III. PROJECT DESCRIPTION

This chapter describes the 1300 El Camino Real Project (project) that is proposed by Sand Hill Property Company (applicant). A description of the proposed project's objectives and background is provided, in addition to a discussion of the intended uses of the EIR, and required project approvals and entitlements.

The approximately 3.4-acre project site is located at 1300 El Camino Real and is bounded by Garwood Way and the Caltrain railroad tracks to the north; mixed commercial and parking uses occupying the Derry Lane Project site to the east; El Camino Real to the south; and a senior residential housing complex to the west.

The proposed project would require the demolition of all structures on the project site and the construction of two new two-story buildings over an underground parking structure. The project would contain 110,065 square feet of commercial space, and parking spaces located at-grade and in a below-grade parking structure. The project would include 51,365 square feet of grocery store/market/major retail space and 58,700 square feet of non-medical office uses.

The project would include total of 422 parking spaces with 324 spaces in a sub-grade parking structure and 98 surface-level spaces. Vehicle access to the surface parking lots would occur via El Camino Real and Garwood Way, and two ramps would connect the sub-grade and ground-level parking areas. The ramps would be accessed via a driveway adjacent to Garwood Way and a drive-way in the southeast corner of the site off El Camino Real. Pedestrian access would occur via sidewalks along El Camino Real and Garwood Way. Residents from the Derry Lane project would be able to access the project site by way of one pedestrian access point along the common property line. Additionally, as part of the proposed Derry Lane project, Garwood Way, on the north side of the project site, is planned to extend from Oak Grove Avenue to Glenwood Avenue, and would remain a public thoroughfare after implementation of the project.

The project site would contain approximately 37,425 square feet of open space and landscaping, including a 6,000-square-foot interior courtyard and outdoor seating area, which would be located between the two buildings, and an 8,000-square-foot outdoor dining patio area on the east side of the building fronting El Camino Real. As part of the project, one prominent redwood tree immediately adjacent to El Camino Real would be preserved (the other prominent redwood tree is considered a "high hazard specimen" in the Tree Survey prepared for the site and would be removed).

The proposed project, along with the adjacent Derry Lane residential development, would serve as a transition between the dense commercial and residential development in downtown Menlo Park and the lower-density, predominantly single-family residential neighborhoods north of the project site.

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 3.4-acre project site is located at 1300 El Camino Real in the City of Menlo Park (City) in San Mateo County. The site is located approximately 700 feet to the northwest of Santa Cruz Avenue in downtown Menlo Park and approximately 1,000 feet to the west of the Menlo Park Caltrain station and immediately west of the proposed Derry Lane project. The Derry Lane project was approved by the City Council on August 29, 2006 but was the subject of a referendum effort. A settlement agreement between the project applicant and the referendum sponsors was reached in the Spring of 2007 and a revised project is proceeding through the planning review process (see the "Background Information" section for additional detail). Figure III-1 shows the project site's local and regional location.

Currently, the project site is occupied by a former Cadillac dealership. The five stand-alone and connected buildings on the site (comprising approximately 30,000 square feet of interior space) were constructed in 1967 and were occupied by several different car dealerships prior to the closing of the Cadillac dealership. The site is bounded by a Caltrain right-of-way on the north, commercial uses and a vacant lot used for parking to the east, El Camino Real to the south, and senior residential and commercial uses to the west.

Regional vehicular access to the project site is via U.S. Highway 101 (US 101), Willow Road, Laurel Street, Oak Grove Avenue, Garwood Way, and El Camino Real (CA 82). Transit access to the project site is provided via SamTrans buses and via Caltrain, which provides regular service to Menlo Park on its San Francisco – San Jose line (with limited service farther south to Gilroy). Garwood Way currently terminates adjacent to the northeast corner of the project site.

2. Site Characteristics and Current Site Conditions

The project site includes six legal parcels and two assessor parcels. All parcels are owned by Sand Hill Property Company, the project applicant. The project site contains five buildings formerly used for a Cadillac dealership, and associated parking areas. The Garwood Way right-of-way, which is located adjacent to the project site, is owned by the City. The right-of-way is proposed to be occupied by an extension of Garwood Way connecting Glenwood Avenue to Oak Grove Avenue.

Buildings associated with the former Cadillac dealership generally occupy the central portion of the site. The remainder of the site is used for parking, and 95 percent of the site is covered with impervious surfaces; pervious surfaces include a small landscaped strip in the southwest corner of the site.

Of the 25 trees on the project site, three are heritage trees and the remainder are non-heritage trees. There are six trees along the Garwood Way right-of-way adjacent to the project site, including five heritage trees.

The project site is located along the El Camino Real corridor, a major commercial district in Menlo Park. Today, many of the commercial uses along El Camino Real are oriented to automobile access,

