

Chapter 2

Project Description

Greenheart Land Company (Project Sponsor) is proposing to redevelop 11 assessor's 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 acre), which add up to approximately 7.2 acres in their current state. 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 Derry Lane Site and the 1300 El Camino Real Site were subject to previous development proposals that would have included development of residential, office, and community-serving uses at the two project sites. Both of these proposals obtained Environmental Impact Report (EIR) certification, although the Derry Lane Site never received overall project approvals, having been subject to a referendum. The 1300 El Camino Real Site's approvals were valid at the point of the Project Sponsor's submittal of the revised application, thus constituting an extension under the City of Menlo Park's (City's) practice.

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 square feet (sf) of mixed uses at the Project site. In total, the Project would include three mixed-use buildings, a surface parking lot, an underground parking garage, onsite linkages, and landscaping. The uses at the Project site would include a range of approximately 188,900 sf to 199,300 sf of non-medical office space in two buildings; approximately 202,100 sf of residential space (up to 202 housing units) in one building; and up to 29,000 sf of community-serving space throughout the proposed office and residential buildings. The Project would provide approximately 1,000 parking spaces within the parking garage 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.

2.1 Project Location, Setting, and Background

Project Site Setting

The Project site is 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 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 and Gilroy. Garwood Way connects to Glenwood Avenue and terminates along the eastern edge of the Project site. A 36-inch San Francisco Public Utilities Commission (SFPUC) water main is located under the Garwood Way easement.

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.

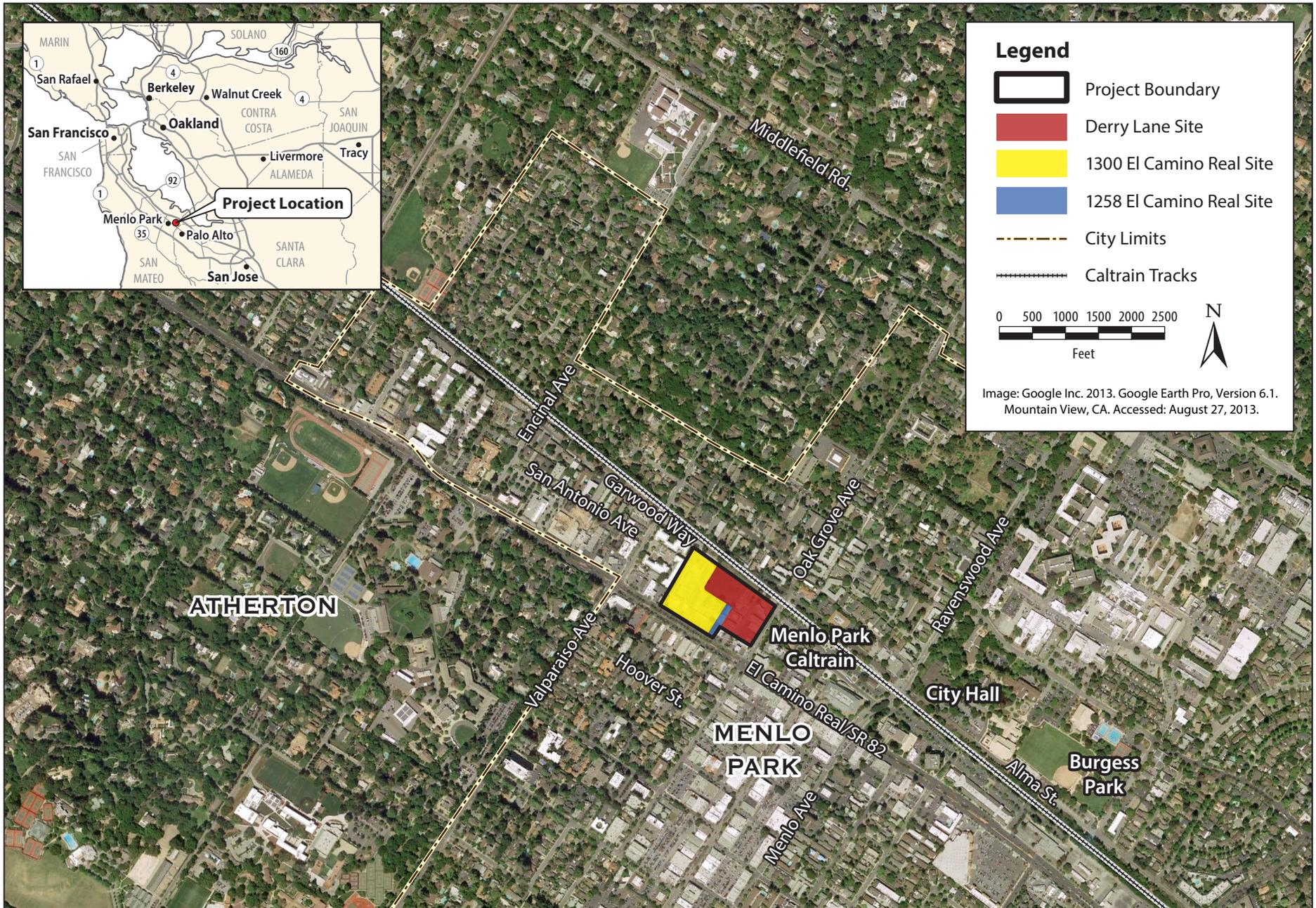
Neighboring land uses include a hotel to the north, single- and multi-family residential units east of the Caltrain right-of-way, the Menlo Park Caltrain station and mixed-use development (including residential units) south of Oak Grove Avenue, and the El Camino Real commercial corridor to the west. The northeast corner of El Camino Real/Oak Grove Avenue, immediately adjacent to the Project site, includes a Chevron gas station and a restaurant/café. Downtown Menlo Park is approximately 0.1 mile southwest of the Project site. Figure 2-1 depicts the Project site location and its adjacent uses. In total, the Project site contains seven existing buildings, totaling approximately 25,800 sf. In addition, the Project site currently includes parking, pavement, and limited vegetation.

