

**APPENDIX A**

**NOTICE OF PREPARATION**





**NOTICE OF PREPARATION  
OF AN  
ENVIRONMENTAL IMPACT REPORT  
FOR THE  
389 EL CAMINO REAL PROJECT  
CITY OF MENLO PARK**

**Notice is hereby given** that the City of Menlo Park will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the 389 El Camino Real Project. We are requesting comments on the scope and content of this EIR and are notifying you of an upcoming EIR Scoping Session. The format and general content of an EIR are described below. The Scoping Session is part of the EIR scoping process, during which the City solicits input from other agencies and the public on specific topics that they believe should be addressed in the environmental analysis. Please send comments on the scope of the EIR to Megan Fisher, Associate Planner, at the address listed on page 3 of this letter, or provide verbal comments at the Scoping Session (see page 3 for information on the Scoping Session). Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 30 days after receipt of this notice.

**PROJECT 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 City of Menlo Park street grid is offset from exact compass directions. For the purposes of this discussion, streets that run relatively parallel to El Camino Real and the Caltrain tracks are described as running north (toward San Francisco) and south (toward San Jose). Similarly, streets that run relatively parallel to Santa Cruz Avenue and San Francisquito Creek are described as running east (toward the San Francisco Bay) and west (toward the Santa Cruz Mountains). The location of uses, buildings, and views are described according to these directions. The site is approximately 0.4 mile northwest of Sand Hill Road (a major regional route connecting El Camino Real to Interstate 280) and 0.5 mile southeast of the Menlo Park Caltrain station and downtown Menlo Park. 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 public right-of-way, currently terminates in the northwestern portion of the site. The project site is made-up of three contiguous parcels, which include: a large vacant parking lot at 389 El Camino Real; a residential triplex building at 603 College Avenue; and a single-family residence at 612 Partridge Avenue. Two of the three triplex units on the site are currently inhabited; the remaining residential units on the site are uninhabited. The site also includes an approximately 0.07-acre segment of Alto Lane. A map showing the location of the project site is attached as Figure 1.

**PROJECT DESCRIPTION:** This project will be referred to as the “389 El Camino Real Project.” The applicant, Matteson Development Partners, Inc., has applied for the following:

**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 and increase the floor area ratio (FAR) from 55 percent to 75 percent in the C-4(ECR) zoning district.

**Architectural Control.** Design review would be required for the proposed residential buildings.

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

**Below Market Rate Housing Agreement.** A Below Market Rate (BMR) Housing Agreement would provide for the development of three on-site BMR units priced at levels affordable to low-income households, in accordance with the City’s BMR Program and Government Code Section 65915, the State Density Bonus Law.

**Environmental Review.** The project would be analyzed for potential environmental impacts. This Notice of Preparation (NOP) initiates the environmental review process.

The project would result in the demolition of the two existing buildings on the site, abandonment of the public street easement for Alto Lane on the site, and development of a 26-unit residential project and associated facilities (however, please note that the transportation analysis in the EIR will analyze

development of a maximum of 27 residential units – the number of units permitted under the State’s Density Bonus Law). The proposed 26 residential units would include nine detached single-family residential units in the western portion of the site and 17 townhouse units in the central and eastern portions of the site. The residential units would be two to three stories in height, contain three to five bedrooms, and would comprise between approximately 1,400 and 2,200 square feet of living space. All units would be for-sale, and three of the 26 units would be priced at affordable levels for low-income households, in accordance with the City’s Below Market Rate (BMR) Housing Program and the provisions of Government Code Section 65915, the State Density Bonus Law. The proposed project includes a total of 15,854 square feet of open space (comprising approximately 30 percent of the site). Revisions to the project may result in changes to the site layout, unit massing, and/or design, but the number of units would not exceed 27 and the FAR would not exceed the currently proposed 89 percent.