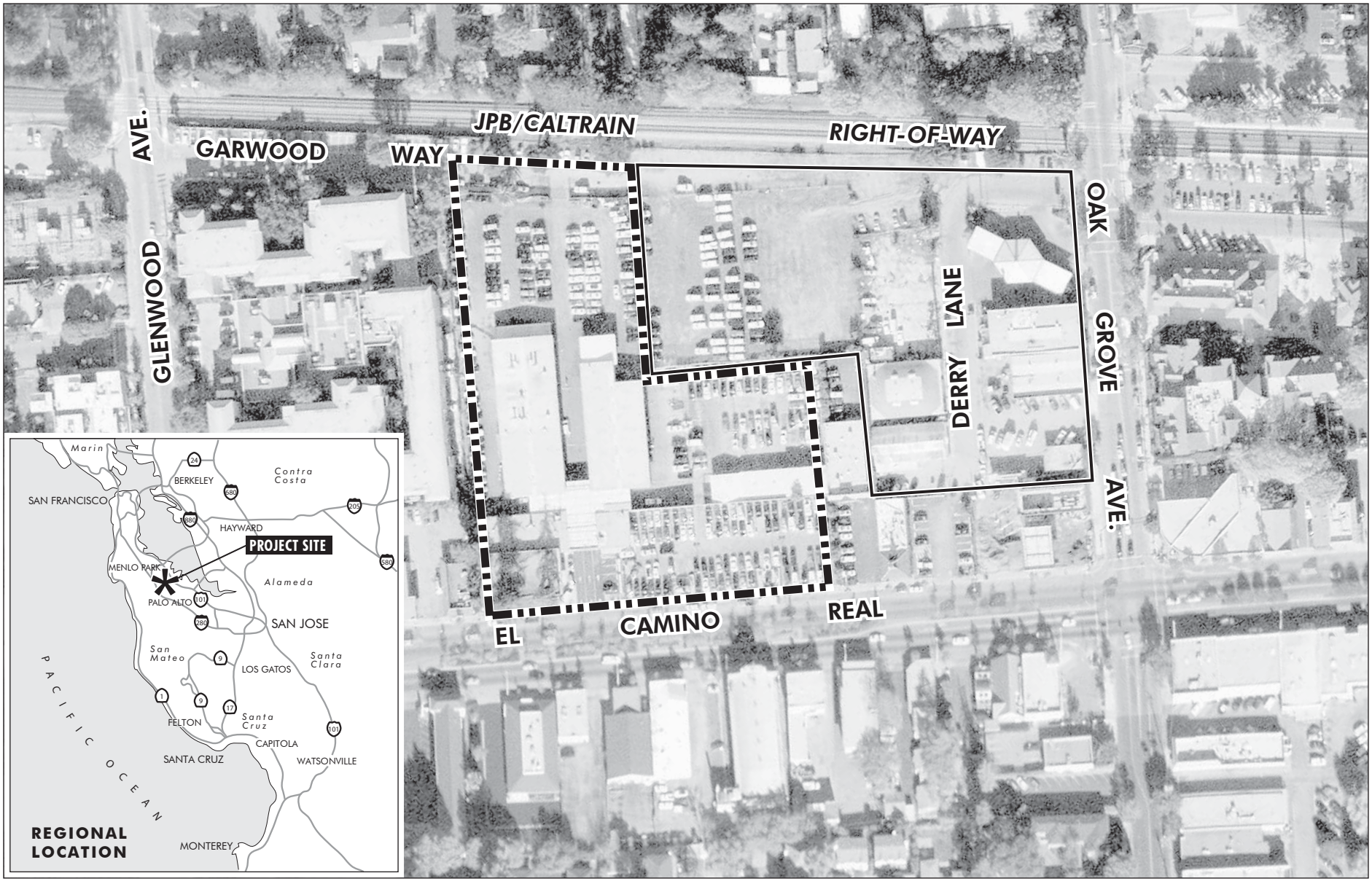

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FIGURE III-1

1300 El Camino Real Project EIR
Project Site Location

SOURCE: GLOBEXPLORER, 2005.

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with parking adjacent to the street. However, the City is undertaking an effort to enhance pedestrian access along the corridor, as individual parcels are redeveloped. The project site is surrounded by the Glenwood Inn (a senior residential apartment complex), Naomi Sushi Restaurant, Holistic Health Center, Ten Fu Chinese Restaurant, and a 76 Gas Station to the west; the Caltrain tracks, with predominantly multi-family residential uses beyond the tracks, to the north; the Derry Lane Mixed-Use Development project site, a hair salon, restaurant, and hair salon to the east; and El Camino Real, with commercial uses beyond, to the south.

B. BACKGROUND INFORMATION

This subsection includes a discussion of potential rail/roadway grade separations and rail electrification in Menlo Park, and the Derry Lane Mixed-Use Development, which is proposed east of the 1300 El Camino Real project site.

1. Rail/Roadway Grade Separation

Due to increased rail operations, community concern for the safety of road/rail crossings, noise associated with train horn noise and crossing bells, disruption in emergency service across the rail line, and increased traffic at rail crossings, the City authorized a study to evaluate alternative ways of creating safe rail/roadway grade separations in Menlo Park. If approved and implemented by the City and the Peninsula Corridor Joint Powers Board (JPB), a grade separation could be developed at the four roadway crossings of the Caltrain line within the City, including the crossing at Oak Grove Avenue and Glenwood Avenue, to the northeast and northwest of the project site, respectively. The Menlo Park Grade Separation Feasibility Study[1] identified the following six ways to grade-separate the roadway crossing of the tracks:

- leave the roads at grade and depress the tracks below the roadways;
- leave the tracks at grade and elevate the roadways over the tracks;
- leave the tracks at grade and depress the roadways beneath the tracks (deep dip alternative);
- partially elevate the tracks and partially depress the roadways (split alternative);
- partially depress the tracks and partially elevate the roadways; or
- leave the roadways at grade and elevate the tracks above the roadways.

The report identified partial elevation of the tracks and partial depression of the roadway as the most feasible grade separation alternative in terms of effects to the community, feasibility of construction, right-of-way requirements, and cost. Caltrain is continuing a system-wide study of grade operation alternatives, and the Menlo Park City Council is gathering information and input about possible grade separation alternatives via study sessions. One variable that could affect future grade separation is a plan to implement State-wide high-speed rail service. If high-speed rail service is implemented along the Caltrain tracks in Menlo Park, grade separation would be necessary. Proposition 1A, which was approved by California voters in November 2008, authorizes the issuance of $9.95 billion in bonds to

[1] BKF Engineers, 2004. Report to City Council on Menlo Park Grade Separation and New Station Feasibility Study. June 5.

establish high-speed rail service between southern California, the Sacramento-San Joaquin Valley, and the Bay Area.

Caltrain is also considering converting its train service from diesel-hauled to electric-powered trains throughout the entire Caltrain corridor, which extends from San Francisco to Gilroy. Caltrain would electrify the line using an overhead catenary (overhead conductor) system. Electrification would allow Caltrain to increase service while reducing engine noise and localized air pollution.

