

# 1300 El Camino Real Greenheart Project Final Infill Environmental Impact Report

State Clearinghouse #2014072028

December 2016



Prepared for: City of Menlo Park





# **FINAL INFILL ENVIRONMENTAL IMPACT REPORT**

## **1300 EL CAMINO REAL GREENHEART PROJECT**

### **PREPARED FOR:**

City of Menlo Park  
701 Laurel Street  
Menlo Park, CA 94025

### **PREPARED BY:**

ICF International  
620 Folsom Street, 2<sup>nd</sup> Floor  
San Francisco, CA 94107

**December 2016**



ICF International. 2016. 1300 El Camino Real Greenheart Project.  
Final Infill Environmental Impact Report. December. (ICF 00529.14.)  
San Francisco, CA. Prepared for City of Menlo Park, Menlo Park, CA.

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## 1.1 Process Following Release of the Draft Infill EIR

A Draft Infill Environmental Impact Report (Draft Infill EIR), pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code [PRC], Section 21000 et seq.), was prepared by the City of Menlo Park (City) to disclose the potential environmental effects of the 1300 El Camino Real Greenheart Project (Project). The Draft Infill EIR, issued for public review on February 18, 2016, includes a description of the Project, an assessment of its potential effects, a description of mitigation measures to reduce significant effects that were identified, and consideration of alternatives that could address potential significant environmental impacts. A public hearing with the City's Planning Commission was held for the Project on March 21, 2016. The Draft Infill EIR 45-day review period ended on April 4, 2016. During this review period, the document was reviewed by various state, regional, and local agencies as well as interested organizations and individuals. Comment letters on the Draft Infill EIR were received from three agencies, four organizations, and 11 individuals. Please see Chapter 2, *List of Commenters*, for a listing of all agencies, organizations, and individuals who commented on the Draft Infill EIR.

This document responds to written comments on the Draft Infill EIR that were raised during the public review period. It contains revisions to correct, clarify, and amplify the Draft Infill EIR. The responses and revisions in this document substantiate and confirm or correct the analyses contained in the Draft Infill EIR. No new significant environmental impact, new significant information, or substantial increase in the severity of an impact that was identified earlier has resulted from responding to comments. Together, the previously released Draft Infill EIR and this responses-to-comments document constitute the Final Infill EIR. As the lead agency, the City must certify the Final Infill EIR before action can be taken on the Project. Certification requires the lead agency to find that the Final Infill EIR complies with CEQA.

## 1.2 Project Description

Greenheart Land Company (Project Sponsor) is proposing to redevelop 11 assessor's parcels of land between El Camino Real and the Caltrain right-of-way into a mixed-use development. The Project site includes the former Derry Lane Site (3.5 acres), the former 1300 El Camino Real Site (3.4 acres), and 1258 El Camino Real (0.3 acre), which add up to approximately 7.2 acres in their current state. These parcels generally consist of vacant, previously developed land in the northern area and commercial buildings along Derry Lane and Oak Grove Avenue in the southern area. The Derry Lane Site and the 1300 El Camino Real Site were subject to previous development proposals that would have included development of residential, office, and community-serving uses at the two sites. Both of these proposals obtained EIR certification, although the Derry Lane Site never received overall approvals, having been subject to a referendum. The 1300 El Camino Real Site's approvals were valid at the point of the Project Sponsor's submittal of the revised application, thus constituting an extension under the City's practice.

The Project would demolish the existing structures in the southern portion of the site and construct approximately 420,000 square feet (sf) of mixed uses at the Project site. In total, the Project would include three mixed-use buildings, a surface parking lot, an underground parking garage, onsite linkages, and landscaping. The uses at the Project site would include a range of approximately 188,900 sf to 199,300 sf of non-medical office space in two buildings; approximately 202,100 sf of

residential space (up to 202 housing units) in one building; and up to 29,000 sf of community-serving space throughout the proposed office and residential buildings. The Project would provide approximately 1,000 parking spaces within the parking garage and a surface parking lot. After street abandonment and dedication actions under the Project, the total site area would consist of approximately 6.4 acres.

## 1.3 Significant and Unavoidable Environmental Impacts

### Project-Level Impacts

- **Impact TRA-1: Impacts on Intersections under Near-Term 2020 plus-Project Conditions.** Increases in traffic associated with the Project under near-term 2020 plus-Project conditions would result in increased peak-hour delays at five intersections. Intersection impacts at four of the five intersections would remain significant and unavoidable because improvements would require obtaining additional rights-of-way, violate existing City/town policies, or be outside the City's jurisdiction.
- **Impact TRA-2: Impacts on Roadway Segments under Near-Term 2020 plus-Project Conditions.** Increases in traffic associated with the Project under near-term 2020 plus-Project conditions would result in increased average daily traffic (ADT) volumes on area roadway segments.
- **Impact TRA-3: Impacts on Routes of Regional Significance under Near-Term 2020 plus-Project Conditions.** Increases in traffic associated with the Project under near-term 2020 plus-Project conditions would result in significant impacts on several Routes of Regional Significance.
- **Impact TRA-10: Impacts on Railroad Crossings.** The Project would result in added traffic at railroad crossings, which would result in conflicts and safety concerns. (SU)

### Cumulative Impacts

- **Impact C-TRA-4: Impacts on Intersections under Cumulative 2040 plus-Project Conditions.** Increases in traffic associated with the Project under cumulative 2040 plus-Project conditions would result in increased peak-hour delays at 13 intersections. Intersection impacts at nine of the intersections would be significant and unavoidable because improvements would require obtaining additional rights-of-way, violate existing City/town policies, or be outside the City's jurisdiction.
- **Impact C-TRA-5: Impacts on Roadway Segments under Cumulative 2040 plus-Project Conditions.** Increases in traffic associated with the Project under the cumulative 2040 plus-Project conditions would result in increased daily traffic volumes on area roadway segments.
- **Impact C-TRA-6: Impacts on Routes of Regional Significance under Cumulative 2040 plus-Project Conditions.** Increases in traffic associated with the Project under cumulative 2040 plus-Project conditions would result in significant impacts on several Routes of Regional Significance.

## 1.4 Project Alternatives

Chapter 5 of the Draft Infill EIR, *Alternatives*, analyzed the following reasonable alternatives to the Project, which are revised in Chapter 4 of this responses-to-comments document:

- **No-Project Alternative.** Under the No-Project Alternative, existing parcels would remain as is. The six buildings and associated parking areas would remain at the Derry Lane Site. It is assumed that the vacant buildings would not be retained because of their deteriorated nature. There are no



existing buildings at the 1300 El Camino Real Site, but the foundations of demolished buildings and associated parking surfaces remain. It is assumed this site would remain vacant and the building foundations and paved surfaces would not be removed. There is one building on the 1258 El Camino Real Site that was vacated in 2010. It is assumed that this vacant building would not be retained because of its deteriorated nature.

- **Base-Level Maximum Office Alternative.** This alternative allows for a 1.10 floor area ratio (FAR), which meets the base density standards of the El Camino Real/Downtown Specific Plan (Specific Plan) for the El Camino Real Northeast zoning district. The development standards stipulate that general office space shall not exceed one-half of the base FAR or public bonus FAR. The non-medical/dental office space in this alternative does not exceed half of the base FAR. More specifically, this alternative would reduce proposed office square footage by 34,900 sf, from 188,900 sf to 154,000 sf, and reduce residential square footage by 63,100 sf, from 202,100 sf to 139,000 sf (from 202 units to 139 units). The community-serving area would be reduced by 14,000 sf, from 29,000 sf to 15,000 sf. The general layout, as well as ingress and egress points, would be the same as that of the Project.
- **Base-Level Maximum Residential Alternative.** This alternative allows for a 1.10 FAR, which meets the development standards of the Specific Plan, with 32 dwelling units per acre, for the El Camino Real Northeast – Residential zoning district. The Maximum Residential Alternative would increase residential square footage by only 3,900 sf, from 202,100 sf to 206,000 sf (from 202 units to 206 units), and reduce office square footage by 101,900 sf, from 188,900 sf to 87,000 sf. The community-serving area would be reduced by 14,000 sf, from 29,000 sf to 15,000 sf. The general layout, as well as ingress and egress points, would be the same as that of the Project.

## 1.5 Purpose of This Responses-to-Comments Document

Under CEQA, after completion of a Draft Infill EIR, the City is required to consult with and obtain comments from public agencies that have jurisdiction over the Project by law and provide the general public with an opportunity to comment on the Draft Infill EIR. As the lead agency, the City is also required to respond to significant environmental issues raised in the review and consultation process.

This responses-to-comments document has been prepared to respond to public agency and general public comments that were received on the Draft Infill EIR for the Project, which was circulated for a 45-day public review period from February 18 to April 4, 2016. This document contains public comments received on the Draft Infill EIR, written responses to those comments, and changes made to the Draft Infill EIR in response to the comments.

The responses-to-comments document provides clarification and further substantiation for the analysis and conclusions presented in the Draft Infill EIR. Additionally, the responses correct and remedy minor technical mistakes or errors in the Draft Infill EIR. The purpose of the responses-to-comments document is to address concerns that were raised about the environmental effects of the Project and the methods by which the City conducted the CEQA process. Comments that express an opinion about the merits of the Project or Project alternatives, rather than raise questions about environmental impacts, mitigation measures, and alternatives; the adequacy of the Draft Infill EIR; or the Project's compliance with CEQA, are not examined in detail in this document. In addition, this document does not provide a response regarding financial concerns or Project designs that would not have a physical environmental impact. Section 15088 of the CEQA Guidelines stipulates that responses should pertain to major or significant environmental issues raised by commenters. As explained earlier, the previously released Draft Infill EIR and this responses-to-comments document together constitute the Final Infill EIR.

## 1.6 How to Use This Report

This document addresses substantive comments received during the public review period and consists of five sections:

- *Chapter 1 – Introduction.* Reviews the purpose and contents of this responses-to-comments document.
- *Chapter 2 – List of Commenters.* Lists the public agencies, organizations, and individuals who submitted comments on the Draft Infill EIR.
- *Chapter 3 – Responses to Comments.* Contains each comment letter and written responses to the individual comments. In Chapter 4, specific comments within each comment letter have been bracketed and enumerated in the margin of the letter. Each commenter has been assigned a discrete comment letter number, as listed in Chapter 2. Responses to each of the comments follow each comment letter reproduced in Chapter 4. For the most part, the responses provide explanatory information or an additional discussion of the text contained in the Draft Infill EIR. In some instances, the response supersedes or supplements the text of the Draft Infill EIR for purposes of accuracy or clarification. New text that has been added to the Draft Infill EIR is indicated with underlining. Text that has been deleted is indicated with ~~striketrough~~.
- *Chapter 4 – Text Revisions to the Draft Infill EIR.* Provides a comprehensive listing of text changes to the Draft Infill EIR that have resulted from responses to comments or staff-initiated changes.

## Chapter 2

# List of Commenters

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This chapter includes the letter of receipt from the State Clearinghouse; a list of the agencies, organizations and individuals who commented on the Draft EIR (Table 2-1); and the actual comment letters submitted. The comment letters have been numbered as shown in Table 2-1 and include letters and emails. The individual comments within each letter have been numbered in the left margins. There is a response for each comment in Chapter 3, *Responses to Comments*. The location of the responses for each letter is indicated in Table 2-1.

**Table 2-1. List of Commenters and Location of Responses**

Letter #	Commenter	Location of Responses in Chapter 3 (Page #)
1	State Clearinghouse and Planning Unit, Scott Morgan (letter dated April 4, 2016)	3-4
2	Town of Atherton, Elizabeth Lewis (letter dated March 31, 2016)	3-13
3	Menlo Park Fire Protection District, Harold Schapelhouman (letter dated April 4, 2016)	3-22
4	Sierra Club, Gita Dev (letter dated April 3, 2016)	3-27
5	Sierra Club, Gita Dev (letter dated April 4, 2016)	3-32
6	City of Menlo Park Environmental Quality Commission, Vanessa Marcadejas (letter dated April 5, 2016)	3-37
7a	Greenheart Land Company, Robert M. Burke (letter dated April 4, 2016)	3-43
7b	Greenheart Land Company, Robert M. Burke (letter dated April 4, 2016)	3-48
8	Robotic Parking Systems, Inc., Roger C. Courtney (letter dated April 4, 2016)	3-53
9	Jen Mazzon (letter dated February 23, 2016)	3-55
10	Anonymous (letter dated March 16, 2016)	3-58
11	Steve Schmidt (letter dated March 20, 2016)	3-62
12	John Kadvany (letter dated March 20, 2016)	3-64
13	Mitch Slomiak (letter dated March 21, 2016)	3-67
14	Clem Molony (letter dated April 2, 2016)	3-70
15	George Fisher (letter dated April 4, 2016)	3-77
16	Patti Fry (letter dated April 4, 2016)	3-83
17	Patti Fry (letter dated April 4, 2016)	3-92
18	Joseph Gemignani (letter dated March 27, 2016)	3-103
19	Karen Greenlow (letter dated April 4, 2016)	3-105
20	Gary Lauder (letter dated April 4, 2016)	3-113
21	California Public Utilities Commission, Felix Ko (letter dated April 11, 2016)	3-119
PC	City of Menlo Park Planning Commission, Public Hearing (transcript dated March 21, 2016)	3-140

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## **3.1 Introduction**

Written and oral comments on the Draft Infill Environmental Impact Report (EIR) are reproduced in this section. Written comments received were provided to the City of Menlo Park by letter or via email. Discrete comments from each letter and hearing are denoted in the margin by a vertical line and number. Responses immediately follow each comment letter and are enumerated to correspond with the comment number. Response 2.1, for example, refers to the response for the first comment in Letter 2. The italicized text in the beginning of each response denotes a summary of each distinct comment.

In addition, edits made to the Draft EIR in response to certain comments are provided in this section, directly below the response. These revisions are also reproduced in Chapter 4 of this document, Revisions to the Draft EIR. Please refer to Chapter 4 for a complete list of staff-initiated changes and revisions to the Draft EIR.

## **3.2 Responses to Written Comments**

Comment letters and responses begin on the following page.



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

RECEIVED

April 4, 2016

APR 06 2016

Thomas Rogers  
City of Menlo Park  
701 Laurel Street  
Menlo Park, CA 94025

CITY OF MENLO PARK  
BUILDING

Subject: 1300 El Camino Real Greenheart Project  
SCH#: 2014072028

Dear Thomas Rogers:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on April 1, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

1.1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2014072028  
**Project Title** 1300 El Camino Real Greenheart Project  
**Lead Agency** Menlo Park, City of

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**Type** EIR Draft EIR  
**Description** Greenheart Land Company (Project Sponsor) is proposing to redevelop 11 parcels of land between El Camino Real and teh Caltrain right-of-way into a mixed-use development. The Project would demolish the existing structures in the southern portion of the site and construct approx. 420,000 sf of mixed uses. In total, the project would include three mixed use buildings, a surface parking lot, an underground dparking agarage, onsite linkages, and landscaping.

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**Lead Agency Contact**

**Name** Thomas Rogers  
**Agency** City of Menlo Park  
**Phone** (650) 330-6722 **Fax**  
**email**  
**Address** 701 Laurel Street  
**City** Menlo Park **State** CA **Zip** 94025

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**Project Location**

**County** San Mateo  
**City** Menlo Park  
**Region**  
**Lat / Long** 37° 27' 20" N / 122° 11' 48" W  
**Cross Streets** Glenwood Ave, Garwood Way, Oak Grove Ave, El Camino Real  
**Parcel No.** 061-430-420,-450,-380,-080, etc  
**Township** 5S **Range** 3W **Section** 34 **Base**

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**Proximity to:**

**Highways** SR 82, US 101  
**Airports**  
**Railways** Caltrain  
**Waterways**  
**Schools** Menlo-Atherton, Encinal  
**Land Use** El Camino Real/Downtown Specific Plan (SP-ECR/D)

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**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

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**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Office of Emergency Services, California; Resources, Recycling and Recovery; California Highway Patrol; Caltrans, District 4; Air Resources Board; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

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**Date Received** 02/17/2016 **Start of Review** 02/17/2016 **End of Review** 04/01/2016

## **1. State Clearinghouse and Planning Unit, Scott Morgan (letter dated April 4, 2016)**

- 1.1 *The commenter acknowledges that the City of Menlo Park (City) has complied with the State Clearinghouse requirements for draft environmental documents per the California Environmental Quality Act (CEQA). The City notes the receipt of the State Clearinghouse comment letter, which indicates that the 1300 El Camino Real Greenheart Project Draft Infill EIR has been distributed to state agencies and departments for review and that the City has complied with the State Clearinghouse review requirements.*





**Town of Atherton**

Town Administrative Offices  
91 Ashfield Road  
Atherton, California 94027  
650-752-0500  
Fax 650-688-6528

March 31, 2016

Thomas Rogers, Principal Planner  
City of Menlo Park  
Community Development Department  
701 Laurel Street  
Menlo Park, CA 94025

Re: Comments on the 1300 El Camino Real Greenheart Project Draft Infill Environmental Impact Report, SCH# 2014072028

Dear Mr. Rogers,

The Town of Atherton has reviewed the above cited document and has the following comments. Thank you for the opportunity to review and comment on this EIR.