Vehicle access to the project site would occur via El Camino Real, except for one unit on College Avenue and one unit on Partridge Avenue. The internal site circulation system is designed in an “E” shape, with a longer driveway extending parallel to El Camino Real and three shorter driveways extending perpendicularly from the main spine towards El Camino Real. Currently, the central of the three shorter driveways would provide regular, non-emergency vehicular access to the site from El Camino Real, and the other two shorter driveways would provide emergency vehicle access with gates to preclude regular vehicle egress/ingress. However, modifications to the project could include creating two vehicular access points off El Camino Real instead of one. Pedestrian access would occur via sidewalks along El Camino Real, College Avenue, and along accessible routes that would be constructed within the project site. Presently, a total of 52 private parking garage spaces (two for each residential unit), and ten at-grade visitor parking spaces are proposed, of which two would be compliant with the Americans with Disabilities Act (ADA). While the proposed parking configuration could be slightly modified, a minimum of 59 parking spaces would be provided. Figure 2 is a site plan of the proposed project.

**INTRODUCTION TO EIR:** The purpose of an EIR is to inform decision-makers and the general public of the environmental effects of a proposed project. The EIR process is intended to provide environmental information sufficient to evaluate a proposed project and its potential to cause significant effects on the environment; examine methods of reducing adverse environmental impacts; and identify alternatives to the proposed project. The 389 El Camino Real Project EIR will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) and the *CEQA Guidelines*. The EIR will include the following:

- Summary of the proposed project and its potential environmental effects;
- Description of the proposed project;
- Description of the existing environmental setting, potential environmental impacts of the project, and mitigation measures to reduce significant environmental effects of the project;
- Alternatives to the proposed project;
- Cumulative impacts; and
- CEQA conclusions.

**PROBABLE ENVIRONMENTAL EFFECTS:** The EIR will analyze whether the proposed project would have significant environmental effects in the following areas:

- Land Use and Planning Policy; and
- Transportation, Circulation, and Parking.

Additional subject areas may be analyzed based on responses to this NOP and/or findings of the analysis.

**ENVIRONMENTAL EFFECTS NOT LIKELY TO REQUIRE FURTHER ANALYSIS:** The proposed project is not anticipated to result in significant environmental effects in the following areas:

- Aesthetics
- Agriculture and Forestry Resources

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Noise
- Population and Housing
- Public Services and Utilities/Service Systems
- Recreation

The site is completely developed and implementation of the proposed project is not expected to result in significant adverse effects in the impact areas listed above. As a result, no detailed analysis of these topics will be included in the EIR.

**ALTERNATIVES:** The EIR is also required to evaluate a reasonable range of alternatives to the project that would achieve most of the basic objectives of the project but would avoid or reduce the project's significant environmental effects. The City is currently considering analysis of the following alternatives, and is seeking input on these alternatives and other alternatives that should be evaluated as part of the EIR:

- **CEQA-Required No Project Alternative** (under which the project site would generally remain in its existing condition)
- **Baseline Zoning Alternative** (under which development would occur that is in general conformance with the site's existing zoning regulations, including three residential units on the portion of the site zoned R-3 and approximately 23,000 square feet of commercial space on the portion of the site zoned C-4(ECR))
- **Reduced Residential Alternative(s)** (under which the number of residential units would be revised to avoid any potentially significant traffic impacts or other significant impacts; more than one Reduced Residential Alternative may be evaluated, depending on the impacts identified in the EIR)
- **Mixed Use Alternative** (under which a mixture of residential and commercial uses would be developed on the site, including 22 multi-family residential units and approximately 13,400 square feet of commercial space; this alternative would require the portion of the site zoned R-3 to be rezoned to C-4(ECR))