2. Derry Lane Mixed-Use Development

The Derry Lane Mixed-Use Development is a transit-oriented mixed-use project proposed on a 3.45-acre site immediately to the east of the 1300 El Camino Real project site; an EIR for that project was certified by the City Council in August 29, 2006. However, in October 2006, project opponents presented the Menlo Park City Clerk with 3,000 voter signatures that required the City Council to either rescind two amendments to the Menlo Park Zoning Ordinance that are required for implementation of the Derry Lane project, or to hold a referendum on the zoning amendments.[2] The City Council did not take action on the referendum, in order to provide the project applicant and referendum group with the opportunity to reach a settlement. In May 2007, the project applicant and referendum group announced a settlement, and revised plans for the project were submitted in September 2007. Even further revisions were submitted in 2008. The currently-proposed Derry Lane project would include the following key components:

- *Residential*. A total of 108 residential units would be developed. The residential units would be located in three-story buildings. One-, two-, and three-bedroom units are proposed. Approximately 15 percent of the units (16) would be available at below market rates.
- *Commercial*. Approximately 25,000 square feet of commercial uses would be developed. Commercial uses would include office and ground-floor retail spaces on three floors of buildings fronting Oak Grove Avenue.
- *Public Plaza, Courtyards and Streetscape Improvements*. A public plaza is proposed adjacent to Oak Grove Avenue in the northeast corner of the project site. Courtyards, including fountains and landscaping, would be developed throughout the site and trees would be planted along Oak Grove Avenue and Garwood Way.
- *Parking*. A total of 301 parking spaces would be provided within the project site in fully or partially subterranean parking and additional surface spaces would be constructed along Oak Grove Avenue and Garwood Way. Garwood Way would be renamed Derry Lane from Glenwood Avenue to Oak Grove Avenue as part of the project. (This EIR includes an analysis of the project's effects if Garwood Way is not extended to Oak Grove Avenue.)

[2] Assumptions regarding development of the Derry Lane Mixed-Use Development are addressed in the relevant topical sections of this Draft EIR, including Section IV.E., Transportation, Circulation and Parking.

C. PROJECT OBJECTIVES

The main objective of the project applicant is to develop a commercial project that is economically feasible and meets future anticipated market demand in Menlo Park for retail and office space. Other project objectives are as follows:

- Redevelop an underutilized site to create a vibrant development that complements the immediate neighborhood and downtown Menlo Park;
- Create development that enhances the visual and community character of the neighborhood;
- Create a commercial development that encourages the use of public transportation by virtue of its proximity to the Menlo Park Caltrain station; and
- Provide opportunities for local-serving retail and office activity.

D. PROPOSED PROJECT

This EIR considers the environmental effects of the 1300 El Camino Real Project. The following discussion provides a detailed description of the components of the project.

The 1300 El Camino Real Project would consist of the demolition of all structures currently on the project site, and the construction of two new buildings, an underground parking structure, and associated open space. The buildings would be two stories above-grade and would front on either El Camino Real or Garwood Way. The buildings are proposed to have a maximum height of 40 feet. The front building would have an approximately 23-foot setback off of El Camino Real, and, as viewed from El Camino Real, a 10-foot left side setback and a 144-foot right side setback. The rear building would have an approximately 24-foot setback off Garwood Way, and as viewed from El Camino Real, a 70-foot left side setback and a 9-foot right side setback.

The design of the proposed buildings is loosely evocative of California Mission style, with roof tiles, stucco/stone finish, and a gently sloping roofline. The portion of the building occupied by the grocery store/market/major retail space would feature horizontal wood siding, a metal railing, wood or canvas awnings, and street front windows. Figures III-2 (a, b, and c) through III-4 show the site plan, representative building elevations, and representative building sections, respectively.

a. Commercial Uses. The applicant is considering two different commercial use options, although the EIR analyzes the environmental effects of the maximum development scenario (51,365 square feet of retail uses and 58,700 square feet of non-medical office). As part of the proposed development, one building would face El Camino Real (the El Camino Real building) and would contain grocery store/market/major retail uses on the ground floor with office space on the second floor. The other building would face Garwood Way (the Garwood Way building) and would contain office space on both floors. The two project variants are summarized below:

<u>Variant 1</u>

- Grocery Store/Market (15,000 square feet) with associated on-site alcohol sales
- Retail/Restaurant (11,365 square feet) with associated on-site alcohol sales
- Health and Fitness Club with associated spa, including sports massage (25,000 square feet)
- Non-medical Office (58,700 square feet)

