

FINAL

**1300 EL CAMINO REAL PROJECT
ENVIRONMENTAL IMPACT REPORT
RESPONSE TO COMMENTS DOCUMENT**

STATE CLEARINGHOUSE NO. 2007082037



LSA

August 2009

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ENVIRONMENTAL IMPACT REPORT
RESPONSE TO COMMENTS DOCUMENT**

STATE CLEARINGHOUSE NO. 2007082037

Submitted to the:

City of Menlo Park
Community Development Department
701 Laurel Street
Menlo Park, CA 94025-3469

Prepared by:

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2215 Fifth Street
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LSA

August 2009

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I. INTRODUCTION

A. PURPOSE OF THE RESPONSE TO COMMENTS DOCUMENT

This Response to Comments (RTC) Document has been prepared to respond to comments received on the Draft Environmental Impact Report (Draft EIR) prepared for the 1300 El Camino Real Project (project) and, where warranted, to augment or clarify the information contained in the Draft EIR. The Draft EIR identifies the likely environmental consequences associated with implementation of the proposed project, and recommends mitigation measures to reduce potentially significant impacts. This RTC Document, together with the Draft EIR, constitutes the Final EIR for the proposed project.

B. ENVIRONMENTAL REVIEW PROCESS

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft EIR.

On August 27, 2007, the City of Menlo Park (City) circulated a revised Notice of Preparation (NOP) to help identify the type of impacts that could result from the proposed project, as well as potential areas of controversy. (An earlier NOP was released on August 7; the August 27 NOP contains project details not included in the earlier NOP.) The NOPs were mailed to public agencies (including the State Clearinghouse), organizations, and individuals likely to be interested in the project and its potential impacts, including those who requested to receive notices on the proposed project. In addition, the NOPs were posted on the City's website. A public scoping session for the Draft EIR was held as a public meeting before the Planning Commission on August 20, 2007. Comments received by the City on the two NOPs and at the public scoping meeting were taken into account during preparation of the Draft EIR.

The Draft EIR was made available for public and agency review on March 23, 2009. Copies of the Notice of Availability of the Draft EIR (NOA) were mailed to public agencies (including the State Clearinghouse), organizations, and individuals likely to be interested in the project and its potential impacts, including those who requested to receive notices on the proposed project. In addition, copies of the Draft EIR were distributed to public agencies (including the State Clearinghouse). Copies of the Draft EIR were made available at the Community Development Department, at the Menlo Park Library, and on the City's website.

A public comment session on the Draft EIR was held as a public meeting before the Planning Commission on April 6, 2009. The CEQA-mandated 45-day public comment period for the Draft EIR ended on May 6, 2009. Copies of all written and verbal comments received on the Draft EIR during the comment period are included in Chapter III of this document.

C. DOCUMENT ORGANIZATION

This RTC Document consists of the following chapters:

- *Chapter I: Introduction.* This chapter discusses the purpose and organization of this RTC Document and the Final EIR, and summarizes the environmental review process for the project.
- *Chapter II: List of Commenting Agencies, Organizations and Individuals.* This chapter contains a list of agencies, organizations, and persons who submitted written comments on the Draft EIR during the public review period, and the date of the public hearing at which verbal comments on the Draft EIR were submitted.
- *Chapter III: Comments and Responses.* This chapter contains reproductions of all comment letters received on the Draft EIR, as well as a summary of the comments made at the public hearing on the Draft EIR. A written response for each CEQA-related comment received during the public review period is provided. Each response is keyed to the preceding comment.
- *Chapter IV: Draft EIR Revisions.* Corrections to the Draft EIR made in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft EIR, are contained in this chapter. Text in underline represents language that has been added to the Draft EIR; text with ~~strikeout~~ has been deleted from the Draft EIR. Revisions to figures are also provided, where appropriate.

II. LIST OF COMMENTING AGENCIES, ORGANIZATIONS AND INDIVIDUALS

The chapter presents a list of letters and comments received during and immediately after the public review period and describes the organization of the letters and comments that are included in Chapter III, Comments and Responses, of this document.

A. ORGANIZATION OF COMMENT LETTERS AND RESPONSES

Chapter III includes a reproduction of each comment letter received on the Draft EIR. The written and verbal comments are grouped by the affiliation of the commenter, as follows: State, regional and local agencies and organizations (A); individuals (B); and public hearing comments (C).

The comment letters and public hearing comments are numbered consecutively following the A, B, and C designations. The letters and the transcript are annotated in the margin according to the following code:

State, Regional, and Local Agencies and Organizations:	A1-#
Individuals:	B1-#
Public Hearing Comments:	C1-#

The letters and public hearing transcript are numbered and discrete comments are numbered consecutively after the hyphen.

B. LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS COMMENTING ON THE DRAFT EIR

The following comment letters were submitted to the City during the public review period. In addition, several individuals made comments on the Draft EIR at the April 6, 2009 Planning Commission hearing.

State, Regional & Local Agencies

- A1 Lisa Carboni, District Branch Chief, State of California Department of Transportation, May 6, 2009
- A2 Alfred Poon, Land Rights Protection, Southern Area, Pacific Gas and Electric Company, May 8, 2009

Individuals

B1 Nancy Barnby, April 3, 2009

B2 Margaret Petitjean, April 6, 2009

Menlo Park Planning Commission

C1 Various Commenters, April 6, 2009

III. COMMENTS AND RESPONSES

Written responses to each comment received on the Draft EIR are provided in this chapter. Letters received during and immediately after the public review period on the Draft EIR are provided in their entirety. Each letter is immediately followed by responses keyed to the specific comments. The letters are grouped by the affiliation of the commenting entity as follows: State, local and regional agencies and organizations (A); individuals (B); and public hearing comments (C).

A. STATE, REGIONAL AND LOCAL AGENCIES AND ORGANIZATIONS

Letter
AI

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711

RECEIVED



Flex your power!
Be energy efficient!

MAY 06 2009

CITY OF MENLO PARK
PLANNING

May 6, 2009

SM082239
SM-82-1.068
SCH# 2007082037

Ms. Megan Fisher
City of Menlo Park
Community Development Department
701 Laurel Street
Menlo Park, CA 94025

Dear Ms. Fisher:

1300 EL CAMINO REAL PROJECT – DRAFT ENVIRONMENTAL IMPACT REPORT

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the 1300 El Camino Real project. The following comments are based on the Draft Environmental Impact Report (DEIR). Our previous comments still apply and are incorporated here by reference.

1

Community Planning

In order to minimize the impact on State Route (SR) 82 (El Camino Real), the Department recommends improving the proposed Transportation Demand Management (TDM) program. In addition to what is proposed, the TDM program could include incentives for future employees that take transit, provide showers and lockers for employees that will bike to work, and include a reduction of parking spaces. We recognize that the project proposes a reduction in parking but reducing parking even further should be feasible given that the Menlo Park Caltrain station is a block away from the project site.

2

Additionally, please refresh the crosswalks on both Oak Grove Avenue and Valparaiso Avenue at El Camino Real to improve the pedestrian facilities in the project area.

3

Maintenance Services

1. SR 82 is a conventional highway. Any planting by the applicant and/or the City is their responsibility and expense. The Department's maintenance division will not maintain these landscape improvements.
2. Please discuss the impact of the redevelopment project on maintenance of SR 82 in the project area.
3. Figure III-5, page 39: The private property line in relation to the state right of way (ROW) needs to be shown.

4

5

6

Letter
AI
cont.

Ms. Megan Fisher
May 6, 2009
Page 2

Traffic and Highway Operations

- 1. Pages 146-147, Impact TRANS-8, intersection of Valparaiso Avenue/Glenwood Avenue and El Camino Real: The applicant should implement the addition of an exclusive right-turn lane on westbound (WB) Glenwood Avenue and the modification of the traffic signal at the intersection as mentioned in the analysis. 7
- 2. Pages 147-148, Impact TRANS-9, intersection of Menlo Avenue/Ravenswood Avenue and El Camino Real: The applicant should also pursue the addition of an exclusive right-turn lane on eastbound (EB) Menlo Avenue as mentioned in the analysis. Besides the ROW acquisition, the option of reducing the sidewalk to minimum width and narrowing the lanes should be explored for the possibility of gaining width to add the right-turn lane. 8
- 3. Please provide the 95th percentile queue length analysis for intersection #2 (El Camino Real and Valparaiso Avenue/Glenwood Avenue), intersection #5 (El Camino Real and Ravenswood Avenue/Menlo Avenue). 9
- 4. Provide the roadway segment analysis for SR 82. 10

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. <http://www.dot.ca.gov/hq/traffops/developserv/permits/> 11

Michael Condie, District Office Chief
Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Please feel free to call or email Sandra Finegan of my staff at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

LISA CARBONI
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

LETTER A1

Lisa Carboni, District Branch Chief, State of California Department of Transportation
May 6, 2009

Response A1-1: This comment, which introduces the following comments, is noted.

Response A1-2: Mitigation Measure TRANS-1a on page 140 of the Draft EIR is modified to incorporate the additional Transportation Demand Management (TDM) measures suggested in the comment. The City does not wish to pursue further parking reductions as the proposed parking supply on the site is already reduced from what would be required under the City's Zoning Ordinance. The current reductions are based on use-based ratios and the assumption that the parking supply would be shared among various land uses occupying the site.

Mitigation Measure TRANS-1a (TDM): Prior to the issuance of a certificate of occupancy, the applicant shall submit 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 based on C/CAG standards. 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:

- 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 showers and lockers for bicyclists.
- 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.
- Provide transit subsidies.
- 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.

Response A1-3: This comment, which pertains to crosswalk maintenance and not the adequacy of the Draft EIR, is noted. No additional response is required.

Response A1-4: This comment, which pertains to the responsibility for landscape maintenance along El Camino Real and not the adequacy of the Draft EIR, is noted. No additional response is required.

Response A1-5: This comment requests an analysis of maintenance impacts along El Camino Real (SR 82) near the project site that would result from the project. The project is expected to increase vehicle traffic by up to 3.5 percent on SR 82. However, roadway wear and tear is disproportionately caused by truck traffic, and the project would generate only small volumes of truck traffic. The American Association of State Highway Officials (AASHTO) has found that pavement damage caused by one 80,000-pound five-axle truck is equivalent to the damage caused by 9,600 automobiles. Since the increase in automobile traffic associated with the project would be relatively low, and the number of truck trips would be minimal, the project would not make a significant contribution to the need for roadway maintenance along SR 82.

Response A1-6: Figure III-5 is a preliminary (conceptual) landscape plan which shows the property line in relation to El Camino Real. LSA retrieved a map showing the right of-way in the vicinity of the project site from Caltrans. This map is included on the following page. The project site is located in the location of the former Menlo School building.