For discussions about the existing setting, the Project site is divided into the following areas: the Derry Lane Site, the 1300 El Camino Real Site, and the 1258 El Camino Real Site. Although these areas are currently on separate parcels, the entire Project site is owned by the Project Sponsor. Therefore, when discussing existing conditions, the three sites are referred to separately, where necessary. However, when analyzing the Project, the discussion refers to the Project site as a whole. The Project site is differentiated this way in the setting discussion because both the Derry Lane Site and the 1300 El Camino Real site have undergone previous environmental review. For reasons discussed below, the Project analysis does not rely on the past project-level California Environmental Quality Act (CEQA) analyses but does rely upon available technical documentation for these sites and, as such, the discussion is organized accordingly.

Derry Lane Site. The 3.5-acre Derry Lane Site is located in the southern portion of the Project site. This area includes eight individual parcels, one public street (Derry Lane), a utility right-of-way, six buildings, and associated parking areas. The six buildings total approximately 22,300 sf and three buildings are currently unoccupied. The buildings located along Oak Grove Avenue are the most prominent uses on the site, because they are immediately adjacent to the street, are visible from commercial areas to the south, and are in the vicinity of the Caltrain station. All buildings are 1–1.5 stories in height. A former surface parking lot for a car dealership occupied the northeastern portion of the Derry Lane Site; however, this area is now vacant and consists of pervious gravel surfaces and ruderal vegetation. Table 2-1 summarizes the existing uses at the Derry Lane Site. A mixed-use project was previously proposed on the Derry Lane Site and underwent environmental review but the project was not entitled.

1300 El Camino Real Site. The 3.4-acre 1300 El Camino Real Site is in the northern portion of the Project site. This area includes two assessor parcel numbers (APNs 061-430-450 and 061-430-420) that formerly featured five buildings constructed in 1967 and associated parking areas used for a Cadillac dealership. These buildings were demolished in April 2010 in anticipation of the mixed-use 1300 El Camino Real Project. However, the building foundations, paved surfaces, and subsurface utilities were not demolished or removed. As such, the existing site is vacant of buildings and consists of impervious surfaces and ruderal vegetation. This previous project, which included office and retail uses, completed the environmental review process and the approvals were valid upon submittal of the Project Sponsor's revised application.

1258 El Camino Real Site. The 0.3-acre 1258 El Camino Real Site is located toward the center of the Project site, north of the Derry Lane Site and south of the 1300 El Camino Real Site. The 1258 El Camino Real Site is comprised of one parcel (APN 061-430-080). This site includes a 3,500-sf building set back from El Camino Real by a paved driveway and surface parking lot. The one-story building, which was constructed in 1958, was occupied by a veterinary hospital from 1958 to 1991, followed by a chiropractic office until 2002, and a hair salon from 2005 to 2010. The building is surrounded by asphalt-paved parking and yard areas. This site has not been included in a previous development project proposal and has never undergone environmental review.



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Figure 2-1
Project Location
1300 El Camino Real Greenheart Project

Table 2-1. Existing Uses at the Derry Lane Site

Parcel Numbers	Address	Current Land Use	Building Size (sf)	Construction Date
061-430-380	550 Oak Grove Avenue	Car Wash	4,000	1967
061-430-310	558/560 Oak Grove Avenue	Vacant	5,000	1948
061-430-320	562/564 Oak Grove Avenue	Dance Studio	3,800	1950
061-430-460	580 Oak Grove Avenue	Foster's Freeze	1,200	1949
061-430-200	540/560 Derry Lane	Hardware Storage	5,000	1949
061-430-210	550 Derry Lane	Vacant	0	--
061-430-220	570 Derry Lane	Vacant	3,300	1948
061-430-230	none	Private parking lot	--	--
<i>Total Building Square Feet</i>			<i>22,300</i>	
1821 O.R. 246	Derry Lane right-of-way	Public street and utility access	--	

Source: City of Menlo Park. 2006. *Derry Lane Mixed-Use Development EIR*. Table III-1; Greenheart Land Company 2013.

Project Site Land Use and Zoning

The entire Project site is in the El Camino Real/Downtown Specific Plan (Specific Plan) area and within the El Camino Real Northeast – Residential (ECR NE-R) District. The Project site is zoned SP-ECR/D (El Camino Real/Downtown Specific Plan). The ECR NE-R District is on the east side of El Camino Real between Oak Grove and Glenwood Avenues and is currently characterized by a mix of retail, personal service, office, and residential uses. The area is bordered by the railroad tracks to the east and medium-density residential uses beyond the railroad tracks.

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 provides for higher intensities with a focus on residential development, given its location near the train station area and downtown. The Specific Plan outlines the maximum amount of building intensity permitted in the ECR NE-R District. However, these maximums may be increased with a Public Benefit Bonus, which allows additional development beyond the base intensity and height in exchange for extra public benefits. The Public Benefit Bonus would allow additional development in exchange for providing additional benefits to the public. Examples of public benefits include publicly accessible open space, senior housing, affordable residential units, hotel facilities, preservation/reuse of historic resources, public parks/plazas, shuttle services, and a public amenity fund. Public Benefit Bonuses require case-by-case discretionary review, and if the Planning Commission and City Council ultimately do not find that the proposed benefits are appropriate, a project can be required to be revised to the base-level development standards.

2.2 Project Objectives

This Initial Study addresses the physical impacts of the Project as required by the CEQA. The Project Sponsor has identified the following project objectives:

- Develop a mixed-use, infill project on El Camino Real that is consistent with the goals and vision of the Specific Plan, which seeks to improve underutilized and vacant lots, focus high-density development in proximity to the train station, and enrich El Camino Real as a vibrant pedestrian- and transit-oriented corridor.
- Redevelop underutilized parcels with an economically viable mixed-use project that includes multi-family residential, office, and community-serving uses.
- Provide a mix of uses that is close to transit and services, including transportation demand management amenities that reduce vehicle trips and promote walking, biking, carpooling, and transit use.
- Use green design practices and methods that promote energy efficiency and resource conservation.
- Create a mixed-use project that conforms to the design principles set forth in the Specific Plan and that respects the surrounding neighborhood through appropriate building height, siting, and massing.
- Provide new and diverse employment opportunities for City residents.
- Generate revenue for the City and other public entities.

