

II. SUMMARY

A. PROJECT UNDER REVIEW

This EIR has been prepared in order to evaluate the environmental impacts of the proposed 1300 El Camino Real Project (project) proposed for the redevelopment of approximately 3.4 acres in the City of Menlo Park. A detailed description of the proposed project is provided in Chapter III, Project Description. The key elements of the project are summarized in Table II-1. The proposed project would serve as a transition between the dense commercial and residential development in downtown Menlo Park and lower-density, predominantly residential neighborhoods to the north of the project site.

B. SUMMARY OF IMPACTS AND MITIGATION MEASURES

This summary provides an overview of the analysis contained in Chapter IV, Setting, Impacts and Mitigation Measures. CEQA requires a summary to include discussion of: 1) potential areas of controversy; 2) significant impacts; 3) recommended mitigation measures; and 4) alternatives to the proposed project.

1. Potential Areas of Controversy

The City received a total of four letters in addition to the verbal comments presented at the Planning Commission meeting on August 20, 2007 (see Appendix A). These potential areas of controversy surrounding the proposed project identified as part of the EIR scoping and Notice of Preparation (NOP) process are evaluated in Chapter IV of this EIR and listed below.

- Land use compatibility
- Contaminated groundwater and soil
- Stormwater
- Transit
- Railroad-related hazards
- Parking
- Traffic on local roads and highways
- Site access and circulation
- Air pollution associated with trains and vehicles
- Noise exposure
- Visual impacts
- Tree preservation/protection
- Shade and shadow
- Relationship to the Derry Lane Mixed-Use Development proposed adjacent to the project site
- Sustainability

Table II-1: Project Summary

Project Lane Use	Size	Description
Office/Commercial	58,700 square feet of non-medical office space; 51,365 square feet of retail space	Located in two two-story structures fronting El Camino Real and Garwood Way. In the building facing El Camino Real, retail on the ground floor would include a major retail tenant, such as a grocery store, with office uses on the second floor. The other building would face Garwood Way and would contain office uses.
Parking	422 parking stalls	A total of 422 parking stalls would be provided. 324 stalls would be located in a below-grade structure and 98 stalls would be located on a surface lot.
Courtyard/Open Space	37,425 square feet, including a courtyard	A landscaped courtyard would be developed between the building fronting El Camino Real and the building fronting Garwood Way. Other open space includes a widened sidewalk along El Camino Real.
Circulation and Access	–	Main vehicular access would occur via driveways off El Camino Real and Garwood Way. Garwood Way is proposed to extend from Oak Grove Avenue to Glenwood Avenue and remain a public thoroughfare as part of the Derry Lane project. Sidewalks along El Camino Real and Garwood Way would provide pedestrian access to the site. (This document includes an analysis of the project's effects if Garwood Way is not extended to Oak Grove Avenue.)

Source: LSA Associates, Inc., 2009.

2. Significant and Less-than-Significant Impacts

Under CEQA, a significant impact on the environment is defined as: a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.¹

As discussed in Chapter IV of this EIR, implementation of the proposed project has the potential to result in adverse environmental impacts in several areas. Impacts associated with the following environmental topics would be significant without the implementation of mitigation measures, but would be reduced to a less-than-significant level if the mitigation measures recommended in this EIR are implemented:

- Hydrology and Water Quality
- Geology, Soils, and Seismicity
- Air Quality
- Noise
- Hazards
- Public Services and Utilities
- Cultural and Paleontological Resources
- Aesthetic Resources
- Global Climate Change

¹ CEQA Sections 21060.5 and 21068.

Impacts associated with the following environmental topics would be considered less than significant and would not require any mitigation measures based on the identified criteria of significance:

- Land Use
- Population and Housing

3. Significant Unavoidable Impacts

As discussed in Chapter IV of this EIR, impacts associated with the following topic would be significant and unavoidable:

- Transportation, Circulation and Parking

4. Alternatives to the Project

The following alternatives to the project are considered in this EIR:

