

1. Introduction

Project Overview

The City of Menlo Park (City) has developed the El Camino Real/Downtown Specific Plan (Specific Plan) to establish a framework for private and public improvements in the Specific Plan area for the next 30 years. The Specific Plan addresses approximately 130 acres of land and focuses on the character and density of private infill development, the character and extent of enhanced public spaces, and circulation and connectivity improvements. The primary goal of the Specific Plan is to “enhance the community life, character, and vitality through mixed use infill projects sensitive to the small-town character of Menlo Park, an expanded public realm, and improved connections across El Camino Real.” The Specific Plan includes objectives, policies, development standards, and design guidelines intended to guide new private development and public space and transportation improvements in the Specific Plan area. The Plan builds upon the El Camino Real/Downtown Vision Plan that was unanimously accepted by the Menlo Park City Council on July 15, 2008.

On June 5, 2012, the City Council certified the Menlo Park El Camino Real and Downtown Specific Plan Program EIR (Program EIR). According to the Program EIR, the Specific Plan does not propose specific private developments, but establishes a maximum development capacity of 474,000 square feet (sf) of non-residential development (inclusive of retail, hotel, and commercial development) and 680 new residential units.

Greenheart Land Company (Project Sponsor) is proposing to redevelop 11 Assessor’s parcels (15 legal parcels) of land between El Camino Real and the Caltrain right-of-way into a mixed-use development. The Project site includes the former Derry Lane Site (3.5 acres), the former 1300 El Camino Real Site (3.4 acres), and 1258 El Camino Real (0.3 acres), which add up to approximately 7.2 acres in their current state. However, after street abandonment and dedication actions under the Project, the total site area would be approximately 6.4 acres. These parcels generally consist of vacant, previously developed land in the northern area and commercial buildings along Derry Lane and Oak Grove Avenue in the southern area.

The 1300 El Camino Real Greenheart Project (Project) would demolish the existing structures in the southern portion of the site and construct approximately 420,000 sf of mixed uses at the Project site. In total, the Project would include three mixed-use buildings, a surface parking lot, underground parking garages, onsite linkages, and landscaping. The uses at the Project site would include a range of approximately 195,000 sf to 210,000 sf of non-medical office space in two buildings; approximately 203,000 sf to 210,000 sf of residential space (220 housing units) in one building; and up to 22,000 sf of retail/restaurant space throughout proposed office and residential buildings. The Project would provide approximately 1,071 parking spaces within parking garages and a surface parking lot. After street abandonment and dedication actions under the Project, the total site area would consist of approximately 6.4 acres.

Purpose of this Environmental Checklist

This Environmental Checklist for the 1300 El Camino Real Greenheart Project (Project) has been prepared by the Project’s Lead Agency, the City, in conformance with the provisions of the California

Environmental Quality Act (CEQA) Guidelines, as amended. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project. Environmental Checklists are to be completed for all projects that are subject to environmental review under CEQA. The information, analysis, and conclusions contained in the Environmental Checklist form the basis for deciding whether an Environmental Impact Report (EIR), a Negative Declaration (ND), or a Mitigated Negative Declaration (MND) is to be prepared.

As discussed above, the Project site is within the Specific Plan area. Since the Project's site plan and development parameters are consistent with the development anticipated by the Specific Plan, the programmatic Specific Plan EIR is applicable to this Project. Therefore, this Environmental Checklist has been prepared to demonstrate consistency with Senate Bill (SB) 226, CEQA Streamlining for Infill Projects. SB 226 was developed by the State Legislature to eliminate repetitive analysis of the effects of a project that were previously analyzed in a programmatic EIR for a planning-level decision or are substantially mitigated by uniformly applied development policies. SB 226 consistency analysis is applicable to the Project because of the Project's proximity to the train station, but is not necessarily applicable to other development proposals in the Specific Plan area. Accordingly, this Checklist is used to limit the scope of the EIR to the effects determined to be significant, identical to the function of an Initial Study as defined in Section 15063 of the CEQA Guidelines.

