Initial Study

Commonwealth: Building 3 Project

Prepared by:
ICF

Prepared for:
City of Menlo Park

May 2019

COMMONWEALTH: BUILDING 3 PROJECT INITIAL STUDY

PREPARED FOR:

City of Menlo Park
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MAY 2019

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Acronyms and Abbreviations

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACMs	asbestos-containing materials
APN	assessor's parcel number
ASTs	above-ground storage tanks
BAAQMD	Bay Area Air Quality Management District
Basin Plan	San Francisco Bay Basin (Region 2) Water Quality Control Plan
Bay	San Francisco Bay
Bayfront Park	Bedwell Bayfront Park
BD+C	Building Design and Construction
BMPs	best management practices
BRA	Biological Resources Assessment
CAL FIRE	California Department of Forestry and Fire Protection
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CBIA	California Building Industry Association
CCE	Community Choice Energy
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDP	Conditional Development Permit
CEQA	California Environmental Quality Act
CEQA Guidelines	California Code of Regulations, Chapter 3
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
City	City of Menlo Park
CNDDB	California Natural Diversity Database
ConnectMenlo	City of Menlo Park General Plan and M-2 Area Zoning Update
CREC	controlled recognized environmental conditions
CRHR	California Register of Historical Resources
CSD	City School District
CUPA	Certified Unified Program Agency
DPR	Department of Parks and Recreation
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act

EV	electric vehicle
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FTE	full-time equivalent
gsf	gross square feet
HCP	habitat conservation plan
HREC	historical recognized environmental condition
HVAC	heating, ventilation, and air-conditioning
I-280	Interstate 280
LBP	lead-based paint
LEED	Leadership in Energy and Environmental Design
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MMRP	mitigation monitoring and reporting program
MPCSD	Menlo Park City School District
MPFPD	Menlo Park Fire Protection District
MPPD	Menlo Park Police Department
MRZs	Mineral Resource Zones
NAHC	Native American Heritage Commission
Non-VHFHSZ	Non-Very High Fire Hazard Severity Zone
NPDES	National Pollutant Discharge Elimination System
O-B	Office Bonus
PCE	Peninsula Clean Energy
Peninsula	San Francisco Peninsula
PG&E	Pacific Gas & Electric
ppd	pounds per day
PPV	peak particle velocity
PRC	Public Resources Code
Project	Commonwealth: Building 3 Project
Project Sponsor	The Sobrato Organization
R&D	research and development
Refuge	Don Edwards San Francisco Bay National Wildlife Refuge
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
sf	square feet
Shoreway	Shoreway Environmental Center
SMCEHD	San Mateo County Environmental Health Department
SR	State Route
SSC	Species of Special Concern

SUHSD	Sequoia Union High School District
SWMP	Stormwater Management Plan
SWPPP	stormwater pollution prevention plan
TDM	Transportation Demand Management
TIA	Transportation Impact Assessment
TMDLs	total maximum daily loads
UST	underground storage tank
VegCAMP	Vegetation Classification and Mapping Program
VMT	vehicle miles traveled
VOC	volatile organic compound
WSA	Water Supply Assessment

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1. Introduction

Project Overview

The Sobrato Organization (Project Sponsor) is proposing to construct an approximately 249,500-gross-square-foot (gsf) office building and an approximately 324,000 gsf parking structure as part of the Commonwealth Building 3 Project (Project). The Project site is the existing Commonwealth Corporate Center property, which includes the Commonwealth Site at 162 and 164 Jefferson Drive and the Jefferson Site (also 164 Jefferson Drive). Two buildings (Buildings 1 and 2), currently occupied by Facebook (referred to by Facebook as Buildings 27 and 28), were constructed at the Project site as part of the Commonwealth Corporate Center Project. The Project would add a four-story office building (Building 3) and a four-story parking structure with 1,061 parking spaces to the Project site. The Project site would continue to be accessible from two driveways: the main access point at Commonwealth Drive in the southwest corner of the Project site and the secondary access point at Jefferson Drive in the northern portion of the Project site. In the eastern portion of the Commonwealth Site, a connection to a bicycle and pedestrian path, and/or public transit, along the Dumbarton Rail Corridor may be provided in the future. The Project site is within the ConnectMenlo study area and, therefore, within the scope of the programmatic ConnectMenlo EIR. As discussed in more detail below, in accordance with the requirements outlined in Section 15168 of the CEQA Guidelines, this Initial Study has been prepared to disclose the relevant impacts and mitigation measures covered in the ConnectMenlo EIR and discuss whether the Project is within the parameters of the ConnectMenlo EIR.

Purpose of This Initial Study

This Initial Study has been prepared by the Project's lead agency, the City of Menlo Park (City), in conformance with the provisions of the California Environmental Quality Act (CEQA) and 14 California Code of Regulations, Chapter 3 (CEQA Guidelines). The lead agency is the public agency with principal responsibility, generally, for carrying out or approving a project. Environmental checklists, as included in this Initial Study, are to be completed for all projects that are subject to environmental review under CEQA. The information, analysis, and conclusions contained in the environmental checklist form the basis for deciding whether an environmental impact report (EIR), a negative declaration, or a mitigated negative declaration should be prepared. Where only certain topic areas warrant analysis in an EIR, the document is referred to as a Focused EIR.

The Project site is within the ConnectMenlo study area. ConnectMenlo, which updated the City General Plan Land Use and Circulation Elements and rezoned land in the M-2 Area, now referred to as the Bayfront Area, was approved on November 29, 2016. It serves as the City's comprehensive and long-range guide to land use and infrastructure development. ConnectMenlo's Land Use Element identified an allowable increase in net new development potential of up to 2.3 million gsf for non-residential uses, up to 4,500 residential units, and up to 400 hotel rooms.

Because the City General Plan is a long-range planning document, the ConnectMenlo EIR was prepared as a Program EIR, pursuant to CEQA Guidelines Section 15168. Once a Program EIR has been certified, subsequent activities within the program must be evaluated to determine whether additional CEQA review is needed. However, if the Program EIR addresses a program's effects in adequate detail, subsequent

activities could be found to be within the Program EIR's scope, and additional environmental review may not be required, unless one of the thresholds for subsequent environmental review is met (CEQA Guidelines Section 15168[c]). When a Program EIR is relied on for subsequent activities, the lead agency must incorporate feasible mitigation measures into subsequent activities as well as the alternatives developed in the Program EIR (CEQA Guidelines Section 15168[c][3]). If a subsequent activity would have effects that are not within the scope of a Program EIR, the lead agency must prepare a new Initial Study, leading to a negative declaration, a mitigated negative declaration, or an EIR (CEQA Guidelines Section 15168[c][1]). Because the Project's location and development parameters are consistent with ConnectMenlo, the ConnectMenlo Program EIR serves as the environmental analysis for the Project (e.g., is incorporated by reference pursuant to Sections 15150, 15130, and 15183), except for areas identified in this Initial Study.

Section 15168(d) of the CEQA Guidelines provides for simplifying the preparation of environmental documents by incorporating by reference analyses and discussions. Where an EIR has been prepared or certified for a program or plan, the environmental review for a later activity consistent with the program or plan should be limited to effects that were not analyzed as significant in the prior EIR or that are susceptible to substantial reduction or avoidance (CEQA Guidelines Section 15152[d]). By tiering from the ConnectMenlo EIR, the environmental analysis for this Project relies on the EIR for the following:

- A discussion of general background and setting information for environmental topic areas,
- Overall growth-related issues,
- Issues that were evaluated in detail in the ConnectMenlo EIR for which there is no significant new information or change in circumstances that would require further analysis,
- Assessment of cumulative impacts, and
- Mitigation measures adopted and incorporated into the ConnectMenlo EIR.

This Initial Study has been prepared to evaluate the potential environmental impacts of the Project and determine what level of additional environmental review is appropriate. In accordance with the requirements outlined in Section 15168 of the CEQA Guidelines, this Initial Study has been prepared to disclose the relevant impacts and mitigation measures covered in the ConnectMenlo EIR and discuss whether the Project is within the parameters of the ConnectMenlo EIR. Based on the findings in this Initial Study, a Focused EIR will be prepared for impacts that need further discussion and/or mitigation beyond that provided in the ConnectMenlo EIR. This is discussed in more detail in Chapter 3, *Environmental Checklist*.

Project Information

1. **Project Title:**

   Commonwealth: Building 3 Project

2. **Lead Agency Name and Address:**

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

3. **Contact Person and Phone Number:**

   Tom Smith, Senior Planner – (650) 330-6730

4. **Project Location:**

   162 and 164 Jefferson Drive, Menlo Park, CA 94025

5. **Project Sponsor's Name and Address:**

   The Sobrato Organization
   10600 North De Anza Boulevard
   Cupertino, CA 95014

6. **General Plan Designation:**

   Office-Bonus (O-B)

7. **Description of Project:**

   Please refer to Chapter 2, *Project Description*.

8. **Surrounding Land Uses and Setting:**

   The Project site, which is composed of the Commonwealth Site and the Jefferson Site in Menlo Park, is bounded by Jefferson Drive and office buildings to the north, the currently inactive Dumbarton Rail Corridor to the southeast, US 101 to the south, and an Exponent building to the west. Office, life science, and research and development uses are located immediately adjacent to the Project site in all directions. Neighborhoods in Menlo Park are south (across the Dumbarton Rail Corridor and US 101) of the Project site. To the southeast, across the Dumbarton Rail Corridor, are recreational and public facility uses associated with Kelly Park and the Onetta Harris Community Center.

9. **Other Public Agencies Whose Approval May Be Required (e.g., permits, financing approval, participation agreement), Potential Responsible Agencies, and Trustee Agencies:**

   - Bay Area Air Quality Management District
   - California Department of Transportation
   - Regional Water Quality Control Board, San Francisco Bay Region/San Mateo Countywide Water Pollution Prevention Program
   - San Mateo County Transportation Authority
   - Menlo Park Fire Protection District
   - San Mateo County Environmental Health Division
   - West Bay Sanitary District
   - Native American Heritage Commission

10. **Have California Native American tribes that are traditionally and culturally affiliated with the Project area requested consultation, pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?**

    The Native American Heritage Commission (NAHC) was contacted on March 18, 2019, to identify any areas of concern within the Project area. The NAHC responded on March 21, 2019, stating that a search of its Sacred Land File failed to indicate the presence of Native American cultural resources in the immediate Project area. The NAHC provided a list of six Native American contacts who might have information that would be pertinent to the Project or concerns regarding the proposed actions. A letter explaining the Project, along with a map of the Project area, was sent on March 27 and 29, 2019, to all six contacts listed by the NAHC. The letter also solicited responses from each of the contacts, should they have any questions, comments, or concerns regarding the Project.

    Letters were sent to the following contacts:

    - Tony Cerda, chairperson – Coastanoan Rumsen Carmel Tribe
    - Andrew Galvan – The Ohlone Indian Tribe
    - Ann Marie Sayers, chairperson – Indian Canyon Mutsun Band of Coastanoan
    - Irenne Zwierlein, chairperson – Amah Mutsun Tribal Band of Mission San Juan Bautista
    - Valentin Lopez, chairperson- Amah Mutsun Tribal Band
    - Charlie Nijmeh, chairperson- Muwekma Ohlone Indian Tribe of the San Francisco Bay Area

    Follow-up phone calls were made on April 24, 2019, to all six individuals listed above. Although Mr. Cerda, Ms. Nijmeh, Mr. Galvan, and Mr. Lopez were not reached, a detailed phone message was left, along with a request for a return call. To date, no responses have been received. When contacted, Ms. Zwierlein stated that the Project area is known to be very sensitive for Native American resources, including burials. She requested that an archaeological monitor be onsite during all ground-disturbing activities; if Native American resources are encountered, she requested that a Native American monitor be onsite as well. Ms. Sayers had similar sentiments, stating that the area is known to be sensitive and requesting that both an archaeological and Native American monitor be onsite during all ground-disturbing activities. Should any burials be encountered, Ms. Sayers requested that they be repatriated as close as possible to where they were discovered.

2. Project Description

The Sobrato Organization (Project Sponsor) is proposing to construct an approximately 249,500-gross-square-foot (gsf) office building and an approximately 324,000 gsf parking structure as part of the Commonwealth: Building 3 Project (Project). The Project site is the existing Commonwealth Corporate Center property, which includes the Commonwealth Site at 162 and 164 Jefferson Drive and the Jefferson Site (also at 164 Jefferson Drive).[1] Two buildings (Buildings 1 and 2), currently occupied by Facebook (referred to by Facebook as Buildings 27 and 28), were constructed at the Project site as part of the Commonwealth Corporate Center Project. The Project would add a four-story office building (Building 3) and a four-story parking structure with 1,061 parking spaces to the Project site. The Project site would continue to be accessible from two driveways: the main access point at Commonwealth Drive in the southwest corner of the Project site and the secondary access point at Jefferson Drive in the northern portion of the Project site. In the eastern portion of the Commonwealth Site, a connection to a bicycle and pedestrian path in the Dumbarton Rail Corridor may be provided in the future.

Project Location and Setting

Project Location

As shown in Figure 2-1, the Project site, which is north of US 101 in Menlo Park, is bounded by Jefferson Drive and office buildings to the north, the currently inactive Dumbarton Rail Corridor to the southeast, US 101 to the south, and an Exponent building to the west.[2] Southeast of the Dumbarton Rail Corridor is Kelly Park. Farther north, beyond the Project site, is State Route (SR) 84, tidal mudflats and marshes along San Francisco Bay, the Don Edwards San Francisco Bay National Wildlife Refuge, and Ravenswood Slough. Neighborhoods in East Palo Alto are approximately 1 mile southeast of the Project site; the Belle Haven neighborhood of Menlo Park is south of the Project site, across the Dumbarton Rail Corridor. The Belle Haven neighborhood contains a mix of uses, including churches, Menlo Park Fire Station No. 77, single-family residences, multi-family residential units, and institutional buildings. The Belle Haven neighborhood's institutional and park uses include Beechwood School, Belle Haven Elementary School, the Belle Haven Pool, Belle Haven Youth Center, Onetta Harris Community Center, Menlo Park Senior Center, the Belle Haven Branch Library, the Boys and Girls Club, Hamilton Park, and Kelly Park. The Sequoia Union High School District is constructing a new high school at 150 Jefferson Drive, which is approximately 200 feet west of the Project site (the Jefferson Site). TIDE Academy will open in August 2019 to the first founding ninth grade class.[3]

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1 Consistent with the previous environmental impact report (EIR) prepared for Buildings 1 and 2, the Project site referenced in this document includes both the Commonwealth Site and the Jefferson Site, including the existing Buildings 1 and 2 as well as the proposed Building 3 and proposed parking structure. The description of the Commonwealth Site and the Jefferson Site has been updated in this document to reflect the Tentative Parcel Map for the three-lot subdivision approved as part of the previous EIR.

2 For the purposes of this analysis, true northeast is Project north, and US 101 runs in an east–west direction.

3 Sequoia Unified High School District. "TIDE Academy." Available: www.tideacademy.org/index.html. Accessed April 4, 2019.

Regional highways that provide access to the Project site include US 101, directly to the south, and SR 84 to the north. The Menlo Park Caltrain station is approximately 2 miles south of the Project site, providing weekday service from San Francisco to Gilroy and weekend service from San Francisco to San José.

Project Site Setting

The Commonwealth Corporate Center, which is the Project site, includes the Commonwealth Site and the Jefferson Site, which total approximately 13.3 acres (578,500 square feet [sf]). The existing floor area ratio (FAR) at the Project site is 45 percent. New and mature trees are scattered throughout the Project site, which has approximately 866 parking spaces in surface lots. Approximately 2,080 employees currently work at the Commonwealth Corporate Center.[4]

Commonwealth Site

The 12.1-acre Commonwealth Site is south of the Jefferson Site. The Commonwealth Site includes assessor's parcel numbers (APNs) 055-243-300, 055-243-310, and a portion of 055-243-999. The four-story Buildings 1 and 2, both located on the Commonwealth Site, were constructed in 2015; both are currently leased by Facebook. Building 1 is referred to as Facebook Building 27, and Building 2 is referred to as Facebook Building 28. Each building is approximately 67 feet tall, with an area of approximately 129,960 gsf and a footprint of approximately 34,540 gsf. Together, the two buildings have a total floor area of approximately 259,920 gsf. Buildings 1 and 2 are surrounded by surface parking, landscaping, pedestrian paths, and water features. A courtyard with café tables and chairs is located between the two buildings; a bocce court and wood deck are north of Building 2. The Commonwealth Site also includes approximately 779 surface parking spaces. The Commonwealth Site is accessible from Commonwealth Drive and Jefferson Drive through a private access road that connects the two streets. The Commonwealth Site is relatively flat and lies at an elevation of 6.7 to 11.9 feet above mean sea level.

Jefferson Site

The 1.2-acre Jefferson Site, which includes a portion of APN 055-243-999, is north of the Commonwealth Site. The Jefferson Site is currently occupied by a surface parking lot with approximately 87 parking spaces and landscaping. The Jefferson Site is relatively flat and lies at an elevation of 6.6 to 7.4 feet above mean sea level. The site is accessible from two driveways along the private access road that connects Commonwealth Drive and Jefferson Drive.

Zoning

The Project site was zoned M-2(X), General Industrial, which permitted office and industrial uses such as warehousing, manufacturing, printing, and assembling as well as a maximum building height in excess of 35 feet. In 2016, the site's zoning was changed to Office-Bonus (O-B) as part of the City of Menlo Park (City) General Plan and M-2 Area Zoning Update (ConnectMenlo). The updated zoning created three new zoning districts (Office, Residential-Mixed Use, and Life Science) and established standards for new projects, including restrictions regarding use, height, density (up to 45 percent FAR for office uses), sustainability, circulation, and open space. Under the new zoning standards, bonus density is permitted (up to a FAR of 100 percent for office uses with increased height) in exchange for providing community amenities selected from a list of potential options identified through community outreach and adopted by resolution of the Menlo Park City Council.

[4] Based on a load factor of one employee per 125 sf.

Figure 2-1
Project Location
Commonwealth Building 3

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Project Characteristics

Land Use and Zoning

The Project site was rezoned O-B in 2016 through the ConnectMenlo process. At the base level, the maximum height and average height for the onsite buildings are both 35 feet, while the maximum FAR is 45 percent. At the bonus level, the City Zoning Ordinance allows a FAR of up to 100 percent (plus 25 percent for commercial use) and a 110-foot maximum height in exchange for community amenities. The Project would have a combined FAR of 88 percent, and the maximum height of the proposed building would be approximately 69 feet. Across the entire Project site (including the existing buildings), the average building height would be 59.9 feet. Therefore, the Project would require the Project Sponsor to provide community amenities in exchange for bonus-level development. These benefits would be selected from a list of potential options identified through community outreach and adopted by resolution of the Menlo Park City Council.

The Project Sponsor would construct a new building of approximately 249,500 gsf. When combined with the existing buildings at the Project site, the Project would result in three office buildings at the site with a combined floor area of approximately 509,420 gsf and a FAR of 88 percent. Table 2-1, below, compares the proposed development with O-B zoning, both the base level and bonus level. Because the Project site includes two existing office buildings (Buildings 1 and 2), the existing and proposed office buildings are included in the calculations. Although the new building would need to comply with the design standards of the O-B zoning district, the existing buildings would not because they would remain as is and would be part of the baseline conditions.

Table 2-1. Zoning Requirements

	O Zoning Requirements (Base Level)	O-B Zoning Requirements (Bonus Level)	Proposed Development[a]
Site Area	25,000 sf (min) 100 feet x 100 feet (max)	25,000 sf (min) 100 feet x 100 feet (max)	578,500 sf
Floor Area Ratio	45% (+10% commercial)	100% (+25% commercial)	88%
Maximum Height	35 feet	110 feet	69 feet[b]
Height[c]	35 feet	67.5 feet	59.9 feet
Open Space	173,540 sf min (30% of total site area)	173,500 sf min (30% of total site area)	235,866 sf (40.7%)
Public Open Space	86,770 sf min (50% of open space area)	86,750 sf min (50% of open space area)	128,533 (54.5%)

Source: The Sobrato Organization and Arc Tec, Inc., 2018; Menlo Park Municipal Code Section 16.43.050.

Notes:

a. The proposed development encompasses the entire Project site, which includes the proposed building and the existing buildings. The building area total does not include the parking structure.

b. Maximum building height refers to the proposed building (not the existing onsite buildings).

c. Height is defined as the average height of all buildings on one site where a maximum height cannot be exceeded. Maximum height does not include roof-mounted equipment and utilities.

Proposed Development

The Project Sponsor would develop the Commonwealth Site with an approximately 249,500 gsf office building (Building 3) that would accommodate approximately 1,996 employees.[5] Building 3 would be north of existing Buildings 1 and 2, in the northern portion of the Commonwealth Site, and oriented in an east–west direction. The main entry to Building 3 would be along the northern frontage, the side closest to Jefferson Drive. However, a building entry would also be provided on all other building frontages. The proposed Building 3 would have four levels with a maximum height of 69 feet, as measured to the top of the parapet. Pedestrian access to the proposed parking structure from Building 3 would be provided via a pedestrian walkway. Building 3 would be surrounded by surface parking, the proposed parking structure, landscaping, and pedestrian paths. Patios with café tables and chairs would be situated in and around Building 3, providing a social space for the Project. Building 3 and the parking structure would replace most of the existing surface parking lot. Figure 2-2 depicts the proposed site plan, and Table 2-2 summarizes the proposed building area by level.

Table 2-2. Building 3 Proposed Building Area

	Building Area (gsf)
Level 1	64,076
Level 2	63,147
Level 3	63,147
Level 4	59,130
Total	***249,500***
Source: The Sobrato Organization and Arc Tec, Inc., 2018.	

The Project Sponsor would also construct an approximately 324,000 gsf parking structure east of Buildings 2 and 3 in the Commonwealth Site, with access provided via an internal street east of the two buildings. The proposed parking structure would have four levels and a maximum height of 48 feet. The parking structure would be east of Building 3 in the eastern portion of the Commonwealth Site; the parking structure would replace the majority of an existing surface parking lot.

In addition to the proposed Building 3 and parking structure at the Commonwealth Site, the Jefferson Site would be converted from an existing surface parking lot to a community park that would be privately owned but publicly accessible (referred to in this document as Jefferson Park). Jefferson Park would be accessible via paseo connections to Jefferson Drive and the Commonwealth site. A further description of the proposed uses at the Jefferson Site is provided below.

Site Access, Circulation, and Parking

Vehicular Access and Circulation. The Commonwealth Site would be accessible from two driveways, with the main access point at Commonwealth Drive in the southwest corner of the Project site and the secondary access point at Jefferson Drive adjacent to the Jefferson Site. The internal street network that surrounds the Commonwealth Site would provide access to the surface parking and the proposed parking structure. Entrances to the parking structure would be provided along the internal street east of Buildings 2 and 3. A loading dock would be provided on the east side of Building 3.

[5] Based on a load factor of one employee per 125 sf.

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Figure 2-2
Proposed Site Plan
Commonwealth Building 3

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Emergency Access. Emergency access to the Project site would be provided from both access points on Commonwealth Drive and Jefferson Drive. Emergency vehicles would enter the site at Commonwealth Drive and continue along the northern portion of the site, adjacent to the proposed building, then travel around the building to exit at Jefferson Drive. Fire access to the proposed parking structure would be at both the northern and southern ends. Fire hydrants and fire department connections would be located along the emergency access route in the vicinity of the proposed buildings.

Bicycle and Pedestrian Circulation. Pedestrian walkways would be included between the proposed building and parking structure and the existing buildings. Several walkways with enhanced paving at crosswalks would traverse the Project site in east–west and north–south directions, leading from the proposed building to the parking structure. In addition, new bicycle and pedestrian connections would be established to connect the Project site to neighboring parcels. A secondary public path connection would be constructed north of Building 3, and paseo connections would be constructed north and west of the building. New paths would also be established around the parking structure, one of which would connect to a future City bicycle/pedestrian path.

In addition to the existing onsite bicycle parking (26 Class II bicycle racks and 24 Class I spaces in Building 1), the Project would include 16 onsite bicycle rack spaces (Class II spaces), which would be placed at convenient and well-lit locations near the main entrance to Building 3; 40 protected storage enclosure spaces (Class I spaces) would also be provided, for a total of 106 bicycle parking spaces. A bicycle storage room would be provided in Building 3 for both visitor and long-term bicycle parking.

Parking. The current Project site includes 866 surface parking spaces. Development of the Project would remove the majority of the existing parking spaces in order to construct Building 3, the parking structure, and Jefferson Park. However, these parking spaces would be replaced, and additional spaces would be provided to accommodate the increase in building area. Onsite parking would include the 215 surface parking spaces located along the perimeter of the Commonwealth Site and 1,061 spaces in the proposed parking structure. In total, 1,276 parking spaces would be provided at the Project site, including 24 Americans with Disabilities Act–compliant spaces among the surface parking and parking structure spaces. At the Jefferson Site, 23 parking spaces would be reserved for use by the new high school (TIDE Academy) during school hours only; the spaces would be available for the general public after school hours. These spaces are not included under the parking ratio of 2.5 spaces per 1,000 gsf proposed for the entire Project site. Table 2-3 summarizes the proposed parking at the Project site. The proposed parking would serve all of the buildings at the Project site.

TDM Program

The existing Buildings 1 and 2 are currently served by a Transportation Demand Management (TDM) program. TDM programs provide information regarding services, incentives, facilities, and actions to reduce the number of single-occupant vehicle trips. The proposed TDM program for the Project would be independent of the existing TDM program for Buildings 1 and 2 because new zoning regulations require a 20 percent trip reduction. The proposed TDM program would encourage the use of public transportation and other forms of alternative transportation. The Project site is currently served by the M3-Marsh Road Shuttle, which is a free shuttle service with timed connections to many of the a.m. and p.m. peak-hour trains at the Menlo Park Caltrain station in both the northbound and southbound directions. The existing shuttle service includes a stop at 149 Commonwealth Drive, less than 100 feet from the Project site. In order to encourage employees to use Caltrain and the Marsh Road Shuttle, subsidized transit passes, such as a Caltrain Go Pass, would be provided to new employees at the Project site. The Caltrain Go Pass is an

Table 2-3. Proposed Parking

	Parking Spaces
Surface Parking	
Standard	175
Restricted Parking[a]	24
ADA – Accessible	13
ADA – Van Accessible	3
Total Surface Parking	*215*
Proposed Parking Structure	
Level 1	219
Standard	*211*
ADA – Accessible	*7*
ADA – Van Accessible	*1*
Level 2	276
Level 3	276
Level 4	290
Total in Proposed Parking Structure	*1,061*
Total Parking	***1,276***

Source: The Sobrato Organization and Arc Tec, Inc., 2018.

Notes:

a. Reserved for the high school during school hours only. After school, the spaces would be accessible by the public.

employer-sponsored annual pass that offers unlimited rides on Caltrain through all zones, 7 days per week. Carpooling and vanpool programs would also be encouraged through free ride-matching services, carpool incentive programs, vanpool formation incentives, vanpool seat subsidies, and vanpool participant rebates. Emergency ride-home programs would be offered to employees. In addition, the proposed TDM program would include bicycle storage, showers and changing rooms, and other onsite amenities to encourage the use of other modes of transportation.

Landscaping

The proposed landscaping plan and open space areas are depicted in Figure 2-3. Landscaping would be provided around the perimeter of Building 3 and the parking structure as well as along the western and southern edges of the Project site. After implementation of the Project, approximately 128,533 sf of public open space and 107,333 sf of private open space would be provided at the Project site, totaling approximately 235,866 sf of open space (including existing open space). A 0.2-mile-long and 20-foot-wide paseo, available to bicyclists and pedestrians, would be constructed along the eastern boundary of the Jefferson Site. The paseo would continue south to the southwest border of the Project site at Commonwealth Drive, then extend east along the edge of the southern parcel adjacent to US 101. From there, a pedestrian path would continue north, looping around the Project site. The path would be along the private access road that connects Commonwealth Drive and Jefferson Drive.

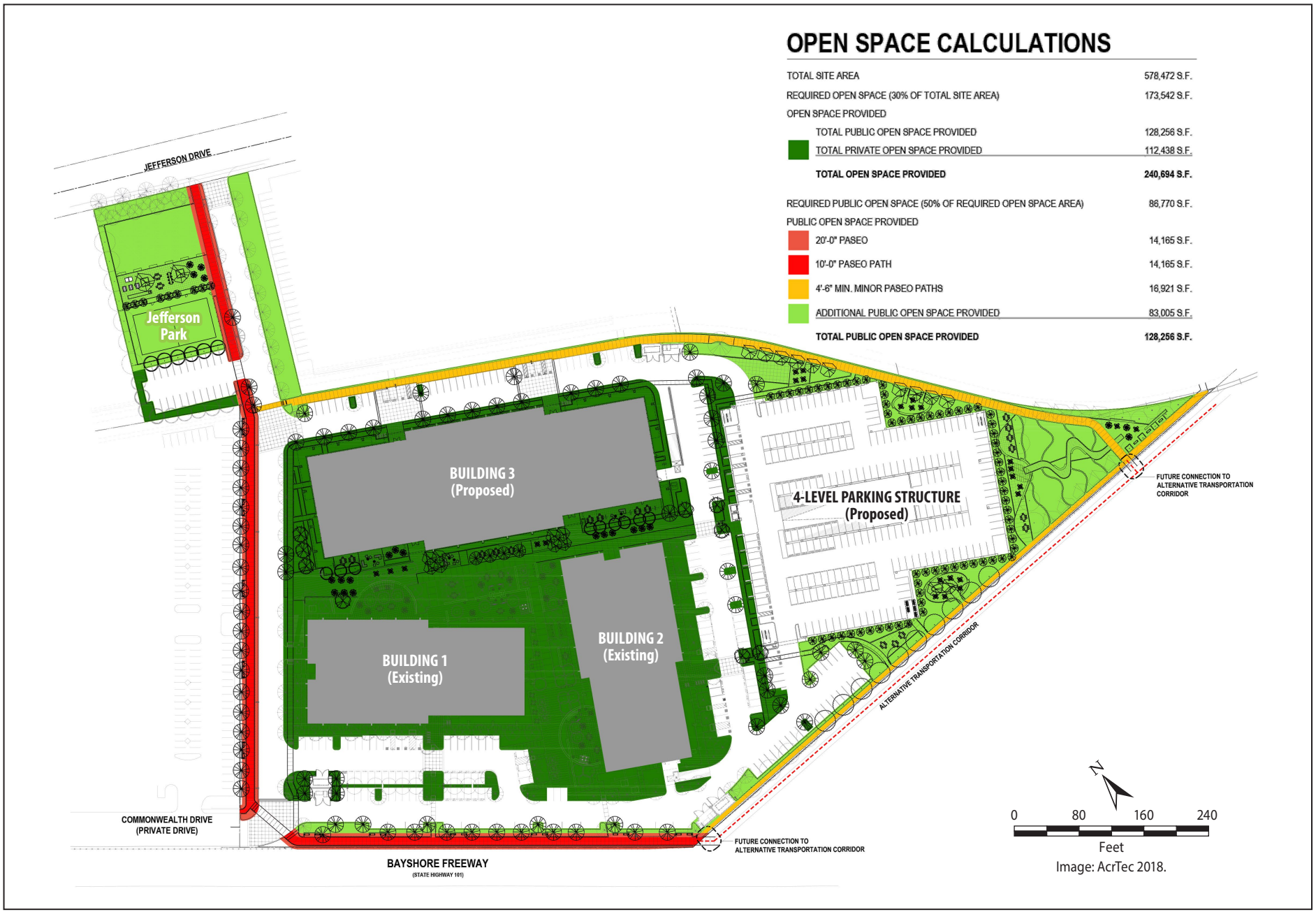

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Figure 2-3
Proposed Open Space Areas
Commonwealth Building 3

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The public open space in the eastern portion of the Commonwealth Site would provide access to a connection to a bicycle and pedestrian path, and/or public transit, along the Dumbarton Rail Corridor that may be provided in the future. This area, located behind the proposed parking structure, would include additional plazas, seating areas with tables and chairs, seat walls, a large trellis, and a wooden boardwalk through an area with native plantings. The existing stormwater treatment area with native grasses and flowers would remain. The private open spaces proposed as part of the Project would be between and around Buildings 1, 2, and 3, within patios and courtyards featuring tables, chairs, a seat wall, trees, and access to the existing bocce court. In addition, outdoor balconies on the third and fourth floors of Building 3 would be provided as private open space. The public open space adjacent to the street and paseo frontages as well as the boundaries of the Commonwealth Site would be landscaped with trees and California native vegetation. This vegetation would help screen the proposed building and parking structure from the adjacent streets.

As discussed above, the Project would include construction of Jefferson Park, which would be publicly accessible via paseo connections to Jefferson Drive and the Commonwealth Site. Final design of the park would be determined by the City and community feedback during the entitlement process. However, in compliance with the City Zoning Ordinance, Chapter 16. 44. 120(4)(A), publicly accessible open space should include paseos, plazas, forecourts, entryways, outdoor dining areas, site furnishing, art, and/or landscaping.

A privately owned and publicly accessible park would be provided along Jefferson Drive. This "parklet" would be roughly 32,000 square feet (0.73 acre) in size, including a small parking lot. Directly adjacent to Jefferson Drive is an existing 2,800 sf stormwater treatment area; this area is planted with trees and grasses that would remain. The final design of this park would be determined through a process involving City and community feedback. Potential features could include a multi-use sports court, a flexible lawn area for games and other activities, and an area with accent pavers that would provide space for games and a mix of lounge and dining seating. Additional features could include a playground or other amenities. Parking spaces within the park would be separated and accented by shade trees, grasses, shrubs, and ground cover. A 10-foot-wide paseo would run along the eastern edge of the park, providing a connection to the rest of the site and beyond. The intent is for the park to be used by the adjacent TIDE Academy for physical education classes and parking, with spaces for approximately 20 to 24 staff members, as discussed above. During non-school hours, the park and parking would be available to the public.

There are currently 507 trees at the Project site. Of those, one tree qualifies as a heritage tree under the City of Menlo Park's Heritage Tree Ordinance.[6] As part of the Project, 304 trees would be removed; however, none of the trees that would be removed would be heritage trees. The remaining 202 trees would not be removed under the Project. In total, after Project construction, 417 trees would be located at the Project site, including the existing trees that would remain and the replacement trees.

The Project site is covered with approximately 431,697 sf of impervious surfaces (74.6 percent). Implementation of the Project would reduce the amount of impervious surfaces. Paved areas would cover approximately 393,155 sf (68 percent) of the site. Landscaped areas would provide 185,297 sf (32 percent) of pervious surfaces. Hardscape at the Project site would include concrete paving, decomposed granite paving, and concrete pavers. Stormwater treatment areas would be located around the northern, eastern, and southern borders of the Project site to limit stormwater runoff. These biotreatment areas would be open, level vegetated areas that would allow runoff to be

[6] City of Menlo Park. 2010. *Menlo Park Municipal Code*. Section 16.46.030(7). December 14, 2010.

distributed evenly across the area. They would be designed to treat runoff by filtering raw runoff through the soil media in the treatment area. These biotreatment areas would trap particulate pollutants (suspended solids and trace metals) and promote infiltration.

Building and Sustainability Features

The design of Building 3 would be similar to the design of Buildings 1 and 2. The core architectural form of the proposed building would be a four-story rectangular structure with a low-tint glass façade. From the core rectangular form, smaller rectangular forms would project outward, spanning the second and third floors at all four corners of the building and creating recesses at the first and fourth floors of each corner. At the center of the front and rear elevations of the building, an additional rectangular projection, two stories in height, would extend outward from the core rectangular form. All of the projecting rectangular elements would have façades with gray tinted glass, differentiating them from the low-tint glass of the core façade. Narrow columns, wrapped with aluminum panels, would extend slightly beyond the projecting rectangular forms and be spaced equidistantly around all four sides of the building. The columns would support a thin louvered metal canopy, running around the entire building above the fourth-floor façade. Along the front and rear elevations, horizontally oriented beams covered with darker QUARTZ-ZINC® metal panels would wrap across the front of the rectangular projections at the center of the elevations from the first to third floors. Balconies would be incorporated at the fourth floor on each elevation and also at the third floor on the front and rear elevations. Building elevations for Building 3 are shown in Figure 2-4.

The proposed four-story orthogonal parking structure would step in as it extends to the east, creating relief along the property. Along the rearmost wall of the proposed parking structure, a mesh screen with a large graphic would obscure views of parked vehicles and structural elements within Kelly Park and other surrounding areas. Through the use of an aluminum composite canopy along the top of the central portion of the west elevation (the elevation facing the proposed and existing office buildings), the design of the proposed parking structure would reflect the design of the proposed office building. The parking structure would be constructed almost entirely of concrete that would be painted in off-white and gray hues. On the portions of each elevation not concealed by painted concrete walls, the interior floors of the parking structure would be open to the exterior, with cable guard rails along the outer edges of each level. Building elevations for the parking structure are shown in Figure 2-5.

In the O-B zoning district, projects are required to meet green and sustainable building regulations. The proposed building would be required to meet 100 percent of its energy demand through a combination of onsite energy generation, the purchase of 100 percent renewable electricity, and/or the purchase of certified renewable energy credits. In addition, as currently proposed, Building 3 would be designed to meet Leadership in Energy and Environmental Design (LEED) Gold Building Design and Construction (BD+C) standards. The Project would meet the City's requirements regarding charging spaces for electric vehicles (EVs). The Project would also incorporate a bird-friendly design through its placement of the building and use of low-tint exterior glazing. Other green building requirements would be met through efficient water use and waste management planning. Details regarding how the proposed building would meet the green and sustainable building requirements would be provided as Project plans and materials are further developed.