- The **No Project alternative**, which assumes re-occupancy of the currently vacant site with an automobile dealership. The existing buildings and infrastructure would remain with minimal building upgrades.
- The **Mixed Use alternative**, which assumes that the site would be developed with a mixed use development containing 36 residential units (for-sale or rental); 58,700 square feet of office space; 14,000 square feet of restaurant uses (including, for the purpose of this analysis, a 3,200-square-foot fast food restaurant and a 10,800-square-foot high-turnover restaurant with trip generation characteristics defined by the Institute of Transportation Engineers), 8,895 square feet of general retail uses; and 415 on-site parking spaces. The alternative would consist of two connected buildings: a two-story (above-grade) building along El Camino Real containing retail/restaurant and office uses on the ground floor, and office uses on the second floor, and a three-story (above-grade) building along Garwood Way containing the residential uses. The alternative would include 415 parking spaces accommodated in sub-grade and surface parking lots.
- The **Maximum Residential alternative**, which assumes that the site would be built to its maximum permitted residential density. The remaining permitted floor area ratio (FAR) on the site would be developed with commercial uses. The alternative would include 62 residential units, 14,655 square feet of retail space, 14,655 square feet of non-medical office space, and at least 257 parking spaces. These uses would be accommodated in buildings similar in scale to those that would be constructed as part of the Mixed Use alternative.

The No Project alternative is identified as the environmentally superior alternative. The environmentally superior development alternative is the Maximum Residential alternative. Each alternative is described and analyzed in Chapter V of this EIR.

C. SUMMARY TABLE

Table II-2 identifies the impacts and mitigation measures for the proposed project. The information in the tables is organized to correspond with environmental issues discussed in Chapter IV. The tables are arranged in four columns: 1) impacts; 2) level of significance prior to mitigation measures; 3) mitigation measures; and 4) level of significance after mitigation. For a complete description of potential impacts and recommended mitigation measures, please refer to Chapter IV.

Table II-2: Summary of Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
A. Land Use			
<i>There are no significant land use impacts.</i>			
B. Population and Housing			
<i>There are no significant population and housing impacts.</i>			
C. Hydrology and Water Quality			
<p><u>HYD-1</u>: Construction-period activities and operation-period activities could result in degradation of water quality in the Bay by reducing the quality of stormwater runoff.</p>	S	<p><u>HYD-1a</u>: The project sponsor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality through the construction period of the project. It is not required that the SWPPP be submitted to the Regional Water Quality Control Board (Water Board), but the plan shall be maintained on-site and made available to Water Board staff upon request. The SWPPP shall include specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants. At a minimum, BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with stormwater. The SWPPP shall specify properly-designed centralized storage areas that keep these materials out of the rain. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control (i.e., keeping sediment on the site). End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures.</p>	LTS

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HYD-1 <i>Continued</i>		<p>The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and shall include both dry and wet weather inspections. In addition, in accordance with State Water Resources Control Board Resolution No. 2001-046, monitoring shall be required during the construction period for pollutants that may be present in the runoff that are “not visually detectable in runoff.” The developer shall retain an independent monitor to conduct weekly inspections during the rainy season and monthly inspections during the dry season and shall provide written monthly reports to the City of Menlo Park Public Works Department and/or Building Division to ensure compliance with the SWPPP. Water Board personnel, who may make unannounced site inspections, are empowered to levy considerable fines if it is determined that the SWPPP has not been properly prepared and implemented. The project sponsor shall also submit a Notice of Intent (NOI) prior to initiation of construction activities.</p> <p><u>HYD-1b:</u> The project sponsor shall fully comply with the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) (including all requirements of Provision C.3), which maintains compliance with the NPDES Storm Water Discharge Permit. Responsibilities include, but are not limited to, designing Best Management Practices (BMPs) into the project features and operation plans to reduce potential impacts to surface water quality associated with operation of the project. These features shall be included in the project drainage plan and final development drawings. Specifically, the final design shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development.</p> <p>The final design team for the development project shall review and incorporate as many concepts as practicable from <i>Start at the Source, Design Guidance Manual for Stormwater Quality Protection</i>. Passive, low-maintenance BMPs (e.g., grassy swales, porous pavements) are preferred in all areas. Higher-maintenance BMPs may only be used if the development of at-grade treatment systems is not possible, or would not adequately treat runoff. Funding for long-term maintenance of all BMPs must be specified in an Operations and Maintenance Agreement (as the City will not assume maintenance responsibilities for these features).</p>	