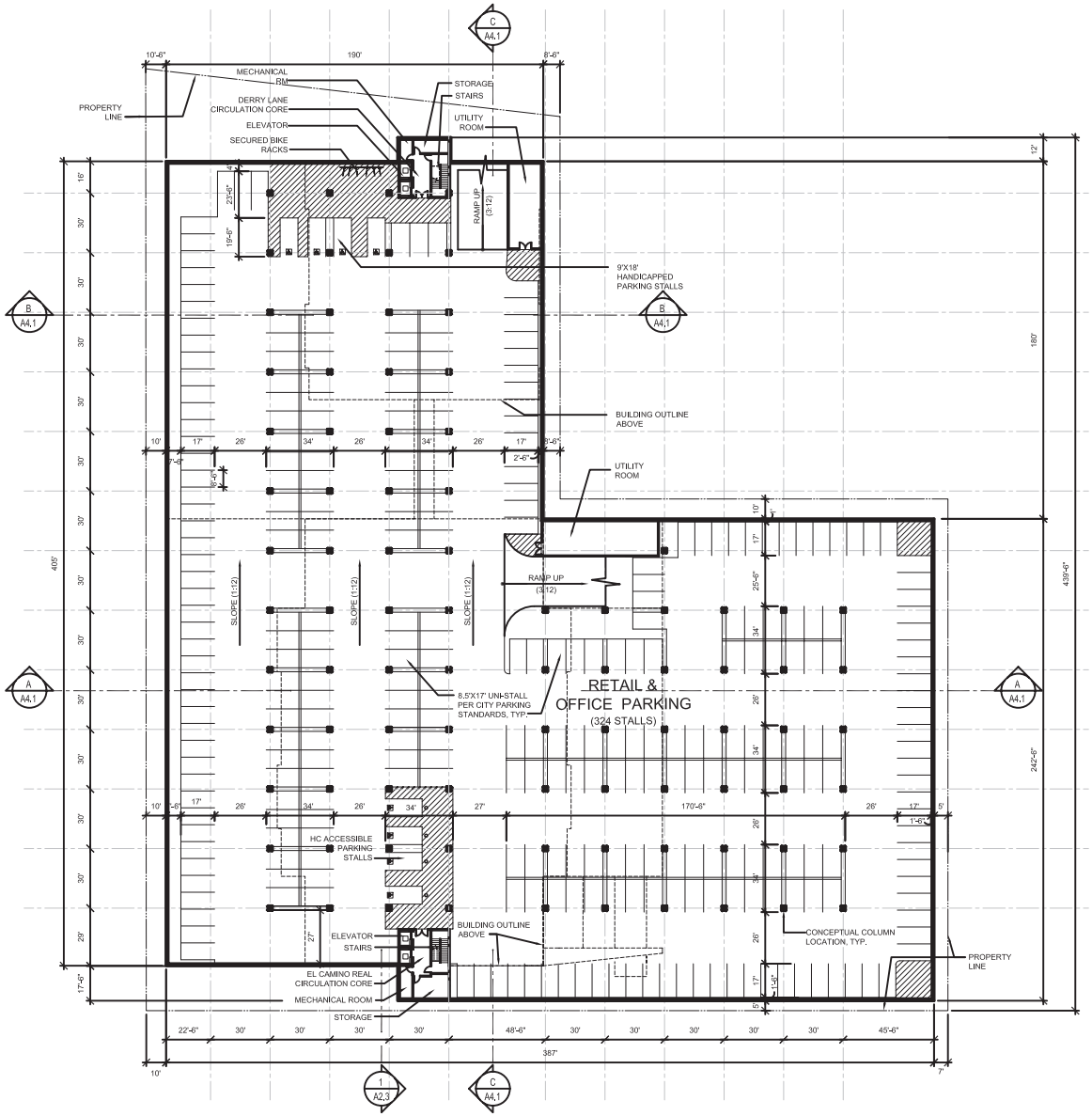

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FIGURE III-2a

1300 El Camino Real Project EIR

Site Plan - Basement Level

SOURCE: KENNETH RODRIGUES & PARTNERS, INC., 2008

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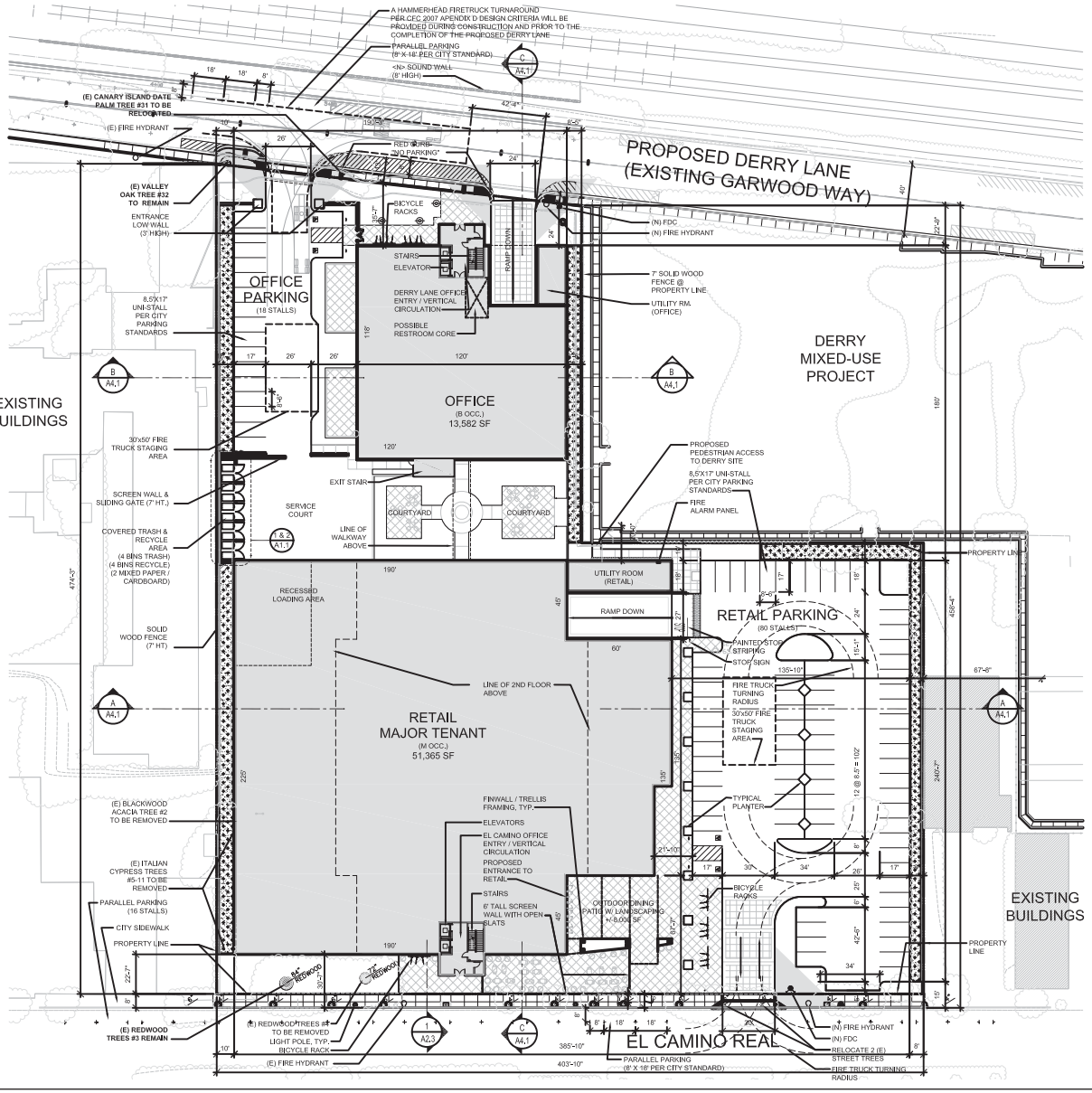

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FIGURE III-2b

1300 El Camino Real Project EIR

Site Plan - Ground Level

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SOURCE: KENNETH RODRIGUES & PARTNERS, INC., 2008