2.1 During review of the DEIR, the Town of Atherton identified a number of assumptions and methodology details which raise issues and concerns regarding the adequacy of the transportation/traffic analysis and the range of alternatives studied. Flaws in trip generation rates and distribution of site generated traffic lead to false conclusions and underestimating project impacts to street segments and intersections within the Town of Atherton. Current ADT traffic data and projections of traffic for the horizon year of 2040 are also underestimated based upon 2015 traffic volume data obtained by the Town and traffic growth measured by the Town between 2002 and 2015 on streets such as Atherton Avenue, Watkins Avenue, and Encinal Avenue.

2.2 The Town also believes parking reduction alternatives were not adequately studied given the proximity of the project site to the Menlo Park Caltrain Station, possible expansion of regional and fixed route transit service, and utilization of shuttle services for residential and office uses. The project proposes the addition of approximately 1,000 onsite parking spaces along with an additional 40 on-street parking spaces on Garwood Way. The Greenheart Project site offers many opportunities for aggressive Transportation Demand Management programs and strategies so we believe a project alternative(s) which reduces the current 1.25 spaces/residential unit and 3.8 spaces/1,000 square feet of office should be studied.

2.3 Although the DEIR characterizes estimated volume increases and increased peak hour vehicles delays as incremental and acceptable, it is adding unnecessary volumes of

vehicular traffic to a system of collector and residential streets which are already at practical capacity in terms vehicle congestion and safety for bicycles and pedestrians.

Specific questions and comments are provided below.

2.3  
Cont.

**Overall Trip Generation Reductions, Page 3.1-26**

There is currently no commonly-accepted methodology in the U.S. for estimating vehicle trip-generation rates associated with smart-growth projects. This lack of a commonly-accepted methodology makes it very difficult for practitioners to accurately estimate the traffic impacts of such projects. Additionally, the models were based on the best data available from smart-growth sites in California, which are still relatively limited and are not statistically significant. For these reasons, there is a concern that the trip generation reduction is overestimated; therefore underestimating the impacts of the project.

**Trip Distribution, Page 3.1-28**

The document states the trip distribution profiles are usually based on data presented in the City's Circulation System Assessment document and Table 3.1-11, Trip Distribution, references the City of Menlo Park, 2004 Circulation System Assessment. In reviewing the 2004 Circulation System Assessment, Appendix 3.1-B: Circulation System Assessment, the trip distribution data for residential, employment and commercial are based upon:

2.4

- Household Interview Survey (1999) for residential
- Employee Transportation Survey (2000) for employment
- Pedestrian Interview Survey (1998) for commercial

The surveys were conducted from 16 to 18 years ago. A survey that assesses trip making characterizes, such as origin / destination have a shelf life. It is realistic to assume that the patterns of travel from more than 15 years ago are no longer valid today; therefore the trip distribution assumptions are flawed.

Additionally, it is unclear how the trip distribution for commercial land uses can be derived from the pedestrian interview survey at five businesses and two transit stops. It appears that patrons using vehicles to arrive at the businesses were not even surveyed.

**Cumulative 2040 Conditions, Page 3.1-41**

The document states the analysis of the project traffic volumes for the horizon year of 2040 were developed using the following:

2.5

- approved development projects
- currently pending development projects
- 1% per year growth rate per year to account for regional traffic

The use of approved and pending development projects to estimate the 24 year development potential significantly underestimates the 24 year growth in the City of Menlo Park. The assumption of a 1% per year growth rate to account for regional traffic is valid for a 5 and possibly a 10 year horizon, but not for a 24 year horizon. The City/County Association of Governments (C/CAG) of San Mateo County licenses the countywide travel demand model for San Mateo County from the Santa Clara Valley

Transportation Authority (VTA), which maintains a travel demand model that is optimized for the counties of Santa Clara and San Mateo and accounts for transportation impacts from neighboring counties and regional commute sheds. The 2040 no project volumes should have been developed with the use of this model, with potential modifications to account for the horizon year.

2.5  
Cont.

Please note that the Town of Atherton did counts in 2015 and compared them to counts taken in 2002. These counts resulted in traffic growth on the following streets within Atherton of:

- Atherton Avenue – 49% (3.8%/yr)
- Encinal Avenue – 38% (2.9%/yr)
- Watkins Avenue – 39% (3%/yr)

As can be seen from the above data, the growth far outpaced the 1% growth per year, which was used to develop the regional traffic for the 2040 horizon year. This further demonstrates the need to use the countywide travel demand model for San Mateo County.

For the above reasons the City of Atherton feels the Transportation/Traffic section of the Draft EIR is inadequate.

#### **Bicycle and Pedestrian Improvements, Page 3.1-7-3.1-10 Regulatory Settings**

The City of Menlo Park's General Plan Goals, II-C, II-D, II-E, and Comprehensive Bicycle Development Plan Goals 1 and 2 promote alternative modes and pedestrian and bicycle use. Additionally, for traffic analysis, Senate Bill 743 is changing the LOS evaluation to vehicle miles traveled (VMT), as its primary metric. As such, alternative mode improvements are a key way to mitigate impacts.

The projects identified below are bicycle and pedestrian improvements within the vicinity of the project that would alleviate some of the traffic impacts by providing safe, connective path of travel for bicyclists and pedestrians. The 1300 El Camino Real Greenheart Project shall either construct or contribute the improvements identified below:

2.6

- Middlefield Road & Oak Grove Avenue
  - Complete Intersection
  - \$350,000
  - Complete Streets enhancements to improve safety and performance of all modes: signal adjustments including potential lead pedestrian interval, new curb ramps with drainage inlet modifications and ADA landing areas, bus stop improvements, roadway widening and re-striping to meet Class II bike lane standards and vehicle turn radius requirements
- Middlefield Road & Glenwood Avenue
  - Crosswalk, hybrid flashing pedestrian beacon, median island, intersection corner access improvements
  - \$400,000
  - Pedestrian crossing and intersection daylighting / ADA improvements. North side pathway maintenance and safety markings. Consider possible

center median island on the west leg of intersection and other access control measures for Linden Avenue

2.6  
Cont.

- El Camino Real, Selby Lane to Fifth Ave
  - Class I
  - .23 miles
  - \$1,450,000
  - Includes Class I trail Selby Lane to southbound bus stop; hybrid pedestrian signal; median, bus stop and crosswalk enhancements
  
- El Camino Real, Atherton Avenue to Encinal Avenue
  - Class I Bikeway
  - .62 miles
  - \$2,250,000
  - Includes Class I Bikeway improvements to Atherton/Fair Oaks intersection; hybrid pedestrian signal; median, bus stop and crosswalk enhancements
  
- El Camino Real, Fifth Avenue to Atherton Ave
  - Class I Bikeway
  - .56 miles
  - \$1,850,000
  - Includes Class I Bikeway improvements, crosswalk enhancements and flashing beacon (x1)
  
- El Camino Real, Encinal Avenue to Valparaiso Avenue
  - Sidewalk
  - 1,000'
  - \$225,000
  - 5' concrete sidewalk with green gutter to close walkway gap from proposed trail
  
- El Camino Real, Selby Lane to Watkins Avenue
  - Class II Bikeway
  - 1.1 miles
  - \$65,000
  - Re-striping of roadway with reduced travel lanes and green enhanced bike lanes; assumes no grading or repaving, environmental and Caltrans approval already received from separate study
  
- Middlefield Road, Jennings Lane to Ringwood Avenue
  - Class II (Enhanced Bikeway)
  - 1.49 miles
  - \$1,550,000
  - Widen bike lane by improving shoulder conditions; re-stripe with high-visibility green markings at conflict zones and increased signage/wayfinding

2.6  
Cont.

- Middlefield Rd, Marsh Rd to Watkins Ave
  - Class I Bicycle Facility
  - .12 miles
  - \$800,000
  - 10-foot wide paved path separated from the road’s physical barrier
  
- Middlefield Road, west side for the entire length within the town limits.
  - Walk path – a 3-foot wide graded, compacted unpaved path
  - 1.6 miles
  - \$400,000
  - directly adjacent to the proposed Class II bikeway, the path would occasionally separate from the road and/or the Class II bikeway facility to weave around constraints such as trees

**EIR Specific Comments**

Page 3.1-1 and 3.1-2, Study Intersections and Roadway Segments

2.7

In addition to the intersection and roadway segments identified within the Town of Atherton, intersections 5, 6, 8, 9 and 24 and roadway segments 3, 5, and 7 have some portion within the Town of Atherton.

Page 3.1-12 – 3.1-14 Standards of Significance

The Town of Atherton uses the City of Menlo Park’s guidelines for Traffic Impact Studies.

Page 3.1-14 Atherton Roadway Segment

It states the Town of Atherton’s capacity of each roadway segment is identified in the Town’s General Plan and that the capacity of a minor arterial, collector and local street are 25,000 ADT, 12,000 ADT and 1,000 ADT respectively. The Town of Atherton’s 2002 General Plan Table C-1 identifies Traffic Capacity by Road Way Types. This is shown in part below:

Table C-1: Traffic Capacity By Road Way Types

2.8

Roadway Type	Volume (ADT)	Lanes
Minor Arterial	10,000-25,000	2
Collector	2,500 – 12,000	2
Local Street	Less than 1,000	2

Clearly there is a range for the capacity of each Minor Arterials and Collectors. This strongly indicates that a Minor Arterial’s capacity can range from 10,000 – 25,000 ADT and a Collector’s capacity can range from 2,500 to 12,000 ADT. It was not intended that the absolute capacity for all Minor Arterials be 25,000 ADT and all Collectors be 12,000 ADT, but rather each segment would be evaluated for its capacity.

The City of Menlo Park identifies the capacity of a Minor Arterial, Collector and Local Street as 20,000 ADT, 10,000 ADT and 1,500 ADT respectively. Since the Town of Atherton uses Menlo Park’s traffic impact guidelines, it would stand to reason that the capacity of at least Minor Arterials and Collects should be those of Menlo Park’s. For

example Table 3.1-4 identifies the capacity of Glenwood Avenue within Menlo Park (segment 8) and with Atherton (segment 9), shown below:

<u>Roadway Segment</u>	<u>Classification</u>	<u>Capacity</u>
8 Glenwood Avenue (El Camino Real to Laurel St)	Collector	10,000
9 Glenwood Avenue (Laurel St to Middlefield Rd)	Collector	12,000

The section of Glenwood Avenue within Menlo Park has a higher capacity than Atherton's because Glenwood Avenue between El Camino Real and Laurel Street (Menlo Park) typically has curb, gutter, and sidewalk, while Glenwood Avenue between Laurel Street and Middlefield Road (Atherton) does not.

2.8  
Cont.

The study identifies Ravenswood Avenue and Valparaiso Avenue as Minor Collectors with a capacity of 20,000 ADT, while it identifies Middlefield Road as a Minor Collector with a capacity of 25,000 ADT. Ravenswood Avenue has curb, gutter, sidewalk and bike lanes. Valparaiso Avenue has sections of curb, gutter and sidewalk on the Menlo Park side, bike lanes on both side and no curb, gutter and sidewalk on the Atherton side. Middlefield Road has no curb, gutter and sidewalk on either side of the road, but has bike lanes.

Given these improvements Middlefield Road would have the lowest capacity, Valparaiso Avenue a higher capacity and Ravenswood Avenue the highest capacity. Due to the lack of curb, gutter and sidewalk improvements for the streets analyzed in Atherton, the capacity for Minor Arterials and Collectors in Atherton is lower than those in Menlo Park. Therefore the capacities for Minor Arterials and Collectors in Atherton should be 20,000 and 10,000 ADT respectively.

Correcting the above may result in additional unidentified segment impacts.

2.9

Page 3.1-13 Atherton Roadway Intersections

The Town of Atherton uses the City of Menlo Park's guidelines for Traffic Impact Studies; therefore it is unclear why the threshold for a significant traffic impact is different from Menlo Park's and where the threshold came from. Correcting this may result in additional unidentified intersection impacts.

2.10

Page 3.1-21, Programmed/Planned Transportation Facility Improvements

The DEIR includes a statement that traffic signal timing improvements along Middlefield Road to coordinate traffic signals are planned. When are these improvements planned? Are they funded by the City of Menlo Park?

2.11

**Page 3.1-34 Impacts and Mitigations Measures, Near-Term 2020 plus project**

Page 3.1-34, Middlefield Road / Glenwood Avenue

Signalization of Middlefield / Glenwood is identified as a potential mitigation measure. Signalization of this intersection will increase traffic on Glenwood Avenue. Additionally, modification of the Glenwood Gate may be difficult and controversial. The Town of Atherton would not support these improvements unless the residents living on Glenwood Avenue, within Atherton, are in favor of them.

**Cumulative 2040 Plus-Traffic Volumes and Levels of Service**

- 2.12 | Page 3.1-51, Middlefield Road / Encinal Avenue  
The Town of Atherton would support the addition of a right-turn lane on the southbound Middlefield Road and eastbound Encinal Avenue approaches.
- 2.13 | Page 3.1-51, Middlefield Road / Glenwood Avenue  
See comment for this intersection under the Near-Term 2020 plus Project.
- 2.14 | Page 3.1-52, Middlefield Road / Ravenswood Avenue  
If supported by the residents of Atherton, the Town would support an addition of a second northbound left-turn lane and a corresponding receiving lane on the west leg.
- 2.14 | Page 3.1-53, Laurel Street / Glenwood Avenue  
The proposed mitigation measure is signalization of the intersection. The Town of Atherton would not support these improvements unless the Atherton neighborhood is in favor of them.
- 2.15 | Page 3.1-55, El Camino Real / Glenwood –Valparariso  
The mitigation measures would increase traffic capacity by providing a westbound Glenwood Avenue exclusive right turn lane, changing northbound and southbound right turn lanes to through/right and providing an extra through lane on El Camino Real. These improvements would have secondary effects on bicyclists because they would be required to cross additional lanes of traffic to make a left-turn or proceed through the intersection. The improvements would also preclude a future bicycle lane on El Camino Real.
- The Town of Atherton is starting a Complete Streets Study to determine how to better utilize right-of-way to improve access and safety for bicyclists and pedestrians along and across El Camino Real. Any proposed mitigation measures that preclude bicyclists and pedestrians on El Camino Real will not be supported by the Town of Atherton.
- 2.16 | Page 3.1-58 Table 3.1-22 Cumulative and Cumulative plus-Project ADT Summary  
It appears as if roadway segment 13 and 14 information is switched.
- 2.17 | Page 3.1-59, Oak Grove Avenue between El Camino and Laurel  
Oak Grove Avenue between El Camino and Laurel Street in the Cumulative plus Project scenario has a significant unavoidable impact. A partial mitigation to reduce the impact on this roadway segments would be to construct Class II bicycle lanes on Oak Grove Avenue between El Camino Real and Laurel Street, which could require parking spaces to be removed.
- If supported by the Atherton residents on Oak Grove, the Town would support these improvements on Oak Grove

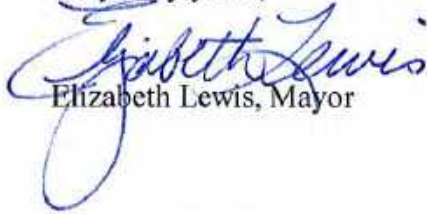
Appendix 3.1-C: LOS Tables

2.18

There are intersections that are operating at an unacceptable LOS, under the No Project condition, that an impact is identified, but it appears not all critical movement delay increases by 0.8 seconds.

Again, thank you for requesting our comments.

Very truly yours,



Elizabeth Lewis, Mayor

cc: City Council  
George Rodericks, City Manager  
Theresa DellaSanta, City Clerk  
William Conners, City Attorney  
Michael Kashiwagi, Community Services Director  
Lisa Costa Sanders, Town Planner



## 2. Town of Atherton, Elizabeth Lewis (letter dated March 31, 2016)

2.1 *The commenter notes concerns with the assumptions and methodology in the transportation analysis and claims that the Draft Infill EIR underestimates the Project's impacts.* The trip generation rates and the distribution of site-generated traffic were reviewed by City of Menlo Park staff members prior to incorporation into the analysis, as noted on pages 3.1-25 to 3.1-28 of the Draft Infill EIR, and the City determined that the analysis included a reasonable worst-case scenario for traffic generated by the Project. The commenter also claims that the analysis underestimated current average daily traffic (ADT) data and projected 2040 traffic volumes. The cumulative scenario includes an analysis of projected traffic volumes for the horizon year of 2040. This scenario includes traffic that would be generated by approved developments that were identified in the near-term scenario, traffic that would be generated by developments that are currently pending approval, as well as a growth rate of 1 percent per year to account for growth in regional traffic. A list of the developments was provided by the City and is noted in Table 3.1-16 of the Draft Infill EIR. Therefore, the cumulative scenario reasonably estimated traffic that the Project would generate, and the Draft Infill EIR properly disclosed the Project's potential environmental impacts.

Historical traffic counts from 2006 within Menlo Park were reviewed and compared to 2014 traffic counts. It was found that average traffic growth within Menlo Park has historically been lower than 1 percent per year. The annual growth rate ranged from negative 3.7 percent per year to an increase of 1.2 percent per year.