2.3 Project Characteristics

The Project would demolish the existing buildings and paved features and construct proposed new structures. The existing parcels would be re-subdivided to create four APNs: office buildings (one APN each), residential building (one APN), and common areas, including parking (one APN). Up to 420,000 sf of mixed-use development would be constructed at the 6.4-acre Project site. As described above, the Project site is located in the Specific Plan area and within the ECR NE-R District. The Project would be consistent with all guidelines and standards outlined in the Specific Plan, as discussed in this document. The Project has not yet been the subject of detailed City review, and elements may change as the project review process moves forward.

Land Use Consistency and Public Benefits

As shown in Table 2-2, 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. In general, maximum heights are permitted to 38 feet. Although 48 feet is permitted with a Public Benefit Bonus, 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 and up to 50 units per acre are permitted with a Public Benefit Bonus. Therefore, since the Project would develop at an intensity of approximately 31.6 units per acre, a Public Benefit Bonus would not be required for dwelling unit density. All uses proposed under the Project are permitted in the ECR NE-R District.

Table 2-2. Allowed and Proposed Development at the Project Site

	Allowed Development (ECR NE-R)	Proposed Development
Floor Area Ratio (FAR)	1.10 [1.50] ^a	1.50
Dwelling Units/Acre	32 [50] ^a	31.6
Max. Building Heights ^b	38 feet [48 feet] ^c	48 feet

Sources: City of Menlo Park 2013; Greenheart Land Company 2015.

Notes:

^a. [] denotes the maximum allowable with a Public Benefit Bonus.

^b. According to Section E.3.2.01 of the Specific Plan, roof-mounted mechanical equipment, solar panels, and similar equipment may exceed the maximum building height, but shall be screened from view from publicly-accessible spaces.

^c. Even with the Public Benefit Bonus, building façade heights cannot exceed 38 feet.

Proposed Site Plan

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, an underground parking garage, onsite linkages, and landscaping.² The Project Sponsor's conceptual site plan is shown in Figure 2-2. Table 2-3 summarizes the three proposed mixed-use buildings.

Table 2-3. Proposed Building Development at the Project Site

Building	Building Use	Floor Area (sf)	Number of Floors
Office North	Non-medical Office/Community-serving	105,000	3
Office South	Non-medical Office/Community-serving	105,000	3
Residential	Residential/Community-serving	210,000	4
<i>Total</i>	--	<i>420,000</i>	--

Source: Greenheart Land Company 2015.

In total, the three buildings would cover approximately 45 percent of the Project site and be constructed at 1.5 FAR. A public park, Garwood Park, would be located in the northeast corner of the Project site adjacent to Garwood Way and the Caltrain right-of-way. The approximately 10,000-sf park would be located off of Garwood Way to allow access for City residents. In accordance with the Specific Plan, the park is proposed to include a structural element that would create a defined building edge as seen while walking, biking, and driving along Garwood Way. The park would promote active park use by residents, as well as the possibility of use for organized league play. The park would also contain seating and table areas for casual picnicking, resting, table game play (chess and checkers), and a gathering place. Some of the park area may be used as bioswales for the San Mateo County National Pollutant Discharge Elimination System (NPDES) C.3 storm water requirements and would utilize native grasses in these areas.

² Unless otherwise stated, all information from this section is from The Greenheart Land Company and BAR Architecture 2015.

The Office North and Office South 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 community-serving space in the western frontages of the building along El Camino Real. A plaza would be situated between the two buildings with landscaping, a sheltered courtyard, sitting areas, decorative paving, water features, and outdoor “rooms.” The private plaza would be designed for outdoor restaurant dining and informal gatherings. Each building would have a footprint of approximately 37,000 sf and each floor plate would range in size from 30,000 sf to 37,000 sf. Together, the two office/community-serving buildings would have a total floor area of 210,000 sf.

The residential building would front Oak Grove Avenue and Garwood Way and consist of approximately 210,000 sf. A landscaped area would be located between this building and the Office South building to the north and west, providing a visual buffer and an amenity for the proposed tenants. In addition, the Garwood/Oak Grove Plaza would be located at the corner of Oak Grove Avenue and Garwood Way. This plaza would face the Caltrain station, providing a high-activity area with access to outdoor restaurant dining, the main residential lobby, underground community-serving parking, and the leasing office. The building would also wrap around a center courtyard area with a pool. Community-serving 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. Each floor would include approximately 50,000 to 55,000 sf of space.

Table 2-4 outlines the potential floor area by use and the total number of residential units. As shown, the Project would not exceed 420,000 sf of combined office, community-serving, and residential uses.

