a residential project that is economically feasible and contributes to the City’s housing stock. Other project objectives are as follows:

- Redevelop an underutilized site with a mixture of attached and detached single-family units that is compatible with the surrounding neighborhood;
- Design the project in a way that is sensitive to the character of the Allied Arts neighborhood to the west;
- Encourage in-fill development in the City and allow for a more vibrant mix and density of land uses;
- Provide housing opportunities, including affordable housing, for existing and future residents of Menlo Park;
- Create development that enhances the visual character of the El Camino Real corridor;
- Locate a project in close proximity to a regional transportation corridor with good local access from major streets and freeways; and
- Locate a project in close proximity (i.e., easy access by foot and/or bike) to transit services, and other major local and regional services and employment centers, including the Safeway grocery-shopping complex, the Stanford Shopping Center, the Stanford Hospital, and the Menlo Park Caltrain station.

D. PROPOSED PROJECT

This EIR includes an evaluation of the environmental effects of the project. The following discussion provides a detailed description of the components of the project. Figure III-3 shows the site plan; Figure III-4 shows the proposed streetscapes; Figures III-5a, III-5b, III-5c, III-6a, III-6b, III-6c, III-6d, III-7a, and III-7b show the proposed project’s elevations, building sections, and renderings.

The proposed project would consist of construction of the following:

- Nine small-lot, single-family residential units;
- 17 townhouse residential units;
- A total of 60 parking spaces, including 52 private garage spaces (consisting of 34 two-car (side-by-side) parking garage spaces and 18 two-car (tandem⁵) garage spaces)⁶ and eight surface parking spaces; and
- Open space and landscaping.

These elements of the project are described in more detail below.

1. Residential Development

The project would develop 26 residential units on the site, including nine small-lot single-family residential units in the western portion of the site (farthest away from El Camino Real) and 17 townhouse units in the central and eastern portions of the site. The residential units would contain two to four bedrooms, and would comprise between approximately 1,300 and 2,100 square feet of interior space. Please refer to Table III-1 for a summary of the composition of residential units proposed as part of the project. The single-family residential units would be oriented in a row that is parallel to the western property line of the site. The townhouse units would be developed in four rows consisting of four to five units each, oriented perpendicular to El Camino Real.

The proposed residential structures would be two to three stories above-grade and would have a maximum height of 35 feet. All units would be for-sale, and three of the 26 units would be priced at levels that are affordable to low-income households, in accordance with the City's BMR Housing Program and the provisions of Government Code (GC) Section 65915, the State Density Bonus Law.

Under GC 65915, an applicant is entitled to bonus residential units above the permitted density if additional or more affordable below-market-rate units are constructed beyond that normally required by the jurisdiction. Under existing zoning designations, the maximum density for the project site is 21 residential units, based on a permitted density of one unit for every 3,333 square feet of land area in the R-3 zoning district (allowing for a total of three units on the portion of the site zoned R-3) and a permitted density of 18.5 dwelling units per acre in the C-4(ECR) zoning district (allowing for a total of 18 units on the portion of the site zoned C-4(ECR)). Under the City's BMR Housing Program, the project would be required to include at least 15 percent (or three) below-market-rate units to moderate-income households. Because the project would include three units affordable to low-income households (instead of moderate-income households), which exceeds the City's requirement, the project is entitled to a density bonus under GC 65915. Pursuant to GC 65915(f)(1), since 14 percent (three of 21 residential units) are designated for low-income households, the project is entitled to a 26 percent density bonus, or six additional units. This would allow a maximum of 27 units to be developed on the site. This EIR includes an analysis of the transportation-related effects of developing 27 residential units on the site, as permitted under GC 65915, in order for decision-makers to understand the impacts on the transportation system of that higher number of units. However, the primary project analyzed in this EIR includes 26 units, as described in this Project Description.

⁵ When vehicles are parked nose-to-end in tandem, the first vehicle does not have independent access (and is "parked in"), and the second motor vehicle must move to provide access.

⁶ In other words, each proposed residential unit would have either two side-by-side parking spaces or two tandem parking spaces. 26 units x 2 parking spaces = 52 parking spaces.