2.2 *The commenter notes concerns with parking reduction alternatives and opportunities for Transportation Demand Management (TDM) measures and strategies and suggests that alternatives with lower parking ratios should be studied.* For qualified infill development such as the Project, parking is not considered an impact on the environment, pursuant to Public Resources Code Section 21099(d); however, a discussion of parking was provided in the Draft Infill EIR for informational purposes. With respect to opportunities for TDM, Page 3.1-29 of the Draft Infill EIR describes the proposed TDM program, which includes several strategies associated with reductions in associated parking demand by encouraging the use of modes other than single-occupant vehicles for travel. In addition, TRA-1.3 is a partial mitigation measure that requires implementation of a TDM program, as required by the El Camino Real/Downtown Specific Plan (Specific Plan). The commenter requested analysis of additional "parking reduction alternatives;" however, such analysis is not required. Chapter 5, *Alternatives*, of the Draft Infill EIR provides an overview of the alternatives studied and notes that Section 15183.3 of the CEQA Guidelines states that the analysis in an infill EIR need not address alternative locations, densities, or building intensities. However, the City has elected to evaluate a range of alternatives as they relate to the allowable base-level development standards in the Specific Plan.

2.3 *The commenter says that the Project would add unnecessary volumes of vehicular traffic to collector and residential streets. The commenter also claims that trip generation reductions may be overestimated, thereby underestimating the impacts of the Project.* As discussed in Section 3.1 of the Draft Infill EIR, the Project is expected to generate traffic, and the impacts on collector and residential streets associated with the Project were fully analyzed and disclosed. With respect to

the reduction in trip generation granted for mixed-use transit-oriented development with a TDM program, the Draft Infill EIR used a conservative analysis that, if anything, underestimated the effectiveness of the Project's trip reduction strategies. As discussed on page 3.1-25 of the Draft Infill EIR, the trip generation estimate was based on industry standard practice of starting from the trip generation rates included in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual* and then adjusting the projections for the Project's proximity to transit and its inclusion of a mix of uses. Although the Draft Infill EIR acknowledges that the Project's proximity to Caltrain could result in higher transit use, as well as corresponding trip generation figures that would be lower than assumed, the analysis used conservative assumptions to avoid understating the Project's potential impacts and be consistent with other analyses prepared for the City of Menlo Park. As noted on pages 3.1-29 and 3.1-30, the combined TDM trip reduction strategies included in the Draft Infill EIR would be expected to reduce the number of Project-related trips by 43 to 665 per day, including seven to 96 trips during the AM Peak Hour and four to 73 trips during the PM Peak Hour. This would result in a range of effectiveness of 2 to 30 percent with respect to reducing the number of peak-hour trips. It should be noted that under the City/County Association of Governments of San Mateo County (C/CAG) guidelines, this Project would be expected to receive up to 426 daily trip credits for the TDM program. However, because the efficacy of the TDM program cannot be predicted reliably, to provide a conservative analysis and be consistent with other Menlo Park traffic studies for similar projects, no further trip reductions were applied to the analysis in relation to the proposed TDM program. As such, the trip generation forecast should be considered conservative, with possible underestimating of the potential trip reduction associated with required TDM program elements.

- 2.4 *The commenter expresses concern with use of the City of Menlo Park Circulation System Assessment (CSA) document for trip distribution.* As described on page 3.1-28 of the Draft Infill EIR, the trip distribution pattern utilized in the analysis reflects a more traditional employee distribution pattern within the city. The CSA is published by the City and details the accepted trip distribution patterns for transportation analysis within the City. A concern raised in the comments is that the CSA document may not reflect current travel behavior. The employee residential trip distribution is based on the City of Menlo Park CSA, which details Menlo Park employee residences by geographical region. Utilization of the CSA to determine employee residential locations is standard practice and accepted by the City. Utilization of the CSA is still appropriate because it takes into consideration the location of residences and job centers in the region and allows for trips to be distributed across the local and regional roadway network. The location of residential neighborhood clusters in Menlo Park has not varied since the CSA was published, and the location of job centers (i.e., Silicon Valley, San Francisco, etc.) also has not changed. Trip distribution considers the gateways to/from areas outside of Menlo Park (i.e., how many people travel to/from the north, south, east, or west). The routing of trips to/from the gateways is the trip assignment (i.e., how trips are routed along certain roadways to reach the gateways). Trip assignment is based on engineering principles and judgments made at the time of analysis, taking into consideration the roadway network, roadway type, and capacity.
- 2.5 *The commenter expresses concern with the methodology used to project traffic volumes for the horizon year of 2040.* The Draft Infill EIR analyzed reasonable estimates of projected future traffic in the 2040 horizon year. In addition to adding projected traffic from all approved and currently pending projects to existing traffic counts, an annual growth rate factor was included to estimate additional increases in regional traffic. The annual 1 percent background growth rate, first referenced on page 3.1-20 of the Draft Infill EIR, has been applied to local and state-

controlled streets and is consistent with other recently certified EIRs in Menlo Park. Using both a project list and growth rate allows for a conservative estimate of future traffic. Traffic growth will vary from year to year, and the use of a 1 percent growth rate has been considered an appropriate average in several approved and certified Menlo Park EIR transportation studies. Because of the timing of regional traffic improvements, as well as periodic implementation of development projects, there may be shorter-term changes in local street traffic, as noted by the commenter. The commenter lists Atherton Avenue, Encinal Avenue, and Watkins Avenue as examples. However, although traffic may increase by more (or less) than 1 percent on a particular street over a shorter period of time, over the longer cumulative period, an overall growth rate of 1 percent is appropriate. In addition, C/CAG model forecasts between base year 2013 and future year 2040 were reviewed. It was found that the C/CAG model forecasts traffic growth within the study area to be less than 1 percent per year. Therefore, the 1 percent growth rate used in the analysis provides a conservative estimate.

- 2.6 *The commenter notes that Senate Bill (SB) 743 is changing the level-of-service (LOS) evaluation to a vehicle-miles-traveled (VMT) metric and concludes that bicycle and pedestrian improvements in the study area would alleviate some of the traffic impacts. The commenter requests that the Project either construct or contribute to improvements.* First, although the changes to CEQA analyses required by SB 743 have not yet been fully implemented by the state of California, the Draft Infill EIR does discuss VMT and other traffic-related issues, beginning on page 3.1-71. Second, Table ES-1 of the Draft Infill EIR provides a list and summary of each potentially affected facility. Of the 10 locations noted in the comment, five are roadway segments on El Camino Real, three are roadway segments on Middlefield Road, and two are intersections on Middlefield Road. The Draft Infill EIR concludes that there are no potentially significant identified roadway segment impacts on El Camino Real, but there would be three affected intersections. The comment suggests funding for bicycle lanes and sidewalks in Atherton in five locations, with one of the five locations overlapping with an affected intersection (El Camino Real/Glenwood Avenue-Valparaiso Avenue). At this Draft Infill EIR study intersection, the impact would be less than significant after mitigation (payment of a transportation impact fee [TIF]). Because the Project would not result in potentially significant impacts at the locations identified by the commenter after mitigation, there is no nexus between the Project and the commenter's request for a total of \$9,340,000 in improvements.

The Draft Infill EIR also concludes that there are two significant and unavoidable roadway segment impacts on Middlefield Road, one being north of Glenwood Avenue and the other south of Oak Grove Avenue. The commenter suggests bicycle lane improvements as well as a path on the west side of Middlefield Road along these two segments. Although bicycle and pedestrian improvements would contribute to a reduction in auto travel and alleviate some of the traffic impacts, they would not reduce the impacts to a less-than-significant level.

Of the two Middlefield Road intersections noted in the comment, one (Middlefield Road/Oak Grove Avenue) is not projected to be significantly affected by the Project. The other intersection (Middlefield Road/Glenwood Avenue) is noted in the Draft Infill EIR under TRA-1.2a (mitigation of a fair-share contribution [3.7 percent] toward intersection improvements that would be available to the Town of Atherton for a period of 5 years).

- 2.7 *The commenter notes the study locations and standards of significance in Atherton.* This comment notes that the Town of Atherton uses the City of Menlo Park's guidelines for traffic impact studies. However, several recent transportation studies have noted that the standards applied to

Town of Atherton intersections are not the same as those of the City of Menlo Park. The standards applied to Town of Atherton intersections in the Draft Infill EIR were taken from a recent Town of Atherton document (Civic Center Master Plan Draft Infill EIR, April 2015, page 4.11-5). The City of Menlo Park Facebook Campus Project EIR (Table 3.5-7) applied a similar standard, which differs from the City of Menlo Park's guidelines, to Atherton intersections.

- 2.8 *The commenter points out the Town of Atherton's roadway capacity standards are presented as a range of daily traffic volumes, and roadways with curb, gutter, and sidewalk have higher vehicle capacity than roads without these items. The commenter suggests applying a lower roadway capacity than what is published in the Town of Atherton's General Plan for certain roadways.* The comment is correct in that improved roadways would theoretically have a higher vehicle capacity than unimproved roadways. Because the Town of Atherton General Plan does provide a range for the roadway capacity of each roadway type, it is somewhat speculative to apply a lower capacity on certain roadways. However, if the lower capacity (20,000 ADT vehicles versus 25,000 ADT vehicles) were to be applied to minor arterial roadways, as suggested in the comment, then segments of Middlefield Road would experience daily traffic volumes that would be higher than the Town of Atherton's threshold under the cumulative no-project condition. The Project would add traffic to Middlefield Road, as noted in Table 3.1-22 of the Draft Infill EIR. However, this would not result in a potentially significant impact under the criteria used by the Town of Atherton because the ADT volumes that are higher than the stated traffic capacity thresholds for the roadway segment would occur even without the Project. The commenter also calls out roadway segments 3, 5, and 7 as roadways with portions in the Town of Atherton. The analysis was reviewed in light of the lower capacity thresholds suggested in the comment. It was found that the results would not differ from those presented in Table 3.1-22 of the Draft Infill EIR.
- 2.9 *The commenter notes that the Town of Atherton uses the City of Menlo Park's guidelines for traffic impact studies.* Please refer to Response 2.7, above.
- 2.10 *The commenter asks about the timing and funding of programmed traffic signal timing improvements on Middlefield Road.* The signal timing improvements (adding green time to the southbound left-turn from Middlefield to Ringwood and upgrading the video detection equipment at Ravenswood and Middlefield) are City-funded and expected to be completed by June 2016.
- 2.11 *The commenter notes that Mitigation Measure TRA-1.2.a (Middlefield/Glenwood-Linden) may be difficult and controversial and would need local resident support.* Mitigation Measure TRA-1.2a includes a fair-share contribution to this improvement and notes that Town of Atherton approval would be required. It is recognized that although traffic volumes at this intersection would not satisfy peak-hour traffic signal warrant criteria, as discussed in the Traffic Signal Warrants subsection of the Draft Infill EIR, the impact would be reduced to a less-than-significant level with implementation of this mitigation measure. However, this mitigation measure may require the acquisition of additional rights-of-way to install traffic signal equipment and modify the Glenwood Gate, a physical gate at the east Linden Avenue leg of the intersection that restricts the Linden Avenue approach to a two-way, one-lane road. If Mitigation Measure TRA-1.2a is implemented as proposed, it would mitigate the impact to a less-than-significant level. Because implementation of Mitigation Measure TRA-1.2a is not guaranteed, the Draft Infill EIR concluded that the impact would remain significant and unavoidable.

- 2.12 *The commenter notes that Mitigation Measure TRA-4.2.a (Middlefield/Encinal) would be supported by the Town of Atherton.* The mitigation measure includes both a fair-share contribution to this improvement as well as payment of a supplemental traffic impact fee per the Specific Plan. This comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. Accordingly, no further response is necessary.
- 2.13 *The commenter notes that Mitigation Measure TRA-4.2.b (Middlefield/Glenwood-Linden) may be difficult and controversial and would need local resident support.* The mitigation measure includes a fair-share contribution to this improvement and notes that Town of Atherton approval would be required. Please refer to Response 2.11, above. Similar to the Downtown Specific Plan EIR, this is a significant and unavoidable impact due to the sensitive nature of the required mitigation measure (acceptable operations could be achieved at the intersection with signalization).
- 2.14 *The commenter notes that Mitigation Measure TRA-4.2.e) (Laurel/Glenwood) may be difficult and controversial and would need local resident support.* The mitigation measure includes a fair-share contribution to this improvement. Similar to the Downtown Specific Plan EIR, this is a significant and unavoidable impact due to the sensitive nature of the required mitigation measure (acceptable operations could be achieved at the intersection with signalization).
- 2.15 *The commenter notes that Mitigation Measure TRA-4.2.i) (El Camino Real/Glenwood-Valparaiso) may not be supported if it precludes bicyclists and pedestrians on El Camino Real and that the Town of Atherton is starting a complete streets study.* The mitigation measure includes a traffic impact fee payment to the City of Menlo Park. It is not envisioned that the mitigation measure described in the Draft Infill EIR would preclude bicyclists and pedestrians on El Camino Real; the accommodation of bicyclists and pedestrians is assumed to be included in the mitigation measure. The City of Menlo Park has completed its El Camino Real Corridor Study. The mitigation measures identified in the Draft Infill EIR would not preclude any of the alternatives studied. As the commenter notes, the Town of Atherton is starting an El Camino Real Complete Streets Study to determine how to better utilize right-of-way to improve access and safety for bicyclists and pedestrians along and across El Camino Real.
- 2.16 *The commenter notes that Table 3.1-22 has a typographical error.* The comment is correct; the corrected table is provided below. The Draft Infill EIR text is correct in identifying Garwood Way as the potentially affected roadway segment. Overall, no changes are required in the Draft Infill EIR analysis, findings, or conclusions as a result of this typographical error. Table 3.1-22 on page 3.1-58 of the Draft Infill EIR has been revised as follows:

**Table 3.1-22. Cumulative and Cumulative plus-Project ADT Summary**

Roadway Segment	Classification	Capacity	ADT			Potentially Significant Impact
			Cumulative	Added	Cumulative plus Project	
1. Middlefield Rd (Marsh Rd to Glenwood Ave)*	Minor Arterial	25,000	24,600	106	24,706	No
2. Middlefield Rd (Oak Grove Ave to Ravenswood Ave)*	Minor Arterial	25,000	21,000	402	21,402	No
3. Laurel St (Encinal Ave to Glenwood Ave)	Collector	10,000	5,300	63	5,363	No
4. Laurel St (Oak Grove Ave to Ravenswood Ave)	Collector	10,000	5,600	322	5,922	No
5. Ravenswood Ave (Laurel St to Middlefield Rd)	Minor Arterial	20,000	22,700	281	22,981	Yes
6. Encinal Ave (Laurel St to Middlefield Ave)*	Collector	10,000	7,000	63	7,063	No
7. Valparaiso Ave (University Dr to El Camino Real)	Minor Arterial	20,000	17,300	181	17,481	No
8. Glenwood Ave (El Camino Real to Laurel St)	Collector	10,000	8,100	114	8,214	No
9. Glenwood Ave (Laurel St to Middlefield Rd)*	Collector	10,000	6,100	51	6,151	No
10. Oak Grove Ave (El Camino Real to Laurel St)	Collector	10,000	12,500	716	13,216	Yes
11. Oak Grove Ave (Laurel St to Middlefield Rd)*	Collector	10,000	11,400	394	11,794	Yes
12. Alma St (Oak Grove Ave to Ravenswood Ave)	Collector	10,000	2,100	0	2,100	No
13. Garwood Way (Glenwood Ave to Oak Grove Ave)	Local	1,500	<del>3,500</del> 700	<del>0</del> 1,553	<del>3,500</del> 2,253	<del>No</del> Yes
14. Merrill St (Oak Grove Ave to Ravenswood Ave)	Local	1,500	<del>700</del> 3,500	<del>1,553</del> 0	<del>2,253</del> 3,500	<del>Yes</del> No

Source: W-Trans, 2015.

Notes:

\* Part or all of the roadway segment is located in the Town of Atherton.

Roadway capacities for each roadway classification are detailed in the City of Menlo Park Circulation System Assessment and the Town of Atherton General Plan (2002).

Data regarding existing volumes collected by the City of Menlo Park in 2014.

- 2.17 *The commenter notes that Mitigation Measure TRA-5.1 (Oak Grove Avenue) would need local resident support for the Town of Atherton to support the identified improvements.* The mitigation measure would require the Project Sponsor to install bicycle lanes if there is local resident support. A partial mitigation measure to reduce the impact on this roadway segment would be to construct Class II bicycle lanes on Oak Grove Avenue between El Camino Real and Middlefield Road. This improvement was identified in the City's Specific Plan. However, it could require on-street parking spaces to be removed along Oak Grove Avenue. The process for removing on-street parking would include notification to property owners and residents adjacent to the affected streets, followed by subsequent review and approval by the Transportation Commission and City Council.
- 2.18 *The commenter suggests that the LOS analysis and tables should be verified.* The LOS analysis was reviewed and verified as correct. Because of the nature of signal timing and minimal green times for side-street approaches, it is possible that no change in signal timing would occur at intersections that would be affected by the Project. At these intersections, with no Project-related side-street traffic assumed, the side-street approaches would experience no increase in intersection control delay. Under these conditions, a significant impact was identified for these intersections if any critical movement delay increases by 0.8 second.