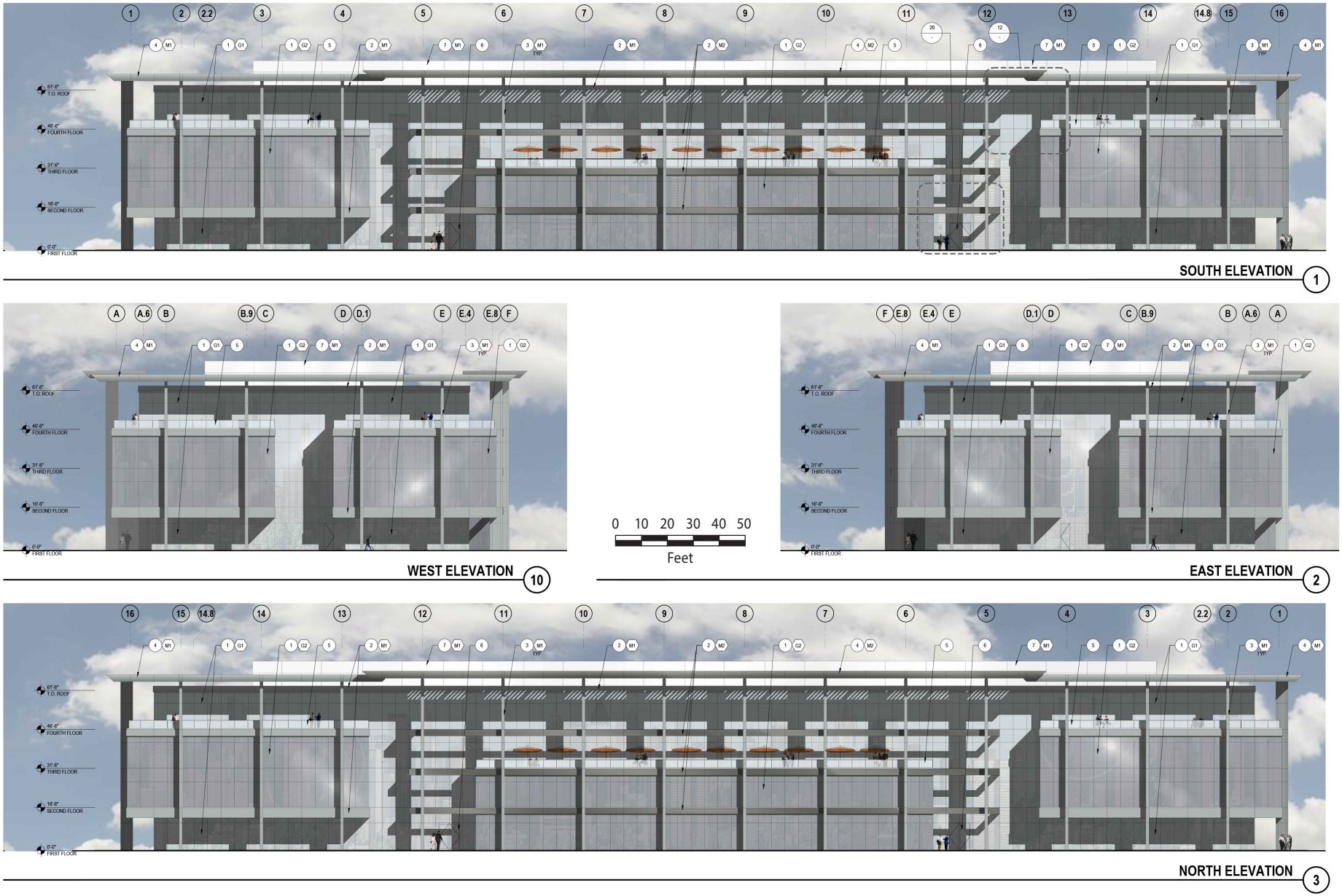

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Figure 2-4
Proposed Building 3 Elevations
Commonwealth Building 3

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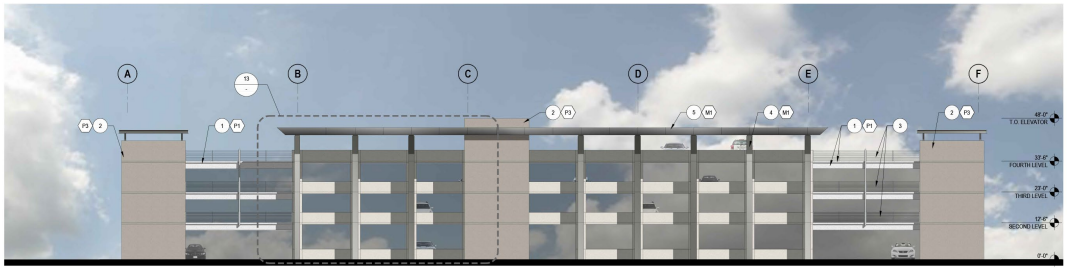
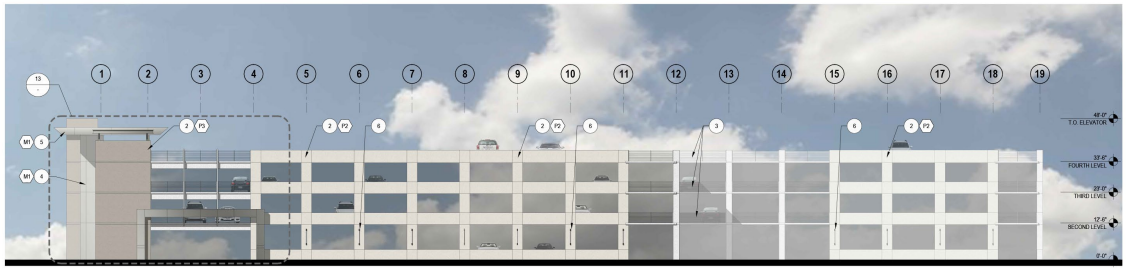
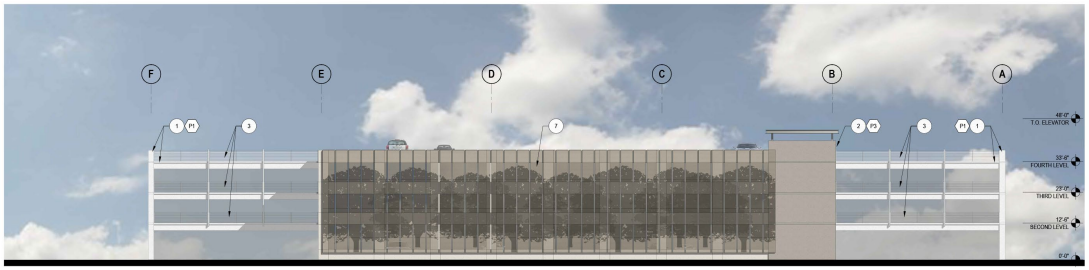


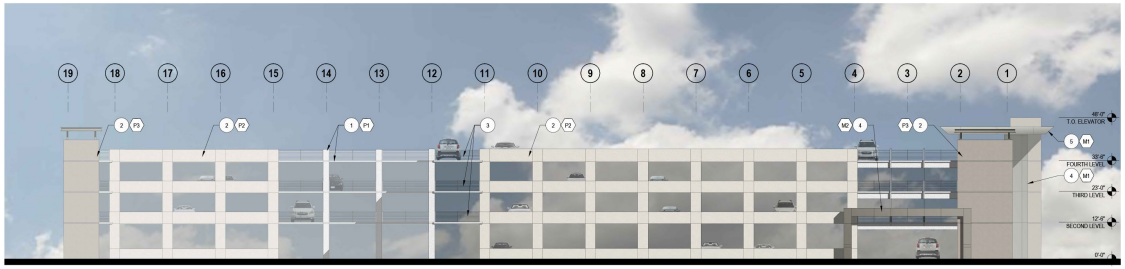
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

0 50

Feet

Image: AcrTec 2018.

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Figure 2-5
Proposed Parking Structure Elevations
Commonwealth Building 3

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Utilities

Onsite utilities would include energy (electricity and gas), domestic water, wastewater, and storm drain facilities. All onsite utilities would be designed in accordance with applicable codes and current engineering practices. Utilities that are currently provided at the Project site would be extended to accommodate the proposed building and parking structure.

Energy. The Project would meet 100 percent of its energy demand (electricity and gas), consistent with the requirements of Menlo Park Municipal Code Section 16.44.130, through the purchase of 100 percent renewable electricity from Peninsula Clean Energy. In addition, Pacific Gas and Electric Company would provide gas and electrical power for proposed facilities as needed. Existing electrical and gas lines in the vicinity of the Project site would continue to serve the site but may be upgraded, if necessary, for the Project. A proposed diesel emergency generator would be located at grade in the northern portion of the Project site (north of Building 3) in a solid enclosure. Line of sight to the generator would be blocked on all sides.

Domestic Water. Onsite water lines would connect to the Menlo Park Municipal Water District. The Project would comply with the City's water use regulations by using ultra low-flow fixtures within the building. Flow rates for the selected fixtures would be equal to or less than the 2016 CALGreen flow rates for commercial fixtures.

Wastewater. The sanitary sewer system in this area of Menlo Park is owned and operated by the West Bay Sanitation District. The proposed buildings would connect to the wastewater system from an 8-inch sanitary sewer main at Jefferson Drive. Wastewater from the Project site would ultimately be discharged to the South Bayside Systems Authority pump station in Redwood City.

Storm Drainage. Stormwater collected at the Project site would continue to be conveyed in a piped system to the existing 36-inch storm drain in Jefferson Drive**.** The drainage system would consist of a combination of existing and new onsite storm drains. This system would collect runoff from roofs and hardscape areas and convey it to an existing pump that discharges stormwater to biotreatment ponds for treatment in accordance with Provision C.3 Municipal Regional Permit requirements. For larger storm events, excess flows would be conveyed directly to Jefferson Drive through a pipe system.

Project Construction

The proposed construction methods are considered conceptual and subject to review and approval by the City. For the purposes of this environmental document, the analysis considers the construction plan described below.

Construction Schedule and Phasing

The Project would consist of two construction phases, which may occur at the same time or overlap. Phase 1 would involve construction of the parking structure, which would be 324,000 gsf. Phase 2 would involve construction of the office building, which would be 249,500 gsf. It is anticipated that Phase 1 would have a duration of 18 to 20 months, and Phase 2 would have a duration of 17 to 19 months. The parking structure is expected to be operational by mid- to late 2021; the expected occupancy date for the office building is early 2023. In total, the construction period is expected to last approximately 37 months.

Standard construction work hours would be 8:00 a.m. to 6:00 p.m. Monday through Friday. However, work could start early, at 7:00 a.m., or finish late, at 6:00 p.m. In addition, construction on Saturdays (8:00 a.m. to 5:00 p.m.) could occur. Construction activities taking place between 7:00 a.m. and 8:00 a.m. would be regulated by the daytime limits of the City Noise Ordinance of the Menlo Park Municipal Code, which limits noise to 60 A-weighted decibels at the nearest residential property line. Construction activities taking place between 8:00 a.m. and 6:00 p.m. would be regulated by the construction activities section of the City Noise Ordinance (Title 8.06.040[a]).

Equipment and Staging

Typical equipment would be used during Project construction, including concrete/industrial saws, excavators, dozers, tractors, loaders, backhoes, graders, cranes, forklifts, welders, boom lifts, aerial lifts, scissor lifts, pavers, rollers, and tractors. Potential construction laydown and staging areas would be at the Jefferson Site prior to construction of the proposed Jefferson Park and surface parking area.

Spoils, Debris, and Materials

The Project would require soil excavation and tree removal. Project excavation depths would vary from 3 to 7 feet. As such, the maximum excavation depth would be 7 feet below mean sea level. The proposed excavation would consist of approximately 6,350 cubic yards of excavated material. About 2,500 cubic yards of the excavated material would be exported offsite, and about 3,850 cubic yards would be used as backfill material or grading material in landscaped areas within the Project site. As such, construction of the Project would require disposal of exported materials at a permitted landfill. All soil and debris, including contaminated soil, would be off-hauled to the Dumbarton Quarry or a similar appropriate facility. The haul trucks would access the site from US 101/SR 84. The number of truck trips required to dispose of demolished materials and excavated soil would be approximately five per day.

Project Approvals

City Approvals

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

- **Conditional Development Permit (CDP) Amendment**. The Project Sponsor would need an amended and restated CDP to incorporate Building 3, bonus level development and the O zoning district regulations into the approved CDP for Buildings 1 and 2 under the previous M-2(X) zoning for the site. The CDP amendment would also permit the proposed diesel generator and a waiver regarding two of the bird-friendly design guidelines, as further described in the Biological Resources section of this Initial Study. In addition, as discussed in more detail below, the CDP amendment would require the Project mitigation measures, as outlined in the Biological Resources Assessment (BRA) prepared for the Project (Appendix A), to reduce potential impacts on white-tailed kite and tree-nesting raptors.
- **Architectural Control,** per Menlo Park Municipal Code Chapter 16.68. The applicant would be required to obtain architectural control review and approval of the specific building design from City Council.

- **Below-Market-Rate Housing Agreement.** A Below-Market-Rate Housing Agreement would be required for payment of in-lieu fees associated with the City's Below-Market-Rate Housing Program.
- **Environmental Review.** This would include release of the Initial Study and certification of the environmental impact report (EIR), with approval of a mitigation monitoring and reporting program (MMRP) for the Project and statement of overriding considerations to the extent the EIR discloses any potentially significant impacts that cannot be mitigated to less-than-significant levels. In addition, the Project would be required to comply with the MMRP for ConnectMenlo as part of the Project.

As part of the Project review process conducted by the City, a fiscal impact analysis will be prepared, and an appraisal will identify the value of the community amenity.

Approvals by Responsible Agencies

Reviews and approvals by other agencies that may be needed for the Project to proceed are also identified. Some of these agencies will need to approve certain parts of the Project prior to full implementation, but their approval is not required for EIR certification.

- **Bay Area Air Quality Management District** – Permits for onsite generators, boilers, and other utility equipment.
- **California Department of Transportation** – Review of traffic circulation effects and consultation on potential traffic improvements that may affect state highway facilities, ramps, and intersections.
- **California Regional Water Quality Control Board/San Mateo Countywide Water Pollution Prevention Program** – Approval of National Pollutant Discharge Elimination System permit for stormwater discharge.
- **San Mateo County Transportation Authority** – Review of potential effects on public transit.
- **Menlo Park Fire Protection District** – Approval of proposed fire prevention systems, onsite generators, and emergency vehicle access.
- **San Mateo County Environmental Health Division** – Review of food service functions and onsite generators.
- **West Bay Sanitary District** – Approval of wastewater hookups.
- **Native American Heritage Commission**

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3. Environmental Checklist

Environmental Factors Potentially Affected

The environmental factors checked below could be affected by the Commonwealth: Building 3 Project (Project), involving at least one impact that is a "potentially significant impact," as indicated by the checklists on the following pages.

☐ Aesthetics	☐ Agricultural and Forestry	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☒ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☒ Noise
☒ Population/Housing*	☐ Public Services	☐ Recreation
☒ Transportation	☒ Tribal Cultural Resources	☒ Utilities/Service Systems
☐ Mandatory Findings	☐ Energy	☐ Wildfire**

* Impacts related to population/housing are not expected to result in potentially significant impacts but are checked here to indicate that further analysis in the environmental impact report (EIR) is required.

** An analysis of wildfire is required only if the Project site is in or near state responsibility areas or lands that have been classified as Very High Fire Hazard Severity Zones. Because the Project site is urbanized and not in one of these areas, an analysis of this topic is not included in this document.

Determination

On the basis of this initial evaluation:

☐ I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that, although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project Sponsor. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☒ I find that the Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document, pursuant to applicable legal standards, and 2) has been addressed by mitigation measures, based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that, although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, pursuant to applicable standards, and (b) have been avoided or mitigated, pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.

Signature	Date
Printed Name	For

Organization of This Chapter

Each California Environmental Quality Act (CEQA) topic or environmental issue in this chapter is given its own section, with each containing the subsections listed below.

- **Setting** – The Setting describes existing baseline conditions, including environmental context and background. For the topics to be analyzed in the Focused EIR, a Setting section is not provided in this document.
- **General Plan Goals and Policies** – The City of Menlo Park General Plan contains general goals, policies, and programs that require local planning and development decisions to consider impacts on each environmental issue. The applicable goals and policies are listed in each section, with the exception of the topics to be analyzed in the Focused EIR.
- **Environmental Checklist and Discussion** – The impact discussion identifies standards of significance and evaluates how the Project would affect baseline conditions. Each checklist item includes a summary of the analysis in the City of Menlo Park General Plan and M-2 Area Zoning Update (ConnectMenlo) EIR, discusses the specific impacts induced by the Project, and concludes with a comparison of the Project to the findings in the ConnectMenlo EIR. However, if a checklist item is determined to result in no impact, then a Project-specific discussion is not needed and, therefore, not included.

Evaluation of Environmental Impacts

This section identifies the environmental impacts of the Project by answering questions from Appendix G of the CEQA Guidelines, the Environmental Checklist form. The analysis in this document considers all phases of Project planning, construction, implementation, and operation. Pursuant to Section 15063(d) of the CEQA Guidelines, this document identifies the environmental setting and discusses the environmental effects of the Project. For each impact identified, a level of significance is determined using the following classifications:

- **Potentially Significant Impact** is appropriate if there is substantial evidence that an effect is significant or the established threshold has been exceeded. If there are one or more "potentially significant impact" entries when the determination is made, then an EIR may be required. These topics will require further analysis in the Focused EIR.
- **Less-than-Significant Impact** applies when the Project would affect, or be affected by, the environment, but based on sources cited in the report, the impact would not have an adverse effect and would not exceed the established thresholds.
- **No Impact** denotes situations in which there is no adverse effect on the environment. Referenced sources show that the impact does not apply to the Project.
- **Not a CEQA Impact** applies to impacts related to the environment that affect the Project. Pursuant to the recent California Supreme Court decision in California Building Industry Association (CBIA) vs. Bay Area Air Quality Management District (BAAQMD), CEQA does not require an analysis of how existing environmental conditions would affect a Project's residents or users, unless the Project would exacerbate those conditions. Therefore, when discussing impacts of the environment on the Project, the analysis will first determine if there is potential for the Project to exacerbate the issue. If evidence indicates it would not, then the analysis will conclude by stating such. If it would exacerbate the issue, then evidence is provided to determine if the exacerbation would or would not be significant.

I. Aesthetics	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the Project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☐	☒
c) Conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒	☐
d) Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	☐	☒	☐

Setting

Regional Visual Context

Menlo Park is a 19-square-mile municipality situated approximately 30 miles south of San Francisco and 20 miles north of San José on the San Francisco Peninsula (Peninsula). Menlo Park is one of more than a dozen cities on the flatter portions of the western margin of San Francisco Bay (Bay), east of the San Andreas Fault Zone. It is surrounded by the municipalities of Redwood City to the northwest, Atherton to the west, Palo Alto and Stanford University to the southeast, and East Palo Alto to the east. The Bay is north of Menlo Park.

Urban development within the region is largely concentrated between the Bay and the Interstate 280 (I-280) corridor. In general, the Peninsula is developed with low-density uses within distinct neighborhoods that include commercial, retail, and residential buildings. Larger-scale development, such as office parks and industrial buildings, tends to be located between the Bay and US 101. Some high-rise office, apartment, and hospital buildings are located between US 101 and I-280; however, these buildings are concentrated mainly along the US 101 and El Camino Real corridors.

The Bay and its natural features are key visual components in the eastern and northern portions of Menlo Park. The Santa Cruz Mountains, which run the length of the Peninsula and form a barrier between the Pacific Ocean and the Bay, are visible from the majority of Menlo Park as well as adjacent cities, especially north and east of US 101. The visible portion of the mountain range is Skyline Ridge, which rises more than 2,400 feet. The ridge is approximately 15 miles south of the site for the Project.

Project Vicinity Visual Context

The Project site is in an area known as the Bayfront Area.[7] The Bayfront Area has been historically defined by light industrial/office use; however, under recent planning updates, multi-family housing is currently permitted in some parts of the Bayfront Area. The road network in the Bayfront Area includes

[7] According to the City General Plan and ConnectMenlo EIR.

US 101, divided arterial roads (e.g., Willow Road, Bayfront Expressway, Marsh Road), and local streets, which vary in width (many are without sidewalks). The local streets are laid out in an ad-hoc pattern to serve groups of parcels and do not appear as a single coherent network. Building placement and landscaping vary, but buildings are usually surrounded by parking or other paved areas on all sides; siting and landscaping do not fit a consistent pattern. Almost all buildings have flat roofs, many are rectangular in form, and most have metal or cementitious exterior wall materials. In general, buildings in the Bayfront Area range from one to three stories in height. The contrast between the differing land uses and the natural setting of the Bay to the north provides limited unity and inconsistent visual patterns.

The Bayfront Area is relatively flat, with limited long-range views, due, in part, to the prevalence of buildings that block views of the surroundings. In addition, mature trees and vegetation provide visual separation and screening between existing buildings and along streets. Visual resources to the north, such as the Bay, the hilly open space at Bedwell Bayfront Park (Bayfront Park), the salt marshes, Don Edwards San Francisco Bay National Wildlife Refuge (Refuge), and Dumbarton Bridge, are generally not visible from the majority of vantage points in the vicinity of the Project; these resources are visible only from areas immediately adjacent to Bayfront Expressway. No scenic resources, such as rock outcroppings, cliffs, or knolls, are present in the Project vicinity, although mature trees are present throughout the area.

The ConnectMenlo EIR described the Bayfront Area as seven distinct subareas for the purpose of describing general characteristics and development patterns that currently exist throughout the area. The Project site is within the "Marsh Road to Chilco Street" subarea, which consists of a number of businesses in a suburban office park setting bounded by US 101, Bayfront Expressway, Marsh Road, and Chilco Street. This area is characterized by large, primarily rectangular blocks with one- or two-story tilt-up buildings, which are typified by utilitarian architecture, minimal windows, and large ground-floor plates on expansive parcels. The buildings are generally located in the center of the parcel and surrounded by surface parking. Parcels with street frontage include scattered landscaping and abut other parcels with rows of parking or landscaping strips; these parcels usually lack sidewalks. The maximum height of Menlo Gateway will not exceed 120 feet; newer development is typically two or three stories, with mirrored or transparent glass on the upper floors.

Project Site Visual Context

The Commonwealth Corporate Center (i.e., the Project site) includes the Commonwealth Site and the Jefferson Site, which total approximately 13.3 acres (578,500 square feet [sf]). Both young and mature trees are scattered throughout the relatively flat Project site, which also has approximately 866 parking spaces in surface lots. Existing conditions at the Project site are shown in Figure 3.1-1.

Commonwealth Site. The 12.1-acre Commonwealth Site is south of the Jefferson Site. The four-story Buildings 1 and 2, both located on the Commonwealth Site, were constructed in 2015; both are currently leased by Facebook. Each building is approximately 67 feet tall, with an area of approximately 129,960 gross square feet (gsf) and a footprint of approximately 34,540 gsf. Together, the two buildings have a total floor area of approximately 259,920 gsf. A courtyard with café tables and chairs is located between the two buildings; a bocce court and wood deck are north of Building 2. The Commonwealth Site also includes approximately 779 surface parking spaces. The Commonwealth Site is accessible from Commonwealth Drive and Jefferson Drive through a private access road that connects the two streets.

A. View of Building 2 Facing West from Existing Surface Parking Lot.

B. View of Buildings 1 and 2 Facing East.

C. View of Building 1 looking South From Jefferson Site.

D. View of Kelly Park and Dumbarton ROW Facing East.

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Figure 3.1-1
Existing Conditions at the Project Site
Commonwealth Building 3

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Landscaping is currently found throughout the Project site, providing shade for the surface parking lots, supporting stormwater treatment, and encouraging active use of outdoor areas. The Project site includes bamboo clusters, a variety of trees, water features, pedestrian paving, lighting, tree grates, curved and raised seat walls, lounging steps, and café tables and chairs. Stormwater treatment areas are located throughout the Project site to limit stormwater runoff. The two existing buildings include modern architectural detailing on the exteriors, reflecting a design similar to that of neighboring multi-story office buildings. Figures 3.1-1a and 3.1-1b show the existing buildings and surface parking areas at the Commonwealth Site.

Jefferson Site. The 1.2-acre Jefferson Site is north of the Commonwealth Site. The Jefferson Site is currently occupied by a surface parking lot with approximately 87 parking spaces and accessory landscaping. The Jefferson Site is accessible from two driveways along the private access road that connects Commonwealth Drive and Jefferson Drive. Figure 3.1-1c shows the Jefferson Site, facing south toward Building 1.

Scenic Corridors/Vistas and Onsite Visibility

Scenic Corridors/Vistas. Scenic corridors are considered an enclosed landscape area and viewed as a single entity that includes the total field of vision visible from a specific point, or series of points, along a linear transportation route. Public view corridors are areas in which short-range, medium-range, and long-range views are available from publicly accessible viewpoints, such as streets. The Bayfront Area is on the flatter portions of the western margin of the Bay, which limit scenic vistas within Menlo Park and this specific area. Because of the flat nature of the study area, the majority of Menlo Park, particularly in the Bayfront Area, is afforded views of the Santa Cruz Mountains. Scenic resources also include the Bay itself and its natural features (e.g., the salt ponds and Bayfront Park, as viewed from the eastern and northern portions of Menlo Park). Per the ConnectMenlo EIR, Menlo Park has no designated scenic corridors or scenic vistas; however, the section of I-280 within the ConnectMenlo study area is a designated scenic highway per the California Scenic Highways Program.[8] In addition, the ConnectMenlo EIR considers views to the Santa Cruz Mountains, the Bay, and San Francisquito Creek and the foothills within Menlo Park to be scenic vistas.

Public View Corridors. Although portions of the Project site are visible from public streets, the Project site is not visible in its entirety from a single ground-level vantage point because of its large size, flat topography, and surrounding low-rise buildings. However, there are public vantage points with views toward the Project site, including US 101, Kelly Park, the Belle Haven neighborhood, and the Suburban Park-Lorelei Manor-Flood Park Triangle neighborhood.

The Project site is visible from both northbound and southbound US 101, which is a four-lane freeway in each direction. From the northbound direction, the Commonwealth Site becomes briefly visible after the Dumbarton Rail Corridor. However, the site is above the grade of the freeway and separated by a vegetated slope, dense trees and shrubs, and fencing. The lower levels of the onsite buildings are visible only through breaks in the vegetation and are not prominent features. From the southbound direction, after the Marsh Road overcrossing, the Commonwealth Site appears northeast of the freeway, within the context of the existing urban development pattern. Although substantial portions of the two buildings are blocked from view by mature trees, the buildings are still visible to passing vehicles. The Jefferson Site is not visible from either direction on US 101. In addition, no background views are available from this segment of US 101.

[8] California Department of Transportation. 2018. *California Scenic Highway Mapping System, San Mateo County.* Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/. Accessed: July 4, 2018.

Kelly Park is located at 100 Terminal Avenue in the Belle Haven neighborhood. Although the Dumbarton Rail Corridor provides a physical barrier between the Project site and Kelly Park, existing buildings are visible from the park (looking west), behind the trees planted along the perimeter of the park. Because limited development abuts the Dumbarton Rail Corridor, there are views of the Commonwealth Site from select locations in the Kelly Park area, particularly the soccer field. However, the orientation of the streets in the Belle Haven neighborhood does not allow for direct views of built features at the Commonwealth Site from residential locations.

US 101 separates the Project site from residential areas to the south. However, the Project site is directly across US 101 from the Suburban Park-Lorelei Manor-Flood Park Triangle neighborhood. Currently, ground-level views are blocked by dense foreground and middle-ground vegetation and residential development. However, the upper levels of Building 1 at the Project site are visible from Hedge Road. Because of the surrounding residential units and flat topography, no background views are visible.

Onsite Visibility. Because of the relatively flat topography of the Project site and vicinity, as well as the prevalence of buildings and vegetation, views from locations at grade are largely restricted. Views at the Project site consist mainly of the existing onsite surface parking lots, Buildings 1 and 2, perimeter landscaping, and immediately adjacent buildings and power lines. Facing east, views outside of the Project site include the tracks along the Dumbarton Rail Corridor, vegetation surrounding Kelly Park, and lighting for the park's tennis courts and athletic fields (Figure 3.1-1d). Views facing south encompass US 101 and the Dumbarton Rail Corridor overcrossing. Views of the salt ponds, marshes, Refuge, and Bay are obstructed from pedestrian-level viewpoints. Background views from certain locations on the Project site (looking south) include mainly obstructed, highly channelized views of the Santa Cruz Mountains.

Currently, a dense vegetative barrier, which is predominantly outside the property line, is present along the perimeter of the Project site (to the north, south, and west), providing a visual buffer between the site and the adjacent streets, US 101, and the nearby office and industrial developments. Mature vegetation is found east of the Dumbarton Rail Corridor, buffering Kelly Park and the Belle Haven neighborhood and obstructing most views of the Project site from adjacent areas.

Light and Glare

Light pollution refers to all forms of unwanted light in the night sky, including glare, light trespass or spill on adjacent sensitive receptors, sky glow, and over-lighting. Views of the night sky are an important part of the natural environment. Excessive light and glare can be visually disruptive to humans and nocturnal animal species. Although there is considerable development in Menlo Park, commercial development is concentrated in the downtown area and intersections along major arterials; industrial uses are concentrated in the Bayfront Area, including the vicinity of the Project site. Light pollution in most of Menlo Park is minimal and restricted primarily to areas with lighting along major streets and freeways and areas where nighttime illumination within commercial and industrial buildings is visible.

Because of the urbanized nature of the Project site and the surrounding area, a significant amount of ambient nighttime lighting currently exists, affecting views of the nighttime sky. Exterior nighttime lighting includes lights on vehicles, lights within onsite circulation areas and parking lots, security lighting, and interior illumination for onsite buildings. Some interior lighting is visible to motorists along US 101 and in the surrounding neighborhoods, but interior lighting on the lower floors is screened by perimeter vegetation.

General Plan Goals and Policies

The City of Menlo Park (City) General Plan (specifically the Land Use Element and the Open Space/Conservation Element) contains general goals, policies, and programs that require local planning and development decisions to consider impacts on aesthetics. The following City General Plan goals and policies would serve to reduce impacts on the visual quality and character in the Bayfront Area: Goal LU-1, Policy LU-1.1, Goal LU-4, Policy LU-4.3, Policy LU-4.5, Goal LU-6, Policy LU-6.2, Policy LU-6.8, Goal OSC-1, Policy OSC-1.11, Policy OSC-1.13, and Policy OSC-1.15.

Environmental Checklist and Discussion

a. Have a substantial adverse effect on a scenic vista? (No Impact)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR as Impact AES-1 (pages 4.1-8 to 4.1-14) and determined to be less than significant because no publicly accessible views of scenic resources would be blocked or obstructed by increasing height limits in the Bayfront Area. Similar views would continue to be visible between buildings and over lower-intensity areas. No mitigation measures were required.

Conclusion

The physical conditions, as they relate to scenic vistas, have not changed in the ConnectMenlo study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Because of the relatively flat topography of the Project site and vicinity, as well as the prevalence of existing buildings and vegetation, views from locations at grade are largely restricted. Although the Project would result in additional height, bulk, and massing from the proposed building, which would interrupt existing highly channelized views of the Santa Cruz Mountains from the Project site, this area is not considered a scenic vista. The Project site is not viewed from scenic vistas, resulting in ***no impact***. No further study is required.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (No Impact)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR as Impact AES-2 (pages 4.1-14 to 4.1-15). The EIR determined that impacts would be less than significant because none of the potential new development would be within the I-280 viewshed. No mitigation measures were required.

Conclusion

The physical conditions, as they relate to scenic resources adjacent to a scenic highway, have not changed in the ConnectMenlo study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the

ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project site is not adjacent to, or visible from, a state scenic highway. Therefore, ***no impact*** would occur, and no further study is required.

c. Conflict with applicable zoning and other regulations governing scenic quality? (Less than Significant)

Analysis in the ConnectMenlo EIR

As discussed above, the following City General Plan goals and policies would serve to reduce impacts on visual quality and character in the Bayfront Area: Goal LU-1, Policy LU-1.1, Goal LU-4, Policy LU-4.3, Policy LU-4.5, Goal LU-6, Policy LU-6.2, Policy LU-6.8, Goal OSC-1, Policy OSC-1.11, Policy OSC-1.13, and Policy OSC-1.15. These policies encourage orderly development and land use patterns, promote high-quality architectural design, and protect and enhance the scenic qualities of Menlo Park.

Consistency with applicable zoning and other regulations was analyzed in the ConnectMenlo EIR as Impact LU-2 (pages 4.9-14 to 4.9-23) and determined to be less than significant with mitigation incorporated (as discussed in more detail in Section XI, Land Use and Planning). In addition, this checklist item related to aesthetics was analyzed in the ConnectMenlo EIR as Impact AES-3 (pages 4.1-15 to 4.1-16). The EIR concluded that the impacts would be less than significant. Although more intense development with taller and larger buildings could occur in the Bayfront Area, future development would not result in a substantial change to the existing visual character of the Bayfront Area or its surroundings. No mitigation measures were required.

Project-Specific Discussion

For purposes of this analysis, a conflict with applicable zoning and other regulations governing scenic quality would occur if the Project were to introduce a new visible element that would be inconsistent with the overall scenic quality, scale, and character of surrounding development. The development would also need to be consistent with City General Plan policies, the City Zoning Ordinance, and the Menlo Park Municipal Code. The analysis considers the degree of contrast between proposed features and the existing features that represent the area's aesthetic image, in addition to the degree to which the Project would contribute to the area's aesthetic value.

Construction

As described above, the Project site is not considered visually sensitive because of its urbanized surroundings with industrial, office, and warehouse buildings. Project construction would include demolition, excavation, and construction activities on the Project site. These construction activities, which would occur over an approximately 37-month period, would temporarily degrade the existing visual character of the Project site and the surrounding area. Construction materials and equipment would be staged entirely onsite, at the Jefferson Site, prior to construction of the proposed Jefferson Park and surface parking area. Construction fencing and existing landscaping would provide visual screening. Although construction would be visible from public view corridors along Jefferson Drive, this is not a heavily traveled road. Regardless, visual degradation associated with construction would be short term and temporary and would not conflict with applicable zoning and other regulations governing scenic quality.

Operation

The design of Building 3 would be similar to the design of Buildings 1 and 2. The core architectural form of the proposed building would be a four-story rectangular structure with a low-tint glass façade. From the core rectangular form, smaller rectangular forms would project outward, spanning the second and third floors at all four corners of the building and creating recesses at the first and fourth floors of each corner. At the center of the front and rear elevations of the building, an additional rectangular projection, two stories in height, would extend outward from the core rectangular form. All of the projecting rectangular elements would have façades with gray tinted glass, differentiating them from the low-tint glass of the core façade. Balconies would be incorporated at the fourth floor on each elevation and also at the third floor on the front and rear elevations.

The proposed four-story orthogonal parking structure would step in as it extends to the east, creating relief along the property. Along the rearmost wall of the proposed parking structure, a mesh screen with a large graphic would obscure views of parked vehicles and structural elements within Kelly Park and other surrounding areas. Through the use of an aluminum composite canopy along the top of the central portion of the west elevation (the elevation facing the proposed and existing office buildings), the design of the proposed parking structure would reflect the design of the proposed office building. The parking structure would be constructed almost entirely of concrete that would be painted in tan and gray hues. On the portions of each elevation not concealed by painted concrete walls, the interior floors of the parking structure would be open to the exterior, with cable guard rails along the outer edges of each level.

Landscaping would be provided around the perimeter of Building 3 and the parking structure as well as along the western and southern edges of the Project site. After implementation of the Project, approximately 128,533 sf of public open space and 107,333 sf of private open space would be provided at the Project site, totaling approximately 235,866 sf of open space, including existing open space. A 0.2-mile-long, 20-foot-wide paseo for bicyclists and pedestrians would be constructed along the eastern boundary of the Jefferson Site. The paseo would continue south to the southwest border of the Project site at Commonwealth Drive, then extend east along the edge of the southern parcel adjacent to US 101. From there, a pedestrian path would continue north, looping around the Project site. The path would be along the private access road that connects Commonwealth Drive and Jefferson Drive.

As discussed above, the area surrounding the Project site is an urbanized area with office parks, warehouses, and expansive surface parking lots. It is not a visually significant area. Because of flat topography and distance, the Project site is not visible from most public areas in the vicinity. As shown in Figure 3.1-2a, the existing Building 2 is visible from US 101. With implementation of the Project, Building 3 and the parking structure would also be visible. However, the height of Building 3 would be similar to that of Buildings 1 and 2. It would be mostly blocked from view by Buildings 1 and 2 because it would be in the northern portion of the Commonwealth Site, away from US 101. In addition, the parking structure, which would be shorter than the onsite office buildings, would be visible only through the existing dense perimeter vegetation. US 101 is not a designated scenic route, and motorists only have fleeting views of the Project site because of the permitted speed. In addition, motorists typically direct their attention to the freeway ahead, rather than views from the freeway.

As shown in Figure 3.1-2b, views from Kelly Park (facing west) consist of the park's playing field and onsite lighting in the foreground and the existing Building 2 in the middle-ground view. Perimeter vegetation and fencing obstruct the majority of ground-level views, including the surface parking lot.

With implementation of the Project, the proposed Building 3 would appear to be the same height as existing Building 2. Furthermore, the proposed building would increase the massing and bulk at the Project site. The proposed parking structure would be in front of the office buildings, blocking views of the lower levels. Although the Project would change current visual conditions as seen from Kelly Park, the structures would be consistent with existing development at the Project site and partially screened by existing and proposed landscaping.

Building 3 would be visible from select locations within the Suburban Park-Lorelei Manor-Flood Park Triangle neighborhood but mostly blocked by the existing Building 2. As described above, US 101 separates the Project site from this neighborhood; because of the flat topography, the existing buildings on the Project site are not visible from most public viewpoints. However, it is anticipated that Building 3 would be partially visible beyond Building 2, over the few residential rooftops seen from Hedge Road and the backyards of the residential properties along the road. Because of the proposed height, it is unlikely that the proposed parking structure would be visible from Hedge Road. Although Building 3 would be partially visible to a limited number of residents, it would not substantially alter the existing visual character of the area or obstruct any valued view corridors.

As described, the Project would result in new building height, bulk, and massing at the Project site. However, the Project site is already developed with two existing buildings of similar height, bulk, and design as the proposed structures. Therefore, the Project would be compatible with the existing visual character and quality of its surroundings. The Project would construct two new structures that would represent a continuation of the existing pattern of office development and reflect a similar design and landscape. Implementation of the Project would not substantially change the visual character of the Project site or significantly alter the quality of the surrounding areas because of the perimeter vegetation, trees, and flat topography.

Conclusion

The physical conditions, as they relate to visual character, have not changed in the ConnectMenlo study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project would be subject to the City's architectural control process, in accordance with Section 16.68.020 of the City Zoning Ordinance, and required to comply with applicable design standards, as outlined in the City Zoning Ordinance. In addition, City General Plan goals and policies, as listed above, would serve to minimize potential adverse impacts on aesthetic resources. Impacts would be ***less than significant***. No further study is required.

d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area? (Less than Significant)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR as Impact AES-4 (pages 4.1-16 to 4.1-17). Impacts would be less than significant because new development would be required to comply with general best management practices and City General Plan policies. No mitigation measures were required.

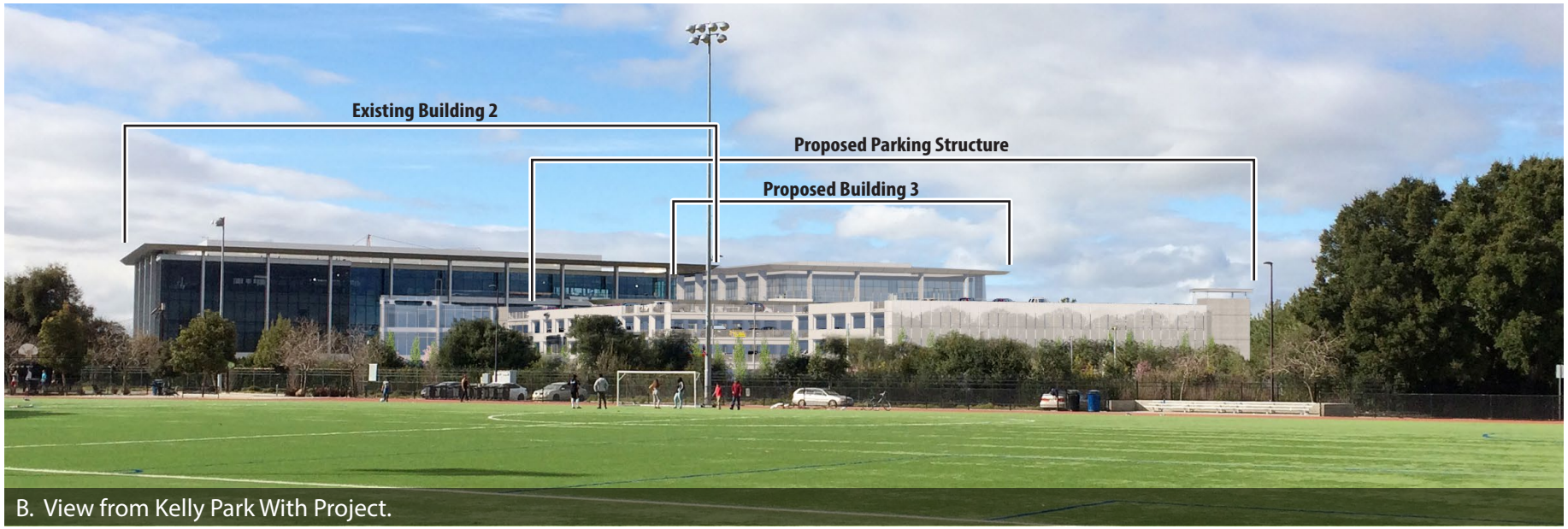

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Figure 3.1-2
Views of Project Site With Proposed Buildings
Commonwealth Building 3

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Project-Specific Discussion

Building, parking lot, and security lighting is currently present throughout the Project site. Proposed development at the Project site would result in increased nighttime lighting from vehicles, interior circulation areas, the parking structure, the new office building, Jefferson Park, and security features. Lighting would continue to be provided throughout the Project site by roadway/driveway lights, area lights, bollards, and in-ground lights. The proposed lighting at the Project site would be visible from US 101, Jefferson Drive, and other area streets, resulting in a potential nuisance or distraction for motorists. However, some of the lights would be screened by onsite vegetation. In addition, because of the urbanized nature of the surrounding area, a significant amount of ambient nighttime lighting currently exists, thereby affecting views of the nighttime sky. The lighting performance standards set by the U.S. Green Building Council under the LEED program pertain to lighting specifications, shielding techniques, automatic lighting controls, and light pollution. Although building surfaces could be reflective, glare would be minimized through Project design.

