



PLANNING COMMISSION STAFF REPORT

FOR THE PLANNING COMMISSION
MEETING OF AUGUST 4, 2014
AGENDA ITEM F1 AND G1
EIR SCOPING SESSION AND STUDY SESSION

LOCATION:	1300 El Camino Real	APPLICANT AND PROPERTY OWNER:	Greenheart Land Company
EXISTING USE:	Vacant and Commercial	APPLICATIONS:	Architectural Control, Parcel Map and/or Related Property Line/Right-of-Way Actions, Heritage Tree Removal Permits, Below Market Rate (BMR) Housing Agreement, Environmental Review
PROPOSED USE:	Non-Medical Office, Residential, and Retail/Restaurant		
ZONING:	SP-ECR/D (El Camino Real/Downtown Specific Plan)	GENERAL PLAN DESIGNATION:	El Camino Real/Downtown Specific Plan

PROPOSAL

The applicant, Greenheart Land Company, is proposing to redevelop a 6.4-acre site on El Camino Real and Oak Grove Avenue with up to 210,000 square feet of commercial uses and up to 220 dwelling units. The proposal requires approval of Architectural Control for the new buildings, including a Public Benefit Bonus to exceed the Base level Floor Area Ratio (FAR), dwelling unit/acre, and height thresholds. As part of the project, approximately 37 heritage trees are proposed for removal. The proposal would also require changes to the current property and right-of-way lines.

The August 4, 2014 meeting will serve as an Environmental Impact Report (EIR) scoping session as well as a study session, and represents a very preliminary phase of the project review. The proposal will require more analysis and additional public meetings prior to any potential action.

BACKGROUND

Greenheart Land Company (“Greenheart”) is proposing to redevelop a multi-acre site on El Camino Real and Oak Grove Avenue with up to 210,000 square feet of non-residential uses and up to 220 dwelling units. The project site consists of 15 legal parcels (11 assessor’s parcels) addressed 1258-1300 El Camino Real, 550-580 Oak Grove Avenue, and 540-570 Derry Lane. A location map is included as Attachment A. Conceptual project plans and a project description letter are included as Attachments B and C, respectively.

The project site fully encompasses the sites of two earlier development proposals from different applicants:

- 1300 El Camino Real Project – Sand Hill Property Company (“Sand Hill 1300 ECR”)
- Derry Lane Mixed-Use Development – O’Brien Group (“O’Brien Derry Lane”)

In addition, the current proposal includes a parcel at 1258 El Camino Real, which was not part of either of the earlier development proposals. The total site would be approximately 6.4 acres in size, after the proposed abandonment of Derry Lane, and dedication of a planned extension of Garwood Way and a partial widening of the Oak Grove Avenue right-of-way.

The project site is within the El Camino Real/Downtown Specific Plan (“Specific Plan”) area. The overall intent of the Specific Plan is to preserve and enhance community life, character and vitality through public space improvements, mixed-use infill projects sensitive to the small-town character of Menlo Park, and improved connectivity. The Specific Plan reflects the outcome of an extensive community outreach and engagement process, which took place between 2007 and 2012.

The Specific Plan process included the preparation of a program-level Environmental Impact Report (EIR), to consider the impacts of development throughout the Specific Plan area, in accordance with California Environmental Quality Act (CEQA) guidelines. When the Specific Plan EIR process originally commenced, the applicants for Sand Hill 1300 ECR and O’Brien Derry Lane stated that these projects would continue their independent and previously-initiated project and environmental review processes. As such, both were considered “background” development for the purposes of the Specific Plan EIR, which meant that the impacts of these and other proposals were fully considered alongside any Specific Plan impacts as part of the required cumulative analysis. While the O’Brien Derry Lane project was ultimately abandoned without comprehensive project/CEQA approvals, the Sand Hill 1300 ECR proposal was approved (including a project-level EIR), prior to the Specific Plan approvals.

Under the Permit Streamlining Act, the City has an obligation to review and process development applications. Since the submittal of the initial project application by Greenheart, a ballot initiative was submitted to modify elements of the Specific Plan. At

the July 15, 2014 City Council meeting, the Council conducted the following actions regarding the initiative measure:

1. Approved a resolution accepting the certification of the City Clerk as to the sufficiency of the initiative petition;
2. Received a report from an independent consultant, featuring an analysis of potential impacts of the initiative petition; and
3. Adopted a resolution calling and giving notice of a municipal election to be held on November 4, 2014, including the initiative measure.

The project sponsor is aware that the ballot measure, if approved, would affect the project as currently proposed, but has requested that the project continue to be reviewed at this time.

EIR SCOPING

Initial Environmental Review

The proposal requires consideration under CEQA. As noted in the Specific Plan EIR (page 1-3), the program EIR may be used to evaluate individual development proposals, with projects typically anticipated to fall into one of the following categories:

- Smaller buildings/additions may be categorically exempt under Class 1 or other provisions of the CEQA Guidelines, and no further review needs to be done;
- Projects that are not categorically exempt will be required to complete an Initial Study to determine if all potential impacts were reviewed in the Specific Plan EIR; and
- If the Initial Study identifies any impacts that were not analyzed in the Specific Plan EIR, then either a Mitigated Negative Declaration or a project-level EIR will be prepared, depending on whether all of the new impacts can be mitigated.

In addition, all projects must incorporate feasible mitigation measures included in the Specific Plan Mitigation Monitoring and Reporting Program (MMRP).

Since the submittal of the initial application for the Greenheart proposal, staff has focused on determining the applicable CEQA review process, assisted by an independent consulting firm (ICF International) that has extensive experience working with the City on CEQA-related projects. The Greenheart proposal has a number of unique characteristics, including the fact that separate developments had recently been proposed and/or approved on the project site, as well as the fact that the project would include changes to roadways (i.e., connection of Garwood Way to Oak Grove Avenue and the alignment to Merrill Street). As a result of these and other factors, staff and the consultant have determined that the proposal has the potential for impacts not previously analyzed in the Specific Plan EIR, and thus requires preparation of a project-level EIR.

As noted above, the need for additional project-level CEQA analysis is described as one of several typical outcomes of the Specific Plan EIR. The CEQA review process is unique for each proposal, depending on its attributes, and this determination for the Greenheart proposal does not necessarily indicate that a similar process will be required for any other proposal.

Scoping Session

The August 4, 2014 Planning Commission meeting will serve as a scoping session for the EIR. The scoping session is part of the EIR process, during which the City solicits input from the Planning Commission, agencies, organizations, and the public on specific topics that they feel should be addressed in the environmental analysis. The Notice of Preparation (NOP) is included as Attachment D. The NOP is supported by an Infill Environmental Checklist, which describes in detail which topic areas were adequately reviewed in the Specific Plan EIR, and which require additional analysis and discussion. Due to its length, the Infill Environmental Checklist is not attached to this report, but it is available for review at City offices and on the project page's CEQA subpage (<http://www.menlopark.org/833/CEQA>), and is also being distributed in hard copy form to the Planning Commission.

Verbal comments received during the scoping session and written comments received during the NOP comment period (from July 14, 2014 through August 13, 2014) on the scope of the environmental review will be considered while preparing the Draft EIR. NOP comments will not be responded to individually; however, all written comments on the NOP will be included in an appendix of the Draft EIR, and a summary of all comments received (both written and verbal) on the NOP will be included in the body of the Draft EIR.

Based on the project description included in the NOP and the Infill Environmental Checklist, the EIR will analyze whether the proposed project would have significant environmental effects in the areas of:

- **Air Quality (construction):** Most air quality topics were adequately addressed in the Specific Plan EIR. However, due to the site's location, size, and relatively lengthy construction schedule, the EIR will quantify construction and demolition-related emissions and contain a health risk assessment (HRA) that evaluates potential health risks to existing sensitive receptors from toxic air contaminants (TACs).
- **Hazards and Hazardous Materials:** The Specific Plan EIR establishes detailed mitigation measures and procedures to address the majority of potential hazardous materials issues. However, because this site has an active Department of Toxic Substances Control (DTSC) remediation case that derives from a former dry cleaning business that operated at 570 Derry Lane, the topic has been identified for further environmental review in the EIR.