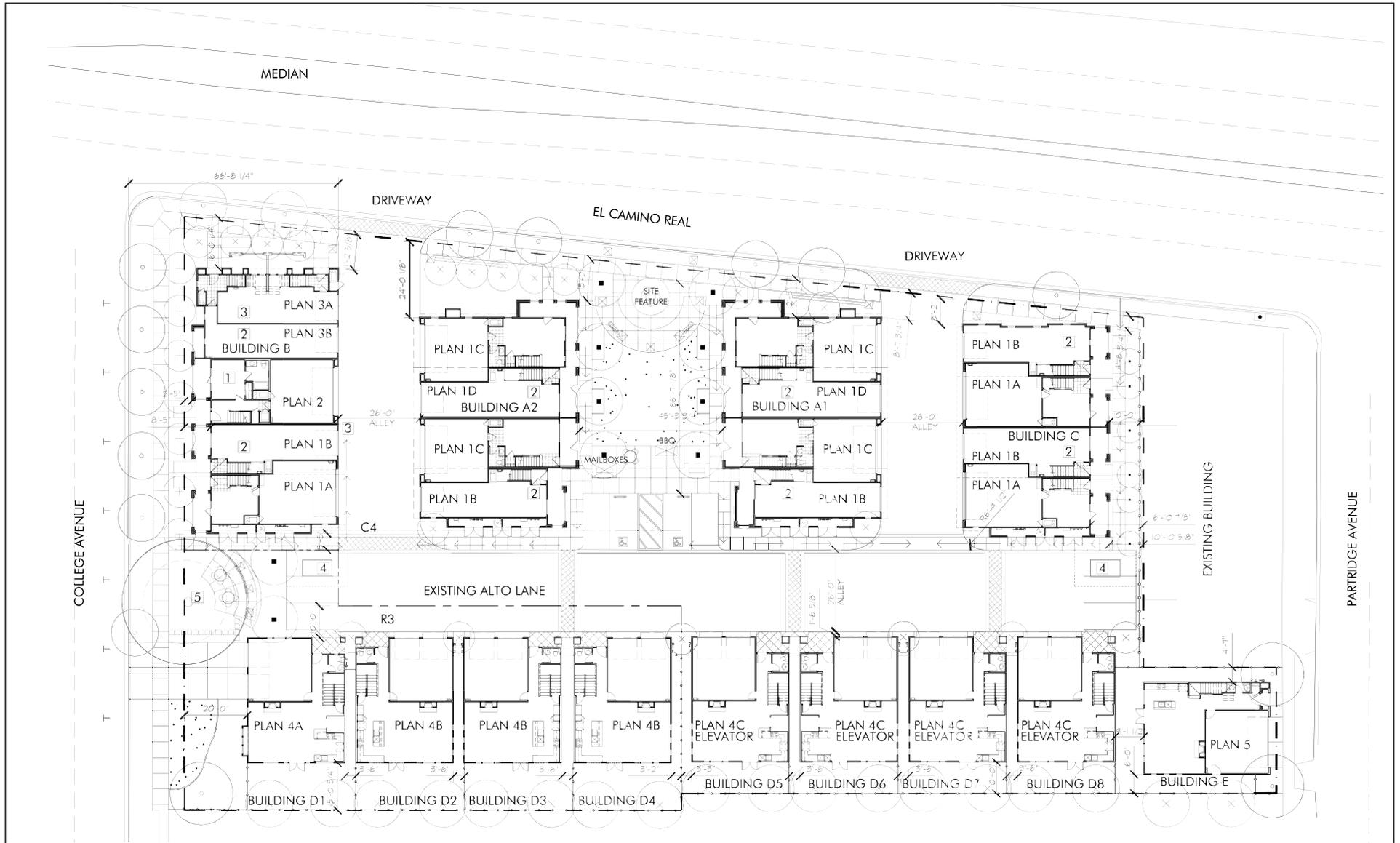


FIGURE III-3

LSA



- ← ACCESSIBLE ROUTE
- ② ACCESSIBLE STALL PER CBC 11.09A.5
- ① ACCESSIBLE UNIT PER CBC 11.02A.3.1 EXCEPTION
- ② CARRIAGE UNIT PER CBC 1107A.1.A
- ③ ACCESSIBLE ROUTE TO PRIVATE GARAGE PER CBC 11.09A.2.1 EXCEPTION 3
- ④ TRANSFORMER
- ⑤ EXISTING REDWOOD TREE

389 El Camino Real Project EIR
Site Plan

SOURCE: DAHLIN GROUP, 2011



LSA

FIGURE III-4

NOT TO SCALE

389 El Camino Real Project EIR
Streetscapes



North (Right) El Camino Real



North (Left) El Camino Real

LSA

FIGURE III-5a

NOT TO SCALE

SOURCE: DAHLIN GROUP, 2011.