Conclusion

The physical conditions, as they relate to light and glare, have not changed in the ConnectMenlo study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Compared with existing conditions at the site, the Project would result in increased light and glare, which would adversely affect daytime and nighttime views. However, the Project would be subject to the City's architectural control process, in accordance with Section 16.68.020 of the City Zoning Ordinance, and required to comply with applicable design standards, as outlined in the City Zoning Ordinance. This review would ensure that the proposed design, construction materials, and lighting would be consistent with area practices and proposed lighting would be directed downward so as not to spill over on adjacent properties, resulting in ***less-than-significant*** impacts. No further study is required.

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II. Agricultural and Forestry Resources	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.					
Would the Project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	☐	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☐	☒
d) Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☐	☒
e) Involve other changes in the existing environment that, because of their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☐	☒

Setting

The Project site does not contain Farmland, nor is it adjacent to any Farmland. The site is considered Urban and Built-Up Land (i.e., land that is occupied by structures with a building density of at least one unit to 1.5 acres).[9] In addition, the Project site is not currently protected under the Williamson Act or zoned for agricultural uses.[10] The Project site is zoned Office Bonus (O-B), which does not allow for agricultural uses.

[9] California Department of Conservation. 2018. *2016 Farmland Mapping and Monitoring Program*. Available ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/smt16.pdf. Accessed: June 18, 2018.

[10] California Department of Conservation. 2012. *San Mateo County Williamson Act, FY 2006/2007.* Last revised: 2012. Available: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/SanMateo_06_07_WA.pdf. Accessed: April 25, 2018.

There are currently 507 trees on the Project site. However, these are not considered to be forestry resources, per the definitions of Public Resources Code (PRC) Section 12220(g); timberland, as defined by PRC Section 4526; or timberland zoned Timberland Production, per Government Code Section 51104(g). According to the Open Space/Conservation Element of the City General Plan, Menlo Park includes several natural community types, including oak woodlands. However, per the Existing Vegetation map in the City General Plan, the Project site is in an Urban area.[11] No changes are proposed to the number of trees on the southern portion of the Project site.

Environmental Checklist and Discussion

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (No Impact)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR (page 6-1); it was determined that it would result in no impact. No mitigation measures were recommended.

Conclusion

According to the 2010 Farmland Mapping and Monitoring Program from the California Department of Conservation, the Project site is in an area that is designated as Urban and Built-Up Land,[12] which is not considered Farmland. The physical conditions, as they relate to Farmland, have not changed in the ConnectMenlo EIR study area since preparation of the EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. ***No impact*** would occur, and no further study is needed.

b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR (page 6-1); it was determined that it would also result in no impact. No mitigation measures were recommended.

Conclusion

The Project site is not zoned for agricultural use or under a Williamson Act contract. The Project involves the construction of facilities for office uses within an area that is already developed with two office buildings, landscaping, and surface parking lots. Construction of the Project would not result in the conversion of Farmland to a nonagricultural use. The physical conditions, as they relate to agricultural resources, have not changed in the ConnectMenlo EIR study area since preparation of the EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects

[11] City of Menlo Park. 2013. *City of Menlo Park General Plan*. Open Space/Conservation, Noise, and Safety Elements. May 21.

[12] California Department of Conservation. 2018. *2016 Farmland Mapping and Monitoring Program*. Available ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/smt16.pdf. Accessed: June 18, 2018.

than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. As such, the Project would have ***no impact*** on agricultural resources. No further study is needed.

c–e. Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)); result in the loss of forestland or conversion of forestland to non-forest use; or involve other changes in the existing environment that, because of their location or nature, could result in the conversion of Farmland to nonagricultural use or conversion of forestland to nonforest use? (No Impact)

Analysis in the ConnectMenlo EIR

These checklist items were analyzed in the ConnectMenlo EIR (page 6-1); it was determined that ConnectMenlo would also result in no impact on forestlands. No mitigation measures were recommended.

Conclusion

The physical conditions, as they relate to the conversion of Farmland or forestland, have not changed in the ConnectMenlo EIR study area since preparation of the EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project site is not used to grow trees for commercial lumber or other forest products; therefore, the Project site is not considered timberland. Per PRC Section 12220(g), forestland is defined as land that can support a 10 percent native tree cover of any species. As such, the Project site is not considered forestland and is currently undeveloped. The Project site is also not used for timberland production and would not convert farmland or forestland. As such, the Project would not conflict with existing zoning for forestland or timberland. ***No impact*** would occur, and no further study is needed.

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III. Air Quality	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard?	☒	☐	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☐	☒

Setting

As discussed in more detail, below, this topic will be analyzed further in the Focused EIR for the Project. Therefore, the setting is not discussed in this document but will be provided instead in the Focused EIR.

General Plan Goals and Policies

General Plan goals and policies related to air quality will be outlined and discussed in the Focused EIR.

Environmental Checklist and Discussion

a. Conflict with or obstruct implementation of the applicable air quality plan? (Less than Significant)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR as Impact AQ-1 (pages 4.2-21 through 4.2-35) and determined to result in less-than-significant impacts. ConnectMenlo was expected to reduce vehicle miles traveled (VMT) per service population citywide, even though, overall, the plan would result in an exceedance of Association of Bay Area Governments (ABAG) projections. It was further determined that the policies identified in ConnectMenlo would not hinder implementation of the Clean Air Plan, which is the relevant Air Quality Management Plan for the Project. Impacts were found to be less than significant, and no mitigation measures were recommended.

Project-Specific Discussion

The small number of employees and residents in Menlo Park generated by the Project would be within the growth projections anticipated through implementation of ConnectMenlo. The Project would be required to adhere to relevant ConnectMenlo policies, develop a TDM program to reduce VMT, comply with the City's Green Building requirements and achieve the prescribed level of LEED certification, comply with zoning that requires electric vehicle chargers, comply with clean energy requirements, and adhere to a zero-waste management plan.

The Project would also be required to comply with goals, policies, and programs to minimize adverse impacts on air quality, including those in the Open Space/Conservation, Noise and Safety, and Circulation Elements. Overall, compliance with the goals, policies, and programs discussed above would ensure that the Project would not hinder implementation of the Clean Air Plan.

Conclusion

The physical conditions, as they relate to consistency with the Clean Air Plan, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. In addition, the Project would not hinder implementation of the Clean Air Plan for the reasons discussed above. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project would result in a ***less-than-significant*** impact, and no further study is needed.

b. Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard? (Topic to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR as Impact AQ-2 (pages 4.2-35 through 4.2-42) and determined to result in significant and unavoidable impacts for both construction and operational emissions, even with implementation of mitigation measures. Despite the conclusion of significant and unavoidable, as discussed below, ConnectMenlo Mitigation Measures AQ-2a, AQ-2b1, and AQ-2b2 require additional analysis.

Conclusion

Although the physical conditions have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR, the ConnectMenlo EIR requires that additional technical analysis be performed. This analysis could identify impacts that were not previously disclosed. Specifically, the Focused EIR will demonstrate compliance with the following ConnectMenlo Mitigation Measures: AQ-2a (preparation of a technical assessment evaluating potential operational impacts), AQ-2b1 (compliance with the air district's basic control measures for reducing construction-related emissions), and AQ-2b2 (preparation of a technical assessment evaluating construction-related impacts). Therefore, this topic requires ***further environmental review*** in the Focused EIR.

c. Expose sensitive receptors to substantial pollutant concentrations? (Topic to Be Analyzed in Focused EIR)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR as Impact AQ-3 (pages 4.2-43 through 4.2-50) and determined to result in less-than-significant impacts with implementation of mitigation measures. ConnectMenlo Mitigation Measure AQ-3a requires additional analysis.

Conclusion

Although the physical conditions have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR, the ConnectMenlo EIR requires that additional technical analysis be performed. This analysis could identify impacts that were not previously disclosed. Specifically, the Focused EIR will demonstrate compliance with Mitigation Measure AQ-3a, which requires preparation of a health risk assessment for a project within 1,000 feet of a sensitive land use. Therefore, this topic requires ***further environmental review*** in the Focused EIR.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (No Impact)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR as Impact AQ-4 (pages 4.2-51 through 4.2-52) and determined to result in less-than-significant impacts. No mitigation measures were recommended. As discussed in the ConnectMenlo EIR, the Land Use Element would require planning and development decisions to consider the creation of objectionable odors.

Conclusion

The physical conditions, as they relate to creating objectionable odors, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. In addition, the Project would not result in land uses that would create objectionable odors because the Project site would be infill development in an existing office park setting. The Project would result in ***no impact***, and no further study is needed.

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IV. Biological Resources	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands, including, but not limited to, marshes, vernal pools, coastal wetlands, through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	☐
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒

Setting

Methods

ICF reviewed the following sources to identify existing biological resources near the Project site:

- Biological resources section of the ConnectMenlo EIR
- *Commonwealth Corporate Center Building 3 Biological Resources Assessment* prepared by H. T. Harvey & Associates[13]

ICF biologist Matt Ricketts collected preliminary information on biological resources at the Project site on April 24, 2018. Observations were made by walking across the Project site and around the site while recording field notes on plants, animals, and habitat features (e.g., ornamental trees with old stick nests). Additional information on biological resources can be found in the biological resources assessment prepared by H. T. Harvey & Associates,[14] attached to this Initial Study as Appendix A. The report was informed by reconnaissance-level surveys of the Project site by H. T. Harvey & Associates plant ecologist Matthew Mosher on January 29, 2019, and wildlife ecologist Ginger Bolen on February 8, 2019.

Topography and Soils

The Project site is relatively flat, with an elevation of approximately 7 to 14 feet above mean sea level. The Natural Resources Conservation Service has mapped soils on the site as Urban Land–Orthents (reclaimed complex, 0 to 2 percent slopes). This soil type is generally associated with former tidal flats as well as salt marshes, which occurred at this location prior to urban development.

Land Cover

The entire Project site has been modified for human use and does not support any natural plant communities. It is dominated by urban land cover (i.e., buildings, paved parking lots, ornamental landscaping). Landscaping includes primarily nonnative tree species such as plum (*Prunus* sp.), Brisbane box (*Laphostemon confertus*), holly oak (*Quercus ilex*), and strawberry (*Arbutus unedo*). In addition, two landscaped bioretention basins occur on the eastern edge of the site. The basins are vegetated with spreading rush (*Juncus patens*). Each basin is drained by a stormwater gate, which is located at the lowest part of the basin.

Wildlife Habitat

The Project site provides habitat (i.e., "the resources and conditions present in an area that produce occupancy…by a given organism")[15] for common wildlife species that have successfully adapted to high disturbance levels, ornamental vegetation, and abundant food sources (e.g., food waste in trash cans, seeds and flowers produced by ornamental plants), which are characteristic of urban landscapes. Wildlife species observed by ICF and/or H. T. Harvey biologists during reconnaissance surveys included mourning dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*), California scrub-jay

[13] H. T. Harvey & Associates. 2019. *Commonwealth Corporate Center Building 3 Biological Resources Assessment.* Prepared for The Sobrato Organization, Cupertino, CA. February 5.

[14] Ibid.

[15] Hall, L. S., P. R. Krausman, and M. L. Morrison. 1997. The Habitat Concept and a Plea for Standard Terminology. In *Wildlife Society Bulletin* 25:173–182.

(*Aphelocoma californica*), American crow (*Corvus brachyrhynchos*), dark-eyed junco (*Junco hyemalis*), house finch (*Haemorhous mexicanus*), and lesser goldfinch (*Spinus psaltria*). No active bird nests were observed during surveys, but the ornamental trees provide potential nesting habitat for crows, finches, hummingbirds, and other urban nesting birds, such as Cooper's hawk (*Accipiter cooperi*), red-shouldered hawk (*Buteo lineatus*), northern mockingbird (*Mimus polyglottos*), and American robin (*Turdus migratorius*). Small burrowing mammals such as California ground squirrel (*Spermophilus beecheyi*) were observed in low numbers. Other generalist mammal species that are expected to occur on the Project site include raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), roof rat (*Rattus rattus*), Norway rat (*Rattus norvegicus*), feral and domestic cats (*Felis catus*), and striped skunk (*Mephitis mephitis*). Common urban-adapted amphibians or reptiles that may occur include Sierran treefrog (*Pseudacris sierra*) and western fence lizard (*Sceloporus occidentalis*). H. T. Harvey ecologists closely examined trees for large cavities that could provide roosting habitat for bats or evidence of previous nesting by raptors (e.g., old stick nests) but observed neither.

Wetlands and Non-Wetland Waters of the United States

The Project site is built on Bay fill and therefore located on the historic saltwater or brackish marshes that were filled in the 1960s to create more land for development. Although such Bay fill lands can sometimes revert to wetland conditions, the existing Project site is paved, landscaped, or otherwise graded; therefore, no wetlands or non-wetland waters of the United States are present. No evidence of wetlands or non-wetland waters of the United States was observed during the April 24, 2018, or January 2019 reconnaissance surveys.

Special-Status Species

For the purposes of this Initial Study, *special-status species* are those with one or more of the following characteristics:

- Species that are listed, proposed for listing, or candidates for possible future listing as threatened or endangered under the federal Endangered Species Act (ESA) of 1973, as amended.
- Species that are listed or proposed for listing as threatened or endangered under the California Endangered Species Act (CESA) of 1984, as amended.
- Species that are designated by the California Department of Fish and Wildlife (CDFW) as Species of Special Concern (SSC).
- Species that are designated as Fully Protected under Sections 3511 (birds), 4700 (mammals), and 5050 (reptiles and amphibians) of the California Fish and Game Code.
- Species that meet the definitions of rare or endangered under CEQA (Section 15380).

No special-status plant species are expected to occur on the Project site. The site lacks natural plant communities where these species could occur because it is entirely developed. There are no serpentine soils or other microhabitats to which such species have adapted. Special-status plants known to occur or potentially occurring in the Project vicinity and evaluated for this analysis are listed in Appendix B of the H. T. Harvey & Associates biological resources assessment.[16]

[16] H. T. Harvey & Associates. 2019. *Commonwealth Corporate Center Building 3 Biological Resources Assessment*. Prepared for The Sobrato Organization, Cupertino, CA. February 5.

With the exception of pallid bat (*Antrozous pallidus*), a California SSC that may, on rare occasions, forage over the parking lot, and tree-nesting raptors (identified as special-status species by the ConnectMenlo EIR), no special-status animal species are expected to occur on the Project site. Most species covered in the H. T. Harvey & Associates report are not expected to occur because the Project site lacks habitat, is outside their known range, and/or is isolated from the nearest known population by urban development. Although some of these species, such as western snowy plover (*Charadrius alexandrinus nivosus*), California Ridgway's rail (*Rallus obsoletus obsoletus*), salt marsh harvest mouse (*Reithrodontomys raviventris*), and salt marsh wandering shrew (*Sorex vagrans halicoetes*), are known to occur in tidal marsh or salt pond habitat of the Don Edwards San Francisco Bay National Wildlife Refuge, approximately 2 miles to the north and east, these habitats are isolated from the Project site by urban development. Tree-nesting raptors that may nest in the ornamental trees near the site include red-shouldered hawk and Cooper's hawk.

Sensitive Natural Communities

Sensitive or natural communities (vegetation types) have limited distribution statewide or within a county or region. The CDFW's Vegetation Classification and Mapping Program (VegCAMP) works to classify and map the vegetation of California and determine the rarity of vegetation types. The current version of the CDFW VegCAMP List of Vegetation Alliances and Associations (or Natural Communities List)[17] indicates which vegetation types are currently considered to be sensitive.

The California Natural Diversity Database (CNDDB) identifies three sensitive natural communities within the nine U.S. Geological Survey quadrangles containing or surrounding the Project site: serpentine bunchgrass grassland, northern coastal salt marsh, and valley oak woodland. None of these communities are present on or adjacent to the Project site. As mentioned above, the entire site has been developed, and all traces of natural communities were removed when the area was filled for urban development in the early 20th century.

Wildlife Corridors

For the purposes of this Initial Study, a wildlife corridor is defined as "any space, usually linear in shape, that improves the ability of organisms to move among patches of wildlife habitat that join two or more larger areas of wildlife habitat."[18] Corridors can be viewed over broad spatial scales, from those connecting continents (e.g., Isthmus of Panama) to structures crossing canals or roads. Most wildlife corridors analyzed within the context of land use planning, including those in this Initial Study, are moderate in scale and used to facilitate regional wildlife movement among habitat patches and through human-dominated landscapes.

The Project site is not within or adjacent to any wildlife corridors. As described in the ConnectMenlo EIR, most urbanized portions of Menlo Park preclude dispersal and movement by terrestrial wildlife, with the exception of unchannelized creeks (e.g., San Francisquito Creek), unobstructed ridgelines, and the shoreline of San Francisco Bay. None of these features occur on or adjacent to the Project site.

[17] California Department of Fish and Wildlife. 2018. *California Natural Community List*. October 15. Available: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153398&inline. Accessed: March 21, 2019.

[18] Hilty, J. A., W. Z. Lidicker Jr., and A. M. Merenlender. 2006. *Corridor Ecology: The Science and Practice of Linking Landscapes for Biodiversity Conservation*. Washington, DC: Island Press.

General Plan Goals and Policies

The City's General Plan (specifically the Land Use Element, Open Space/Conservation Element, Noise Element, and Safety Element) contains general goals, policies, and programs that would require local planning and development decisions to consider impacts on biological resources. The following City General Plan goals, policies, and programs would serve to minimize potential adverse impacts on biological resources: Goal LU-4, Policy LU-4.5, Goal LU-6, Policy LU-6.8, Policy LU-6.11, Program LU-6.D, Goal OSC-1, Policy OSC-1.1, Policy OSC-1.3, Policy OSC-1.4, Policy OSC-1.5, Policy OSC-1.11, Policy OSC-1.12, Policy OSC-1.13, and Policy OSC-1.15.

Environmental Checklist and Discussion

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact BIO-1 (pages 4.3-19 to 4.3-23); it was determined that it would result in a potentially significant impact on sensitive habitats from future projects. The ConnectMenlo EIR found that City General Plan goals, policies, and programs, as well as bird-safe design regulations for the Bayfront Area, would minimize impacts. In addition, implementation of ConnectMenlo Mitigation Measure BIO-1 would reduce the impact to less than significant by requiring project applicants to prepare and submit a project-specific BRA if a project occurs on or adjacent to a parcel containing natural habitat. Mitigation Measure BIO-1 would require any mitigation measures identified in the project-specific BRA to be incorporated as components of the proposed project and subsequent building permit, subject to review and approval by the Community Development Department and appropriate regulatory and resource agencies. For the Project, H. T. Harvey & Associates prepared a BRA in accordance with Mitigation Measure BIO-1, as discussed in more detail below.

Project-Specific Discussion

With the exception of pallid bat and tree-nesting raptors, no special-status species are expected to occur onsite because of the Project site's urban setting and consequent lack of the natural communities to which these species are adapted. Most special-status species in the vicinity are associated with the extensive tidal marshes or salt pond complexes adjacent to San Francisco Bay. Although such habitat occurs within 2 miles of the Project site, the distributions of these species are limited by specific environmental requirements (e.g., moisture, salinity, topography, soil types, vegetation structure) that do not occur in the urban environment. The ornamental trees provide nesting habitat for tree-nesting raptors such as Cooper's hawk and red-shouldered hawk. These common species have not been identified as candidate, sensitive, or special-status species by the U.S. Fish and Wildlife Service or CDFW but are tree-nesting raptors and therefore considered special-status species by a local plan (i.e., ConnectMenlo EIR).

If the Project is implemented during the nesting season (February 1 to September 14), tree and shrub removal could result in direct mortality of adult or young birds, the destruction of active nests, and/or a disturbance for nesting adults, causing nest abandonment and/or loss of reproductive effort. Native bird species are protected by both state (California Fish and Game Code

Sections 3503 and 3513) and federal (Migratory Bird Treaty Act [MBTA] of 1918) laws. To ensure that any disturbance of nesting birds that results in the abandonment of active nests or litters or the loss of active nests through vegetation or structure removal would be a ***less-than-significant*** impact, the BRA identifies the mitigation measures below, which would be incorporated as components of the Conditional Development Permit for the Project.

MITIGATION MEASURES. The Project would implement the following Project mitigation measures, as outlined in the BRA prepared for the Project (Appendix A), to reduce potential impacts on white-tailed kite and tree-nesting raptors.

BR-1: *Nesting Bird Avoidance.* To the extent feasible, construction activities (or at least the commencement of such activities) shall be scheduled to avoid the nesting season. If construction activities are scheduled to take place outside the nesting season, all impacts on nesting birds protected under the MBTA and California Fish and Game Code shall be avoided. The nesting season for most birds in San Mateo County extends from February 1 through August 31.

BR-2: *Preconstruction/Pre-disturbance Surveys*. If it is not possible to schedule construction activities between September 1 and January 31, preconstruction surveys for nesting birds shall be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. These surveys shall be conducted no more than 7 days prior to the initiation of construction activities. During this survey, the ornithologist shall inspect all trees and other potential nesting substrates (e.g., trees, shrubs, ruderal grasslands, buildings) in and immediately adjacent to the impact areas for nests.

BR-3: *Active Nest Buffers*. If an active nest is found close to work areas that are to be disturbed by construction activities, the qualified ornithologist shall determine the extent of the construction-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species) to ensure that no nests of species that are protected by the MBTA and California Fish and Game Code are disturbed during project implementation.

BR-4: *Inhibition of Nesting.* If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, other vegetation) that are scheduled to be removed by the project shall be removed prior to the start of the nesting season (i.e., before February 1). This will preclude the initiation of nests in such vegetation and prevent potential delay of the Project because of the presence of active nests in these substrates.

Conclusion

There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Because the Project site contains mature (albeit nonnative) trees that could support active nests of common birds that are protected under the MBTA, a BRA was prepared in accordance with Mitigation Measure BIO-1 in the ConnectMenlo EIR (included in Appendix A of this document and summarized here). Mitigation measures are included in the BRA to reduce impacts on nesting birds. Therefore, the Conditional Development Permit for the Project would

implement Project Mitigation Measures BR-1 through BR-4 to avoid such impacts. Mitigation measures that would be incorporated as components of the Project are included in the BRA (BR-1 through BR-4) to reduce impacts on nesting birds. Impacts on special-status species as a result of the Project would be ***less than significant,*** and no further study is needed.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? (No Impact)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact BIO-2 (pages 4.3-24 to 4.3-25), which found that, without preparation of project-specific assessments for future projects on or near sensitive habitats, impacts on sensitive natural communities would be potentially significant. The ConnectMenlo EIR found that implementation of Mitigation Measure BIO-1 (completion of a BRA) would reduce the impact to less than significant by requiring project-specific assessment of biological resources.

Conclusion

A BRA was prepared for the Project in accordance with Mitigation Measure BIO-1 in the ConnectMenlo EIR (Appendix A). There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project site does not contain any riparian habitat or sensitive natural communities. Therefore, the Project would have ***no impact*** on these resources, and no further study is needed.

c. Have a substantial adverse effect on state or federally protected wetlands, including, but not limited to, marshes, vernal pools, coastal wetlands, through direct removal, filling, hydrological interruption, or other means? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact BIO-3 (pages 4.3-25 and 4.3-26). The ConnectMenlo EIR found that direct and indirect impacts on wetland habitat could occur if adequate controls are not implemented. Without the preparation of project-specific assessments for future projects on or near wetlands, impacts could be potentially significant. The ConnectMenlo EIR found that implementation of Mitigation Measure BIO-1 (completion of a BRA) would reduce the impact to less than significant by requiring project-specific assessment of biological resources.

Project-Specific Discussion

No wetlands occur on or immediately adjacent to the Project Site. Therefore, the Project would result in no direct impacts on jurisdictional wetlands. Although no direct impacts would occur, development of the project site has the potential to cause indirect impacts on nearby wetlands or water quality within those wetlands, based on the site's runoff patterns. Indirect impacts on wetlands and jurisdictional other waters include an increase in the potential for sedimentation due to construction grading and ground disturbance, an increase in the potential for erosion due to increased runoff volumes generated by impervious surfaces, and an increase in the potential for

water quality degradation due to increased levels of non-point pollutants. Water quality degradation may occur even if wetlands are not in the immediate vicinity. However, as discussed in Section X, *Hydrology and Water Quality*, compliance with state requirements under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and the Regional Water Quality Control Board– (RWQCB-) required stormwater pollution prevention plan (SWPPP) to control the discharge of stormwater pollutants during construction, as well as post-construction measures and design features required by the Municipal Regional Permit, would reduce the project's potential impact on water quality.

Conclusion

A BRA was prepared for the Project in accordance with Mitigation Measure BIO-1 in the ConnectMenlo EIR (Appendix A). There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project site does not contain any wetlands or non-wetland waters of the United States that are subject to U.S. Army Corps of Engineers jurisdiction under Section 404 of the Clean Water Act, and no such features are present adjacent to the site. However, indirect impacts on nearby wetlands or non-wetland waters could occur from site runoff. Compliance with the above-mentioned state stormwater controls would reduce potential impacts to a ***less-than-significant*** level. Therefore, no further study is needed.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact BIO-4 (page 4.3-26). The ConnectMenlo EIR found that a project-specific assessment would be necessary to determine whether any important wildlife movement corridors are present on undeveloped lands where development is proposed. Without preparation of project-specific assessments for future projects on or near sensitive habitats, impacts in the ConnectMenlo EIR study area would be considered potentially significant. The ConnectMenlo EIR found that implementation of Mitigation Measure BIO-1 would reduce the impact to less than significant by requiring project-specific assessment of biological resources.

Project-Specific Discussion

The Project site is not within or adjacent to any wildlife corridors. Therefore, the Project would have ***no impact*** on this resource. However, trees on the site provide nesting habitat for native resident and migratory birds that are protected under the MBTA and California Fish and Game Code. If the Project is implemented during the nesting season (February 1 to September 14), tree and shrub removal could result in direct mortality of adult or young birds, the destruction of active nests, and/or disturbance of nesting adults, causing nest abandonment and/or loss of reproductive effort. To ensure that any disturbance of nesting birds that results in the abandonment of active nests or litters or the loss of active nests through vegetation or structure removal would be a ***less-than-significant*** impact on native wildlife nursery sites (i.e., bird nests), the BRA identifies the mitigation measures below, which would be incorporated as components of the Project.

MITIGATION MEASURES. Per ConnectMenlo Mitigation Measure BIO-1, a BRA (Appendix A) has been prepared for the Project. Based on the recommendations in the BRA, the Project would incorporate BR-1 through BR-4, as included above, as components of the Project.

Conclusion

The physical conditions, as they relate to local policies or ordinances for protecting biological resources, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. As explained above, a BRA was prepared in accordance with Mitigation Measure BIO-1 in the ConnectMenlo EIR. The BRA (Appendix A) recommends mitigation measures to reduce impacts on native wildlife nursery sites. As required by Mitigation Measure BIO-1, Mitigation Measures BR-1 to BR-4, as included above, consistent with the BRA, are incorporated as components of the Project. Impacts would be ***less than significant***, and no further study is needed.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact BIO-5 (page 4.3-27); it was determined that it would result in a less-than-significant impact. The ConnectMenlo EIR found that, with adherence to City General Plan goals, policies, and programs, as well as the City Municipal Code, the impact would be less than significant.

Project-Specific Discussion

The Project is subject to the City's Heritage Tree Ordinance, codified in Chapter 13.24 of the City Municipal Code.[19] As required by the ordinance, tree surveys shall be conducted by an International Society of Arboriculture–certified arborist, and a tree report and map shall be prepared to show the locations of all pertinent trees prior to initiation of construction activities. Any work performed within an area 10 times the diameter of the tree (i.e., the tree protection zone) shall require submittal of a tree protection plan prepared by a certified arborist for review and approval by the Community Development Director or his/her designee prior to issuance of any permit for grading or construction. Removal of heritage trees requires an appropriate permit from the Director of Public Works or his/her designee and payment of a fee. Only one of the 507 trees on the site meets the City's definition of a heritage tree; it is not proposed for removal.

The Project would also be subject to Chapter 16.43.140 (6) of the City Municipal Code, which concerns bird-friendly design guidelines for new buildings. The Project would construct a new building with a height of approximately 69 feet and a low-tint glass façade, along with a multi-level parking structure. Glass windows and building façades can result in bird injury or mortality because birds do not perceive glass as an obstruction. They may collide with glass that reflects the sky or vegetation or glass that is transparent, which allows birds to perceive an unobstructed flight route to vegetation inside the building. Most bird/window collisions occur within the first 60 feet of the ground.[20]

[19] City of Menlo Park Municipal Code, Section 13.024.10.

[20] City of San Francisco. 2011. *Standards for Bird-safe Buildings*. San Francisco Planning Commission. July 14. Available: http://default.sfplanning.org/publications_reports/bird_safe_bldgs/Standards%20for%20Bird%20Safe%20Buildings%20-%2011-30-11.pdf. Accessed: June 20, 2018.

Vegetation in the vicinity of the Project site is limited to nonnative ornamental trees and shrubs. It lacks the structural diversity that typically attracts large numbers of native birds. Species with the greatest potential to collide with new buildings are primarily the common, urban-adapted passerines that currently use the site. The Project is within the primary "bird collision zone" (i.e., within 0 to 60 feet of the ground); therefore, it would be subject to the zoning regulations set forth in Chapter 16.43.140 (6) of the City Municipal Code (Bird-Friendly Design Requirements). H. T. Harvey & Associates conducted an analysis of the Project's compliance with the City's six bird-friendly design standards and concluded that the Project complies with all but two of the standards.[21] The analysis for these two standards is summarized below.

Design Standard 1. *No more than 10 percent of façade surfaces shall have non-bird-friendly glazing.* Building 3 would include extensive glazing over more than 10 percent of the façade, including within 60 feet of the ground. Because this glazing would not be treated (i.e., "non-bird friendly"), the building would not meet the standard. However, as indicated in the BRA, the overall architectural design of the building, as well as the bird-safe glazing treatment on balcony railings, would be enough to avoid significant impacts on native birds. Although occasional collisions between birds and the glass façade of the proposed building may occur, the frequency of such collisions is expected to be low for several reasons. The number of birds expected to occur in the Project vicinity is expected to be low because of the relatively low habitat quality of the ornamental landscaping. There are no areas of dense native vegetation or large water features that would attract large congregations of birds. In addition, glass balcony railings would be treated with bird-safe glazing. Finally, the façade would be "broken up" by solid, opaque horizontal and vertical elements, thereby making them more visible to flying birds and less likely to be mistaken for the sky or vegetation.

Design Standard 4. *Glass skywalks or walkways, freestanding (see-through) glass walls and handrails, and transparent building corners shall not be allowed.* Building 3 would not meet this standard because it would include glass corners on all sides of the building and all floors; it would also include freestanding glass handrails on the perimeter of the fourth-floor balcony. However, the glass used for the handrails would be treated with a frit pattern that would make the railings more visible to birds. Even in the absence of such treatment, however, the frequency of bird collisions is expected to be low for the reasons cited above. In addition, most collisions would involve regionally abundant, urban-adapted bird species and therefore would not result in the loss of a substantial portion of any species' Bay Area population (i.e., would not cause any population to drop below self-sustaining levels). Therefore, the elimination of glass corners or glass handrails would not be expected to significantly reduce the number of future bird collisions.

Conclusion

The physical conditions, as they relate to local policies or ordinances for protecting biological resources, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project would not meet two of the City's six bird-friendly design standards or the requirements of ConnectMenlo Mitigation Measure BIO-1, which requires

[21] H. T. Harvey & Associates. 2019. *Commonwealth Corporate Center Building 3 Biological Resources Assessment*. Prepared for The Sobrato Organization, Cupertino, CA. February 5.

compliance with bird-friendly designs. However, the site-specific evaluation contemplated by Section 16.43.140(6)(H) concludes that other aspects of the building's design, as well as the frequency of bird collisions, which is expected to be low, would make these deviations acceptable and avoid significant impacts related to bird strikes. Section 16.43.140(6)(H) allows the Planning Commission to grant a waiver regarding the two bird-friendly design standards that would not be met by the Project but would be included as part of the Project Conditional Development Permit. In addition, because the Project would not remove heritage trees, and the Project would not cause a significant number of birds to collide with windows, this impact would be considered ***less than significant***, and no further study is needed.

f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan? (No Impact)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact BIO-6 (pages 4.3-27 to 4.3-28); it was determined that it would result in a potentially significant impact because of potential conflicts with the Stanford Habitat Conservation Plan (HCP). Implementation of ConnectMenlo Mitigation Measure BIO-6 (requiring implementation of Mitigation Measure BIO-1) would reduce impacts to less than significant.

Conclusion

The Project site is not within a geographic area covered by an adopted HCP or natural community conservation plan. The closest such plan is the Stanford HCP for an area in the Matadero/Deer Creek and San Francisquito Creek watersheds, approximately 6 miles to the south. A BRA was prepared for the Project in accordance with Mitigation Measure BIO-1 in the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Because the Project site is not covered by an HCP, the Project would have ***no impact*** on the provisions of an adopted HCP, natural community conservation plan, or other approved local, regional, or state HCP. No further study is needed.

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V. Cultural Resources	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Cause a substantial adverse change in the significance of a historical resource, pursuant to Section 15064.5?	☐	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064.5?	☒	☐	☐	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐	☐

Setting

Historic Resources

The Project site and immediate vicinity, which are near San Francisco Bay in present-day Menlo Park, remained largely undeveloped until the 1950s. At that time, the Project site was among 200 acres acquired by developer David Bohannon for construction of Bohannon Industrial Office Park. By 1958, buildings, including large-scale industrial facilities, were present within the current boundaries of the Commonwealth Site, and over the following decade, the surrounding industrial office park was developed with roadways and additional office and manufacturing facilities.

The properties at 160 Jefferson Drive (assessor's parcel number [APN] 055-243-040) and 165 Jefferson Drive (APN 055-242-090), two rectangular-plan office and warehouse buildings that currently stand adjacent to the Jefferson Site, were both constructed during the first half of the 1960s. The structure at 160 Jefferson Drive, which is west-adjacent to the Jefferson Site, was built circa 1962 to 1963 to house Lacar Enterprises, Inc., a household goods company. The structure at 165 Jefferson Drive, located north-adjacent to the Jefferson Site, was constructed circa 1963 to 1965 to house the Wells Lamont Corporation, a glove manufacturer. By 1980, Bohannon Industrial Office Park was predominantly built out. The 1950s-era buildings within the Commonwealth Site were replaced by the current Buildings 1 and 2 in 2015; a building on the Jefferson Site was also demolished at that time and replaced with a surface parking lot.

Because the structures at 160 Jefferson Drive and 165 Jefferson Drive are more than 50 years old and located adjacent to the Project site, they were evaluated for listing in the California Register of Historical Resources (CRHR). Neither building has previously been evaluated for CRHR listing or otherwise considered for historical resource status for the purposes of CEQA review. The structures at 160 Jefferson Drive and 165 Jefferson Drive were recorded during an intensive-level historical resources survey on March 6, 2018, and documented on Department of Parks and Recreation (DPR) 523A (Primary Record) and 523B (Building, Structure, Object) forms. The DPR forms also document the buildings' evaluations of CRHR eligibility. The DPR forms are included in Appendix B of this Initial Study. The CRHR evaluations concluded that neither historic-age building adjacent to the Project site meets the

eligibility criteria for CRHR listing. As a result, the structures at 160 Jefferson Drive and 165 Jefferson Drive do not qualify as historical resources under CEQA. A summary of the evaluation of 160 Jefferson Drive and 165 Jefferson Drive under CRHR Criteria 1 through 4 is provided below.

- *Criterion 1*: The buildings are unremarkable in the context of mid-20th-century suburban industrial office park development, and no tenants contributed significantly to the economic growth of Menlo Park or the San Francisco Peninsula at large.
- *Criterion 2*: No individuals who were closely associated with 160 Jefferson Drive or 165 Jefferson Drive have made significant contributions to local, state, or national history.
- *Criterion 3*: The two buildings are utilitarian-style industrial and office buildings that lack architectural distinction and association with a known significant architect.
- *Criterion 4*: Neither building appears likely to yield important historical information not otherwise captured in the historic record.

Archaeological and Native American Resources

As discussed in more detail, below, this topic will be analyzed further in the Focused EIR for the Project. Therefore, the setting is not discussed in this document but will be provided instead in the Focused EIR.

General Plan Goals and Policies

The City General Plan (specifically the Land Use Element, Open Space/Conservation Element, Noise Element, and Safety Element) contains general goals, policies, and programs that require local planning and development decisions to consider impacts on cultural resources. The following City General Plan goals, policies, and programs would serve to minimize impacts on cultural resources: Goal LU-7, Policy LU-7.8, Policy OSC-3, Policy OSC-3.1, Policy OSC-3.2, Policy OSC-3.3, Policy OSC-3.4, Policy OSC-3.4, Policy OSC-3.5, and Policy OSC-3.6.

Environmental Checklist and Discussion

a. Cause a substantial adverse change in the significance of a historical resource, pursuant to Section 15064.5? (No Impact)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact CULT-1 (pages 4.4-12 to 4.9-15) and determined to have a significant impact on historic resources if it would lead to demolition or alteration with the potential to change the historic fabric or setting of historic architectural resources. Mitigation Measure CULT-1 (page 4.4-15) requires an individual project that is proposed on or adjacent to a site with a building that is more than 50 years old to prepare a site-specific evaluation. However, the ConnectMenlo EIR did not identify any historic resources within the vicinity of the Project site.

Project-Specific Discussion

The Project site contains no historic-age buildings; Buildings 1 and 2 were constructed in 2015. Two historic-age buildings located adjacent to the Project site, 160 Jefferson Drive and 165 Jefferson Drive, were constructed during the first half of the 1960s and, therefore, have reached the age at which they could qualify as eligible for listing in the CRHR. The evaluation of

both buildings, as well as their ineligibility for CRHR listing, is documented on the DPR 523A and 523B forms included as Appendix B of this document and summarized previously. The Project site does not contain, and is not adjacent to, any historical resources for the purposes of CEQA.

Conclusion

There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant impacts than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific impacts as a result of the Project. Redevelopment of the Project site would not alter the significance of a historic resource, as defined in Section 15064.5 of the CEQA Guidelines. Therefore, the Project would have ***no impact*** on historic resources.

b. Cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064.5? (Topic to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact CULT-2 (pages 4.4-16 to 4.9-18) and determined to be less than significant with implementation of Mitigation Measures CULT-2a and CULT-2b. Mitigation Measure CULT-2a would be applied if archaeological resources are found during construction. In addition, per Mitigation Measure CULT-2b, Native America tribes would need to be consulted.