- **Noise (traffic noise):** As a result of the need to conduct additional traffic analysis (see below), the associated traffic noise will also be the subject of additional review.
- **Transportation and Traffic:** Due to the unique relationship of the previous developments proposed and/or approved on the project site to the Specific Plan EIR, and the current project's proposed changes to roadways, a Transportation Impact Analysis (TIA) will be prepared. The NOP specifies the specific intersections and roadway segments that will be analyzed.

As described in more detail in the Infill Environmental Checklist, the following topics will be scoped out of the EIR, since they have been adequately addressed in the Specific Plan EIR:

- Aesthetics
- Agricultural/Forestry Resources
- Air Quality (operational)
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology/Water Quality
- Land Use
- Mineral Resources
- Noise (all but traffic noise)
- Population and Housing
- Public Services
- Utilities

The EIR will also evaluate a reasonable range of alternatives to the project that would achieve most of the basic objectives of the project, but would avoid or reduce the project's significant environmental effects.

CORRESPONDENCE

Staff has not yet received any comments in response to the NOP.

STUDY SESSION

The August 4, 2014 Planning Commission meeting will also serve as a preliminary study session to review the project proposal. This is an initial opportunity for the Planning Commission and the public to become more familiar with the project, and to potentially ask questions about topics such as the conceptual building design or site layout.

Site Location

The project site is generally bound by residential and commercial development along Glenwood Avenue to the north, the Caltrain and Garwood Way right-of-ways to the east, Oak Grove Avenue to the south and El Camino Real to the west (for descriptive purposes, true northwest is project north with El Camino Real running in a north-south direction and Oak Grove Avenue running in an east-west direction). Regional access includes US 101, approximately 1.6 miles to the east, and State Route (SR) 82 (El Camino Real), which is adjacent to the project site to the west. In addition, the Menlo Park Caltrain Station is less than 300 feet south of the project site, between Alma Street and El Camino Real, providing daily service between San Francisco to Gilroy. Garwood Way connects to Glenwood Avenue and currently terminates along the eastern edge of the project site.

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 east of the Caltrain right-of-way; the Menlo Park Caltrain Station and mixed-use development (including residential units) south of Oak Grove Avenue; and the El Camino Real commercial corridor to the west. The northeast corner of El Camino Real/Oak Grove Avenue, immediately adjacent to the project site, includes a Chevron gas station and a restaurant/cafe. Downtown Menlo Park is approximately 0.1 mile southwest of the project site. In total, the project site contains seven existing buildings, totaling approximately 25,800 square feet. In addition, the project site currently includes parking, pavement, and limited vegetative features.

The entire project site is within the Specific Plan's El Camino Real Northeast – Residential (ECR NE-R) District. The ECR NE-R District is located in the "El Camino Real Mixed Use – Residential" General Plan land use designation, which supports a variety of retail uses, personal services, business and professional offices, and residential uses. The ECR NE-R District permits higher residential densities, in recognition of its location near the train station area and downtown.

Project Description

The project would demolish the existing structures in the southern portion of the site and construct approximately 420,000 square feet of mixed uses. In total, the project would include three mixed-use buildings, a surface parking lot, underground parking garages, onsite linkages, and landscaping. A breakdown of uses at the project site is provided on the following page.

<u>Residential Building</u>	
Apartments (up to 220)	203,000 sf
Retail/Restaurant	7,000 sf
Total	210,000 sf
<u>Office Buildings</u>	
Non-Medical Office	188,000 sf
“Flex” Space (Non-Medical Office or Retail/Restaurant)	22,000 sf
Total	210,000 sf

The project would provide approximately 1,145 parking spaces, primarily underground. After street abandonment and dedication actions under the project, the total site area would consist of approximately 6.4 acres.

The project would be consistent with the allowed development in the ECR NE-R District with a Public Benefit Bonus. The permitted Floor Area Ratio (FAR) is 1.10, but with a Public Benefit Bonus the FAR can increase to 1.50. In either scenario, non-medical office is limited to no more than one-half the maximum FAR. The maximum height in the ECR NE-R district is 38 feet, although 48 feet is permitted with a Public Benefit Bonus. In either scenario, building facades cannot exceed a height of 38 feet. The project would be constructed at the maximum FAR and height as permitted with a Public Benefit Bonus. Up to 32 dwelling units per acre are allowed at the project site, but this can rise to 50 units per acre with a Public Benefit Bonus. The project would develop at an intensity of approximately 34.4 units per acre, and as such a Public Benefit Bonus would also be required for that element. All uses proposed under the project are permitted in the ECR NE-R District.

The Public Benefit Bonus allows additional development beyond the base intensity and height in exchange for extra public benefits. The Public Benefit Bonus would be expected to increase profits from development in exchange for providing additional benefits to the public. Potential examples of public benefits listed in the Specific Plan include publicly accessible open space, senior housing, additional affordable residential units, hotel facilities, preservation/reuse of historic resources, public parks/plazas, shuttle services, or a public amenity fund contribution. Public Benefit Bonuses require case-by-case discretionary review, and if the Planning Commission and/or City Council ultimately determine that the proposed benefits are not appropriate, a project can be required to be revised to the lower Base Level development standards.

Site Layout and Access

The project would require the demolition of the existing buildings at the project site and would entail the construction of three mixed-use buildings, a surface parking lot, underground parking garages, onsite linkages, and landscaping. The conceptual site plan is shown as part of Attachment B.

The buildings with the office components would be oriented in an east-west direction and would front onto El Camino Real. Both buildings would be three stories and would not exceed 48 feet in height (38 feet at the facades facing public rights-of-way). A plaza would be situated between the two buildings with landscaping, and outdoor dining areas. Each of these buildings would feature potential retail/restaurant space in the western frontages along El Camino Real. This would be “flex” space that could be either retail/restaurant or non-medical office at any particular time, depending on market interest and developer preference.

The building with the residential component would front along Oak Grove Avenue and Garwood Way. Plazas would be located between this building and the office building to the north and west, and at the corner of Oak Grove Avenue and Garwood Way. The building would also wrap around a private center courtyard area with a pool. Retail/restaurant space would be located along the ground floor of the Oak Grove Avenue street frontage. The residential building would consist of four stories and would not exceed 48 feet in height (38 feet at the facades facing public rights-of-way).

A public park would be located in the northeast corner of the project site adjacent to Garwood Way and the Caltrain right-of-way. The park would allow for public use and passive recreation.

The project site would be accessible from five driveways: two driveways from El Camino Real to serve the office and retail development and three driveways from Garwood Way to serve the office, retail, and residential uses. From El Camino Real, one driveway (closest to Oak Grove Avenue) would provide drop-off access to the office/retail buildings and possible valet service to the retail/restaurant flex space, while the other driveway (closest to Glenwood Avenue) would lead to underground parking. On Garwood Way, one driveway (closest to Oak Grove Avenue) would provide access to the underground parking garage for residential uses and the Oak Grove Avenue retail/restaurant space, while the driveway closest to Glenwood Avenue would lead to the underground parking for the office buildings. A third Garwood Way driveway (at the middle of the site) would allow egress/ingress to a surface parking lot and drop-off access for the office uses. The surface connection between El Camino Real and Garwood Way is intended for emergency access, although it could be occasionally opened for special events. At all other times, the connection would be closed, to allow the center area to function as usable outdoor space.

The project would include the completion of Garwood Way from the northeast edge of the project site to Oak Grove Avenue. This would connect Glenwood Avenue to the north with Oak Grove Avenue to the south and would allow additional access to the project site. The current Garwood Way plan line runs exactly parallel to the Caltrain right-of-way, which would create an off-center alignment with Merrill Street, on the opposite side of Oak Grove Avenue. For safety reasons, the Transportation Division has requested that the extended Garwood Way curve slightly, to align with Merrill Street and to increase the distance between the intersection and the Caltrain tracks. The applicant has conceptually agreed, and the current project plans show this alignment.

So that this safety-related change would not impact the parcel size more than the plan line would, a slight adjustment to the width of the new Garwood Way right-of-way (or another property line change) could be required. The Garwood Way extension would be constructed concurrently with the construction of the Project.