Table 2-4. Project Development by Use

Use	Floor Area Ranges (sf)	Residential Units
Non-medical Office	188,900–199,300	--
Community-serving	18,600–29,000	--
Residential	202,100	202
<i>Total</i>	<i>420,000^a</i>	<i>202</i>

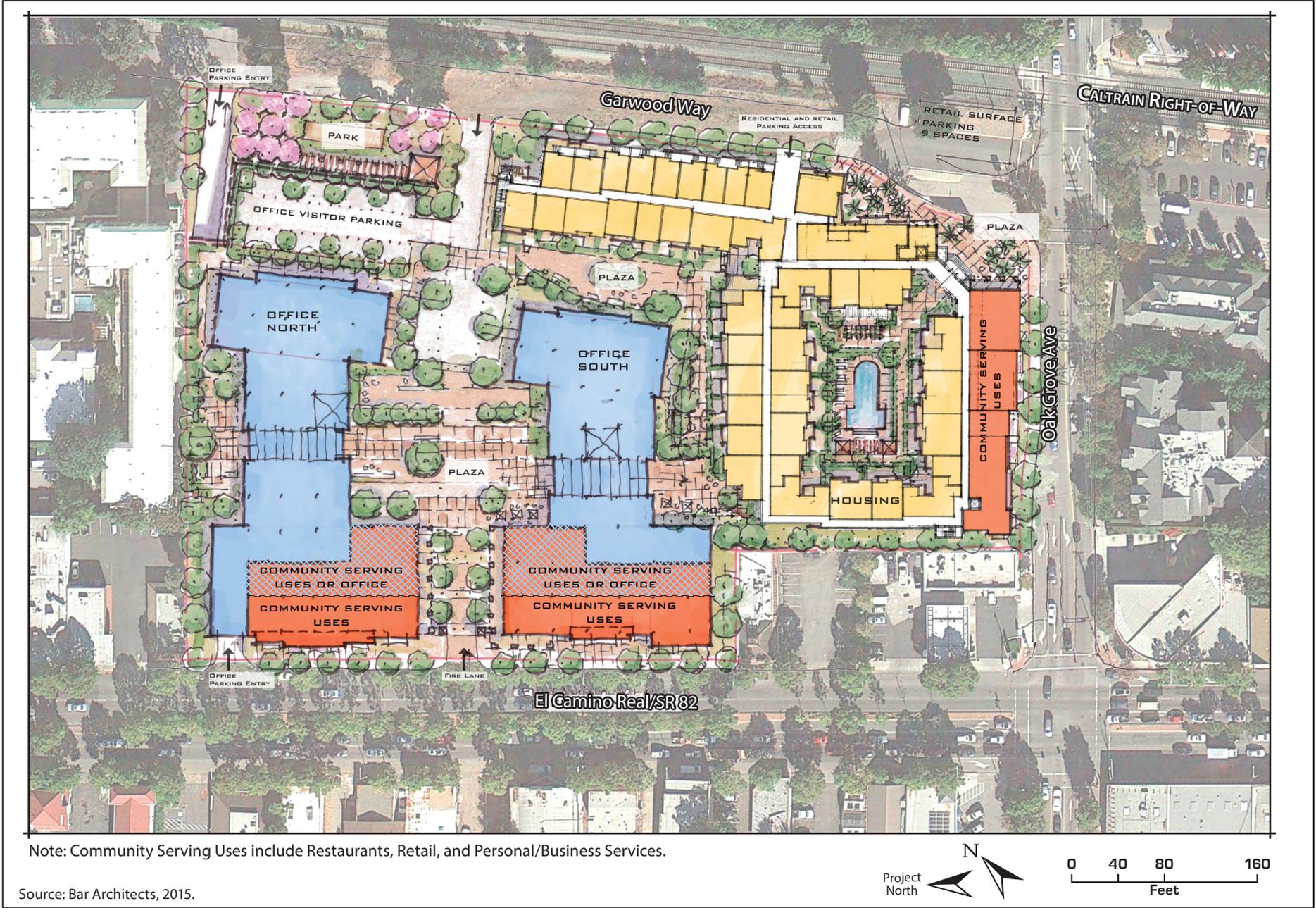
Source: Greenheart Land Company 2015.

^a. This table shows the ranges of potential uses. Regardless of the land use mix, the Project would not exceed a total of 420,000 sf.

Office Use. Non-medical office uses would be located within the Office North and Office South buildings. As discussed above, community-serving space could be included along the El Camino Real frontages of these buildings. Assuming that community-serving uses would be included, the Project would develop between approximately 188,900 and 199,300 sf of office space. It is anticipated that between one and 20 separate tenants could occupy this space.

Residential Use. The proposed residential building would consist of up to 210,000 sf; however, community-serving use would be located along the Oak Grove Avenue frontage. Assuming construction of these uses (approximately 7,900 sf), the building would include approximately 202,100 sf for up to 202 units. In general, the following unit mix and sizes are anticipated.

- Studios/junior one bedroom (530 sf) = 11.5 percent of units
- One bedroom (710 sf) = 40.2 percent of units



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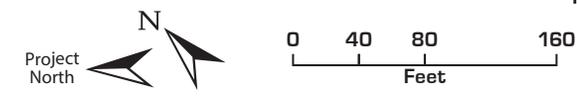


Figure 2-2
Conceptual Site Plan
 1300 El Camino Real Greenheart Project

- Two bedrooms (1,100 sf) = 44.5 percent of units
- Three bedrooms (1,550 sf) = 3.8 percent of units

Community-Serving Use. Community-serving uses include the following categories of uses as defined in the Specific Plan and permitted in the ECR NE-R zone: banks/other financial institutions, business services, eating/drinking establishments, office/business/professional (limited to a single real estate office of no more than 2,500 sf), personal improvement services, and retail sales. The Project could include a maximum of 29,000 sf of ground-floor community-serving space. Up to 21,100 sf would be included in the Office North and Office South buildings along the El Camino Real frontage and approximately 7,900 sf would be included in the residential building along the Oak Grove Way frontage. These community-serving uses would be open to the public and not restricted to onsite users.

Site Access, Circulation, and Parking

Vehicular Access and Circulation. As shown in Figure 2-2, the Project site would be accessible from up to five driveways: two driveways from El Camino Real to serve office and community-serving development and three driveways from Garwood Way to serve office, community-serving, and residential uses. From El Camino Real, one driveway would provide emergency vehicle access only; the other driveway, at the northwest corner of the Project site, would lead to underground parking. One driveway off of Garwood Way would provide access to the underground parking garage for residential and community-serving uses. The driveway at the northeast corner of the Project site would lead to the underground parking for office and community-serving uses. A third driveway off of Garwood Way would allow egress/ingress to a surface parking lot for visitors to the office and plaza. Additionally, at the southern end of the site, on the east side of Garwood Way, there would be a small surface parking lot for community-serving uses, subject to City approval.