Project-Specific Discussion

One precontact archaeological resource was identified within the Project site during literature review at the Northwest Information Center. Specifically, this resource, which was identified from monitoring efforts for the Commonwealth Corporate Center Project in 2015, is beneath the existing Building 2.[22] Because additional cultural studies have not been conducted in any portion of the Project site, it is unknown whether the Project site contains additional cultural resources. Given the presence of a precontact archaeological resource within the Project site, as well as three precontact archaeological resources in the project vicinity, the Project site has a high degree of sensitivity for containing as-yet undocumented prehistoric archaeological resources.

No formal Native American resources were identified during consultation with California Native American tribes or during the search of the NAHC Sacred Lands File. However, the area was identified as very sensitive for Native American resources. Two California Native American tribal representatives requested that both archaeological and Native American monitors be present during all ground-disturbing activities. In addition, one precontact archaeological resource has been identified within the Project site; such archaeological sites are often considered tribal cultural resources.

Compliance with federal, state, and local laws and regulations, including applicable ConnectMenlo EIR mitigation measures as well as City General Plan goals and policies, would protect unrecorded archaeological deposits at the Project site by ensuring early detection of potential conflicts between development and resources. In addition, compliance would prevent

[22] Garlinghouse, T. 2015. Site record for P-41-002415 (CA-SMA-425). On file at the Northwest Information Center, Rohnert Park, CA.

or minimize impairment of the archaeological deposits' ability to convey their significance through excavation or preservation. However, the Project could disturb unidentified subsurface materials that have the potential to contain prehistoric archaeological resources.

Conclusion

In order to reduce potential impacts that could occur if unidentified resources are discovered during Project construction, the Project would incorporate Mitigation Measure CULT-2a from the ConnectMenlo EIR. However, because of precontact archaeological resource at the Project site, further study is required. ConnectMenlo EIR Mitigation Measure CULT-2b (consultation with Native American tribes) has been implemented as part of this environmental review. Although no archaeological resources were identified during consultation with Native American tribes, the area was determined to be very sensitive for Native American resources. Two California Native American tribal representatives requested that all ground-disturbing activities be monitored by both archaeological and Native American monitors. Therefore, additional mitigation measures, beyond those in the ConnectMenlo EIR, may be required to reduce impacts on undiscovered archaeological resources at the Project site. This topic requires ***further environmental review*** in the Focused EIR

c. Disturb any human remains, including those interred outside of formal cemeteries? (Topic to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR as Impact CULT-4 (page 4.4-20) and determined to be less than significant with implementation of Mitigation Measure CULT-4. This mitigation measure would provide guidance if human remains are encountered during ground disturbance.

Project-Specific Discussion

As discussed above, one precontact archaeological resource was identified within the Project footprint in 2015. Discovery of this precontact material, as well as the identification of similar resources in the general vicinity, suggests that the area has increased potential for containing as-yet undocumented archaeological deposits, including human remains. Buried deposits may be eligible for listing in the CRHR.

Conclusion

The Project would incorporate Mitigation Measure CULT-4, which provides guidance regarding the treatment of human remains encountered during ground disturbance. However, because of the sensitivity of the Project site, as discussed above, this topic requires ***further environmental review*** in the Focused EIR.

VI. Energy	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒	☐

Setting

Electricity

Grid electricity and natural gas service in Menlo Park is provided by Pacific Gas & Electric (PG&E). PG&E is a publicly traded utility company that generates, purchases, and transmits energy under contract with the California Public Utilities Commission. PG&E's service territory is 70,000 square miles in area, roughly extending north to south from Eureka to Bakersfield and east to west from the Sierra Nevada to the Pacific Ocean. PG&E's electricity distribution system consists of 106,681 circuit miles of electric distribution lines and 18,466 circuit miles of interconnected transmission lines.[23] PG&E electricity is generated by a combination of sources, such as coal-fired power plants, nuclear power plants, and hydro-electric dams as well as newer sources of energy such as wind turbines and photovoltaic plants, or "solar farms." "The grid," or bulk electric grid, is a network of high-voltage transmission lines that link power plants with the PG&E system. The distribution system, comprising lower-voltage secondary lines, is at the street and neighborhood level and consists of overhead or underground distribution lines, transformers, and individual service "drops" that connect to the individual customer. The existing electrical system in the area consists of overhead and underground facilities.

On January 26, 2016, the Menlo Park City Council approved a motion to join Peninsula Clean Energy (PCE) to receive additional renewable power. PCE is part of a Community Choice Energy (CCE) program, a locally controlled community organization that enables local residents and businesses to have a choice as to where their energy comes from. CCE programs allow local governments to pool the electricity demands of their communities, purchase power with higher renewable content, and reinvest in local infrastructure. Currently, PG&E delivers the power, maintains the lines, and bills customers, but the power is purchased by the CCE program from renewable energy sources such as solar, wind, hydroelectric, geothermal, and biomass.[24]

[23] Pacific Gas & Electric. n.d. *Company Profile*. Available: www.pge.com/en_US/about-pge/company-information/profile/profile.page. Accessed: April 4, 2019.

[24] Peninsula Clean Energy. 2015. *Community Guide*. Available: www.peninsulacleanenergy.com/wp-content/uploads/2015/10/PCE_community_guide_v2_web.pdf. Accessed: April 3, 2019.

Natural Gas

PG&E's natural gas (methane) pipe delivery system includes 42,000 miles of distribution pipelines and 6,700 miles of transmission pipelines. Gas delivered by PG&E originates in gas fields in California, the Southwest, the Rocky Mountains, and Canada. Transportation pipelines send natural gas from fields and storage facilities in large pipes under high pressure. The smaller distribution pipelines deliver gas to individual businesses or residences.

PG&E gas transmission pipeline systems serve approximately 15 million energy customers in California. The system is operated under an inspection and monitoring program in real time on a 24-hour basis, with leak inspections, surveys, and patrols taking place along the pipelines.[25] A new program, the Pipeline 2020 program, aims to modernize critical pipeline infrastructure, expand the use of automatic or remotely operated shut-off valves, catalyze development of next-generation inspection technologies, develop industry-leading best practices, and enhance public safety partnerships with local communities, public officials, and first responders.

The PG&E gas transmission pipeline nearest the Project site runs primarily along US 101 until Second Avenue, where it continues north along Broadway in Redwood City. Distribution gas pipelines are located throughout the Bayfront Area.

General Plan Goals and Policies

The City General Plan (specifically the Land Use Element, Open Space/Conservation Element, and the Circulation Element) contains general goals, policies, and programs that would require sustainable development and energy efficiency. The following City General Plan goals, policies, and programs would serve to minimize potential adverse risks specifically associated with wasteful, inefficient, or unnecessary consumption of energy resources: Goal LU-4, Policy LU-4.5, Goal LU-6, Goal LU-7, Policy LU-7.1, Policy LU-7.9, Program LU-7.A, Program LU-7.C, Program LU-7.D, Program LU-7.E, Goal OSC-4, Policy OSC-4.1, Policy OSC-4.2, Policy OSC-4.3, Policy OSC-4.4, Policy OSC-4.5, Goal CIRC-1, Policy CIRC-2.11, Goal CIRC-5, Policy CIRC-5.1, Goal CIRC-6, Policy CIRC-6.1, and Policy CIRC-6.3.

Environmental Checklist and Discussion

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact UTIL-13 (pages 4.14-76 to 4.14-81) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Project-Specific Discussion

The Project site would continue to be served by PG&E (natural gas) and PCE (electricity). The Project would result in a long-term increase in energy demand associated with operation of lighting and space heating/cooling units in the added building space as well as vehicle travel. In addition,

[25] Pacific Gas & Electric. n.d. *Learn about the PG&E Natural Gas System.* Accessed: https://www.pge.com/en_US/safety/how-the-system-works/natural-gas-system-overview/natural-gas-system-overview.page. Accessed: April 4, 2019.

construction activities associated with the Project would require the use of energy (e.g., electricity and fuel) for various purposes, such as operation of construction equipment and tools as well as excavation, grading, demolition, and construction vehicle travel.

Construction. The installation of new or expanded gas lines on the Project site would require excavation, trenching, soil movement, and other activities that are typical during construction of development projects. These construction impacts are discussed in detail in the appropriate topical sections of this Initial Study as part of the assessment of overall Project impacts. In addition, although construction related to the new or relocated gas and electric lines could result in short-term construction-related environmental effects (e.g., noise, dust, traffic, temporary service interruption), the work would comply with City and PG&E regulations as well as standard conditions for new construction related to infrastructure improvements. Also, any such work would be subject to compliance with applicable regulations and standard conditions of approval for the Project, including City permits/review for construction (e.g., grading permits, private development review, encroachment permits).

Construction vehicles would consume fuel. However, EPA adopted the Heavy-Duty National Program to establish fuel efficiency and greenhouse gas emissions standards in the heavy-duty highway vehicle sector, which includes combination tractors (semi-trucks), heavy-duty pickup trucks and vans, and vocational vehicles (including buses and refuse or utility trucks). These standards include targets for gallons of fuel consumed per mile beginning in model year 2014. Although construction activities would require a commitment of energy sources, the efficiency standards would further the goal of conserving energy in the context of Project development.[26]

Operation. In the O-B zoning district, projects are required to meet green and sustainable building regulations. The proposed Building 3 would be required to meet 100 percent of its energy demand through a combination of onsite energy generation, the purchase of 100 percent renewable electricity, and/or the purchase of certified renewable energy credits. In addition, as currently proposed, Building 3 would be designed to meet LEED Gold BD+C standards. The Project would comply with City requirements for EV parking stalls. The Project would also incorporate a bird-friendly design through its placement of the building and use of low-tint exterior glazing. Other green building requirements would be met through efficient water use, placement of new structures 24 inches above the Federal Emergency Management Agency base flood elevation to account for sea-level rise, and waste management planning. Details regarding how the proposed building would meet the green and sustainable building requirements would be provided as Project plans and materials are further developed.

As an infill development, the Project furthers the objectives of energy conservation related to transportation by focusing activities in areas of existing infrastructure and services. The proposed TDM program for the Project would be independent of the existing TDM program for Buildings 1 and 2 because new zoning regulations require a 20 percent trip reduction. The proposed TDM program would encourage the use of public transportation and other forms of alternative transportation. The Project site is currently served by the M3-Marsh Road Shuttle, which is a free shuttle service with timed connections to many of the a.m. and p.m. peak-hour trains at the Menlo Park Caltrain station in both the northbound and southbound directions. The existing shuttle service includes a stop at 149

[26] U.S. Environmental Protection Agency. n.d. *Regulations for Greenhouse Gas Emissions from Commercial Trucks and Buses.* Available: www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-greenhouse-gas-emissions-commercial-trucks. Accessed: April 4, 2019.

Commonwealth Drive, less than 100 feet from the Project site. In order to encourage employees to use Caltrain and the Marsh Road Shuttle, subsidized transit passes, such as a Caltrain Go Pass, would be provided to new employees at the Project site. The Caltrain Go Pass is an employer-sponsored annual pass that offers unlimited rides on Caltrain through all zones, 7 days per week. Carpooling and vanpool programs would also be encouraged through free ride-matching services, carpool incentive programs, vanpool formation incentives, vanpool seat subsidies, and vanpool participant rebates. Emergency ride-home programs would also be offered to employees. In addition, the proposed TDM program would include bicycle storage, showers and changing rooms, and other onsite amenities to encourage the use of other modes of transportation. Implementation of the proposed TDM program would reduce energy impacts from transportation.

The Project would be within the 70,000-square-mile PG&E service territory for electricity and natural gas generation, transmission, and distribution. In addition, PCE would provide renewable power to the Project site. Because of the Project's size and location within an urban development, buildout of the Project would not significantly increase energy demands within the service territory and would not require new energy supply facilities. In addition, energy projections of energy providers within the state anticipate growth from development such as the Project.

Conclusion

The physical conditions, as they relate to the wasteful, inefficient, or unnecessary consumption of energy resources, have not changed in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Accordingly, the Project would result in ***less-than-significant*** impacts with respect wasteful, inefficient, or unnecessary consumption of energy resources. No further study is needed.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact UTIL-13 (pages 4.14-76 to 4.14-81) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Project-Specific Discussion

The Project would be required to be constructed using energy efficient modern building materials and construction practices, in accordance with the CALGreen Building Code and Chapter 12.18 of the Menlo Park Municipal Code, which contains the Green Building Ordinance. The new buildings also would use new modern appliances and equipment, in accordance with the 2006 Appliance Efficiency Regulations (Title 20, California Code of Regulations Sections 1601 through 1608). Under these requirements, the Project would use recycled construction materials, environmentally sustainable building materials, building designs that reduce the amount of energy used in building heating and cooling systems compared with conventionally built structures, and landscaping that incorporates water-efficient irrigation systems, all of which would conserve energy. In addition, the Land Use Element, Circulation Elements, and the Open Space/Conservation of the City General Plan contain goals, policies, and programs that would require local planning and development decisions to

consider impacts on energy resources. The Project would adhere to the City General Plan goals, policies, and programs, as listed above, which would serve to increase energy conservation and minimize potential impacts associated with energy use.

The Project, as part of the City's project approval process, would be required to comply with existing regulations, including City General Plan policies and zoning regulations that have been prepared to promote energy conservation and efficiency by implementing sustainable building practices and reducing automobile dependency. The City, throughout the buildout horizon, would implement General Plan programs that require development of a greenhouse gas standard for development projects and coordination with appropriate agencies to agree on long-term Peninsula transit service. Furthermore, continued implementation of the City's Climate Action Plan, compliance with the CALGreen Building Code, and other applicable state and local energy efficiency measures, would result in energy conservation and savings.

Conclusion

The physical conditions, as they relate to conflicting with a state or local plan for renewable energy and energy efficiency, have not changed in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project would result in ***less-than-significant*** impacts related to conflicting with a state or local plan for renewable energy and energy efficiency; mitigation measures would not be required for construction or operation of the Project. No further study is needed.

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VII. Geology and Soils	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	n/a	n/a	n/a	n/a	n/a
(ii) Strong seismic ground shaking?	n/a	n/a	n/a	n/a	n/a
(iii) Seismically related ground failure, including liquefaction?	☐	☐	☐	☒	☐
(iv) Landslides?	☐	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable or would become unstable as a result of the Project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐

Setting

Regional Geology

The Project site is on the western margin of San Francisco Bay in the Santa Clara Valley, a broad, sediment-filled basin bounded on the west by the Santa Cruz Mountains and on the northeast by the Diablo Range. The Project site is underlain by Holocene-age fine-grained alluvium,[27] which, in turn, is underlain by Holocene and Pleistocene alluvial and basin deposits, undivided.[28] Fine-grained alluvium is generally described as unconsolidated, poorly sorted plastic organic clay and silty clay in poorly drained interfluvial basins, usually at the margins of tidal marshlands.

Regional Seismicity

Faults

The San Francisco Bay Area is one of the most active seismic regions in the United States. Within the Bay Area, three faults belong to the San Andreas fault system, the San Andreas, Hayward, and Calaveras faults. Trending in a northwest direction, the faults generate about 12 earthquakes each century and are large enough to cause major structural damage. Seismologic and geologic experts conclude that there is a 72 percent probability for at least one large earthquake of magnitude 6.7 or greater in the San Francisco Bay Area before 2044.[29] Table 3.6-1 lists the regional faults, their distance and direction from the Project site, and each fault's probability of producing one or more earthquakes of magnitude 6.7 or greater before 2044. However, no known fault crosses the Project site.[30]

Ground Shaking

Because the Project site is in a seismically active area, strong to very strong ground shaking can be expected to occur at the site over the life of the Project.[31,32] Such ground shaking could cause negligible damage in buildings of good design and construction, slight damage in well-built ordinary structures, and considerable damage in poorly built structures.[33]

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27 Pampeyan, Earl H. 1993. *Geologic Map of the Palo Alto and Part of the Redwood Point 7.5-minute Quadrangles, San Mateo and Santa Clara County, California.* (IMAP 2371.) Available: https://pubs.er.usgs.gov/publication/i2371. Accessed: March 20, 2019.

28 Ibid.

29 Working Group on California Earthquake Probabilities. 2015. *UCERF3: A New Earthquake Forecast for California's Complex Fault System.* (Fact Sheet 2015–3009.) Available: https://pubs.usgs.gov/fs/2015/3009/. Accessed: March 20, 2019.

30 Langan Engineering and Environmental Services, Inc. 2019. *Geotechnical Investigation Commonwealth – Building 3.* Menlo Park, CA. Prepared for The Sobrato Organization, Cupertino, CA.

31 Ibid.

32 Association of Bay Area Governments. 2013. *San Mateo County Earthquake Hazard.* Resilience Program. Available: http://resilience.abag.ca.gov/earthquakes/sanmateo/. Last updated: July 21, 2014. Accessed: March 20, 2019.

33 U.S. Geological Survey. n.d. *The Modified Mercalli Intensity Scale*. Available: https://earthquake.usgs.gov/learn/topics/mercalli.php. Accessed: March 20, 2019.

Table 3.6-1. Regional Faults in the Project Area and Seismicity

	Distance from Project Site (miles)	Direction from Project Site	Mean Characteristic Moment Magnitude
Monte Vista-Shannon	8	Southwest	6.50
North San Andreas-Peninsula	11	Southwest	7.23
North San Andreas (1906 event)	11	Southwest	8.05
Total Hayward	20	Northeast	7.00
Total Hayward-Rogers Creek	20	Northeast	7.33
San Gregorio Connected	26	West	7.50
Total Calaveras	29	East	7.03
North San Andreas-Santa Cruz	37	Southeast	7.12
Mount Diablo Thrust	41	Northeast	6.70
Zayante-Vergeles	47	Southeast	7.00
North San Andreas-North Coast	49	Northwest	7.51
Green Valley Connected	49	Northeast	6.80
Greenville Connected	50	Northeast	7.00

Sources: Langan Engineering and Environmental Services, Inc. 2019. *Geotechnical Investigation Commonwealth – Building 3.* Menlo Park, CA. Prepared for The Sobrato Organization, Cupertino, CA.

Site Geology, Topography, and Groundwater

The Project site is relatively level, with an elevation that ranges from 11 to 14 feet above mean sea level. The site is underlain by alluvial deposits, consisting of medium stiff to hard clay, clay with sand, and sandy clay, along with interbedded layers of loose to dense sand and gravel with varying amounts of fines to the maximum depth explored.[34]

Groundwater was encountered during soil boring at 10.5 feet below the existing ground surface.[35] Depths to groundwater can vary seasonally, because of landscaping, and locally across a geography.

Landslides and Erosion

Because the site topography is flat, there is little likelihood of landslides. Furthermore, according to the California Seismic Hazard Zonation Program, the Project site is not in an area that is susceptible to landslides.[36] Soils at the Project site are Urban land-Orthents, reclaimed complex, 0 to 2 percent slopes.[37] These soils are not rated for erosion susceptibility.

[34] Langan Engineering and Environmental Services, Inc. 2019. *Geotechnical Investigation Commonwealth – Building 3.* Menlo Park, CA. Prepared for The Sobrato Organization, Cupertino, CA.

[35] Ibid.

[36] California Geological Survey. 2006. *Seismic Hazard Zones, Palo Alto Quadrangle*. October 18. Available: http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps. Accessed: March 20, 2019.

[37] Natural Resources Conservation Service. 2018. *Custom Soil Resource Report for San Mateo County, Eastern Part, and San Francisco County, California*. Available: https://websoilsurvey.sc.egov.usda.gov/App/ WebSoilSurvey.aspx. Accessed: March 20, 2019.

Liquefaction and Seismically Induced Ground Failure

Liquefaction is a process in which loose sand and silt behave like a liquid when shaken by an earthquake. The soil can lose its ability to support structures.[38] According to the California Seismic Hazard Zonation Program, the Project site is in an area that is potentially susceptible to earthquake-induced liquefaction.[39] In addition, according to the U.S. Geological Survey, the site is in an area with moderate to very high susceptibility to liquefaction.[40] Furthermore, site-specific exploration showed that layers of medium-dense sand with varying amounts of clay and silt, from several inches to 6 feet thick, were encountered below the groundwater level (6 to 45 feet below the ground surface), indicating a potential risk of seismically induced liquefaction.[41]

Lateral spreading is liquefaction-related ground failure that involves horizontal (or lateral) movement of relatively flat or gently sloping soil deposits toward a free or open face, such as an excavation site, channel, or body of water.[42] Typically, lateral spreading is associated with liquefaction involving one or more subsurface layers near the bottom of an exposed slope. Because failures tend to propagate as block failures, it is difficult to determine where the first tension crack will form.

The Project site does not include a streambank or other open face, nor is there any historical documentation of lateral spreading at the Project site.

Settlement, Subsidence, and Expansive Soil

Loose to medium-dense unsaturated sandy soils can settle during strong seismic shaking. Liquefaction intensifies this trend. Seismically induced settlement and differential settlement as a result of liquefaction could occur at the Project site.

Expansive soils undergo volume changes associated with changes in moisture content. When wetted, expansive soils tend to swell, then shrink when dried. According to the geotechnical report prepared for the Project, near-surface soils at the Project site are moderately to highly expansive.[43]

Paleontological Resources

Paleontological resources, or fossils, are any evidence of past life, including the remains, traces, or imprints of once-living organisms that are now preserved in rocks and sediments. These provide information about the history of life on Earth and date back billions of years. According to the Society of

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38 U.S. Geological Survey and California Geological Survey. 2006. *About Liquefaction*. Available: https://geomaps.wr.usgs.gov/sfgeo/liquefaction/aboutliq.html. Accessed: March 20, 2019.

39 California Geological Survey. 2006. *Earthquake Zones of Required Investigation, Palo Alto Quadrangle*. October 18. Available: http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps. Accessed: March 20, 2019.

40 Witter, Robert C., Keith L. Knudsen, Janet M. Sowers, Carl M. Wentworth, Richard D. Koehler, and Carolyn E. Randolph. 2006. *Maps of Quaternary Deposits and Liquefaction Susceptibility in the Central San Francisco Bay Region, California*. In Cooperation with the California Geological Survey. Available: https://pubs.usgs.gov/of/2006/1037/. Accessed: March 20, 2019.

41 Langan Engineering and Environmental Services, Inc. 2019. *Geotechnical Investigation Commonwealth – Building 3.* Menlo Park, CA. Prepared for The Sobrato Organization, Cupertino, CA.

42 U.S. Geological Survey and California Geological Survey. 2006. *About Liquefaction*. Available: https://geomaps.wr.usgs.gov/sfgeo/liquefaction/aboutliq.html. Accessed: March 20, 2019.

43 Langan Engineering and Environmental Services, Inc. 2019. *Geotechnical Investigation Commonwealth – Building 3.* Menlo Park, CA. Prepared for The Sobrato Organization, Cupertino, CA.

Vertebrate Paleontology,[44] significant paleontological resources include identifiable vertebrate fossils, large or small, as well as uncommon invertebrate, plant, and trace fossils. Fossils are nonrenewable paleontological resources that are afforded protection by federal, state, and local environmental laws and regulations. The potential of a particular area to produce a valuable paleontological resource depends on the geologic age and origin of the underlying rocks.

The natural geology of the Project area comprises Holocene- (less than 10,000 years ago) and Pleistocene-age alluvium.[45] These geologic deposits underlie artificial fill or disturbed soil in the developed areas of Menlo Park. A summary of each geologic unit is provided below.

- **Artificial Fill** – Artificial fill is a mixture of sand, silt, and gravel that is often used to prepare areas for urban development or fill in or replace low-lying areas and wetlands. Artificial fill is sourced from natural geologic deposits, then excavated, reworked, and transported to another location. Any fossils recovered from artificial fill would not constitute significant fossil records that could contribute to scientific or natural history because stratigraphic information would be lost through handling.[46] Artificial fill would, therefore, not contain significant paleontological resources. Artificial fill has no potential with respect to containing paleontological resources.
- **Holocene Fine-Grained Alluvium (Qaf)** – Holocene fine-grained alluvium is an unconsolidated, poorly sorted plastic organic clay or silty clay that is found in basins, usually at the margins of tidal marshlands. It is generally less than 15 feet thick and underlain by older deposits; in the Project area, it is underlain by Holocene and Pleistocene alluvial and basin deposits, undivided. Holocene-age (less than 10,000 years ago) deposits are considered too young to have fossilized remains of organisms (fossilization processes take place thousands or millions of years). These alluvial deposits contain vertebrate and invertebrate fossils of extant modern taxa,[47] which are generally not considered significant paleontological resources. Holocene fine-grained alluvium has low potential with respect to containing paleontological resources.
- **Holocene and Pleistocene Alluvial and Basin Deposits, Undivided (Qu)** – Holocene and Pleistocene alluvial and basin deposits, undivided, are generally not present at the ground surface.[48] Because of their age, there is some potential for them to contain paleontological resources. The University of California Museum of Paleontology (2018) has records of fossil discoveries in inland San Mateo County from Pleistocene deposits of unspecified geologic formation. These include species of moose, horse, camel, mammoth, and bison. Holocene and Pleistocene alluvial and basin deposits, undivided, have high potential with respect to containing paleontological resources.

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[44] Society of Vertebrate Paleontology. 2010. *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources.* Available: vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx. Accessed: March 20, 2019.

[45] Pampeyan, Earl H. 1993. *Geologic Map of the Palo Alto and Part of the Redwood Point 7.5-minute Quadrangles, San Mateo and Santa Clara County, California.* (IMAP 2371.) Available: https://pubs.er.usgs.gov/publication/i2371. Accessed: March 20, 2019.

[46] Society of Vertebrate Paleontology. 2010. *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources.* Available: vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx. Accessed: March 20, 2019.

[47] Helley, E. J., and K. R. LaJoie. 1979. *Flatland Deposits of the San Francisco Bay Region, California Their Geology and Engineering Properties, and Their Importance to Comprehensive Planning*. Geological Survey Professional Paper 943. Available: https://pubs.er.usgs.gov/publication/pp943. Accessed: March 20, 2019.

[48] Pampeyan, Earl H. 1993. *Geologic Map of the Palo Alto and Part of the Redwood Point 7.5-minute Quadrangles, San Mateo and Santa Clara County, California.* (IMAP 2371.) Available: https://pubs.er.usgs.gov/publication/i2371. Accessed: March 20, 2019.

General Plan Goals and Policies

The City's General Plan (specifically the Land Use Element, Open Space/Conservation Element, Noise Element, and Safety Element) contains general goals, policies, and programs that would require local planning and development decisions to consider impacts related to strong seismic ground shaking, seismically related ground failure (including liquefaction), and landslides. The following City General Plan goals, policies, and programs would serve to minimize potential adverse risks associated specifically with strong seismic ground shaking, seismically related ground failure, liquefaction, and landslides: Goal LU-4, Policy LU-4.5, Goal S-1, Policy S-1.1, Policy S-1.3, Policy S-1.5, Policy S-1.7, Policy S-1.13, Policy S-1.14, Program S-1.D, and Program S-1.H.

Environmental Checklist and Discussion

The California Supreme Court concluded in its *CBIA v. BAAQMD* decision that "CEQA generally does not require an analysis of how existing environmental conditions will affect a project's future users or residents." With this ruling, CEQA no longer considers the impact of the environment on a project, such as the impact of existing seismic hazards on new project receptors, to be an impact that requires consideration under CEQA, unless the project would exacerbate an existing environmental hazard.

The Project would not change existing seismic hazards and, therefore, would not exacerbate existing hazards related to surface fault rupture and seismic ground shaking. As such, the following discussions of seismic hazards related to surface fault rupture and seismic ground shaking are provided for informational purposes only.

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Not a CEQA Impact)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact GEO-1 (pages 4.5-9 to 4.5-11) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Project-Specific Discussion

As discussed above, no known fault crosses the Project site. The closest known fault is the Monte Vista-Shannon fault, approximately 8 miles southwest of the Project site. Therefore, the risk of surface fault rupture is low. Regardless, the Project site is in a seismically active area. Although it is unlikely, future faulting may occur in areas where active faults were not previously known to exist. However, the risk of surface fault rupture from unknown faults is considered to be low. Furthermore, the Project would comply with the requirements of the current California Building Standards Code to withstand forces associated with the maximum credible earthquake. The California Building Standards Code sets standards for excavation, grading, construction earthwork, fill embankments, foundation investigations, liquefaction potential, and soil strength loss. Furthermore, ConnectMenlo policies and programs would apply to the Project.

Policy S-1.13 requires site-specific geologic or geotechnical studies for construction in areas with potential land instability; Program S-1D requires potential geologic, seismic, and soil problems to be thoroughly investigated during the earliest stages of the design process; and Program S-1H requires a seismic risk analysis and adequate construction standards to be enforced. The Project would comply with California Building Standards Code requirements and implement the recommendations provided in the site-specific geotechnical report.

Conclusion

The physical conditions, as they relate to the exposure of people to an earthquake fault rupture, have not changed in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. No further study is needed.

(ii) Strong seismic ground shaking? (Not a CEQA Impact)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact GEO-1 (pages 4.5-9 to 4.5-11) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Project-Specific Discussion

As discussed above under *Regional Seismicity*, the Project is in a seismically active area and surrounded by numerous faults. A list of faults of regional significance is provided in Table 3.6-1. Seismically induced ground shaking at the Project site would depend on a number of factors, as follows:

- Size of the earthquake (magnitude)
- Distance from the Project site to the fault rupture source
- Directivity (focusing of earthquake energy along the fault in the direction of the rupture)
- Subsurface conditions

Given the Project site's proximity to the Monte Vista-Shannon fault (approximately 8 miles), the North San Andreas-Peninsula fault (approximately 11 miles), and other faults that are capable of producing a large earthquake, the potential exists for a large earthquake to induce strong to very strong ground shaking at the site during the life of the Project. It is likely that the Project site will experience strong to very strong ground shaking during the life of the Project, as discussed above under *Ground Shaking*.

The Project would be designed and constructed to meet standards set forth by the California Building Standards Code. These standards are intended to reduce major structural damage and loss of life in the event of an earthquake. The seismic performance goals generally expect some property damage to be incurred in a moderate to large earthquake, but the damage would generally be reparable and not life-threatening. Furthermore, ConnectMenlo Policy S-1.13 requires site-specific geologic or geotechnical studies for construction in areas with potential land instability; Program S-1D requires potential geologic, seismic, and soil problems to be thoroughly investigated during the earliest stages of the design process; and

Program S-1H requires a seismic risk analysis and adequate construction standards to be enforced. Adherence to these recommendations would address and mitigate geologic hazards in accordance with the specifications of California Geological Survey Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards, and the requirements of the Seismic Hazards Mapping Act.

Conclusion

The physical conditions, as they relate to the exposure of people to strong seismic ground shaking, have not changed in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. No further study needed.

(iii) Seismically related ground failure, including liquefaction? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact GEO-1 (pages 4.5-9 to 4.5-11) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Project-Specific Discussion

As discussed above, the Project site has moderate to very high susceptibility to seismically induced liquefaction. According to data obtained from the geotechnical report, potentially liquefiable layers occur below the ground surface. Therefore, it is possible that seismically induced liquefaction could cause some loss of bearing strength, which would be exacerbated by the load exerted by the structure built on the susceptible soil. This loss of bearing strength could result in seismically induced settlement and differential settlement.

To reduce impacts from liquefiable soils, the Project would be designed and constructed to meet or exceed standards set forth by the City of Menlo Park as well as the current California Building Standards Code. Furthermore, ConnectMenlo Policy S-1.13 requires site-specific geologic or geotechnical studies for construction in areas with potential land instability; Program S-1D requires potential geologic, seismic, and soil problems to be thoroughly investigated during the earliest stages of the design process; and Program S-1H requires a seismic risk analysis and adequate construction standards to be enforced.

Conclusion

The physical conditions, as they relate to the exposure of people to seismically related ground failure, have not changed in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Because the Project would comply with City of Menlo Park requirements and the California Building Standards Code, and implement recommendations provided in the site-specific geotechnical report, this impact would be ***less than significant***. No mitigation is required, and no further study is needed.

(iv) Landslides? (No Impact)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact GEO-1 (pages 4.5-9 to 4.5-11) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Conclusion

The physical conditions, as they relate to the exposure of people to landslides, have not changed in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. No substantial new information has been presented that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. As discussed above, the Project site is nearly level and not located in a zone with any potential for landslides. Project construction would not cause landslides or exacerbate existing susceptibility to landslides, resulting in ***no impact***. No further study is needed.

b. Result in substantial soil erosion or the loss of topsoil? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact GEO-2 (page 4.5-11) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Project-Specific Discussion

Construction. Soils at the Project site are Urban land-Orthents, meaning that they are not native topsoil. Removing them for construction would not result in a loss of topsoil. Soils at the Project site are not rated for erosion. Construction of the Project would include demolition, excavation, and grading, which could result in accelerated erosion during construction. Excavation would generate approximately 6,350 cubic yards of excavated material. The removal of concrete and asphalt would expose previously sheltered soils to the elements as well as construction activities on the site, which could accelerate erosion rates. However, as described in Section X, *Hydrology and Water Quality*, all construction activities would comply with the NPDES Construction General Permit, which contains standards to ensure that water quality is not degraded. As part of this permit, standard erosion control measures and best management practices (BMPs) would be identified in a SWPPP and implemented during construction to reduce sedimentation in waterways and any loss of topsoil. The SWPPP and BMPs would minimize erosion and runoff during construction. These BMPs could include, but would not be limited to, using drainage swales or lined ditches to control stormwater flow and protecting storm drain inlets (with gravel bags or catch basin inserts).

Operation. The Project would reduce the impervious area at the Project site from 431,697 square feet to 393,155 square feet. To manage potential erosion, the Project would comply with the NPDES General Construction Permit, San Francisco Bay Municipal Separate Storm Sewer System Permit Provision C.3, and San Mateo Countywide Water Pollution Prevention Program C.3 Stormwater Technical Guidance. In addition, the Project would implement a SWPPP, stormwater biotreatment areas, and other erosion measures.

Conclusion

The physical conditions, as they relate to soil erosion or loss of topsoil, have not changed in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project would result in ***less-than-significant*** impacts related to soil erosion and loss of topsoil; mitigation measures would not be required for construction or operation of the Project. No further study is needed.

c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact GEO-3 (pages 4.5-12 to 4.5-13) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Project-Specific Discussion

As stated above, groundwater at the Project site is relatively shallow (encountered at a depth of approximately 10.5 feet below the ground surface). Therefore, excavation deeper than 10.5 feet is likely to encounter groundwater and require dewatering to avoid substantial water inflow at the excavation during construction. Excavation is anticipated not to exceed 7 feet below the ground surface. Therefore, the likelihood of encountering groundwater is relatively minor. However, because groundwater levels can vary, depending on season, weather, and nearby landscaping practices, it is possible that groundwater could be encountered at levels higher than the maximum depth of excavation. If this should occur, dewatering would be required. Dewatering could result in settlement beneath adjacent structures, including buildings, sidewalks, streets, and utilities. In addition, during Project operation, groundwater could exert hydrostatic pressure on subsurface parking or basement levels; permanent dewatering could be required to relieve this pressure. Section X, *Hydrology and Water Quality*, discusses water quality requirements for dewatering.

There is no historical documentation of lateral spreading at the Project site. Furthermore, the Project would be constructed on a vacant parcel that does not include a streambank or open face. Therefore, the risk of lateral spreading is low. Settlement as a result of liquefaction is anticipated to be up to 1 inch, and because the liquefiable layers below ground surface are discontinuous, differential settlement is anticipated to be up to 1 inch over 30 feet during an earthquake.[49] Static settlement as a result of consolidation is anticipated to be approximately 0.5 to 1.25 inch, and differential settlement between adjacent footings, typically 20 feet apart, is anticipated not to exceed 0.5 inch.[50]

To reduce impacts from groundwater and weak soils, the Project would be designed and constructed to meet or exceed standards set forth by the City of Menlo Park as well as the current California Building Standards Code. Furthermore, ConnectMenlo Policy S-1.13 requires site-specific geologic or geotechnical studies for construction in areas with potential land instability;

[49] Langan Engineering and Environmental Services, Inc. 2019. *Geotechnical Investigation Commonwealth – Building 3.* Menlo Park, CA. Prepared for The Sobrato Organization, Cupertino, CA.

[50] Ibid.

Program S-1D requires potential geologic, seismic, and soil problems to be thoroughly investigated during the earliest stages of the design process; and Program S-1H requires a seismic risk analysis and adequate construction standards to be enforced.

Conclusion

The physical conditions, as they relate to unstable geologic units or soil, have not changed in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Because the Project would comply with City of Menlo Park requirements and the California Building Standards Code, and implement recommendations provided in the site-specific geotechnical report, this impact would be ***less than significant***. No further study is needed.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994),[51] creating substantial direct or indirect risks to life or property? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact GEO-4 (page 4.5-13) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Project-Specific Discussion

As stated above, moderately to highly expansive soil occurs at the Project site. Structures and flatwork supported on expansive soil could experience cyclic seasonal heave and settlement as the soil expands and contracts through wetting and drying cycles. If structures are not properly designed, the cyclic expansion and contraction can undermine structural stability. To reduce impacts from expansive soils, the Project would be designed and constructed to meet or exceed standards set forth by the City of Menlo Park as well as the current California Building Standards Code. Furthermore, ConnectMenlo Policy S-1.13 requires site-specific geologic or geotechnical studies for construction in areas with potential land instability; Program S-1D requires potential geologic, seismic, and soil problems to be thoroughly investigated during the earliest stages of the design process; and Program S-1H requires a seismic risk analysis and adequate construction standards to be enforced.

Conclusion

The physical conditions, as they relate to expansive soils, have not changed in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Because the Project would comply with City of Menlo Park grading requirements and California Building Standards Code requirements, and implement recommendations provided in the site-specific geotechnical report, this impact would be ***less than significant***. No further study is needed.

[51] Note that the CEQA Guidelines specifically reference this version of the Uniform Building Code.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater? (No Impact)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact GEO-5 (pages 4.5-13 to 4.5-14) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Conclusion

The physical conditions, as they relate to septic tanks, have not changed in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project would not require the use of septic tanks or alternative wastewater disposal systems. Wastewater would be discharged into the existing public sanitary sewer system in the study area, which is serviced by the West Bay Sanitary District and Silicon Valley Clean Water. The West Bay Sanitary District provides and maintains the sanitary sewer system in Menlo Park; wastewater is conveyed to an advanced two-stage biological treatment facility operated by Silicon Valley Clean Water prior to discharge to San Francisco Bay. Therefore, the Project would result in ***no impacts*** related to septic tanks. No further study is needed.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was discussed in the ConnectMenlo EIR as Impact CULT-3 (pages 4.4-18 to 4.4-20) and determined to be less than significant with implementation of Mitigation Measure CULT-3. This mitigation measure would temporarily halt ground-disturbing activities if unique paleontological resources are discovered.

Project-Specific Discussion

Project excavation would extend through the Holocene fine-grained alluvium deposit and into the Holocene and Pleistocene alluvial and basin deposits, undivided, up to a depth of 7 feet. The Holocene and Pleistocene alluvial and basin deposits, undivided, as discussed above, are sensitive with respect to paleontological resources. In areas where excavation would disturb deposits that are sensitive for paleontological resources, the potential exists for disturbance, damage, or the loss of paleontological resources.

The Project would incorporate ConnectMenlo EIR Mitigation Measure CULT-3 as a component of the Conditional Development Permit for the Project. In the event that fossils or fossil-bearing deposits are discovered during ground-disturbing activities anywhere in Menlo Park, excavations within a 50-foot radius of the find shall be temporarily halted or diverted. Ground disturbance work shall cease until a City-approved qualified paleontologist determines whether the resource requires further study.

Conclusion

The physical conditions, as they relate to paleontological resources, have not changed in the ConnectMenlo study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Conditional Development Permit for the Project would incorporate Mitigation Measure CULT-3, which would require any ground disturbance to be halted or diverted if fossils or fossil-bearing deposits are discovered during ground-disturbing activities. Therefore, the Project's impact on paleontological resources would be ***less than significant***. No further study is needed.