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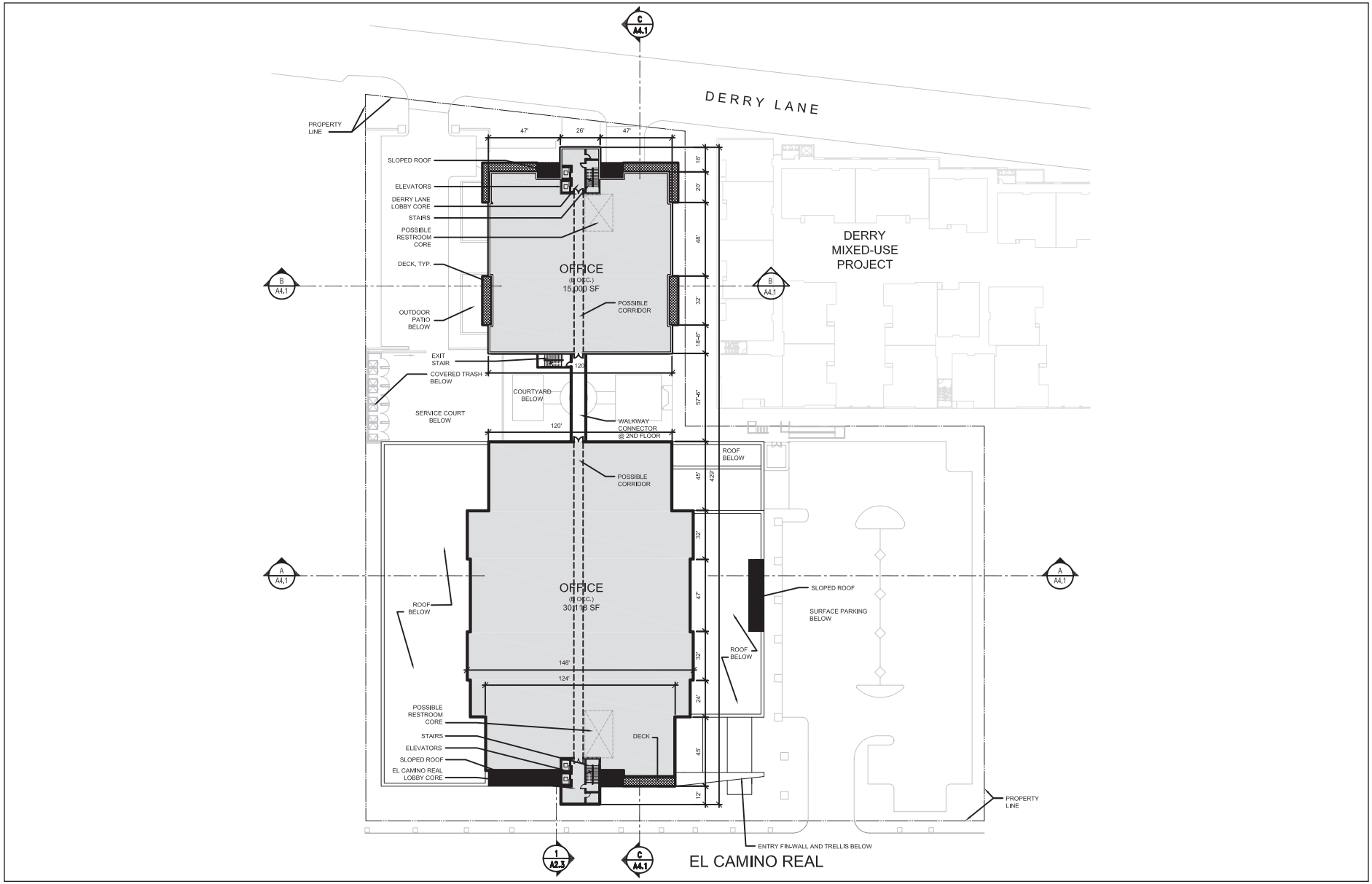

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FIGURE III-2c

1300 El Camino Real Project EIR

Site Plan - Second Level

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SOURCE: KENNETH RODRIGUES & PARTNERS, INC., 2008

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FIGURE III-3

1300 El Camino Real Project EIR
Building Elevations

NOT TO SCALE

SOURCE: KENNETH RODRIGUES & PARTNERS, INC., 2008

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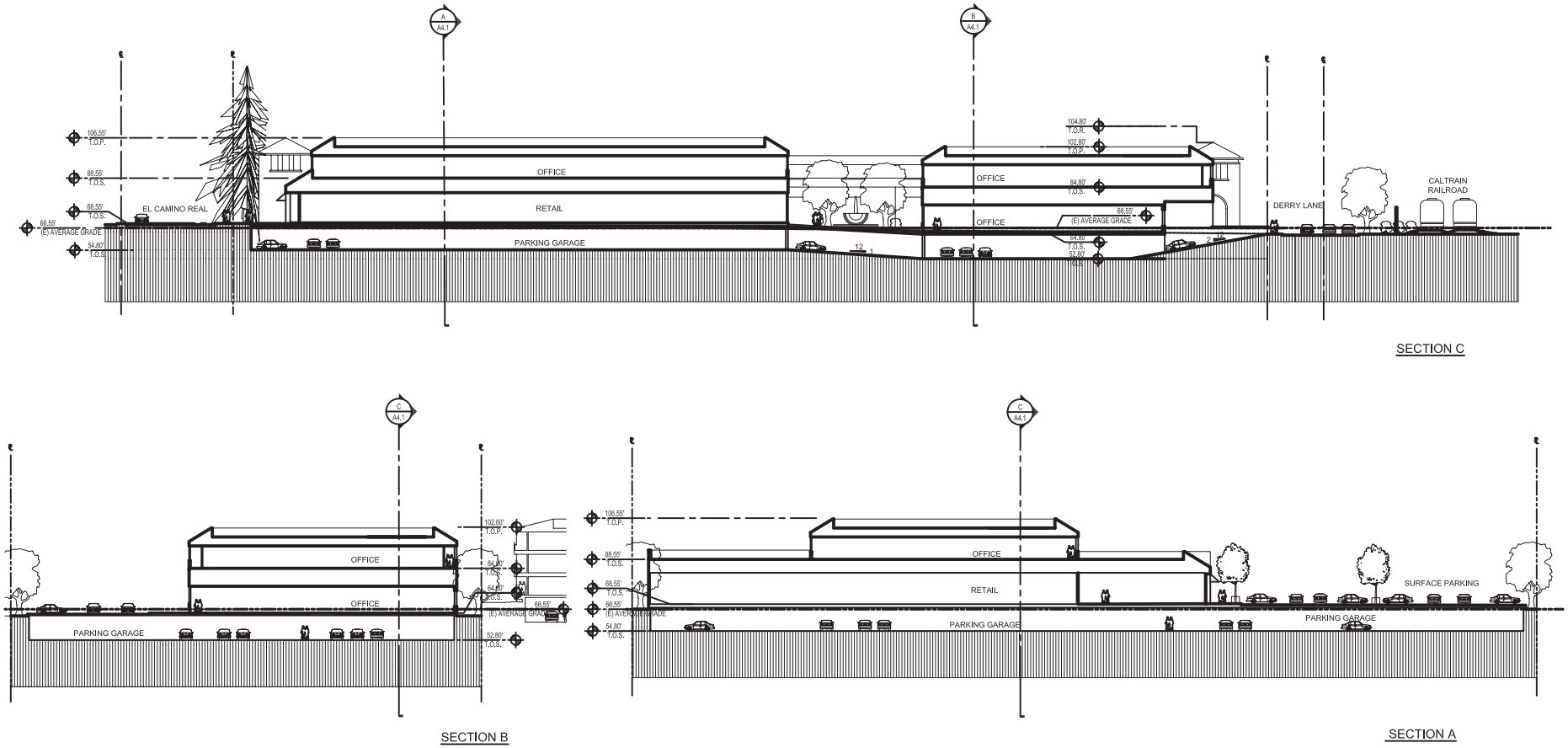