Section 15183.3 of the State CEQA Guidelines and Section 21094.5 of the PRC, adopted per SB 226, outline the steps to streamline the CEQA process for projects that qualify as infill development. In order to qualify, a project site must be in an urban area that has been previously developed or that has urban uses on 75 percent of the site perimeter and must meet specified performance thresholds.

- Inclusion of onsite renewable generation for the non-residential portion of the project.
- Documentation of prior or planned remediation if the site has contamination issues.
- Address of local air quality issues if located near a high-volume roadway or other significant air pollution source.
- If residential, must have one of the following: lower vehicle miles travelled (VMT) than regional average; be within 0.5 mile of a major transit stop or high-quality transit corridor; or include 300 or fewer units with 100 percent affordable or lower income housing.
- If commercial, must have one of the following: lower VMT than regional average; or be within 0.5 mile of 1,800 dwelling units.
- If office, must have one of the following: lower VMT than regional average; within 0.5 mile of a major transit stop or within 0.25 mile of a high-quality transit corridor.

If these criteria are met, then the CEQA analysis can be limited to those effects of infill development that have not been addressed in a planning level document or by uniformly applicable development policies.

The OPR's Appendix N: Infill Environmental Checklist has been used to evaluate the Project and document eligibility and a checklist for identifying if the project effects are or are not addressed in a prior planning document or by uniformly applicable development policies. If the completion of Appendix N determines that no additional environmental review is required, in accordance with Section 15062 of the State CEQA Guidelines, a Notice of Exemption (NOE) can be filed and no further CEQA review is necessary. If Appendix N identifies new specific or more significant effects, and the new impacts are less than significant or can be mitigated to a less-than-significant level, then an ND or MND could be prepared. However, in this case, it has been determined that the proposed infill Project would

have effects that either have not been analyzed in the prior Specific Plan EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. Therefore, since these impacts could be significant, a limited scope Infill EIR is required to analyze those effects.

1. **Project Title:** 1300 El Camino Real Greenheart Project
2. **Lead Agency Name and Address:** City of Menlo Park
Community Development Department
701 Laurel Street
Menlo Park, CA 94025
3. **Contact Person and Phone Number:** Thomas Rogers, Senior Planner (650) 330-6722
4. **Project Location:** 1300 El Camino Real, 1258 El Camino Real, 550 Oak Grove Avenue, 558/560 Oak Grove Avenue, 562/564 Oak Grove Avenue, 580 Oak Grove Avenue, 540/560 Derry Lane, 550 Derry Lane, 570 Derry Lane
5. **Project Sponsor's Name and Address:** Greenheart Land Company
941 E. Charleston Rd
Palo Alto, CA 94303
6. **General Plan Designation:** El Camino Real Mixed Use – Residential
7. **Zoning:** SP-ECR/D (El Camino Real/Downtown Specific Plan)
8. **Prior Environmental Document(s) Analyzing the Effects of the Infill Project (including State Clearinghouse Number if assigned):**
Menlo Park El Camino Real/Downtown Specific Plan EIR, SCH #: 2009122048
9. **Location of Prior Environmental Document(s) Analyzing the Effects of the Infill Project:**
City of Menlo Park Community Development Department, 701 Laurel Street, Menlo Park, CA 94025
10. **Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**
Please refer to Chapter 2, *Project Description*, attached.
11. **Surrounding Land Uses and Setting: Briefly describe the project's surroundings, including any prior uses of the project site, or, if vacant, describe the urban uses that exist on at least 75% of the project's perimeter:**
Neighboring land uses include a former assisted living facility to the north, which is in the process of being converted into a hotel; single- and multi-family residential units to the east of the Caltrain right-of-way; the Menlo Park Caltrain Station and mixed-use development (including residential units) to the south of Oak Grove Avenue; and the El Camino Real commercial corridor to the west.
12. **Other Public Agencies Whose Approval is Required: (e.g., permits, financing approval, or participation agreement.)**
 - BAAQMD
 - Caltrans
 - California Regional Water Quality Control Board, San Francisco Bay Region (RWQCB)/San Mateo Countywide Water Pollution Prevention Program
 - DTSC
 - City/County Association of Governments (C/CAG)
 - Menlo Park Fire Protection District
 - San Mateo County Environmental Health Division
 - WBSD

Satisfaction of Appendix M Performance Standards

Provide the information demonstrating that the infill project satisfies the performance standards in Appendix M below. For mixed-use projects, the predominant use will determine which performance standards apply to the entire project.