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VIII. Greenhouse Gas Emissions	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐	☐

Setting

As discussed in more detail below, this topic will be analyzed further in the Focused EIR for the Project. Therefore, the setting is not discussed in this document but will be provided instead in the Focused EIR.

General Plan Goals and Policies

General Plan goals and policies related to greenhouse gases will be outlined and discussed in the Focused EIR.

Environmental Checklist and Discussion

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Topic to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR (pages 4.6.28 through 4.6-35) and determined to result in significant and unavoidable impacts, despite the implementation of mitigation measures.

Conclusion

Although the physical conditions have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR, there are aspects of the Project that were not evaluated in the ConnectMenlo EIR. Specifically, the trips generated by the Project may not be consistent with, and could be greater than, what was evaluated in the ConnectMenlo EIR. Therefore, impacts could result that were not previously disclosed. This topic requires ***further environmental review*** in the Focused EIR.

b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Topic to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR (pages 4.6.36 through 4.6-45) and determined to result in significant and unavoidable impacts, despite the implementation of mitigation measures.

Conclusion

Although the physical conditions have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR, there are aspects of the Project that were not evaluated in the ConnectMenlo EIR. Specifically, the trips generated by the Project may not be consistent with, and could be greater than, what was evaluated in the ConnectMenlo EIR. Therefore, impacts could result that were not previously disclosed. This topic requires ***further environmental review*** in the Focused EIR.

IX. Hazards and Hazardous Materials	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Create a significant hazard for the public or environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒	☐
b) Create a significant hazard for the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒	☐
c) Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	☐	☒	☐
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard for the public or the environment?	☐	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☐	☒

Setting

Hazardous Materials

A hazardous material is any substance that, because of its quantity, concentration, or physical or chemical properties, may pose a hazard to human health and the environment. Under California Code of Regulations (CCR) Title 22, the term "hazardous substance" refers to both hazardous materials and hazardous wastes. Both of these are classified according to four properties: (1) toxicity, (2) ignitability, (3) corrosiveness, and (4) reactivity (CCR Title 22, Chapter 11, Article 3). A hazardous material is defined in CCR Title 22 as:

> [a] substance, or combination of substances, that, because of its quantity, concentration, or physical, chemical, or infectious characteristics may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed of or otherwise managed (CCR Title 22 Section 66260.10).

Exposure to hazardous materials in various forms can cause death, serious injury, long-lasting health effects, or damage to buildings, homes, and other property. Hazards to human health and the environment can occur during production, storage, transport, use, or disposal of hazardous materials.

A Phase I Environmental Site Assessment was performed for the Project by PES Environmental, Inc.[52] According to its review of the property, the lot where the Project site is located was formerly three separate parcels (151 Commonwealth Drive, 164 Jefferson Drive, and a railroad easement) that were combined to make one property with two addresses, 162 and 164 Jefferson Drive. The former 151 Commonwealth Drive property was undeveloped or in agricultural use until a distillery and portions of a tank farm were constructed in the late 1950s. In the 1970s, the main building and tank farm were expanded. The buildings remained unchanged until all buildings were removed in 2015. The former 164 Jefferson Drive property was undeveloped or in agricultural use until sometime between 1902 and 1943 when trees for an unidentified use were planted. The trees were removed by 1958, and in 1975, a building for multi-tenant commercial use was constructed. This building was also removed in 2015. An industrial spur railroad line was constructed on the former railroad easement in 1957. The line appears to have been unused after the 1990s; the tracks were removed at an unknown date. Current buildings at the Project site were constructed in 2015, along with surrounding parking lots.

Current conditions indicate that two pad-mounted electrical transformers are located at the Project site.[53] At the time of the site inspection, they were not observed to be leaking, and no staining was observed in the vicinity of the transformers. No fluorescent light fixtures were observed in the buildings, and no review for asbestos-containing materials (ACMs) was conducted. However, based on the date of construction of buildings at the site (2015), the likelihood of ACMs being present at the property is very low. Surveys indicate that radon levels are most likely below the U.S. Environmental Protection Agency (EPA) action level. No review for lead-based paint (LBP) was conducted; however, based on the date of construction of buildings at the site, the likelihood of LBP being present at the property is very low. No concerns were identified regarding the disposal of solid waste. No hazardous material use and storage was observed at the site. No evidence of historical or current underground storage tanks (USTs) was observed during the site inspection. Two above-ground storage tanks (ASTs) associated with the two

[52] PES Environmental, Inc. 2019. *Phase I Environmental Site Assessment, 162 and 164 Jefferson Avenue, Menlo Park, California*. Prepared for The Sobrato Organization, Mountain View, CA. February.

[53] Ibid.

site generators were observed. No leaking or staining was observed, however, at the time of site inspection. Four spill kits were located next to each AST. Two backup generators were observed at the property, each attached to an AST, as described previously. The generators were in excellent condition at the time of inspection.

A review of regulatory agency databases revealed a historical recognized environmental condition (HREC)[54] and two controlled recognized environmental conditions (CRECs)[55] at the Project site.[56]

- The HREC is a result of a Chemlawn spill at the former 164 Jefferson Drive property, prior to the company vacating the property. The spill occurred at an interior mixing tank. Chemlawn removed the concrete where the spill occurred, sampled the soil beneath the concrete, and repoured the slab. The case was closed by the San Mateo County Environmental Health Department (SMCEHD) in 1996.
- One of the CRECs is associated with petroleum hydrocarbon–contaminated soil associated with a former UST (removed in 1988). The contaminated soil remains in place. However, because it is beneath a recently poured parking lot along the northeastern property boundary, there is no significant environmental concern as long as the contaminants are not further disturbed before they degrade naturally.
- The other CREC is related to volatile organic compound (VOC) concentrations that were above regulatory limits. The VOCs were identified in groundwater beneath the northern corner of the property in the 1990s; soil gas was identified in the same vicinity in 2011. Current VOC concentrations are unknown, and the source has not been identified. However, the VOCs in the soil gas appear to be limited in extent, in an area approximately 250 feet from the existing buildings.

Several properties within a 0.5-mile search radius are recorded in environmental databases as having reported releases of hazardous materials or documented environmental contamination. However, given their location and/or current contamination conditions, none of these sites has the potential to adversely affect the Project site.[57]

Table 3.9-1 shows only the upgradient properties, including address, distance from Project site, direction from Project site, database, and, where available, notes about the release.

[54] A historical recognized environmental condition is a past release of hazardous substances or petroleum products that occurred in connection with a property but has been addressed to the satisfaction of the applicable regulatory authority, or meets the unrestricted use criteria established by the regulatory authority, without subjecting the property to any required controls.

[55] A controlled recognized environmental condition is the presence or likely presence of any hazardous substance or petroleum product in, on, or at a property that has been released to the environment; appears to have been released to the environment because of indicative conditions; or may pose a material threat of future release to the environment but has been addressed to the satisfaction of the applicable regulatory authority, with the substance allowed to remain in place subject to implementation of required controls (e.g., property use restrictions, activity/use limitations, institutional controls, or engineering controls).

[56] PES Environmental, Inc. 2019. *Phase I Environmental Site Assessment, 162 and 164 Jefferson Avenue,, Menlo Park, California*. Prepared for The Sobrato Organization, Mountain View, CA. February.

[57] Ibid.

Table 3.9-1. Properties with Potential Contamination Concerns within 0.5 Mile of the Project Site

Label	Name	Address	Distance from Project Site (feet)	Gradient, Direction from Project Site	Database(s)	Notes
E45	Exponent Inc.	149 Commonwealth Drive	274	Higher WNW	CERS Haz Waste, Haznet, CERS	Violations (returned to compliance); inorganic solid waste and aqueous solution with organic residue disposal offsite
E46	149 Commonwealth Drive	149 Commonwealth Drive	274	Higher WNW	LUST, CPS-SLIC, San Mateo Co. Bl, Hist Cortese, CERS	LUST cleanup site (case closed)
C53	Bay Associates Wire	150 Jefferson Drive	351	Higher NNW	EnviroStor, SCH, RCRA NonGen/NLR, FINDS, ECHO, San Mateo Co. Bl	No violations found (inactive); potential contaminants of concern: benzene, naturally occurring asbestos, polynuclear aromatic hydrocarbons
C54	Info Image	141 Jefferson Drive	398	Higher NNW	CERS Haz Waste, Haznet, CERS	Violations (returned to compliance); unspecified organic mixture disposal and fuel blending prior to energy recovery offsite
L91	Amoroso Property	135 Commonwealth Drive	725	Higher WNW	LUST, CPS-SLIC, San Mateo Co. Bl, CERS	Benzene cleanup site (case closed)
J98	L3 Communications	1150 Chrysler Plant	785	Higher NW	CERS Haz Waste, CERS	Violations
J99	L3 Communications	1150 Chrysler Drive	785	Higher NW	LUST, San Mateo Co. Bl, Hist Cortese, NPDES, WDS	LUST site cleanup (case closed)
N107	Krebs Engineers	1205 Chrysler Drive	911	Higher NW	CPS-SLIC, San Mateo Co. Bl, Hist Cortese, CERS	Cleanup site; contaminants of concern: solvents, mineral spirits, distillates (case closed)
T133	Flood Park (SMCO)	Bay Road	1,581	Higher SSW	Hist Cortese	Historical Cortese list

Label	Name	Address	Distance from Project Site (feet)	Gradient, Direction from Project Site	Database(s)	Notes
T134	Flood Park (SMCO)	215 Bay	1,581	Higher SSW	LUST, Hist UST, CERS	LUST cleanup site; contaminant of concern: gasoline (case closed)
U135	Knappkins	4055 Bohannon Drive	1,591	Higher W	LUST, Hist Cortese, CERS	LUST cleanup site; contaminant of concern: gasoline (case closed)
U136	Critchfield	4055 Bohannon Drive	1,591	Higher W	LUST, San Mateo Co. Bl	LUST cleanup site (case closed)
W139, W140	J.A. Moreing Company	120 Constitution Drive	1,663	Higher NW	LUST, CPS-SLIC, Hist Cortese, CERS, CPS-SLIC, CERS	LUST cleanup site; contaminant of concern: gasoline (case closed—historical Cortese list)
141	Terminal Avenue Housing	297 Terminal Avenue	1,752	Higher E	LUST, CPS-SLIC, CERS	LUST; contaminant of concern: diesel (case closed)
X143	Pharmchem Laboratories	3925 Bohannon Drive	1,762	Higher W	RCRA-SQG, CPS-SLIC, FINDS, ECHO, San Mateo Co. Bl	LUST cleanup program site
V144	Studio Red	115 Independence	1,835	Higher NW	CPS-SLIC, San Mateo Co. Bl, EMI, CERS	Cleanup program site; contaminants of concern: dichloroethene, trichloroethylene, vinyl chloride, arsenic, benzene, diesel, gasoline, total petroleum hydrocarbons (case open—site assessment)
Z149, Z150	Automatic Rain Co.	4060 Campbell Avenue	1,988	Higher W	LUST, SWEEPS UST, San Mateo Co. Bl, Hist Cortese, CERS, LUST, CAFID UST	LUST cleanup site; contaminant of concern: gasoline (case closed)

Label	Name	Address	Distance from Project Site (feet)	Gradient, Direction from Project Site	Database(s)	Notes
Z152	BD Genomics	4040 Campbell Avenue	2,054	Higher W	Brownfields, CERS Haz Waste, Haznet	Brownfields cleanup program site; contaminant of concern: trichloroethylene (case closed)
Z153	Camitro Corp.	4040 Campbell	2,054	Higher W	CPS-SLIC, San Mateo Co. Bl, Hist Cortese, CERS	Cleanup program site; contaminant of concern: trichloroethylene (case closed)
154	Fitness 101	4085 Campbell Avenue	2,327	Higher WNW	CPS-SLIC, CERS	Cleanup program site; contaminant of concern: trichloroethylene (case closed)
155	Informix	3905 Bohannon	2,341	Higher W	LUST, San Mateo Co. Bl, CERS	LUST cleanup site; contaminant of concern: diesel (case closed)
AA156	Sunset Heating and Air Conditioning	507 Hamilton Avenue	2,444	Higher E	LUST, CERS	LUST cleanup site; contaminant of concern: gasoline (case closed)
AA157	Sunset Heating and Air Conditioning	511 Hamilton Avenue	2,494	Higher E	LUST, CPS-SLIC, Hist UST, CERS	LUST cleanup site; contaminants of concern: polychlorinated biphenyls, chlordane (case closed)
AA158	Alanzin/Tim Hilleary	519 Hamilton Avenue	2,588	Higher E	LUST, CPS-SLIC, San Mateo Co. Bl, CERS	LUST cleanup site; contaminants of concern: insecticides/pesticides/ fumigants/herbicides/waste oil (motor, hydraulic, lubricating)

Source: PES Environmental, Inc., 2019.
LUST = leaking underground storage tank

In addition to the database review, soil and groundwater samples were tested in 1987, prior to development of the current Phase I Environmental Site Assessment, for contaminants as due diligence for a property transfer.[58] Results indicated the presence of VOCs in groundwater collected from wells installed for the purpose of testing, although no use of VOCs had been recorded on the property, as discussed above. The upgradient source of contamination has not been identified. Furthermore, as discussed above, at the Commonwealth property, residual petroleum hydrocarbon–affected soil was identified in an excavation for a 10,000-gallon UST that was used to store diesel at the site. When the regulatory case was closed in 2011, it was estimated that approximately 150 cubic yards of petroleum hydrocarbon–affected soil remained in the subsurface around the former UST location; this soil could be encountered during future site demolition and/or grading activities. Site closure activities in 2011 emptied the subsurface spill containment tank, then left the tank and associated tanks and infrastructure in place. The SMCEHD issued a "no further action" determination on November 8, 2011, while noting that changes in the use of the site may require further site characterization and mitigation.

Proximity to Schools

TIDE Academy is currently under construction at 150 Jefferson Drive, which is approximately 200 feet (0.04 mile) west of the Jefferson Site and 500 feet (0.09 mile) northwest of the Commonwealth Site. TIDE Academy will be part of the Sequoia Unified High School District and open in August 2019 for the 2019–2020 school year.

Proximity to Airports and Airstrips

The closest airport to the Project site, Palo Alto Airport, a general aviation field that is owned and operated by the City of Palo Alto, is approximately 3 miles from the Project site.[59] Accordingly, the Project site is not within 2 miles of an airport.

Wildland Fires

According to the California Department of Forestry and Fire Protection's (CAL FIRE's) Fire and Resource Assessment Program, the Project is within a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) of the Local Responsibility Area.[60] Therefore, the risk of wildfire at the Project site is very low.

General Plan Goals and Policies

The City General Plan (specifically the Land Use Element, Safety Element, and Circulation Element) contains general goals, policies, and programs that require local planning and development decisions to consider impacts related hazardous materials. The following City General Plan goals, policies, and programs would serve to minimize potential adverse risks associated with the routine transport, use, or disposal of hazardous materials: Goal LU-4, Policy LU-4.5, Policy LU-7.7, Goal S-1, Policy S-1.1, Policy S-1.3, Policy S-1.5, Policy S-1.5, Policy S-1.16, Policy S-1.18, Policy S-1.29, Policy S-1.30, Program S-1.J, and Policy CIRC-2.14.

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58 PES Environmental, Inc. 2014. *Soil Management Plan, The Sobrato Organization, 151 Commonwealth Drive and 164 Jefferson Drive, Menlo Park, California*. Prepared for The Sobrato Organization, Cupertino, CA. October.

59 City of Palo Alto. 2018. *Palo Alto Airport.* Available: https://www.cityofpaloalto.org/gov/depts/pwd/palo_alto_airport/default.asp. Accessed: May 23, 2018.

60 California Department of Forestry and Fire Protection. 2008. *San Mateo County: Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE.* Available: http://frap.fire.ca.gov/webdata/maps/san_mateo/fhszl_map.41.pdf. Accessed: May 23, 2018.

Environmental Checklist and Discussion

a. Create a significant hazard for the public or the environment through the routine transport, use, or disposal of hazardous materials? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact HAZ-1 (pages 4.7-18 to 4.7-21) and determined to result in a less-than-significant impact because future development, as part of the City's project approval process, would be required to comply with existing regulations, including City General Plan policies, that have been prepared to minimize impacts related to hazardous materials. No mitigation measures were recommended.

Project-Specific Discussion

Construction. The Project involves adding an approximately 249,500 gsf office building and an approximately 324,000 gsf parking structure to the existing buildings at the Project site. The Project proposes removal of dirt and trees and construction of the described office building and parking structure. In addition, the Project would convert an existing surface parking lot to a community park that would be privately owned but publicly accessible. Project construction would involve the routine transport, use, and disposal of hazardous materials, such as fuel, solvents, paints, oils, grease, and caulking, and comply with applicable regulations. Project construction would not involve the use of substances listed in 40 Code of Federal Regulations (CFR) 355, Appendix A, Extremely Hazardous Substances and Their Threshold Planning Quantities. Although small amounts of solvents, paints, oils, grease, and caulking would be transported, used, and disposed of during Project construction, these materials are commonly used in construction projects and not considered acutely hazardous. Therefore, they would not represent the transport, use, or disposal of acutely hazardous materials.

As documented above, contaminated soil is known to exist below the surface of the parking lot; therefore, the transport of spoils may result in the transport of hazardous materials in the form of soil contaminated with petroleum hydrocarbons. However, construction activity that disturbs 1 acre or more must obtain coverage under the state's Construction General Permit. Construction General Permit applicants are required to prepare a SWPPP and implement and maintain BMPs to avoid adverse construction-related effects (including hazardous materials releases) on the surrounding environment. Furthermore, hazardous materials would be required to be transported under California Department of Transportation (Caltrans) regulations. Because compliance with existing regulations is mandatory, the Project is not expected to create a significant hazard for the public or the environment through the routine transport, use, or disposal of hazardous materials.

Operation. The Project would use hazardous materials that are typical of office use (e.g., cleaning products, building maintenance products, diesel fuel for the emergency generator, fertilizers, and pesticides used in landscaping). However, none of these products is expected to be generated or stored in large quantities. Any transport of these materials would be subject to Caltrans regulations. Furthermore, the SMCEHD regulates hazardous materials under its Certified Unified Program Agency (CUPA) and related Unified Programs, which are enforced by the Menlo Park Fire Protection District.

As shown in Table 3.9-1, above, the Project site is within 0.5 mile of upgradient sites with known hazardous materials releases. However, the site-specific Phase I Environmental Site Assessment analysis concluded that none of these sites posed a risk for the Project site.

Conclusion

The physical conditions, as they relate to transport, use, or disposal of hazardous materials, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Because compliance with existing regulations is mandatory, the Project is not expected to create a significant hazard for the public or the environment through the routine transport, use, or disposal of hazardous materials. The impact during construction and operation would be ***less than significant,*** and no further study is needed.

b. Create a significant hazard for the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact HAZ-2 (pages 4.7-21 to 4.7-23) and determined to result in a less-than-significant impact because future development, as part of the City's project approval process, would be required to comply with existing regulations, including City General Plan policies that have been prepared to minimize impacts related to accidents and spills of hazardous materials. No mitigation measures were recommended.

Project-Specific Discussion

Construction. As mentioned above under Topic IX(a), construction-related hazardous materials would be used during construction of the Project, including fuel, solvents, paints, oils, grease, etc., and would not include substances listed in 40 CFR 355, Appendix A, Extremely Hazardous Substances and Their Threshold Planning Quantities. It is possible that any of these substances could be released during construction activities. However, compliance with federal, state, and local regulations, in combination with temporary construction BMPs (as part of the Construction General Permit requirements), would ensure that all hazardous materials would be used, stored, and disposed properly, which would minimize potential impacts related to a hazardous materials release during construction of the Project. No releases are anticipated from excavation because no contamination has been identified at the Project site.

Operation. As mentioned above, the Project would use hazardous materials that are typical of office use (e.g., cleaning products, building maintenance products, fertilizers and pesticides used in landscaping). It is possible that any of these materials could be released into the environment. SMCEHD regulates waste generated by biotechnology through its Medical Waste Program and other hazardous materials through its Hazardous Materials Business Plan Program. Both programs regulate the use, storage, and disposal of their respective materials. Enforcement is overseen by the Menlo Park Fire Protection District. Compliance with federal, state, and local regulations would ensure that all hazardous materials would be used, stored, and disposed properly, which would minimize potential impacts related to a hazardous materials release during Project operation.

Conclusion

The physical conditions, as they relate to transport, use, or disposal of hazardous materials, have not changed substantially in the ConnectMenlo EIR study area since the preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project would not result in an accidental release of hazardous materials during construction or operation. Therefore, the impact would be ***less than significant*** and no further study is needed.

c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact HAZ-3 (pages 4.7-23 to 4.7-24) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Project-Specific Discussion

As described above, TIDE Academy is approximately 0.04 mile west of the Jefferson Site and 0.09 mile northwest of the Commonwealth Site. This school, which is part of the Sequoia Union High School District, will be operational in August 2019.

Construction. Although the Project would involve hazardous materials that are typical of a construction project, the Project would comply with federal, state, and local regulations. In addition, any potential construction-related hazardous releases would be from commonly used materials, such as fuels, solvents, and paints, and would not include substances listed in 40 CFR 355, Appendix A, Extremely Hazardous Substances and Their Threshold Planning Quantities. Any such spills would be localized and immediately contained and cleaned in accordance with the requirements of the Project-specific SWPPP.

Operation. As discussed above, it is anticipated that the Project would use hazardous materials typical of office use (e.g., cleaning products, building maintenance products, fertilizers and pesticides used in landscaping). Use, storage, and disposal would be regulated by the SMCEHD and the Menlo Park Fire Protection District. Compliance with federal, state, and local regulations would ensure that all hazardous materials would be used, stored, and disposed of properly, which would minimize potential impacts related to a hazardous materials release during Project operation.

Conclusion

The physical conditions, as they relate to hazards near schools, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project would comply with all federal, state, and local regulations. The impact on schools due to hazardous substances would be ***less than significant***. No further study is needed.

d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard for the public or the environment? (No Impact)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact HAZ-4 (pages 4.7-24 to 4.7-26). It was determined that future development could occur on sites with known hazardous materials and, as a result, create a significant hazard for the public or the environment, resulting in a potentially significant impact. The ConnectMenlo EIR found that implementation of Mitigation Measures HAZ-4a and HAZ-4b, together with compliance with applicable laws and regulations regarding cleanup and reuse of a listed hazardous material site, would ensure that impacts with respect to development on sites with known hazardous materials would be less than significant.

Conclusion

There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. As explained above, the Project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no mitigation is required to contain potential releases of hazardous materials present at such sites during Project construction. There would be ***no impact,*** and no further study is needed.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area? (No Impact)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact HAZ-5 (page 4.7-27) and determined to result in no impact because the study area would not be subject to any airport safety hazards, and implementation of ConnectMenlo would not have an adverse effect on aviation safety or flight patterns. No mitigation measures were recommended.

Conclusion

The physical conditions, as they relate to hazards associated with an airport, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project is not within 2 miles of an airport. Accordingly, the Project would not be subject to restrictions related to airport safety hazards. There would be ***no impact***, and no further study is needed.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact HAZ-7 (pages 4.7-27 to 4.7-29) and determined to result in a less-than-significant impact. The ConnectMenlo EIR found that future development, as part of the City's project approval process, would be required to comply with existing regulations. No mitigation measures were recommended.

Project-Specific Discussion

The Project would construct a new structure on a lot that currently contains other structures. Emergency access to the Project site would be provided from Commonwealth Drive and Jefferson Drive. Emergency vehicles would enter the site at Commonwealth Drive, then continue along the northern portion of the site, adjacent to the proposed building. Emergency vehicles would travel around the building and exit at Jefferson Drive. Fire access to the proposed parking structure would be at both the northern and southern ends of the site. The Project would comply with Safety Element Policy S-1.29, which requires that high-occupancy structures provide adequate access and clearance for fire equipment, fire suppression personnel, and evacuation.

Conclusion

The physical conditions, as they relate to impacts to emergency response and emergency evacuation, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project would not conflict with an adopted emergency response or evacuation plan, resulting in a ***less-than-significant*** impact. No further study is needed.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? (No Impact)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact HAZ-8 (pages 4.7-29 to 4.7-30) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Conclusion

The physical conditions, as they relate to wildfire hazards, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project site and surrounding vicinity are generally developed; areas that are not developed are generally marshland. As discussed above, the Project site is within a Non-VHFHSZ of the Local Responsibility Area.[61] Accordingly, implementation of the Project would not result, either directly or indirectly, in the exposure of people or structures to significant loss, injury, or death involving wildland fires. There would be ***no impact***, and no further study is needed.

[61] California Department of Forestry and Fire. 2008. *San Mateo County FHSZ Map: Local Responsibility Area.* Available: http://frap.fire.ca.gov/webdata/maps/san_mateo/fhszl_map.41.pdf. Accessed: March 30, 2018.

X. Hydrology and Water Quality	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	☐	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:					
(i) Result in substantial erosion or siltation onsite or offsite;	☐	☐	☐	☒	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite;	☐	☐	☐	☒	☐
(iii) Create or contribute water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒	☐
iv) Impede or redirect floodflows?	☐	☐	☐	☒	☐
d) In a flood hazard, tsunami, or seiche zone, risk release of pollutants due to project inundation?	☐	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒	☐

Setting

Surface Hydrology

The Project site is within the alluvial fan of the lower San Francisquito Creek watershed. The headwaters of the watershed are in the Santa Cruz Mountains, above Menlo Park; these waters eventually flow into southwest San Francisco Bay. Tidal mudflats and marshes in the Bay, the Refuge, Ravenswood Slough, and the salt ponds (some of which are within the Refuge) are across Bayfront Expressway and to the north. The Project site is less than 1 mile inland from the Refuge and Lower San Francisco Bay. Water typically flows from southwest to northeast through natural creeks and streams as well as channelized waterways. Major surface waters in the Project vicinity include Atherton Channel (also known as Atherton Creek) to the west, Westpoint and Flood Slough to the north, Ravenswood Slough to the northeast, San Francisquito Creek to the southeast, and Lower San Francisco Bay to the north.

Atherton Channel is an alternating earthen-lined/concrete-lined channel that carries flows from the upper reaches of Atherton Creek to Westpoint Slough. Westpoint Slough is less than 1 mile north of the Project site and one of several sloughs that run through the salt ponds and salt marshes north of Bayfront Expressway. It drains into Lower San Francisco Bay. Ravenswood Slough, a wetland feature that flows into the Bay, is approximately 1 mile northeast of the Project site. Levees are located throughout the salt ponds. San Francisquito Creek, approximately 2 miles southeast of the Project site, is a natural channel that flows into the Bay and serves as a boundary between San Mateo and Santa Clara Counties.

The Project site, which covers approximately 13.3 acres (578,500 square feet), is within the most northerly drainage area of Menlo Park. The Project site drains to a municipal storm drain system that outfalls to Redwood Creek and ultimately to San Francisco Bay. Currently, the total surface area of the Project site is approximately 74.6 percent impervious (approximately 431,697 square feet). The Project site includes the Commonwealth Site and the Jefferson Site, consisting of two buildings (Buildings 1 and 2, referred to by Facebook as Buildings 27 and 28), with surface parking on the Commonwealth Site and the Jefferson Site.

Currently, the site is served by a combination of existing and new onsite storm drain systems. The system collects runoff from the parking, roof, and hardscape areas and conveys it to a pump. The pump is sized to discharge water at an appropriate flow rate to biotreatment ponds for stormwater treatment. The balance of the runoff is discharged directly to Jefferson Drive from a system of pipes. Runoff is conveyed to the existing 36-inch storm drain in Jefferson Drive.[62]

Onsite drainage is captured by area drains and landscaped areas. New and mature trees, as well as landscaping, are scattered throughout the Project site. The Commonwealth Site includes a stormwater treatment area with native grasses and flowers. Directly adjacent to Jefferson Drive is a 2,800-square-foot stormwater treatment area with trees and grasses.

Water Quality

Water quality in a typical surface water body is influenced by processes and activities that take place within the watershed. The quality of the stormwater runoff from the Project site and surrounding development is typical of urban watersheds where water quality is affected primarily by discharges from both point and nonpoint sources, including winter storms, overland flows, exposed soils, roofs,

[62] Kier & Wright Civil Engineers & Surveyors. 2018. *Stormwater Report, Commonwealth Building 3, 162 & 164 Jefferson Drive Menlo Park, California.* February 28.

parking lots, and streets. Water quality in the Project vicinity is affected directly by stormwater runoff from adjacent streets and properties, which deliver fertilizers; pesticides; automobile/traffic-related pollutants (e.g., oil, grease, metals); sediment, with associated attached pollutants from soil erosion; trash; and other pollutants.

Constituents or pollutants in stormwater runoff vary with surrounding land uses, impervious surface area, and topography as well as with the intensity and frequency of rainfall or irrigation. The Project site is within in a developed area of Menlo Park, and the majority of the ground surface is covered by pavement (roads and parking lots) or structures (office and commercial buildings). Street surfaces are the primary sources of pollutants in stormwater runoff in urban areas.

Common sources of stormwater pollution in urban areas include construction sites; parking lots; large landscaped areas, with associated fertilizers and pesticides; and household and industrial sites. Grading and earthmoving activities associated with new construction can accelerate soil erosion. Grease, oil, hydrocarbons, and metals deposited by vehicles and heavy equipment can accumulate on streets and paved parking lots and be carried into storm drains by runoff. Table 3.10-1 shows 303(d)-listed impairments, known as total maximum daily loads (TMDLs), for the Lower San Francisco Bay region, based on the 2014/2016 California Integrated Report, and completed action plans to restore clean water.[63]

Table 3.10-1. Overview of Water Quality Impairments for Lower San Francisco Bay

Listed Impairments Per 2014/2016 303(d) List	Potential Sources	EPA TMDL Completion
Chlordane	Source unknown	Est. 2013[a]
Dichlorodiphenyltrichlorothane (DDT)	Source unknown	Est. 2013[a]
Dieldrin	Source unknown	Est. 2013[a]
Dioxin compounds (including 2,3,7,8-TCDD)	Source unknown	Est. 2019
Furan compounds	Source unknown	Est. 2019
Invasive species	Source unknown	Est. 2019
Mercury	Source unknown	2008
Polychlorinated biphenyls (PCBs) and dioxin-like PCBs	Source unknown	2010
Trash	Source unknown	Est. 2021

[a] A TMDL was expected to be completed; however, no TMDL has been approved by EPA.
Source: State Water Resources Control Board, 2018.
TCDD = tetrachlorodibenxodioxin; EPA = U.S. Environmental Protection Agency
TMDL = total maximum daily load; Est. = estimated

Groundwater

The Project site is within the San Mateo subbasin of the larger Santa Clara Valley groundwater basin (Department of Water Resources Basin Number 2-9.03). A relatively shallow aquifer overlies confined and semi-confined aquifers near the margins of the Bay, with most wells drawing from deeper deposits. The direction of groundwater flow is generally to the east and north.

[63] State Water Resources Control Board. 2018. *2014/2016 California Integrated Report* (Clean Water Act Section 303(d) List/305(b) Report). Last updated: 2018. Available: https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml. Accessed: March 15, 2019.

Recharge of the subbasin occurs through infiltration into streambeds as well as the infiltration of precipitation on the valley floor. Groundwater recharge increases from the hilly western to the flatter eastern portions of Menlo Park and decreases with increasing depth. Limited groundwater pumping in the basin has resulted in relatively stable groundwater levels over the past 40 years. The San Mateo subbasin is currently full; however, historical data indicate that the basin responds rapidly to increased pumping.[64] Groundwater levels in the vicinity of the Project site were estimated from pore pressure dissipation test data at depths of about 10 to 11 feet below the current grades, corresponding to elevations of 1 to 2 feet below mean sea level.[65]

In general, groundwater quality in the Santa Clara Valley groundwater basin is good. Throughout most of the basin, groundwater quality is suitable for most urban and agricultural uses, with the exception of a few local impairments. The primary constituents of concern are total dissolved solids, nitrate, boron, and organic compounds. Water from public supply wells meets state and federal drinking water standards without treatment. Although a designated beneficial use identified for the Santa Clara Valley groundwater basin includes the municipal and domestic water supply, groundwater beneath the Project site itself is not considered to be a source of drinking water because of elevated salinity levels.

One closed leaking underground storage tank (LUST) cleanup site is on the Project site, and other closed cleanup sites are within 0.5 mile of the Project site. In addition, two open cleanup sites are less than 0.5 mile northwest of the Project site. Potential contaminants of concern include arsenic, benzene, dichloroethene, diesel, gasoline, total petroleum hydrocarbons, trichloroethylene, vinyl chloride, and volatile organic compounds. Refer to Section IX, *Hazards and Hazardous Materials,* for more information on LUST cases in the Project area.

Flooding

The Project site is not within the Federal Emergency Management Agency (FEMA) 100-year floodplain (Figure 3.10-1). The majority of the Project site is within Flood Zone X (unshaded), areas of minimal flood hazard, and outside the 500-year flood zone. The northwest corner of the Project site is within Zone X (shaded), areas of moderate flood hazard; these are usually areas between the limits of the 100-year and 500-year flood. The Zone X (shaded) designation is also used for base floodplains with lesser hazards, such as 100-year levee protection, or shallow flood areas with average depths of less than 1 foot or drainage areas of less than 1 square mile. Areas within the 500-year flood-hazard area are subject to a 500-year flood, which means that, in any given year, the risk of flooding is 0.2 percent. FEMA initiated the California Coastal Analysis and Mapping Program, under which the San Francisco Bay Area Coastal Study was conducted. The data are still preliminary; therefore, this analysis considers impacts from the current effective FEMA Flood Insurance Rate Maps.

Sea-Level Rise

Projected sea-level rise, an effect of climate change, is expected to increase the number of areas that experience coastal flooding along the Bay in the future. Coastal and low-lying areas, such as the Project site, are particularly vulnerable to future sea-level rise. More specifically, sea-level rise is a concern for

[64] Stanford Water in the West. 2017. *San Mateo Plain Groundwater Subbasin: A Local Case Study.* April 26.

[65] Cornerstone Earth Group. 2012. *Preliminary Geotechnical Investigation for Commonwealth Office Complex.* Project number 102-11-11. Walnut Creek, CA. March 14; Federal Emergency Management Agency. 2012. *National Flood Hazard Layer (Official).* Panel 306 of 510, Map #06081C0306E, dated October 16, 2012. Available: http://www.floodmaps.fema.gov/NFHL/status.shtml. Accessed: March 15, 2019.

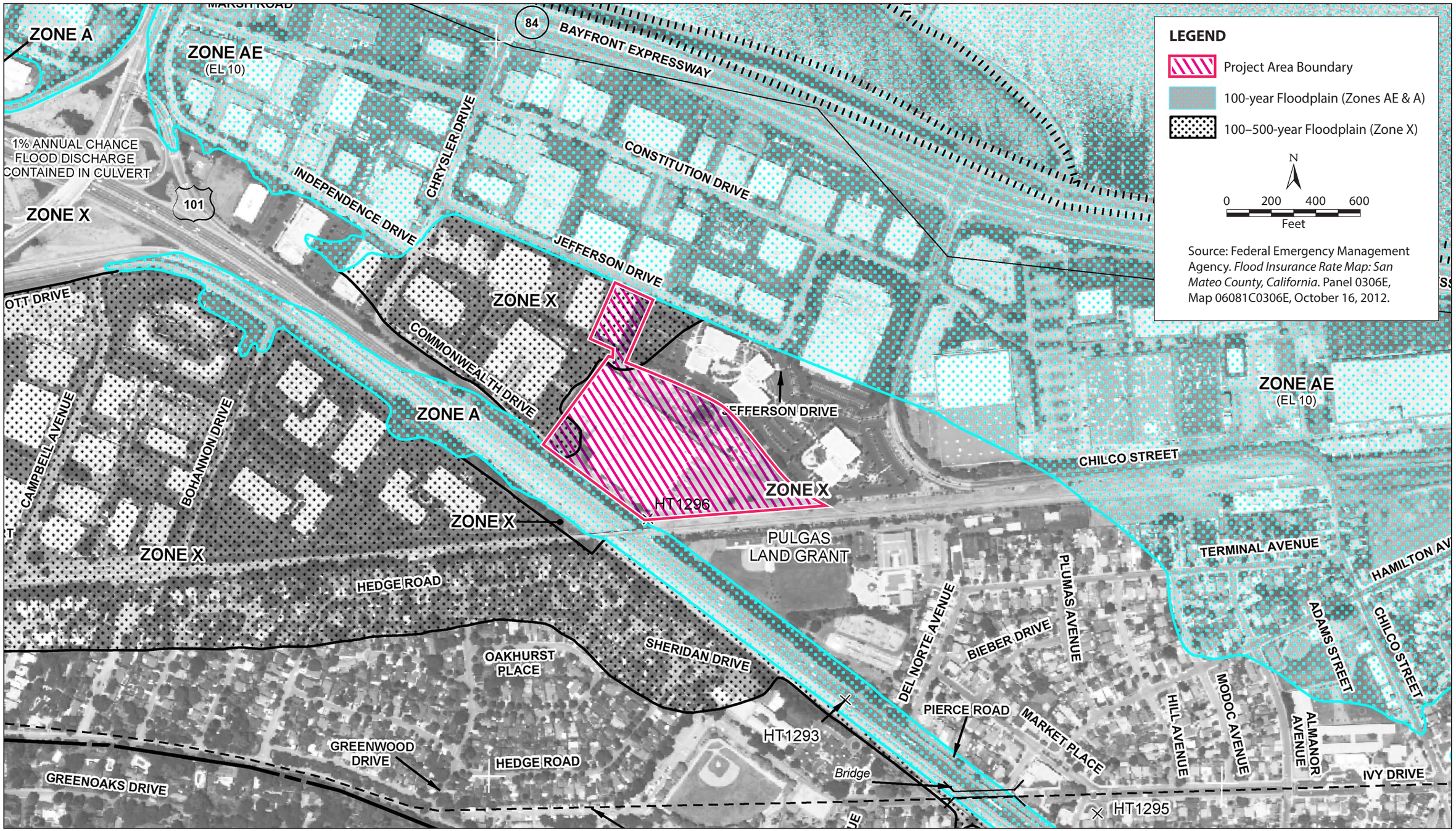

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Figure 3.10-1
FEMA Flood Zones within the Project Area

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the future, particularly in combination with storm events and coastal flooding. A scenario with 100-year high tides, taking into account sea-level rise over a 50- or 100-year horizon, would dramatically increase the risk of flooding in the Project vicinity.

The Project site is in an area that is subject to future inundation as a result of sea-level rise. Sea-level rise, in combination with daily tides, could result in more substantial inundation at the upper end of the ranges for sea-level rise by mid-century and at the end of the century, ranging from 24 to 66 inches. High-tide events, combined with the effects of sea-level rise, would produce the greatest inundation and damage from flooding. The Bayfront Area is within the inundation zone with projected sea-level rise of 24 inches coupled with a 100-year storm surge. Projected 24-inch sea-level rise coupled with a 100-year storm surge would result in total sea-level rise of 66 inches, and 66-inch sea-level rise coupled with a 100-year storm surge would result in total sea-level rise of 108 inches. The area of the 66-inch sea-level rise coupled with the 100-year storm surge would increase, as would the inundation depth in the Bayfront Area.

General Plan Goals and Policies

The City General Plan (specifically the Land Use Element, Open Space/Conservation Element, Noise Element, and Safety Element) contains general goals, policies, and programs that would require local planning and development decisions to consider impacts on hydrology and water quality. The following City General Plan goals, policies, and programs would serve to minimize potential adverse impacts related to water quality, groundwater resources, flooding, levee/dam break, sea-level rise, seiche, tsunami, and mudflows: Goal LU-4, Policy LU-4.5, Goal LU-6, Policy LU-6.11, Goal LU-7, Policy LU-7.7, Program LU-7.H, Goal OSC-5, Policy OSC-5.1, Goal S-1, Policy S-1.5, Policy S-1.10, Program S-1.10, Program S-1.D, Policy S-23, Policy S-1.26, Policy S-1.27, and Policy S-1.28.