389 El Camino Real Project EIR
Representative Elevations: El Camino Real

I:\CMK1001 389 El Camino Real\figures\Fig_III5a.ai (12/29/11)



BUILDING D1 - COLLEGE AVENUE



BUILDING E - PARTRIDGE AVENUE



BUILDING B - FRONT ELEVATION

LSA

FIGURE III-5b

NOT TO SCALE

389 El Camino Real Project EIR
Representative Elevations: College Avenue
and Partridge Avenue

SOURCE: MATTESON DEVELOPMENT PARTNERS, INC.; DAHLIN GROUP, 2011.

I:\CMK1001 389 El Camino Real\figures\Fig_III5b.ai (2/15/12)



BUILDINGS D2-D8

LSA

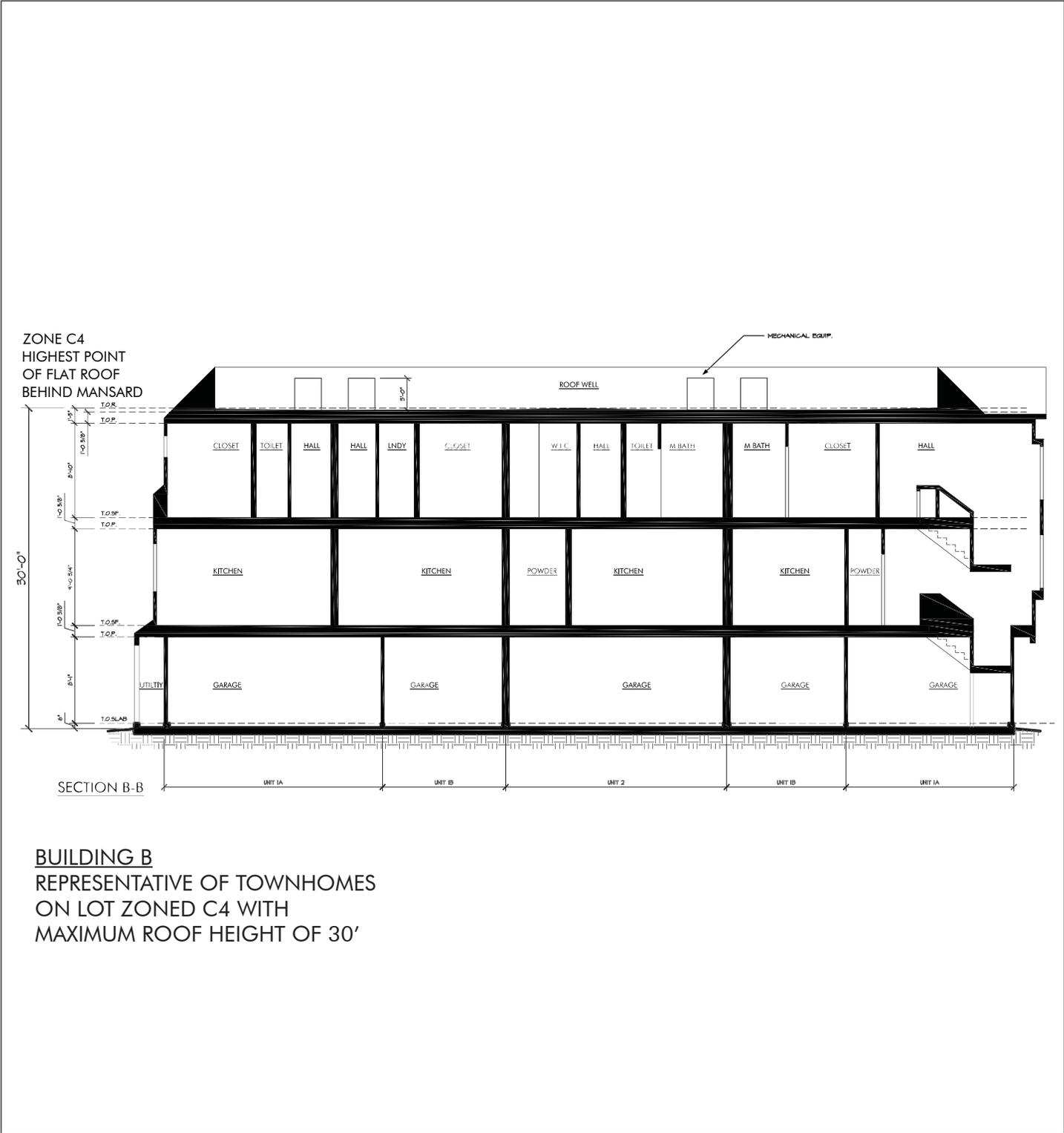
FIGURE III-5c

NOT TO SCALE

SOURCE: MATTESON DEVELOPMENT PARTNERS, INC.; DAHLIN GROUP, 2011.

I:\CMK1001 389 El Camino Real\figures\Fig_III5c.ai (2/15/12)

389 El Camino Real Project EIR
Representative Elevations: Alto Lane



LSA

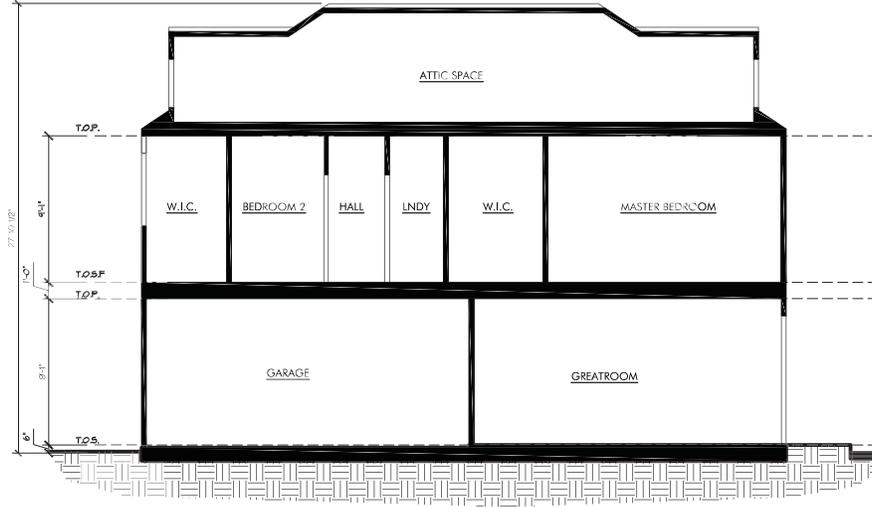
FIGURE III-6a

NOT TO SCALE

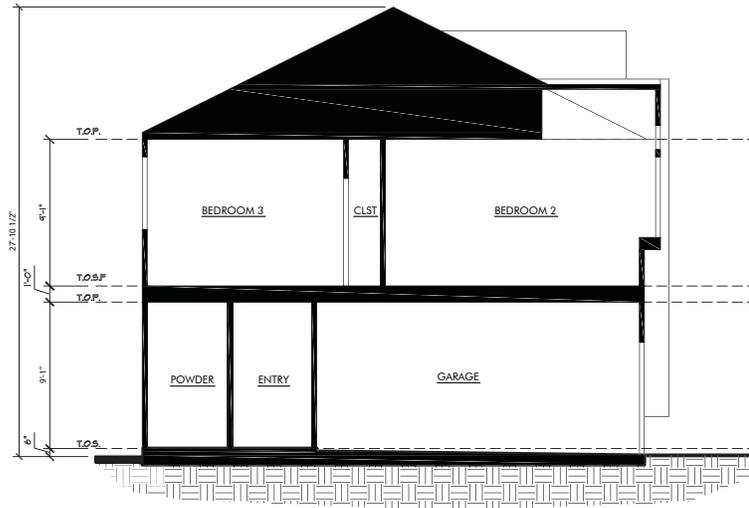
389 El Camino Real Project EIR
Representative Townhouse Sections -
College Avenue

SOURCE: MATTESON DEVELOPMENT PARTNERS, INC.; DAHLIN GROUP, 2011.