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 Garwood Way extension would be constructed concurrently with the construction of the Project. The SFPUC water main under Garwood Way and its 40-foot easement would not be impacted by the Project; no structures would be located within this easement.

The Project Sponsor would provide for Transportation Demand Management (TDM) measures to reduce single-occupancy vehicle trips, air quality impacts, and greenhouse gas emissions. The TDM measures would include, but not be limited to, the following.

- Bicycle storage spaces for both residential and office uses, including guest bicycle spaces
- Bicycle-sharing program
- Showers/changing rooms
- Subsidized transit tickets (Caltrain Go Passes) for both residential and office uses
- Employee and resident transit commute survey
- Join Alliance's guaranteed ride home program
- Install and maintain alternative transportation kiosks
- Car-sharing vehicle spaces
- Web portal for carpooling
- Preferential carpool and vanpool parking

Bicycle and Pedestrian Circulation. Pedestrian walkways would be included between the office plaza, residential plaza, and the proposed buildings. Bicycle lockers would be provided within the underground parking garage. In addition, bicycle racks would be positioned near the main entries of each building.

Emergency Access. Emergency vehicle access would be permitted from El Camino Real and Garwood Way through the middle of the Project site between the two proposed office buildings. Hydrants and other fire connections would be available as per Menlo Park Fire Protection District requirements.

Parking. Parking would be provided in a small surface parking lot for visitors in the northeast corner of the Project site and within an underground parking garage. The surface parking lot would be accessible via Garwood Way and would serve visitors to the proposed office buildings. The portion of the parking garage to be shared by office employees, visitors of the community-serving spaces, and onsite residents would consist of two levels and would be located under the office buildings. Office uses would be allocated 3.8 parking stalls per 1,000 sf and community-serving uses would be allocated 4.0 spaces per 1,000 sf of building space. The portion of the parking garage for exclusive use by onsite residents would be located under the residential buildings and would consist of one level of parking. This parking garage would have 1.25 spaces per unit. Combined, the Project site would include approximately 1,000 parking spaces.

Additionally, at the southern end of the site, on the east side of Garwood Way, there would be a small surface parking lot for community-serving uses, subject to City approval.

Landscaping

As shown in Figure 2-2, landscaping would be provided throughout the Project site. There are currently 37 Heritage Trees (per Section 13.24 of the City's Municipal Code)³ 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 has 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 would remove all of these trees, including the root stems. However, the conceptual landscape plan shows a minimum replacement of a two-to-one ratio for the 37 Heritage Trees that would be removed from the site. There are currently 19 City trees along the El Camino Real and Oak Grove Avenue frontages that are projected to remain with implementation of the Project.⁴

The existing Project site is composed of approximately 214,400 sf of impervious surfaces (76.4 percent). Implementation of the Project would increase impervious surfaces to 233,800 sf (approximately 83.3 percent). Approximately 46,800 sf of pervious landscaped areas would be provided throughout the site.⁵ Up to 10 stormwater treatment areas with a total of about 11,500 sf would be located throughout the Project site to limit stormwater runoff. These biotreatment areas would be open, level, vegetated areas that would allow runoff to be distributed evenly across the area and would comply with the San Mateo County NPDES C.3 requirements for bioswales stormwater infiltration/treatment.

³ Chapter 13.24 defines Heritage Trees as a tree or group of trees of historical significance, special character, or community benefit; all oak trees native to California (*Quercus*) that have trunks of 31.4 inches or greater circumference; and all other trees that have a trunk with a circumference of 47.1 inches or more, measured 54 inches above natural grade.

⁴ SBCA Tree Consulting. 2013. "Tree Survey: 1300 El Camino Real & Derry, Menlo Park." November 7, 2013.

⁵ BKF Engineers. 2013. 1300 El Camino Real Existing and Proposed Impervious Surfaces.



a. Project Facing Northeast on El Camino Real



b. Project Facing Northwest on Oak Grove Avenue



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Source: Bar Architects, 2013.



Figure 2-3
Proposed Building Design
1300 El Camino Real Greenheart Project

The irrigation system would be designed by a certified Irrigation Designer for high efficiency and would comply with the City's Water Efficient Landscape Ordinance. Hydro zones would be established and a water budget would be calculated based on proposed plantings establishing both the maximum applied water allowance (MAWA) and the estimated total water use (ETWU). Landscape would utilize native plants with low water to minimal irrigation requirements. The use of turf would be minimized. All planting areas would receive 2 to 3 inches of mulch to facilitate water conservation. A dedicated landscape irrigation meter would be installed and control of the system would be via a 'Smart' controller, capable of daily schedule adjustment based on real-time weather data gathered from onsite sensors. Shrub and groundcover plantings would be irrigated with low volume drip or subsurface systems, allowing for highest possible efficiency. Equipment would be selected with a goal of minimizing system complexity and maintenance cost. After installation, a landscape and irrigation audit would be completed to confirm that the landscaping and irrigation system were installed as designed.

Building Features and Lighting

The final design of the Project, including lighting, would be determined as part of the City's Architectural Control Review process, which would include input from the public. The performance standards set by Leadership in Energy and Environmental Design (LEED)⁶ Silver would be followed, and light pollution from the buildings would be considered and minimized. The Project would be designed to meet CalGREEN, Title 24, and any amendments required by the City. The buildings would be generally consistent with Spanish Eclectic-style architecture and the detailed design would be required to meet the design guidelines of the Specific Plan. Figure 2-3 depicts the conceptual building design.