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FIGURE III-4

NOT TO SCALE

1300 El Camino Real Project EIR
Building Sections

SOURCE: KENNETH RODRIGUES & PARTNERS, INC., 2008
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Variant 2

- Retail/Restaurant (26,365 square feet) with associated on-site alcohol sales
- Health and Fitness Club with associated spa, including sports massage (25,000 square feet)
- Non-medical Office (58,000 square feet)

Both Variants 1 and 2 would include the same amount of square footage for office space (58,700 square feet) and health and fitness club space (25,000 square feet). Other characteristics, such as building layout and architecture, would remain the same. One key difference between the two variants is that in Variant 1, 15,000 square feet of building space would contain a major tenant, such as a grocery store or market, and 11,365 square feet would be occupied by retail or restaurant uses. Under Variant 2, 26,365 square feet of building space would be occupied by smaller-scale businesses, including cafes and restaurants. In all three options, the office space would be located in the building fronting Garwood Way and the second floor of the building fronting El Camino Real, and the non-office uses would be located in the ground floor of the building fronting El Camino Real.

b. Outdoor Space. The Guzzardo Partnership, Inc. served as the landscape architect for the project. The outdoor space proposed for the project site includes a courtyard located between the two proposed buildings, and other landscaped areas. The total square footage of all landscaped areas in the project site would be approximately 37,425 square feet. Refer to Figure III-5 for the project landscape plan.

The courtyard would provide outdoor open space for occupants and clients of on-site office or grocery store/market/major retail uses. In addition, the space would act as the interior focus of the project site. The courtyard would include decorative pavers, a water feature, and planting areas, in addition to tables and chairs. The courtyard would also separate the El Camino Real building and the Garwood Way building.

The project includes the expansion of the existing sidewalk along and adjacent to the El Camino Real right-of-way to approximately 8 to 18 feet in width. The current sidewalk on El Camino Real in front of the project site is approximately 7 feet wide. The project also includes plans for a possible outdoor dining area. Existing sidewalks along the south side of Garwood Way would be replaced after construction of the proposed project. In addition, the preliminary landscape plan includes trees located in tree planters in the surface level parking lots and around the El Camino Real and Garwood Way buildings.

Of the 25 trees on the project site, three are heritage trees and the remainder consists of non-heritage trees. Two heritage trees (one blackwood acacia, which is a potentially hazardous specimen, and one coast redwood, which is a high hazard specimen) would be removed. One heritage tree (a coast redwood) would be preserved. Ten of the non-heritage trees on the project site would be removed, including two sycamore trees adjacent to El Camino Real (a total of 13 sycamore trees are currently located adjacent to El Camino Real).[3]

[3] The Guzzardo Partnership, 2008. *Preliminary Landscape Plan*. August 29.