# Menlo Park Fire Protection District

170 Middlefield Road • Menlo Park, CA 94025 • Tel: 650.688.8400 • Fax: 650.323.9129  
Website: [www.menlofire.org](http://www.menlofire.org) • Email: [mpfd@menlofire.org](mailto:mpfd@menlofire.org)

**Fire Chief**  
Harold Schapelhouman

**Board of Directors**  
Robert J. Silano  
Peter Carpenter  
Chuck Bernstein  
Rex Ianson  
Virginia Chang Kiraly

April 4, 2016

Thomas Rogers, Principal Planner  
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Draft Environmental Impact Report Analysis  
1300 El Camino Real Greenhart Project  
Menlo Park Fire Protection District Comments

## **Overview:**

420,000 mixed use project on 6.4 Acres  
188,900 - 199,300 Square Feet of Non-Medical Office Space - Two Buildings  
202,100 Square Feet of Residential Space (202 units) - One Building  
Surface and underground parking (1000 spaces)  
29,000 Square Feet of Community Space including a 10,000 Square Foot Park off of Garwood Way  
Three and Four story structures up to 48 feet in height

## **Applicable Sections:**

2-5 MPFPD Approvals - Fire Prevention Systems and Emergency Vehicle Access  
2-7 Dedicated Emergency Access -El Camino Real and Garwood Way Extension  
3-17 Public Services - Impact 702 Employees and 481 Residents  
3-4-12 Emergency Response - Fire Station 6 at 700 Oak Grove Avenue

## **CEQA Concerns:**

Impact to Public Safety  
Transportation and Circulation Impacts  
Garwood Way Extension Opening

## **Fire District's comments and concerns**

Please note that this is the District's initial comments and we reserve the right to submit further comments on CEQA and Project issues.

3.1

1. The Fire District is in the process of requesting that each of the jurisdictions it serves adopt an emergency services new development impact fee. We have met with the developer regarding this topic and hope that they will support and commit to a fee regardless of the timing or approval by the



City. We request the City impose a condition of approval that the Project applicant agrees to be subject to the fee if it is adopted prior to the issuance of a certificate of occupancy for the Project.

3.1 Cont. This fee is based upon new development paying it "fair share" of impacts to the community for emergency services such as equipment, vehicles and updating fire facilities. As listed in section 3-13, Public Services, this project adds over 1000 employees and residents to the area. In section 3-4-12, Fire Station 6, the closest emergency response facility, is scheduled to be demolished and rebuilt starting this year.

3.2 2. The Fire District is primarily concerned about emergency access, water supply and response. As listed in section 2.15, Approvals, the project must comply with the Fire Code and our ordinance approved by the Fire Board and City Council.

The proposed access appears adequate at a pre-planning level but would need to be detailed for final approval along with new fire hydrant locations and building sprinkler systems per section 2.7.

3.3 3. The Fire a District supports the opening of Garwood Way as a traffic collector for the project. Any future speed control devices should comply with our standards. The District would prefer that the El Camino underground parking garage entrance be eliminated and changed to a project North, access road that gives 360 degree perimeter vehicle access to the project for emergency services, delivery, occupants and access to the parking garage via a new roadway between EL Camino Real and Garwood Way.

3.4 4. The Community Park on Garwood Way will certainly be a public benefit but it should be noted that this area has an unusually high number of transient and homeless population that generate calls for emergency services.

The park should be able to be secured, have adequate lighting and be locked down after dark to avoid becoming a collection and problem site for first responders and residents. Careful consideration to the Plaza areas related to these same concerns should be discussed and considered as well.

3.5 5. Careful consideration should be given to which alternatives or combinations of residential, office and community services will create more traffic impacts and add to already difficult traffic congestion.

3.6 Adding bicycle lanes is a positive step forward so long as it does not further narrow existing roadway lanes of travel. Our largest piece of fire equipment is 10 feet wide, mirror to mirror. The project should seek to further open, or widen roadways, rather than add more amenities that simply just narrow them more.

3.7 The minimum distance from the rail line is 500 feet to the housing area. Ideally, the Fire District would like to see this increased, specifically near intersections where collisions between trains and vehicles can create a larger debris field or potential derailment.

Thank you.

Harold Schapelhouman, Fire Chief  
Menlo Park Fire Protection District

### 3. Menlo Park Fire Protection District, Harold Schapelhouman (letter dated April 4, 2016)

- 3.1 *The commenter requests that the City impose a condition of approval, requiring the Project Sponsor to be subject to a new development impact fee.* The Fire Protection Facilities Impact Fee Program is discussed on page 3-93 of the Infill Environmental Checklist, which was released in July 2014. However, since then, the Menlo Park Fire Protection District (MPFPD) Board of Directors approved a Nexus Impact Fee Study. The Nexus Impact Fee Study is part of the Fire Protection Facilities Impact Fee Program and ensures that new development provides its fair share of the cost of needed capital facilities to serve the population within MPFPD's boundaries. The fee was adopted by the MPFPD under the authority of Assembly Bill (AB) 1600, the Mitigation Fee Act, contained in Section 66000 and subsequent sections of the California Government Code. AB 1600 established a process for local governments and districts to formulate, adopt, impose, collect, and account for impact fees. As per AB 1600, cities hold the legal authority to impose fees on behalf of the MPFPD within their city limits.<sup>1,2</sup> The Emergency Services and Fire Protection Facilities Impact Fee has been under review by the City. At this time, it has not yet been determined what City actions, if any, would be necessary to implement the Fire Protection Facilities Impact Fee.

As explained on page 3-93 of the Infill Environmental Checklist, the Project would be required to comply with all applicable MPFPD codes and regulations and meet MPFPD standards related to fire hydrants (e.g., fire-flow requirements, spacing of hydrants), the design of driveway turnaround and access points to accommodate fire equipment, and other fire code requirements. The requirements would reduce potential impacts on the MPFPD. In addition, the MPFPD will receive increased property tax revenue from the Project.

It is important to note that, under CEQA, the need for additional equipment and/or staff members to support a public service is not considered a significant CEQA impact unless new facilities would need to be constructed to house them, resulting in physical impacts. For example, if a project were to require an increase in the level of staffing and the existing facility was not large enough to support this increase, then a new, larger facility would have to be constructed. This new construction would result in potentially significant environmental impacts. Under CEQA, the emphasis is on changes to the physical environment. Changes in staffing or equipment are not by themselves considered environmental impacts.

As stated on page 3-93 of the Infill Environmental Checklist, the Project would require additional fire services but not to a degree that would result in the construction of new buildings. These additional services could have a direct fiscal impact on the MPFPD; however, under CEQA, this is not considered a physical environmental impact because it would not trigger the need for the construction of new facilities. Therefore, regardless of whether the City decides to implement the Emergency Services and Fire Protection Facilities Impact Fee, the Project would result in less-than-significant impacts on the MPFPD under CEQA.

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<sup>1</sup> Menlo Park Fire Protection District. 2013. *Fire Protection Facilities Impact Fee Nexus Study*. Administrative draft. Prepared by Seifel Consulting and Urban Economic. June.

<sup>2</sup> Menlo Park Fire Protection District. 2016. *Menlo Park Fire Protection District Emergency Services and Fire Protection Impact Fee Nexus Study*. February.

- 3.2 *The commenter states that the Project must comply with the Fire Code and the ordinance approved by the Fire Board and City Council. As stated on page 2-15 of the Draft Infill EIR, the Project would require approval by the MPFPD of the proposed fire prevention systems and emergency vehicle access routes. Prior to final approval by the MPFPD, the Project Sponsor would provide detailed information about the location of proposed fire hydrants and building sprinkler systems.*
- 3.3 *The MPFPD supports the opening of Garwood Way, requests that any future speed control devices comply with MPFPD standards, and requests changes to the underground parking garage entrance. No speed control devices are currently planned for Garwood Way. However, if they are considered in the future, the City would coordinate with the MPFPD and consider the district standards.*

With regard to eliminating the El Camino Real garage entrance and replacing it with an access road along the north property line, the El Camino Real underground parking garage access/egress point is critical to the distribution of traffic on adjacent streets (i.e., Oak Grove, Glenwood, El Camino Real) and would decrease the amount of traffic on each street. The restaurant and retail uses on El Camino Real would need to have a nearby entrance to parking; a long or circuitous route to the proper location in the garage would have a negative effect on the businesses. Ease of access to parking is essential for such businesses. To provide the additional space needed for a roadway along the north end of the building would require redesign of the Project site. The adjacent building cannot be downsized because the bay depths are already shallow. Thus, the siting and design of all commercial and residential buildings would need to be altered to accommodate the space required for an access road from El Camino Real to Garwood Way. In addition, the Planning Division has indicated that eliminating the El Camino Real garage entrance and replacing it with an access road to the north could conflict with Specific Plan guidelines that limit parking/service paving and encourage landscaping. Plus, the Specific Plan setback standards limit the maximum side setback to 25 feet, which may not leave room for a fire access road. Therefore, the suggested design changes will not be implemented.

- 3.4 *The commenter expresses support for the proposed public park but suggests security features. The proposed park would be privately owned and made available to members of the public. This comment pertains to the design of the Project and does not concern the adequacy of the Draft Infill EIR or the Project's compliance with CEQA. The Draft Infill EIR analyzes whether the Project as a whole would affect the environment and surrounding areas but does not consider specific design features that would not have a substantial physical impact on the environment. Therefore, this comment would be better addressed during the review process for the Project rather than in the Final Infill EIR. Nonetheless, additional information about proposed park security is provided here for informational purposes. The proposed park, similar to all Menlo Park public parks, would not have restricted access. However, because there would be private security monitoring in the underground garage and other onsite facilities, it is possible that the proposed park would be monitored more extensively than most public parks in the city. The City of Menlo Park manages and operates 12 parks in the city, totaling about 48.5 acres (not including the 160-acre Bayfront Park). With the exception of tennis and pool areas, none of the parks have security fencing that is locked certain hours of the day.*
- 3.5 *The commenter notes that different alternatives may result in different levels of traffic. Chapter 5 of the Draft Infill EIR, Alternatives, provides an overview of the alternatives studied, including comparisons of trip generation under each alternative. Although neither of the two Project*

alternatives would reduce the number of intersection and roadway impacts compared with the Project, they would result in fewer daily and peak-hour trips. Table 5-3 of the Draft Infill EIR notes the difference in trip generation between the Project and the Base-Level Maximum Residential Alternative. The Project would generate approximately 20 percent more daily trips and approximately 50 percent more peak-hour trips compared with the alternative. The trip differential for the Base-Level Maximum Residential Alternative would not be enough to result in changes to intersection, roadway, pedestrian, bicycle, or transit impacts when compared with the Project. With the same impacts as the Project, the same mitigation measures detailed in Draft Infill EIR Section 3.1, *Transportation*, would be required.

- 3.6 *The commenter suggests that wider roadways are better than more narrow lanes for fire protection vehicles and supports the addition of bicycle lanes if they do not narrow existing lanes of travel.* It is recognized that larger vehicles, such as emergency vehicles and fire trucks, need more space to maneuver and turn. Wider roadways also increase the likelihood of passing other vehicles under congested traffic conditions. Wider lanes also make crossing distances longer for pedestrians and bicyclists. The addition of bicycle lanes often requires the narrowing of travel lanes or removal of parking.
- 3.7 *The commenter requests increasing the distances between the Caltrain right-of-way and the proposed housing.* The Specific Plan established maximum setbacks from streets to maintain a “street edge” and “establish the character of the street.” The Project is located in the Specific Plan’s northeast area, which has a maximum setback of 20 feet along Garwood Way. The residential building along Garwood Way is at the maximum in many locations, depending on the modulation breaks required by the Specific Plan. Therefore, Station 1300’s residential building could not be moved farther away from the railroad tracks without violating Specific Plan standards. Moving the residential building away from Garwood Way would also create less useful open spaces within the development and most likely reduce density. Furthermore, the Draft Infill EIR did not identify any significant and unavoidable impacts related to the setback between the proposed residential uses and the Caltrain right-of-way. Therefore, increased setbacks are not required as mitigation to satisfy CEQA.

## Letter 4

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**From:** Rogers, Thomas H <THRogers@menlopark.org>  
**Sent:** Monday, April 04, 2016 12:22 PM  
**To:** Efner, Erin; Chapman, Kirsten  
**Cc:** Margaret Netto (margaretnetto@yahoo.com)  
**Subject:** FW: [Sent to Planning ]1300 El Camino - request for time extension

Erin/Kirsten- FYI

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**From:** Rogers, Thomas H  
**Sent:** Monday, April 04, 2016 12:21 PM  
**To:** 'gd@devarchitects.com'; Mike Ferreira; James Eggers; Barbara Kelsey; Gladwyn d'Souza  
**Cc:** Taylor, Charles W; Heineck, Arlinda A; Barbara E. Kautz; Margaret Netto ([margaretnetto@yahoo.com](mailto:margaretnetto@yahoo.com))  
**Subject:** RE: [Sent to Planning ]1300 El Camino - request for time extension

Gita,

We (including the City Manager's Office) have reviewed the Sierra Club's request for additional time, but we don't believe there are unique circumstances that warrant an extension past today (Monday 4/4) at 5:30pm. This type of 45-day CEQA comment period was set up by the State to account for different challenges/constraints from reviewing agencies and the public. This particular EIR is also an "Infill EIR", meant to follow certain State-established streamlining procedures, also making an extension harder to justify. The timing of this project's PC public hearing also doesn't justify a change to the comment deadline, since the City has consistently held such hearings in the latter half of a comment period (so as to allow enough time for the document to be reviewed before someone may wish to make verbal comments).

Thomas Rogers  
Principal Planner, City of Menlo Park  
[throgers@menlopark.org](mailto:throgers@menlopark.org)

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**From:** Gita Dev, FAIA [<mailto:gd@devarchitects.com>]  
**Sent:** Sunday, April 03, 2016 12:07 PM  
**To:** \_Planning Commission; PlanningDept; \_CCIN; Mike Ferreira; James Eggers; Barbara Kelsey; Gladwyn d'Souza  
**Subject:** [Sent to Planning ]1300 El Camino - request for time extension

To  
Senior Planner Thomas Rogers and  
Chair John Onken and Members of the Planning Commission

The Sierra Club Loma Prieta is reviewing the 1300 El Camino proposal.  
As an environmental organization working towards reducing local greenhouse gas emissions, we encourage the development of higher density, mixed-use development near major transit stations.

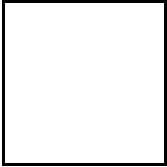
4.1

- We are writing to respectfully request a time extension to respond adequately to the Draft EIR.
- We do understand that the DEIR was released 6 weeks ago. However, since the first public study session was held on March 21st, just 2 weeks ago, it does not leave us enough time to review the issues that have been raised and the Draft EIR.

We, therefore, request a 2 week time extension to respond to the DEIR.

4.1 We are excited that a proposal has come forward for this keystone parcel next to the train station and look  
Cont. forward to  
a development that will certainly change downtown towards the vision of the specific plan.  
Respectfully submitted

--  
Gita Dev FAIA  
Sustainable Land Use Committee  
Sierra Club Loma Prieta  
415-722-3355



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)

#### **4. Sierra Club, Gita Dev (letter dated April 3, 2016)**

- 4.1 *The commenter requests a 2-week extension of the Draft EIR review period.* The City reviewed the commenter's request for additional time; however, it was determined that there were no unique circumstances that would warrant an extension past the close of the comment period on April 4, 2016, at 5:30 p.m. The 45-day CEQA comment period was established by the state to account for different challenges and constraints from reviewing agencies and the public. The Project is an "infill EIR" and meant to follow certain state-established streamlining procedures, thereby making an extension more difficult to justify. In addition, the timing for the Project's public hearing before the Planning Commission on March 21, 2016, does not justify a change to the comment deadline. The City has consistently held EIR hearings in the latter half of the comment period to allow enough time for the document to be reviewed before the hearing. Therefore, the comment period was not extended.

**Letter 5**



Loma Prieta Chapter serving San Mateo, Santa Clara & San Benito Counties

April 4, 2016 -Revised

Chair Onken and members of the Planning Commission  
City of Menlo Park  
701 Laurel St.  
Menlo Park, CA 94025  
via e-mail: [planning.commission@menlopark.org](mailto:planning.commission@menlopark.org)

**Re: 1300 El Camino Real Mixed Use - Greenhart Proposal. Comments on DEIR.**

Chair Onken and members of the Planning Commission

The Sierra Club, an environmental organization working towards reducing local greenhouse gas emissions, encourages the development of higher density, mixed-use development near major transit stations.

The 1300 El Camino Real proposal is a keystone development for Menlo Park in creating the vision of the Downtown Specific Plan. There are several features about the proposed development that are attractive.

In addition, the project is proposed at a bonus level and therefore requires:

1. a determination that there are overriding considerations (benefits) of the project that outweigh all the Significant and Unavoidable negative impacts, and
2. a determination that the developer's proposed public benefits are adequate.

However, as the development is proposed in the EIR and elsewhere, there are several negative environmental impacts that can and should be mitigated. We do not accept that these significant impacts are unavoidable and un-mitigatable.

After reviewing the EIR, we have the following comments:

**1 Traffic:** The project is located at a section of El Camino that is experiencing extreme traffic congestion. Maximizing office development in this location generates about three times as much traffic as housing would.

After examining the data in the EIR we find it difficult to believe some of the conclusions that are documented. The proposed development would contribute to traffic congestion not only along El Camino but also on the neighborhood streets, creating congestion, speeding dangers, contributing to air pollution, noise and jeopardizing the safety of children and pedestrians in a residential environment.

Given the seriousness of the traffic situation the obvious mitigating approach would be to maximize housing over office space. The proposed development is maximizing office space at the expense of housing.

**2. Jobs/housing imbalance:** The Peninsula is currently in a serious housing crisis. This proposal would contribute to exacerbating the jobs housing imbalance. Housing is currently a much higher priority for Menlo Park, than office space, because the general plan goal is to reduce the jobs housing imbalance.

In addition, Menlo Park's jobs/housing imbalance has been exacerbated by adding \$2 million sf of office in the M2 area without sufficient housing to balance the office expansion. The area around the Bohannon



5.3 | Gateway contributes further to this problem. We believe that a better proposal would maximize housing at  
Cont. | this location near to transit, with all the amenities within walking and biking range.