Trees and Landscaping

There are currently 37 heritage trees at the project site. Over 40 percent of the heritage trees are multi-stemmed Chinese trees of heaven that spread from root sprouts, creating a tree that meets the heritage tree definition, but in general is considered to have limited landscape value. Other tree species at the project site include blackwood acacia, African fern pine, Italian cypress, jacaranda, Canary Island date palm, coast live oaks, valley oaks, black locust, and coast redwoods. The project proposes to remove all of these trees. However, the conceptual landscape plan shows a minimum replacement of a two-to-one ratio. There are currently 19 street trees along the El Camino Real and Oak Grove Avenue frontages that are projected to remain with implementation of the Project. All proposed tree removals and construction effects will be subject to detailed review as the project review proceeds.

Required Actions

The following discretionary approvals by the City would be required prior to development at the project site:

- **Environmental Review:** Certification of the environmental review and approval of applicable mitigation measures;
- **Architectural Control Review:** Detailed design review, including consideration of a Public Benefit Bonus; to date, the applicant has not requested a Development Agreement;
- **Parcel Map and/or Related Property Line/ROW Actions:** The existing parcels would need to be merged/adjusted to permit the proposed construction, which can be accomplished through a number of mechanisms; in addition, the abandonment of Derry Lane and dedication of the Garwood Way extension would require similar/additional actions;
- **Heritage Tree Removal Permits:** A tree removal permit would be required for each heritage tree proposed for removal per Municipal Code Section 13.24.040; and
- **Below Market Rate (BMR) Housing Agreement:** A BMR Housing Agreement would be required for the Project's compliance with the City's Below Market Rate Housing Program, as outlined in Chapter 16.96 of the Municipal Code. BMR compliance can take several forms, although the applicant has proposed to meet the requirement through the provision of on-site units, which is generally the preferred option.

During the project review process, there will be numerous discussion points and potential for project refinements.

PROJECT REVIEW PROCESS

Following the August 4, 2014 scoping session and study session, the City Council will review and act on the EIR consultant contract (tentatively scheduled as a consent calendar item). Following the EIR contract approval, the project will focus on the CEQA analysis, which requires dedicated staff and consultant time. Substantive public review of the proposal will likely not occur until early 2015. The staff report for the EIR Contract Approval will include a proposed schedule for the project's review process.

ENVIRONMENTAL REVIEW

An EIR will be prepared for the project. The NOP for the EIR was released July 14, 2014, with comments requested by August 13, 2014. The NOP, included as Attachment D, is also available online on the City's website (<http://www.menlopark.org/DocumentCenter/View/4636>) and at the Community Development Department during regular business hours. The City requests that written comments on the NOP be sent to the following address: Thomas Rogers, Senior Planner, City of Menlo Park Community Development Department, Planning Division, 701 Laurel Street, Menlo Park, CA, 94025. Comments may also be submitted via email to: throgers@menlopark.org

Following the release of the Draft EIR, a public hearing will be held by the Planning Commission to provide an opportunity for the Commission, agencies, organizations and members of the public to provide verbal comments on the Draft EIR. Written comments on the Draft EIR will also be solicited at this time. Comments will then be addressed as part of the Final EIR, which would be reviewed at a subsequent meeting.

RECOMMENDED MEETING REVIEW PROCEDURE

Agenda Item F1

1. Introduction by the City's Consultant Explaining the Role of the Scoping Session
2. Commission Questions on EIR Scope
3. Public Comment on EIR Scope
4. Commission Comments on EIR Scope
5. Close the Scoping Session

Agenda Item G1

6. Project Introduction by City Staff
7. Project Presentation by Applicant
8. Commission Questions on Project Proposal
9. Public Comment on Project Proposal
10. Commission Comments on Project Proposal

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PUBLIC NOTICE

Public notification consisted of publishing a notice in the local newspaper and notification by mail of owners and occupants in the area within a quarter-mile of the project site. In addition, the 1300 El Camino Real project page is available at the following web address: <http://www.menlopark.org/732/1300-El-Camino-Real>. This page provides up-to-date information about the project, allowing interested parties to stay informed of its progress.

ATTACHMENTS

- A. Location Map
- B. Conceptual Project Plans
- C. Project Description Letter
- D. Notice of Preparation, dated July 14, 2014

AVAILABLE FOR REVIEW AT CITY OFFICES AND ON THE PROJECT WEB PAGE

- 1300 El Camino Real Greenheart Project Infill Environmental Checklist - dated July 2014

EXHIBITS TO BE PROVIDED AT MEETING

None

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**PROJECT
LOCATION**

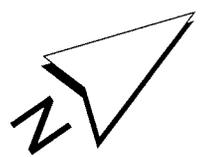
Legend

-  O'Brien Derry Lane
-  Sand Hill 1300 ECR
-  1258 El Camino Real
-  Other Parcels