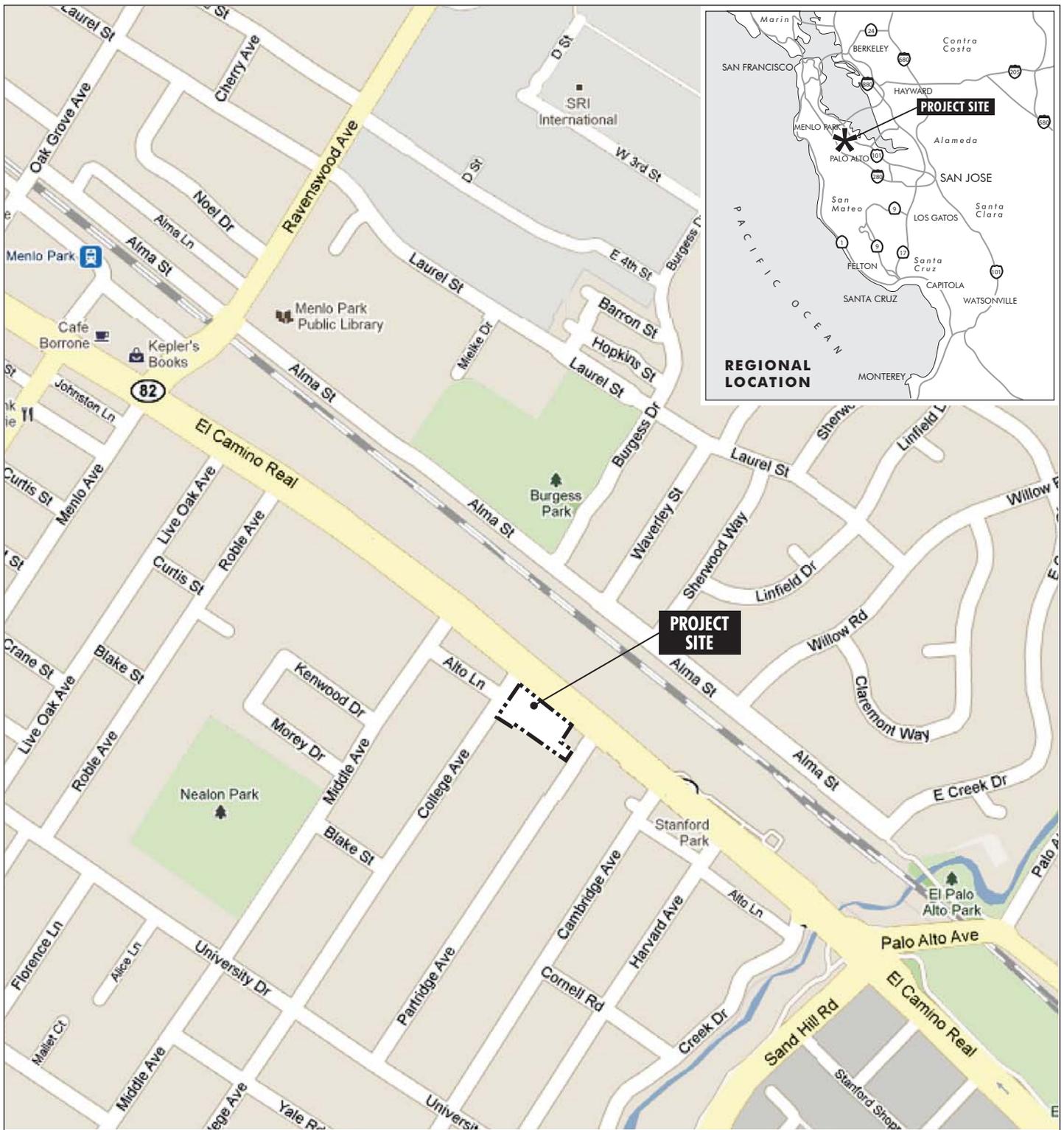
**SCOPING SESSION:** A Scoping Session is scheduled for **Monday, February 28, 2011 at 7:00 p.m., in the City of Menlo Park City Council Chambers, 701 Laurel Street.** At the Scoping Session the City will receive comments about the content of the EIR for the project. The format of an EIR and the general contents are described above. The session is part of the EIR scoping process, during which the City solicits input from other agencies and the public on specific topics that they feel should be addressed in the environmental analysis. Please provide comments on the scope of the EIR at the Scoping Session, or send your comments to Megan Fisher, Associate Planner, at the address listed below.