**3. Over parked:** The present design encourages drive alone commuting with overly generous parking for its location, within a block of the train station and fronting on El Camino Real. Current practice on the peninsula, especially along the train line, is to assume a lower parking ratio for office space than 3.8 cars/1000 sf, which comes to 100% drive alone at the 300sf/employee assumption<sup>1</sup>.

5.4 | With TDM measures, cities are aiming for a 45% drive alone mode and moving to other modes of transportation to work. We would suggest that the ratio be 1.5 spaces/ 1,000sf for office and 1 space / unit for residential units.

Any additional parking, if required by the city, should be covered by in-lieu fees and the spaces provided in shared public garages serving the downtown area.

5.5 | **4. Open Space is wasted and not usable:** While the proposed development says it provides significant open space, most of the open space is wasted space between the housing and office buildings and is not usable and the office court is not a comfortable public space. The park in the rear is along the railroad track.

5.6 | **5. Affordable Housing:** Menlo Park's regional housing needs assessment (RHNA) allocation of below market rate housing counted on this site as an major opportunity site for affordable housing – 216 units of the total 680 units in the downtown specific plan area. Providing affordable housing along transit routes is also one of the known strategies towards reducing traffic congestion. This is because lower-income residents have been shown to use public transportation at a much higher rate than residents in market-rate housing.

Therefore, there should be a minimum 15% to 20% requirement for affordable housing at the site. This would be the most useful public benefit --to include housing that is affordable for our workforce, near transportation. State law automatically provides a density bonus for this.

5.7 | **6. Pedestrian priority is missing:** In order for the retail uses to work well in this location, it is important that it be connected to the downtown station area pedestrian retail. In order to achieve this pedestrian access routes through the super block need to be clearly defined. It could also be important to include pedestrian friendly connectivity such as a mid block protected pedestrian cross walk at El Camino and one at Garwood to cross Oak Grove.

5.8 | **7. Bicycle priority:** it appears that the bicycle lanes along El Camino have been left out of the proposed design. This is not acceptable as providing an intercity link, along El Camino, the Grand Boulevard, is important for commuter routes for cities on either side. Atherton has agreed to put in bike lanes to connect to Redwood City and Menlo Park. Garwood, which is shown to have a bike lane, does not provide a through commuter route.

**Alternatives:** we believe that the following alternative needs to be studied, in order to mitigate the negative environmental impacts. It should include:

5.9 | 1. **Provide the maximum number of housing units** allowed on 6.4 acres, which is 320 units. More smaller units would be preferable, as was proposed in the initial design submitted two years ago, which included studios and smaller one-bedroom units. The average unit size was

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<sup>1</sup> If one assumes that, in reality, the office usage may be at 200sf/employee, as in many technology firms, this translates to a 73% drive-alone ratio which is still extremely high.

5.9  
Cont.

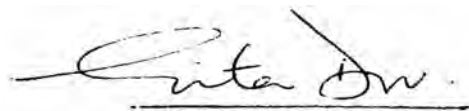
closer to 800 sf as opposed to the current 900 sf more expensive housing units. This would provide more units at a lower rental rate.

2. **Reduced Office Space:** Building the maximum allowable housing, with smaller units, would still allow about 70% of the proposed office space<sup>2</sup>.
3. **Reduced parking** with a ratio of 1.5 spaces/ 1,000 sf of office space, and one space per residential unit. In addition to being unbundled, all spaces should be **shared parking**.<sup>3</sup> This will result in significant savings for the developer that can be used towards affordable housing. However, if additional parking is required by the city, it should be provided through **in-lieu fees** for public parking garages elsewhere in downtown.
4. **Affordable housing at 15%** of the units minimum. Note that the state allows an automatic density bonus for affordable units or senior housing<sup>4</sup>.
5. **Redesigned open space** to use the site more efficiently (avoid wasted space), provide clear public and usable open spaces and a wider sidewalk along El Camino and possibly Garwood retail frontages to provide a pedestrian friendly sidewalk frontage and better opportunity for cafes and restaurants to have outdoor seating.
6. **Bike lane** to be included along El Camino
7. **Pedestrian priority** routes through the project, clearly defined, to reduce the super block to a more pedestrian scale and encourage walking as the most preferred mode.
8. **Protected pedestrian crosswalks** across El Camino at mid block and across Oak Grove as an integral part of the development to reduce the super block to be a more pleasant pedestrian scale and make walking more convenient and attractive<sup>5</sup>
9. **Residential Permit Parking Program** in nearby residential neighborhood to protect adjacent neighborhoods from overflow parking from the project<sup>6</sup>

5.10

In conclusion, we believe that the proposed development has the possibility of mitigating many of its negative impacts. We do believe that providing a LEED platinum office building, with its energy and resource efficiency, is a good contribution. However it cannot be considered as a mitigation for the more immediate and forceful negative impacts of the issues, raised above, for the residents of Menlo Park and the peninsula as a whole.

Respectfully submitted:



<sup>2</sup> 320 units x average size of 800 sf/unit = 256,000 sf

Max allowable area is 1.5 FAR x 6.4 acres = 420,000 sf.

Therefore commercial space allowable would be 420,000-256,000 = 164,000 sf, approx 70% of proposed commercial space

<sup>3</sup> At night, the residential spaces can be in a secured section of the garage

<sup>4</sup> A [Developer's Guide to the California Density Bonus Law](#)

<sup>5</sup> Wider sidewalks and a pedestrian cross walk were built in front of the housing development at the [Mel's Bowl site](#), as a public benefit, in Redwood City, to relocate a cross walk to a better mid-block location for pedestrians. Cal Trans is amenable to mid-block crossings at mega blocks in PDAs for pedestrian mode shift.

<sup>6</sup> RPPP: These programs are opposed by neighborhoods initially, in opposition to change, however, once in place, residents actively defend them and refuse to give up the privilege, once they are used to them,

Gita Dev  
Gladwyn D'Souza  
Co-chairs, Sustainable Land Use Committee  
Sierra Club Loma Prieta Chapter

Cc:

Mike Ferreira, Chair, Executive Committee, Sierra Club Loma Prieta  
James Eggers, Exec. Dir., Sierra Club Loma Prieta

## 5. Sierra Club, Gita Dev (letter dated April 4, 2016)

- 5.1 *The commenter expresses general support for the Project but disagrees with the Draft Infill EIR's conclusion that identified significant impacts cannot be feasibly mitigated.* This comment is related to the public discourse on the merits of the Project and whether it is an asset to the city. However, this does not concern the adequacy of the Draft Infill EIR analysis or the Project's compliance with the California Environmental Quality Act (CEQA). As a general matter, the Draft Infill EIR was prepared to fulfill the City's obligation under CEQA and identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. Responses to the commenter's specific concerns with the Draft Infill EIR's conclusions regarding significant and unavoidable impacts are provided in Responses 5.2 through 5.10, below. Accordingly, no further response is necessary.
- 5.2 *The commenter suggests that maximizing office development would generate three times as much traffic as housing and that housing should be maximized as a mitigating approach to the Project's traffic impacts.* Table 5-3 in Chapter 5, *Alternatives*, of the Draft Infill EIR notes the difference in trip generation between the Project and the Base-Level Maximum Residential Alternative, an alternative to the Project that would increase the share of residential uses and decrease office uses at the site in accordance with the allowed land-use mix under the Specific Plan. As shown in Table 5-3, the Project would generate about 20 percent more daily trips and about 50 percent more peak-hour trips compared with the alternative. The trip differential between the Base-Level Maximum Residential Alternative and the Project is not enough to result in changes to intersection, roadway, pedestrian, bicycle, or transit impacts when compared with the Project. With the same impacts as the Project, the same mitigation measures detailed in Draft Infill EIR Section 3.1, *Transportation*, would be required.
- 5.3 *The commenter expresses concern about the jobs/housing imbalance as a result of the Project.* The Project would add up to 202 housing units to the City's housing stock. The job and housing projections are discussed on page 3-12 of the Draft Infill EIR. As stated, the Association of Bay Area Governments' (ABAG's) Projections 2013 includes buildout of the Specific Plan, which encompasses development of the Project. Table 3.0-2 illustrates the jobs and housing projections for the city through 2030. As shown, the jobs/housing ratio would increase slightly from 2.20 in 2015 to 2.23 in 2030. However, the projections would not be affected by development of the Project because it is already accounted for in the projections. The projections also include the proposed Menlo Gateway Project, as noted by the commenter.
- 5.4 *The commenter suggests that a parking ratio of 1.5 spaces per 1,000 square feet for office uses and one space per unit for residential uses be used for onsite parking, and any additional parking should be covered by in-lieu fees and a common downtown garage.* The commenter is offering an opinion regarding appropriate parking rates. The discussion of parking in the Draft Infill EIR was provided for informational purposes; parking is not considered an impact on the environment, pursuant to Public Resources Code Section 21099(d). Page 3.1-72 of the Draft Infill EIR discusses the parking requirements, including the rationale behind the parking ratios. Typically, the Menlo Park Zoning Ordinance provides rates, based on building square footages, for the required number of parking spaces, but such rates are not appropriate for developments that are close to a major public transit station and people are likely to ride a bicycle, walk, or utilize public transit to access the Project site. Therefore, parking rates were developed for such purposes in the Specific Plan. The City's office parking rate for this

development is 3.8 spaces per 1,000 square feet, and the residential rate is one space per unit, which would result in 1,036 spaces provided onsite. In addition, to avoid over building with respect to parking, Fehr & Peers prepared a shared parking analysis, which is included as Appendix 3.1-J in the Draft Infill EIR, that calculated a peak demand of 1,006 shared spaces. The Project would provide approximately 1,000 parking spaces to meet this demand. The *commenter* also *suggests* the use of shared parking in a common downtown garage. However, in addition to the Specific Plan requiring on-site parking, the Project site is located outside of the downtown shared parking area.

- 5.5 *The commenter states that the proposed open space is not usable.* The Project would not include new or expanded Menlo Park Community Services Department park facilities. However, as described on page 2-5 of the Draft Infill EIR, the Project would include a publicly accessible but privately maintained park in the northeast corner of the Project site. In accordance with the Specific Plan, the 17,000-square-foot park (Garwood Park) would include a structural element that would create a defined building edge, as seen while walking, biking, and driving along Garwood Way. The park would promote active park use by residents, in particular, from the dog play area. The park would contain seating and table areas for casual picnicking, resting, table game play (chess and checkers), and gathering, in addition to a publicly accessible restroom. The proposed park amenities would make the park useable.

As explained on page 2-6 of the Draft Infill EIR, the Project would include a plaza between the two proposed buildings with landscaping, a sheltered courtyard, sitting areas, decorative paving, water features, and outdoor “rooms.” This proposed plaza would serve mainly the office and community-serving uses. In addition, the plaza would be located at the corner of Oak Grove Avenue and Garwood Way. The plaza would face the Caltrain station, providing a high-activity area with access to outdoor restaurant dining, the main residential lobby, underground parking, and the leasing office. Therefore, the proposed plaza would be useable for those who would use the proposed office, residential, and community-serving spaces.

- 5.6 *The commenter states that the Project should provide a minimum of 15 to 20 percent affordable housing because of the proximity to public transit.* The Project includes 10 (5.5 percent) Below Market Rate (BMR) units, which meets the requirement for the size of the new commercial uses. Because the proposed units would be rental units, the City does not require any BMR units for the residential component itself, and the City has not adopted a valid nexus study that allows for the collection of a housing impact fee. In addition, during the course of the structured negotiation for the public benefit bonus, the Project Sponsor agreed to increase the proportion of BMR units, to a total of 20 units, including six units aimed at the “workforce” market. It is also possible that the City could adopt revisions to the BMR requirements, which could apply to the proposed units. However, the Project Sponsor is currently meeting the City's BMR requirements. If the Project Sponsor includes additional affordable housing, the overall number of residential units would still be within the range that was analyzed in the Draft Infill EIR; any increase above 202 units, which is not proposed, would require additional analysis. Therefore, if additional affordable housing is provided as part of the Project after certification of this Final Infill EIR, this would not result in additional impacts that were not analyzed in the Draft Infill EIR.
- 5.7 *The commenter notes that pedestrian access will be critical for the retail uses, with connections to the downtown station area, as well as mid-block protected crosswalks at El Camino Real and Garwood Way to cross Oak Grove Avenue.* As noted on page 3.1-30 of the Draft Infill EIR, bicycle and pedestrian access to the Project site would be provided at the mid-frontage driveway on

Garwood Way, the southern access point on El Camino Real, and the plaza at the northwest corner of the Oak Grove Avenue/Derry Lane intersection. The access point at the future Oak Grove Avenue/Garwood Way intersection would provide residents and patrons with the shortest possible route between the Project site and the Menlo Park Caltrain station. Employees would be able to access the office buildings from the central plaza, which would have pedestrian access to El Camino Real and Garwood Way. The additional access points would provide connectivity to adjacent land uses along the perimeter of the Project site. Continuous sidewalks would remain along the perimeter of the Project site; implementation of the Project would not modify existing bicycle or pedestrian facilities along the perimeter.

- 5.8 *The commenter notes that bicycle access on El Camino Real is important and Garwood Way is not a commuter route.* Bicycle access on El Camino Real would not change as a result of the Project; bicycle lane improvements were evaluated as part of a separate El Camino Real study, which was recently completed by the City of Menlo Park. In addition, page 3.1-31 of the Draft Infill EIR notes that Garwood Way currently terminates along the Project site's frontage. The Project would extend Garwood Way to the south, connecting to Oak Grove Avenue across from Merrill Street. However, to extend Garwood Way, Derry Lane would need to be removed so that Garwood Way could align with Merrill Street. Bicycle facilities would be added along the entire length of Garwood Way and along the Oak Grove Avenue frontage of the Project site.
- 5.9 *The commenter lists potential alternatives that could be studied in the Draft Infill EIR.* CEQA Guidelines Section 15126.6(a) require that an environmental impact report (EIR) "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The Project would not result in significant impacts related to affordable housing, open space, or bicycle/pedestrian connections, as listed by the commenter. Furthermore, for qualified infill projects such as the Project, parking is not considered an impact on the environment, pursuant to Public Resources Code Section 21099(d). An analysis of alternative parking schemes is unnecessary for CEQA purposes. Therefore, alternatives that focus on these topics are not required to be analyzed.

CEQA requires the Project to be analyzed through an "infill" EIR because of its location and the prior EIR completed for the Specific Plan. As explained on page 5-1 of the Draft Infill EIR, Section 15183.3 of the CEQA Guidelines states that the analysis in an infill EIR need not address alternative locations, densities, or building intensities. However, the City has elected to evaluate a range of alternatives as they relate to the allowable base-level development standards in the Specific Plan. Therefore, in addition to the No Project Alternative, the Draft Infill EIR included two alternatives: Base-Level Maximum Office Alternative and Base-Level Maximum Residential Alternative.

It is not feasible to study all possible alternative combinations within an EIR. For the Project, there are multiple possible alternatives, combining retail, office, medical, and residential uses (attached and detached), all at different sizes, that qualify under the public benefit density provisions of the Specific Plan. The alternatives, as presented in the Draft Infill EIR, are examples of potentially feasible alternatives that would reduce the impacts of the Project, attempt to meet the majority of objectives, and promote a functional site plan. As stated in Section 15126.6(a) of the CEQA Guidelines, "an EIR need not consider every conceivable alternative to a project. Rather it must

consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.” Therefore, the alternatives included in the Draft Infill EIR represent a range of reasonable alternatives to the Project but are not meant to limit the City Council and the Planning Commission in determining the best option for the Project. Also, as noted earlier, alternatives are not required for an infill EIR.

The Draft Infill EIR is intended to serve as an informational document. It provides the City Council, the Planning Commission, and the general public with enough information to make knowledgeable decisions regarding the potential environmental impacts of the Project as well as information regarding its potential alternatives. The decision to approve portions of the proposed alternatives to mitigate or avoid significant environmental impacts, while rejecting alternatives that are deemed to be infeasible, is made at the discretion of the City Council. As such, the final Project could be the Project as proposed in the Draft Infill EIR, an alternative to the Project, or a combination of the Project and its alternatives.

- 5.10 *The commenter expresses general support for the Project.* Please refer to Response 5.1, above.

## Letter 6

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**From:** Rogers, Thomas H <THRogers@menlopark.org>  
**Sent:** Tuesday, April 05, 2016 12:02 PM  
**To:** Chapman, Kirsten; Efner, Erin  
**Cc:** Heineck, Arlinda A; Margaret Netto (margaretnetto@yahoo.com); Barbara E. Kautz; Taylor, Charles W; Nagaya, Nicole H; Choy, Kristiann M  
**Subject:** FW: EQC Recommendation for Station 1300 EIR on traffic mitigation and bike routes

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**From:** Marcadejas, Vanessa A  
**Sent:** Tuesday, April 05, 2016 11:09 AM  
**To:** Rogers, Thomas H  
**Cc:** Abrams, Heather; Barbara E. Kautz; Margaret Netto ([margaretnetto@yahoo.com](mailto:margaretnetto@yahoo.com)); Heineck, Arlinda A; Kristin Kuntz-Duriseti ([kristin.kuntz.duriseti@gmail.com](mailto:kristin.kuntz.duriseti@gmail.com)); Choy, Kristiann M  
**Subject:** RE: EQC Recommendation for Station 1300 EIR on traffic mitigation and bike routes

Good morning Thomas,

Please accept the following comments regarding Station 1300 El Camino Real from the Environmental Quality Commission (EQC) meeting on March 23, 2016.