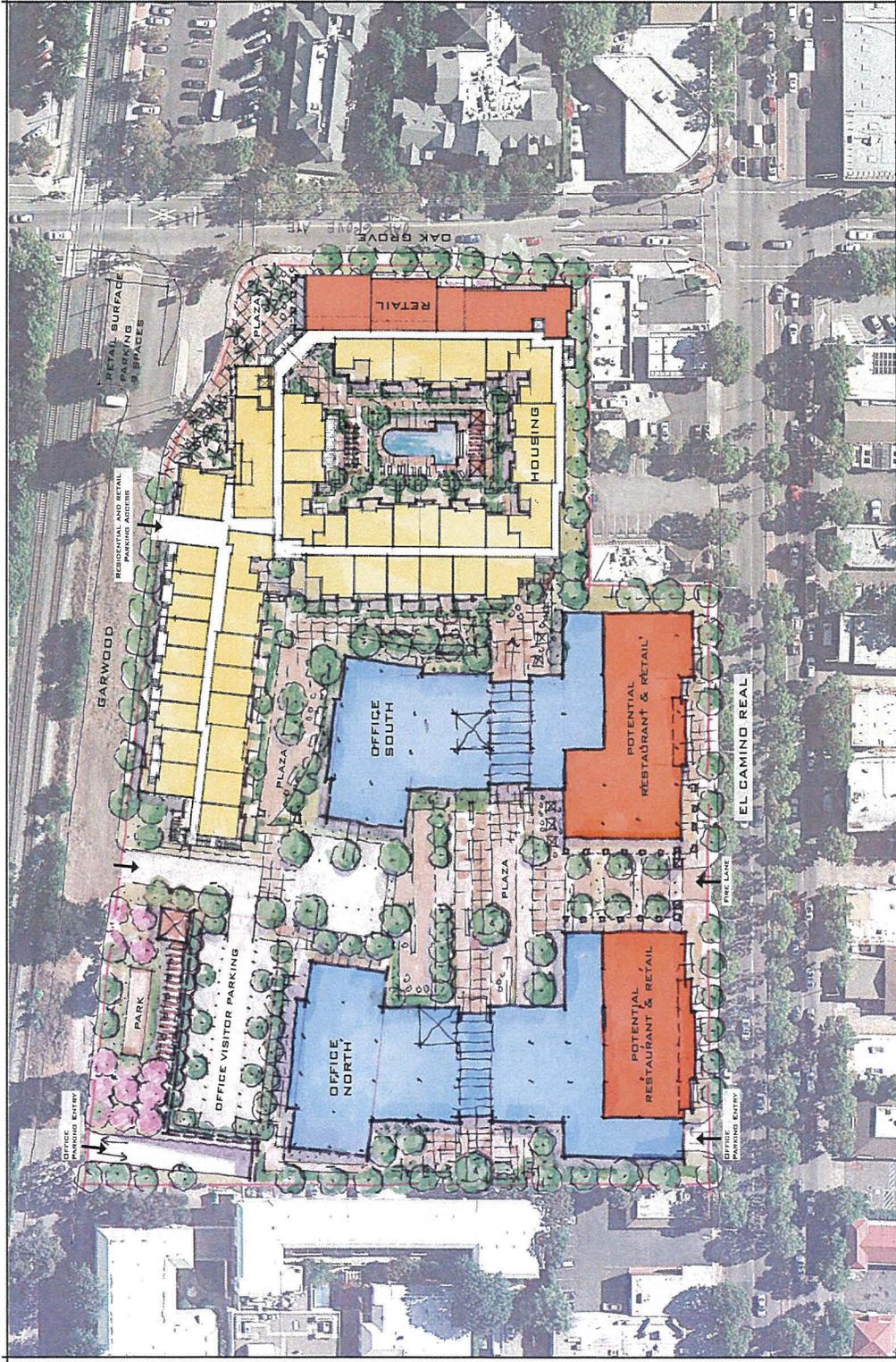


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CITY OF MENLO PARK
LOCATION MAP
1300 EL CAMINO REAL



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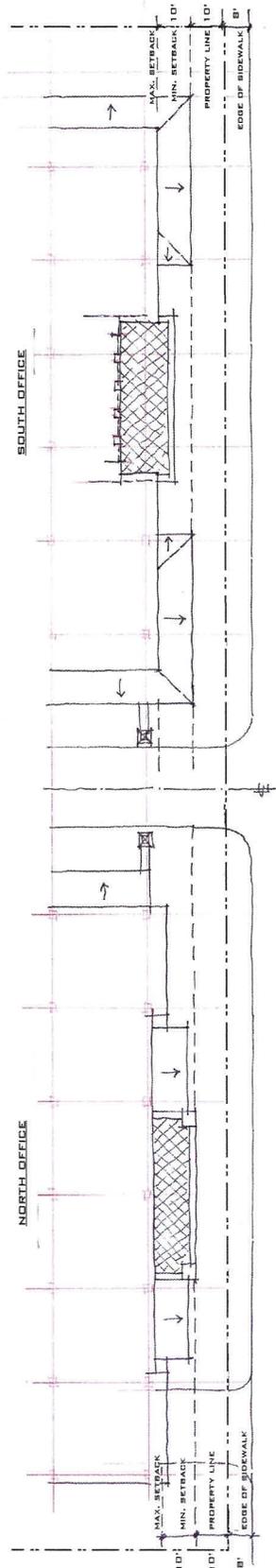
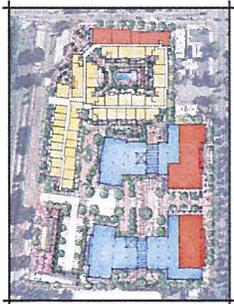


1300 EL CAMINO REAL
Mento Park, California

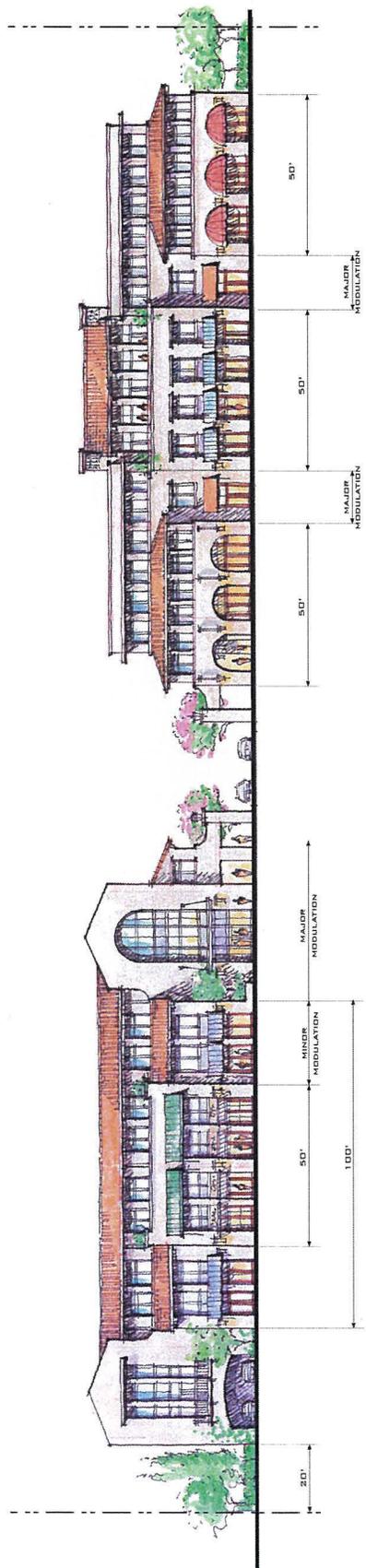
Site Plan at Ground Level

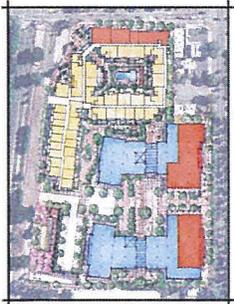
Greenheart Land Co. Date: 07/29/2014 Project No.: 12560

BAR architects



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B3



1300 EL CAMINO REAL
Mentor Park, California

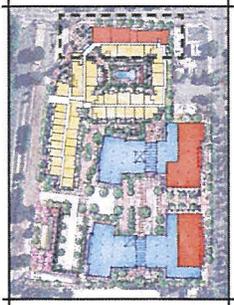
Office at El Camino

Greenheart Land Co.

Date: 07.29.2014

Project No.: 12060

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ENLARGED AREA

B4

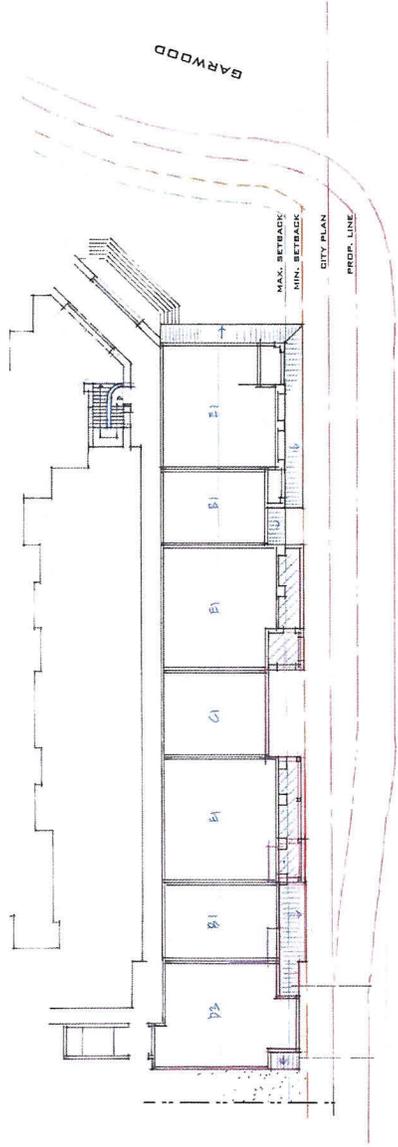
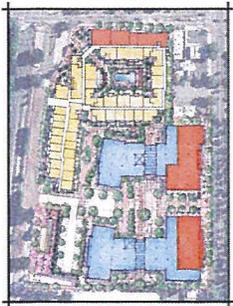


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1300 EL CAMINO REAL
Menlo Park, California