ZONE R3
 HIGHEST POINT OF
 ROOF IS BELOW 35'



SECTION A-A



SECTION B-B

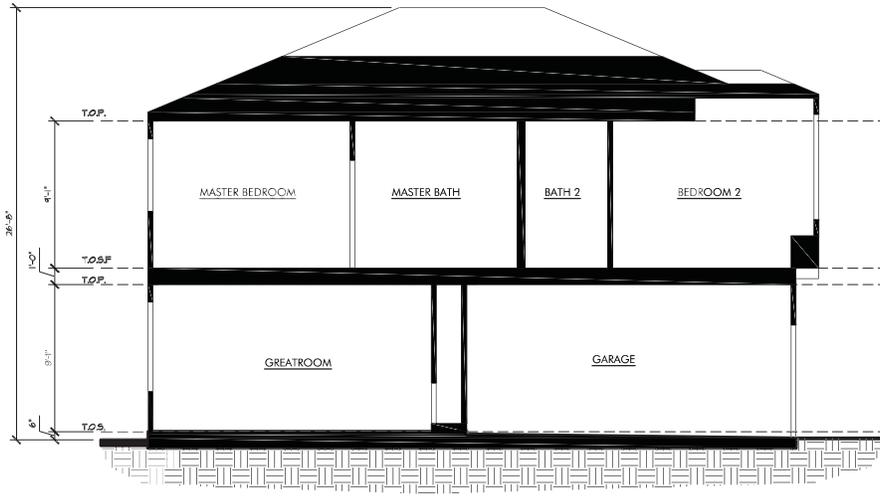
BUILDING D1
 COLLEGE AVENUE

LSA

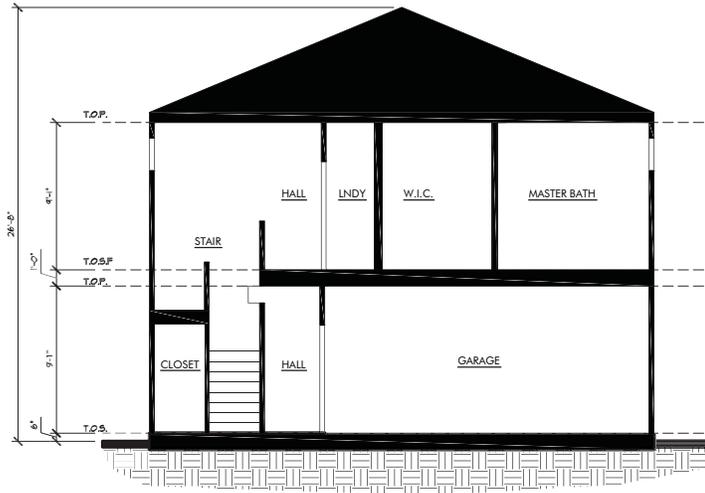
FIGURE III-6b

NOT TO SCALE

ZONE R3
 HIGHEST POINT OF
 ROOF IS BELOW 35'
 (30' FOR ZONE C4)



SECTION A-A



SECTION B-B

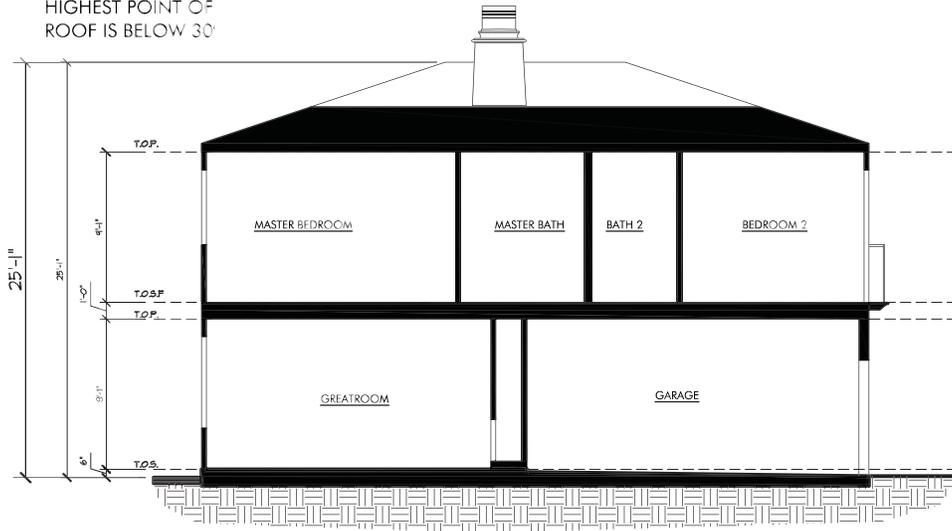
BUILDING D2
 REPRESENTATIVE OF BUILDING Ds