Environmental Checklist and Discussion

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact HYDRO-1 (pages 4.8-27 to 4.8-29) and determined to have a less-than-significant impact on water quality because of compliance with existing federal, state, and local regulations, including City General Plan goals, policies, and design standards. No mitigation measures were recommended. In addition, this topic was also analyzed in the ConnectMenlo EIR as Impact HYDRO-6 (page 4.8-35) and determined to have a less-than-significant impact on water quality through compliance with existing federal, state, and local regulations as well as City General Plan policies that minimize impacts related to water supply. No mitigation measures were recommended.

Project-Specific Discussion

Construction. Project construction would have the potential to temporary increase sediment loads in Lower San Francisco Bay and affect surface water quality. Other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported to downstream locations; they can also degrade water quality. However, the Project would be required to comply with existing federal, state, and local regulations, including City General Plan goals, policies, and design standards.

A Project SWPPP would be developed and implemented in compliance with the Construction General Permit, local stormwater ordinances, and other related requirements. Construction BMPs for the Project would control and prevent the discharge of pollutants, including waste from pavement cutting, paint, concrete, petroleum products, chemicals, wastewater, sediments, and non-stormwater discharges, to storm drains and watercourses. In addition, construction materials and wastes would be stored, handled, and disposed of properly to prevent contact with stormwater. Earthmoving and clearing activities would be performed during dry weather only to minimize any mobilization of sediment. Temporary erosion controls would be implemented to stabilize disturbed areas until permanent erosion controls are established.

Project excavation depths would vary from 3 to 7 feet below mean sea level. Construction dewatering in areas with shallow groundwater could be required during soil excavation and tree removal. Because contaminated sites are within 0.5 mile of the Project site, groundwater may have been contaminated by other properties. Therefore, impacts related to groundwater contamination are considered potentially significant and will require mitigation to protect human health and the environment. Coverage under the Construction General Permit typically includes dewatering activities, as authorized non-stormwater discharges, provided that dischargers prove that the quality of the water is adequate and not likely to affect beneficial uses. Because groundwater at the site may be contaminated, the San Francisco Bay RWQCB would need to be notified if dewatering occurs. Furthermore, the contractor may be subject to dewatering requirements in addition to the requirements outlined in the Construction General Permit, including discharge sampling and reporting.

Construction activities could result in short-term surface and groundwater quality impacts, such as sediment loads that exceed water quality objectives or chemical spills that flow into storm drains or groundwater aquifers, if proper minimization measures are not implemented. However, a Project SWPPP would be developed and implemented in compliance with the Construction General Permit, local stormwater ordinances, and other related requirements. Because dewatering may involve potentially contaminated groundwater, construction dewatering treatment would be implemented, if necessary. Dewatering treatment would be necessary if groundwater is encountered during excavation, if dewatering is necessary to complete the Project, or if the water produced during dewatering is discharged to any storm drain or surface water body.

If dewatering activities require discharges to the storm drain system or other water bodies, the water shall be pumped to a tank and tested for water quality using grab samples and sent to a certified laboratory for analysis. If it is found that the water does not meet water quality standards, it shall either be treated as necessary prior to discharge so that all applicable water quality objectives (as noted in the San Francisco Bay Basin (Region 2) Water Quality Control Plan [Basin Plan]) are met or hauled offsite instead for treatment and disposal at an appropriate waste treatment facility that is permitted to receive such water. Water treatment methods shall be selected that remove the maximum amount of contaminants from the groundwater and represent the best available technology that is economically achievable. Implemented methods may include the retention of dewatering effluent until particulate matter has settled before it is discharged, the use of infiltration areas, filtration, or other means. The contractor shall perform routine inspections of the construction area to verify that the water quality control measures are properly implemented and maintained, conduct visual observations of the water (i.e., check for odors, discoloration, an oily sheen on groundwater), and perform other sampling and reporting activities prior to discharge. The final selection of water quality control measures shall be submitted in a report to the San Francisco Bay RWQCB for approval prior to construction. If the results from the

groundwater laboratory do not meet water quality standards and the identified water treatment measures cannot ensure that treatment meets all standards for receiving water quality, then the water shall be hauled offsite instead for treatment and disposal at an appropriate waste treatment facility that is permitted to receive such water.

Operation. The Project would include a four-story office building (Building 3), a four-story parking structure, surface level parking, and a new open space area. Implementation of the Project would reduce the amount of total impervious surfaces by approximately 38,542 square feet. Paved areas would cover approximately 393,155 square feet of impervious surfaces, or approximately 68 percent of the Project site. Hardscape at the Project site would include concrete paving, decomposed granite paving, and concrete pavers. Landscaped areas would provide 185,297 square feet of pervious surfaces, covering approximately 32 percent of the Project site.

Operation of new facilities could increase levels of pollutants (e.g., trash, oil, grease, pesticides) and introduce those pollutants into storm drains. Because the Project would create and replace more than 10,000 square feet of impervious surface, the Project would be regulated by Provision C.3 of the Municipal Regional Permit. To meet San Mateo Countywide Water Pollution Prevention Program C.3 stormwater requirements, the Project would be required to treat runoff from all impervious areas. Stormwater treatment areas would be located around the northern, eastern, and southern borders of 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. They would be designed to treat runoff by filtering raw runoff through the soil media in the treatment area. Biotreatment areas would trap particulate pollutants (suspended solids and trace metals) and promote infiltration. In addition, the existing stormwater treatment areas on the Commonwealth Site and directly adjacent to Jefferson Drive would remain.

The Project site would be drained by a combination of existing and new onsite storm drain system facilities. The system would ultimately convey runoff to biotreatment ponds for stormwater treatment to capture and treat runoff from the newly created or replaced impervious area. The new development would have a larger landscaped area, which would result in a net decrease in the amount of runoff leaving the site. The Project Sponsor would be required develop and implement a final Stormwater Management Plan (SWMP), with the goal of reducing the discharge of pollutants to the maximum extent practicable.

Routine maintenance activities would be implemented for the biotreatment pond to prevent sediment buildup and clogging, which reduce pollutant removal efficiency and can lead to biotreatment area failure. Maintenance tasks would include inspecting the biotreatment area to ensure proper drainage between storms and removing obstructions, debris, and trash from the biotreatment area. Further, the Project Sponsor would be required to enter into a Stormwater Operations and Maintenance Agreement with the City for maintenance of the stormwater treatment facilities. In addition, the Project would implement BMPs, both during and after construction, to minimize or prevent pollutant discharges and runoff. The Project would comply with the General Construction Permit; San Francisco Bay Municipal Separate Storm Sewer System Permit, Provision C.3; and San Mateo Countywide Water Pollution Prevention Program C.3 Stormwater Technical Guidance; and would implement a SWPPP and other erosion and pollution control measures.

Conclusion

There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Project implementation, including the construction of new buildings and associated changes in development intensities as a result of the Project, would not result in adverse effects on water quality. Construction and operational impacts on water quality would be ***less than significant***, and no further study is needed.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact HYDRO-2 (pages 4.8-30 to 4.8-32) and determined to have a less-than-significant impact on groundwater supply and/or recharge through compliance with existing federal, state, and local regulations, including City General Plan policies. No mitigation measures were recommended.

Project-Specific Discussion

Implementation of the Project would reduce the amount of impervious surfaces. Landscaped areas would provide 185,297 square feet of pervious surfaces (32 percent of the Project site). Landscaping would be provided around the perimeter of Building 3 and the parking structure as well as along the western and southern edges of the Project site. Public open space would be landscaped with trees and native vegetation. Biotreatment areas would be open, level vegetated areas that would allow runoff to be distributed evenly across the area, allowing runoff to infiltrate the soil media in the treatment area. In addition, the existing stormwater treatment area on the Commonwealth Site, which contains native grasses and flowers, and the existing 2,800-square foot stormwater treatment area directly adjacent to Jefferson Drive, which contains trees and grasses, would remain. These landscape features would allow groundwater recharge and increase recharge capabilities within the Project site. Therefore, the Project would not interfere with groundwater recharge.

Although dewatering may be necessary during Project construction, the groundwater beneath the Project site is not used for municipal water supply purposes. Should dewatering occur, it would be conducted on a one-time or temporary basis during the construction phase and would not result in a loss of water that would deplete groundwater supplies. In addition, the water supply for construction activities (e.g., dust control, concrete mixing, material washing) would come from nearby hydrants and existing surface supplies for the site and/or be trucked to the site.

The Project would not substantially deplete groundwater supplies because it would not increase groundwater demand. New and existing landscape features and treatment facilities would collect stormwater and slowly release it at a controlled rate, allowing for increased groundwater infiltration. Trees and native grasses would stabilize native soils, and new landscaped areas would slow the flow of water, allowing it to percolate into the ground and underlying aquifers and thus provide benefits related to groundwater recharge. The Project would not impede sustainable groundwater management of the basin.

Conclusion

There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Project construction and operational impacts on groundwater supplies and recharge would be ***less than significant.*** No further study is needed.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:

(i) Result in substantial erosion or siltation onsite or offsite? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact HYDRO-3 (pages 4.8-32 and 4.8-33) and determined to have a less-than-significant impact on erosion and siltation because of regulatory requirements (e.g., BMPs, erosion control plans, SWPPPs) and compliance with the City Municipal Code and City General Plan policies. No mitigation measures were recommended.

Project-Specific Discussion

Project construction activities would temporarily alter existing drainage patterns and could result in temporary onsite erosion and siltation. However, the Project would implement a SWPPP to minimize the potential for erosion and sedimentation in nearby storm drains. Preparation and implementation of the SWPPP would reduce the potential for substantial erosion or siltation onsite or offsite or a substantial increase in the rate or amount of runoff. The Project would be in compliance with existing NPDES permits and the City Municipal Code for construction and stormwater management (Chapter 7.42).

Project improvements would include a four-story building, a four-story parking structure, surface parking, landscape areas, a community park, and pedestrian paths. The Project site would be drained by a combination of existing and new onsite storm drain system facilities. The system would collect runoff from the parking, roof, and hardscape areas and convey it to a pump. The pump would be sized to discharge the water at an appropriate flow rate to biotreatment ponds for stormwater treatment. The balance of the runoff not directed to the pond would discharge directly to the existing 36-inch storm drain in Jefferson Drive from a system of pipes. Only minor onsite grade changes would be required. As a result, the proposed improvements would not alter offsite drainage patterns. New stormwater conveyance and management facilities would be designed per City drainage guidelines. Because runoff from the Project site does not flow through a hardened channel or enclosed pipe before draining into a waterway in an exempt area, the Project would not be required to incorporate hydromodification measures. In addition, construction of the Project would not involve work within surface waters and thus would not alter the course of an existing stream or river because these features do not exist onsite.

Conclusion

There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result

of the Project. The Project would be consistent with the City General Plan and comply with the City Municipal Code. The Project would not alter the existing drainage pattern of the site in a manner that would result in substantial erosion or siltation. Impacts would be ***less than significant.*** No further study is needed.

(ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact HYDRO-4 (pages 4.8-33 and 4.8-34) and determined to have a less-than-significant impact on onsite or offsite flooding through compliance with City stormwater measures from the City Municipal Code, compliance with the C.3 provisions of the Municipal Regional Permit, and adherence to City General Plan policies. No mitigation measures were recommended.

Project-Specific Discussion

The Project site would be drained by a combination of existing and new storm drain system facilities. The system would convey runoff to a pump that would be sized to discharge the water at an appropriate flow rate to biotreatment ponds for stormwater treatment. The balance of the runoff would discharge directly to Jefferson Drive from a system of pipes. In addition, the Project would increase the amount of landscaped and pervious area compared with existing conditions, thereby reducing the amount of impervious surface areas, which would result in a net decrease in the amount of runoff and floodwater leaving the Project site.

The Project site is not within the 100-year floodplain, and there is no base flood elevation for the site. However, the building design accounts for flooding and/or sea-level rise. To meet the requirements of the Hazard Mitigation and Sea-Level Rise Resiliency requirements of the O zoning district, the building would be required to be 24 inches above the existing grade. Therefore, the first-floor elevation of the proposed Building 3 would be raised 24 inches above the existing grade to an elevation of 12.5 feet.

Because only minor onsite grade changes would be required, the anticipated improvements would not alter offsite drainage patterns so as to increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite. In addition, the City of Menlo Park, which has adopted more stringent requirements than the C.3 provisions, specifies that post-development stormwater volumes must not exceed the pre-development volumes of projects that increase the amount of net new impervious surface, regardless of whether a project is regulated or not. Therefore, an increase in stormwater flows in the existing or planned storm drain system would not occur, and flooding during storm events would not be worsened.

Each new development or redevelopment project within Menlo Park would be required, as part of the CEQA process or entitlement process, if exempt from CEQA, to demonstrate that stormwater runoff from the site would not result in an exceedance of the capacity of the existing or future storm drain system, meaning that other developments in the area could not negatively affect storm system capacity. In addition, implementation of low-impact development design guidelines and an engineering review of drainage calculations and development plans by the Menlo Park Public Works Department would further ensure that no significant increases in peak flow rates or runoff volumes would occur. The grading and drainage plans for the Project would be reviewed by the City to ensure that onsite drainage and low-impact development features

would be adequate with respect to preventing onsite or offsite flooding. Future citywide improvements, subject to funding, include designing a storm drain system to address flooding along Middlefield Road from San Francisquito Creek to Ravenswood Avenue. These improvements may improve known and existing storm drain capacity issues near the Project site.

Conclusion

There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project would not alter the existing drainage pattern of the site in a manner that would result in a substantial increase in runoff that would result in flooding. The Project would comply with the City Municipal Code and City General Plan. Impacts would be ***less than significant.*** No further study is needed.

(iii) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact HYDRO-5 (page 4.8-34) and determined to have a less-than-significant impact on stormwater drainage systems because future development would be required to provide onsite infiltration for stormwater runoff, consistent with the City General Plan and City Municipal Code. No mitigation measures were recommended.

Project-Specific Discussion

Existing development in Menlo Park, as well as new development, as part of ConnectMenlo, occurs on parcels in the Bayfront Area that have already been covered with impervious surfaces. The City has stringent stormwater requirements that exceed the C.3 provisions of the Municipal Regional Permit. For example, post-development stormwater volumes must not exceed the pre-development volumes of projects that increase the amount of net new impervious surface, regardless of whether a project is regulated or not. In addition, the Project design would include stormwater treatment facilities to treat runoff from impervious surface areas. The Project would reduce the impervious surface area and result in a net decrease in the amount of runoff and associated pollutants leaving the site. In addition, the existing stormwater treatment areas on the Commonwealth Site and the existing 2,800-square-foot stormwater treatment area directly adjacent to Jefferson Drive would remain. The Project site would include biotreatment areas throughout the site. The proposed overflow pipe at the manhole pump for each biotreatment area is a couple of feet higher than the treatment volume to prevent it from functioning until the treatment flow has been stored. Flows from all proposed impervious areas, both replaced and new areas, would be directed to a pump, which would be sized to discharge runoff to biotreatment areas for stormwater treatment.

Implementation of the biotreatment areas would meet C.3 requirements as well as City requirements. These areas would capture and treat runoff from all newly created and replaced impervious areas. Maintenance guidelines and tasks related to operation and the efficient removal

of pollutants are provided in the stormwater report.[66] The biotreatment would be open, level vegetated areas that allow runoff to be distributed evenly across the area. They are designed to treat runoff by filtering raw runoff through the soil media in the treatment area. The Project would have a larger pervious area, which would result in a net decrease in the amount of runoff and associated pollutants leaving the site. The balance of the runoff not directed to biotreatment areas would discharge to the municipal storm drain system that outfalls to Redwood Creek and ultimately San Francisco Bay. In addition, landscaped and open space areas, which would be landscaped with trees, grasses, shrubs, ground cover, and native vegetation, would filter pollutants through a substrate of sandy loam. Plant materials associated with landscaping would treat stormwater runoff through biological uptake and reduce pollutant discharges.

Conclusion

There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project would not create or contribute runoff water that would exceed the capacity of stormwater drainage systems or provide additional sources of polluted runoff. The impact would be ***less than significant,*** and no further study is needed.

(iv) Impede or redirect floodflows? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact HYDRO-8 (page 4.8-38) and determined to have a less-than-significant impact with respect to flood hazards through compliance with federal and City Municipal Code requirements as well as adherence to City General Plan policies. No mitigation measures were recommended.

Project-Specific Discussion

As discussed above, the Project site is not within a 100-year flood hazard area. The majority of the Project site is within Flood Zone X (unshaded), areas of minimal flood hazard, and outside the 500-year flood level. The northwest corner of the Project site is within Zone X (shaded), areas of moderate flood hazard; these are areas between the limits of the 100-year and 500-year flood. Because the City participates in the National Flood Insurance Program, it must ensure that the Project meets federal standards for flood protection. Chapter 12.42 of the City Municipal Code contains methods and provisions for preventing flood damage.

Although the Project site is not within the 100-year floodplain, the building would be designed to account for flooding and/or sea-level rise due to proximity to the Bay. As described above, the proposed Building 3 would be 24 inches above the existing grade, at an elevation of 12.5 feet.

Only minor onsite grade changes in disturbed soil areas would be required. However, the Project may redirect floodwaters. Biotreatment areas and landscaped areas would increase onsite infiltration and minimize the potential for overland floodflows. The Project would not impede floodflows or exacerbate the frequency or severity of flooding.

[66] Kier & Wright Civil Engineers & Surveyors. 2018. *Stormwater Report, Commonwealth Building 3, 162 & 164 Jefferson Drive Menlo Park, California.* February 28.

Conclusion

There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project would comply with the City Municipal Code, City General Plan, FEMA requirements, and Engineering Division requirements, including preparation of a floodwater flow analysis. The Project would not exacerbate flooding or cause flooding to occur in areas that would not be subject to flooding without the Project. The Project would not impede or redirect floodflows offsite within a 100-year flood hazard area. Therefore, impacts would be ***less than significant,*** and no further study is needed.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation? (Less than Significant)

Analysis in the ConnectMenlo EIR

The topic of inundation by tsunami or seiche was analyzed in the ConnectMenlo EIR as Impact HYDRO-10 (pages 4.8-43 and 4.8-44). It was determined that impacts on future developments related to flooding from tsunamis and seiches would be less than significant through compliance with existing regulations, including City General Plan policies. No mitigation measures were recommended.

Conclusion

There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project site is not subject to flooding from tsunami or seiche. According to the California Tsunami Inundation Map for Emergency Planning (Redwood Point Quadrangle/Palo Alto Quadrangle), the Project site is not within a tsunami inundation area.[67] However, the salt ponds adjacent to the Bay and portions of Westpoint, Flood, and Ravenswood Sloughs, approximately 1 mile north of the Project site, are within designated tsunami inundation areas.

Seiche occurs in an enclosed or partially enclosed body of water, such as a lake or reservoir. There are no large bodies of fresh water, such as reservoirs or lakes, in the Project vicinity. In addition, the Bay is a large and open body of water with no immediate risk of seiche. Large waves generated in the Pacific Ocean undergo considerable refraction and diffraction upon passing through the Golden Gate, resulting in greatly reduced heights when they reach the Project site. Therefore, there is no risk of seiche affecting the Project site, and no further analysis is required. In the event of a flood hazard, to reduce the risk of a pollutant release, the Project would comply with the requirements of local water quality programs and associated municipal stormwater-related NPDES permits (e.g., municipal separate storm sewer system permit, Municipal Regional Permit) as well as City General Plan policies to manage flood risk and water quality. Compliance with these requirements would minimize risks related to a release of pollutants due to Project inundation in a flood hazard, tsunami, or seiche zone. The Project would not release pollutants as a result of inundation by flood, tsunami, or seiche. Therefore, impacts would be ***less than significant,*** and no further study is needed.

[67] California Emergency Management Agency, University of Southern California, California Geological Survey. 2009. *Tsunamic Inundation Map for Emergency Planning*. State of California, County of San Mateo. Redwood Point Quadrangle/Palo Alto Quadrangle. June 15.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR (Section 4.8, *Hydrology*) and determined to have a less-than-significant impact with respect to conflicting with or obstructing implementation of a water quality control plan. The ConnectMenlo EIR did not analyze whether the project would conflict with or obstruct implementation of a sustainable groundwater management plan, as this is a new/revised topic for consideration. However, the ConnectMenlo EIR did conclude that development under the General Plan would result in less-than-significant impacts with respect to substantially depleting groundwater supplies or substantially interfering with groundwater recharge such that the local groundwater table would be lowered.

Project-Specific Discussion

Project implementation would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The Project would result in an increase in pervious area, which would increase capacity for groundwater recharge and decrease the amount of pollutants leaving the Project site because of the new and existing biotreatment areas. The Project Sponsor would comply with the appropriate water quality objectives for the region. Commonly practiced BMPs would be implemented to control construction site runoff and reduce discharges of pollutants (i.e., stormwater and other nonpoint-source runoff) to storm drain systems. As part of compliance with permit requirements during ground-disturbing or construction activities, implementation of water quality control measures and BMPs would ensure that water quality standards would be achieved, including water quality objectives that protect designated beneficial uses of surface water and groundwater, as defined in the Basin Plan. The NPDES Construction General Permit also requires stormwater discharges not to contain pollutants that cause or contribute to an exceedance of any applicable water quality objectives or water quality standards, including designated beneficial uses. In addition, City General Plan policies protect groundwater recharge areas and groundwater resources, as required by a sustainable groundwater management plan. According to the ConnectMenlo General Plan, the City of Menlo Park is not required to prepare a groundwater sustainability plan, and a groundwater sustainability agency has not yet been established for the groundwater basin in San Mateo County that underlies the Project area.

Conclusion

There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR with respect to violating water quality standards or depleting groundwater supplies; therefore, there would be no new specific effects as a result of the Project. The Project would comply with the Construction General Permit, City General Plan, and surface water and groundwater quality objectives, as defined by the Basin Plan. It would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, impacts would be ***less than significant,*** and no further study is needed.

XI. Land Use and Planning	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Physically divide an established community?	☐	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒	☐

Setting

Existing Land Uses

Project Site Vicinity

The Project site is in Menlo Park, which encompasses an area of about 19 square miles, including nearly 12 square miles of San Francisco Bay and wetlands. The approximately 7-square-mile urbanized portion of Menlo Park is virtually built out. The Project site is north of US 101 in Menlo Park (as shown in Chapter 2, *Project Description,* Figure 2-1). Specifically, the site is bound by Jefferson Drive and office buildings to the north, the currently inactive Dumbarton Rail Corridor to the southeast, US 101 to the south, and an Exponent building to the west. Southeast of the Dumbarton Rail Corridor is Kelly Park. Farther north, beyond the Project site, is State Route (SR) 84, tidal mudflats and marshes along the Bay, Don Edwards San Francisco Bay National Wildlife Refuge, and Ravenswood Slough.

The Belle Haven neighborhood of Menlo Park is south of the Project site, across the Dumbarton Rail Corridor. The Belle Haven neighborhood contains a mix of uses, including churches, Menlo Park Fire Station No. 77, single-family residences, multi-family residential units, and institutional buildings. The Belle Haven neighborhood's institutional and park uses include Beechwood School, Belle Haven Elementary School, the Belle Haven Pool, Belle Haven Youth Center, Onetta Harris Community Center, Menlo Park Senior Center, the Belle Haven Branch Library, the Boys and Girls Club, Hamilton Park, and Kelly Park. The Sequoia Union High School District is constructing a new high school at 150 Jefferson Drive, which is approximately 300 feet west of the Project site. US 101 separates the Project site from residential areas to the south. However, the Project site is directly across from the Suburban Park-Lorelei Manor-Flood Park Triangle neighborhood.

Project Site

The approximately 13.3-acres Project site encompasses the Commonwealth Site (12.1-acres) and the Jefferson Site (1.2-acres). The Commonwealth Site is just south of the Jefferson Site and includes assessor's parcel numbers (APNs) 055-243-300, 055-243-310, and a portion of 055-243-999. The

Commonwealth Site encompasses Buildings 1 and 2 (Facebook Buildings 27 and 28, respectively), a bocce court, wooden deck, courtyard with café tables and chairs, and 779 surface parking spaces. Each building provides approximately 129,960 gsf of office space and is currently leased by Facebook. Buildings 1 and 2 were constructed in 2015 and would not be affected by the Project. The Jefferson Site includes a portion of APN 055-243-999 and is currently occupied by surface parking with approximately 87 parking spaces and landscaping.

Existing Land Use Designations and Zoning

The site was historically zoned General Industrial (M-2[X]), which permitted office and general industrial uses, such as warehousing, manufacturing, printing, and assembling, as well as maximum building heights in excess of 35 feet. In 2016, the site's zoning was changed to Office-Bonus (O-B) as part of ConnectMenlo. The updated zoning established standards for new projects, including Transportation Demand Management (TDM) program requirements and restrictions regarding height, density, land use, sustainability, circulation, and open space. At the base level, the maximum height and average height are 35 feet, while the maximum floor area ratio (FAR) is 45 percent. Under the new zoning standards, bonus density is permitted (up to a FAR of 100 percent for office uses with an increased height of up to 110 feet) in exchange for providing community amenities selected from a list of potential options identified through community outreach and adopted by resolution of the Menlo Park City Council.

General Plan Goals and Policies

The City's General Plan is a legal document and required by state law. It serves as the City's direction for development and land use. All development in Menlo Park must conform to the land use designations outlined in the City General Plan. Goals, policies, and programs contained in the Land Use Element of the City General Plan provide guidance on how land use designations should be developed to contribute to the overall character of Menlo Park. The following City General Plan goals and policies would serve to promote cohesive neighborhoods and ensure consistency with applicable plans: Goal LU-1, Policy LU-1.1, Goal LU-4, Policy LU-4.5, Goal LU-6, Policy LU-6.7, Policy LU-6.11, Goal CIRC-1, Policy CIRC-1.8, Goal CIRC-2, Policy CIRC-2.7, Policy CIRC-2.11, Program CIRC-2.G, Program CIRC-2.H, Policy CIRC-2.14, Goal OSC-5, Policy OCS-5.1, Goal S-1, Policy S-1.26, and Policy S-1.27.

Environmental Checklist and Discussion

a. Physically divide an established community? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact LU-1 (pages 4.9-11 to 4.9-13) and determined to be less than significant because potential improvements would not include new major roadways or other physical features through parcels or communities that would create new barriers in the study area, which includes the Project site. No mitigation measures were recommended.

Project-Specific Discussion

As discussed above, established communities in the Project vicinity include the Belle Haven neighborhood to the east and the Suburban Park-Lorelei Manor-Flood Park Triangle neighborhood to the south. The Project site includes the existing Commonwealth Corporate Center; the Project would add buildings to a site that is already developed with an office campus. In addition, the Project site is

north of the Dumbarton Rail Corridor, in an area that is characterized by light-industrial and office uses. Although the proposed development would result in additional buildings, development would be in an area with identical uses and physically separated from nearby neighborhoods by the Dumbarton Rail Corridor and US 101. Therefore, implementation of the Project would not exacerbate existing barriers or create a new physical barrier that would divide the community.

Conclusion

The physical conditions, as they relate to the division of an established community, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. In addition, because the proposed building would be compatible with existing onsite buildings and would not add, change, or exacerbate barriers, the Project would not divide existing nearby communities, resulting in ***less-than-significant*** impacts. No further study is needed.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact LU-2 (pages 4.9-14 to 4.9-23) and determined to be less than significant with mitigation incorporated. Mitigation Measure LU-2 from the ConnectMenlo EIR requires that future development demonstrate consistency with the applicable goals, policies, and programs in the City General Plan and the supporting zoning standards. The analysis below demonstrates consistency with the City General Plan through implementation of Mitigation Measure LU-2.

Project-Specific Discussion

Consistency with ConnectMenlo

Adoption of ConnectMenlo resulted in updated land use designations, zoning, goals, and policies for Menlo Park. ConnectMenlo established an approach to land use that was based on an overall objective of supporting the character and quality of life enjoyed in residential and commercial neighborhoods as well as embracing opportunities for creating new live/work/play environments. ConnectMenlo was designed to encourage commercial uses that would serve existing neighborhoods, retain and attract businesses citywide, and make Menlo Park a leader in sustainable development through conservation of resources and alternative energy use.

ConnectMenlo includes nine guiding principles, listed below in bold, for maintaining and enhancing the quality of life in Menlo Park. The Project would help to support these guiding principles.

- **Citywide equity.** To develop at the bonus level, the Project would have to provide community amenities. The Project would promote citywide equity by providing community amenities selected from a list of potential options identified through community outreach and adopted by the Menlo Park City Council. These community amenities would be implemented by the Project Sponsor as part of the Project.

- **Healthy community.** The Project would recognize and promote a healthy community by implementing a TDM program that provides alternatives to single-occupancy automobile travel to and from the Project site. The Project would encourage access to public transit and bicycling as alternatives to vehicular use, which would help to reduce air pollutants. Proposed landscaping around the perimeter of the Project site, including the proposed Jefferson Park, would add to the appearance of the property, which the City considers important for a healthy community. Jefferson Park and the perimeter trail would also provide opportunities for recreation, which would promote a healthy community. The Project's sustainability features are discussed further below.

- **Competitive and innovative business destination**. The Project would develop the site with an approximately 249,500 gsf building that would be designed to attract high-tech and other employers to Menlo Park, contribute to the City's tax and job base, and provide flexible space for employers to expand. This would contribute to Menlo Park's competitive and innovative business environment.

- **Corporate contribution.** The Project would contribute to the Menlo Park by providing community amenities, as discussed above. A Project objective is to provide community benefits through the community benefits process of the O-B zoning district to benefit the Belle Haven community.

- **Youth support and education excellence**. The Project would be designed to attract high-tech and other employers to Menlo Park. This would increase the number of jobs in Menlo Park and could provide opportunities for youth employment and education through opportunities such as internships. The Jefferson Site would also include 24 parking spaces that would be reserved for use by the new high school at 150 Jefferson Drive. In addition, the proposed Jefferson Park could be used by the adjacent high school for physical education classes, providing additional youth support in the community.

- **Great transportation options.** The Project would include a TDM program that would encourage access to public transit, carpooling, and bicycling as alternatives to single-occupancy automobile travel. The TDM program would require the Project to provide safe and convenient transportation options to and from the Project site. To implement this, the TDM program would include such features as bicycle storage, showers/changing rooms, and subsidized transit passes. Carpooling and vanpool programs would also be encouraged through free ride-matching services, carpool incentive programs, vanpool formation incentives, vanpool seat subsidies, and vanpool participant rebates. Emergency ride-home programs would be offered to employees.

- **Complete neighborhoods and commercial corridors.** The Project site is not in an existing residential neighborhood or along a vibrant commercial corridor. Therefore, the Project would not affect the existing residential character of Menlo Park. The Project would construct a new office building and parking structure on an existing office campus and create a more complete facility by fully utilizing the land.

- **Accessible open space and recreation.** The Project would provide 128,533 sf of publicly accessible open space and 107,333 sf of private open space, totaling approximately 235,866 sf of open space. The private open space would be between and around Buildings 1, 2, and 3, within patios and courtyards featuring tables, chairs, a seat wall, trees, access to an existing bocce court, and outdoor balconies on the third and fourth floors of Building 3. The public open space would be in the form of a 0.2-mile-long and 20-foot-wide paseo along the eastern boundary of the Jefferson

Site; the privately owned, publicly accessible Jefferson Park; and a plaza and garden on the eastern portion of the parking structure. Final designs for Jefferson Park would be determined by the City and community feedback. The plaza would include seating areas with tables and chairs, seat walls, a large trellis, and a wooden boardwalk through an area with native plantings. Therefore, this Project would provide convenient access to new public open space areas.

- **Sustainable environmental planning.** In the O-B zoning district, projects are required to meet green and sustainable building regulations. The proposed office building would be required to meet 100 percent of its energy demand through a combination of onsite energy generation, the purchase of 100 percent renewable electricity, and/or the purchase of certified renewable energy credits. In addition, as currently proposed, Building 3 would be designed to meet LEED Gold BD+C standards. The Project would meet the City's requirements for EV charging spaces. The Project would also incorporate a bird-friendly design through its placement of the building and use of low-tint exterior glazing. Other green building requirements would be met through efficient water use, placement of new structures 24 inches above the Federal Emergency Management Agency base flood elevation to account for sea-level rise, and waste management planning. As such, the Project would promote green building and help the City continue to be a leader in sustainable environmental planning.

In addition to the above guiding principles, ConnectMenlo includes goals and policies related to land use that guide physical development of Menlo Park. The following goals and policies are applicable to the Project:

- **Goal LU-1**: Promote the orderly development of Menlo Park and its surrounding area.
- **Goal LU-4**: Promote and encourage existing and new business to be successful and attract entrepreneurship and emerging technologies for providing goods, services, amenities, local job opportunities, and tax revenue for the community while avoiding or minimizing potential environmental and traffic impacts.
- **Policy LU-4.1: Priority Commercial Development.** Encourage emerging technology and entrepreneurship and prioritize commercial development that provides fiscal benefits to Menlo Park, local job opportunities, and/or goods or services needed by the community.
- **Policy LU-4.3: Mixed-Use and Nonresidential Development.** Limit parking, traffic, and other impacts of mixed-use and nonresidential development on adjacent uses and promote high-quality architectural design and effective transportation options.
- **Policy LU-4.4: Community Amenities.** Require mixed-use and nonresidential development of a certain minimum scale to support and contribute to programs that benefit the community and Menlo Park, including education, transit, transportation infra-structure, sustainability, neighborhood-serving amenities, child care, housing, job training, and meaningful employment for Menlo Park youth and adults.
- **Policy LU-4.5: Business Uses and Environmental Impacts.** Allow modifications to business operations and structures that promote revenue-generating uses for which potential environmental impacts can be mitigated.
- **Policy LU-6.2: Open Space in New Development.** Require new nonresidential, mixed-use, and multiple dwelling development of a certain minimum scale to provide ample open space in the form of plazas, greens, community gardens, and parks whose frequent use is encouraged through thoughtful placement and design.

- **Policy LU-6.9: Bicycle and Pedestrian Facilities.** Provide well-designed bicycle and pedestrian facilities for safe and convenient multi-modal activity through the use of access easements along linear parks or paseos.
- **Policy LU-6.11: Baylands Preservation**. Allow development near the Bay only in already-developed areas.
- **Goal LU-7**: Promote the implementation and maintenance of sustainable development, facilities, and services to meet the needs of Menlo Park's residents, businesses, workers, and visitors.
- **Goal CIRC-1**: Provide and maintain a safe, efficient, attractive, user-friendly circulation system that promotes a healthy, safe, and active community and quality of life throughout Menlo Park.
- **Policy CIRC-1.8: Pedestrian Safety**. Maintain and create a connected network of safe sidewalks and walkways within the public right of way, ensuring that appropriate facilities, traffic control, and street lighting are provided for pedestrian safety and convenience, including for sensitive populations.
- **Goal CIRC-2**: Increase accessibility for and use of streets by, bicyclists, pedestrians, and transit riders.
- **Policy CIRC-2.7: Walking and Biking.** Provide for the safe, efficient, and equitable use of streets by bicyclists and pedestrians through appropriate roadway design and maintenance, effective traffic law enforcement, and implementation of the City's Transportation Master Plan (following completion; until such time, the Comprehensive Bicycle Development Plan, Sidewalk Master Plan, and the El Camino Real/Downtown Specific Plan represent the City's proposed bicycling and walking networks).
- **Policy CIRC-2.11: Design of New Development**. Require new development to incorporate a design that prioritizes safe bicycle and pedestrian travel and accommodates senior citizens, people with mobility challenges, and children.
- **Policy CIRC-2.14: Impacts of New Development**. Require new development to mitigate its impacts on the safety (e.g., collision rates) and efficiency (e.g., vehicle miles traveled per service population or other efficiency metric) of the circulation system. New development should minimize cut-through and high-speed vehicle traffic on residential streets; minimize the number of vehicle trips; provide appropriate bicycle, pedestrian, transit connections, amenities, and improvements in proportion with the scale of proposed projects; and facilitate appropriate or adequate response times and access for emergency vehicles.
- **Goal OSC-5**: Ensure healthy air and water quality.
- **Policy OSC-5.1: Air and Water Quality Standards**. Continue to apply standards and policies established by the Bay Area Air Quality Management District, San Mateo Countywide Water Pollution Prevention Program, and City of Menlo Park Climate Action Plan through the California Environmental Quality Act process and other means as applicable.
- **Goal S-1**: Ensure a safe community.
- **Policy S-1.26: Erosion and Sediment Control**. Continue to require the use of best management practices for erosion and sediment control measures with proposed development in compliance with applicable regional regulations.

- **Policy S-1.27: Regional Water Quality Control Board Requirements**. Enforce stormwater pollution prevention practices and appropriate watershed management plans in the RWQCB general National Pollutant Discharge Elimination System requirements, the San Mateo County Water Pollution Prevention Program, and the City's Stormwater Management Program. Revise, as necessary, City plans so they integrate water quality and watershed protection with water supply, flood control, habitat protection, groundwater recharge, and other sustainable development principles and policies.

The Project would be consistent with the land use, circulation, open space, and safety goals, policies, and programs from ConnectMenlo because it would be designed in accordance with the goals, policies, and programs. The Project's proposed use would be consistent with land use and zoning designations, ensuring orderly development and consistent land use patterns across Menlo Park. The proposed building would be designed to attract high-tech and other employers to Menlo Park by providing flexible space for employers to expand, which would encourage commercial development with innovative local job opportunities that provide a fiscal benefit to the City.

The Project would provide open space, including 128,533 sf of publicly accessible open space, and construct bicycle lanes and pedestrian paths throughout the Project site and around the perimeter of the proposed Building 3. In addition, there would be 40 Class I protected storage enclosure spaces for long-term parking and 16 Class II bicycle rack spaces near the entrance to Building 3. Furthermore, a bicycle storage room would be provided in Building 3 for both visitor and long-term bicycle parking. The Project would also seek LEED Gold BD+C certification, which would provide community benefits, as identified through community outreach, and adhere to all air and water quality standards and requirements. Therefore, the Project would not conflict with any goals, policies, or programs.

The Project would have a combined FAR of 88 percent, and the maximum height of the proposed building would be approximately 69 feet. Across the entire Project site, including the existing buildings, the average building height would be 59.9 feet. Because these numbers are above the base level of development, both the proposed FAR and height would be permitted through the bonus-level development provisions in the zoning ordinance. Table 3.11-1 compares allowed development under LS zoning for both the base level and bonus level as well as the development proposed under the Project. As summarized in Table 3.11-1, with implementation of bonus-level development, the Project would be consistent with the FAR, height, and densities permitted at the Project site.

Compatibility with Existing Land Uses

As described above, the Project site is in the O-B zoning district. This designation provides for new office uses, along with light industrial and research and development (R&D) uses and personal services. The Project would develop the site with an approximately 249,500 gsf building and 324,000 gsf parking structure. This proposed use is consistent with the land use designation. Overall, the land uses proposed at the Project site are consistent with existing land uses. The emphasis on office uses is compatible with the character of surrounding neighborhoods, and the increased FAR and densities support the community's objective to encourage development of underutilized parcels.