**LEAD AGENCY:** City of Menlo Park  
Community Development Department, Planning Division  
701 Laurel Street  
Menlo Park, CA 94025

**Contact: Megan Fisher, Associate Planner**  
(650) 330-6737  
mefisher@menlopark.org

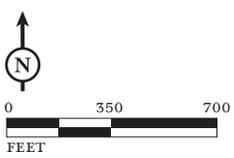
**DATE:** February 14, 2011

**SIGNATURE:**   
Megan Fisher, Associate Planner



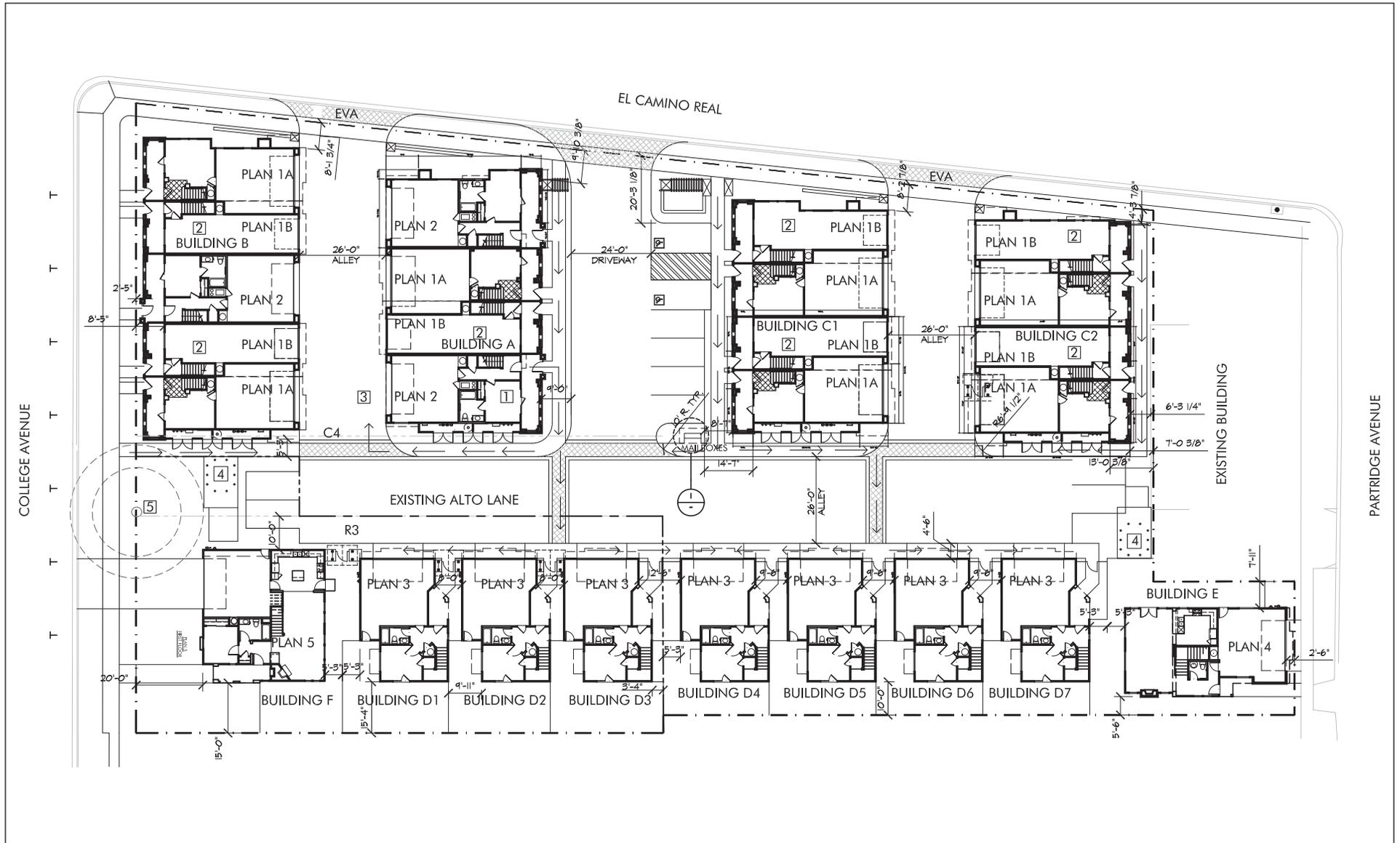
LSA

FIGURE 1



 PROJECT SITE

389 El Camino Real Project NOP  
Project Vicinity and  
Regional Location



LSA

FIGURE 2

NOT TO SCALE

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

389 El Camino Real Project NOP  
Site Plan

Megan Fisher,  
Menlo Park,  
Associate Planner  
Community Development Department  
Planning Division  
701 Laurel Street  
MENLO PARK, CA. 94025

RECEIVED  
FEB 18 2011  
CITY OF MENLO PARK  
BUILDINGS

Feb. 15, 2011

Comment concerning  
EIR Scoping Meeting  
for 389 El Camino Real:

The developer seems to  
have speculated on land  
which Exxon Corporation  
moved out of many years  
ago.

The past decades saw  
a lot of buying up of  
lots around South Menlo  
Park and the demolition  
and adding to the unit  
carrying load on properties  
around there.

The money put down on  
property is an individual's  
free choice. It should  
not be a bargaining chip  
towards rezoning the use  
of that land as pertains

To the City planning  
done in the past. That  
would be corruption.

This 389 El Camino  
lot was complementary  
to the residential neighbor-  
hoods behind it as a

drive-through service station and filling station for gasoline.

Whatever reason the Exxon Corporation decided to move out and sell, 389 El Camino Real LLC has no privileges to re-designate the property as residential.

I am resubmitting my earlier comments on this same proposal from May 2010.

I reiterate that the driveway entrance in the proposed plan would create a densely populated cul-de-sac.