**ACTION:** Motion and Second (Kuntz-Duriseti/Bedwell) for the EQC to:

- 6.1 | 1) Submit comments for the Station 1300 EIR supporting staff's recommendation to have bike lanes installed from El Camino Real to the east side of town as a traffic mitigation measure. [Staff understands that this is inclusive of all bicycle facilities.]
- 6.2 | 2) Advise against widening traffic lanes because it discourages other modes of transportation as the widening of lanes can have an impact on usability for bicyclist and pedestrians. [Staff understands that this encompasses adding more traffic lanes and the widening of intersections.]
- 6.3 | 3) To earmark some of the Traffic Impact Fees (TIF's) for multi-modal transportation along other routes impacted by the project.

The motion passes (5-0-2) (Yayes: Barnes, Bedwell, DeCardy, Kuntz-Duriseti, Marshall; Absent/Abstain: Martin, Smolke)

Thanks,  
Vanessa

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**Vanessa A. Marcadejas**  
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☎ 650.330.6768 | 📠 650.327.5497





## **6. City of Menlo Park Environmental Quality Commission, Vanessa Marcadejas (letter dated April 5, 2016)**

- 6.1 *The commenter makes a motion for the Environmental Quality Commission (EQC) to support the staff's recommendation to have bicycle lanes created from El Camino Real to the east side of town. The comment does not concern the adequacy of the EIR's analysis or the Project's compliance with CEQA. The Draft Infill EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, including those associated with railroad grade crossings. However, Mitigation Measures TRA-2.1.a, TRA-2.1.b, TRA-2.1.c, and TRA-7.1 include the provision of bicycle facilities on Oak Grove Avenue from El Camino Real to the eastern city limit (subject to City approval), as proposed by the commenter. Bicycle access on El Camino Real would not change as a result of the Project; bicycle lane improvements were evaluated as part of a separate El Camino Real study, which was recently completed by the City of Menlo Park.*
- 6.2 *The commenter makes a motion for the EQC to advise against widening traffic lanes. No widening of lanes is proposed as part of the Project; however, at several intersections, widening is required as mitigation to reduce the Project's potential impacts. Any such widening would be accompanied by pedestrian and bicycle infrastructure enhancements to avoid potential secondary impacts on pedestrians and bicyclists.*
- 6.3 *The commenter makes a motion for the EQC to earmark some of the TIF for multi-modal transportation along other routes that would be affected by the Project. This comment is beyond the scope of the Project. Refer to Response 6.1, above.*



**Letter 7a**

April 4, 2016

Thomas Rogers  
Principal Planner, City of Menlo Park  
Community Development Department, Planning Division  
701 Laurel Street  
Menlo Park, Ca 94025  
Email: throgers@menlopark.org

**Re: Comments on Draft EIR for the 1300 El Camino Greenheart Project**

Dear Mr. Rogers:

7a.1 Greenheart Land Company, the Project Sponsor, has carefully reviewed the Draft EIR for our Project, Station 1300. Overall, we believe that the Draft EIR is complete, thorough and objective. Most of the analysis is related to the transportation impacts, and although we believe that the City's approach is unduly conservative (i.e. tends to overstate the real world impacts of the Project), almost all the transportation impact findings are consistent with findings of the EIR for the Downtown Specific Plan. However, as is presented below, there are a few aspects of the Draft EIR that should be revised so as to more accurately reflect the real impacts of the Project, and the appropriate mitigation required.

**Air Quality: Impact AQ-1**

7a.2 Under Impact AQ-1, two mitigation measures are identified, along with the conclusion that the adverse health risks during construction would be less than significant after mitigation. As discussed in detail in the attached letter from Ramboll Environ, mitigation measure AQ 1-2 is not only costly and difficult to implement but is also unnecessary to mitigate the construction health risk. Mitigation Measure AQ 1.1 addressing off-road sources is adequate to reduce the emissions below the threshold, and Mitigation Measure AQ 1.2 results in only an inconsequential further reduction. Therefore, we request that Mitigation Measure AQ 1.2 be deleted.

**Transportation**

7a.3 At our request, our transportation consultant, Kimley-Horn, including Michael Mowery and other Kimley-Horn professional staff, reviewed the Transportation section of the DEIR. The following comments are based on Kimley-Horn's review and analysis.

1. Intersection Analysis: Derry Lane (Garwood Way)/Merrill Street and Oak Grove Avenue (Study Intersection #15)

Under existing conditions, Derry Lane (Garwood Way)/Merrill Street and Oak Grove Avenue is a two-way stop-controlled intersection with relatively low volumes on the minor streets. However, with the addition of the project, the west leg becomes the project's northeast driveway and will undergo infrastructure improvements.

The DEIR analyses does not take into account the lane geometry changes and uses existing lane geometry in both Plus Project conditions, which does not accurately compare intersection operations between without and with project conditions.

Although the physical location of the existing Derry Lane and future project driveway are the same, the use as an existing dead end access converted to a connecting project driveway with adjacent roadways is a noteworthy change and should be treated as such in the DEIR. It is proposed that the impact shown for this location should be removed and the existing driveway access noted as removed and a new project driveway access reported. This would relieve the over reporting of an impact comparing an existing condition to a new project driveway in the future condition.

2. Roadway Segment Analysis (Garwood Way)

As part of the Roadway Segment Analysis, the DEIR analyzed Garwood Way between Glenwood Avenue to Oak Grove Avenue. Currently Garwood Way terminates roughly 500 feet south of Glenwood Avenue and does not intersect with Oak Grove, resulting in low ADT volumes. These volumes are very low when compared another local street in the DEIR, Merrill Street, as shown in the table below.

Study Condition	ADT (Vehicles)	
	Garwood Way	Merrill Street
Existing	140	2,700
Near-Term	700	2,800
Cumulative	700	3,500

These low ADT volumes result in a very low threshold to exceed the City's threshold for roadway segments. For a local street with an existing ADT less than 750, a project would need to add at least 25 percent of the existing ADT to become a potential traffic impact. Based on City's criteria, a project would need to add only 35 daily trips to existing Garwood Way volumes in order to be considered "significant", which is equivalent to approximately 4 single-family homes or 3,200 square feet of office space or 800 square feet of retail.

In addition to the low volume, the characteristic of Garwood Way changes with the addition of the project. The proposed project will extend Garwood Way, making it a through road between Glenwood Avenue and Oak Grove Avenue, fundamentally changing the characteristic of the

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7a.4

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roadway. This extension of Garwood Way may attract additional non-project volumes but also will serve project volumes from both north and south, which is a significant change to circulation compared to existing. It is proposed that the impact finding shown for this location should be removed and the existing roadway noted as relocated and a new through roadway added. This would relieve the over reporting of an impact that results from comparing an existing condition to a new and improved circulation in the project area.

### 3. Trip Reduction Assumptions

Internal capture and transit reductions in the DEIR were determined using the most recent ITE methodology which calculates internal capture and transit reduction together, resulting in a trip reduction of 18 percent during the AM peak hour and 26 percent in the PM peak hour. This trip reduction percentage is unduly low considering the project's close proximity to the Caltrain station. It should be noted that City of Palo Alto conducted a survey collecting data on modal split of downtown trips, which is also in close proximity to a Caltrain station. The survey found that Caltrain accounted for 28 percent of the total modal share during the AM and PM commute period.

7a.5

In addition, the DEIR mentions the Transportation Demand Management (TDM) program developed for the project. The DEIR states that TDM elements could reduce up to 30 percent of project trips or 665 daily, 96 AM peak, and 73 PM trips, however, no TDM trip reduction was accounted for in the project's Trip Generation calculation.

By using a smaller trip reduction percentage for transit than is justified, and taking no trip reduction for the TDM program, the DEIR uses an overly conservative approach when evaluating the transportation impacts of the project. This approach undervalues many of the benefits of the project offers in regards to transportation, such as multiple and complementary land uses in one location and the project's close proximity to the Caltrain station and the Downtown area. The DEIR notes that credit for the TDM program is not taken because the TDM reduction cannot be assured, however it is assumed that a future project approval will require the project TDM program to be implemented subsequent to construction and occupancy.

### 4. Relation of Project Findings to Downtown Specific Plan

7a.6

It should be noted that many of the same intersection impacts in the 1300 El Camino Real Greenheart Project DEIR match the findings of the Downtown Specific Plan EIR as shown in the table on the next page.

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Intersection	Downtown Specific Plan	1300 El Camino Real Greenheart Project
El Camino Real & Glenwood Ave-Valparaiso	S&U	S&U
El Camino Real & Oak Grove Ave	No Impact	S&U <sup>1</sup>
El Camino Real & Menlo Ave-Ravenswood Ave	S&U	S&U
El Camino Real & Middle Ave	S&U	No Impact
Laurel St & Ravenswood Ave	S&U	S&U
Laurel St & Glenwood Ave+	Not Studied	S&U
Middlefield Rd & Marsh Rd	S&U	No Impact
Middlefield Rd & Encinal Ave	S&U	S&U
Middlefield Rd & Glenwood Ave-Linden Ave	S&U	S&U
Middlefield Rd & Ravenswood Ave	S&U	S&U
Middlefield Rd & Linfield Dr	S&U	Not Studied
Middlefield Rd & Willow Rd	S&U	S&U
University Dr (North) & Santa Cruz Ave	S&U	LTS
Coleman Ave & Willow Rd	LTS	Not Studied
Durham St & Willow Rd	S&U	Not Studied
Bay Rd & Willow Rd	S&U	Not Studied
Orange Ave-Santa Cruz Ave & Avy Ave-Santa Cruz Ave	S&U	Not Studied
Oak Grove Ave & Alma St	Not Studied	S&U
Oak Grove Ave & Garwood Way-Merrill St	Not Studied	S&U
Oak Gove Ave & University	No Impact	LTS

Note:

S&U - Significant and unavoidable

LTS - Less than Significant

<sup>1</sup>The Downtown Specific Plan had a LOS D for both Cumulative and Cumulative Plus Project PM Peak condition, resulting in no project impact. The 1300 El Camino Real Greenheart project resulted in LOS E for Cumulative and LOS F for Cumulative Plus Project PM Peak, which is a Significant and Unavoidable impact. It should be noted that the 1300 El Camino Real Greenheart Project Cumulative (2040) condition occurs 5 years later than the Downtown Specific Plan (2035), resulting in a PM peak delay of 49.0 seconds, which is close to the LOS D/E boundary, compared to Downtown Specific Plan with a PM peak delay of 37.4 seconds. It would be a reasonable assumption that the Downtown Specific Plan would also result in a Significant and Unavoidable Impact in 2040.

The context of this information is that the City approved the Downtown Specific Plan and a finding of overriding considerations was approved for the transportation facilities that were shown to have significant and unavoidable impacts. Therefore, many of the impact findings for intersections studied in this project DEIR have been accepted by City Council in the context of the Downtown Specific Plan EIR and Plan approval, and should be noted as such in the document. This project DEIR shows consistency with the Downtown Specific Plan and those results should be recognized as an anticipated condition of the Plan as a whole, rather than an impact of this project per se. Thus, the same overriding considerations finding should apply to these project impacts as well.

5. Table 3.1-22

7a.7

The ADT volume and Potentially Significant Impact for Segment 13 and 14 are switched. Figure 3.1-18 shows that Segment 13 (Garwood Way) has ADT of 700 while Segment 14 (Merrill Street) has an ADT of 3,500 vehicles.

Thank you for the opportunity to comment on the Draft EIR.

Best Regards

**Greenheart Land Company**



Robert M. Burke  
Principal

Attachment

## 7a. Greenheart Land Company, Robert M. Burke (letter dated April 4, 2016)

7a.1 *The commenter expresses general support of the Draft Infill EIR analysis. This comment does not concern the adequacy of the Draft Infill EIR analysis or the Project's compliance with CEQA. The Draft Infill EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. The commenter's concern with the Draft Infill EIR analysis is addressed in the responses below.*

7a.2 *The commenter indicates that Mitigation Measure AQ-1.2, Use Modern Fleet for On-Road Material Delivery and Haul Trucks during Construction, is not necessary to mitigate health risks from construction to less than significant. The commenter is correct in stating that Mitigation Measure AQ-1.2 is not necessary to reduce construction-related health risks to a level below the Bay Area Air Quality Management District's (BAAQMD's) threshold and that Mitigation Measure AQ-1.1 is adequate with respect to mitigating construction health risks to less than significant. Therefore, Mitigation Measure AQ-1.2 has been deleted from page 3.2-13 of the Final Infill EIR, as shown below. In addition, all references to AQ-1.2 throughout the document have also been deleted.*

~~*AQ-1.2: Use Modern Fleet for On-Road Material Delivery and Haul Trucks during Construction. The Project Sponsor shall ensure that all on-road heavy-duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater used at the Project site shall comply with EPA 2007 on-road emission standards for PM10 (0.01 grams per brake horsepower hour). These PM10 standards were phased in through the 2007 and 2010 model years on a percent of sales basis (50 percent of sales in 2007 to 2009 and 100 percent of sales in 2010). This mitigation measure assumes that all on-road heavy-duty diesel trucks shall be model year 2010 and newer, with all trucks compliant with EPA 2007 on-road emission standards. While project impacts are associated with PM2.5 concentrations and the EPA 2007 on-road emission standards address PM10 emission, the newer engine technologies that are required to meet the PM10 emission standards shall also reduce PM2.5 concentrations.*~~

7a.3 *The commenter suggests that the Draft Infill EIR analysis did not take into account the future lane geometry of Derry Lane (Garwood Way)/Merrill Street and Oak Grove Avenue and requests that the intersection analysis note the removal of the existing driveway and the creation of a new driveway. The Draft Infill EIR acknowledged that Garwood Way would extend between Glenwood Avenue and Oak Grove Avenue (see page 3.1-30 of the Draft Infill EIR), and thus, this was assumed in the Draft Infill EIR analysis. At the time of the Draft Infill EIR analysis, no specific lane geometry had been proposed. As such, assumptions were made regarding the future roadway geometry, and it was found that there would be a significant intersection impact at Garwood Way/Merrill Street and Oak Grove Avenue under any feasible geometric configuration because of right-of-way constraints and railroad proximity.*

7a.4 *The commenter suggests that the Draft Infill EIR analysis did not take into account the future extension of Garwood Way and this results in a significant impact per the City of Menlo Park threshold criteria. Garwood Way, between Oak Grove Avenue and Glenwood Avenue, would be a new street. City impact thresholds require analysis of this segment based on existing traffic volumes. It is possible that the function of Garwood Way would change from a local to a collector*

roadway once it connects Glenwood Avenue and Oak Grove Avenue. However, the Draft Infill EIR did not assume a General Plan Circulation Element change in roadway classification. If, under future conditions, the roadway were to be classified as a collector, there would still be a significant impact, based on an ADT volume of less than 5,000 and a project that increases daily traffic by 25 percent. Thus, the findings and conclusions in the Draft Infill EIR would not change. In addition, the new connection on Garwood Way is expected to create a new access point to the Project site and, therefore, is anticipated to provide circulation benefits to the area immediately surrounding the Project site.

- 7a.5 *The commenter suggests that the trip reduction assumptions are unduly low, considering the Project's proximity to Caltrain and that no TDM program trip reduction was accounted for, although a future Project approval would require the Project TDM program to be implemented.* The trip reduction assumptions noted on page 3.1-25 of the Draft Infill EIR is based on ITE's methodology, which is considered the professional standard for estimating trip reduction percentages. As noted on pages 3.1-29 and 3.1-30, the combination of these TDM trip reduction strategies were assumed to reduce the number of Project-related trips by 43 to 665 per day, including seven to 96 trips during the AM Peak Hour and four to 73 trips during the PM Peak Hour. This would result in a range of effectiveness of 2 to 30 percent with respect to reducing the number of peak-hour trips. It should be noted that under the C/CAG guidelines, this Project would be expected to receive up to 426 daily trip credits for the TDM program. However, because the efficacy of the TDM program cannot be predicted reliably, to provide a conservative analysis, and to be consistent with other Menlo Park traffic studies for similar projects, no further trip reductions were applied to the analysis in relation to the proposed TDM program. As such, the trip generation forecast should be considered conservative, with the understanding that the forecast possibly underestimates the trip reduction associated with required TDM program elements.
- 7a.6 *The commenter summarizes the intersection impacts of the Project and the findings of the Specific Plan EIR and requests that the City apply the same overriding considerations finding to the Project's impacts as that used when the City adopted the Downtown Specific Plan EIR.* The commenter presented his interpretation of the Draft Infill EIR in comparison to the Specific Plan EIR. However, the commenter does not question the accuracy of the Draft Infill EIR. Therefore, no further response is necessary.
- 7a.7 *The commenter notes that Table 3.1-22 has a typographical error.* The comment is correct; the corrected table is provided below. The Draft Infill EIR text is correct in identifying Garwood Way as the potentially affected roadway segment. Overall, no changes would be required in Draft Infill EIR analysis, findings, or conclusions as a result of this typographical error.