Table 3.11-1. Allowed and Proposed Development at the Project Site

	O Zoning Requirements (Base Level)	O-B Zoning Requirements (Bonus Level)	Proposed Development[a]
Site Area	25,000 sf (min) 100 feet x 100 feet (max)	25,000 sf (min) 100 feet x 100 feet (max)	578,500 sf
Floor Area Ratio	45% (+10% commercial)	100% (+25% commercial)	88%
Maximum Height	35 feet	110 feet	69 feet[b]
Height[c]	35 feet	67.5 feet	59.9 feet
Open Space	173,540 sf min (30% of total site area)	173,500 sf min (30% of total site area)	235,866 (40.7%)
Public Open Space	86,770 sf min (50% of open space area)	86,750 sf min (50% of open space area)	128,533 (54.5%)

Source: The Sobrato Organization and Arc Tec, Inc., 2018; City of Menlo Park Municipal Code Section 16.43.050.

Notes:

d. The proposed development encompasses the entire Project site, which includes the proposed building and the existing buildings. The building area total does not include the parking structure.

e. Maximum building height refers to the proposed building (not the existing onsite buildings).

f. Height is defined as the average height of all buildings on one site where a maximum height cannot be exceeded. Maximum height does not include roof-mounted equipment and utilities.

Conclusion

The physical conditions, as they relate to land use plans and policies, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The analysis above applied ConnectMenlo Mitigation Measure LU-2 by demonstrating consistency with the City General Plan; therefore, no further mitigation is required. The change in intensities and densities as a result of the Project would not, in itself, result in sustainable adverse effects on the compatibility of surrounding land uses, and the impacts would be ***less than significant***. No further study is required.

XII. Mineral Resources	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site, as delineated in a local general plan, specific plan, or other land use plan?	☐	☐	☐	☐	☒

Setting

The Surface Mining and Reclamation Act of 1975 is state legislation that protects Mineral Resource Zones (MRZs). Part of the purpose of the act is to classify mineral resources in the state and transmit the information to local governments, which regulate land use in each region of the state. Local governments are responsible for designating lands that contain regionally significant mineral resources in local general plans to ensure resource conservation in areas with intensive competing land uses. The law has resulted in the preparation of mineral land classification maps, which delineate MRZs 1 through 4 for aggregate resources (sand, gravel, and stone).

There are no known mineral resources within the vicinity of the Project site. The California Geological Survey (CGS) Mineral Resource Zones and Resource Sectors map classifies the Project site as MRZ-1,[68] an area "where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence."[69]

Environmental Checklist and Discussion

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (No Impact)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR (page 6-2); it was determined that it would result in no impact. No mitigation measures were recommended.

[68] California Geological Survey. 1987. *Special Report 146 – Mineral Land Classification: Aggregate Materials in the San Francisco-Monterey Bay Area, Part II: Classification of Aggregate Resource Areas, South San Francisco Bay Production-Consumption Region.* Palo Alto quadrangle, Plate 2.40. Available: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_146-2/SR-146_Plate_2.40.pdf. Accessed: June 18, 2018.

[69] California Geological Survey. 1987. *Special Report 146 – Mineral Land Classification: Aggregate Materials in the San Francisco-Monterey Bay Area, Part II: Classification of Aggregate Resource Areas, South San Francisco Bay Production-Consumption Region.* Available: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_146-2/SR_146-2_Text.pdf. Accessed: June 18, 2018.

Conclusion

There are no known mineral resources at the Project site, as indicated by the CGS MRZ. The Project site is not delineated as a locally important mineral resource by the CGS or on any County or City land use plan. Although there is limited information about the mineral resource potential of the Project site, the site and vicinity have been developed for uses related to research and development and office uses, which are incompatible with mineral extraction. The physical conditions, as they relate to mineral resources, have not changed in Menlo Park since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. ***No impact*** would occur, and no further study is needed.

b. Result in the loss of availability of a locally important mineral resource recovery site, as delineated in a local general plan, specific plan, or other land use plan? (No Impact)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR (page 6-2); it was determined that it would result in no impact. No mitigation measures were recommended.

Conclusion

As stated above, the Project site is not delineated as a locally important mineral resource site by the County or City. The physical conditions, as they relate to mineral resources, have not changed in Menlo Park since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. ***No impact*** would occur, and no further study is needed.

XIII. Noise	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☒	☐	☐	☐	☐
b) Generate excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☐	☒	☐
c) For a project in the vicinity of a private airstrip or an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒

Setting

Ambient Noise Levels

As discussed in more detail below, this topic will be analyzed further in the Focused EIR. Therefore, the setting is not discussed in this document but will be provided instead in the Focused EIR.

Overview of Ground-borne Vibration

Ground-borne vibration is an oscillatory motion of the soil with respect to the equilibrium position. It can be quantified in terms of velocity or acceleration. Variations in geology and distance result in different vibration levels, including different frequencies and displacements. In all cases, vibration amplitudes decrease with increased distance.

Operation of heavy construction equipment, particularly pile-driving equipment and other impact devices (e.g., pavement breakers), creates seismic waves that radiate along the surface of and downward into the ground. These surface waves can be felt as ground vibration. Vibration from the operation of this type of equipment can result in effects that range from annoyance for people to damage for structures. Perceptible ground-borne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they cause rock and soil particles to oscillate. The actual distance that these particles move is usually only a few ten-thousandths to a few thousandths of an inch. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of vibration amplitude, referred to as peak particle velocity (PPV). Table 3.13-1 summarizes typical vibration levels generated by construction equipment at a reference distance of 25 feet, and other distances.

Table 3.13-1. Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 Feet	PPV at 50 Feet	PPV at 75 Feet	PPV at 100 Feet	PPV at 175 Feet
Pile driver (sonic/vibratory)	0.734	0.2595	0.1413	0.0918	0.0396
Hoe ram	0.089	0.0315	0.0171	0.0111	0.0048
Large bulldozer	0.089	0.0315	0.0171	0.0111	0.0048
Loaded truck	0.076	0.0269	0.0146	0.0095	0.0041
Jackhammer	0.035	0.0124	0.0067	0.0044	0.0019
Small bulldozer	0.003	0.0011	0.0006	0.0004	0.0002

Source: Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment.* FTA-VA-90-1003-06. Office of Planning and Environment. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf Accessed: February 26, 2018.

Tables 3.13-2 and 3.13-3 summarize the guidelines developed by the California Department of Transportation for damage and annoyance potential from the transient and continuous vibration that is usually associated with construction activity. The activities that are typical of continuous vibration include the use of excavation equipment, static compaction equipment, tracked vehicles, vehicles on a highway, vibratory pile drivers, pile-extraction equipment, and vibratory compaction equipment.

Table 3.13-2. Vibration Damage Potential Threshold Criteria Guidelines

	Maximum PPV (in/sec)	
Structure and Condition	Transient Sources[a]	Continuous/Frequent Intermittent Sources[b]
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation. 2013. *Transportation and Construction Vibration Guidance Manual.* September. Available: http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf. Accessed: February 27, 2019.

a. Transient sources create a single, isolated vibration event (e.g., blasting or drop balls).

b. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Table 3.13-3. Vibration Annoyance Potential Criteria Guidelines

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources[a]	Continuous/Frequent Intermittent Sources[b]
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Source: California Department of Transportation. 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*. September. Available: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013A.pdf. Accessed: February 26, 2019.

Notes:

a. Transient sources create a single, isolated vibration event (e.g., blasting or drop balls).

b. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

General Plan Goals and Policies

The City's General Plan (specifically the Land Use Element and the Noise Element) contains general goals, policies, and programs that require local planning and development decisions to consider noise impacts. The following City General Plan goals, policies, and programs would serve to minimize potential adverse impacts related to noise: Goal LU-4, Policy LU-4.5, Goal N-1, Policy N-1.1, Policy N-1.2, Policy N-1.4, Policy N-1.6, Policy N-1.7, Policy N-1.8, Policy N-1.9, Policy N-1.10, and Policy N-1.D.

Environmental Checklist and Discussion

a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies? (Topic to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

Construction and operational noise effects were analyzed in the ConnectMenlo EIR as Impact NOISE-1 (pages 4.10-19 to 4.10-24) and determined to be less than significant with application of mitigation measures as well as compliance with City General Plan goals and policies. Projects that would result in the development of sensitive land uses, which the Project would not, must maintain an indoor day-night level of 45 A-weighted decibels or less, as required by ConnectMenlo EIR Mitigation Measure NOISE-1a and existing regulations. Projects that could expose existing sensitive receptors to excessive noise must comply with ConnectMenlo EIR Mitigation Measures NOISE-1b and NOISE-1c to minimize both operational noise and construction-related noise. The topic of potential traffic noise effects was discussed in the ConnectMenlo EIR under Impact NOISE-3 (pages 4.10-29 to 4.10-36). It was determined that implementation of ConnectMenlo would not result in a substantial permanent increase in ambient noise on any of the identified roadway segments. No mitigation measures were recommended.

Project-Specific Discussion

Construction. Project construction would have the potential to generate noise. The standard construction work hours proposed for the Project are 7:00 a.m. to 6:00 p.m. Monday through Friday and Saturday from 8:00 a.m. to 5:00 p.m. Some of these hours are outside the normal construction hours provided in the City Municipal Code, which states that construction equipment is exempt from normal noise restrictions and includes special provisions for construction noise generated during the daytime hours of 8:00 a.m. to 6:00 p.m., Monday through Friday. To determine if construction would result in noise impacts, particularly during non-exempt hours, construction noise modeling will be conducted for the Focused EIR.

Operations – Traffic. Potential traffic noise impacts from plan development were analyzed in the ConnectMenlo EIR; however, the Project could result in increased traffic noise at certain locations due to changes in roadway configuration and the potential for an increased number of vehicle trips compared with the number assumed in the ConnectMenlo EIR transportation analysis. Therefore, this topic will be analyzed in the Focused EIR.

Operations – Other Operational Noise Sources. Other potential sources of Project-related operational noise include mechanical equipment, such as heating, ventilation, and air-conditioning (HVAC) equipment or emergency generators, and loading docks. The ConnectMenlo EIR states that stationary noise sources, as well as landscaping and maintenance activities, shall comply with Chapter 8.06, Noise, of the City Municipal Code. Compliance with the mitigation measure would ensure compliance with Chapter 8.06 of the City Municipal Code. The Focused EIR will conduct a detailed analysis of impacts from other operational noise sources.

Conclusion

Physical conditions, as they relate to population growth, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. However, because of the expanded construction work hours required for the Project, construction noise impacts will require further analysis. With regard to traffic noise impacts, although potential traffic noise impacts from plan development were analyzed in the ConnectMenlo EIR, the Project could result in increased traffic noise at certain locations. This is because of different roadway configurations compared with what was considered in the ConnectMenlo EIR as well as the possibility of an increased number of vehicle trips compared with the number assumed in the ConnectMenlo EIR transportation analysis. In addition, other operational noise impacts will be evaluated. Therefore, this topic will be the subject of ***further environmental review*** in the Focused EIR.

b. Generation of excessive ground-borne vibration or ground-borne noise levels? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact NOISE-2 (pages 4.10-25 to 4.10-29). The impact was determined to be potentially significant. With implementation of Mitigation Measures NOISE-2a and NOISE-2b, this impact would be reduced to a less-than-significant level. The analysis concluded that, overall, vibration impacts related to construction would be short term, temporary, and generally restricted to areas in the immediate vicinity of construction activity. However, because project-specific information was not available, the analysis did not quantify construction-related vibration impacts on sensitive receptors. Implementation of Mitigation Measure NOISE-2a would reduce construction-related vibration impacts to a less-than-significant level through

preparation of a vibration analysis to assess vibration levels and use of alternate construction techniques to reduce vibration, if necessary. Specifically, according to Mitigation Measure NOISE-2a from the ConnectMenlo EIR, vibration levels must be limited to 0.126 PPV in/sec at the nearest workshop,[70] 0.063 PPV in/sec at the nearest office, and 0.032 PPV in/sec at the nearest residence during daytime hours and 0.016 PPV in/sec at the nearest residence during nighttime hours. Regarding long-term construction impacts, ConnectMenlo requires projects to comply with Mitigation Measure NOISE-2b, which requires the City to implement best management practices as part of a project's approval process.

Project-Specific Discussion

Although pile driving would not be required for the Project, construction would require the use of other equipment that may generate vibration. The piece of equipment proposed for Project construction that would generate the greatest vibration level is a bulldozer.

According to Table 4.10-10 of the ConnectMenlo EIR, as well as the Federal Transit Administration's Transit Noise and Vibration Impact Assessment (2006), a large bulldozer could generate a vibration level of approximately 0.089 PPV in/sec at a distance of 25 feet.[71] During Project construction, a large bulldozer could operate at a distance of approximately 80 feet from adjacent buildings located north of the Project site. At that distance, vibration from a large bulldozer would be approximately 0.016 PPV in/sec.[72] This is below the "distinctly perceptible" threshold of 0.04 PPV in/sec shown in Table 3.13-3 (and in Table 4.10-3 of the ConnectMenlo EIR). It is also below the applicable damage thresholds for the different building types, as shown in Table 3.13-2, above, and Table 4.10-4 of the ConnectMenlo EIR, which includes thresholds for damage, based on building materials used in building construction. At the nearest residences and the under-construction TIDE Academy, which would both be approximately 400 feet away from where Project vibration-generating construction would occur, vibration from a large bulldozer would be reduced to less than 0.001 PPV in/sec. This is below all of the perceptibility thresholds and building damage thresholds defined above and in the ConnectMenlo EIR.

Based on the above analysis, Project-generated construction vibration would not be expected to exceed the aforementioned standard thresholds. However, according to ConnectMenlo EIR Mitigation Measure NOISE-2a, a project-specific vibration analysis shall be conducted to ensure that project construction vibration levels do not exceed the levels defined in this mitigation measure. Specifically, according to ConnectMenlo EIR Mitigation Measure NOISE-2a, vibration levels must be limited to 0.126 PPV in/sec at the nearest workshop, 0.063 PPV in/sec at the nearest office, and 0.032 PPV in/sec at the nearest residence during daytime hours and 0.016 PPV in/sec at the nearest residence during nighttime hours.

The modeled vibration level at the nearest offsite building north of the Project site (0.016 PPV in/sec at 80 feet, as described above) would be below the allowable level described in Mitigation Measure

[70] The term "workshop" is used in the ConnectMenlo EIR to categorize industrial-type land uses that may be conducting manufacturing activities.

[71] Note that the ConnectMenlo EIR presented PPV vibration values for construction equipment in Table 4.10-10 but incorrectly labeled them as RMS vibration values. The vibration limits in Mitigation Measure NOISE-2a are also incorrectly labeled as RMS values when they are actually PPV values. Therefore, PPV is used as the unit of measure for this analysis.

[72] Federal Transit Administration. 2006. *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. Office of Planning and Environment. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf. Accessed: July 10, 2018.

NOISE-2a for a "workshop" (0.126 PPV in/sec) or "office" (0.063 PPV in/sec). As also described above, at a distance of 400 feet (the approximate distance from Project construction areas to the nearest residence and new high school), vibration from a large bulldozer would be less than 0.001 PPV in/sec. Therefore, Project construction vibration would be well below the daytime allowable level of 0.032 PPV in/sec and the nighttime allowable level of 0.016 PPV in/sec for residential land uses.

Conclusion

The physical conditions, as they relate to Project-specific vibration impacts, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Impacts from construction vibration would be ***less than significant***, and no mitigation measures would be required. No further analysis is required.

c. For a project located in the vicinity of a private airstrip or an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels? (No Impact)

Analysis in the ConnectMenlo EIR

This topic was discussed in the ConnectMenlo EIR as Impact NOISE-5 (page 4.10-38) and Impact NOISE-6 (page 4.10-38) and determined to result in no impact.

Conclusion

The physical conditions, as they relate to the Project's adjacency to a private airstrip, public airport, or public use airport, have not changed in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project, which is within the ConnectMenlo study area, would result in ***no impact***. No further analysis is required.

XIV. Population and Housing	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☒	☐	☐	☐	☐
b) Displace a substantial number of existing people or housing units, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐	☐

Setting

As discussed in more detail, below, this topic will be analyzed further in the Focused EIR. Therefore, the setting is not discussed in this document but will be provided instead in the Focused EIR.

General Plan Goals and Policies

General Plan goals and policies related to population and housing will be outlined and discussed in the Focused EIR.

Environmental Checklist and Discussion

a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? (Topic to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact POP-1 (pages 4.11-5 to 4.11-18) and determined to be less than significant. Within the ConnectMenlo EIR study area, new growth would occur incrementally over a period of approximately 24 years, and future development would be guided by policy framework. No mitigation measures were recommended.

Project-Specific Discussion

The Project includes construction of a 249,500 gsf office building (Building 3) that would accommodate approximately 1,996 employees.[73] Although the Project would not result in onsite residential population increases, the new employees could generate households within Menlo Park and the region. Using the average of 1.88 workers per work household in San Mateo County, the Project would generate approximately 1,062 new households. On average,

[73] Based on a load factor of one employee per 125 sf.

approximately 6.2 percent of Menlo Park's workforce also resides in the Menlo Park,[74] which would result in up to 66 new households. With an average persons-per-household ratio of 2.88, the Project could generate up to 190 new residents within Menlo Park.[75] This represents a fraction of a percent of the total population of Menlo Park and is within the anticipated growth considered in the ConnectMenlo EIR.

Conclusion

The physical conditions, as they relate to population growth, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. However, as a result of the 2017 *City of East Palo Alto v. City of Menlo Park* settlement agreement, the Focused EIR will evaluate population growth in more detail. In particular, a Housing Needs Assessment (HNA) will be prepared for the Project. Therefore, this topic ***requires further environmental review*** in the Focused EIR.

b. Displace a substantial number of existing people or housing units, necessitating the construction of replacement housing elsewhere? (Topic to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact POP-2 (pages 4.11-18 to 4.11-20) and Impact POP-3 (page 4.11-20) and determined to be less than significant. Within the ConnectMenlo EIR study area, new growth would occur incrementally over a period of approximately 24 years, and existing policies would ensure that adequate housing would remain and that the potential for any displacement of existing people or housing would be limited. No mitigation measures were recommended.

Conclusion

The physical conditions, as they relate to displacement of housing units, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. In addition, the Project site does not include housing units. However, as a result of the 2017 *City of East Palo Alto v. City of Menlo Park* settlement agreement, the Focused EIR will evaluate this topic in more detail. In particular, an HNA will be prepared for the Project. This topic ***requires further environmental review*** in the Focused EIR.

[74] Keyser Marston Associates. 2019. *Initial Data: Commonwealth Building 3 Housing Needs Analyses, Menlo Park, CA.*
[75] Ibid.

XV. Public Services	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:					
Fire protection?	☐	☐	☐	☒	☐
Police protection?	☐	☐	☐	☒	☐
Schools?	☐	☐	☐	☒	☐
Parks?	☐	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒	☐

Setting

Fire Protection

Fire protection services in the Project area are provided by the Menlo Park Fire Protection District (MPFPD). The MPFPD service boundary covers 30 square miles and includes Menlo Park, Atherton, and East Palo Alto plus some unincorporated areas in San Mateo County.[76] Seven MPFPD fire stations serve an estimated population of approximately 100,000. The MPFPD responds to approximately 9,000 emergencies per year and is part of the greater San Mateo County boundary-drop plan (i.e., the closest apparatus responds to each call, regardless of the department).[77] The adopted performance standard for response times establishes a goal that would have the first-response unit arrive on the scene of all Code 3 emergencies within 7 minutes, starting from the time of the call to the dispatch center, 90 percent of the time. The goal of the MPFPD's multi-unit response units is to arrive on scene within 11 minutes from the time of the call to the dispatch center. The MPFPD's average response times in 2013 and 2014 were under the currently adopted 7-minute standard for first-response units.[78]

The MPFPD is organized into five Fire District Divisions as follows: Administrative Services, Human Resources, Fire Prevention, Operations, and Support Services. As of 2018, the MPFPD is budgeted for approximately 136 full-time-equivalent (FTE) employees. Of these, 99 FTE employees provide direct fire services, while the other 37 staff members handle daily administrative tasks related to financial services, maintenance of the MPFPD's fleet of vehicles, emergency preparedness, and the management of citizen volunteers in the Community Emergency Response Team program.[79] This equates to a ratio of approximately one firefighter per 1,000 people in the service population.

[76] Menlo Park Fire Protection District. 2018. *About the Fire District*. Available: https://www.menlofire.org/about-the-fire-district. Accessed: April 30, 2018.

[77] Menlo Park Fire Protection District. 2018. *Proposed Budget, 2018–2019*. Available: https://evogov.s3.amazonaws.com/media/6/media/130940.pdf. Accessed: July 16, 2018.

[78] Menlo Park Fire Protection District. 2015. *Standards of Cover Assessment, Volume 1, Executive Summary.* June 16. Available: https://evogov.s3.amazonaws.com/media/6/media/22312.pdf. Accessed: April 18, 2018.

[79] Menlo Park Fire Protection District. 2018. *Proposed Budget, 2018–2019*. Available: https://evogov.s3.amazonaws.com/media/6/media/130940.pdf. Accessed: July 16, 2018.

Fire Station 77, at 1467 Chilco Street, serves the Belle Haven area of Menlo Park, including the Project site. Station 77 is manned by three firefighting personnel (one captain and two firefighters) and two shop personnel (one fleet manager and one mechanic). Operating out of Station 77 is Engine 77, a 2001 Pierce Saber unit, as well as an air boat, urban search and rescue vehicles, and various utility vehicles owned by the MPFPD.[80] The MPFPD anticipates rebuilding or renovating its 4,400 sf facility to address new development and the intensification of existing land uses in East Palo Alto and east Menlo Park.[81] Renovation of the existing facility would be subject to its own CEQA review, if applicable.

Police Protection

Police services in the vicinity of the Project site are provided by the Menlo Park Police Department (MPPD). The MPPD's current service population is approximately 42,000.[82] The MPPD is headed by a chief of police who oversees two divisions, the Patrol Operations Division and Special Operations Division. From 2017 to 2018, the Patrol Services Division handled more than 39,000 calls for service. MPPD staffing includes two police administrators, 46 patrol operations employees, and 29 special operations specialists, for a total of 77 FTE employees. With upcoming approved hires (in the 2018–2019 budget), the MPPD will increase the allocation of sworn officers from 48 to 54.[83] Once fully implemented, Menlo Park will have a ratio of 1.29 officers per 1,000 people in the service population.

One police station, located at City Hall, covers the entire service area. The MPPD also operates a recently renovated police substation and neighborhood service center north of US 101 in the Belle Haven neighborhood. The Belle Haven Neighborhood Service Center and Substation houses the MPPD's Code Enforcement Office and Community Safety Police Officer. MPPD officers use the substation to make calls as well as interview and/or process suspects, victims, or witnesses. In addition, the substation serves as a place for the community to meet with police officers or gather.[84]

Currently, the MPPD divides its service area into three beats. However, as the budget for 2018–2019 is implemented, a new beat, Beat 4, will be activated, which will divide the current Beat 3 into two beats. This will allow officers who are assigned to the Belle Haven neighborhood to remain in that area and address specific needs within that neighborhood (Beat 3); other officers will be assigned to the rest of the Bayfront Area (Beat 4), mainly north of the Dumbarton Rail Corridor.[85] Once this is implemented, the Project site will be covered by Beat 4.

Schools

Four elementary/middle school districts and one high school district are within the boundaries of Menlo Park: Menlo Park City School District (CSD), Ravenswood CSD, Las Lomitas School District, Redwood CSD, and Sequoia Union High School District (SUHSD). However, the portion of Menlo Park that includes

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80 Menlo Park Fire Protection District. 2018. *Station 77.* Available: https://www.menlofire.org/station-77. Accessed: July 16, 2018.

81 Menlo Park Fire Protection District. 2018. *Proposed Budget, 2018–2019*. Available: https://evogov.s3.amazonaws.com/media/6/media/130940.pdf. Accessed: July 16, 2018.

82 Per the ConnectMenlo EIR, the service population for the MPPD is calculated by taking the total population and adding 0.33 of all employees within Menlo Park.

83 City of Menlo Park. *Proposed Budget, Fiscal Year 2018–2019.* Available: https://www.menlopark.org/proposedbudget. Accessed: July 16, 2018.

84 Menlo Park. n.d. *Neighborhood Service Center Grand Opening – Saturday, April 26*. Available: https://www.menlopark.org/Calendar/Home/SingleEvent?eventID=166. Accessed: July 16, 2018.

85 City of Menlo Park. *Proposed Budget, Fiscal Year 2018–2019.* Available: https://www.menlopark.org/proposedbudget. Accessed: July 16, 2018.

Las Lomitas School District, which is generally bounded by Alameda de las Pulgas to the north and Interstate 280 to the south, is built out, with no substantial potential for new housing units. Therefore, this school district is not analyzed further in this section because the Project would not induce the construction of new housing in this area and generate new students.

Menlo Park City School District. The Menlo Park CSD serves parts of Menlo Park, Atherton, and unincorporated areas of San Mateo County. The Menlo Park CSD operates three elementary schools (Encinal School, Laurel School, and Oak Knoll School) and one middle school (Hillview Middle School). In 2017, total student enrollment at the four schools was 2,984, with approximately 322 FTE staff members.[86] The Menlo Park CSD maintains a student-teacher ratio of 17.4 students per teacher.[87]

The three elementary schools currently exceed capacity; however, Hillview Middle School has additional capacity available.[88] To accommodate growth, the Laurel School Upper Campus was constructed; it opened on October 17, 2016, to 300 third- through fifth-grade students.[89] The Menlo Park CSD is required to accommodate students within its boundaries. When a school is at capacity, students can attend another school in the district. If all classes are at capacity, then the Menlo Park CSD may increase the class size or open new classrooms. The Menlo Park CSD currently uses the following student generation rates: 0.18 student per single-family unit and 0.44 student per multi-family unit.[90]

Ravenswood City School District. The Ravenswood CSD serves northern Menlo Park and East Palo Alto. The district operates two elementary schools, two middle schools, four academies, one charter school, and one development center. Two Ravenswood CSD schools are within Menlo Park, Belle Haven Elementary School and Willow Oaks Elementary School. The reported student enrollment for the 2016–2017 school year (the most recent data available) was 3,853, with 206 teachers, resulting in a student-teacher ratio of approximately 18.7 students per teacher. Enrollment at Ravenswood City Elementary, in East Palo Alto, over the 2016–2017 school year was lower than it has been in the past few years.[91] Furthermore, it is anticipated that the Ravenswood CSD will experience low to no growth in the near future.[92] The Ravenswood CSD's student generation rate is 0.39 student per single-family unit and 0.56 student per multi-family unit.[93]

Redwood City School District. The Redwood CSD serves elementary and middle school students in Redwood City and portions of San Carlos, Menlo Park, Atherton, and Woodside. Redwood CSD includes 16 schools, serving approximately 7,700 students. Of the more than 900 employees,

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86 Menlo Park City School District. 2018. *About Us*. Available: https://district.mpcsd.org/Page/175. Accessed: July 16, 2018.

87 Menlo Park City School District. June 2018. *Annual Report to the Community.* Available: https://district.mpcsd.org/cms/lib/CA01902565/Centricity/shared/community%20reports/MPCSD_Comm%20Report%202018_SinglePages.pdf. Accessed: July 16, 2018.

88 Menlo Park City School District. 2013. *Master Facility Plan Update 2013.* Available: https://district.mpcsd.org/Page/104. Accessed: July 16, 2018.

89 Menlo Park City School District. 2016. *Laurel School Upper Campus.* Available: https://district.mpcsd.org/Page/111. Accessed: June 18, 2018.

90 BAE Urban Economics. 2016. *ConnectMenlo Fiscal Impact Analysis*. Available: https://menlopark.org/DocumentCenter/View/11474/ConnectMenlo-FIA-09-07-2016_public-draft?bidId=. Accessed: June 18, 2018.

91 Ed-Data, Education Data Partnership. 2017. *Ravenswood City Elementary*. Available http://www.ed-data.org/district/San-Mateo/Ravenswood-City-Elementary. Accessed: June 18, 2018.

92 Ravenswood City School District. 2015. *Facilities Master Plan*. Available: https://drive.google.com/file/d/0BwQ1Zn7bUeTZcjkwbl9JMm1jSG8/view. Accessed: July 16, 2018.

93 City of Menlo Park. 2016. *Connect Menlo, Public Review Draft EIR*. June 1.

approximately 400 are teachers, resulting in a student-teacher ratio of approximately 19.3 students per teacher.[94] The Redwood CSD's student generation rates for elementary schools are 0.36 student for single-family detached units, 0.18 student for single-family attached units, and 0.10 student for multi-family units. The Redwood CSD's student generation rates for middle schools are 0.10 student for single-family detached units, 0.06 student for single-family attached units, and 0.04 student for multi-family units.[95]

Sequoia Union High School District. The SUHSD operates four comprehensive high schools, one alternative high school, and additional programs. The SUHSD serves Atherton, East Palo Alto, San Carlos, Woodside, Belmont, Portola Valley, portions of unincorporated San Mateo County, and Menlo Park, and enrollment is steadily increasing.[96] Among these schools, Menlo-Atherton High School serves students residing in Menlo Park. In 2016–2017, total student enrollment at the high schools was approximately 9,911, with approximately 553 teachers, resulting in a student-teacher ratio of approximately 17.9 students per teacher.[97] There are current plans to build a high school in at 150 Jefferson Drive (approximately 200 feet west of the Project site) to accommodate enrollment growth. TIDE Academy will open in August 2019 to the first founding ninth grade class. The SUHSD student generation rate is 0.2 student per housing unit.[98]

Parks

The Menlo Park Community Services Department is responsible for providing recreational and cultural programs for residents of Menlo Park. Its facilities include 13 parks, three community centers, two public pools, three child care centers, two gymnasiums, and one gymnastics center. Included in the park and recreational areas are tennis courts, softball diamonds, picnic areas, dog parks, playgrounds, swimming pools, gymnastics centers, a skate park, a shared-use performing arts center, soccer fields, and open space.[99] An adopted City General Plan policy (Policy OSC-2.4) calls for maintaining a ratio of 5 acres of developed parkland per 1,000 residents. Currently, Menlo Park has an estimated population of approximately 33,319.[100] The City provides 244.96 acres of parkland for its residents, a ratio of 7.35 acres[101] of parkland per 1,000 residents.[102] Therefore, the City currently exceeds its goals.

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94 Redwood City School District. 2018. *RCSD Fast Facts.* Available: https://www.rcsdk8.net/domain/2477. Accessed: July 16, 2018.

95 City of Menlo Park. 2016. *Connect Menlo, Public Review Draft EIR*. June 1.

96 Sequoia Union High School District. 2015. *Facilities Master Plan*. June 24. Available: http://www.seq.org/documents/construction-menlo-atherton/facilities.pdf. Accessed: July 17, 2018.

97 Ed-Data, Education Data Partnership. 2017. *Sequoia Union High*. Available: http://www.ed-data.org/district/San-Mateo/Sequoia-Union-High. Accessed: July 17, 2018.

98 City of Menlo Park. 2016. *Connect Menlo, Public Review Draft EIR*. June 1.

99 City of Menlo Park Community Services Department. 2018. *Community Services Department*. Available: https://www.menlopark.org/212/Community-Services. Accessed: April 23, 2018.

100 U.S. Census Bureau. 2016. *American Fact Finder, American Community Survey Demographic and Housing Estimates* (2012–2016 American Community Survey 5-year Estimates, ID DP05). Available: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_16_5YR_DP05&prodType=table. Accessed: July 13, 2018.

101 Note that this is slightly different from the ratio included in the ConnectMenlo EIR because of the increase in population since release of the ConnectMenlo EIR.

102 A total of 244.96 acres divided by 33,319 (existing population as of 2016 [33,319]/1,000) = 7.35 acres per 1,000 residents.

Libraries

Menlo Park has two libraries, Menlo Park Library on Alma Street and the Belle Haven Community Library on Ivy Drive. In total, the libraries have approximately 37,800 gsf of space and approximately 14 FTE staff members. Operating as a department of the City of Menlo Park, the municipal libraries have approximately 23,600 registered borrowers and circulate 677,846 books and multi-media resources, including digital content.[103]

General Plan Goals and Policies

The City's General Plan (specifically the Land Use Element, Open Space/Conservation Element, Noise Element, and Safety Element) contains general goals, policies, and programs that require local planning and development decisions to consider impacts on public services. The following City General Plan goals, policies, and programs would serve to minimize potential adverse impacts on public services: Goal LU-1, Policy LU-1.1, Goal LU-4, Policy LU-4.5, Program LU-4.C, Goal LU-6, Policy LU-6.2, Goal LU-7, Policy LU-7.7, Goal CIRC-1, Policy CIRC-2.14, Goal CIRC-3, Goal S-1, Policy S-1.5, Policy S-1.29, Policy S-30, Policy S-1.38, Goal OSC-2, Policy OSC-2.1, Policy OSC-2.4, and Policy OSC-2.6.

Environmental Checklist and Discussion

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

Fire Protection

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact PS-1 (pages 4.12-8 to 4.12-12). With respect to the need for remodeled or expanded fire protection facilities in order to maintain acceptable service ratios, response times, or other performance standards, the impacts were determined to be less than significant. No mitigation measures were recommended.

Project-Specific Discussion

Because of the increase in employment at the Project site, it is anticipated that the Project would increase the daytime population by approximately 1,996 people. According to MPFPD standards, each employee would be equal to 0.58 resident.[104] This equates to approximately 1,158 people added to the service population. In addition, as stated in Section XIV, *Population and Housing*, the Project could induce up to 200 new Menlo Park residents. If there were no increase in existing MPFPD staffing, then the ratio of one firefighter per 1,000 residents would decrease slightly with implementation of the Project. However, no additional equipment would be needed to serve the proposed building at the Project site because similarly sized buildings are already served by the MPFPD.

[103] City of Menlo Park. 2016. *Menlo Park Library Strategic Plan, 2016–2020.* Available: https://menlopark.org/DocumentCenter/View/15808/Library-Strategic-Plan-2016-2020?bidId=. Accessed: July 17, 2018.

[104] Menlo Park Fire Protection District. 2016. *Menlo Park Fire Protection District Emergency Services and Fire Protection Impact Fee Nexus Study, 2015.* Available: https://evogov.s3.amazonaws.com/media/6/media/49065.pdf. Accessed: April 18, 2018.

The Project would be required to comply with all applicable MPFPD codes and regulations as well as standards related to fire hydrants (e.g., fire-flow requirements, spacing requirements), the design of driveway turnaround and access points, and other fire code requirements. For example, the MPFPD Fire Prevention Code, Section 903.2, requires automatic fire sprinkler protection for commercial occupancies of more than 5,000 gsf if the building is 40 feet or taller.

Conclusion

The physical conditions, as they relate to fire services, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project would not result in substantial adverse environmental impacts associated with the provision of new or physically altered fire and emergency service facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Fire service impacts as a result of the Project would be ***less than significant***. No further study is needed.

Police Protection

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact PS-3 (pages 4.12-15 to 4.12-18) and determined to result in a less-than-significant impact. The MPPD indicated in the ConnectMenlo EIR that it can address issues related to maintaining adequate response times for the proposed development through staffing rather than facility expansion. No mitigation measures were recommended.

Project-Specific Discussion

The Project could affect the MPPD by intensifying site activity and adding new employees, visitors, and residents. Specifically, the Project would increase the number of employees at the Project site by 1,996 people. When calculating the service population, the MPPD considers employees who work in Menlo Park as one-third of a resident, resulting in approximately 665 additional daytime residents. In addition, the Project could induce up to 200 permanent residents to relocate to Menlo Park. If there were no increase in existing MPPD staffing, then the ratio of 1.1 officers per 1,000 service population would decrease slightly with implementation of the Project.[105] The added daytime and permanent residents would result in a decrease in the ratio of officers to residents. Police surveillance in the Project area would continue, including routine patrols and responses to calls for assistance. The Project would not require the MPPD to expand its current service boundary to include the Project site because it is already within Beat 4.

Conclusion

The physical conditions, as they relate to police services, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial

[105] City of Menlo Park. 2017. *Staff Report: Agenda Item K-1 Police*. Available: https://www.menlopark.org/DocumentCenter/ View/13411/K1---4th-Police-Unit?bidId=. Accessed: March 22, 2019.

importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Based on current service levels and the service levels expected to occur under the Project, it is not expected that new police facilities would need to be constructed, resulting in ***less-than-significant*** impacts. No further study is needed.

Schools

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact PS-8 (pages 4.12-35 to 4.12-41) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Project-Specific Discussion

As previously stated, four elementary/middle school districts and one high school district serve Menlo Park. However, Las Lomitas School District would not be affected by the indirect population increases associated with the Project and, therefore, is not considered in this analysis. The Project would consist of R&D uses; it would not construct residential units that would generate school-age students for the local school districts. However, as stated in Section XIV, *Population and Housing*, the Project would indirectly induce housing demand by increasing employment within Menlo Park. Specifically, it is estimated that up to 66 new Menlo Park households would be generated by the Project. Assuming the most conservative student generation rate for the school districts that serve Menlo Park (0.56 student per multi-family unit), the Project could generate up to 37 new students. It is currently unknown which district would enroll these students; they would most likely be distributed throughout the districts. Therefore, the addition of the Project-generated students would be minimal, and the districts would most likely be able to accommodate the students.

Residential and non-residential development, including the Project, is subject to Senate Bill (SB) 50 school impact fees (established by the Leroy F. Greene School Facilities Act of 1998). As a result of wide-ranging changes in the financing of school facilities, including the passage of state school facilities bonds, which are intended to provide a major source of financing for new school facilities, Section 65996 of the State Government Code states that the payment of the school impact fees established by SB 50, which may be required from a developer by any state or local agency, is deemed to constitute full and complete mitigation for school impacts from development. In addition, new residential development that may indirectly result from the increase in employment and generate students would be subject to separate CEQA review as well as residential school impact fees, which would be higher than the non-residential school impact fees.

Conclusion

The physical conditions, as they relate to schools, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Because the Project would not generate a substantial number of new students or trigger the need for new school facilities, impacts related to schools would be ***less than significant***. No further study is needed.

Parks

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impacts PS-5 and PS-6 (pages 4.12-23 to 4.12-26) and determined to result in a less-than-significant impact. The document noted that future development would be required to comply with existing regulations to minimize impacts related to park and recreational services and facilities. No mitigation measures were recommended.

Project-Specific Discussion

The Project would generate new employees in Menlo Park, which could increase park use in Menlo Park. However, the Project would provide open space for the new onsite employees, including walking and biking paths, plazas, and seating areas. In addition, the Project would include construction of Jefferson Park, which would be publicly accessible from paseo connections to Jefferson Drive and the Commonwealth Site. Final design of the park would be determined by the City and community feedback during the entitlement process. This "parklet" would be roughly 32,000 square feet (0.73 acre) in size, including a small parking lot. Potential features could include a multi-use sports court, a flexible lawn area for games and other activities, and an area with accent pavers that would provide space for games and a mix of lounge and dining seating. Additional features could include a playground or other amenities. A 10-foot-wide paseo would run along the eastern edge of the park, providing a connection to the rest of the site and beyond. The intent is for the park to be used by the adjacent high school for physical education classes and parking, with spaces for approximately 20 to 24 staff members. During non-school hours, the park and parking would be available to the public.

Given the availability of City and regional parks, plus the proposed open space, employee growth related to development under the Project is not anticipated to increase the use of parks and recreational resources such that substantial physical deterioration would occur. Refer to Section XVI, *Recreation*, for additional analysis.

Conclusion

The physical conditions, as they relate to parks, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. As such, the impact of the Project on existing park and recreational resources would be ***less than significant***. Please refer to Section XVI, *Recreation*, for additional analysis of impacts on parks. No further study is needed.

Libraries

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact PS-10 (pages 4.12-44 to 4.12-46) and determined to result in a less-than-significant impact. The EIR stated that future development would be required to comply with existing regulations to minimize impacts related to library services. No mitigation measures were recommended.