Oak Grove Retail Site Plan

Greenheart Land Co. Date: 07/29/2014 Project No.: 12060 **BAR architects**



OAK GROVE

SECOND THRU FOURTH FLOOR RESIDENTIAL UNITS

BS



1300 EL CAMINO REAL
Menlo Park, California

Mixed-Use Elevation at Oak Grove

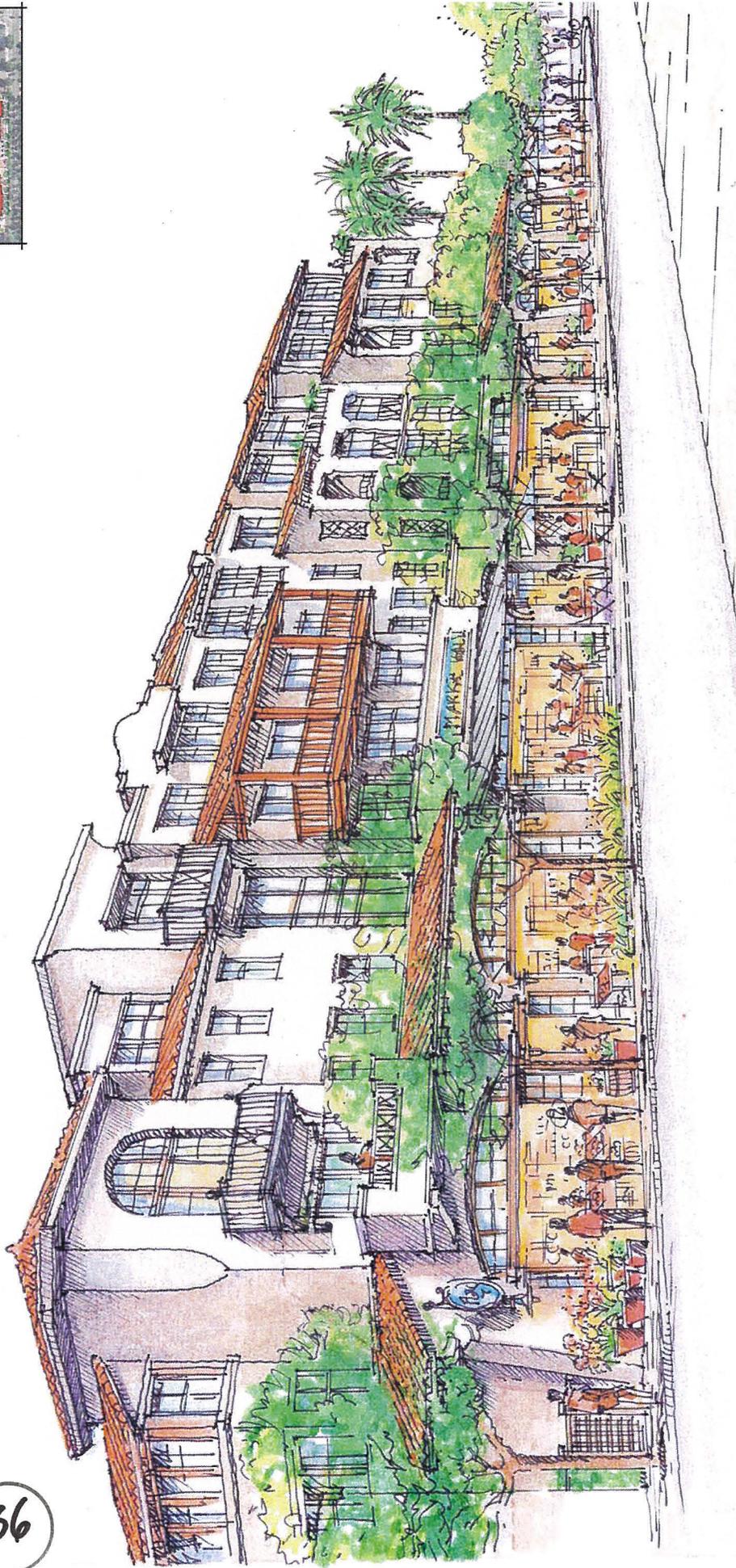
Greenheart Land Co.

Date: 07.29.2014

Project No.: 12060

BAR architects

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1300 EL CAMINO REAL
Menlo Park, California

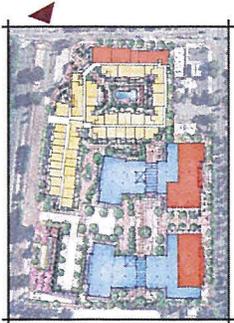
Mixed-Use at Oak Grove

GreenHeart Land Co.

Date: 07/25/2014

Project No.: 12060

BAR architects



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1300 EL CAMINO REAL
Menlo Park, California

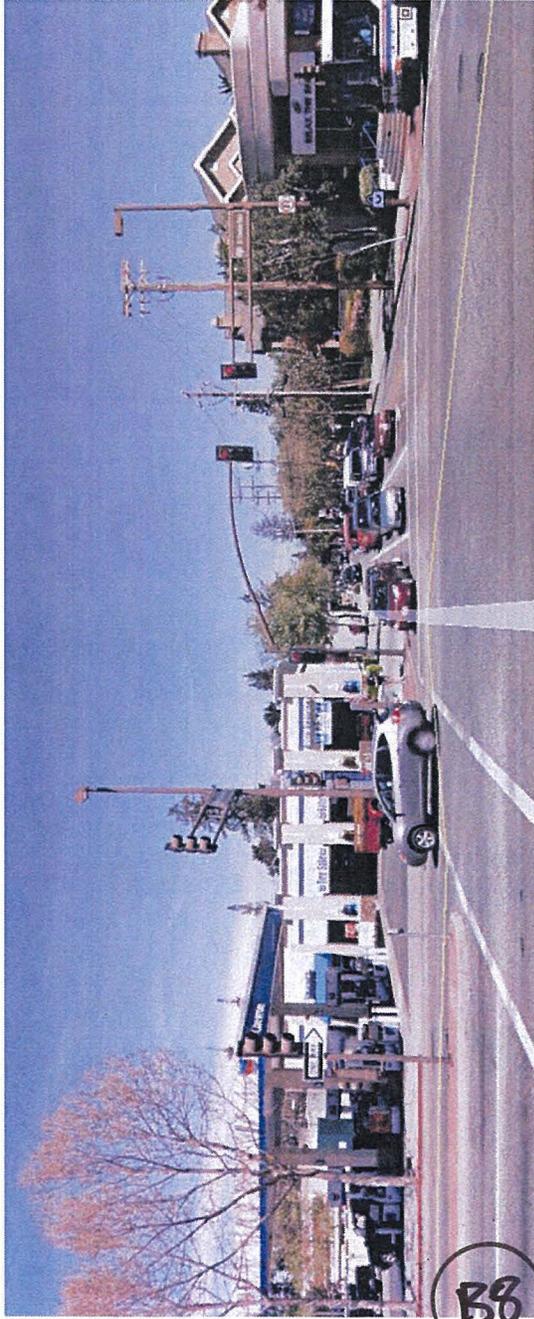
View from Oak Grove & Garwood Way

Greenheart Land Co.

Date: 07/29/2014

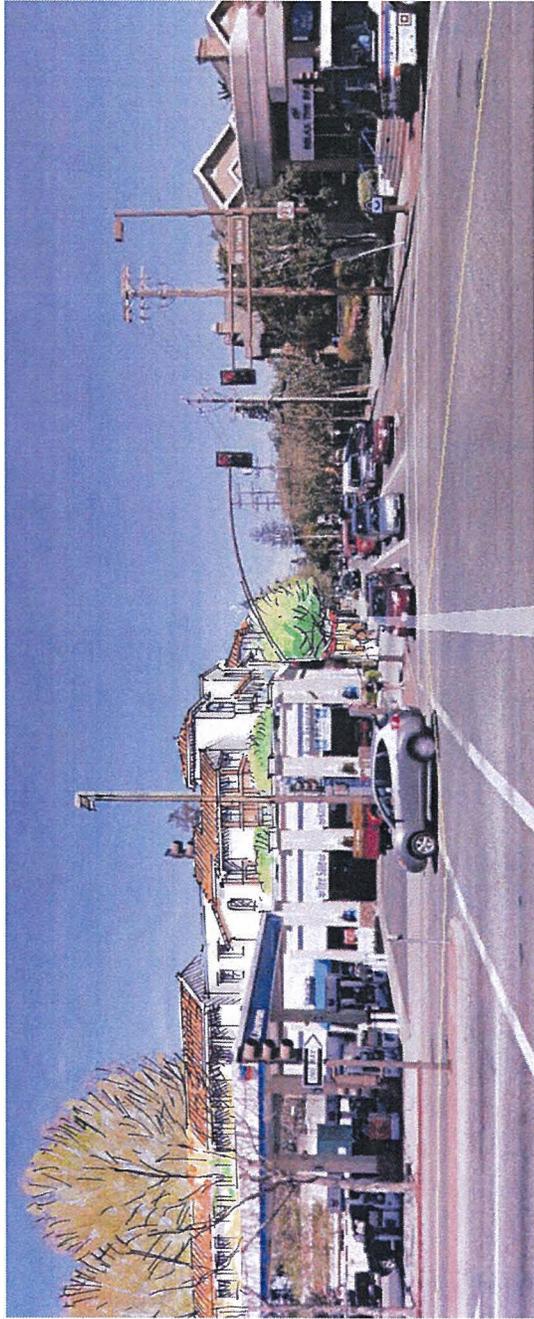
Project No.: 12060

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BEFORE



AFTER



1300 EL CAMINO REAL
Menlo Park, California

Visual Impact Study

Greenheart Land Co.