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>HYD-2</u>: Redevelopment of the project site could exacerbate drainage and localized flooding problems.</p>	<p>S</p>	<p><u>HYD-2</u>: Prior to approval of the grading and drainage plans, the project sponsor shall retain a qualified engineer to prepare a final design-level hydrology and drainage report/plan for the project in accordance with the requirements of the City of Menlo Park.</p> <p>The grading and drainage plans shall be reviewed for compliance with these requirements by the City of Menlo Park Public Works Department and/or Building Division. Any improvements to the storm drainage system deemed necessary by the City (including improvements to storm pipes and possibly other off-site improvements) shall be incorporated into the conditions of approval for the project.</p> <p>In addition, per a required Operations and Maintenance Agreement with the City (to be submitted prior to issuance of a building permit), the applicant shall establish a self-perpetuating drainage system maintenance program (to be managed by a business and/or homeowners association or similar entity) that includes annual inspections of any infiltration features and stormwater detention devices (if any), and drainage inlets. Any accumulation of sediment or other debris shall be promptly removed. An annual report documenting the inspection and any remedial action conducted shall be submitted to the City of Menlo Park Public Works Department for review.</p>	<p>LTS</p>
<p>D. Geology, Soils and Seismicity</p>			
<p><u>GEO-1</u>: Project occupants would be subject to seismic hazards.</p>	<p>S</p>	<p><u>GEO-1</u>: Prior to the issuance of any site-specific grading or building permits, a design-level geotechnical investigation shall be prepared and submitted to the City of Menlo Park Building Division for review and confirmation that the proposed development fully complies with the California Building Code. The report shall determine the project site's surface geotechnical conditions and address potential seismic hazards such as liquefaction and subsidence. The report shall identify building techniques appropriate to minimize seismic damage. In addition, the following requirement for the geotechnical and soils report shall be achieved:</p>	

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
GEO-1 <i>Continued</i>		<ul style="list-style-type: none"> The analysis presented in the geotechnical report shall conform to the California Division of Mines and Geology recommendations presented in the <i>Guidelines for Evaluating Seismic Hazards in California</i>. All mitigation measures, design criteria, and specifications set forth in the geotechnical and soils report shall be implemented as a condition of project approval. 	LTS
<u>GEO-2</u> : Damage to structures or property related to shrink-swell soils and/or settlement of non-engineered fill soils could occur.	S	<u>GEO-2</u> : In locations underlain by expansive soils and/or non-engineered fill, the designers of proposed building foundations and improvements (including sidewalks, roads, driveways, parking areas, and utilities) shall consider these conditions and design the project to prevent associated damage. The design-level geotechnical investigation (required in Mitigation Measure GEO-1) shall include measures to ensure that potential damage related to expansive soils and non-uniformly compacted fill is minimized. Mitigation options may range from removal of the problematic soils, and replacement, as needed, with properly conditioned and compacted fill, to design and construction of improvements to withstand the forces exerted during the expected shrink-swell cycles and settlements. All mitigation measures, design criteria, and specifications set forth in the geotechnical and soils report shall be implemented to reduce impacts associated with problematic soils to a less-than-significant level.	LTS
E. Transportation, Circulation and Parking			
<u>TRANS-1</u> : Under long-range conditions, both with and without the Garwood Way extension, the project would cause the average critical delay at the <i>Middlefield Road and Ravenswood Avenue</i> intersection to increase by more than 0.8 seconds.	S	<u>TRANS-1a (TDM)</u> : Prior to the issuance of a certificate of occupancy, the City shall ensure that the project incorporates an adequate Transportation Demand Management (TDM) program accepted and approved by the City of Menlo Park and the City/County Association of Governments (C/CAG) of San Mateo County. The Land Use Component of the Congestion Management Program established by C/CAG requires that new developments that are projected to generate 100 or more net peak-hour trips implement a TDM program that has the capacity to fully reduce the demand for the new peak-hour trips. The applicant is working with City staff to develop a TDM program that complies with these requirements. It is anticipated that the TDM program could include the following measures:	SU

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-1 <i>Continued</i>		<ul style="list-style-type: none"> • Provide preferential carpool parking. • Provide bicycle parking areas for visitors and employees. All bicycle parking shall be located in convenient, safe, and well-lit areas with maximum space for ingress and egress of bicycles. • Provide an on-site transportation coordinator. • Provide employee transportation flyers. • Conduct annual mode-use surveys to determine and better focus transportation coordination efforts. • Promote Caltrain and SamTrans ridership through an on-site transportation kiosk and project website. • Contribute to the Menlo Park Shuttle Service. • Provide project-specific SamTrans maps at an on-site transportation kiosk and project website. • Provide ride-matching information at an onsite transportation kiosk and project website. • Provide bicycle maps and resources at an onsite transportation kiosk and project website. <p>TRANS-1b (Fee): Concurrent with the building permit submittal, the City shall ensure that the required traffic impact mitigation fee has been submitted. Based on the type and size of the proposed land uses and the existing land uses to be replaced, the project applicant shall contribute the appropriate traffic impact mitigation fees at building permit issuance to be used for various traffic improvement projects throughout the City. Based on the current rates, the fee would be \$128,104. While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level.</p>	