1. **Does the non-residential infill project include a renewable energy feature? If so, describe below. If not, explain below why it is not feasible to do so.**

The Project would include the installation of an estimated 110 kilowatt (kW) photovoltaic system.

2. **If the project site is included on any list compiled pursuant to Section 65962.5 of the Government Code, either provide documentation of remediation or describe the recommendations provided in a preliminary endangerment assessment or comparable document that will be implemented as part of the project.**

A discussion of the presence of hazardous substances at the Project site is described in detail in Chapter 2, *Project Description*, attached. As described therein, where necessary, remediation is underway.

3. **If the infill project includes residential units located within 500 feet, or such distance that the local agency or local air district has determined is appropriate based on local conditions, a high volume roadway or other significant source of air pollution, as defined in Appendix M, describe the measures that the project will implement to protect public health. Such measures may include policies and standards identified in the local general plan, specific plans, zoning code or community risk reduction plan, or measures recommended in a health risk assessment, to promote the protection of public health. Identify the policies or standards, or refer to the site specific analysis, below. (Attach additional sheets if necessary.)**

The Project would place residential uses within 500 feet of the Caltrain right-of-way and El Camino Real. As described in Section II, *Air Quality*, the Project would install Minimum Efficiency Reporting Value (MERV) ventilation systems for residential uses to reduce the interior health risks to less than 10 in one million. This requirement was established by the health risk assessment prepared for the Specific Plan EIR.

4. **For residential projects, the project satisfies which of the following?**

- Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)**

As shown in Figure 1-1, the Project site is located in a low vehicle travel area, as defined in Appendix M. The 2010 regional average vehicle miles traveled (VMT) is 15.1 per capita and the Project site is in a TAZ with approximately 14.9 VMT per capita.

- Located within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor. (Attach map illustrating proximity to transit.)**

- Consists of 300 or fewer units that are each affordable to low income households. (Attach evidence of legal commitment to ensure the continued availability and use of the housing units for lower income households, as defined in Section 50079.5 of the Health and Safety Code, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Section 50053 of the Health and Safety Code.)**

5. **For commercial projects with a single building floor-plate below 50,000 square feet, the project satisfies which of the following?**

- Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)**

See Figure 1-1.

- The project is within one-half mile of 1,800 dwelling units. (Attach map illustrating proximity to households.)**

See Figure 2-1 in Chapter 2, *Project Description*.

6. For **office building projects**, the project satisfies which of the following?

- Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)
See Figure 1-1.
- Located within ½ mile of an existing major transit stop or within ¼ of a stop along a high quality transit corridor. (Attach map illustrating proximity to transit.)
See Figure 2-1 in Chapter 2, Project Description.

7. For **school projects**, the project does all of the following:

- The project complies with the requirements in Sections 17213, 17213.1, and 17213.2 of the California Education Code.
- The project is an elementary school and is within one mile of 50% of the student population, or is a middle school or high school and is within two miles of 50% of the student population. Alternatively, the school is within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor. (Attach map and methodology.)
- The project provides parking and storage for bicycles and scooters.

8. For **small walkable community projects**, the project must be a residential project that has a density of at least eight units to the acre or a commercial project with a floor area ratio of at least 0.5, or both.

9. Is the project consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy?

As discussed above, the Project site is within the PDA in the adopted Plan Bay Area, which is the SCS for the Bay Area as required by SB 375. PDAs are areas where new development will support the needs of residents and workers in a pedestrian-friendly environment served by transit. Local jurisdictions, including Menlo Park, defined the character of their PDAs according to existing conditions and future expectations as regional centers, city centers, suburban centers, and/or transit town centers.¹ Therefore, the El Camino Real/Downtown Specific Plan serves as the PDA that includes the Project site. Since the Project is consistent with the Specific Plan (as discussed throughout this document), it is also consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCS.