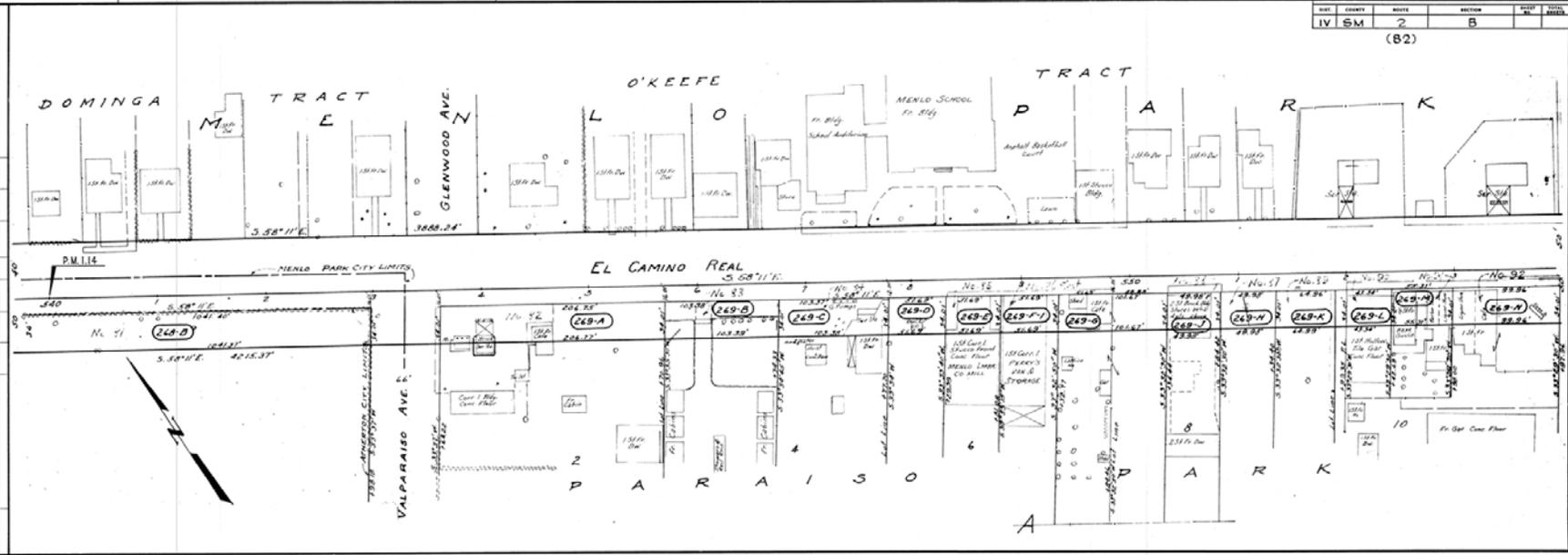
Response A1-7: As noted in the comment, intersection operations could be improved by adding an exclusive right-turn lane on the westbound Glenwood Avenue approach to El Camino Real (see Figure RTC-1). This improvement would require Caltrans approval and the acquisition of additional right of way, but would not result in the removal of on-street parking. This measure would reduce delays on the westbound approach to levels that are better than under no project conditions; however, it would not alleviate unacceptable traffic congestion on the eastbound Valparaiso Avenue approach to El Camino Real. Therefore, this improvement would only partially mitigate the significant project impact at this intersection. Caltrans has indicated that it supports implementation of this measure. However, this measure is rejected by the City as infeasible because it would require the acquisition of private property and adversely affect adjacent businesses. In addition, the measure would only partially mitigate the significant impact of the project at this intersection.

REVISION DATE
 Conf. kW 3.11

DATE	COUNTY	BOOK	PAGE	SECTION	PLAN	REVISION
IV	SM	2		B		

(82)

No.	Grantor	Area Acquired (A.C.)		Type	Recordation		Remarks
		Total	Excess		Done	Book	
001	Douglas Electric Light	0.11	0.11	M	1072	10	
002	W. H. & C. Co.	0.11	0.11	M	1072	11	
003	Ruth Sawyer Campbell	0.81	0.81	M	1072	12	
004	W. H. & C. Co.	0.81	0.81	M	1072	13	
005	W. H. & C. Co.	0.81	0.81	M	1072	14	
006	W. H. & C. Co.	0.81	0.81	M	1072	15	
007	W. H. & C. Co.	0.81	0.81	M	1072	16	
008	W. H. & C. Co.	0.81	0.81	M	1072	17	
009	W. H. & C. Co.	0.81	0.81	M	1072	18	
010	W. H. & C. Co.	0.81	0.81	M	1072	19	
011	W. H. & C. Co.	0.81	0.81	M	1072	20	
012	W. H. & C. Co.	0.81	0.81	M	1072	21	
013	W. H. & C. Co.	0.81	0.81	M	1072	22	
014	W. H. & C. Co.	0.81	0.81	M	1072	23	
015	W. H. & C. Co.	0.81	0.81	M	1072	24	
016	W. H. & C. Co.	0.81	0.81	M	1072	25	
017	W. H. & C. Co.	0.81	0.81	M	1072	26	
018	W. H. & C. Co.	0.81	0.81	M	1072	27	
019	W. H. & C. Co.	0.81	0.81	M	1072	28	
020	W. H. & C. Co.	0.81	0.81	M	1072	29	
021	W. H. & C. Co.	0.81	0.81	M	1072	30	
022	W. H. & C. Co.	0.81	0.81	M	1072	31	
023	W. H. & C. Co.	0.81	0.81	M	1072	32	
024	W. H. & C. Co.	0.81	0.81	M	1072	33	
025	W. H. & C. Co.	0.81	0.81	M	1072	34	
026	W. H. & C. Co.	0.81	0.81	M	1072	35	
027	W. H. & C. Co.	0.81	0.81	M	1072	36	
028	W. H. & C. Co.	0.81	0.81	M	1072	37	
029	W. H. & C. Co.	0.81	0.81	M	1072	38	
030	W. H. & C. Co.	0.81	0.81	M	1072	39	
031	W. H. & C. Co.	0.81	0.81	M	1072	40	
032	W. H. & C. Co.	0.81	0.81	M	1072	41	
033	W. H. & C. Co.	0.81	0.81	M	1072	42	
034	W. H. & C. Co.	0.81	0.81	M	1072	43	
035	W. H. & C. Co.	0.81	0.81	M	1072	44	
036	W. H. & C. Co.	0.81	0.81	M	1072	45	
037	W. H. & C. Co.	0.81	0.81	M	1072	46	
038	W. H. & C. Co.	0.81	0.81	M	1072	47	
039	W. H. & C. Co.	0.81	0.81	M	1072	48	
040	W. H. & C. Co.	0.81	0.81	M	1072	49	
041	W. H. & C. Co.	0.81	0.81	M	1072	50	
042	W. H. & C. Co.	0.81	0.81	M	1072	51	
043	W. H. & C. Co.	0.81	0.81	M	1072	52	
044	W. H. & C. Co.	0.81	0.81	M	1072	53	
045	W. H. & C. Co.	0.81	0.81	M	1072	54	
046	W. H. & C. Co.	0.81	0.81	M	1072	55	
047	W. H. & C. Co.	0.81	0.81	M	1072	56	
048	W. H. & C. Co.	0.81	0.81	M	1072	57	
049	W. H. & C. Co.	0.81	0.81	M	1072	58	
050	W. H. & C. Co.	0.81	0.81	M	1072	59	
051	W. H. & C. Co.	0.81	0.81	M	1072	60	
052	W. H. & C. Co.	0.81	0.81	M	1072	61	
053	W. H. & C. Co.	0.81	0.81	M	1072	62	
054	W. H. & C. Co.	0.81	0.81	M	1072	63	
055	W. H. & C. Co.	0.81	0.81	M	1072	64	
056	W. H. & C. Co.	0.81	0.81	M	1072	65	
057	W. H. & C. Co.	0.81	0.81	M	1072	66	
058	W. H. & C. Co.	0.81	0.81	M	1072	67	
059	W. H. & C. Co.	0.81	0.81	M	1072	68	
060	W. H. & C. Co.	0.81	0.81	M	1072	69	
061	W. H. & C. Co.	0.81	0.81	M	1072	70	
062	W. H. & C. Co.	0.81	0.81	M	1072	71	
063	W. H. & C. Co.	0.81	0.81	M	1072	72	
064	W. H. & C. Co.	0.81	0.81	M	1072	73	
065	W. H. & C. Co.	0.81	0.81	M	1072	74	
066	W. H. & C. Co.	0.81	0.81	M	1072	75	
067	W. H. & C. Co.	0.81	0.81	M	1072	76	
068	W. H. & C. Co.	0.81	0.81	M	1072	77	
069	W. H. & C. Co.	0.81	0.81	M	1072	78	
070	W. H. & C. Co.	0.81	0.81	M	1072	79	
071	W. H. & C. Co.	0.81	0.81	M	1072	80	
072	W. H. & C. Co.	0.81	0.81	M	1072	81	
073	W. H. & C. Co.	0.81	0.81	M	1072	82	
074	W. H. & C. Co.	0.81	0.81	M	1072	83	
075	W. H. & C. Co.	0.81	0.81	M	1072	84	
076	W. H. & C. Co.	0.81	0.81	M	1072	85	
077	W. H. & C. Co.	0.81	0.81	M	1072	86	
078	W. H. & C. Co.	0.81	0.81	M	1072	87	
079	W. H. & C. Co.	0.81	0.81	M	1072	88	
080	W. H. & C. Co.	0.81	0.81	M	1072	89	
081	W. H. & C. Co.	0.81	0.81	M	1072	90	
082	W. H. & C. Co.	0.81	0.81	M	1072	91	
083	W. H. & C. Co.	0.81	0.81	M	1072	92	
084	W. H. & C. Co.	0.81	0.81	M	1072	93	
085	W. H. & C. Co.	0.81	0.81	M	1072	94	
086	W. H. & C. Co.	0.81	0.81	M	1072	95	
087	W. H. & C. Co.	0.81	0.81	M	1072	96	
088	W. H. & C. Co.	0.81	0.81	M	1072	97	
089	W. H. & C. Co.	0.81	0.81	M	1072	98	
090	W. H. & C. Co.	0.81	0.81	M	1072	99	
091	W. H. & C. Co.	0.81	0.81	M	1072	100	



Caltrans Right of Way Map

Intersection modifications to replace the split-phase signal control on the west and east approaches from Glenwood Avenue to El Camino Real and Valparaiso Avenue to El Camino Real, respectively, with protected left-turn control and simultaneous through movements would only partially mitigate the significant impact at this intersection (this differs slightly from the analysis in the Draft EIR, which indicates that the improvements would fully mitigate the impact). Protected left-turn control in conjunction with roadway expansion on the west approach from Valparaiso Avenue would improve the overall operation to an acceptable level of service (LOS D). These changes would entail signal modifications, acquisition of additional right-of-way, and restriping, and would result in shifted traffic (see Figure RTC-2). Implementation of all these measures would fully mitigate the impact, and Caltrans has indicated that it supports implementation of this measure. However, this measure is rejected by the City as infeasible because it would require the acquisition of private property and would adversely affect adjacent residential properties.

- Response A1-8: This comment pertains to potential improvements to enhance operations at the intersection of Menlo Avenue/Ravenswood Avenue and El Camino Real, which is expected to operate at an unacceptable level of service. The significant adverse impact at this intersection could be fully mitigated by adding an exclusive right-turn lane on eastbound Menlo Avenue. Constructing this improvement would require the acquisition of additional right-of-way along the south side of Menlo Avenue approximately 8 feet in width for a distance of approximately 130 feet. The necessary right-of-way acquisition would reduce the size of the adjacent surface parking lot, eliminating approximately 4-11 parking spaces, depending on how the lot is reconfigured. Caltrans has indicated support for this measure. However, due to the possible impacts that a reduction in parking may cause to the adjacent commercial uses, this potential improvement is not recommended. A reduction in parking supply of approximately 4-11 spaces would be significant in this location due to the relatively small size of the existing parking lot (the removal of these spaces would reduce the capacity of the lot by up to approximately 50 percent). Based on an analysis conducted at this intersection, it was determined that even if lane and sidewalk widths were reduced to minimum standards, approximately 4-11 parking spaces would still need to be removed from the parking area to implement the improvement.
- Response A1-9: The comment requests a 95th percentile queue length analysis for the intersections of El Camino Real and Valparaiso Avenue/Glenwood Avenue and El Camino Real and Ravenswood Avenue/Menlo Avenue. The 95th percentile queue length analysis is shown in Tables 1 and 2, below:



LSA



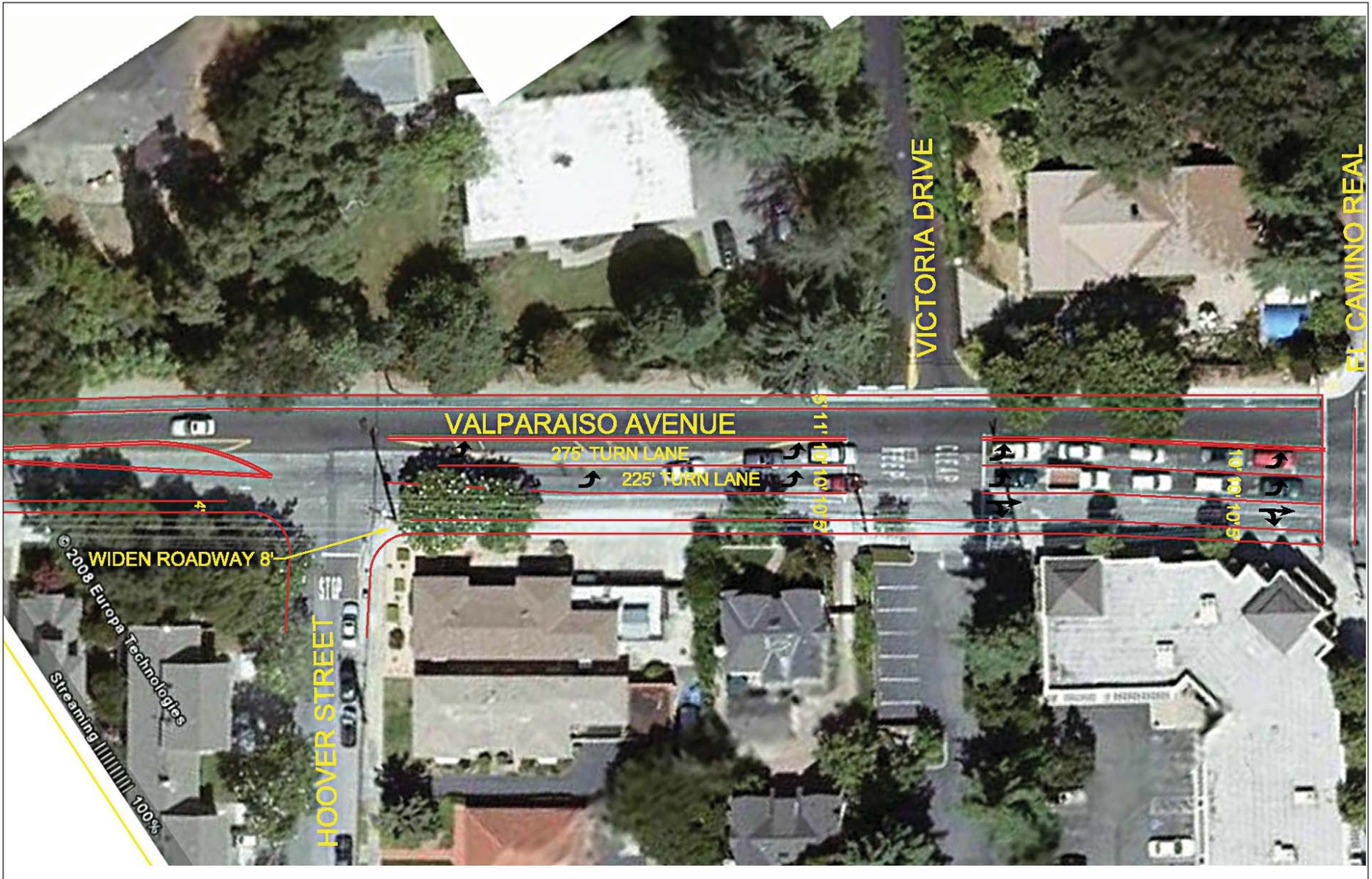
NOT TO SCALE

FIGURE RTC-1

1300 El Camino Real Project EIR
 Considered Improvements to
 Glenwood Avenue and El Camino Real

SOURCE: HEXAGON TRANSPORTATION CONSULTANTS, INC., 2009.

I:\CMK0601 1300 el camino\rtc\figures\Fig_RTC-1.ai (8/19/09)



LSA



NOT TO SCALE

FIGURE RTC-2

1300 El Camino Real Project EIR

Considered Improvements to
Valparaiso Avenue and El Camino Real

SOURCE: HEXAGON TRANSPORTATION CONSULTANTS, INC., 2009.

I:\CMK0601 1300 el camino\rtc\figures\Fig_RTC-2.ai (8/19/09)

Table 1: 95th Percentile Queue Length Analysis, Intersection of El Camino Real and Valparaiso Avenue/Glenwood Avenue

AM Peak	NBL	SBL	EBL	WBL
Existing	11	4	11	4
NT No Project	11	5	12	5
NT w/Auto Dealership	11	5	12	5
NT Project w/o Garwood Way Extension	14	6	12	5
NT Project w/Garwood Way Extension	13	6	12	5
LR No Project	12	6	13	5
LR Project w/o Garwood Way Extension	15	6	13	5
LR Project w/Garwood Way Extension	13	6	13	5
PM Peak				
Existing	9	3	15	5
NT No Project	10	4	17	6
NT w/Auto Dealership	10	4	17	6
NT Project w/o Garwood Way Extension	19	4	17	6
NT Project w/Garwood Way Extension	15	4	17	6
LR No Project	10	4	18	6
LR Project w/o Garwood Way Extension	20	5	18	6
LR Project w/Garwood Way Extension	15	5	18	6

Notes: NBL = Northbound Lane; SBL = Southbound Lane; EBL = Eastbound Lane; WBL = Westbound Lane; NT = Near-Term; LR = Long-Range. All units are shown in number of cars.

Source: Hexagon Transportation Consultants, Inc., 2009.

Table 2: 95th Percentile Queue Length Analysis, Intersection of El Camino Real and Ravenswood Avenue/Menlo Avenue

AM Peak	NBL	SBL	EBL	WBL
Existing	6	12	13	14
NT No Project	6	12	14	16
NT w/Auto Dealership	6	12	14	16
NT Project w/o Garwood Way Extension	6	12	14	16
NT Project w/Garwood Way Extension	6	12	14	16
LR No Project	6	13	15	18
LR Project w/o Garwood Way Extension	6	13	15	18
LR Project w/Garwood Way Extension	6	13	15	18
PM Peak				
Existing	11	13	15	14
NT No Project	13	14	16	15
NT w/Auto Dealership	13	14	16	15
NT Project w/o Garwood Way Extension	13	14	17	15
NT Project w/Garwood Way Extension	13	14	17	15
LR No Project	13	15	17	16
LR Project w/o Garwood Way Extension	14	15	18	16
LR Project w/Garwood Way Extension	14	15	18	16

Notes: NBL = Northbound Lane; SBL = Southbound Lane; EBL = Eastbound Lane; WBL = Westbound Lane; NT = Near-Term; LR = Long-Range. All units are shown in number of cars.

Source: Hexagon Transportation Consultants, Inc., 2009.

The 95th percentile queue length analysis was conducted using the DesignQue method as part of the Traffix modeling program.

Response A1-10: This comment requests preparation of a roadway segment analysis for SR 82. A roadway segment analysis is traditionally prepared to measure traffic levels along neighborhood streets and is less effective along major arterials. For the proposed project, a roadway segment analysis was completed for minor arterial streets, collector streets, and local streets. Since SR 82 is considered a major arterial with frequent signalized intersections, a roadway segment analysis would have limited usefulness. The intersection level of service analysis included in the traffic study provides a more accurate characterization of traffic operating conditions along SR 82.

Response A1-11: This comment, which states that project-related work that occurs in the State right-of-way would require an encroachment permit from the State Department of Transportation (Caltrans), is noted.

Letter
A2



Land Services, 111 Almaden Blvd., Rm. 814, San Jose, CA 95115

May 8, 2009

Planning Division
City of Menlo Park
701 Laurel St.
Menlo Park, CA 94025
Attn: Megan Fisher
Fax: 650-327-1653

RE: Review of Notice of Availability (NOA) of a Draft Environmental Impact Report (DEIR)
For: Sand Hill Property Company Project
Loc: 1300 El Camino Real, Menlo Park
PG&E File : SJ 210 (Land)

Dear Ms. Fisher ,

Thank you for the opportunity to comment on the Notice of Availability (NOA) of a Draft Environmental Impact Report (DEIR) for the above project.

Information provided in the NOA of the EIR did not specifically indicate the direct impacts on our gas and electric facilities. However, since PG&E has an obligation to provide the public with a reliable and safe energy supply as mandated by the California Public Utilities Commission (CPUC) and to comply with the guidelines outlined in General Orders 95 and 112. PG&E should be consulted during the development of the plan to ensure that the capacity, operational and maintenance requirements for its gas and electric facilities are taken into consideration prior to approval of the final plan.

Early involvement will allow us to assess cumulative impacts to our systems and to identify facilities that may need to be installed, relocated and or realigned as a result of the proposed general plan revision. Because engineering and construction of our facilities may require long lead times, we encourage you to consult with us during the initial stages of your planning process.

We would like to note that expansion of utility facilities is a necessary consequence of growth and development. As development occurs, the cumulative impacts of new energy load growth use up available capacity in the utility system. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substations and building new substations and interconnecting transmission line. Comparable upgrades or additions would be required for our gas system as well. Environmental impacts associated with new and or relocated gas or electric facilities as a result of the proposed project should be fully addressed in the Final EIR and, if appropriate, mitigation measures to minimize or eliminate such impacts should be incorporated into the document as well.

Letter
A2
cont.

To promote the safe and reliable maintenance and operation of these utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

Developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because these facilities relocations require long lead times and are not always feasible, developers should be encouraged to consult with PG&E as early in their planning stages as possible.

2

Relocations of PG&E's electric transmission and substation facilities (50,000 volts and above) could also require formal approval from the California Public Utilities Commission. If required, this approval process could take up to two years to complete. Proponents with development plans which could affect such electric transmission facilities should be referred to PG&E for additional information and assistance in the development of their project schedules.

We would also like to note that continued development consistent with your General Plans will have a cumulative impact on PG&E's gas and electric systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines."

3

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

Letter
A2
cont.

We encourage the City to include information about the issue of electric and magnetic fields (EMF) in the EIR. It is PG&E's policy to share information and educate people about the issue of EMF.

EMFs are invisible fields of force created by electric voltage (electric fields) and by electric current (magnetic fields). Wherever there is a flow of electricity, both electric and magnetic fields are created; in appliances, homes, schools and offices, and in power lines. There is no scientific consensus on the actual health effects of EMF exposure, but it is an issue of public concern. PG&E relies on organizations and health agencies such as the California Department of Health Services, U.S. Environmental Protection Agency and the Electric Power Research Institute to review research on EMF and provide a foundation for developing policies.

4

Because there is concern about the possible health effects of exposure to EMF, we support and fund medical, scientific, and industry research on EMF. It is PG&E policy to consider EMF in the design, planning and construction of new and upgraded facilities.

PG&E remains committed to working with the City to provide timely, reliable and cost effective gas and electric service to Brentwood area. We would also request that we be copied on future correspondence regarding this subject as this project develops and that we be placed on the list to review the DEIR and FEIR.

5

Should you require any additional information or have any questions, please call me at (408) 282-7544; or by email at akp3@PGE.com.

Thank you.