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-1 <i>Continued</i>		<p><u>TRANS-1c (Alternative Construction Plans)</u>: Prior to building permit issuance, the applicant shall submit a study of construction alternatives for safety and vehicle capacity improvements to the intersection of Middlefield Road and Ravenswood Avenue. The applicant shall work with City of Menlo Park staff, which in turn shall coordinate with Town of Atherton staff, to determine the alternatives to design for the intersection and submit up to four alternative preliminary construction plans for the intersection. Each alternative preliminary construction plan shall include all necessary requirements to construct the improvements, including but not limited to grading and drainage improvements, utility relocations, signal relocations/ modifications, tree protection requirements, sidewalk relocation, curb relocation, median island modifications, right-of-way information (including any necessary additional right of way required), and detailed cost estimates. The applicant shall complete a detailed survey of the area, including right-of-way information, and include this information on each set of plans.</p> <p>The preliminary construction plans for each alternative shall be designed to City of Menlo Park and Town of Atherton standards and shall be approved by the Director of Public Works for Menlo Park after coordinating with the Town of Atherton. The applicant shall diligently pursue City of Menlo Park approval and shall submit revised plans and documents reasonably required by the City of Menlo Park promptly after receipt of written comments from the City of Menlo Park.</p>	
<p><u>TRANS-2</u>: Under both near-term and long-range conditions, both with and without the Garwood Way extension, the proposed project would cause the average delay for all movements on the northbound stop-controlled approach to increase by more than 0.8 seconds at the <i>Alma Street and Oak Grove Avenue</i> intersection.</p>	S	<p><u>TRANS-2</u>: Implement Mitigation Measures TRANS-1a and TRANS-1b.</p>	SU

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-3:</u> Under both near-term and long-range conditions with the Garwood Way extension, the proposed project would cause the average delay for all movements on the southbound stop-controlled approach to increase by more than 0.8 seconds at the <i>Garwood Way (Derry Lane)/Merrill Street and Oak Grove Avenue</i> intersection.</p>	S	<p><u>TRANS-3a:</u> The significant adverse impact on the Garwood Way/Merrill Street/Oak Grove Avenue intersection shall be partially mitigated by adding a southbound right-turn lane. This improvement would allow right-turn traffic to proceed unimpeded by vehicles waiting to turn left or go straight. However, the added lane would not reduce the delay experienced by through or left-turn traffic; furthermore, it would not reduce the average approach delay sufficiently to fully mitigate the project's impact. Under near-term conditions without the Garwood Way extension, the partial mitigation would reduce the delay to 28.2 seconds during the PM peak hour. With the Garwood Way extension, the partial mitigation would reduce the delay to 26.3 and 62.8 seconds during the AM and PM peak hours, respectively. Under long-range conditions without the Garwood Way extension, the delay would be reduced to 33.1 seconds during the PM peak hour. With the Garwood Way extension, the delay would be reduced to 31.6 and 90.6 seconds during the AM and PM peak hour, respectively. This improvement does not require additional right-of-way.</p> <p><u>TRANS-3b:</u> Implement Mitigation Measures TRANS-1a and TRANS-1b.</p>	SU
<p><u>TRANS-4:</u> Under long-range conditions, both with and without the Garwood Way extension, the proposed project would cause the <i>Middlefield Road and Oak Grove Avenue</i> intersection to degrade to an unacceptable level of service (LOS E).</p>	S	<p><u>TRANS-4:</u> Implement Mitigation Measure TRANS-1a.</p>	SU
<p><u>TRANS-5:</u> Under both near-term and long-range conditions the proposed project would cause the average critical delay at the <i>Middlefield Road and Marsh Road</i> intersection to increase by more than 4 seconds.</p>		<p><u>TRANS-5:</u> Implement Mitigation Measure TRANS-1a.</p>	SU
<p><u>TRANS-6:</u> Under both near-term and long-range conditions the proposed project would cause the average delay for all movements on the eastbound stop-controlled approach to increase by more than 4 seconds at the <i>Middlefield Road and Glenwood Avenue</i> intersection.</p>	S	<p><u>TRANS-6:</u> Prior to building permit issuance, the applicant shall pay \$126,667 to the City as a partial contribution for the installation of a traffic signal and associated roadway improvements at the intersection of Encinal Avenue and Middlefield Road. If the traffic signal is not approved and constructed by the Town of Atherton, or another party, within 3 years of building permit issuance, the City may use such funds for other transportation improvements elsewhere in the City.</p>	SU