Activity/Employment

The Project could include a mix of non-medical office, community-serving, and residential uses. Depending on the scenario, the Project could include a higher amount of office uses, or include a higher amount of community-serving uses within the office and residential buildings. If the Project would include the maximum amount of office and the minimum amount of community-serving uses,⁷ then it is estimated that approximately 702 employees would be generated.⁸ In general, office uses generate the need for more employees than community-serving uses; if all potential community-serving uses would be constructed, then approximately 688 employees would be generated.⁹ As such, when analyzing population-driven impacts, this document assumes and analyzes the most conservative scenario of approximately 702 employees at the Project site.

Note that different CEQA topics could be affected differently depending on the land use mix. For example, community-serving uses generally generate more traffic than office and residential uses; therefore, that use would be analyzed in order to be most conservative. Although the Project could include a range of uses, the CEQA analysis presented in this document always considers the worst-case scenario.

⁶ LEED is a green building certification program created and administered by the U.S. Green Building Council that recognizes best-in-class building strategies and practices.

⁷ Residential uses would require minimal employees and, therefore, are not included in the calculations. However, under both scenarios, the same amount of residential uses would be provided (202,100 sf).

⁸ This estimate assumes 300 sf per office employee and 500 sf per retail employee. With full office buildout, approximately 199,300 sf of office and 18,600 sf of retail uses would be constructed. $(199,300 \text{ sf of office} / 300 \text{ sf}) + (18,600 \text{ sf of retail} / 500 \text{ sf}) = \sim 702$ employees.

⁹ This estimate assumes 300 sf per office employee and 500 sf per retail employee. With full retail buildout, approximately 188,900 sf of office and 29,000 sf of retail uses would be constructed. $(188,900 \text{ sf of office} / 300 \text{ sf}) + (29,000 \text{ sf of retail} / 500 \text{ sf}) = \sim 688$ employees.

The Project would also include the construction of approximately 202 new housing units at the Project site. The units are expected to be utilized by singles and couples rather than large families. As such, the average household size would be more similar to that used in the Specific Plan rather than the current City average. Based on an average household size of 2.38 persons per household (per the Specific Plan), implementation of the Project would add approximately 481 people to the City's population. As noted in the Specific Plan EIR, this average household size is derived from all of Menlo Park, including single-family residential neighborhoods, and as such represents a relatively conservative projection for multi-family housing.

Utilities

Onsite utility usage would include energy, domestic water, wastewater, and storm drainage. All onsite utilities would be designed in accordance with applicable codes and current engineering practices.

Energy. Pacific Gas and Electric Company (PG&E) would provide gas and electrical power for the proposed facilities. Existing electricity and gas lines in the vicinity of the Project site would continue to serve the Project. It is anticipated that no emergency generators would be installed at the Project site. However, if a back-up generator is required by a future office tenant, the applicant would apply for a permit to install the appropriate-sized generator at that time.

Solar. The Project would include the installation of an estimated 110-kilowatt (kW) photovoltaic system. The system components would include 370, 305-watt polycrystalline modules, one 100-kW inverter, and a web-based solar monitoring system. The photovoltaic system would be designed to meet standard code requirements.¹⁰

Domestic Water. A 36-inch water main is currently located within a 40-foot-wide SFPUC water line easement north of the Project site (under Garwood Way). This water main and easement would remain as part of the Project. The Project would be served by a new 8-inch water supply line (potentially upsized to 10 or 12 inches) along Garwood Way. The 8-inch line along Garwood Way would connect to an 8-inch line along Glenwood Avenue and an 8-inch line along Oak Grove Avenue, both of which could be upgraded based on a water demand analysis by the California Water Service Company, Bear Gulch District, which provides water to the Project site.

Wastewater. The sanitary sewer system in this area of the City is owned and operated by the West Bay Sanitary District (WBSD). Existing sanitary sewer service for the Project site is provided via a 6-inch sewer main that runs under the Project site. The system connects to the 15-inch sewer main on the private property that runs parallel to Glenwood Avenue, northeast of the Project site. The Project Sponsor would be required to upsize the existing sanitary sewer main to 8 inches as part of the Project.

Storm Drainage. A 12-inch stormwater main is located under Garwood Way, which leads north into the stormwater system under Glenwood Avenue and, from there, to the receiving waters of the Atherton Channel. A stormwater main is also located under El Camino Real, which fronts the Project site. This main is approximately 30 inches in diameter west of the Project site, increasing in stages to 42 inches in diameter northwest of the Project site, prior to the main's confluence with Atherton Creek. El Camino Real and its associated drainage conveyances are under the jurisdiction of the California Department of Transportation (Caltrans), while the Garwood Way/Glenwood Avenue system is maintained by the City.

¹⁰ Sun, Light, & Power. 2013. "Estimated Scope of work: Photovoltaic System for El Camino Real, 1300, Menlo Park, located in Menlo Park, CA 94025." November 18, 2013.

Hazardous Substances. Phase I Environmental Site Assessments (ESAs) were prepared for the 1300 El Camino Real Site and the 1258 El Camino Real Site. These reports also contain a summary of existing conditions at the Derry Lane Site. Potential hazardous substances at the Project site are described below.

Derry Lane Site. In May 2011, the California Department of Toxic Substances Control (DTSC) issued an Imminent and Substantial Endangerment Determination and Order and Remedial Action Order to the Derry Family Partnership, LP and several individuals in response to the discovery of perchloroethylene (PCE) and the PCE-degradation products trichloroethene (TCE), dichloroethene (DCE), and vinyl chloride in site soil, soil vapor, and groundwater at concentrations posing a risk to human health and the environment. The presence of these contaminants was due to a release of PCE from a former dry cleaning business (Wo Sing Cleaners) that operated at 570 Derry Lane from 1981 to 2011.

The Derry Lane Site underwent activities to identify contaminants and extent of contaminants. Contamination exists in the form of PCE, TCE, DCE, and vinyl chloride impacted soil, soil vapor, and groundwater. Green Environmental, Inc. conducted Feasibility Study and Human Health Risk Assessment and proposed remedies for site cleanup in the Removal Action Workplan. The document is currently under review by DTSC.