This is uncomfortable as a traffic pattern and sabotages all the expensive computer activated traffic signal coordination and synchro

myation which make El  
Cabrero Road so much more  
pleasant and "green"  
at the present moment.

Sincerely

Peter M. Colby  
726 Partridge Ave  
Menlo Park

May 2010

Megan Fisher Assoc Planner Menlo Park  
89 El Camino Real

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MAY 27 2010  
CITY OF MENLO PARK  
PLANNING

After attending the public meeting May 20, 2010, I was made aware of more detail of the project.

The idea of a "pocket park" around the heritage Redwood tree at 603 College Avenue comforted the concerns I have for roots and beauty.

Somehow the idea of circulating traffic off of College Avenue had been assumed a given. The present design now drops that possibility.

This assures the Redwood trees survival but makes a dense project of twenty-six homes, all but a cul de sac.

Viewing representation posters, I was struck by the shortness of the driveway for each two car garage. The effect seems to eliminate parking off the driving lane.

With only the covered garage (FB)

RECEIVED

garage would have to open the door on a trip by trip basis.

The neighborhood within the project will get uncomfortable when various sizes of cars or trucks enter from the single access point on busy El Camino Real.

The present design offers a complex sort of cul de sac in the event of the garbage collection or a typical repair or delivery truck, delays and frustration would arise in maneuvering in and out.

Using this land on busy El Camino Real with its risks at entering and dangers to pedestrians presents a rather low quality of life for any potential buyers.

Should we not hold the parcel to a high standard of mobility which fits into this transit corridor? (F4)  
Peter Colby