LSA

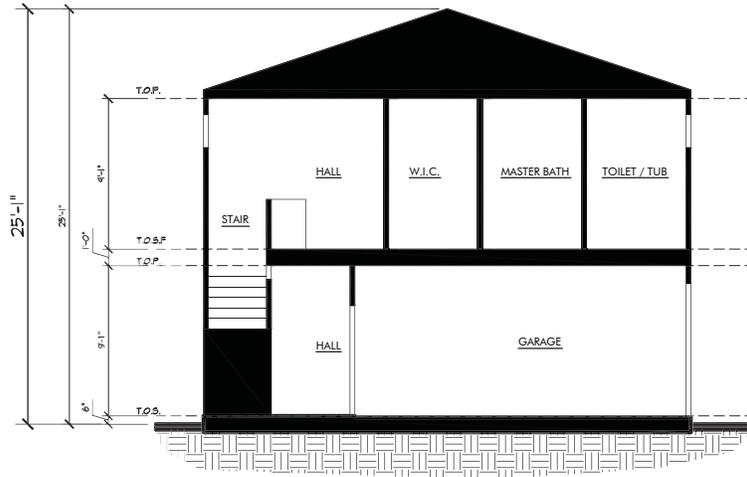
FIGURE III-6c

NOT TO SCALE

ZONE C4
 HIGHEST POINT OF
 ROOF IS BELOW 30'



SECTION A-A



SECTION B-B

BUILDING E
 PARTRIDGE AVENUE

LSA

FIGURE III-6d

NOT TO SCALE

389 El Camino Real Project EIR
 Representative Small-Lot
 Single-Family Sections - Partridge Avenue

SOURCE: MATTESON DEVELOPMENT PARTNERS, INC.; DAHLIN GROUP, 2011.

I:\CMK1001 389 El Camino Real\figures\Fig_III6d.ai (12/29/11)

Table III-1: Residential Unit Description

| Number of Bedrooms | Approximate Square Footage (sq. ft.) | Total Number of Unit Type | Percent of Total (%) |
|--------------------|--------------------------------------|---------------------------|----------------------|
| 4 | 1,934 to 2,059 | 9 | 35 |
| 3 | 1,465 to 2,011 | 15 | 58 |
| 2 | 1,316 to 1,342 | 2 | 8 |
| TOTAL | -- | 26 | 100 |

Note: Percent unit composition rounded to the nearest percent.

Source: Dahlin Group, 2011.

2. Architecture and Materials

The project buildings were designed by the Dahlin Group, an architecture firm based in Pleasanton, CA. The design of the proposed buildings is traditional, and is characterized by decorative asphalt shingle roofing, fiber-cement finishing with wood and brick/stone accents, and a sloping roofline. Architectural features of the townhouses and single-family homes would include vinyl windows, fiber-cement columns and siding, decorative steel and wood railings, French doors, brick rowlocks, wood gates, faux stone veneer, wood trellises, metal louvered utility doors, and steel sectional doors with glass lights.

3. Open Space and Landscaping

The project landscape architect is Gates Associates, a design firm based in San Ramon, CA. The proposed project includes approximately 18,315 square feet of open space (comprising approximately 34 percent of the site). As part of the project, approximately 7,256 square feet of private open space and 11,059 square feet of shared open space would be developed on the site. The private open space would be clustered in the western portion of the site, mainly around the nine small-lot single-family residential units. The common open space would include a small landscaped area near the current intersection of Alto Lane and College Avenue and a landscaped area adjacent to El Camino Real that would contain seating, a lawn, a barbecue, and a trellis.