Sincerely,



Alfred Poon
Land Rights Protection
Southern Area

LETTER A2

**Alfred Poon, Land Rights Protection, Southern Area, Pacific Gas and Electric Company
May 8, 2009**

- Response A2-1: This comment states that the Pacific Gas and Electric Company (PG&E).should be consulted during the development of the project to ensure that “capacity, operational and maintenance requirements for its gas and electric facilities are taken into consideration prior to approval” of final project plans. The project applicant, in conjunction with the City (as necessary), would conduct this consultation as project details are finalized and the project transitions into the construction phase. The expected energy demands of the proposed project are discussed in detail on pages 259 to 265 of the Draft EIR. Based on this analysis, electricity and natural gas consumption would account for approximately 13.8 percent of the project’s overall anticipated energy demand. Mitigation Measure GCC-1, which is discussed on pages 266 to 268 of the Draft EIR, would reduce the project’s demand for electricity and natural gas. Measures to reduce the project’s direct electricity and natural gas consumption, as listed in Mitigation Measure GCC-1, could include: design all project buildings to exceed the California Building Code’s Title 24 energy standard; design and construct buildings to a Leadership in Energy and Environmental Design (LEED) Silver or higher rating; develop an on-site renewable energy system; design landscaping to reduce heating and cooling needs; use combined heat and power in appropriate applications; install efficient lighting and control systems and seek to use natural instead of artificial light in building interiors; install cool roofs and pavements; install energy efficient heating and cooling systems; and install light-emitting diodes (LEDs) in outdoor lighting fixtures. The implementation of these measures would ensure that the project’s energy use would be substantially reduced (on a per unit area basis) compared to similar existing projects, and would not result in significant project-specific or cumulative impacts on energy infrastructure and energy supplies owned and operated by PG&E.
- Response A2-2: This comment, which notes that the project applicant should coordinate with PG&E early in the project development process regarding ensuring that construction activities do not affect utility infrastructure, is noted. This comment does not pertain to the adequacy of the Draft EIR. Therefore, no additional response is required.
- Response A2-3: This comment states that buildout of the City’s General Plan “will have a cumulative impact on PG&Es gas and electric systems and may require on-site and off-site additions and improvements to the facilities which supply these services.” As discussed in Response to Comment A2-1, implementation of Mitigation Measure GCC-1 would ensure that the project’s electricity and natural gas demands are substantially reduced (on a per unit area basis) compared to other existing projects. This mitigation measure would ensure that project-specific energy

demand is not substantial such that a significant environmental impact to energy supply or distribution systems would result. In addition, this mitigation measure would ensure that the project does not make a significant cumulative contribution to energy-related impacts, including impacts associated with buildout of the City's General Plan. Other significant development projects in Menlo Park would be expected to undergo a similar environmental review process as the proposed project; similar energy-reducing mitigation measures would be required of these projects, as warranted, to reduce cumulative impacts to energy supply and infrastructure to a less-than-significant level.

Response A2-4: This comment encourages the City to include information about electric and magnetic fields (EMFs) in the Draft EIR. No detailed discussion of EMFs is included in the Draft EIR because there are no significant EMF-producing facilities (such as high voltage transmission lines) that traverse or are adjacent to the project site. Other EMF-generating features that would occur in the project site (such as electric appliances) would not be expected to pose significant environmental health risks. However, the information about EMFs provided by PG&E in Comment A2-4 is hereby incorporated into the public record of the Draft EIR.

Response A2-5: This concluding comment, which requests that PG&E be copied on future correspondence about the project, is noted. This comment does not pertain to the adequacy of the Draft EIR.

B. INDIVIDUALS

Dear Members of the Menlo Park Planning Commission,

I would like to comment on the development proposed for the former Cadillac property on El Camino Real. I note that the developer wishes the city to lower the requirement for parking spaces from the required 661 to only 442. I hope that you will not allow such to happen.

Although people speak of "transit friendly" residence buildings, we all know that almost every adult owns a car, and a relatively few people actually use public transit to get to work. Public transit in the Bay Area is generally inconvenient (and in our county, with no BART, it's worse than elsewhere).

Any new development should provide adequate parking for residents and their visitors. Otherwise, cars spill out onto city streets, providing inconvenience for other residents and businesses alike.

Sincerely, nancy barnby
 spruce avenue, menlo park

LETTER B1
Nancy Barnby
April 6, 2009

Response B1-1: This comment, which pertains to the merits of the project and not the adequacy of the Draft EIR, requests that the project be required to provide “adequate parking for residents and their visitors.” A parking study¹ has been completed for the project and is available on the City’s website: http://service.govdelivery.com/docs/CAMENLO/CAMENLO_92/CAMENLO_92_20090713_040000_en.pdf

As a point of clarification, the primary project evaluated in the Draft EIR does not include residential uses (although residential uses would be included in two of the three project alternatives analyzed in Chapter V of the Draft EIR). Please refer to pages 152 through 154 of the Draft EIR for an analysis of the expected parking demand of the project in the context of parking supply. Based on this evaluation, the number of parking spaces provided as part of the project would be sufficient to satisfy demand, even though the number of spaces would not satisfy the City’s previous zoning district parking requirements.

¹ TJKM, 2009. 1300 El Camino Real Parking Study: Results and Findings. July 8.

To: All concerned.

The EIR and commission report was not available in the library at the week-end. Following inquiries and a visit to City Hall today, it has now been delivered to the reference department on the day of this meeting.

1

A quick review appears to cover most of the concerns and mitigations considered. However, I submit the following:

1. Transportation: Once I saw a terrible accident at the corner of Ravenswood and El Camino.

A grocery store delivery truck going north swung out to make a left turn on to Middle. It sideswiped a car on the inside right turn lane. The occupant left her car to inspect the damage. The driver of the monster truck did not see her and ran over her, crushing her head.

2

The vision of police shrouding the truck waiting for the coroner haunts me to this day.

Consideration should be given to the operation of these delivery trucks in and around the intersections of El Camino and elsewhere when considering any new development.

2. In addition, the toxic environment, the plans for years of construction of grade separations and high speed rail should preclude housing development so close to the tracks and El Camino.

3

3. The adjoining Derry project dedicated 15' for extra rail tracks.

The developer stated that he would place a required sound wall on the property line and that, if Caltrain needed the 15', it would have to be removed.

4

Councilman Cline checked on this and was told that Derry would then take the 15' from their parking area!

4. Please consider the above facts and the Housing Commission's approval of the projects in this area.

5

Would the noise impacts alone meet H.U.D. requirement?. Would the traffic congestion and air pollution be mitigated to allow any outside activities?

6

Margaret Petitjean, Menlo Park

LETTER B2
Margaret Petitjean
April 6, 2009

- Response B2-1: This introductory comment, which introduces the subsequent comments, is noted.
- Response B2-2: Although accidents can happen anywhere, the intersection of El Camino Real and Ravenswood Avenue/Menlo Avenue is designed to safely accommodate trucks. The project would not add a significant number of trucks to local roadways and would not change the design of intersections along El Camino Real. Therefore, the project would not be expected to increase the accident rate on roadways around the project site.
- Response B2-3: This comment states that development of housing on the project site should be prohibited due to the proximity of the project site to high levels of diesel emissions along the Caltrain railroad tracks and El Camino Real. This comment, which pertains to the merits of the project alternatives and not the adequacy of the Draft EIR, is noted. As discussed in Chapter V, project alternatives involving housing would be subject to significant and unavoidable impacts associated with diesel emissions.
- Response B2-4: This comment, which pertains to the Derry Lane Mixed-Use Development (which is proposed on a site immediately east of the 1300 El Camino Real Project site), is noted. No additional response is required.
- Response B2-5: This comment regarding the development of housing in the vicinity of the project site does not pertain to the adequacy of the Draft EIR and is noted. No additional response is required.
- Response B2-6: This comment presumably pertains to impacts associated with the development of housing on or around the project site. As discussed in Chapter V of the Draft EIR, project alternatives that include housing (unlike the proposed project, which does not include residential uses) would expose residential occupants of the site to toxic air contaminants due to local railroad activities. This impact would be significant and unavoidable. In addition, traffic and railroad operations would expose residential occupants to normally unacceptable noise levels. However, the implementation of Mitigation Measure NOISE-2 and the installation of insulated windows, would ensure that the City's interior noise standard for residential uses is achieved on the site (and that no significant noise-related impacts would result). As a point of clarification, United States Department of Housing and Urban Development (HUD) noise standards would apply only to housing projects undertaken with federal funding or subsidies.

C. PUBLIC HEARING COMMENTS

**Menlo Park Planning Commission (7:00 p.m., April 6, 2009)
Public Hearing on 1300 El Camino Real Project Draft Environmental Impact Report
Minutes of EIR-related Comments**

Vice-Chair John O'Malley

Regarding the on-site transportation coordinator required as part of a transportation mitigation measure, what would be the characteristics of this position in terms of full vs. part time, duration of position, etc.? (Megan Fisher, Associate Planner, City of Menlo Park: The on-site coordinator is one of a range of measures that could be incorporated into the Trip Demand Management (TDM) Program.)

1

Is the Leadership in Energy and Environmental Design (LEED) Silver standard on page 24 of the Draft EIR a requirement? (Adam Weinstein, LSA Associates: Mitigation Measure GCC-1 is flexible, and LEED Silver certification is not required.)

2

LEED Silver is a high standard; applicant is incorporating other green design features into the project.

How was the provision of 25 bike parking spaces determined to be adequate? (Adam Weinstein: Hexagon Transportation Consultants identified the required number of bike parking spaces based on the features and geography of the site and applicable standards.)

3

Would electric, gas, and telephone lines be underground? (Megan Fisher: Yes.)

4

Will a parking study be completed before finalization of the project? (Adam Weinstein: Yes.)

Commissioner Melody Pagee

Bikes would need to be incorporated into the project design.

5

Is a jobs/housing goal of 1.9, as stated in the Draft EIR, good? (Adam Weinstein: The 1.9 jobs/housing balance is not a goal, but an assessment of the City's jobs/housing balance. Jobs/housing issues are best evaluated at the regional or sub-regional level, not at the local level.)

6

Can you identify a relationship between jobs generated by the project and needed housing affordability levels? (Adam Weinstein: This issue is not evaluated in the Draft EIR, which focuses on the physical environmental impacts caused by changes in housing supply/demand.)

Some greenhouse gas reduction measures identified in the Draft EIR are already required by the State (e.g., Title 24 measures). Thus the project will be approaching LEED certification

7

by default. Building/construction materials recycling and the provision of natural light will need to be incorporated into the project.

7
cont.

Traffic is the hardest topic the Draft EIR needed to address; all other topics are relatively minor.

8

Chair Henry Riggs

Parking in mixed use projects can be reduced because uses do not overlap in terms of parking demand?

What is the relative parking reduction associated with the mixture of retail and residential uses versus a mixture of office (or other commercial uses) and residential uses? Is there a similar factor for trip generation?

9

John Kadvany

This is a well-written and organized EIR.

10

Thanks for the comment that we shouldn't confuse the planning and environmental review processes.

Some information would be best presented in graphical form, especially traffic data (e.g., schematics showing locations of mitigation measures on the street network).

11

Some of the scales used in the noise analysis are hard to interpret (e.g., the table showing noise levels at different locations).

12

A lot of metrics used in the traffic and noise analysis were aggregate. Is it possible to disaggregate some of these (e.g., traffic during the workday, workday evening). What is the variation/spread of traffic patterns over the day? It would be useful to see measures of the variance of traffic flow and characterize pedestrian and bike features at intersections.

13

Are there metrics for bike and pedestrian features?

14

Thanks for doing the global climate change analysis. Perhaps the introductory materials could be pared back in place of a more customized analysis of the project's greenhouse gas emissions and energy usage.

15

It would be helpful to summarize the project's cumulative traffic impacts.

16

Visual simulations should be completed for other alternatives.

17

The Draft EIR contains a good range of alternatives. It would be useful to pull together the major features of the alternatives (such as the associated number of generated vehicle trips) in a matrix.

18

A glossary would be useful.

19

Chair Henry Riggs

Is the Planning Commission in a position to ask for more information about alternatives? (Adam Weinstein: The critical issue is whether there is a reasonable range of alternatives and whether the analysis of alternatives is adequate for the Planning Commission to understand the environmental impacts of the project, and ways of reducing these impacts.)

20

The Council expressed interest in adopting a project containing residential uses. Would the EIR cover such a project? (Megan Fisher: The Mixed Use Alternative, which would contain housing, was analyzed at a higher level of detail than the other alternatives. Additional environmental review would not be required to adopt this alternative.)

Vice Chair John O'Malley

I like the project alternatives that include housing.

The Council will need to adopt a Statement of Overriding Considerations due to traffic and parking issues along El Camino Real.