**Table 3.1-22. Cumulative and Cumulative plus-Project ADT Summary**

Roadway Segment	Classification	Capacity	ADT			Potentially Significant Impact
			Cumulative	Added	Cumulative plus Project	
1. Middlefield Rd (Marsh Rd to Glenwood Ave)*	Minor Arterial	25,000	24,600	106	24,706	No
2. Middlefield Rd (Oak Grove Ave to Ravenswood Ave)*	Minor Arterial	25,000	21,000	402	21,402	No
3. Laurel St (Encinal Ave to Glenwood Ave)	Collector	10,000	5,300	63	5,363	No
4. Laurel St (Oak Grove Ave to Ravenswood Ave)	Collector	10,000	5,600	322	5,922	No
5. Ravenswood Ave (Laurel St to Middlefield Rd)	Minor Arterial	20,000	22,700	281	22,981	Yes
6. Encinal Ave (Laurel St to Middlefield Ave)*	Collector	10,000	7,000	63	7,063	No
7. Valparaiso Ave (University Dr to El Camino Real)	Minor Arterial	20,000	17,300	181	17,481	No
8. Glenwood Ave (El Camino Real to Laurel St)	Collector	10,000	8,100	114	8,214	No
9. Glenwood Ave (Laurel St to Middlefield Rd)*	Collector	10,000	6,100	51	6,151	No
10. Oak Grove Ave (El Camino Real to Laurel St)	Collector	10,000	12,500	716	13,216	Yes
11. Oak Grove Ave (Laurel St to Middlefield Rd)*	Collector	10,000	11,400	394	11,794	Yes
12. Alma St (Oak Grove Ave to Ravenswood Ave)	Collector	10,000	2,100	0	2,100	No
13. Garwood Way (Glenwood Ave to Oak Grove Ave)	Local	1,500	<del>3,500</del> 700	<del>0</del> 1,553	<del>3,500</del> 2,253	<del>No</del> Yes
14. Merrill St (Oak Grove Ave to Ravenswood Ave)	Local	1,500	<del>700</del> 3,500	<del>1,553</del> 0	<del>2,253</del> 3,500	<del>Yes</del> No

Source: W-Trans, 2015.

Notes:

\* Part or all of the roadway segment is located in the Town of Atherton.

Roadway capacities for each roadway classification are detailed in the City of Menlo Park Circulation System Assessment and the Town of Atherton General Plan (2002).

Data regarding existing volumes collected by the City of Menlo Park in 2014.

**Via Electronic Mail**

Mr. Steve Atkinson  
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Arent Fox LLP  
55 2<sup>nd</sup> Street, 21 Floor  
San Francisco, CA 94105  
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**RE: NEED FOR MITIGATION MEASURE AQ-1.2 IN DEIR FOR  
1300 EL CAMINO REAL IN MENLO PARK, CALIFORNIA**

Dear Mr. Atkinson:

Date March 16, 2016

Per your request, Ramboll Environ US Corporation ("Ramboll Environ") reviewed the air quality (AQ) chapter and supporting analyses for the Draft Environmental Impact Report (DEIR) for 1300 El Camino Real in Menlo Park, California (the "Project"). We found Mitigation Measure AQ-1.2, which is associated with the trucks servicing the site during construction, is not required to keep health impacts below thresholds.

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7b.1

Impact AQ-1 of the DEIR assesses the exposure of sensitive receptors to adverse health risks during construction. This impact is less than significant with mitigation. The DEIR reports that the unmitigated increased cancer risk at the maximum residential receptor is 60.8 in a million, which exceeds the threshold set by Bay Area Air Quality Management District (BAAQMD) of 10 in a million. Mitigation Measures AQ-1.1 mitigates emissions from off-road construction equipment, and Mitigation Measures AQ-1.2 reduces emissions from on-road trucks servicing the construction of the Project. The cancer risk after both mitigations are considered is 7.0 in a million, which is below the threshold.

Mitigation Measure AQ-1.2 requires that a modern fleet be used for all on-road material delivery and haul trucks used during the construction of the Project. All on-road heavy-duty diesel trucks with a gross vehicle weight rating to 19,500 pounds or greater must comply with EPA 2007 on-road emission standards for PM<sub>10</sub>. Thus, the mitigation measure requires that all on-road heavy-duty diesel trucks be model year 2010 or newer, which is the year 100% of sales of heavy-duty trucks are to be compliant with the regulation. In our experience, this mitigation can result in substantial cost and can be infeasible to implement effectively.

Mitigation Measure AQ-1.2 has minimal impact on the health risk to the surrounding community, and without it, the estimated cancer risk will still be below the threshold. The DEIR reports that the unmitigated increased cancer risk at the

7b.1  
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maximum residential receptor is 60.8 in a million. The supporting files report that 60.7 in a million is from off-road sources and only about 0.1 in a million is from on-road heavy-duty trucks. Mitigation Measure AQ-1.1 reduces health risk by more than 50 in a million by mitigating emissions of off-road vehicles by 89%. Mitigation Measure AQ-1.2 is estimated to reduce impact from diesel on-road trucks by 67%, but this equates to a reduction of less than 0.1 in a million. Thus, Mitigation Measure AQ-1.2 is inconsequential compared to the impact of Mitigation Measure AQ-1.1. Furthermore, the logistics of ensuring all vendors operate trucks with model year 2010 or newer adds significant cost. This additional cost is not necessary to meet the thresholds that are protective of human health.

As the impact of Mitigation Measure AQ-1.2 had minimal impact and without it, the health impacts would still be below thresholds, we would suggest this mitigation measure be removed. If you have any questions, please feel free to contact us. Thank you for the opportunity to assist you with this matter.

Yours sincerely,



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## 7b. Greenheart Land Company, Robert M. Burke (letter dated April 4, 2016)

7b.1 *The commenter summarizes the results of the Draft Infill EIR regarding unmitigated and mitigated health risks associated with construction under Impact AQ-1. The commenter indicates that Mitigation Measure AQ-1.2, Use Modern Fleet for On-Road Material Delivery and Haul Trucks during Construction, is not necessary to mitigate health risks from construction to less than significant. The commenter is correct in stating that Mitigation Measure AQ-1.2 is not necessary to reduce construction-related health risks to a level below the BAAQMD's threshold and that Mitigation Measure AQ-1.1 is adequate with respect to mitigating construction health risks to less than significant. Therefore, Mitigation Measure AQ-1.2 has been deleted from page 3.2-13 of the Final Infill EIR, as shown below. In addition, all references to AQ-1.2 throughout the document have also been deleted.*

~~*AQ-1.2: Use Modern Fleet for On-Road Material Delivery and Haul Trucks during Construction. The Project Sponsor shall ensure that all on road heavy duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater used at the Project site shall comply with EPA 2007 on road emission standards for PM10 (0.01 grams per brake horsepower hour). These PM10 standards were phased in through the 2007 and 2010 model years on a percent of sales basis (50 percent of sales in 2007 to 2009 and 100 percent of sales in 2010). This mitigation measure assumes that all on road heavy duty diesel trucks shall be model year 2010 and newer, with all trucks compliant with EPA 2007 on road emission standards. While project impacts are associated with PM2.5 concentrations and the EPA 2007 on road emission standards address PM10 emission, the newer engine technologies that are required to meet the PM10 emission standards shall also reduce PM2.5 concentrations.*~~

## Letter 8

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**From:** Rogers, Thomas H <THRogers@menlopark.org>  
**Sent:** Monday, April 04, 2016 2:11 PM  
**To:** Efner, Erin; Chapman, Kirsten  
**Cc:** Margaret Netto (margaretnetto@yahoo.com); Heineck, Arlinda A; Barbara E. Kautz; Taylor, Charles W; Nagaya, Nicole H; Choy, Kristiann M  
**Subject:** FW: [Sent to Planning ]Comments on 1300 El Camino Real Greenleaf

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**From:** rcourtney@roboticparking.com [mailto:rcourtney@RoboticParking.com]  
**Sent:** Monday, April 04, 2016 1:47 PM  
**To:** PlanningDept  
**Cc:** rs@roboticparking.com; mld@roboticparking.com; 'rcourtney@roboticparking.com'  
**Subject:** [Sent to Planning ]Comments on 1300 El Camino Real Greenleaf

To Whom It May Concern;

These comments are directed at the EIR for the Menlo Park – Greenleaf Development. We hope to be able to extend our comments to this report, but wanted me make some of our views known by today’s deadline.

We draw the City’s and the public’s attention to our website: [www.RoboticParking.com](http://www.RoboticParking.com), as well as our blog (<https://ParkItHere.wordpress.com>), my attached White Paper, and the attached research report on the Costs of Crime to Society as a collection of materials that deserves serious attention by governments, planners, architects, and residents (and others).

8.1 As we and others have attempted to demonstrate in as clear a way as possible, the impacts on society and responsibilities of many entities and individuals regarding the so-called “built environment” don’t just affect one segment of the population.

However, every so often, I believe that there is a new technology that establishes itself as such a disrupter or “force multiplier” that is developed and should be so self-evident (but seems not to be to many) that policymakers and others need to hit the “pause button” and fully take stock of collateral damage from traditional garages could be eliminated that can positively impact not only the fiscal imperatives of society, but the safety and security of many activities beyond even driving and parking.

In this regard, I am talking about the paradigm-shifting robotic parking garage technology invented by the CEO of our company, Royce Monteverdi. Not trying to be too cute with a pun, but I call it a “*parkadigm*” shift in vehicle parking. Our first such garage became operational in Hoboken, NJ in 2002, with 99.999% uptime

efficiency. Since that time, we have opened two large successful garages in Dubai (750 and 1,200 spaces), and are about ready to open a 2,350-space garage in Kuwait for the federal courthouse. We have proposals pending in a number of other cities in the U.S. from 102 spaces to over 2,300. No one who is charged with making parking decisions can claim that they don't (or shouldn't be reasonable held to) have actual or constructive knowledge of our robotic parking garage technology.

In reviewing the EIR prepared by ICF for the 1300 El Camino Greenleaf project, which is proposed to have upwards to 1,000 parking spaces in various locations within the projects, we believe our proven parking garage technology can set a new standard not only in parking garage design, but in positive social change. I realize that this sounds like a radical and hyperbolic statement, but when one seriously comprehends the solid research that has been published over the last twenty years, it will become self-evident to planners, architects, developers, judges, juries, and developers that real change – and cost-effective change -- can occur by changing the technology of how and where we park.

Twenty to thirty percent of sexual assaults occur in parking garages and parking lots, according to the U.S. Department of Justice. Our closed-envelope garages can eliminate such assaults as well as murders, suicides, vehicle damage and theft. We reduce greenhouse gases by upwards to 95% over a conventional concrete ramp garage ("CCRG") of similar vehicle size. We can park twice as many vehicles in the same cubic feet of space as a CCRG – or the same number in almost half the height. Therefore, we require less costly excavation for below grade levels. We can attach the same façade as an adjoining building or its upper floors. No more putting "lipstick on a pig." We can retrieve cars in 1.5 to 3 minutes. No more excessive waiting or tramping through a garage. You will be able to look at your smartphone in safety in the short time you are in our lobby waiting for the queue on our color monitor.

Integral to the planning process of new construction is full review and application of the principles contained in the U.S. Department of Justice-supported "Crime Prevention Through Environmental Design" ("CPTED"), which goes to the heart of early-on analysis of the using the best design concepts for the "built environment" that can prevent or deter crime. We believe that our garage design fulfills every concern identified for preventing crime in a new parking venue (garage or lot) and at a cost that can be less expensive than a traditional garage, especially when you consider long-term maintenance. Engineering studies show that such costs are 50% or more less. That does not even consider the costs of crime to society that are eliminated by our parking garage design. Randall Atlas, Ph.D., AIA, called my White Paper "compelling."

The attached research clearly shows the costs of crime to society, both in dollar terms as well as the freedom from anguish of victims or their next of kin. Also, research shows

that less than half of the crime prevented shifts to other locales, which is important to adjoining cities, such as Atherton, which is directly adjacent to the Greenleaf project in Menlo Park. There also would be less hunting for spaces in our garage, and less greenhouse gas issues.

Also, I believe, one has to consider the negligence and products liability exposure to municipalities (short of sovereign immunity), architects, developers, attorney advisors, and others for not fully appreciating the evolution of tort law, due to the 1998 Restatement (Third) of Torts and the “Reasonable Alternative Design” (“RAD”) standard or test that. In effect, it states that if there is even there is ‘proof of concept’ of a RAD, much less a well-proven, safer, more secure, and cost-reasonable RAD design, those responsible for foisting on society the less-RAD product (e.g., a CCRG), when a RAD RPS garage could have been built, and there is an injury, death, or other loss due to the CCRG design that could have been prevented, liability could attach.

My statement sounds incredible, but we have already seen court judgments for a rape in a Boston hotel’s CCRG by the same perpetrator of a rape twelve days’ prior for the hotel not properly staffing the CCRG with security personnel. Our garage design would have prevented the rapes as well as the \$6.6 million judgment. Who doesn’t fear entering a CCRG? Who totally avoids a CCRG? What amount of commerce is lost by a mall for that reason?

We would be pleased to work with Menlo Park and any other planning body and city council to share our technology and our vision. We can provide proposals for any garage that is more than one level and at least 100 spaces.

Thank you for the opportunity to comment.

Sincerely,



**Roger C. Courtney, Esq.**  
Business Development Counsel



***Mid-Atlantic Office:***

440 Belmont Bay Drive | Suite 204  
Woodbridge – Belmont Bay, VA 22191-5451  
T: 703.764.3777 | F: 703.649.5329  
Skype: roger.c.courtney  
[rcourtney@RoboticParking.com](mailto:rcourtney@RoboticParking.com)  
[www.RoboticParking.com](http://www.RoboticParking.com)  
<https://ParkItHere.wordpress.com>

8.1  
Cont.

**Headquarters:**

12812 North 60<sup>th</sup> Street, Clearwater, FL 33760

T: 727.539.7275 | F: 727.538.1900



## **8. Robotic Parking Systems, Inc., Roger C. Courtney (letter dated April 4, 2016)**

- 8.1 *The commenter promotes the use of robotic parking and refers to a blog and attachment.*<sup>3</sup> This comment pertains to the design of vehicle parking systems on the Project site and does not concern the adequacy of the Draft Infill EIR or the Project's compliance with CEQA. The discussion of parking in the Draft Infill EIR was provided for informational purposes; parking is not considered an impact on the environment, pursuant to Public Resources Code Section 21099(d). The Draft Infill EIR analyzes whether the Project as a whole would affect the environment and surrounding areas but does not consider specific design features that would not have a substantial physical impact on the environment. Therefore, this comment should be addressed during the review process for the Project rather than in the EIR. Accordingly, no further response is necessary.

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<sup>3</sup> Note that no attachment was included with the comment letter.

**Letter 9**

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**From:** Rogers, Thomas H <THRogers@menlopark.org>  
**Sent:** Tuesday, February 23, 2016 9:35 AM  
**To:** Chapman, Kirsten; Efner, Erin  
**Subject:** FW: Greenheart traffic study

-----Original Message-----

From: Jen Yahoo [<mailto:jenmazzon@yahoo.com>]  
Sent: Tuesday, February 23, 2016 12:23 AM  
To: Rogers, Thomas H  
Subject: Greenheart traffic study

Thomas, here are my comments:

9.1 | Please don't proceed with this development that will make Menlo Park more dangerous for pedestrians and bikers at key intersections and along central city routes. Please consider prescribing a smaller scale project to ensure acceptable traffic impacts.

Jen Mazzon  
413 Central Avenue, MP

## 9. Mazzon, Jen (letter dated February 23, 2016)

- 9.1 *The commenter asks that the development not proceed because of concerns regarding bicyclist and pedestrian and encourages a smaller-scale project.* Impact TRA-7, on page 3.1-62 of the Draft Infill EIR, notes that increased bicycle and pedestrian traffic in the vicinity of the Project site would result in added demand for additional bicycle and pedestrian facilities. The impact is considered less than significant after mitigation measures are implemented. Although pedestrian traffic would increase as a result of the Project, the proposal includes wide sidewalks on El Camino Real (15 feet minimum) and Oak Grove Avenue (12 feet minimum), in compliance with the Specific Plan's design standards. These sidewalks would be significantly wider than the current conditions of approximately 4 to 6 feet, and would address the increased demand. There is an existing gap in bicycle facilities on Oak Grove Avenue and Garwood Way. In the Specific Plan, bicycle lanes are planned on Oak Grove Avenue between University Drive and Laurel Street, a signed bicycle route is planned between Laurel Street and the east city limits, and a signed bicycle route is planned on Garwood Way between Glenwood Avenue and Oak Grove Avenue. Mitigation Measure TRA-7.1, if approved by the City, would help close the gaps in bicycle infrastructure on Oak Grove Avenue and Garwood Way by constructing bike lanes along Oak Grove Avenue between El Camino Real and the east city limits as well as a bicycle route along Garwood Way between Glenwood Avenue and Oak Grove Avenue. Any removal of parking spaces to install bike lanes would include notification of property owners and residents adjacent to the affected streets, followed by subsequent review and approval by the Transportation Commission and City Council.

Impact TRA-8 on page 3.1-62 analyzes the Project's consistency with existing bicycle and pedestrian policies. The Project would be consistent with established policies pertaining to bicycle and pedestrian facilities, and the impact would be less than significant. The Project would be subject to the City's established policies pertaining to bicycle and pedestrian facilities. Relevant City policies established in the City's General Plan and Downtown Specific Plan, as well as the Project's consistency with each policy, is shown in Table 3.1-24 on page 3.1-63 of the Draft Infill EIR. Based on a review of the City's policies (specifically the City's General Plan, the Downtown Specific Plan, and Chapter 2, *Project Description*), the Project would be consistent with established policies pertaining to bicycle and pedestrian facilities. In addition, the Project would not preclude the construction of any of the alternatives presented in the El Camino Real Corridor Study. Therefore, the impact would be less than significant.