Date: 07/29/2014

Project No.: 12060

BAR architects

PROJECT DESCRIPTION

1300 El Camino Real

Introduction

Greenheart Land Co. proposes to develop a transit oriented, mixed-use development at the 1300 El Camino Real/Derry site (1300 ECR). The development will include retail, residential, and office uses, as well as plazas and open spaces. Most parking will be underground, and site access and egress will be via three public streets.

1300 ECR will invite public use and take full advantage of its proximity to the CalTrain station. The goal is to create centers of activity that will serve the community, residents, and daytime users. 1300 ECR will offer the daytime population (office users) and evening population (residents) needed to invigorate the downtown, nearby and on-site retail areas.

The design of the buildings will draw from the Spanish Eclectic style as interpreted by Pedro de Lemos at Allied Arts and Ramona Street and as reinterpreted at the well-regarded 1600 ECR office building in Menlo Park.

1300 ECR will be a public benefit development with a floor area ratio (FAR) of 150%. The maximum building height will be 48 ft. with façade heights not exceeding 38 ft. (For reference, the heights of the building elements at the condominiums at Merrill and Oak Grove, across the street from the 1300 ECR apartments are 42 ft. to 46 ft.) The development will conform to all the design standards and regulations set forth in the Specific Plan. The numerical parameters of 1300 ECR are presented in the accompanying Fact Sheet.

Circulation and Parking

Garwood will be extended to connect Glenwood and Oak Grove and will be aligned with Merrill at Oak Grove to facilitate through traffic. This extension of Garwood will provide the missing link between Encinal and Ravenswood and thereby improve access to downtown and the CalTrain station for bicyclists and pedestrians.

Parking will primarily be underground with two access points on Garwood and one on El Camino Real (ECR). This will result in the distribution of the site access and egress between ECR, Glenwood, and Oak Grove, with the use of ECR not mandatory. Of the approximately 1,145 parking spaces, about 50 will be surface parking at the rear of the site for visitor convenience.

Plazas and Open Space

Underground parking allows the site to be opened-up to create plazas, gathering places, and other open space.



PROJECT DESCRIPTION

1300 El Camino Real

Garwood/Oak Grove Plaza: This will be a high activity area where outdoor restaurant dining, the main residential lobby, underground retail parking access and leasing office come together with the large archway entrance to the private courtyard bounding the west side. The plaza will face CalTrain station and bring additional activity to the station area.

Garwood Park: This linear park will soften the Garwood edge to the rear of the office buildings. It is intended for public use and passive recreation.

Public Office Plaza: The two “C” shaped buildings embrace a large plaza area for public as well as office tenant use, and is designed for outdoor restaurant dining, relaxation, informal gatherings, and so forth. It is envisioned to have the accouterments of a sheltered courtyard that will feature sitting areas, decorative paving, fountains, and landscaped outdoor “rooms”.

Other Open Spaces: The commercial and residential structures will be separated by broad landscaped areas that will provide not only a visual buffer, but places of retreat for quiet relaxation.

Retail

Space for potential retail use is provided at the first floor of the commercial building along ECR (about 22,000 sf.) and on the first floor of the residential building on Oak Grove (about 7,000 sf.). 1300 ECR is not ideal for retail, but retail uses will serve to bring the community to 1300 ECR and to integrate 1300 ECR into the community. The retail areas will have storefronts; however, if there is no market for appropriate retail, the spaces can be leased according to their respective office use.

Our goal is to have one or more quality restaurants on ECR that will use the office plaza dining area. Other ECR retail could vary from stores to personal services such as insurance, financial advisors, or real estate. Oak Grove is seen as a possible location for specialty foods and a casual restaurant at the Plaza.

Residential

There will be approximately 200 rental units. Of these, there will be 10 BMR units to satisfy city requirements for the office space. Rental units will provide housing that is much more affordable than condos or other “for sale” housing in Menlo Park and Palo Alto. The target market is young professionals, a demographic that is under represented in Menlo Park.

Most of the apartments will be studio and one-bedroom units (60%) and two-bedroom units (38%). The design and scale of the apartments (average size 825 sf.) and the amenities will cater to singles and couples.

PROJECT DESCRIPTION
1300 El Camino Real

The Oak Grove wing of the residential building will encircle a private courtyard that will include a pool set within a highly landscaped environment. The amenity area will be contiguous with the leasing office and will open onto the pool area, which will include an outdoor kitchen and areas for lounging and entertaining.

Residents will have access to the public open space described earlier, and most will have private decks or patios.

Office

Two high quality, Class A office buildings are designed to accommodate both tech users who prefer an open office layout, and professional office users who prefer private perimeter offices. The buildings will also meet the needs of large as well as small tenants.

On the public street facing facades, the third floor will be set back and feature decks. The ground floor offices will have doors that open onto the plaza to facilitate the indoor/outdoor experience, as well as active use of the plaza for gatherings and events.

**1300 El Camino Real
Summary Fact Sheet
31-Jul-14**

Apartments	%	Avg Size
Studios	5%	500
1br/1ba	55%	700
2br/2ba	37%	1,025
3br/2ba	3%	1,600
Total	100%	825

Buildings	Size (SF)
Residential	
Apartments	203,000
Ground Floor Retail	7,000
Total	<u>210,000</u>
Commercial	
Office	188,000
Potential Retail or Office	22,000
Total	<u>210,000</u>

Parking	Rate	Spaces
Retail	6.00 per 1,000 sf	174
Office	3.80 per 1,000 sf	714
Residential	1.25 per Unit	270
Total		<u>1,158</u>
	Underground	1,108
	Surface	50

*Exact Parking requirements and supply subject to
ULI Shared Parking.*



**NOTICE OF PREPARATION
OF AN
ENVIRONMENTAL IMPACT REPORT
FOR THE
1300 EL CAMINO REAL GREENHEART PROJECT
CITY OF MENLO PARK
July 14, 2014**

Notice is hereby given that the City of Menlo Park will be the Lead Agency and will prepare an Infill Environmental Impact Report (EIR) for the 1300 El Camino Real Greenheart Project. An Appendix N: Infill Environmental Checklist (Checklist) has been prepared along with this Notice of Preparation (NOP), which scopes out several environmental topics from further review. The EIR will address the potential physical environmental effects for those environmental topics that have not been scoped out, as outlined in the California Environmental Quality Act (CEQA) and pursuant to Senate Bill (SB) 226, Streamlining for Infill Projects. The City is requesting comments on the Checklist as they relate to the scope and content of the EIR. The Checklist is available for review at the Community Development Department and online at:

www.menlopark.org/732/1300-El-Camino-Real

A Scoping Session will be held as part of the Planning Commission meeting on August 4, 2014 starting at 7:00 p.m. at the Menlo Park City Council Chambers located at 701 Laurel Street, Menlo Park, 94025. The Scoping Session is part of the EIR scoping process during which the City solicits input from the public and other agencies on specific topics that they believe should be addressed in the environmental analysis. Written comments on the Checklist and the scope of the EIR may also be sent to:

Thomas Rogers, Senior Planner
City of Menlo Park
Community Development Department
Planning Division
701 Laurel Street
Menlo Park, CA 94025
throgers@menlopark.org
Phone: 650.330.6722
Fax: 650.327.1653

Comments are requested within 30 days, or by August 13, 2014

PROJECT LOCATION AND EXISTING CONDITIONS: The proposed 6.4-acre Project site is located in the City of Menlo Park and is generally bound by residential and commercial development along Glenwood Avenue to the north, the Caltrain and Garwood Way right-of-ways to the east, Oak Grove Avenue to the south and El Camino Real to the west.¹ Downtown Menlo Park is approximately 0.1 mile southwest of the Project site. In total, the Project site contains seven existing buildings with approximately 25,800 square feet (sf) that front onto Derry Lane, Oak Grove Avenue, and El Camino Real. In addition, the Project site features parking areas, expansive pavement, and limited vegetative features. The Project site includes 11 individual parcels. The location of the Project site is depicted in Figure 1.

¹ For descriptive purposes, true northwest is Project north with El Camino Real running in a north-south direction and Oak Grove Avenue running in an east-west direction.