The proposed cleanup activities include:

- Excavation of approximately 7,500 cubic yards (cy) of contaminated soil in areas that coincide with the underground parking garage (to at least 22 feet deep in the impacted areas).
- Excavation of approximately 1,230 cy of contaminated soil in area outside of garage footprint.
- Excavation of approximately 1,550 cy of contaminated soil in two identified hot spots of elevated PCE-affected soil below the garage to at least the depth of first encountered groundwater or 40 feet.
- In-situ treatment of contaminated groundwater.
- Install groundwater monitoring wells and periodically sampling the contaminants.
- Install vapor venting features below the garage concrete floor of the residential building coinciding with the location of the PCE groundwater plume to enhance the vapor intrusion protection.
- Establish groundwater and vapor monitoring program.

Confirmation samplings will be collected and analyzed by a state-certified laboratory to confirm the cleanup goals. Approximately 860 truckloads of contaminated soil will be off-hauled to the approved permitted landfill. The Removal Action Work Plan details vapor and dust mitigation, which will be performed under Best Management Practices. The route for transporting contaminated soil will also be considered to avoid traveling through a sensitive area.

1300 El Camino Real. This site includes 21 hydraulic lifts with potential residual hydraulic oil in the lifts and hydraulic oil impacts on the soil at the locations of the lifts. Groundwater, saturated soil, and soil vapor are likely affected by the release of PCE at the site of the former Wo Sing Cleaners, which is part of the Derry Lane Site described above. Soil at the locations of former auto painting and detailing operations, sumps, and trenches have not been adequately sampled to confirm hazardous substances associated with the former car dealership. Other potential concerns with the 1300 El Camino Real Site include the presence of fill material from an unidentified source; un-surfaced soil at the location of a former transformer that may have contained polychlorinated biphenyls (PCBs); presence of discarded fluorescent light bulbs; potential ACMs consisting of concrete, paint, brick, brick mortar, ceramic and

vinyl floor tile, and grout; a sink hole approximately 1 foot deep; and groundwater, saturated soil, and soil vapor that may be affected by a hazardous substance release from one or more former occupancies on upgradient properties.

Soil vapor and groundwater sampling completed on the eastern portion of the 1300 El Camino Real Site indicates that the PCE release at the Derry Lane Site has not significantly affected the 1300 El Camino Real Site. Because the redevelopment plan calls for at least one level of underground parking across the entire site, the hydraulic lifts and sink hole would be removed along with soil of potential concern; the soil would be properly characterized prior to removal. The existing remnants of building floors and foundations would be properly sampled for asbestos prior to demolition and offsite recycling or disposal, as required by the California Division of Occupational Safety and Health (known as Cal-OSHA) and Bay Area Air Quality Management District (BAAQMD) regulations. Prior to construction, additional grab groundwater samples would be collected across the site to determine if potential offsite upgradient chemical releases have affected groundwater beneath the site.¹¹

1258 El Camino Real. This site is identified by DTSC as the Tarr Property (former owner), which was a residential property until redevelopment in 1958 with the commercial building currently present on the property. In October 2010, a subsurface investigation was conducted to evaluate whether the property was affected by chlorinated volatile organic compounds. PCE was detected in the soil vapor and groundwater samples collected at the site, which is assumed to have sourced from the adjacent Wo Sing Dry Cleaners.¹²

The Phase I ESA for the 1258 El Camino Real Site determined that groundwater, saturated soils, soil vapor, and indoor air are affected by a past release of dry cleaning solvent to the subsurface at the adjoining property to the east (570 Derry Lane), posing a potential human health risk to the occupants of the site. Other potential concerns at the site include: groundwater, saturated soil, and soil vapor on the site could be affected from the release of petroleum hydrocarbons from a former gasoline station on the adjoining property to the east (1246 El Camino Real); potential asbestos-containing materials consisting of concrete, stucco, paint, sheetrock wall systems, cinder block mortar, carpet mastic, window putty, and roofing materials; potential lead-based paint on cinder block walls, stucco, sheetrock, concrete flooring, and wood ceilings; and an approximate 25 sf depressed area in an asphalt-paved area at the rear of the site.¹³

The 1258 El Camino Real Site is included in the Derry Lane Site boundaries subject to the 2011 DTSC Order, and thus the identified subsurface impacts would be addressed in the selected cleanup remedy for the Derry Lane Site. Soil vapor and groundwater sampling completed on the 1258 El Camino Real Site in the due diligence period for the change in ownership of the Derry Lane Site, indicates that the former gasoline station on the adjoining property to the east has not significantly affected the 1258 El Camino Real Site. The building materials would be properly sampled for asbestos prior to demolition per BAAQMD regulations.

¹¹ Green Environment, Inc. 2012. Phase I Environmental Site Assessment, 1300 El Camino Real, Menlo Park, California. March 20, 2013.

¹² AEI Consultants. 2010. Comfort Letter Investigation Report, 1258 El Camino Real, Menlo Park, California. November 8, 2010.

¹³ Green Environment, Inc. 2012. Phase I Environmental Site Assessment, 1258 El Camino Real, Menlo Park, California. April 9, 2012.

2.4 Comparison to the Specific Plan

The Project site includes areas that were previously evaluated in the Derry Mixed-Use Development Project EIR (certified in 2006) and the 1300 El Camino Real Sand Hill Project EIR (certified in 2009).¹⁴ However, the CEQA approvals for these previously proposed projects are no longer valid and, therefore, are not considered in the analysis. Since certification of these EIRs, the Project site has been included in the Specific Plan EIR (certified in 2012). The previously proposed projects were analyzed as cumulative projects in the EIR, rather than opportunity sites. The analysis in the Specific Plan EIR considered the net new development of up to 680 housing units and approximately 474,000 sf of commercial uses within the Specific Plan area, which includes the El Camino Real corridor, the Caltrain Station area, and the City's downtown core.