21

The Draft EIR is adequate.

Commissioner Katie Ferrick

The Draft EIR is a very detailed, helpful report.

22

The chart comparing the parking requirements of nearby jurisdictions was very useful.

When were the ITE data used in the traffic analysis collected?

23

Elizabeth Lasensky (Menlo Park Housing Commission)

The Housing Commission supports a project containing housing. The project site is one of the last properties along El Camino Real where housing development is possible.

24

The City needs more housing units, not simply more in-lieu fees.

Michael Wholey

The blight on El Camino Real is a travesty.

I am eager to see a project on the site.

Menlo Park is a walkable city. Parking is not an issue.

25

Jeff Warmoth

In the traffic analysis in the Draft EIR, transit proximity and existing uses were not credited against the project's trip generation. Therefore, the traffic analysis represents a cautious approach to impact identification.

26

LETTER C1
Menlo Park Planning Commission
April 6, 2009

- Response C1-1: A verbal response to this question was provided at the April 6 Planning Commission hearing. In summary, the Transportation Demand Management (TDM) program required as part of Mitigation Measure TRANS-1a may include an on-site transportation coordinator. However, the particular components of the TDM program (including the operational schedule of any on-site transportation coordinator) would not be identified until later in the project development process (i.e., prior to issuance of the certificate of occupancy).
- Response C1-2: A verbal response to this question was provided at the Planning Commission hearing. In summary, LEED Silver certification (in addition to other measures listed as part of Mitigation Measure GCC-1) would not be specifically required. However, some combination of the energy efficiency measures listed in the mitigation measure would be required as part of project implementation “to the extent feasible and to the satisfaction of the City.” Therefore, a likely outcome of this mitigation measure is that many LEED Silver requirements would be substantively met by the project notwithstanding actual certification of the project under LEED standards. The mitigation measure is intended to have a degree of flexibility so that greenhouse gas-reducing and energy efficiency measures can be implemented efficiently and cost-effectively on the project site while substantially reducing the project’s contribution to global climate change.
- Response C1-3: The number of bike parking spaces that would be provided as part of the project (25 spaces) was based on an analysis of likely demand for bike parking that would result from the project.
- Response C1-4: A verbal response to these questions was provided at the Planning Commission hearing. In summary, all electric, gas, and telephone lines would be installed underground as part of the project. In addition, a parking study¹ has been completed for the project and is available on the City’s website: http://service.govdelivery.com/docs/CAMENLO/CAMENLO_92/CAMENLO_92_20090713_040000_en.pdf.
- Response C1-5: This comment, which pertains to the merits of the project, is noted. No additional response is required.
- Response C1-6: This comment pertains to the analysis of jobs/housing balance issues in Section IV.B, Population and Housing, of the Draft EIR. A verbal response to this comment was provided at the Planning Commission hearing. In summary, the

¹ TJKM, 2009. 1300 El Camino Real Parking Study: Results and Findings. July 8.

jobs/housing balance in Menlo Park (based on Association of Bay Area Governments data) is expected to increase slightly from 1.9 in 2005 to 2.1 in 2030. This ratio suggests that there are and will continue to be in the foreseeable future more jobs than housing units in the City. As noted on page 62 of the Draft EIR, “this imbalance suggests that Menlo Park experiences a high rate of incommuting” and that it “is likely that this disparity between jobs and housing has exerted an upward influence on housing costs in the City.” Typically, an optimal jobs housing balance is 1:1, such that there is a housing unit in the area for every worker. However, such a ratio is best analyzed at a sub-regional or regional level due to the tendency of workers to commute. In addition, an area with a jobs/housing balance may also experience high commute rates if wages and housing prices are mismatched (e.g., if jobs in an area are low-paying but housing costs are high). The relationship between jobs that would be generated by the project and associated housing affordability levels was not examined as part of the Draft EIR because such an analysis was not required to identify the physical environmental impacts of the project.

Response C1-7: This comment, which states that some of the greenhouse gas reduction measures identified in Mitigation Measure GCC-1 are already required (or will be required) under State law, is noted. No additional response is required.

Response C1-8: This comment, which notes the complexity of the transportation analysis in the Draft EIR, does not pertain to the adequacy of the Draft EIR. Therefore, no additional response is required.

Response C1-9: This comment requests a discussion of the extent to which parking demand may be reduced by mixing land uses. Parking demand associated with different land uses varies throughout the day. Parking demand associated with retail uses tends to peak slightly after the PM commute hour. Residential parking demand peaks during overnight hours when most residents are sleeping. Office parking demand peaks during daytime hours when most employees are working. Out of these three land uses, residential and office parking demand patterns are the most complementary (i.e., a mixture of these uses would allow for the greatest reduction in parking supply). During work hours, office parking demand peaks. After work hours, office parking demand drops significantly while residential parking demand increases. A mixture of residential and retail uses would be slightly less complementary in the context of allowing for a reduction in parking supply. While residents are returning home from the workplace, retail trips tend to increase until tapering off around 8:00 p.m. Generally, trip generation rates mirror parking demand rates. Because of the overlap in residential and retail trip patterns, the parking reduction that could be achieved through a mixture of these uses would not be as substantial as the reduction that could be achieved through a mixture of residential and office land uses.

Response C1-10: These introductory comments are noted. No additional response is required.

Response C1-11: The resultant intersection geometry of proposed transportation mitigation measures is shown in Figure IV.E-14 of the Draft EIR. The geographic location of these intersections is shown in Figure IV.E-1.

Response C1-12: The following table is intended to provide the reader with a more complete sense of noise levels associated with different environmental factors. The relationship between a sound level and distance from the source is also provided in this table for most listed sources.

Table 3: Typical Sound Levels

	Extremes	Home Appliances	Speech at 3 ft	Motor Vehicles at 50 ft	Railroad Operations at 100 ft	General Type of Community Environment	
120	Jet Aircraft at 500 ft				Horns		
110							
100							
100				Sirens			
90		Shop Tools	Shout	Diesel Truck (Muffled)	Locomotive		
80					Rail Cars at 50 mph		
70		Blender	Loud Voice	Automobile at 70 mph	Loco Idling		Major Metropolis (Daytime)
60					Dishwasher		Normal Voice
50		Air Conditioner	Normal Voice (Back to Listener)	Automobile at 20 mph			Suburban (Daytime)
40		Refrigerator					Rural (Daytime)
30							
20							
10							
0	Threshold of Hearing						

Source: LSA Associates, Inc., 2009.

Response C1-13: The noise analysis in the Draft EIR summarizes the results of a noise assessment conducted by Edward L. Pack Associates that was published on March 24, 2006. The focus of the analysis is on Day-Night Level (DNL) measurements, which evaluate average sound levels during daytime hours (7:00 a.m. to 10:00 p.m.) and nighttime hours (10:00 p.m. to 7:00 a.m.). The noise standards in the Menlo Park Noise Element use DNL measurements.

However, the DNL data can be disaggregated to a degree to provide a better sense of the variation of sound levels over time. At noise measurement location #1 (located 80 feet from the centerline of the railroad tracks), noise levels ranged from 61.1 to 70.1 dBA during the daytime and from 38.6 to 70.4 dBA at night. At location #2 (150 feet from the centerline of El Camino Real), noise levels ranged from 61.1 to 65.0 dBA during the daytime and from 51.5 to 64.6 dBA at night. The following data, which are excerpted from the 2006 noise study, list hour-by-hour noise levels at the site and provide a sense of the variation of noise levels during the day and night.

DNL CALCULATIONS

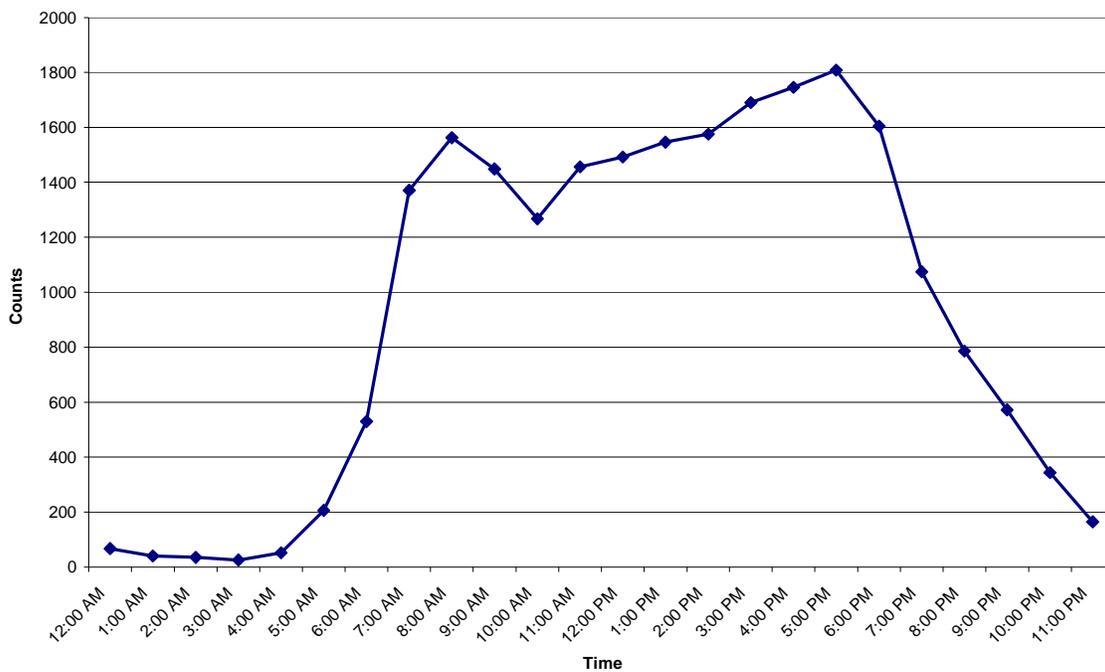
CLIENT: SAND HILL PROPERTIES
FILE: 38-019
PROJECT: 1300 EL CAMINO REAL
DATE: 6/14-16/2004
SOURCE: EL CAMINO REAL, UPRR

LOCATION 1 UPRR		Dist. to Source 80 FT.	
TIME	Leq	10 ¹ Leq/10	
7:00a.m.	70.0	10000000.0	
8:00 a.m.	64.7	2951209.2	
9:00a.m.	63.9	2454708.9	
10:00a.m.	62.6	1819700.9	
11:00 a.m.	62.1	1621810.1	
12:00noon	64.8	3019951.7	
1:00p.m.	65.4	3467368.5	
2:00 p.m.	63.7	2344228.8	63.4
3:00 p.m.	63.5	2238721.1	59.9
4:00 p.m.	66.9	4897788.2	
5:00 p.m.	70.1	10232929.9	
6:00 p.m.	68.9	7762471.2	
7:00 p.m.	63.5	2238721.1	
8:00 p.m.	63.3	2137962.1	
9:00 p.m.	61.1	1288249.6	SUM= 58475821.3
10:00 p.m.	60.0	1000000.0	Ld= 65.9
11:00 p.m.	64.1	2570395.8	
12:00mdnt	70.4	10964782.0	
1:00 a.m.	53.6	229086.8	
2:00 a.m.	54.3	269153.5	
3:00 a.m.	38.6	7244.4	
4:00 a.m.	40.8	12022.6	
5:00 a.m.	62.4	1737800.8	
6:00 a.m.	66.6	4570881.9	SUM= 21361367.7
			Ln= 63.8
	Daytime Level=	77.7	
	Nighttime Level=	83.3	
	DNL=	71	
	24-Hour Leq=	65.2	