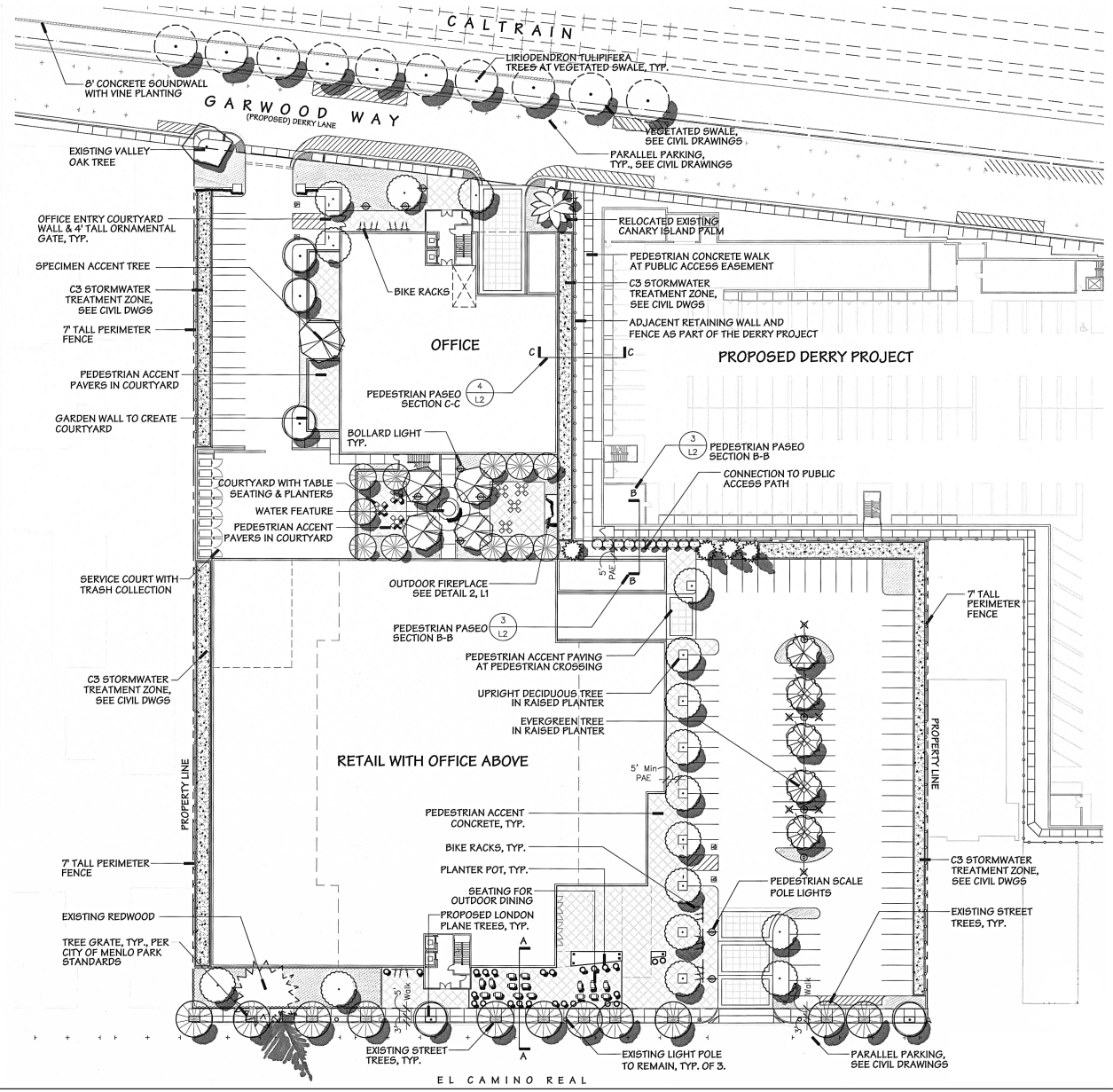

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FIGURE III-5

1300 El Camino Real Project EIR

Preliminary Landscape Plan

SOURCE: GUZZARDO PARTNERSHIP, INC., AUGUST 29,2008

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There are five trees along the Garwood Way right-of-way adjacent to the project site, all of which are heritage trees. Two heritage oak trees would be preserved; one heritage palm tree would be relocated; and the remainder of the trees (three oak trees, all of which are heritage trees) would be removed.[4]

c. Architecture and Materials. The project buildings were designed by Kenneth Rodrigues and Partners, Inc. The architectural style of the project is California Mission style. Based on preliminary architectural renderings and design imagery provided by the project architect, building design would feature tiled roofs, stucco and stone finish, and a gently sloping roofline. The portion of the building occupied by grocery store/market/major retail uses would feature horizontal wood siding, a metal railing, wood or canvas awnings, and street-front windows.

d. Site Access, Circulation, and Parking. Vehicle access to the surface parking lots would occur via El Camino Real and Garwood Way, and two ramps would connect the sub-grade and ground-level parking areas. The ramps would be accessed via a driveway adjacent to Garwood Way and a drive-way in the southeast corner of the site off El Camino Real. Pedestrian access would occur via sidewalks along El Camino Real and Garwood Way. Residents from the Derry Lane project would be able to access the project site by way of one pedestrian access point along the common property line. Additionally, as part of the proposed Derry Lane project, Garwood Way, on the north side of the project site, is planned to extend from Oak Grove Avenue to Glenwood Avenue, and would remain a public thoroughfare after implementation of the project.

All the parking on the site would be accommodated by an underground parking garage and by surface parking spaces. The project applicant proposes to provide parking on the site based on the following use-based ratios, which the applicant will support with a parking study: 5 spaces per 1,000 square feet of retail uses and 3.3 spaces per 1,000 square feet of office uses. Parking would be further reduced by 6.6 percent based on the assumption that spaces allocated for grocery store/market/major retail and office uses would be shared. Thus the project would include 422 parking spaces, including 98 spaces in at-grade lots and 324 spaces in a below-grade garage. The existing parking standards in the C-4 (ECR) Zoning District, dictate the provision of 6 parking spaces per 1,000 square feet of commercial uses, which would equate to 660 parking spaces on the project site.

The project would include 23 bike parking spaces, including nine spaces adjacent to the El Camino Real sidewalk, eight spaces adjacent to Garwood Way, and six spaces in the sub-grade parking garage. A Transportation Demand Management Program would be created for the proposed project and would encourage the use of alternative modes of transportation through the following measures:

- Preferential carpool parking;
- Bicycle-parking areas for visitors and employees. All bicycle parking would be located in convenient, safe and well-lit areas with maximum space for ingress and egress of bicycles;
- An on-site transportation coordinator for office uses;
- Employee transportation flyers;
- Annual mode-use surveys to determine and better focus transportation coordination efforts;

[4] Ibid.

- Caltrain and SamTrans ridership promotion through an on-site transportation kiosk and project website;
- Contribution to the Menlo Park Shuttle Service; and
- Project-specific SamTrans maps, ride-matching information, and bicycle maps and resources provided at the on-site transportation kiosk and project website.

e. Entitlements. Following is a discussion of the entitlements that would be requested as part of the proposed project.

(1) Rezoning. The current designation of the project site in the City Zoning Ordinance is General Commercial Applicable to El Camino Real (C-4 (ECR)). The proposed project would change the zoning designation of the site to Planned Development (P-D). The proposed zoning designation change would establish specific development regulations for the construction of the two-story buildings and all the design elements and parking spaces associated with the project. In addition, rezoning to P-D allows a project to depart from the development regulations of the existing zoning district, with the exception of density and intensity, allowing for innovative design. Another purpose of the P-D zone is to consolidate smaller parcels to allow for comprehensive site planning.

Table III-1 compares the proposed P-D district zoning change to the existing C-4 (ECR) district.