The proposed project would remove most of the existing on-site vegetation and several street trees adjacent to the site along El Camino Real, although the one heritage coast redwood tree on the site would be preserved in-place. Landscaping on the site would include accent plantings at residential entrywalks, hedges, and street trees along the perimeter of the site. The southern property boundary would include a trellis with vines designed to screen the project site. The project includes a range of trees, shrubs, grass, groundcover, and vines which generally have a low water demand. Representative trees include manzanita (*Arbutus marina*) and Japanese maple (*Acer palmatum* 'Sango Kaku'). Representative shrubs and perennials include cast iron plant (*Aspidistra elatior*), Japanese boxwood (*Buxus m. japonica*), and New Zealand flax (*Phormium sp.*).

4. Site Access, Circulation, and Parking

Primary vehicle access to the project site would occur via El Camino Real. One 26-foot wide driveway would be located perpendicular to El Camino Real in the northeastern portion of the site. In addition, a second 26-foot-wide driveway would be located parallel to the main driveway in the southeastern portion of the site and would also connect to El Camino Real. The existing Alto Lane right-of-way



LSA

FIGURE III-7a

NOT TO SCALE

SOURCE: MATTESON DEVELOPMENT PARTNERS, INC.; DAHLIN GROUP, 2011.

I:\CMK1001 389 El Camino Real\figures\Fig_III7a.ai (12/29/11)



LSA

FIGURE III-7b

NOT TO SCALE

SOURCE: MATTESON DEVELOPMENT PARTNERS, INC.; DAHLIN GROUP, 2011.

I:\CMK1001 389 El Camino Real\figures\Fig_III7b.ai (12/29/11)

would be widened and extended south as a private street through the western portion of the site and would connect to the two main driveways extending from El Camino Real. However, vehicles would not be able to access this private street from either College Avenue or Partridge Avenue (access would only be available via the driveway extending from El Camino Real). Access to the two single-family units on College Avenue and Partridge Avenue would occur from their respective driveways. Pedestrian access would occur via sidewalks along El Camino Real, College Avenue, and within the project site.

The proposed project includes a private parking garage for each residential unit as well as uncovered visitor parking spaces. A total of 60 parking spaces would be provided on the site, including 52 private parking garage spaces (two for each residential unit, including side-by-side two-car parking garage spaces and tandem nose-to-tail two-car parking garage spaces), and eight at-grade visitor parking spaces, of which two would be compliant with the Americans with Disabilities Act (ADA). The 52 private parking spaces would consist of 34 two-car (side-by-side) parking garage spaces and 18 two-car (tandem) garage parking spaces. With the exception of two parking garages, the garages would face the proposed driveways or the extended private street (formerly Alto Lane); the other two garages would be accessed via College Avenue or Partridge Avenue. The visitor parking spaces would be situated in the interior driveways.

As part of the proposed project, the public street easement for the approximately 0.7-acre segment of Alto Lane within the project site would be abandoned by the City and conveyed to the project applicant.

5. Utilities

The following discussion describes the utilities that would be improved or installed as part of the proposed project. The project engineer is BKF Engineers, based in Redwood City, CA.

a. Water Service. Water service within the vicinity of the project site is provided by the California Water Service Company (Cal Water). An existing 6-inch water line is located along College Avenue near the northern boundary of the project site. Potable water lines (and fire hydrants) would connect to this existing line.

b. Sanitary Sewer Service. The West Bay Sanitary Sewer District provides wastewater treatment, collection, and disposal to the City. A 24-inch sanitary sewer line is located along El Camino Real near the eastern boundary of the site; an existing 6-inch line is located along Partridge Avenue near the southern boundary of the site; and an 8-inch line is located along College Avenue near the northern boundary of the site. The proposed project would connect to these existing facilities.

c. Stormwater Drainage. Stormwater generated by paved surfaces within the site would generally flow to 24-inch and 12-inch storm drain lines extending along the abandoned Alto Lane right-of-way. Trench drains would also extend roughly on an east/west alignment along the two driveways connecting to El Camino Real. Three stormwater treatment vaults would capture and treat runoff in the site. This runoff would ultimately be transferred to a 30-inch storm drain line along El Camino Real.

d. Energy and Telecommunications. Electricity and gas service to the project site would be provided by Pacific Gas and Electric (PG&E). Existing electricity and gas lines in the vicinity of the

site would serve the project. Telecommunications and cable service would primarily be provided by AT&T and Comcast, respectively, but residents could also select from other service providers.

e. **Solid Waste.** Solid waste, composting, and recycling services would be provided by Recology San Mateo County. The project would include waste, recycling, and composting receptacles for use by residents.