¹ Association of Bay Area Governments and Metropolitan Transportation Commission. 2013. Plan Bay Area: Strategy for a Sustainable Region. Adopted July 18, 2013.

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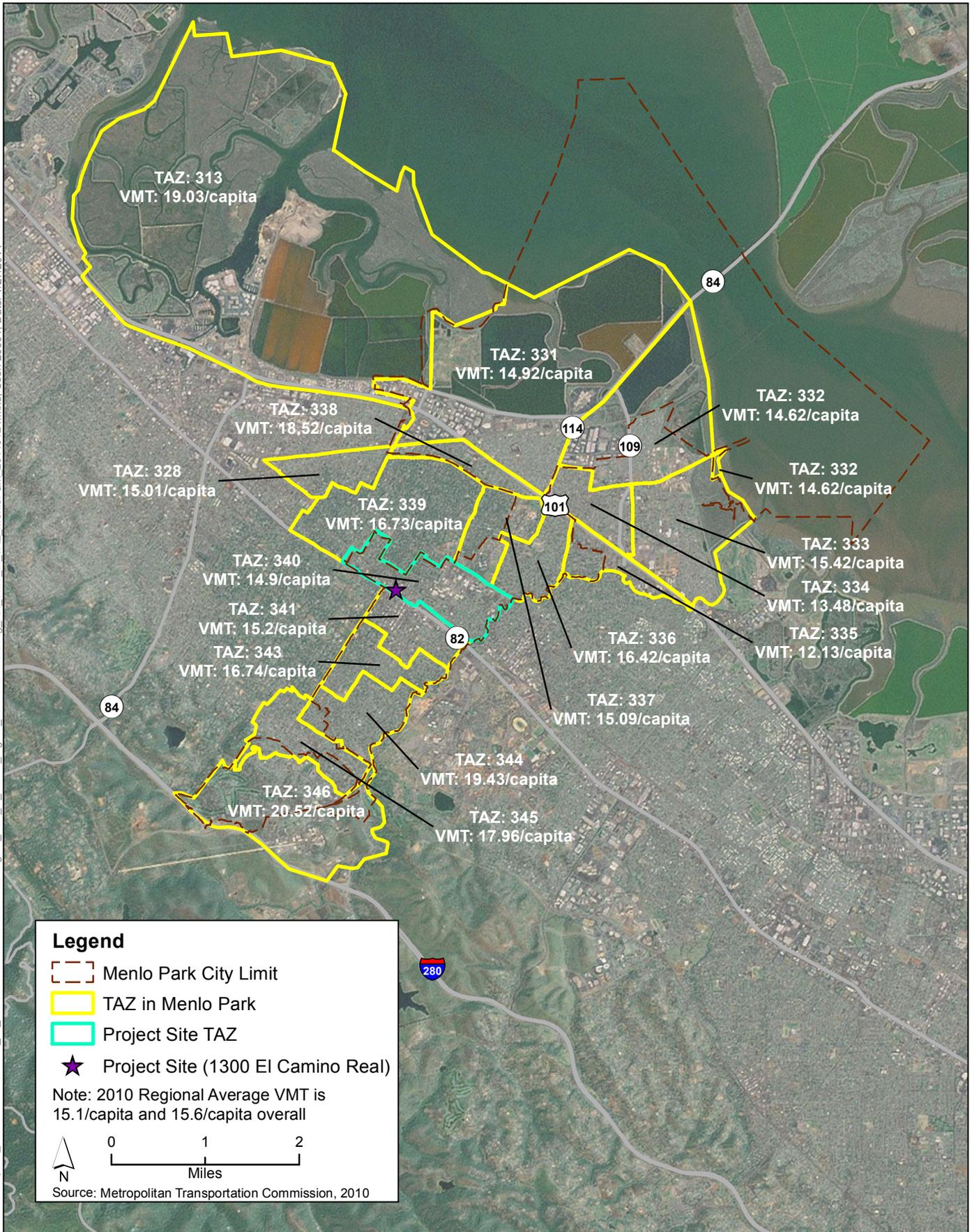


Figure 1-1
Vehicle Miles Traveled (VMT) in Traffic Analysis Zones (TAZ)
1300 El Camino Real Greenheart Project