The Project site is located within the Menlo Park El Camino Real and Downtown Specific Plan (Specific Plan) area. The City has developed the Specific Plan to establish a framework for private and public improvements in the 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. On June 5, 2012, the City Council certified the Specific Plan Program EIR (Program EIR).

PROJECT DESCRIPTION: Greenheart Land Company (Project Sponsor) is proposing to redevelop the Project site into a mixed-use development. The Project would demolish the existing structures in the southern portion of the site and construct approximately 420,000 sf of mixed uses. In total, the Project would include three mixed-use buildings, a surface parking lot, underground parking garages (up to two levels deep), 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 (up to 220 housing units) in one building; and up to 22,000 sf of retail/restaurant space throughout the proposed office and residential buildings. The Project would provide 1,071 parking spaces within parking garages and a surface parking lot. The Project Sponsor's conceptual site plan is shown in Figure 2.

The two office buildings would be oriented in an east-west direction and would front onto El Camino Real. Both buildings would be three stories and would not exceed 48 feet in height. Each building would include approximately 105,000 sf of building area with lobbies, office spaces, and potential retail/restaurant space in the western frontages of the building along El Camino Real. A plaza would be situated between the two buildings with landscaping, water features, and outdoor dining areas. Together, the two office/retail buildings would not exceed 210,000 sf.

The residential building would front along Oak Grove Avenue and Garwood Way and would consist of approximately 210,000 sf. Plazas would be located between this building and the adjacent office building to the north and west, and at the corner of Oak Grove Avenue and Garwood Way. The building would also wrap around a center courtyard area with a pool. Potential retail/restaurant space would be located along the Oak Grove Avenue street frontage. The residential building would consist of four stories and would not exceed 48 feet in height.

In total, the three buildings would cover approximately 45 percent of the Project site and would be constructed at 1.5 floor area ratio (FAR). A 10,000-sf public park, Garwood Way Public Park, would be located in the northeast corner of the Project site adjacent to Garwood Way and the Caltrain right-of-way. The park would contain up to two bocce courts, seating and table areas for casual picnicking, resting, table game play (chess and checkers), and a gathering area. A portion of the park may be used as bioswales for the San Mateo County National Pollutant Discharge Elimination System (NPDES) C.3 storm water requirements as well utilizing native grasses in these areas.

PROJECT APPROVALS: The following approvals would be required by the City under the Project:

- Environmental Review
- Approval of Public Benefit Bonus
- Architectural Control Review
- Lot Line Adjustment/Lot Merger
- Heritage Tree Removal Permits
- Below Market Rate Housing Agreement

RESPONSIBLE AGENCIES: The below agencies are expected to review the Draft EIR to evaluate the Project:

- Bay Area Air Quality Management District
- California Department of Transportation
- California Regional Water Quality Control Board, San Francisco Bay Region/San Mateo Countywide Water Pollution Prevention Program
- Department of Toxic Substances Control
- City/County Association of Governments
- Menlo Park Fire Protection District
- San Mateo County Environmental Health Division
- West Bay Sanitary District

INTRODUCTION TO THE INFILL EIR: An Infill Environmental Checklist for the Project has been prepared by the City, in conformance with Section 15183.3 of the State CEQA Guidelines and Section 21094.5 of the Public Resources Code (PRC), adopted per SB 226. SB 226 was developed to eliminate repetitive analysis of 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. As discussed above, the Project site is within the Specific Plan area. Since the Project site plan and development parameters are consistent with the development anticipated by the Specific Plan, the Specific Plan EIR (certified June 2012) is applicable to this Project.

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, an Infill EIR is required to analyze those effects.

The purpose of an EIR is to inform decision-makers and the general public of the environmental effects of a proposed project. The EIR process is intended to provide environmental information sufficient to evaluate a proposed project and its potential to cause significant effects on the environment; examine methods of reducing adverse environmental impacts; and identify alternatives to the proposed project. The 1300 El Camino Real Greenheart Project Infill EIR will be prepared and processed in accordance with CEQA and the State CEQA Guidelines. The EIR will include the following:

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

PROBABLE ENVIRONMENTAL EFFECTS: Based on the Checklist, the following topics will be scoped out of the EIR: Aesthetics, Agricultural/Forestry Resources, Air Quality (operational), Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hydrology/Water Quality, Land Use, Mineral Resources, Noise (all but traffic noise), Population and Housing, Public Services, and Utilities. Therefore, the EIR will analyze whether the Project would have significant environmental impacts in the following areas:

- Air Quality (construction)
- Hazards and Hazardous Materials

- Noise (traffic noise)
- Transportation and Traffic

In order to prepare these sections and analyze the impacts, a Transportation Impact Analysis (TIA) will be prepared. The TIA will focus on intersections, residential and non-residential roadway segments, and Routes of Regional Significance.

The following 27 intersections will be included in the TIA:

- | | |
|--|--|
| 1. <i>El Camino Real and Encinal Avenue²</i> | 15. Santa Cruz Avenue and University Drive (S) |
| 2. <i>El Camino Real and Valparaiso Avenue/Glenwood Avenue</i> | 16. Laurel Street and Glenwood Avenue |
| 3. <i>El Camino Real and Oak Grove Avenue</i> | 17. Alma Street and Ravenswood Avenue |
| 4. <i>El Camino Real and Santa Cruz Avenue</i> | 18. Alma Street and Oak Grove Avenue |
| 5. <i>El Camino Real and Ravenswood Avenue/Menlo Avenue</i> | 19. Garwood Way and Glenwood Avenue |
| 6. <i>El Camino Real and Roble Avenue</i> | 20. Derry Lane (Garwood Way)/Merrill Street and Oak Grove Avenue |
| 7. <i>El Camino Real and Middle Avenue</i> | 21. Santa Cruz Avenue and University Drive (N) |
| 8. <i>El Camino Real and Cambridge Avenue</i> | 22. Oak Grove Avenue and University Drive |
| 9. University Drive and Valparaiso Avenue | 23. Encinal Avenue and Laurel Street |
| 10. Laurel Street and Oak Grove Avenue | 24. Middlefield Road and Oak Grove Avenue [Atherton] |
| 11. Laurel Street and Ravenswood Avenue | 25. Middlefield Road and Marsh Road [Atherton] |
| 12. Middlefield Road and Willow Road | 26. Middlefield Road and Glenwood Avenue [Atherton] |
| 13. Middlefield Road and Ringwood Avenue | 27. Encinal Avenue and Middlefield Road [Atherton] |
| 14. Middlefield Road and Ravenswood Avenue | |

In addition, 14 residential and non-residential roadway segments will be analyzed:

1. Middlefield Road north of Glenwood Avenue
2. Middlefield Road south of Oak Grove Avenue
3. Ravenswood Avenue east of Laurel Street
4. Valparaiso Avenue west of El Camino Real
5. Oak Grove Avenue west of Laurel Street
6. Oak Grove Avenue east of Laurel Street
7. Glenwood Avenue west of Laurel Street
8. Glenwood Avenue east of Laurel Street
9. Encinal Avenue east of Laurel Street
10. Laurel Street south of Oak Grove Avenue
11. Laurel Street north of Glenwood Avenue
12. Alma Street south of Oak Grove Avenue
13. Merrill Street south of Oak Gove Avenue
14. Garwood Way south of Glenwood Avenue

² State-controlled intersections are shown with *italic* type.



The environmental impacts of the Project will be measured as the change that results from the Project against “baseline” environmental conditions. For the purposes of the topics analyzed in the EIR, the baseline environmental conditions for the Project include existing conditions at the release of this NOP.

ALTERNATIVES: Based on the significance conclusions determined in the EIR, alternatives to the Project will be analyzed that might reduce identified impacts. Section 15126.6(e) of the CEQA Guidelines requires the evaluation of a No Project Alternative. Other alternatives will be considered during preparation of the EIR and will comply with the CEQA Guidelines that call for a “range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.”

EIR PROCESS: Following the close of the NOP comment period, a Draft EIR will be prepared that will consider all comments on the NOP and the Infill Environmental Checklist. In accordance with CEQA Guidelines Section 15105(a), the Draft EIR will be released for public review and comment for the required 45-day review period. Following the close of the 45-day public review period, the City will prepare a Final EIR which will include responses to all substantive comments received on the Draft EIR. The Draft EIR and Final EIR and will be considered by the Planning Commission and City Council in making the decision to certify the EIR and to approve or deny the Project.