Table III-1: Development Regulation Comparison

	Proposed P-D District Development Standards	Existing C-4 (ECR) District Development Standards
Setbacks		
Front (El Camino Real)	18 foot minimum	0 feet
Rear (Garwood Way)	24 foot minimum	0 feet
Sides	8 foot minimum	0 feet
Height	40 foot maximum	30 foot maximum
Floor Area Ratio (FAR)		
Office	40 percent	40 percent maximum
Other	35 percent additional	35 percent maximum additional
Total	75 percent	75 percent maximum with use permit
Coverage	~ 44 percent	0 percent maximum
Paving	~ 30 percent	0 percent minimum
Landscaping	~ 26 percent	10 percent minimum
Parking	422 spaces (parking study to confirm adequacy)	6 spaces per 1,000 square feet 661 spaces

Source: LSA Associates Inc., 2007. Based on City of Menlo Park Zoning Ordinance.

(2) Planned Development Permit. The Planned Development Permit would establish specific development regulations and architectural designs for the construction of 51,365 square feet of grocery store/market/major retail space and 58,700 square feet of office space.

(3) Subdivision. The six legal parcels comprising the project site would be merged into one parcel and then subdivided into up to four commercial condominium units.

(4) Below Market Rate Housing Program Agreement. Payment of in-lieu fees associated with the City's Below Market Rate (BMR) Housing Program is required for any new commercial

development of 10,000 square feet or more in order to mitigate the demand for affordable housing created by the commercial development. If the developer is unable to build on-site affordable housing units, then the developer is required to pay a commercial in-lieu fee, which is deposited into the BMR Housing Fund. As of February 2009, the in-lieu fee is $13.80 per square foot of new gross floor area for office uses and $7.50 per square foot of new gross area for all other commercial and industrial uses. [5]

(5) Heritage Tree Removal Permit. Heritage tree removal permits would be required for two on-site trees and three trees within the Garwood Way right-of-way. The trees would be replaced, in accordance with the Menlo Park Heritage Tree Ordinance, at a 2:1 ratio.

f. Utilities. The following discussion describes utilities that would be improved or installed as part of the proposed project.

(1) Water Service. There is currently a 36-inch water main located within a 40-foot-wide City and County of San Francisco water line easement to the north of the project site. This water main and easement would remain as part of the project. The proposed project would be served by a new 8-inch water supply line (potentially up-sized to 10 or 12 inches) along Garwood Way. The 8-inch line along Garwood Way would connect to a 8-inch line along Glenwood Avenue and an 8-inch line along Oak Grove Avenue, both of which could be upgraded based on a water demand analysis by the California Water Service Company, which provides water to the project site. A fire hydrant would be placed at the project site along Garwood Way. The project would also be served by existing fire hydrants located along El Camino Real.

(2) Sanitary Sewer Service. Existing sanitary sewer service for the project site is provided via a 6-inch sewer main that runs under the project site and Glenwood Inn property. The system connects to the 15-inch sewer main on private property that runs parallel to Glenwood Avenue, northwest of the project site. Based on correspondence with the West Bay Sanitary District, the project sponsor would be required to upsize the existing sanitary sewer main to 8 inches as part of the project.[6]

(3) Storm Water Drainage. Storm drainage infrastructure on the project site would be built in accordance with the recommendations of the project Storm Drainage Report prepared by BKF Engineers. Storm water management features would include raised planters and pervious paving. A 24-inch storm drain line would be installed on Garwood Way in conjunction with the Derry Lane project. The project's on-site storm drain system would connect to the 24-inch line.

(4) Electric, Gas, Telephone and Cable Service. 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. Telephone and cable service would be provided by AT&T and Comcast, respectively.

[5] Menlo Park, City of, 2007. For Commercial Developers: Summary of Below Market Rate Housing Program. http://www.menlopark.org/departments/hsg/bmrCommercialInfo.pdf. Viewed October 17.

[6] Kitajima, Bill, 2006. Projects Manager, West Bay Sanitary District. Letter to Megan Fisher, Community Development Department, City of Menlo Park. December 6.

g. Demolition and Construction Phasing. The proposed project would result in the demolition of all the existing buildings within the project site and the removal of existing foundations, slab-on-grade floors, exterior concrete flatwork, pavement, and utilities. All voids remaining after the completion of demolition activities would be back-filled with engineered fill, as described in the geotechnical report.[7] Grading activities would include the removal of existing fills from the project site to accommodate the installation of building foundations and other underground improvements.

Construction activities associated with the proposed project are proposed to begin following project approval. Construction would take approximately 18 months. It is anticipated that all components of the proposed project would be constructed in one phase.

E. USE OF THIS EIR

It is anticipated that this EIR will provide environmental review for all future discretionary approvals necessary for the proposed project or any of the project variants described in Chapter III. As described above, a number of permits and approvals would be required before the development of this project could proceed. A list of the required permits and approvals that may be required by the City and other agencies is provided in Table III-2.

Table III-2: Required Permits and Approvals

Lead Agency	Permit/Approval
City of Menlo Park	• Certification of EIR • Rezoning • Tentative Parcel Map (Lot Merger and Minor Subdivision) • Planned Development Permit • Heritage Tree Removal Permits • Encroachment Permit • Building Permit • Grading Permit
Responsible Agencies	
California Water Service Company	• Approval of water line, water hookups and review of water needs.
California Regional Water Quality Control Board (RWQCB)	• National Pollutant Discharge Elimination System (NPDES) permit for storm water discharge.
West Bay Sanitary District	• Approval of wastewater hookups; sewer permit.
Other Agencies and Service Providers	
AT&T and Comcast	• Approval of communication line improvements and connection permits.
Pacific Gas & Electric (PG&E)	• Approval of electric/natural gas improvements and connection permits.
San Mateo County Health Services Agency, Environmental Health Division (SMCEHD)	• Approval of Risk Management Plan.
California Department of Transportation (Caltrans)	• El Camino Real Encroachment Permit.

Source: LSA Associates, Inc., 2008.

[7] TRC Lowney, 2006. *Geotechnical Investigation, Mixed Use Development, 1300 El Camino Real, Menlo Park, CA.* Report No. 228-3, Prepared for: Sand Hill Property Company. March 23.