As mentioned above, the 1300 El Camino Real Sand Hill Project EIR completed the environmental review process and had valid approvals at the time when the City received the current application. Because the proposed Project is substantially different from the Sand Hill proposal, this CEQA document considers the whole of the current Project and does not rely on previous approvals for the purposes of the analysis. This analysis does not net out the square footages of the previous projects.

However, as the Project relates to the planned development potential in the Specific Plan area, the Sand Hill Project is relevant. Specifically, the development potential associated with the Sand Hill Project was accounted for in the Specific Plan EIR, but not as part of the planned growth of 474,000 sf of non-residential uses. Because a portion of the development potential at the Project site was considered in the background of growth in the Specific Plan area, for planning purposes, the entire 217,900 sf of non-residential uses does not count against the planned development in the Specific Plan area. For informational purposes only, Table 2-5 illustrates the percentage of Specific Plan development potential accounted for by the Project once the Sand Hill Project is netted out.

Table 2-5. Comparison between the El Camino Real Specific Plan and the Net Project

	Non-Residential (sf)	Residential (units)	Height Max (feet)
Proposed Project	217,900 ^a	202	48 ^b
1300 El Camino Real Sand Hill Project	110,065	--	40
Active Project Site Uses	10,000	--	--
<i>Net Project Development</i>	<i>97,835</i>	<i>202</i>	<i>--</i>
Specific Plan Development	474,000	680	48 ^b
<i>Net Project Development as Percent of Specific Plan</i>	<i>20.6%</i>	<i>32.4%</i>	<i>--</i>

Source: City of Menlo Park 2013; Greenheart Land Company 2015.

^a The Project would include commercial uses, including a minimum of 188,900 sf of office plus up to 29,000 sf of community-serving (between the two office and one residential buildings) OR up to 199,300 sf of office plus a minimum of 18,600 sf of community-serving retail. Under both scenarios, the total commercial uses would be up to 217,900 sf.

^b The ECR NE-R District allows a height maximum of 38 feet. However, as discussed above, the Project would provide public benefits, which allow a height maximum of 48 feet.

¹⁴ The 1258 El Camino Real Site has not been included in previous development proposals.

2.5 Project Construction

Schedule

Construction of the Project would include demolition of the existing features at the Project site and construction of the proposed components. It is anticipated that construction would start in mid-2016 with the demolition of the existing buildings and construction of the underground parking areas and would continue over approximately 27 months, with full buildout by late 2018. It is conservatively assumed that maximum occupancy would be reached within 2 to 3 years thereafter. The Project site would be constructed in the following phases.

- Demolition of existing buildings and construction of underground parking and Garwood Way extension: mid-2016 to late 2016 (3 months)
- Podium Build-Out: early 2017 to mid-2017 (7 months)
- Offsite Infrastructure: late 2016 to early 2017 and mid-2018 (7 months)
- Onsite Infrastructure and Landscaping: mid-2018 to late 2018 (8 months)
- Apartment Vertical Construction: mid-2017 to late 2018 (18 months)

Depending on the construction phase, the number of onsite construction workers could range from approximately 10 to 70 workers per day. The maximum number of workers (70 workers per day) would occur during construction of the residential building and the minimum number of workers (10 workers per day) would occur during the infrastructure installation phase.

Equipment and Staging

Typical equipment that would be used during construction would include excavators, cat dozers, water trucks for dust control, street sweepers, dump trucks, backhoes, skidsteers, forklifts, cranes, and other surfacing and grading equipment. Pile driving may be required. All construction equipment, employee vehicles, and import material would be staged onsite or nearby.

Spoils, Debris, and Materials

Demolition. Construction would require demolition and removal of the existing buildings, paved areas, other impervious surfaces, and vegetation at the Project site. Approximately 75 percent of all debris would be recycled. Concrete debris could be shredded onsite prior to offhaul. Any portion of material that could not be crushed onsite would be hauled to a local recycling site, likely the facility at the Port of Redwood City.

Grading/Excavation. Approximately 60,000 cubic yards (cy) would be excavated for one level of underground parking (approximately 10 feet deep) for the residential uses, and approximately 63,000 cy would be excavated for two levels for underground parking (approximately 20 feet deep) for shared-use parking. In total, the underground parking would require the excavation of about 123,000 cy to export.

2.6 Project Approvals

City Approvals

The following discretionary approvals by the City would be required prior to development at the Project site.

- **Environmental Review.** This process includes certification of the environmental review and approval of the mitigation measures presented in this document.
- **Approval of Public Benefit Bonus.** The Planning Commission and City Council, concurrent with overall Project review, will review the proposed public benefits. If the decision-making body determines the public benefits are not sufficient, the Project would be required to be revised to the Base level standards.
- **Architectural Control Review.** Design review for compliance with Specific Plan standards and guidelines.
- **Lot Line Adjustment/Lot Merger.** A lot line adjustment or lot merger would be required.
- **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.
- **Below Market Rate Housing Agreement.** A Below Market Rate 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.
- **Right-of-Way Actions.** City Council approval of the abandonment of Derry Lane; a portion of the Garwood Way plan line would be required concurrent with the other project actions.

Approvals by Responsible Agencies

Approvals by other agencies that may be needed for the Project are identified below. These agencies are expected to review this environmental review in evaluating the Project.

- BAAQMD—permitting of asbestos abatement activities, if any.
- Caltrans—review of traffic circulation effects and consultation on potential traffic improvements affecting state highway facilities, ramps, and intersections.
- California Regional Water Quality Control Board, San Francisco Bay Region (RWQCB)/San Mateo Countywide Water Pollution Prevention Program—approval of NPDES permit for stormwater discharge.
- DTSC—review of remediation action plans.
- City/County Association of Governments (C/CAG)—review of potential effects on Routes of Regional Significance and the proposed TDM program.
- Menlo Park Fire Protection District—approval of proposed fire prevention systems and emergency vehicle access.
- San Mateo County Environmental Health Division—review of food service functions.
- WBSD—approval of wastewater hookups.

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