Thomas Rogers, Senior Planner
City of Menlo Park

July 14, 2014

Date

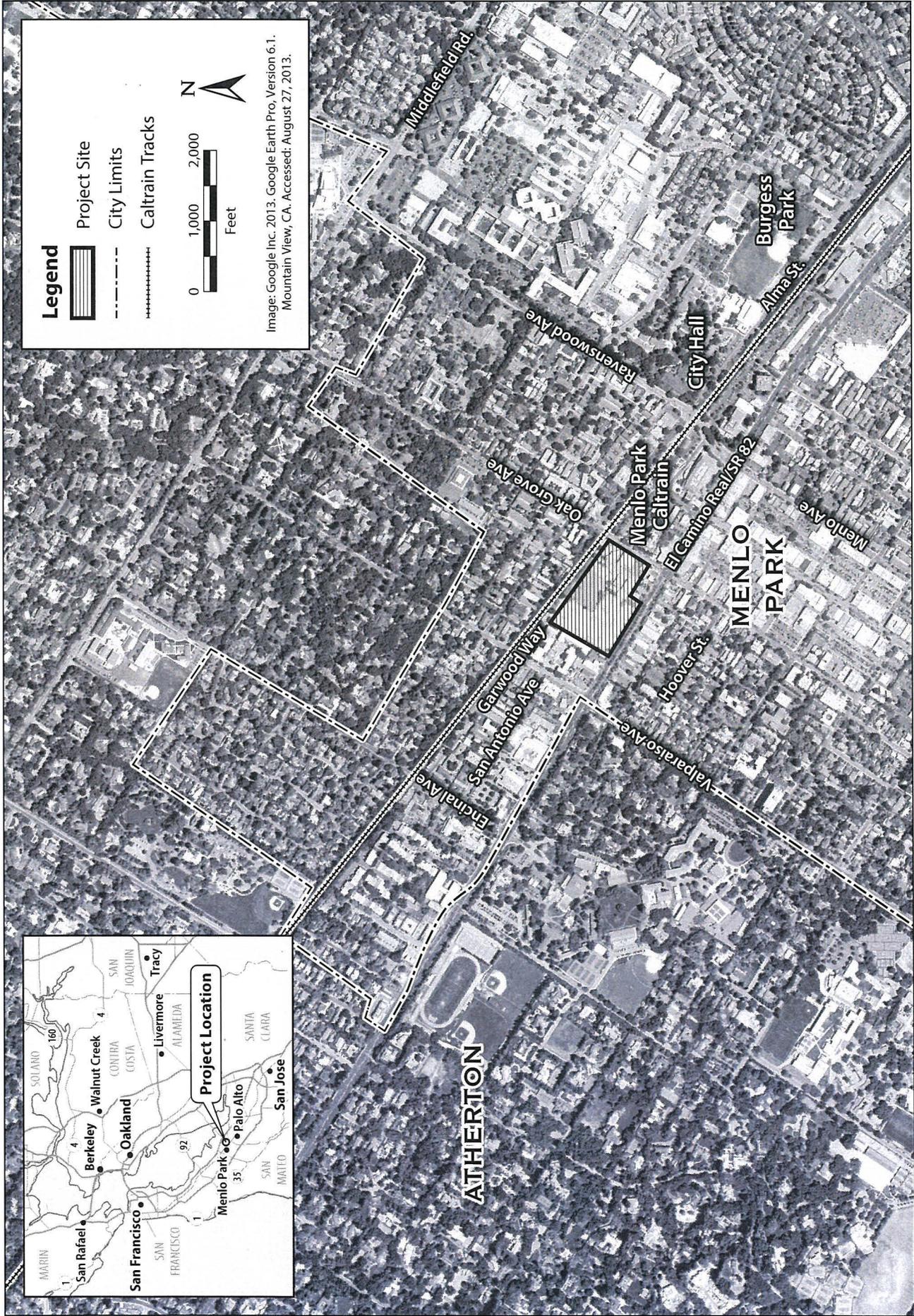
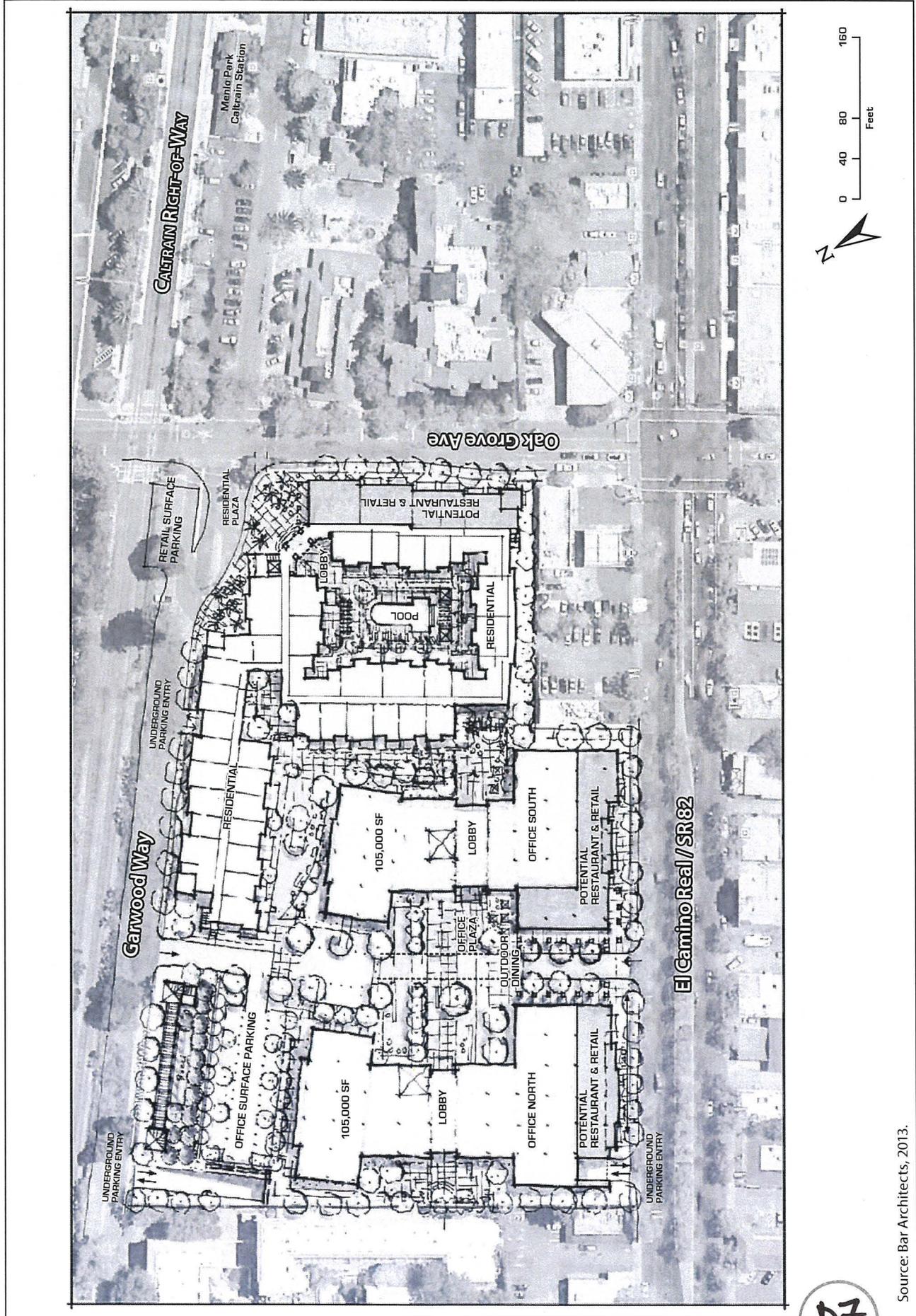


Figure 1
Project Location
 1300 El Camino Real Greenheart Project

D6





Source: Bar Architects, 2013.



Figure 2
Conceptual Site Plan
 1300 El Camino Real Greenheart Project

D7



Figure 3
Study Intersections and Roadway Segments
 1300 El Camino Real Greenheart Project