6. Demolition and Construction Phasing

The proposed project would result in the demolition of the two existing buildings within the project site and the removal of existing vegetation, foundations, exterior concrete flatwork, pavement, and utilities. Grading activities would include the removal of existing fills from the project site to accommodate the installation of building foundations and other sub-grade improvements. All voids remaining after the completion of demolition activities would be backfilled with compacted engineered fill, as described in the geotechnical report.⁷ Construction activities associated with the project are proposed to begin following project approval. Construction would take approximately 14 months.

7. Entitlements

Following is a summary of the entitlements that would be requested as part of the proposed project:

Environmental Review. The project would be analyzed for potential environmental impacts. This EIR provides this required environmental review.

Use Permit. A Use Permit would be required to construct three or more residential units in the R-3 zoning district and to construct residential units in the C-4(ECR) zoning district. In addition, the following development standard waivers would be required to develop the project:

- In the R-3 zone, waivers would be required to: 1) reduce the minimum rear setback from 15 feet to 3 feet 4 inches; 2) increase the maximum building coverage standard from 30 percent to 44 percent; 3) increase the maximum FAR (floor-area-ratio)⁸ standard from 45 percent to 71 percent; 4) reduce the minimum landscape coverage standard from 50 percent to 44 percent; and 5) reduce the minimum building separation standard across the C-4(ECR)/R-3 zone boundary.
- In the C-4(ECR) zone, a waiver would be required to increase the maximum FAR from 75 percent to 87 percent.

Architectural Control. Design review would be required for the proposed residential buildings and site improvements.

Tentative Map. Seven existing parcels would be merged into two lots; the public street easement for Alto Lane would be abandoned; and 26 residential condominium units would be created.

⁷ ENGEO Incorporated, 2009. *Draft Preliminary Geotechnical Assessment: 389 El Camino Real, Menlo Park, CA.* August 21.

⁸ FAR is the total square footage of a building divided by the size of the development site.

Below Market Rate Housing Agreement. A BMR Housing Agreement would provide for the development of three BMR units on the project site that would be affordable to low-income households. The City’s BMR Program is intended to increase the housing supply in Menlo Park that is affordable to households with very-low, low, and moderate incomes. The Housing Commission would review and make an initial recommendation regarding approval of the BMR Housing Agreement. The Planning Commission would then consider the Housing Commission’s guidance and make a further recommendation regarding approval. The City Council would ultimately decide whether to approve the agreement.

Application of State Density Bonus Law. If the project applicant provides affordable housing units beyond the City’s Municipal Code requirements and complies with the requirements of the State Density Bonus Law, the project applicant would be legally entitled to a density bonus and incentives pursuant to the State Density Bonus Law. The City Council would determine whether the density bonus and incentives sought by the project applicant comply with State law.

E. USES OF THIS EIR

A number of permits and approvals, including the discretionary actions listed above, would be required before development of the proposed project is able to proceed. As lead agency for the proposed project, the City would be responsible for the majority of approvals required for development. Other agencies also may have some authority related to the project and its approvals. A list of the permits and approvals that may be required by the City and other agencies is provided in Table III-2. This EIR is intended to be used by the City and other agencies when deliberating on required permits and approvals.

Table III-2: Required Permits and Approvals

| Lead Agency | Permit/Approval |
|--|--|
| City of Menlo Park | <ul style="list-style-type: none"> • Certification of EIR • Use Permit • Grading Permit • Tentative Parcel Map (Lot Merger and Major Subdivision) • Architectural Control • Abandonment of Street Easement • BMR Housing Program Agreement • Building Permit |
| Responsible Agencies | |
| San Francisco Bay Regional Water Quality Control Board (RWQCB) | <ul style="list-style-type: none"> • National Pollutant Discharge Elimination System (NPDES) permit for storm water discharge |

Source: LSA Associates, Inc., 2011.

This page intentionally left blank.