LOCATION 2 El Camino Real		Dist. to Source 150 ft.	
TIME	Leq	10 ¹ Leq/10	
7:00a.m.	63.3	2137962.1	
8:00 a.m.	64.3	2691534.8	
9:00a.m.	63.8	2398832.9	
10:00a.m.	63.3	2137962.1	
11:00 a.m.	63.5	2238721.1	
12:00noon	62.3	1698243.7	
1:00p.m.	65.0	3162277.7	
2:00 p.m.	63.5	2238721.1	
3:00 p.m.	62.6	1819700.9	
4:00 p.m.	63.2	2089296.1	
5:00 p.m.	64.2	2630268.0	
6:00 p.m.	63.5	2238721.1	
7:00 p.m.	62.1	1621810.1	
8:00 p.m.	62.0	1584893.2	
9:00 p.m.	61.1	1288249.6	SUM= 31977194.5
10:00 p.m.	60.4	1096478.2	Ld= 63.3
11:00 p.m.	59.0	794328.2	
12:00mdnt	54.9	309029.5	
1:00 a.m.	58.2	660693.4	
2:00 a.m.	52.8	190546.1	
3:00 a.m.	51.4	138038.4	
4:00 a.m.	53.8	239883.3	
5:00 a.m.	64.6	2884031.5	
6:00 a.m.	61.6	1445439.8	SUM= 7758468.5
			Ln= 59.4
	Daytime Level=	75.1	
	Nighttime Level=	78.9	
	DNL=	67	
	24-Hour Leq=	62.2	

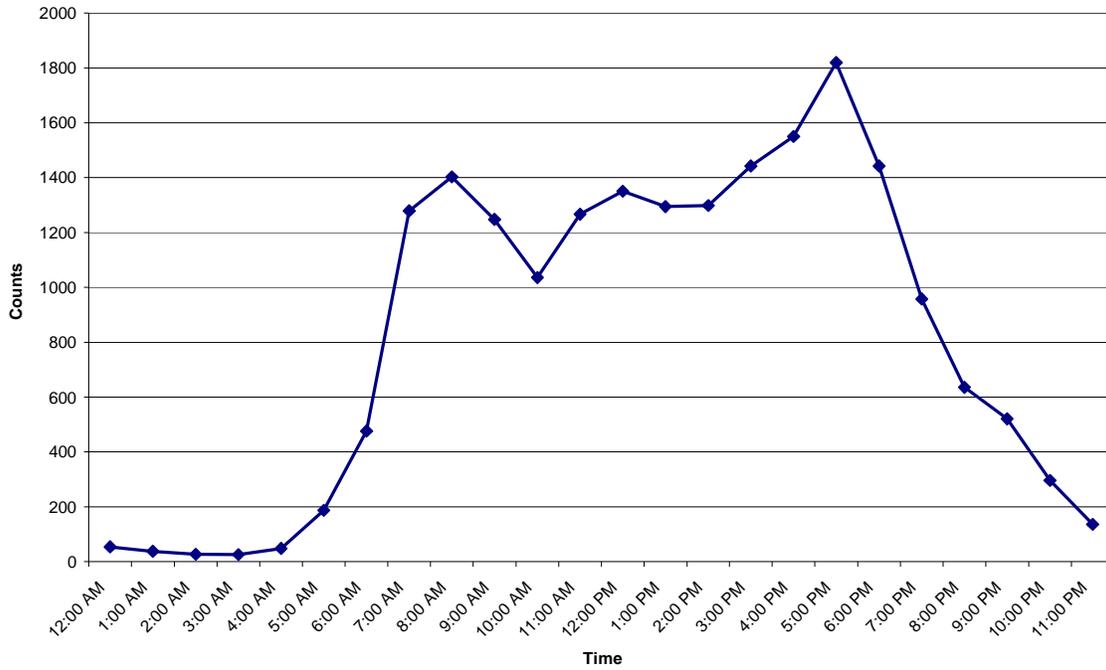
Transportation impact studies usually analyze the most congested time periods that occur on a typical day, which are the AM and PM peak commute hours. Chart 1 through Chart 3 show traffic volumes throughout a 24-hour period on three segments of Ravenswood Avenue. Chart 4 and Chart 5 show traffic volumes throughout a 24-hour period on two segments of Oak Grove Avenue. All five segments experience similar traffic patterns. Traffic levels are low until the early AM commute hours, when volumes peak. Throughout business hours, traffic levels remain relatively high until peaking again during the PM commute hour. Afterwards, traffic levels drop steeply. These charts are representative of the variability of congestion on other roadways in the vicinity of the project site.

Chart 1: 24-Hour Traffic Count (Ravenswood Avenue between El Camino Real and Alma Street)



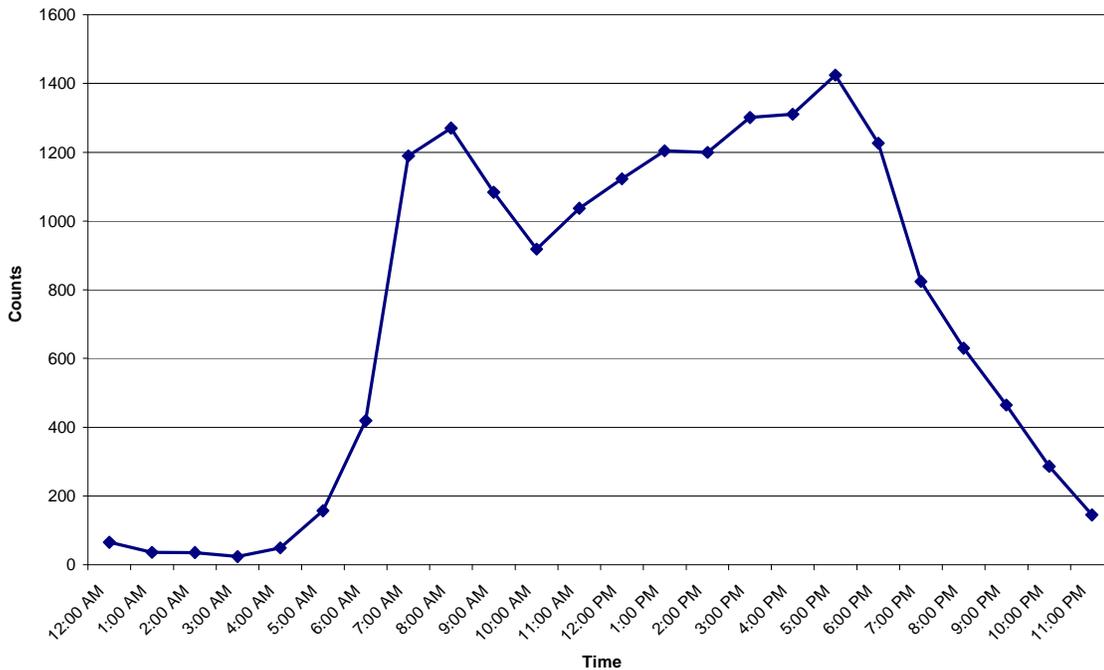
Source: City of Menlo Park, 2009.

Chart 2: 24-Hour Traffic Count (Ravenswood Avenue between Alma Street and Laurel Street)



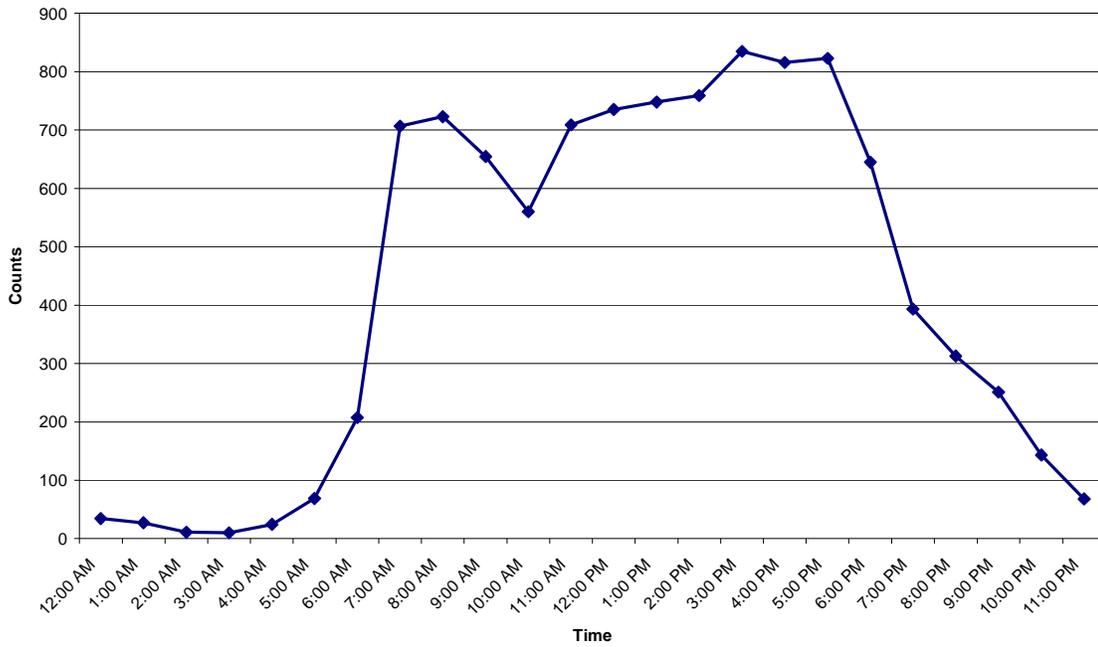
Source: City of Menlo Park, 2009.

Chart 3: 24-Hour Traffic Count (Ravenswood Avenue between Laurel Street and Middlefield Road)



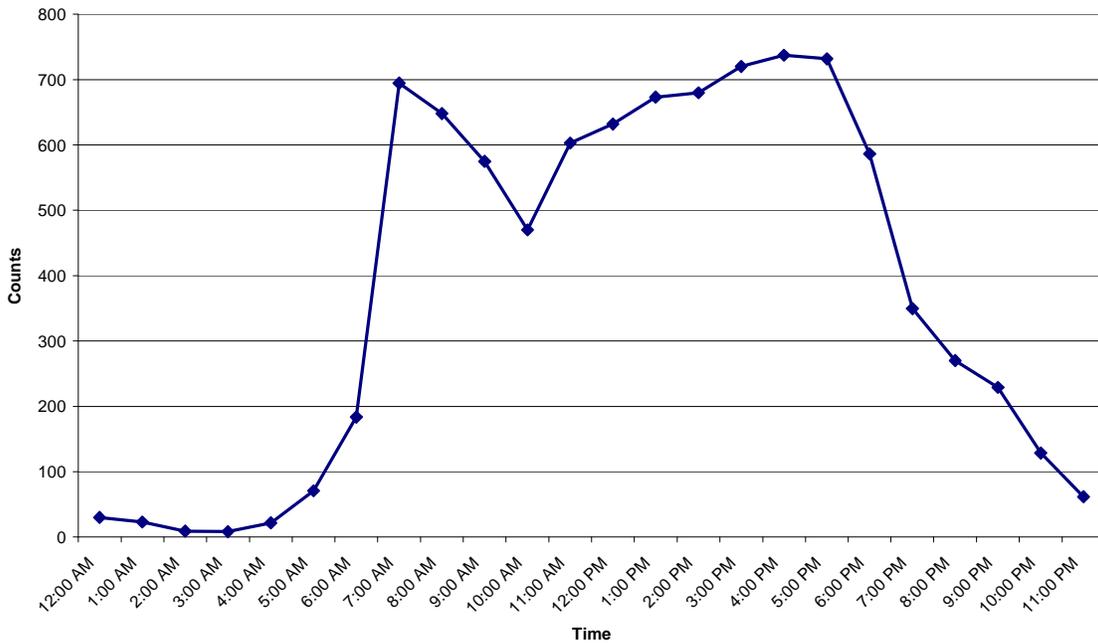
Source: City of Menlo Park, 2009.

Chart 4: 24-Hour Traffic Count (Oak Grove Avenue between El Camino Real and Laurel Street)



Source: City of Menlo Park, 2009.

Chart 5: 24-Hour Traffic Count (Oak Grove Avenue between Laurel Street and Middlefield Road)



Source: City of Menlo Park, 2009.