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-7:</u> Under both near-term and long-range conditions the proposed project would cause the average delay for all movements on the eastbound stop-controlled approach to increase by more than 4 seconds at the <i>Middlefield Road and Encinal Avenue</i> intersection.</p>	S	<p><u>TRANS-7:</u> Implement Mitigation Measure TRANS-6.</p>	SU
<p><u>TRANS-8:</u> If the Garwood Way extension is not constructed, the proposed project would cause the critical delay on the <i>westbound Glenwood Avenue approach to El Camino Real</i> to increase by more than 0.8 seconds per vehicle under long-range project conditions. The proposed project would also cause the critical delay on the <i>eastbound Valparaiso Avenue approach to El Camino Real</i> to increase by more than 0.8 seconds per vehicle under long-range project conditions without the Garwood Way extension.</p>	S	<p><u>TRANS-8:</u> Implement Mitigation Measures TRANS-1a and TRANS-1b.</p>	SU
<p><u>TRANS-9:</u> Under both near-term and long-range conditions, the proposed project would cause the critical delay on the <i>eastbound Menlo Avenue approach to El Camino Real</i> to increase by more than 0.8 seconds per vehicle.</p>	S	<p><u>TRANS-9:</u> Prior to building permit issuance, the applicant shall submit detailed construction plans prepared in accordance with the requirements of both Caltrans and the City of Menlo Park for the construction of an additional dedicated northbound right turn lane and conversion of the existing northbound right turn lane into a through lane at the intersection of El Camino Real and Ravenswood Avenue. The plans shall include all necessary requirements to construct the improvements, including but not limited to, grading and drainage improvements, utility relocations, signal relocations/modifications, tree protection requirements, sidewalk relocation, curb relocation, pedestrian and vehicular entrance improvements/modifications for the adjacent building, median island modifications, striping modifications further north on El Camino Real to merge the lanes into two lanes, and a detailed cost estimate. The plans shall be reviewed and approved by the Director of Public Works prior to submittal to Caltrans.</p>	SU

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-9 <i>Continued</i>		Within 30 days of approval of the plans by the City of Menlo Park, the applicant shall submit a copy of the Caltrans encroachment permit application. The applicant shall diligently pursue Caltrans approval prior to occupancy of the first building and shall submit revised plans and documents reasonably required by Caltrans promptly after receipt of written comments from Caltrans. If Caltrans has not approved the plans prior to occupancy of the first building, the Director of Public Works shall have the authority to grant an extension to the deadline based on a determination that the applicant has made a good faith effort to obtain the necessary approvals.	
TRANS-10: The proposed project would cause increases in daily traffic volumes on selected segments of Middlefield Road, Ravenswood Avenue, Oak Grove Avenue, Glenwood Avenue, Laurel Street, Alma Street and Garwood Way that exceed the City of Menlo Park's significance criteria.	S	TRANS-10: Implement Mitigation Measures TRANS-1a and TRANS-1b.	SU
F. Air Quality			
AIR-1: Demolition and construction-period activities would generate significant dust, exhaust, and organic emissions.	S	<p>AIR-1: Consistent with guidance from the BAAQMD, the following measures shall be required of construction contracts and specifications for the project:</p> <p><i>Demolition.</i> The following controls shall be implemented during demolition:</p> <ul style="list-style-type: none"> • Watering shall be used to control dust generation during demolition of structures and break-up of pavement. • Cover all trucks hauling demolition debris from the site. • Use dust-proof chutes to load debris into trucks whenever feasible. <p><i>Construction.</i> The following controls shall be implemented at all construction sites:</p> <ul style="list-style-type: none"> • Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives; • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard; 	LTS