Project-Specific Discussion

As discussed above, the City's libraries offer a range of resources for the community. The Project is expected to increase the population in Menlo Park by adding up to 200 new residents. In addition, other potential employees who live in San Mateo County could use the library. Given that the library currently serves approximately 23,600 registered borrowers, this increase in the potential number of patrons is minimal. It is expected that the existing libraries in Menlo Park would be able to accommodate the increase in the number of residents in the area due to the Project.

Analysis in the ConnectMenlo EIR

The physical conditions, as they relate to libraries, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project is not expected to trigger the need for new or expanded library facilities. Therefore, impacts would be ***less than significant***. No further study is needed.

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XVI. Recreation	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of a facility would occur or be accelerated?	☐	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐

Setting

The Menlo Park Community Services Department is responsible for providing recreational and cultural programs for the residents of Menlo Park. Its facilities include 13 parks, three community centers, two public pools, three child care centers, two gymnasiums, and one gymnastics center. Included in the park and recreational areas are tennis courts, softball diamonds, picnic areas, dog parks, playgrounds, swimming pools, gymnastics centers, a skate park, a shared-use performing arts center, soccer fields, and open space.[106] An adopted City General Plan policy (Policy OSC-2.4) calls for a ratio of 5 acres of developed parkland per 1,000 residents. Currently, Menlo Park has an estimated population of approximately 33,319.[107] The City provides 244.96 acres of parkland for its residents, a ratio of 7.35 acres[108] of parkland per 1,000 residents.[109] Therefore, the City currently exceeds its goals.

General Plan Goals and Policies

The City's General Plan (specifically the Land Use Element, Open Space/Conservation Element, Noise Element, and Safety Element) contains general goals, policies, and programs that require local planning and development decisions to consider impacts on recreational resources. The following City General Plan goals, policies, and programs would serve to minimize potential adverse impacts on recreational resources: Goal LU-4, Policy LU-4.5, Goal LU-6, Policy LU-6.2, Goal OSC-2, Policy OSC-2.1, Policy OSC-2.4, and Policy OSC-2.6.

[106] City of Menlo Park Community Services Department. 2018. *Community Services Department*. Available: https://www.menlopark.org/212/Community-Services. Accessed: April 23, 2018.

[107] U.S. Census Bureau. 2016. *American Fact Finder, American Community Survey Demographic and Housing Estimates* (2012–2016 American Community Survey 5-year Estimates, ID DP05). Available: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_16_5YR_DP05&prodType=table. Accessed: July 13, 2018.

[108] Note that this is slightly different from the ratio included in the ConnectMenlo EIR because of the increase in Menlo Park's population since release of the ConnectMenlo EIR.

[109] A total of 244.96 acres divided by 33,319 (existing population as of 2016) = 7.35 acres per 1,000 residents.

Environmental Checklist and Discussion

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of a facility would occur or be accelerated? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact PS-6 (pages 4.12-24 to 4.12-26) and determined to result in a less-than-significant impact with respect to physical deterioration of park facilities. The document noted that future development would be required to comply with existing regulations to minimize impacts related to park and recreational services and facilities. No mitigation measures were recommended.

Project-Specific Discussion

The Project would generate approximately 1,996 new employees at the Project site. These employees could use nearby parks as well as other parks and open space resources throughout Menlo Park. Development would add approximately 128,533 sf of public open space and approximately 107,333 sf of private open space. A 0.2-mile-long and 20-foot-wide paseo, available to bicyclists and pedestrians, would be constructed along the eastern boundary of the Jefferson Site and throughout the Commonwealth Site. Proposed private open spaces would be located between and around Buildings 1, 2, and 3, within patios and courtyards featuring tables, chairs, a seat wall, trees, and access to an existing bocce court. In addition, outdoor balconies on the third and fourth floors of Building 3 would be provided as private open spaces. The private open spaces would be used by existing and new onsite employees.

The Project would include construction of Jefferson Park, which would be publicly accessible from paseo connections to Jefferson Drive and the Commonwealth Site. Final design of the park would be determined by the City and community feedback during the entitlement process. This "parklet" would be roughly 32,000 sf (0.73 acre) in size, including a small parking lot. Potential features could include a multi-use sports court, a flexible lawn area for games and other activities, and an area with accent pavers that would provide space for games and a mix of lounge and dining seating. Additional features could include a playground or other amenities. A 10-foot-wide paseo would run along the eastern edge of the park, providing a connection to the rest of the site and beyond. The intent is for the park to be used by the adjacent high school for physical education classes and parking, with spaces for approximately 20 to 24 staff members. During non-school hours, the park and parking would be available to the public.

Because the Project would generate approximately 1,996 new employees, up to 200 new residents could be induced to move to Menlo Park. However, new residents could use parks and open space resources throughout Menlo Park, including the proposed Jefferson Park. As explained above, the Menlo Park Community Services Department currently exceeds its goal of 5 acres of parkland per 1,000 residents. The approximately 200 new residents in Menlo Park would not substantially change the existing ratio, and the City would still exceed its goal. Given the availability of City-maintained parks, population growth is not anticipated to increase the use of recreational resources to a degree that would result in substantial physical deterioration.

Conclusion

The physical conditions, as they relate to neighborhood and regional parks, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. An increase in the number of employees and the residential population would not exacerbate existing capacity issues because any increased use of recreational facilities would be spread out among several parks and recreational facilities in the area, including the facilities proposed as part of the Project. The Project would not trigger a need for the construction or expansion of parks or other recreational facilities. Therefore, the impact of the Project on existing park and recreational resources would be ***less than significant***. No further study is needed.

b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact PS-6 (pages 4.12-23 to 4.12-24) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Effects of the Project

The Project would not include new or expanded Menlo Park Community Services Department park facilities. However, as discussed above, the Project would include open spaces and construction of a new publicly accessible, privately maintained park (Jefferson Park). Although the addition of open space alone would most likely not result in a significant impact, the addition of open space has been analyzed throughout this document in context with the rest of the Project.

Conclusion

The physical conditions, as they relate to park and recreational facilities, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Construction of private open space and Jefferson Park would not have an adverse physical effect on the environment and therefore would result in ***less-than-significant*** impacts. No further study is needed.

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XVII. Transportation	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐	☐	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?	☒	☐	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐	☐
d) Result in inadequate emergency access?	☒	☐	☐	☐	☐

Setting

As discussed in more detail, below, this topic will be analyzed further in the Focused EIR. Therefore, the setting is not discussed in this document but will be provided instead in the Focused EIR.

General Plan Goals and Policies

Goals and policies related to transportation and traffic will be discussed in the Focused EIR.

Environmental Checklist and Discussion

a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? (Topic to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed in the ConnectMenlo EIR as Impact TRANS-1 (pages 4.13-56 to 3.13-74). Development under ConnectMenlo was determined to result in significant and unavoidable impacts on roadway segments and study intersections, even with implementation of Mitigation Measures TRANS-1a (pages 4.13-62 and 4.13-63) and TRANS-1b (pages 4.13-70 to 4.13-72) from the ConnectMenlo EIR. However, adding travel lanes (as recommended in Mitigation Measure TRANS-1a) could require an additional right of way that is not under the jurisdiction of the City. In addition, although implementation of Mitigation Measure TRANS-1b would secure a funding mechanism for future roadway and infrastructure improvements, the City cannot guarantee improvements at any roadway segment or intersection. In addition, this topic was analyzed in the ConnectMenlo EIR as Impact TRANS-6 (pages 3.13-81 to 3.13-89); it was determined that impacts would be significant and unavoidable, even with implementation of Mitigation Measures TRANS-6a through TRANS-6c. Implementation of these mitigation measures cannot be guaranteed.

Project-Specific Discussion

Although the Project is within the development projections envisioned in the ConnectMenlo EIR, this topic requires further environmental review in the Focused EIR. The transportation mitigation measures for the ConnectMenlo EIR anticipated that any project proposed prior to adoption of a Transportation Master Plan and updated Transportation Impact Fee, including the Project, would need to conduct a project-specific Transportation Impact Assessment (TIA) to determine the impacts and necessary transportation mitigation to be funded by that project. The requirement to conduct a project-specific TIA was also part of the settlement agreement in the 2017 *City of East Palo Alto v. City of Menlo Park* case. Therefore, the Focused EIR will include analysis of 31 intersections and two future intersections, as follows:

1. Marsh Road and Bayfront Expressway (State)
2. Marsh Road and Independence Drive (State)
3. Marsh Road and US 101 northbound off-ramp (State)
4. Marsh Road and US 101 southbound off-ramp (State)
5. Marsh Road and Scott Drive (Menlo Park)
6. Marsh Road and Bay Road (Menlo Park)
7. Marsh Road and Middlefield Road (Atherton)
8. Independence Drive and Constitution Drive (Menlo Park)
9. Chrysler Drive and Bayfront Expressway (State)
10. Chrysler Drive and Constitution Drive (Menlo Park)
11. Chrysler Drive and Jefferson Drive (Menlo Park)
12. Chrysler Drive and Independence Drive (Menlo Park)
13. Chilco Street and Bayfront Expressway (State)
14. Chilco Street and Constitution Drive (Menlo Park)
15. Willow Road and Bayfront Expressway (State)
16. Willow Road and Hamilton Avenue (State)
17. Willow Road and Ivy Drive (State)
18. Willow Road and O'Brien Drive (State)
19. Willow Road and Newbridge Street (State)
20. Willow Road and Bay Road (State)
21. Willow Road and Durham Street (Menlo Park)
22. Willow Road and Coleman Avenue (Menlo Park)
23. Willow Road and Gilbert Avenue (Menlo Park)

24. Willow Road and Middlefield Road (Menlo Park)
25. University and Bayfront Expressway (State)
26. Middlefield Road and Ravenswood Avenue (Menlo Park)
27. Middlefield Road and Ringwood Avenue (Menlo Park)
28. Marsh Road and Florence Street-Bohannon Drive (Menlo Park)
29. Willow Road and US 101 northbound ramps (future only)
30. Willow Road and US 101 southbound ramps (future only)
31. Bay Road and Ringwood Avenue (Menlo Park)

Conclusion

An analysis of the Project's consistency with relevant adopted policies, plans, and programs will be presented in the Focused EIR. This topic requires ***further environmental review*** in the Focused EIR.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3(b)? (Topic to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

VMT was analyzed in the ConnectMenlo EIR as TRANS-1b (pages 4.13-70 to 4.13-72). It was determined that ConnectMenlo would not exceed the existing VMT threshold of significance, resulting in less-than-significant impacts with respect to VMT.

Conclusion

The transportation mitigation measures for the ConnectMenlo EIR anticipated that any project proposed prior to adoption of a Transportation Master Plan and updated Transportation Impact Fee, including the Project, would need to conduct a project-specific TIA to determine the impacts and the necessary transportation mitigation to be funded by that project. The requirement to conduct a project-specific TIA was also part of the settlement agreement in the 2017 *City of East Palo Alto v. City of Menlo Park* case. Therefore, this topic requires ***further environmental review*** in the Focused EIR.

c. Substantially increase hazards because due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Topic to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact TRANS-4 (page 4.13-77 to 4.13-79) and determined to have less-than-significant impacts because the zoning update includes design standards that require street improvements, and projects are required to be designed in accordance with these City standards. No mitigation measures were recommended.

Project-Specific Discussion

Although the Project would add vehicles at nearby intersections, the Project would not result in physical changes to the study intersections. Therefore, because design features at the intersections would not be altered as a result of the Project, collision rates are not expected to increase, and no additional hazards would occur.

The Commonwealth Site would be accessible from two driveways, with the main access point at Commonwealth Drive in the southwest corner of the Project site and the secondary access point at Jefferson Drive adjacent to the Jefferson Site. The internal street network that surrounds the Commonwealth Site would provide access to the surface parking and the proposed parking structure. Entrances to the parking structure would be provided along the internal street east of Buildings 2 and 3. A loading dock would be provided on the east side of Building 3.

Conclusion

The requirement to conduct a project-specific TIA was part of the settlement agreement in the 2017 *City of East Palo Alto v. City of Menlo Park* case. Therefore, this topic requires ***further environmental review*** in the Focused EIR.

d. Result in inadequate emergency access? (Topic to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact TRANS-5 (page 4.13-79 to 4.13-81) and determined to have less-than-significant impacts because the City would implement General Plan programs that would require continued coordination between the MPPD and MPFPD. In addition, proposed zoning would help to minimize traffic congestion. No mitigation measures were recommended.

Project-Specific Discussion

The Project does not include any characteristics (e.g., permanent road closures or roadway modifications) that would physically impair or otherwise interfere with emergency response or evacuation in the Project vicinity. Emergency access to the Project site would be provided from both access points on Commonwealth Drive and Jefferson Drive. Emergency vehicles would enter the site at Commonwealth Drive and continue along the northern portion of the site, adjacent to the proposed building, then travel around the building to exit at Jefferson Drive. Fire access to the proposed parking structure would be at both the northern and southern ends.

Conclusion

The requirement to conduct a project-specific TIA was part of the settlement agreement in the 2017 *City of East Palo Alto v. City of Menlo Park* case. Therefore, this topic requires ***further environmental review*** in the Focused EIR.

XVIII. Tribal Cultural Resources	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:					
a) Listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k)?	☒	☐	☐	☐	☐
b) Determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐	☐

Setting

As discussed in more detail, below, this topic will be analyzed further in the Focused EIR for the Project. Therefore, the setting is not discussed in this document but will be provided instead in the Focused EIR.

Environmental Checklist and Discussion

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:

a. Listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k)? (Topics to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

Tribal cultural resources, as defined by Public Resources Code Section 21074, were analyzed in the ConnectMenlo EIR as Impact CULT-1 (pages 4.4-12 to 4.9-15). Impacts were determined to be less than significant with implementation of Mitigation Measures CULT-2a, CULT-2b, and CULT-4 from the ConnectMenlo EIR.

Project-Specific Discussion

A search of the Sacred Lands File did not identify any tribal cultural resources in the Project area. Although no formal tribal cultural resources were identified as a result of consultation with the Native Americans the NAHC listed as geographically affiliated with the region, the area was identified as very sensitive for Native American resources by two representatives. In addition, one previously recorded precontact site was identified within with the Project footprint. CA-SMA-425 was identified during archaeological monitoring for the Commonwealth Corporate Center Project in 2015. The site is located beneath the existing Building 2. This resource is believed to be the last vestige of a much larger site because of the heavily disturbed nature of the Project area. Building 2 would not be augmented as part of the current Project, and this resource would not be disturbed during any Project-related activities. However, although no Project-related ground disturbance would occur in the vicinity of this resource, the potential always exists for additional as-yet undocumented tribal cultural resources to be encountered during Project demolition or construction work, as discussed in more detail in Section V, *Cultural Resources*. Buried deposits may be eligible for listing in the CRHR.

Conclusion

The Project would implement ConnectMenlo EIR Mitigation Measure CULT-2a if a potentially significant subsurface cultural resource is encountered during ground-disturbing activities. The Project would also implement ConnectMenlo EIR Mitigation Measure CULT-4 if human remains are encountered at the Project site. Although no archaeological resources were identified during consultation with Native American tribes, the area was identified as sensitive for Native American resources. Therefore, this topic requires ***further environmental review*** in the Focused EIR.

b. Determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (Topics to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR as Impact CULT-5 (page 4.4-21). Impacts were determined to be less than significant with implementation of Mitigation Measures CULT-2a, CULT-2b, and CULT-4.

Effects of the Project

As stated above, although no tribal cultural resources were identified within the Project site during consultation with California Native American tribes, the area was determined to be very sensitive for Native American resources. In addition, one precontact archaeological resource was identified during a cultural resources review. Although this resource would not be affected by Project-related activities, the potential still exists for encountering as-yet undocumented resources that could be considered significant by California Native American tribes during Project-related construction activities.

Conclusion

Implementation of ConnectMenlo EIR Mitigation Measures CULT-2a and CULT-4 and Project Mitigation Measure CR-1 would reduce impacts. However, because of the sensitivity of the Project site, this topic requires ***further environmental review*** in the Focused EIR.

XIX. Utilities and Service Systems	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☒	☐	☐	☐	☐
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	☐	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

Setting

Water Supply

As discussed in more detail below, the water supply will be analyzed further in the Focused EIR. Therefore, the setting for the water supply is not discussed in this document but will be provided instead in the Focused EIR.

Wastewater Collection and Treatment

As discussed in more detail below, wastewater collection and treatment will be analyzed further in the Focused EIR. Therefore, the setting for wastewater is not discussed in this document but will be provided instead in the Focused EIR.

Stormwater

The Project site, which covers approximately 13.3 acres (578,500 sf), is located in the northernmost drainage area of Menlo Park. The Project site drains to a municipal storm drain system that outfalls to Redwood Creek and, ultimately, to San Francisco Bay. Currently, the total surface area of the Project

site is approximately 74.6 percent impervious (approximately 431,697 sf). The Project site includes the Commonwealth Site and the Jefferson Site, consisting of two buildings (Buildings 1 and 2, referred to by Facebook as Buildings 27 and 28) and surface parking on the Commonwealth Site and the Jefferson Site.

Currently, the Project site is served by a combination of existing and new onsite storm drain systems. The system collects runoff from the parking, roof, and hardscape areas and conveys it to a pump. The pump is sized to discharge the water at an appropriate flow rate to biotreatment ponds for stormwater treatment. The balance of the runoff that is not directed to the pond is discharged directly to Jefferson Drive from a systems of pipes. Runoff is conveyed from the systems of pipes to an existing 36-inch storm drain in Jefferson Drive.[110]

Onsite drainage is captured by area drains and landscaped areas. New and mature trees, as well as landscaping, are scattered throughout the Project site. The Commonwealth Site includes a stormwater treatment area with native grasses and flowers. Directly adjacent to Jefferson Drive is a 2,800 sf stormwater treatment area with trees and grasses.

Solid Waste

Recology Incorporated provides solid waste collection and conveyance service for Menlo Park. Collected recyclables, organics, and garbage are conveyed to the Shoreway Environmental Center (Shoreway) in San Carlos for processing and shipment. Shoreway is owned by RethinkWaste (former South Bayside Waste Management Authority), a joint powers authority that comprises 12 public agencies, including the City of Menlo Park. As of January 1, 2011, Shoreway has been operated by South Bay Recycling under a 10-year contract with RethinkWaste. The primary goal of RethinkWaste is to provide cost-effective waste reduction, recycling, and solid waste programs to member agencies through franchised services and the services of other recyclers to divert 50 percent (minimum) of the waste stream from landfills, as mandated by California state law (AB 939).[111]

Shoreway facilities consist of a transfer station, a materials recovery facility, a public recycling center, an environmental education center, Recology offices, and South Bay Recycling offices. Shoreway serves as a regional solid waste and recycling facility for the receipt, handling, and transfer of refuse, recyclables and organic materials collected from the RethinkWaste service area (southern and central San Mateo County). Shoreway is separately permitted by the California State Integrated Waste Management Board to receive 3,000 tons per day of solid waste and recyclables.[112]

In 2016 (the most recent year available), the RethinkWaste service area (San Mateo County) produced approximately 86,573 tons of commercial solid waste, 34,024 tons of multi-family waste, and 60,256 tons of residential waste. Overall, the service area experienced a 50 percent diversion rate by recycling and composting waste materials. Menlo Park had a slightly higher diversion rate than the county average, with approximately 58 percent of waste diverted from the landfill.[113] In 2016, Menlo

[110] Kier & Wright Civil Engineers & Surveyors. 2018. *Stormwater Report, Commonwealth Building 3, 162 & 164 Jefferson Drive, Menlo Park, California. February* 28.

[111] RethinkWaste. 2018. *About Us.* Last revised: 2018. Available: http://www.rethinkwaste.org/about/about-us. Accessed: June, 18, 2018.

[112] RethinkWaste. 2018. *About Shoreway.* Last revised: 2018. Available: http://www.rethinkwaste.org/shoreway-facility. Accessed: June 18, 2018.

[113] Recology San Mateo County. 2017. *Annual Report to the SBWMA for Year 2016.* Available: https://rethinkwaste.org/uploads/media_items/recology-annual-report-2016.original.pdf. Accessed: July 20, 2018.

Park's per capita solid waste disposal rate for residents was 5.1 pounds per day (ppd); the target per capita disposal rate for residents is 7.5 ppd. Menlo Park's per capita solid waste disposal rate for employees in 2016 was 4.5 ppd; the California Department of Resources Recycling and Recovery (CalRecycle) target per capita disposal rate for employees is 9.2 ppd.[114]

Materials not composted or recycled at Shoreway are sent to several different landfills in the area, with most going to the Ox Mountain Landfill (also known as Corinda Los Trancos Landfill) near Half Moon Bay. This landfill is expected to remain operational until 2034 and has a permitted throughput capacity of 3,598 tons per day.[115] In 2017, approximately 32,617 tons of waste from Menlo Park was disposed of in landfills, with approximately 25,523 tons going to the Ox Mountain Landfill.[116]

Natural Gas

PG&E's natural gas (methane) pipe delivery system includes 42,000 miles of distribution pipelines and 6,700 miles of transmission pipelines. Gas delivered by PG&E originates in gas fields in California, the Southwest, the Rocky Mountains, and Canada. Transportation pipelines send natural gas from fields and storage facilities in large pipes under high pressure. Smaller distribution pipelines deliver gas to individual businesses and residences. PG&E's gas transmission pipeline systems serve approximately 15 million energy customers in California. The system is operated under an inspection and monitoring program in real time on a 24-hour basis, with leak inspections, surveys, and patrols taking place along the pipelines.[117] The PG&E gas transmission pipeline nearest the Project site runs primarily along US 101 until Second Avenue, where it continues north along Broadway in Redwood City. Distribution gas pipelines are located throughout the Bayfront Area.

Telecommunications

There are numerous telecommunications providers in Menlo Park that offer DSL, wireless, cable, fiber, and cooper services, including AT&T, XFINITY from Comcast, MegaPath, and CenturyLink Business, to residents and businesses in Menlo Park. The Project site receives services from XFINITY.[118] Underground conduits and overhead cables are present throughout the vicinity of the Project site.

General Plan Goals and Policies

The City General Plan (specifically the Land Use Element, Open Space/Conservation Element, Noise Element, and Safety Element) contains general goals, policies, and programs that require local planning and development decisions to consider impacts on utilities. The following City General Plan goals, policies, and programs would serve to minimize potential adverse impacts on public stormwater and solid waste: Goal LU-4, Policy LU-4.5, Goal LU-6, Policy LU-6.11, Goal LU-7, Policy

[114] CalRecycle. 2016. *Jurisdiction Diversion/Disposal Rate Detail*. Menlo Park. Available: http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionDetail.aspx?JurisdictionID=299&Year=2016. Accessed: July 20, 2018.

[115] CalRecycle. 2018. *Facility/Site Summary Details: Corinda Los Trancos Landfill (Ox Mountain) (41-AA-0002).* Available: http://www.calrecycle.ca.gov/SWFacilities/Directory/41-AA-0002/Detail/. Accessed: July 20, 2018.

[116] CalRecycle. 2017. *Jurisdiction Disposal by Facility: Disposal during 2017 for Menlo Park.* Available: http://www.calrecycle.ca.gov/LGCentral/Reports/Viewer.aspx?P=ReportYear%3d2017%26ReportName%3dReportEDRSJurisDisposalByFacility%26OriginJurisdictionIDs%3d299. Accessed: July 20, 2018.

[117] Pacific Gas & Electric. n.d. *Learn about the PG&E Natural Gas System.* Available: https://www.pge.com/en_US/safety/how-the-system-works/natural-gas-system-overview/natural-gas-system-overview.page. Accessed: April 4, 2019.

[118] BroadbandNow. n.d. *Internet Providers in Menlo Park, California*. Available: https://broadbandnow.com/California/Menlo-Park#show=business. Accessed: April 4, 2019.

LU-7.1, Policy LUS-7.5, Goal OSC-4, Policy OSC-4.2, Policy OSC-4.6, Policy OSC-4.7, Policy OSC-4.8, Goal S-1, Policy S-1.26, and Policy S-1.27. Goals and policies related to water and wastewater will be discussed in the Focused EIR.

Environmental Checklist and Discussion

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects? (Topic to Be Analyzed in Focused EIR)

Analysis in the ConnectMenlo EIR

These topics were analyzed in the ConnectMenlo EIR under Impacts UTIL-2 (pages 4.14-28 and 4.14-29), UTIL-4 (pages 4.14-36 to 4.14-38), UTIL-5 (pages 4.14-38 to 4.14-41), UTIL-11 (pages 4.14-64 to 4.14-66), and UTIL-13 (pages 4.14-76 to 4.18-81) and determined to result in a less-than-significant impact. It is expected that the City will implement General Plan programs that require expansion of the Menlo Park Municipal Water District's conservation programs and future development to employ green building best practices. No mitigation measures were recommended. The ConnectMenlo EIR does not discuss impacts on telecommunication facilities.

Project-Specific Discussion

Water and Wastewater. Operation of the Project is not anticipated to result in the construction or expansion of new water or wastewater treatment facilities. However, it is unknown at this time how much water the Project would demand and, in turn, how much wastewater the Project would generate. A Water Supply Assessment (WSA) for the Project would need to be conducted and analyzed in the Focused EIR.

Stormwater. Operation of the Project would result in the construction or expansion of new stormwater facilities but would not cause significant environmental effects. Implementation of the Project would reduce the amount of impervious surface by 38,542 sf, or 6.6 percent of the Project site. Paved areas would cover approximately 393,155 sf of impervious surfaces, or approximately 68 percent of the Project site. Hardscape at the Project site would include concrete paving, decomposed granite paving, and concrete pavers. Landscaped areas would provide 185,297 sf of pervious surfaces, covering approximately 32 percent of the Project site. Because the Project would create and replace more than 10,000 sf of impervious surface, the Project would be regulated by provision C.3 of the Municipal Regional Permit. To meet San Mateo Countywide Water Pollution Prevention Program C.3 stormwater requirements, the Project would be required to treat runoff from all impervious areas. The Project site would be drained by a combination of existing and new onsite storm drain system facilities. However, the Project would reduce the amount of impervious surfaces, thereby funneling less stormwater to these new onsite facilities. The system would ultimately convey runoff to biotreatment ponds for stormwater treatment to capture and treat runoff from the newly created or replaced impervious areas. The new development would have a larger landscaped area, which would result in a net decrease in the amount of runoff leaving the site. The Project Sponsor would be required develop and implement a final Stormwater Management Plan, with the goal of reducing the discharge of pollutants to the maximum extent practicable.

The existing stormwater treatment areas on the Commonwealth Site and the existing 2,800 sf stormwater treatment area directly adjacent to Jefferson Drive would remain. The Project would provide biotreatment areas throughout the site. The overflow pipe at the manhole pump for each biotreatment area would be a couple of feet higher than the treatment volume to prevent the overflow pipe from functioning until the treatment flow has been stored. Flows from all proposed impervious areas, both replaced and new areas, would be directed to a pump that would be sized to discharge runoff to biotreatment areas for stormwater treatment.

Natural Gas. During operation, the Project would meet 100 percent of its energy demand (electricity and gas), consistent with the requirements of City Municipal Code Section 16.44.130, through the purchase of 100 percent renewable electricity from Peninsula Clean Energy. As needed, 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 and may be upgraded, if necessary.

The installation of new or expanded gas lines on the Project site would require excavation, trenching, soil movement, and other activities that are typical during construction of development projects. However, these construction impacts are discussed in detail in the appropriate topical sections of this Initial Study as part of the assessment of overall Project impacts. In addition, although construction related to the new or relocated gas and electric lines could result in short-term environmental effects (e.g., noise, dust, traffic, temporary service interruption), the work would comply with City and PG&E regulations as well as standard conditions for new construction related to infrastructure improvements. For example, these regulations and conditions would require new gas line construction, or expansion of existing lines, to include best management practices (e.g., require construction areas to minimize dust generation, limit construction noise to daytime hours to limit impacts on sensitive receptors, use modern equipment to limit emissions). Also, any such work would be subject to compliance with applicable regulations and standard conditions of approval for the Project, including City permits/review for construction (e.g., grading permits, private development review, encroachment permits). It is anticipated that no offsite natural gas facilities would need to be constructed or expanded as a result of the Project.

Telecommunications. Telecommunications lines may need to be extended or relocated as a result of the Project. The installation of new or expanded telecommunication lines on the Project site would require excavation, trenching, soil movement, and other activities that are typical during construction of development projects. These construction impacts are discussed in the appropriate topical sections of this Initial Study as part of the assessment of overall Project impacts. However, no offsite telecommunications facilities would need to be constructed or expanded as a result of the Project.

Conclusion

The physical conditions, as they relate to water, wastewater treatment facilities, stormwater, natural gas, and telecommunications, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project could require construction or expansion of stormwater drainage, natural gas, or telecommunication

lines and features on the Project site but would not lead to significant environmental impacts beyond the construction impacts discussed throughout this document. Impacts would be less than significant. However, because further studies are needed to determine water and wastewater impacts, this topic requires ***further environmental review*** in the Focused EIR.

b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. (Topic to Be Analyzed in Focused EIR)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR under UTIL-1 (pages 4.14-24 to 4.14-27) and determined to result in a less-than-significant impact. Future development under ConnectMenlo would be required to comply with existing regulations, including City General Plan policies and zoning requirements, to minimize impacts related to water supplies. No mitigation measures were recommended.

Project-Specific Discussion

Existing water supplies should be available to serve the Project; it is not expected that new or expanded entitlements would be needed during normal, dry, and multiple dry years. However, it is unknown at this time how much water the Project would require. A WSA for the Project would need to be conducted.

Conclusion

The physical conditions, as they relate to water supplies, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. Regardless, a WSA would be prepared to determine whether the Project can be supplied with water from existing entitlements and resources. The WSA would distinguish between normal and multi-year drought conditions. The Project would be required to have an onsite water recycling system to offset potable water demand, which would be reflected in the WSA. Given that the amount of water demand from the Project is unknown, the impacts are also unknown. Since the release of ConnectMenlo EIR, the City has prepared a Water System Master Plan, which identifies a fire-flow issue in the area of the Project site. In addition to preparation of a WSA, a water system analysis would be prepared for the Project and included in the EIR. The EIR would assess delivery of water to the site with regard to fire flow. Because further studies are needed to determine water and wastewater impacts, this topic requires ***further environmental review*** in the EIR.

c. Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments? (Topic to Be Analyzed in Focused EIR)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR (pages 4.14-43 to 4.14-45) and determined to result in a less-than-significant impact. Future development is expected to tie in to existing collection facilities. The installation of extension lines would comply with applicable sewer permits, which require projects to reduce impacts on service capacity. In addition, projects would be required to comply with existing regulations that promote water conservation and minimize impacts related to wastewater generation. No mitigation measures were recommended.

Project-Specific Discussion

The Project is not expected to exceed the existing capacity of wastewater treatment facilities or the infrastructure that serves the area. However, it is unknown at this time how much water the Project would demand and, in turn, how much wastewater the Project would generate. A WSA for the Project would need to be conducted.

Conclusion

The physical conditions, as they relate to wastewater treatment facilities, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. However, because further studies are needed to determine water and, in turn, wastewater impacts, this topic requires ***further environmental review*** in the Focused EIR.

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR under Impact UTIL-8 (pages 4.14-52 to 4.14-55) and determined to result in a less-than-significant impact. Future development would be required to comply with existing regulations to minimize impacts related to solid waste disposal and attain solid waste reduction goals. No mitigation measures were recommended.

Project-Specific Discussion

The California Integrated Waste Management Act of 1989 (AB 939) requires municipalities to adopt an integrated waste management plan to establish objectives, policies, and programs related to waste disposal, management, source reduction, and recycling. In addition, Senate Bill 1383, passed in 2016, established a target that calls for a 50 percent reduction in organic waste by 2020 and 75 percent by 2025. The City of San Mateo and the City of Menlo Park have been working to meet these standards. As noted above, in 2016, San Mateo County experienced a 50 percent diversion rate by recycling and composting waste materials. Menlo Park had a slightly higher diversion rate than the county average, with approximately 58 percent of waste diverted from the landfill.[119]

Construction of the Project would generate waste but would remain within state and local standards. The proposed excavation would result in the export of approximately 2,500 cubic yards of material offsite. All soil and debris, including contaminated soil, would be off-hauled to the Dumbarton Quarry or a similar appropriate facility. The Project would be required to comply with the City's Construction and Demolition Recycling Ordinance, which requires salvaging or recycling of at least 60 percent of construction-related solid waste. Therefore, construction of the Project is not expected to have an impact on existing landfills.

[119] Recology San Mateo County. 2017. *Annual Report to the SBWMA for Year 2016.* Available: https://rethinkwaste.org/uploads/media_items/recology-annual-report-2016.original.pdf. Accessed: July 20, 2018.

Operation of the Project would result in the generation of solid waste beyond existing conditions but would continue to meet state and local standards for solid waste and recycling. The Project would generate approximately 1,996 new employees at the Project site and up to 190 residents who could live in Menlo Park. As discussed above, the disposal rate per business employee in Menlo Park was 4.5 ppd. Assuming 1,996 employees, the Project could generate approximately 8,982 ppd of waste. In addition, Menlo Park's disposal rate per resident was 5.1 ppd. Assuming up to 190 new residents as a result of the Project, Project-induced residential waste would be approximately 969 ppd. Combined, this would result in approximately 5 tons per day. This waste generated at the Project site would be collected by Recology San Mateo and hauled to Shoreway. Shoreway is permitted to receive 3,000 tons of refuse per day. Once collected and sorted at Shoreway, solid waste is transported to Ox Mountain, which is permitted to receive 3,598 tons per day. Solid waste generated by operation of the Project would represent approximately 0.17 percent and 0.14 percent of the permitted capacity of Shoreway and Ox Mountain, respectively. As such, Shoreway and the Ox Mountain would have sufficient capacity to serve the Project.

Conclusion

The physical conditions, as they relate to landfills, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. The Project would be served by a landfill with sufficient permitted capacity to accommodate its solid waste disposal needs. In addition, the Project is within the growth projections of the ConnectMenlo EIR and, as such, would not result in impacts that were not already evaluated. The Project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals. Impacts would be ***less than significant***, and no further study is needed.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (Less than Significant)

Analysis in the ConnectMenlo EIR

This topic was analyzed in the ConnectMenlo EIR under Impact UTIL-9 (pages 4.14-55 and 4.14-56) and determined to result in a less-than-significant impact. No mitigation measures were recommended.

Project-Specific Discussion

Construction and operation of the Project would comply with all applicable statutes and regulations related to solid waste. State law (AB 341 and AB 939) requires businesses to recycle and cities to divert 50 percent of their solid waste from landfills. The Project would adhere to these laws. In addition, the Project would be required to adhere to the City's Construction and Demolition Recycling Ordinance.

Conclusion

The physical conditions, as they relate to solid waste statutes and regulations, have not changed substantially in the ConnectMenlo EIR study area since preparation of the ConnectMenlo EIR. There is no substantial change in the ConnectMenlo project, change in circumstances, or new information of substantial importance that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Implementation of the Project would have a ***less-than-significant*** impact with regard to compliance with solid waste-related management and reduction statutes and regulations. No further study is needed.

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XX. Mandatory Findings of Significance	Further Evaluation Needed in EIR	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐	☐
b) Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐	☐

Environmental Checklist and Discussion

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? (Topic to Be Analyzed in the Focused EIR)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed throughout the ConnectMenlo EIR, which considered impacts associated with biological resources and cultural resources. Any impacts were mitigated in the ConnectMenlo EIR under the respective EIR topics. Therefore, mitigation was applied to the Project, as discussed in Sections IV and Section V of this document.

Project-Specific Discussion

Construction of the Project would result in short-term impacts on biological resources. However, mitigation measures have been identified that would reduce the significant impacts to less-than-significant levels. The Project would not substantially reduce a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal

community, or reduce the number of rare plants or animals. The Project could adversely affect biological resources if special-status species (white-tailed kite and tree-nesting raptors) are found during construction activities. However, the BRA prepared in compliance with ConnectMenlo EIR Mitigation Measure BIO-1 identified Mitigation Measures BR-1 through BR-4, which would be incorporated into the Project to reduce potential impacts on white-tailed kit and tree-nesting raptors to less than significant.

As described in Section V, there are no historic resources at the Project site or in the surrounding area that would be affected by the Project. No buildings would be demolished as a result of the Project. However, the Project could adversely affect cultural resources during construction if buried artifacts or remains are discovered. Implementation of ConnectMenlo EIR Mitigation Measures CULT-2a, CULT-2b, and CULT-4, would help reduce impacts on archaeological resources, tribal cultural resources, and human remains. Regardless, since the Project site is in an archaeologically sensitive area and could disturb unidentified subsurface materials that have the potential to contain prehistoric archaeological resources, this topic requires further environmental review in the Focused EIR.

Conclusion

The physical conditions, as they relate to degradation of the physical environment, have not changed substantially in the ConnectMenlo area since preparation of the ConnectMenlo EIR. No substantial new information has been presented that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. Impacts on biological resources have been analyzed in this document and determined to be less than significant. However, impacts related to archaeological resources, tribal cultural resources, and human remains require ***further environmental review*** in the Focused EIR.

b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Topic to Be Analyzed in Focused EIR)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed throughout the ConnectMenlo EIR, which considered cumulative impacts. Any impacts were mitigated in the ConnectMenlo EIR under the respective EIR topics. Therefore, mitigation was applied to the Project, as needed.

Project-Specific Discussion

As described throughout this document, the Project would result in several potentially significant project-level impacts. However, mitigation measures have been identified that would reduce these impacts to less than significant. Furthermore, all development projects are guided by the goals and polices identified in the City General Plan and regulations in the City Municipal Code. Therefore, compliance with applicable land use and environmental regulations would ensure that environmental effects associated with the Project would not combine with the effects of reasonably foreseeable future development in Menlo Park and cause cumulatively significant impacts. However, the Project could result in cumulative impacts related to traffic, air quality, and greenhouse gases. In addition, although it is not anticipated, the Project could result in cumulative impacts related to cultural/tribal resources, population, water supply, wastewater treatment, and noise; these topics will be analyzed in greater detail (including cumulative analysis). Further study in the Focused EIR is needed.

Conclusion

No substantial new information has been presented that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; therefore, there would be no new specific effects as a result of the Project. However, cumulative conditions related to traffic, air quality, greenhouse gases, cultural/tribal resources, population, water supply, wastewater treatment, and operational and construction noise will be subject to ***further environmental review*** in the Focused EIR.

c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? (Topic to Be Analyzed in Focused EIR)

Analysis in the ConnectMenlo EIR

This checklist item was analyzed throughout the ConnectMenlo EIR, which considered impacts associated with adverse effects on human beings. Any impacts were mitigated in the ConnectMenlo EIR under the respective EIR topics. Therefore, mitigation was applied to the Project, as discussed in Section I through Section XIX.

Project-Specific Discussion

As identified in this document, the Project would generally not directly or indirectly cause adverse effects on human beings with implementation of mitigation measures. Impacts that could affect the human environment, such as those related to aesthetics, agriculture, geology and soils, hazardous materials, hydrology, land use, minerals, public services, and recreation, would be less than significant. As identified in this document, the Project could have impacts related to biological resources and hydrology; however, these impacts would be addressed through implementation of the ConnectMenlo EIR mitigation measures as part of the Project. Regardless, traffic, air quality, and greenhouse gas impacts as a result of the Project could have a substantial adverse effect on human beings. In addition, although not expected to result in adverse impacts, cultural/tribal resources, population, water supplies, wastewater facilities, and noise will require further review.

Conclusion

The physical conditions, as they relate to degradation of the physical environment, have not changed substantially in the ConnectMenlo area since preparation of the ConnectMenlo EIR. For most topics, no substantial new information has been presented that shows more significant effects than those originally analyzed in the ConnectMenlo EIR; there would be no new specific effects as a result of the Project. However, ***further environmental review*** is required in the Focused EIR related to traffic, air quality, greenhouse gases, cultural/tribal resources, population, water supply, wastewater treatment, and operational and construction noise.

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