Response C1-14: Numerous agencies and organizations, including Caltrans, the Livable Streets Initiative, New York City, and the Federal Highway Administration have developed criteria to measure the viability of the pedestrian and bike environment. A 2005 working paper by Rajiv Bhatia, Director of Occupational and Environmental Health, San Francisco Department of Public Health, titled “Automobile Level of Service: A Liability for Health and Environmental Quality,” suggests a variety of pedestrian and bicycle metrics, including the proximity of public services and jobs, distance to transit, rate of motor vehicle and/or pedestrian injuries, and the percentage of students who walk to school. A 2006 Pedestrian Level of Service Study conducted by New York City suggests evaluating several key criteria, including the speed of pedestrian flow, sidewalk obstacles, and surrounding land uses, to determine the degree to which the pedestrian environment is functioning effectively. A comprehensive evaluation of bike and pedestrian metrics was not conducted as part of the Draft EIR. However, the project site contains many characteristics that are known to result in a functional pedestrian and bike environment, most notably proximity to the Caltrain station and downtown Menlo Park, and the area’s high job density. The proposed ground floor retail uses on the site would also be expected to exert a positive influence on the pedestrian environment in the area compared to existing conditions. The site also benefits from bike routes in the vicinity of the site. Glenwood Avenue/ Valparaiso Avenue and Laurel Street contain Class II bike lanes. In addition, the segment of El Camino Real adjacent to the project site is planned as a Class III bike route in the City’s 2005 Comprehensive Bicycle Development Plan.

Response C1-15: The comment regarding the length of the introductory materials in Section IV.L, Global Climate Change, is noted. Including a global climate change analysis in an EIR is a relatively new requirement, and the introductory section provides important information regarding the setting and State and federal requirements, or lack thereof, for climate change analyses.

The comment recommends a more customized analysis of the project’s emissions and energy usage. The greenhouse gas emissions calculated in the Draft EIR include estimates of vehicle, energy, water usage, solid waste, and area sources, as well as the respective activity data for each category (e.g., vehicle trips per day, tons of solid waste disposed, etc.). Some air quality models, such as URBEMIS 2007, can estimate certain carbon dioxide (CO₂) emission reductions from vehicle and area sources. Documents such as the New Buildings Institute “Energy Performance of LEED for New Construction Buildings” provide estimates of electricity emission reductions associated with energy efficiency measures. However, there are many variables that need to be considered when estimating emission reductions from mitigation measures related to energy, water use, and solid waste disposal, including the type or composition of renewable energy sources used, the efficiency of the energy grid and water distribution system, distance to the landfill, and transport of recycled or salvaged materials.

In addition, as discussed in Response to Comment C1-2, some combination of the energy efficiency measures listed in the mitigation measure would be required as

part of project implementation “to the extent feasible and to the satisfaction of the City.” The mitigation measure is intended to have a degree of flexibility so that greenhouse gas-reducing and energy efficiency measures can be implemented efficiently and cost-effectively. This flexibility also makes it more difficult to provide a precise estimate of greenhouse gas emission reductions that would be associated with implementation of Mitigation Measure GCC-1, since the combination of specific greenhouse gas-reducing measures has not yet been determined. Providing a more quantitative analysis of emissions reductions associated with Mitigation Measure GCC-1 could result in an outcome that is falsely precise (in terms of probable emissions reductions). Therefore, we believe that a more quantitative analysis of the mitigation measure would have limited usefulness in the context of impact reduction.

The greenhouse gas estimates provided in the Draft EIR are consistent with State guidance and the April 2009 proposed *CEQA Guideline* amendments from the Governor’s Office of Planning and Research, as well as other comment letters on Draft CEQA documents from the California Attorney General’s Office.

Response C1-16: Page 312 of the Draft EIR is modified as follows:

e. Transportation, Circulation and Parking. Please refer to Section IV.E., Transportation, Circulation and Parking, for a detailed description of the cumulative transportation-related impacts of the proposed project. Although the proposed project and many of the cumulative projects would be located in close proximity to transit stations and would allow for the utilization of alternative modes of transportation, these projects would increase traffic on City streets. The cumulative traffic analysis completed for the proposed project indicates that the project would result in cumulative significant and adverse LOS impacts to 10 study intersections and seven roadway segments. These significant cumulative impacts are summarized below:

- The average critical delay at the Middlefield Road and Ravenswood Avenue intersection would increase by more than 0.8 seconds.
- The average delay for all movements on the northbound stop-controlled approach at the Alma Street and Oak Grove Avenue intersection would increase by more than 0.8 seconds.
- The average delay for all movements on the southbound stop-controlled approach at the Garwood Way (Derry Lane)/Merrill Street and Oak Grove Avenue intersection would increase by more than 0.8 seconds.
- The Middlefield Road and Oak Grove Avenue intersection would degrade to an unacceptable Level of Service (LOS) E.
- The average critical delay at the Middlefield Road/Marsh Road intersection would increase by more than 4 seconds.

- The average delay for all movements on the eastbound stop-controlled approach at the Middlefield Road and Glenwood Avenue intersection would increase by more than 4 seconds.
- The average delay for all movements on the eastbound stop-controlled approach at the Middlefield Road and Encinal Avenue intersection would increase by more than 4 seconds.
- If the Garwood Way extension is not constructed, the critical delay on the westbound Glenwood Avenue approach to El Camino Real would increase by more than 0.8 seconds per vehicle.
- If the Garwood Way extension is not constructed, the critical delay on the eastbound Valparaiso Avenue approach to El Camino Real would increase by more than 0.8 seconds.
- The critical delay on the eastbound Menlo Avenue approach to El Camino Real would increase by more than 0.8 seconds.
- Daily traffic volumes along selected segments of Middlefield Road, Ravenswood Avenue, Oak Grove Avenue, Glenwood Avenue, Laurel Street, Alma Street, and Garwood Way would substantially increase.

Response C1-17: Visual simulations were not prepared for the alternatives evaluated in Chapter V of the Draft EIR because the buildings that would be constructed as part of the development alternatives would be very similar in appearance to the buildings constructed as part of the proposed project. Under the No Project alternative, visual conditions on the site would approximate those seen under existing conditions.

Response C1-18: The following table has been prepared that outlines the key features of the project alternatives, per the suggestion of the commenter:

Table 4: Comparison of Alternatives

Key Characteristics	No Project Alternative	Mixed Use Alternative	Maximum Residential Alternative
Residential Space (units)/Commercial Space (square feet)	0/30,000	36/81,595	62/29,310
Rezoning Required?	No	Yes	Dependent on Design
Affordable Housing Units	0	8	10
Daily Trips	1,000	3,759	1,154
AM Trips/PM Trips (peak)	62/79	272/247	65/95
Employee/Residential Population	60/0	242/87	78/151
CO ₂ Equivalent Emissions (metric tons)	1,600	5,233	2,000
Significant Inhalation Risk?	No	Yes	Yes

Source: LSA Associates, Inc., 2009.

Response C1-19: A glossary is incorporated into the Draft EIR, preceding the bibliography in Chapter VII, Report Preparation:

VII. GLOSSARY AND REPORT PREPARATION

A. GLOSSARY

<u>AAQS:</u>	<u>State Ambient Air Quality Standards</u>
<u>ABAG:</u>	<u>Association of Bay Area Governments</u>
<u>ACM:</u>	<u>Asbestos-Containing-Material</u>
<u>ADT:</u>	<u>Average Daily Traffic</u>
<u>AMR:</u>	<u>American Medical Response</u>
<u>A-PEFZA:</u>	<u>Alquist-Priolo Earthquake Fault Zoning Act</u>
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<u>BAAQMD:</u>	<u>Bay Area Air Quality Management District</u>
<u>BART:</u>	<u>Bay Area Rapid Transit</u>
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<u>Cal Water:</u>	<u>California Water Service Company</u>
<u>Caltrans:</u>	<u>California Department of Transportation</u>
<u>CAT:</u>	<u>Climate Action Team</u>
<u>CCSP:</u>	<u>Climate Change Science Program</u>
<u>CCTP:</u>	<u>Climate Change Technology Program</u>
<u>CEQA:</u>	<u>California Environmental Quality Act</u>
<u>CH₄:</u>	<u>Methane</u>
<u>CMP:</u>	<u>Congestion Management Program</u>
<u>CNEL:</u>	<u>Community Noise Equivalent Level</u>
<u>CO₂:</u>	<u>Carbon Dioxide</u>
<u>CSA:</u>	<u>City of Menlo Park's Circulation System Assessment</u>
<u>dB:</u>	<u>Decibel</u>
<u>dBA:</u>	<u>A-weighted sound level</u>
<u>DGM:</u>	<u>California Department of Mines and Geology</u>
<u>DOF:</u>	<u>Department of Finance</u>
<u>DPM:</u>	<u>Diesel Particulate Matter</u>

<u>DTSC:</u>	<u>Department of Toxic Substances Control</u>
<u>EIR:</u>	<u>Environmental Impact Report</u>
<u>EPA:</u>	<u>U.S. Environmental Protection Agency</u>
<u>FAR:</u>	<u>Floor-Area-Ratio</u>
<u>FEMA:</u>	<u>Federal Emergency Management Agency</u>
<u>FHWA:</u>	<u>Federal Highway Administration</u>
<u>FTA:</u>	<u>Federal Transit Administration</u>
<u>GHG:</u>	<u>Greenhouse Gas</u>
<u>gpd:</u>	<u>Gallons Per Day</u>
<u>GWP:</u>	<u>Global Warming Potential</u>
<u>HFCs:</u>	<u>Hydrofluorocarbons</u>
<u>HHWE:</u>	<u>Household Hazardous Waste Element</u>
<u>HVAC:</u>	<u>Heating Ventilation/Air-Conditioning</u>
<u>IPCC:</u>	<u>Intergovernmental Panel on Climate Change</u>
<u>ITE:</u>	<u>Institute of Transportation Engineers</u>
<u>IWMP:</u>	<u>Integrated Waste Management Plan</u>
<u>JPB:</u>	<u>Peninsula Corridor Joint Powers Board</u>
<u>L_{eq}:</u>	<u>Continuous Sound Level</u>
<u>L_{max}:</u>	<u>Maximum Noise Level</u>
<u>LOS:</u>	<u>Levels of Service</u>
<u>LTS:</u>	<u>Less-than-Significant Impact</u>
<u>LUST:</u>	<u>Leaking UST</u>
<u>MMI:</u>	<u>Modified Mercalli Intensity</u>
<u>MMT:</u>	<u>Million Metric Tons</u>
<u>msl:</u>	<u>Mean Sea Level</u>
<u>M_w:</u>	<u>Moment Magnitude</u>
<u>N₂O :</u>	<u>Nitrous Oxide</u>
<u>NAHC:</u>	<u>Native American Heritage Commission</u>
<u>NOI:</u>	<u>Notice of Intent</u>
<u>NOP:</u>	<u>Notice of Preparation</u>
<u>NPDES:</u>	<u>National Pollutant Discharge Elimination System</u>
<u>NRCS:</u>	<u>Natural Resources Conservation Service</u>
<u>NWIC:</u>	<u>Northwest Information Center</u>
<u>OPR:</u>	<u>Office of Planning and Research</u>
<u>OSCE:</u>	<u>Open Space and Conservation Element</u>
<u>PFCs:</u>	<u>Perfluorocarbons</u>
<u>PG&E:</u>	<u>Pacific Gas and Electric Company</u>
<u>PI:</u>	<u>Plasticity Index</u>
<u>ppm:</u>	<u>Parts Per Million</u>
<u>PPV:</u>	<u>Peak Particle Velocity</u>
<u>PRGs:</u>	<u>Preliminary Remediation Goals</u>