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
AIR-1 <i>Continued</i>		<ul style="list-style-type: none"> • Pave, apply water three times daily, or apply (nontoxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites; • Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality; • Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets; • Apply nontoxic soil stabilizers to inactive construction areas; • Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); • Limit traffic speeds on unpaved roads to 15 mph; • Install sandbags or other erosion control measures to prevent silt runoff to public roadways; • Replant vegetation in disturbed areas as quickly as possible; • Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site; and • Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph. 	
AIR-2: Construction of the project would exacerbate the nonattainment of air quality standards for PM ₁₀ , PM _{2.5} , and ozone within the subregion and Basin and contribute to cumulative adverse air quality impacts.	S	AIR-2: Implement Mitigation Measure AIR-1.	LTS

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
G. Noise			
<p><u>NOISE-1</u>: During construction of the project, noise levels from construction activities may range up to 91 dBA L_{max} at the nearest land uses to the project site for a limited time period.</p>	S	<p><u>NOISE-1</u>: The following measures shall be implemented during construction of the project:</p> <ul style="list-style-type: none"> (a) To minimize construction noise impacts on nearby residents and businesses, and to be consistent with Chapter 8.06 of the City of Menlo Park Municipal Code, standard construction activities that exceed stated noise limits shall be permitted only between the hours of 8:00 a.m. and 6:00 p.m. from Monday to Friday. (b) To reduce daytime construction-related noise impacts to the maximum feasible extent, the project sponsor shall develop a site-specific noise reduction program subject to City review and approval, which includes the following measures: <ul style="list-style-type: none"> • 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 a day and evening contact number for the City in the event of problems. • Contact information for an on-site complaint and enforcement manager shall be posted to allow for responses to and tracking of complaints. • A pre-construction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise mitigation and practices are completed prior to the issuance of a building permit (including construction hours, neighborhood notification, posted signs, etc.). • Equipment and trucks used for project construction 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, wherever feasible). • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used; this muffler can lower noise levels, which could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. 	LTS

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
NOISE-1 <i>Continued</i>		<ul style="list-style-type: none"> Stationary noise sources shall be located as far from sensitive receptors as possible and they shall be muffled and enclosed within temporary sheds; or insulation barriers or other measures shall be incorporated to the extent feasible. Prior to construction, a temporary 8-foot high plywood noise barrier (with a rating of 4 pounds/square foot) shall be constructed along the common 1300 El Camino Real/Glenwood Inn property line. 	
<u>NOISE-2</u> : Local traffic and rail operations would generate long-term noise levels exceeding 60 dBA CNEL.	S	<u>NOISE-2</u> : To ensure that windows can remain closed for a prolonged period of time, an alternative ventilation system, such as an air conditioning system or mechanical ventilation, shall be required in all buildings.	LTS
<u>NOISE-3</u> : Long-term stationary noise sources on the project site could generate noise levels in excess of the thresholds set in Section 8.06.030 of the City's Noise Ordinance.	S	<u>NOISE-3a</u> : All on-site stationary noise sources shall comply with the standards listed in Section 08.06.030 of the City's Noise Ordinance.	LTS
H. Hazards			
<u>HAZ-1</u> : Development of the project could expose construction workers to contaminants in soils and structures formerly containing hazardous materials at the site.	S	<u>HAZ-1a</u> : All hydraulic lifts, the four sumps, and the oil-water separator that previously contained hazardous materials shall be removed by a licensed contractor, under the direction of a regulatory oversight agency. Following removal of the structures, sampling and analysis of samples shall be completed by a qualified environmental professional, as required by the regulatory oversight agency. All requirements regarding removal of these structures shall be satisfied, including the need for soils remediation if contamination is found associated with these structures.	LTS

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HAZ-1 <i>Continued</i>		<u>HAZ-1b</u> : A Risk Management Plan (RMP) shall be prepared for the project site. At a minimum, the RMP shall include: health and safety provisions for construction workers, including training, air monitoring, and personal protective equipment to be worn by workers; procedures to be undertaken in the event that previously unreported contamination or unknown subsurface hazards are discovered; identification of emergency procedures and responsible personnel; construction safety measures for excavation and other construction activities; and site security procedures. The RMP shall also include procedures for managing soils removed from the site to ensure that any excavated soils containing contaminants are stored, managed, and disposed of in accordance with applicable regulations. The RMP shall be prepared by a qualified environmental professional and submitted to the City Building Division and SMCEHD for review and prior approval.	
<u>HAZ-2</u> : Improper use or transport of hazardous materials during construction activities could result in releases affecting construction workers and the general public.	S	<u>HAZ-2</u> : The RMP for the project site shall include emergency procedures for the management and disposal of contaminated soils (see Mitigation Measure HAZ-1b, above). Use, storage, disposal, and transport of hazardous materials during construction activities shall be performed in accordance with existing local, State, and federal hazardous materials regulations, and in accordance with the requirements of the Storm Water Pollution Prevention Plan and Best Management Practices for hazardous materials storage required for the project (see Mitigation Measures HYD-1a and HYD-1b in Section IV.C, Hydrology and Water Quality)	LTS
<u>HAZ-3</u> : Demolition of any structures containing lead-based paint and/or asbestos-containing building materials could release airborne lead and asbestos particles, which may adversely affect construction workers and the public.	S	<u>HAZ-3</u> : Implementation of the following two-part mitigation measure would reduce this impact to a less-than-significant level.	LTS

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HAZ-3 <i>Continued</i>		<p><u>HAZ-3a</u>: An asbestos and lead-based paint survey (including the collection and analysis of suspect materials, as appropriate) shall be performed by a qualified environmental professional and submitted to the City prior to the issuance of any demolition permit. If asbestos-containing materials are determined to be present, the materials shall be abated prior to demolition by a certified asbestos abatement contractor in accordance with the regulations and notification requirements of the Bay Area Air Quality Management District. If lead-based paint is identified, then federal and State construction worker health and safety regulations shall be applied during demolition activities, and any required worker health and safety procedures for asbestos and lead shall be incorporated into the RMP for the project (Mitigation Measure HAZ-1b). If loose or peeling lead-based paint is identified, the paint shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations.</p> <p><u>HAZ-3b</u>: Other hazardous materials and wastes generated during demolition activities, such as fluorescent light tubes and computer displays, shall be managed and disposed of by the demolition contractor(s) in accordance with applicable universal and hazardous waste regulations. The RMP (see Mitigation Measure HAZ-1b) shall include provisions for appropriate off-site disposal of these materials in accordance with applicable regulations.</p>	
I. Public Services and Utilities			
<u>PUB-1</u> : The increased wastewater demand generated by the proposed project may exceed the capacity of the existing sanitary sewer main in Garwood Way.		<u>PUB-1</u> : The project applicant, in consultation with the City of Menlo Park and West Bay Sanitary District, shall be responsible for replacing the existing 6-inch sanitary sewer main with an 8-inch main.	

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
J. Cultural and Paleontological Resources			
<p><u>CULT-1</u>: Ground-disturbing activities associated with site preparation and the construction of building foundations and underground utilities could adversely affect archaeological cultural resources.</p>	S	<p><u>CULT-1</u>: Following demolition and prior to excavation, grading, or other construction-related activities on the site, a qualified professional archaeologist shall conduct a subsurface examination to determine the presence, nature, extent, and potential significance of archaeological deposits that may be encountered by project activities. If such deposits exist, and cannot be avoided by project activities, they shall undergo a California Register eligibility assessment. If such deposits are California Register-eligible, project impacts to these deposits shall be mitigated through archaeological data recovery, in accordance with <i>CEQA Guidelines</i> Section 15126.4(b)(3)(C). If such deposits are not California Register-eligible, no further study, report, or protection is warranted.</p> <p>If archaeological data recovery is conducted, feasible efforts shall be made to publicly display the interpretive findings of the investigation. The Menlo Park Historical Society shall be consulted regarding the potential use of the archaeological findings for interpretive opportunities. Such opportunities may include, but are not limited to, museum, library, or Menlo Park Historical Society interpretive displays.</p> <p>If archaeological materials have been found, a report shall be prepared to document the methods, findings, and recommendations of the archaeologist conducting the work. The report shall be submitted to the City, the project applicant, and the Northwest Information Center at Sonoma State University.</p>	LTS
<p><u>CULT-2</u>: Ground-disturbing activities associated with site preparation and the construction of building foundations and underground utilities could adversely affect paleontological resources.</p>	S	<p><u>CULT-2</u>: A qualified paleontologist shall conduct a paleontological assessment to determine if monitoring during construction activities for paleontological resources is necessary. The assessment shall include: 1) the results of any geotechnical investigation conducted for the project site; 2) specific details of the construction plans for the project site; 3) background research; and 4) limited subsurface investigation within the project site. If the possibility of paleontological resources is confirmed, a paleontological monitoring plan shall be prepared in conjunction with this evaluation. Upon completion of the paleontological assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City, the project applicant, and the Northwest Information Center at Sonoma State University.</p>	LTS