<u>RHNA:</u>	<u>Regional Housing Needs Allocation</u>
<u>RMP:</u>	<u>Risk Management Plan</u>
<u>rms:</u>	<u>Root-Mean-Square</u>
<u>ROG:</u>	<u>Reactive Organic Gases</u>
<u>RWQCB:</u>	<u>California Regional Water Quality Control Board</u>
<u>S:</u>	<u>Significant Impact</u>
<u>SAFZ:</u>	<u>San Andreas Fault Zone</u>
<u>SBWMA:</u>	<u>South Bayside Waste Management Authority</u>
<u>SF₆:</u>	<u>Sulfur Hexafluoride</u>
<u>SFPUC:</u>	<u>San Francisco Public Utilities Commission</u>
<u>SMCEHD:</u>	<u>San Mateo County Health Services Agency, Environmental Health Division</u>
<u>SMCWPPP:</u>	<u>San Mateo Countywide Water Pollution Prevention Program</u>
<u>SRRE:</u>	<u>Source Reduction and Recycling Element</u>
<u>SSSE:</u>	<u>Seismic Safety and Safety Element</u>
<u>STOPPP:</u>	<u>San Mateo County Countywide Pollution Prevention Program</u>
<u>SU:</u>	<u>Significant and Unavoidable Impact</u>
<u>SWPPP:</u>	<u>Storm Water Pollution Prevention Plan</u>
<u>TACs:</u>	<u>Toxic Air Contaminants</u>
<u>TCMs:</u>	<u>Transportation Control Measures</u>
<u>TOD:</u>	<u>Transit Oriented Development</u>
<u>U.S. Census:</u>	<u>United States Census</u>
<u>UCMP:</u>	<u>University of California Museum of Paleontology</u>
<u>UNFCCC:</u>	<u>United Nations Framework Convention on Climate Change</u>
<u>USTs:</u>	<u>Underground Storage Tanks</u>
<u>VMT:</u>	<u>Vehicle Miles Traveled</u>
<u>VOCs:</u>	<u>Volatile Organic Compounds</u>

Response C1-20: A verbal response to these questions was provided at the Planning Commission hearing. In summary, CEQA requires an EIR to include an analysis of a reasonable range of alternatives, such that decisionmakers can make an informed decision about project approval, based on the environmental impacts of the project and ways to reduce these impacts. The analysis of the Mixed Use alternative, which is at a higher level of detail than the other alternatives, is designed such that the alternative could be adopted with minimal supplementary environmental review.

Response C1-21: This comment states that the Draft EIR is adequate. The comments about the project alternatives and need for a Statement of Overriding Considerations are noted and do not pertain to the adequacy of the Draft EIR. Therefore, no additional response is required.

Response C1-22: This comment, which notes that the Draft EIR is detailed, and that it provided a useful analysis of parking requirements, is noted. No additional response is required.

Response C1-23: The Institute of Transportation Engineers (ITE) data used in the Draft EIR were sourced from the following publications (all published by ITE): *Trip Generation Handbook*, 2001; *Trip Generation*, Seventh Edition, 2003; and *Parking Generation*, Third Edition, 2004.

Response C1-24: This comment, which pertains to the merits of the project and not the adequacy of the Draft EIR, is noted. No additional response is required.

Response C1-25: This comment, which pertains to the merits of the project and not the adequacy of the Draft EIR, is noted. No additional response is required.

Response C1-26: This comment, which notes that no credit was incorporated into the traffic analysis to take into account existing permitted uses on the project site, is noted. This comment does not pertain to the adequacy of the Draft EIR and no additional response is required.

IV. TEXT REVISIONS

This chapter presents specific revisions to the text of the Draft EIR that are being made in response to comments, or to clarify material in the Draft EIR. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with underlined text. Deletions to text in the Draft EIR are shown with ~~strikeout~~. Page numbers correspond to the page numbers of the Draft EIR. None of the changes or clarifications presented in this chapter significantly alters the conclusions or findings of the Draft EIR.

Page 15 of the Draft EIR is modified as follows:

Table II-2: Summary of Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><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.</p>	S	<p><u>TRANS-1a (TDM)</u>: Prior to the issuance of a certificate of occupancy, the applicant shall submit 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 based on C/CAG standards. 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:</p> <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. 	SU

Table II-1 *Continued*

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"> • <u>Provide showers and lockers for bicyclists.</u> • 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. • <u>Provide transit subsidies.</u> • 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. 	

Page 140 of the Draft EIR is modified as follows:

Mitigation Measure TRANS-1a (TDM): Prior to the issuance of a certificate of occupancy, the applicant shall submit 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 based on C/CAG standards. 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:

- 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 showers and lockers for bicyclists.
- 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.
- Provide transit subsidies.
- 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.

Page 312 of the Draft EIR is modified as follows:

e. Transportation, Circulation and Parking. Please refer to Section IV.E., Transportation, Circulation and Parking, for a detailed description of the cumulative transportation-related impacts of the proposed project. Although the proposed project and many of the cumulative projects would be located in close proximity to transit stations and would allow for the utilization of alternative modes of transportation, these projects would increase traffic on City streets. The cumulative traffic analysis completed for the proposed project indicates that the project would result in cumulative significant and adverse LOS impacts to 10 study intersections and seven roadway segments. These significant cumulative impacts are summarized below:

- The average critical delay at the Middlefield Road and Ravenswood Avenue intersection would increase by more than 0.8 seconds.
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- The average delay for all movements on the southbound stop-controlled approach at the Garwood Way (Derry Lane)/Merrill Street and Oak Grove Avenue intersection would increase by more than 0.8 seconds.

- The Middlefield Road and Oak Grove Avenue intersection would degrade to an unacceptable Level of Service (LOS) E.
- The average critical delay at the Middlefield Road/Marsh Road intersection would increase by more than 4 seconds.
- The average delay for all movements on the eastbound stop-controlled approach at the Middlefield Road and Glenwood Avenue intersection would increase by more than 4 seconds.
- The average delay for all movements on the eastbound stop-controlled approach at the Middlefield Road and Encinal Avenue intersection would increase by more than 4 seconds.
- If the Garwood Way extension is not constructed, the critical delay on the westbound Glenwood Avenue approach to El Camino Real would increase by more than 0.8 seconds per vehicle.
- If the Garwood Way extension is not constructed, the critical delay on the eastbound Valparaiso Avenue approach to El Camino Real would increase by more than 0.8 seconds.
- The critical delay on the eastbound Menlo Avenue approach to El Camino Real would increase by more than 0.8 seconds.
- Daily traffic volumes along selected segments of Middlefield Road, Ravenswood Avenue, Oak Grove Avenue, Glenwood Avenue, Laurel Street, Alma Street, and Garwood Way would substantially increase.

Page 317 of the Draft EIR has been modified as follows:

VII. GLOSSARY AND REPORT PREPARATION

A. GLOSSARY

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<u>ACM:</u>	<u>Asbestos-Containing-Material</u>
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<u>AMR:</u>	<u>American Medical Response</u>
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<u>CNEL:</u>	<u>Community Noise Equivalent Level</u>
<u>CO₂:</u>	<u>Carbon Dioxide</u>
<u>CSA:</u>	<u>City of Menlo Park's Circulation System Assessment</u>
<u>dB:</u>	<u>Decibel</u>
<u>dba:</u>	<u>A-weighted sound level</u>
<u>DGM:</u>	<u>California Department of Mines and Geology</u>
<u>DOF:</u>	<u>Department of Finance</u>
<u>DPM:</u>	<u>Diesel Particulate Matter</u>
<u>DTSC:</u>	<u>Department of Toxic Substances Control</u>
<u>EIR:</u>	<u>Environmental Impact Report</u>
<u>EPA:</u>	<u>U.S. Environmental Protection Agency</u>
<u>FAR:</u>	<u>Floor-Area-Ratio</u>
<u>FEMA:</u>	<u>Federal Emergency Management Agency</u>
<u>FHWA:</u>	<u>Federal Highway Administration</u>
<u>FTA:</u>	<u>Federal Transit Administration</u>
<u>GHG:</u>	<u>Greenhouse Gas</u>
<u>gpd:</u>	<u>Gallons Per Day</u>
<u>GWP:</u>	<u>Global Warming Potential</u>
<u>HFCs:</u>	<u>Hydrofluorocarbons</u>
<u>HHWE:</u>	<u>Household Hazardous Waste Element</u>
<u>HVAC:</u>	<u>Heating Ventilation/Air-Conditioning</u>
<u>IPCC:</u>	<u>Intergovernmental Panel on Climate Change</u>
<u>ITE:</u>	<u>Institute of Transportation Engineers</u>
<u>IWMP:</u>	<u>Integrated Waste Management Plan</u>

<u>JPB:</u>	<u>Peninsula Corridor Joint Powers Board</u>
<u>L_{eq}:</u>	<u>Continuous Sound Level</u>
<u>L_{max}:</u>	<u>Maximum Noise Level</u>
<u>LOS:</u>	<u>Levels of Service</u>
<u>LTS:</u>	<u>Less-than-Significant Impact</u>
<u>LUST:</u>	<u>Leaking UST</u>
<u>MMI:</u>	<u>Modified Mercalli Intensity</u>
<u>MMT:</u>	<u>Million Metric Tons</u>
<u>m_{sl}:</u>	<u>Mean Sea Level</u>
<u>M_w:</u>	<u>Moment Magnitude</u>
<u>N₂O :</u>	<u>Nitrous Oxide</u>
<u>NAHC:</u>	<u>Native American Heritage Commission</u>
<u>NOI:</u>	<u>Notice of Intent</u>
<u>NOP:</u>	<u>Notice of Preparation</u>
<u>NPDES:</u>	<u>National Pollutant Discharge Elimination System</u>
<u>NRCS:</u>	<u>Natural Resources Conservation Service</u>
<u>NWIC:</u>	<u>Northwest Information Center</u>
<u>OPR:</u>	<u>Office of Planning and Research</u>
<u>OSCE:</u>	<u>Open Space and Conservation Element</u>
<u>PFCs:</u>	<u>Perfluorocarbons</u>
<u>PG&E:</u>	<u>Pacific Gas and Electric Company</u>
<u>PI:</u>	<u>Plasticity Index</u>
<u>ppm:</u>	<u>Parts Per Million</u>
<u>PPV:</u>	<u>Peak Particle Velocity</u>
<u>PRGs:</u>	<u>Preliminary Remediation Goals</u>
<u>RHNA:</u>	<u>Regional Housing Needs Allocation</u>
<u>RMP:</u>	<u>Risk Management Plan</u>
<u>rms:</u>	<u>Root-Mean-Square</u>
<u>ROG:</u>	<u>Reactive Organic Gases</u>
<u>RWQCB:</u>	<u>California Regional Water Quality Control Board</u>
<u>S:</u>	<u>Significant Impact</u>
<u>SAFZ:</u>	<u>San Andreas Fault Zone</u>
<u>SBWMA:</u>	<u>South Bayside Waste Management Authority</u>
<u>SF₆:</u>	<u>Sulfur Hexafluoride</u>
<u>SFPUC:</u>	<u>San Francisco Public Utilities Commission</u>
<u>SMCEHD:</u>	<u>San Mateo County Health Services Agency, Environmental Health Division</u>
<u>SMCWPPP:</u>	<u>San Mateo Countywide Water Pollution Prevention Program</u>
<u>SRRE:</u>	<u>Source Reduction and Recycling Element</u>
<u>SSSE:</u>	<u>Seismic Safety and Safety Element</u>
<u>STOPPP:</u>	<u>San Mateo County Countywide Pollution Prevention Program</u>

SU: Significant and Unavoidable Impact
SWPPP: Storm Water Pollution Prevention Plan
TACs: Toxic Air Contaminants
TCMs: Transportation Control Measures
TOD: Transit Oriented Development
U.S. Census: United States Census
UCMP: University of California Museum of Paleontology
UNFCCC: United Nations Framework Convention on Climate Change
USTs: Underground Storage Tanks
VMT: Vehicle Miles Traveled
VOCs: Volatile Organic Compounds