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>CULT-3</u>: Ground-disturbing activities associated with site preparation and the construction of building foundations and underground utilities could disturb human remains, including those interred outside of formal cemeteries.</p>	S	<p><u>CULT-3</u>: Should human remains be encountered during project construction activities, construction activities shall be halted and the County Coroner notified immediately. If the human remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours of this identification, and a qualified archaeologist shall be contacted to evaluate the situation. The NAHC will identify a Native American Most Likely Descendent (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. The archaeologist shall recover scientifically-valuable information, as appropriate and in accordance with the recommendations of the MLD.</p> <p>Upon completion of such analysis and/or recovery, the archaeologist shall prepare a report documenting the methods and results of the investigation. This report shall be submitted to the City, the project applicant, and the NWIC.</p>	LTS
K. Aesthetic Resources			
<p><u>AES-1</u>: The proposed project could increase the amount of light and glare in Menlo Park.</p>	S	<p><u>AES-1</u>: The project applicant shall prepare a lighting plan and photometric study and submit to the City for review and approval prior to issuance of a building permit. City staff shall review the plan to ensure that any outdoor lighting for the project is oriented downwards and is designed to minimize lighting or glare off-site.</p>	LTS
L. Global Climate Change			
<p><u>GCC-1</u>: Implementation of the project could conflict with implementation of the greenhouse gas reduction goals under AB 32 or other State regulations.</p>	S	<p><u>GCC-1</u>: To the extent feasible and to the satisfaction of the City, the following measures shall be incorporated into the design and construction of the project (including specific building projects), in addition to other measures identified in the <i>City of Menlo Park Climate Change Action Plan</i>.</p>	LTS

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
GCC-1 <i>Continued</i>		<p>Construction and Building Materials</p> <ul style="list-style-type: none"> • Use locally produced and/or manufactured building materials for construction of the project; • Recycle/reuse demolished construction material; and • Use “Green Building Materials,” such as those materials which are resource efficient, and recycled and manufactured in an environmentally friendly way, including low Volatile Organic Compound (VOC) materials. <p>Energy Efficiency Measures</p> <ul style="list-style-type: none"> • Design all project buildings to exceed California Building Code’s Title 24 energy standard, including, but not limited to any combination of the following: • Increase insulation such that heat transfer and thermal bridging is minimized; • Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption; and • Incorporate ENERGY STAR or better rated windows, space heating and cooling equipment, light fixtures, appliances or other applicable electrical equipment. • Design, construct and operate all newly constructed and renovated buildings and facilities as equivalent to “LEED Silver” or higher certified buildings; • Develop an On-Site Renewable Energy System that consists of solar, wind, geothermal, biomass and/or bio-gas strategies. This system should reduce grid-based energy purchases and provide at least 2.5 percent of the project energy cost from renewable energy. Such a strategy can include installation of photovoltaic panels and solar and tankless hot water heaters; 	

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
GCC-1 <i>Continued</i>		<ul style="list-style-type: none"> • Provide a final landscape plan for the project that takes advantage of shade, prevailing winds, and landscaping; • Use combined heat and power in appropriate applications; • Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings; • Install light colored “cool” roofs and cool pavements; • Install energy efficient heating and cooling systems, appliances and equipment, and control systems; and • Install light emitting diodes (LEDs) for outdoor lighting. <p><i>Water Conservation and Efficiency Measures</i></p> <ul style="list-style-type: none"> • Devise a comprehensive water conservation strategy appropriate for the project. The strategy may include the following, plus other innovative measures that might be appropriate: <ul style="list-style-type: none"> ○ Create water-efficient landscapes within the development; ○ Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls; ○ Use reclaimed water for landscape irrigation within the project. Install the infrastructure to deliver and use reclaimed water; ○ Design buildings to be water-efficient. Install water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets and waterless urinals; and ○ Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. <p><i>Solid Waste Measures</i></p> <ul style="list-style-type: none"> • Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard); • Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas; and • Provide employee education about reducing waste and available recycling services. 	

Source: LSA Associates, 2009.