Although neither of the two Project alternatives would reduce the number of intersection and roadway impacts compared with the Project, they would result in fewer daily and peak-hour trips. Table 5-3 in Chapter 5, *Alternatives*, of the Draft Infill EIR notes the difference in trip generation between the Project and the Base-Level Maximum Residential Alternative. The Project would generate about 20 percent more daily trips and about 50 percent more peak-hour trips compared with the alternative. The trip differential for the Base-Level Maximum Residential Alternative is not enough to result in changes to intersection, roadway, pedestrian, bicycle, or transit impacts when compared with the Project. With the same impacts as the Project, the same mitigation measures detailed in Draft Infill EIR Section 3.1, *Transportation*, would be required.

RECEIVED

MAR 14 2016

CITY OF MENLO PARK  
BUILDING

March 6, 2016

Menlo Park Planning Commission  
701 Laurel Street  
Menlo ark, CA 94025

We've been talking about the Station 1300 development, driving around the area, talking some more, and mostly shaking our heads that this project is even being considered.

10.1 Have you driven south on El Camino around 8 AM toward Oak Grove and Glenwood? Have you driven north or west or east in that area at any time? Have you studied and counted cars throughout the day?

It's obvious Greenheart Land Company is only interested in the dollars to be gained. The residents are already ( and will increasingly be) concerned with the traffic, continuing loss of local shopkeepers, parking problems, and especially growing loss of hometown pride.

Gold Country, or Brentwood area, here we come !



SAN FRANCISCO CA 940

10 MAR 2016 PM 2 L



Menlo Park Planning Division  
701 LAUREL ST.  
Menlo PARK, CA 94025

attn: Thomas Rogers

94025345201



## 10. Anonymous (letter dated March 6, 2016)

- 10.1 *The commenter expresses general opposition to the Project.* This comment concerns the public discourse on the merits of the Project and whether it is an asset to the city. However, this comment does not concern the adequacy of the Draft Infill EIR analysis or the Project's compliance with CEQA. The Draft Infill EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. Accordingly, no further response is necessary.



**Letter 11**

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## Specific Plan District ECR-NE-R Greenheart Non Compliance

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From : domainremoved <[Steve](#)>  
Date: Sun, 20 Mar 2016 19:25:59 -0700  
  
To: Menlo Park Planning Commission  
  
cc: Menlo Park City Council  
  
Re: Specific Plan District ECR-NE-R Greenheart Non Compliance

### ECR-NE-R DISTRICT CALLS FOR MORE RESIDENTIAL

11.1 The Council and the Planning Commission now face a test. Pressure is mounting for the Council to ignore the Specific Plan and once again give in to the desires of a developer. The Greenheart Development site is in the ECR-NE-R district that the Specific Plan designates as a district with a residential emphasis. It differs from the ECR-SE district where Stanford's development sits, a distinction based on this district's proximity to existing residential streets & neighborhoods. That's why the office FAR for this district was set at 1.10 while the ECR-SE District FAR was set at 1.25.

### GREENHEART SHOULD ADHERE TO SPECIFIC PLAN

11.2 Greenheart is waving \$2.1 million as a Public Bonus and offering a pocket park at the rear of the project but, the question remains: What was the Specific Plan intention when assigning the designation "residential" to this area? The Plan's underlying purpose was to stop the ad hoc approval

11.2  
Cont. | process and to give both residents and developers certainty.

### STOP PIECEMEAL APPROVALS

11.3 | There is no reason now to piecemeal the approval criteria. It would be a travesty for Greenheart to exceed the office limit in a development that is in the ECR-NE-R district where housing has been codified as the focus. It should make no difference that a bonus is offered by the developer. The City has a plan. It was one that took 5 years and over a million dollars. The plan was challenged. The Council defended it. Greenheart spent close to \$200,000 on campaign mailers that warned voters of the dangers of the plan being changed.

### MENLO PARK NEEDS MORE HOUSING, LESS OFFICE

11.4 | This is an opportunity to keep office development at or below the base FAR and build more housing. The traffic impacts cannot be mitigated. There are no overriding considerations that can justify that this development go over the Specific Plan's base allowance. The Specific Plan's intentions should be honored. The City should not be swayed by money or affable promoters. Menlo Park residents will have to live with the consequences of excessive office construction for years to come. The alternative favoring residential as identified in the DEIR is consistent with the Specific Plan goals. Menlo Park should build housing now while the zoning and the appropriate sites are available rather than being forced to do so later by ABAG or other outside forces.

It is important to keep in mind that housing units for ownership produce property taxes, part of which are parcel taxes per unit. Office building pays less to the schools because they pay only per parcel. The school district will benefit from more housing, not more office space.

### JOBS/HOUSING IMBALANCE CRISIS

11.5 | Menlo Park suffers from a jobs/housing imbalance. The City was sued in 2012 and the settlement immediately reached forced the City to identify 1,900 sites for housing. The Specific Plan which was certified in August of 2012 identified the 1300 ECR and Derry sites to be a district where housing would be the focus.

The jobs/housing ratio has been out of balance for years and with 2 million sq ft of additional office development being proposed in Belle Haven, the housing crisis will be pushed beyond any reasonable solutions. There is a limit to the land available in the city.

### THE SPECIFIC PLAN DESERVES COMPLIANCE

11.6 | The City of Menlo Park has an opportunity to uphold the fundamental guidelines of the City's million dollar Specific Plan. The Menlo Park



11.6  
Cont.

voters were repeatedly assured by the City Council incumbents who ran for re-election in November of 2014 that they wanted to protect the Specific Plan. These ultimately successful incumbents Richard Cline, Kirsten Keith and Peter Ohtaki joined their colleagues Ray Mueller and Catherine Carlton in a vigorous campaign to defeat Measure M so that the Specific Plan would remain unchanged. We saw our Council's photos on campaign mailers paid for by the very developer now before the Council. Greenheart now wants a deviation from the Specific Plan. The opposition to Measure M included Greenheart's warning that the Specific Plan was sacred and based on community agreement that took years to reach. Promises were made by the Council that the voters could rely on the Specific Plan. Let's hope that this council keeps its promise and follows the Specific Plan by holding Greenheart to the objectives of the zoning.

Steve Schmidt

Brielle Johnck

Menlo Park

*Received on* Sun Mar 20 2016 - 19:30:44 PDT

***This message:*** [ [Message body](#) ]

***Next message:*** [domainremoved: "DN! ClintonTrump et al address AIPAC"](#)

***Next message:*** [domainremoved: "\[corporate\] health fair -- 800 employees "](#)

***Next message:*** [domainremoved: "Clearance of 2015 vehicles"](#)

***Previous message:*** [domainremoved: "Rehabbing Remote, Rocky Roads at Less Cost"](#)

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## 11. Steve Schmidt and Brielle Johnck (letter dated March 20, 2016)

- 11.1 *The commenter suggests that the Project is not consistent with the Specific Plan zoning district because of the proposed mix of residential and non-residential uses. Page E4 of the Specific Plan provides some context for the El Camino Real Mixed-Use/Residential land use designation, which “emphasizes residential uses in proximity... to the station area and downtown.” In terms of square footage, the Project’s proposed residential component (48.1 percent) would be larger than either the office (44.9 to 47.4 percent) or community-serving components (4.5 to 6.7 percent). In addition, the number of units (up to 202) would make this the largest residential project in this area of Menlo Park in decades. More generally, the phrase “emphasizes residential uses” is different from “requires residential uses.” The Specific Plan allows flexibility and different preferences/opportunities on different parcels. Other developers are pursuing projects that are primarily residential; 465 dwelling units are currently approved or proposed in the Specific Plan area (68 percent of the plan’s maximum allowable development). In addition, on an individual project basis, non-medical office uses are “metered” by a global requirement that calls for no more than one-half of the maximum FAR to be used for such uses. The Project is in compliance with that requirement.*
- 11.2 *The commenter states that the Project Sponsor should adhere to the Specific Plan. As discussed on pages 2-4 through 2-5 of the Draft Infill EIR, the Project would adhere to Specific Plan requirements. Table 2-2 shows that the Project would be consistent with allowed development in the ECR NE-R District with a public benefit bonus. Table 2-5 on page 2-13 of the Draft Infill EIR compares the Specific Plan to the Project. The table shows the percentage of Specific Plan development potential accounted for by the Project once the Sand Hill Project is netted out. Please refer to Response 11.1, above.*
- 11.3 *The commenter requests that the City stop piecemeal approvals. The Project would comply with the standards for the ECR NE-R District with a public benefit bonus, as described on pages 2-4 and 2-5 of the Draft Infill EIR. The overall proposal is being reviewed and acted on comprehensively and is consistent with the Specific Plan’s requirements. No individual actions necessary to implement the Project are being made in isolation. Therefore, the Project is not considered “piecemealing.”*
- 11.4 *The commenter states that the city needs more housing and less office space. Please refer to Responses 11.1 and 11.2, above.*
- 11.5 *The commenter suggests that the Project would further exacerbate the existing jobs/housing imbalance in the city. The Project would add up to 202 housing units to the city’s housing stock. Job and housing projections are discussed on page 3-12 of the Draft Infill EIR. As stated, the Association of Bay Area Governments’ (ABAG’s) Projections 2013 includes buildout of the Specific Plan, which encompasses development of the Project. Table 3.0-2 shows the job and housing projections for the city through 2030. As shown, the jobs/housing ratio would increase slightly from 2.20 in 2015 to 2.23 in 2030. However, the projections would not be affected by development of the Project because it is already accounted for in the projections. The projections also include the proposed Menlo Gateway Project, as noted by the commenter. In addition, please refer to Response 11.1, above.*
- 11.6 *The commenter states that the Project should comply with the Specific Plan. The Project complies with the Specific Plan. Please see Responses 11.1 and 11.2, above.*

## Letter 12

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**From:** Rogers, Thomas H <THRogers@menlopark.org>  
**Sent:** Monday, March 21, 2016 8:58 AM  
**To:** Efner, Erin; Chapman, Kirsten  
**Subject:** FW: Minutes / EIR correction

-----Original Message-----

From: John Kadvany [<mailto:jkadvany@sbcglobal.net>]  
Sent: Sunday, March 20, 2016 2:54 PM  
To: Rogers, Thomas H  
Subject: Minutes / EIR correction

Thomas -

12.1 | In the Greenheart EIR on p 3-15 I think the address for the new high school site has the wrong address.

12.2 | In the 2/8/2016 Minutes on p 5, the isolated letter 'H' should be 'He'.  
Thx, John

## **12. John Kadvany (letter dated March 21, 2016)**

- 12.1 *The commenter states that the address for the new high school site in the project list is incorrect. Table 3.0-1 on page 3-15 of the Draft Infill EIR includes a list of other development projects within the city. Included in the list is expansion of Menlo-Atherton High School at 555 Middlefield Road. This is the correct address for the high school. No changes have been made.*
- 12.2 *The commenter provides an edit to the February 8, 2016, meeting minutes. This comment does not concern the adequacy of the Draft Infill EIR analysis or the Project's compliance with CEQA. Accordingly, no further response is necessary.*

## Letter 13

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**From:** Rogers, Thomas H <THRogers@menlopark.org>  
**Sent:** Monday, March 21, 2016 1:56 PM  
**To:** Efner, Erin; Chapman, Kirsten; Barbara E. Kautz; Margaret Netto (margaretnetto@yahoo.com)  
**Subject:** FW: [Sent to Planning ]Comments re Station 1300 Project Draft Infill EIR Public Hearing (Item F4)

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**From:** Mitchel Slomiak [<mailto:msslomiak@comcast.net>]  
**Sent:** Monday, March 21, 2016 9:37 AM  
**To:** Combs, Drew; [susan\\_goodhue@yahoo.com](mailto:susan_goodhue@yahoo.com); Katie Ferrick; John Kadvany; [larry@metropolisarchitecture.com](mailto:larry@metropolisarchitecture.com); [john@johnnonkenarchitects.com](mailto:john@johnnonkenarchitects.com); Katherine Strehl; PlanningDept  
**Subject:** [Sent to Planning ]Comments re Station 1300 Project Draft Infill EIR Public Hearing (Item F4)

[Note that I first attempted to send this to the Planning Commission email address from the Menlo Park website, but it bounced. **Please do NOT Reply-All in order to avoid any potential Brown Act issues.**]

Dear Planning Commissioners and Staff,

Being mindful that the proposed Station 1300 development has been the subject of controversy and negative feedback from quite a few members of our community who I respect, I am writing to bring your attention to some of the very positive sustainability features of this project that may be overlooked or unknown. Though I am unable to join you to comment during the March 21 hearing, I appreciate your consideration of my perspective.

After closely reviewing the plans for the Station 1300 proposed development along El Camino Real, I was pleasantly surprised to find significant sustainability and transportation features that I support, incorporated in the design of this project. Indeed, **several of the design and transportation features are unprecedented in our community and have the potential to establish an important precedent for future developments.**

Given the lifespan of buildings and the impact of business customers, workers, and residents on greenhouse gas emissions, it is critically important for new development in our community to design with the lowest possible greenhouse gas footprint in mind. The emerging standard for minimizing use of fossil fuels for electricity and heating in California is for zero net energy (ZNE) buildings. The parallel best practices around transportation demand management (TDM) focus on reducing the need for residents, workers, and/or customers to drive alone to a development through wise transportation demand management.

The project includes several exceptional measures that achieve Zero Net Energy (ZNE) for the office portion and minimize the use of fossil fuels like natural gas:

- Use of geothermal and heat pump technology for heating (which may be the first of its kind in Menlo Park and has been broadly implemented at Stanford).
- 1 Mega-Watt of Solar energy production. (For reference, there is currently about 6 MW of rooftop solar in total in Menlo Park, with Facebook having the largest solar generating capacity.)
- LEED Platinum rating for the office development.
- ZNE design for the office portion (the first such development in Menlo Park).

In addition to the transit and pedestrian friendly location, the Station 1300 project includes noteworthy TDM measures that will reduce vehicle traffic, such as:

- Free GoPasses for building residents to use CalTrain,
- Expanded bicycle access
- Secure bike parking
- Ample Electric Vehicle Charging.

The project's forward looking green, low-carbon building measures and support for transportation alternatives deserve more attention and support. Such measures, if adopted throughout our community, will move Menlo Park much closer to a carbon neutral and economically vibrant future.

While the concerns regarding road congestion and transportation-based use of fossil fuels are very real, these are also complex, long-term issues that will not be resolved solely by changes to any single development. The transportation measures referenced above within Station 1300 are among the best available to minimize congestion impacts as our city government and community identify and ultimately implement long-term regional and community-wide solutions.

In addition to the specific TDM features of this project, there are benefits that are inherent in a transit-oriented, mixed-use development. The location of the project in close proximity to the train station and downtown Menlo Park combined with the mixed-use design of the site will serve to minimize traffic, and the greenhouse gases that come from traffic. The amenities of mixed-use projects like this also produce more live-work-play opportunities that boost our downtown businesses and enhance downtown vibrancy.

If our future developments begin with the Station 1300 sustainability features as a baseline, Menlo Park will be taking a major and necessary step toward a carbon-free and economically vibrant future.

Thank you for considering this perspective.

Mitch Slomiak

Vice-Chair, Menlo Spark, and former Menlo Park Environmental Quality Commissioner

### **13. Mitch Slomiak (letter dated March 21, 2016)**

- 13.1 *The commenter expresses general support for the Project, including the sustainable design features and Transportation Demand Management program. This comment concerns the public discourse on the merits of the Project and whether it is an asset to the city. However, this comment does not concern the adequacy of the Draft Infill EIR analysis or the Project's compliance with CEQA. The Draft Infill EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. Accordingly, no further response is necessary.*

Thomas Rogers  
Planning Division, City of Menlo Park  
701 Laurel Street, Menlo Park, CA 94025

4/2/16

SUB: 1300 El Camino Real Greenheart Project – Draft Infill EIR

Comments by Clem Molony, Menlo Park homeowner, clemolony@msn.com

I have reviewed the Executive Summary of the draft EIR in detail, and also the Transportation and Traffic chapter, and have the following comments.

**A. Project Overview:**

14.1

The modernization of these downtown parcels is a definite positive for the City of Menlo Park. The addition of 180+ housing units immediately adjacent to the Caltrain station is a transit-oriented bonus for the Bay Area. The developer's utilization of the Downtown Plan's provision for a public-benefit-bonus design allows our city to gain a) a new, high capacity, underground garage (with three entrances) which will benefit downtown, b) a 48% open-space ratio within the 6.4 acres of the site, and c) more homes, office-space, retail, and affordable housing units than without the garage. Given the project's Caltrain adjacency and its aggressive TDM program, the impacts on traffic and transportation will be much less than would be expected from such a project anywhere else in the city (detailed comments below).

**B. Impact Analysis – Transportation and Traffic:**

14.2

The evaluation of intersections and roadways which will be affected by building the development is based on recent data and has been thoroughly done by the transportation consultant hired by the city, W-Trans. Their inclusion of bikes and transit in the evaluation of people-flow makes this system-wide impacts analysis very realistic. Their 2020 and 2040 impacts analysis is also helpful when looking at realistic future traffic patterns. Below are general and specific comments, and suggestions for improving our city's transportation infrastructure which will help mitigate development's traffic impacts.

**Over-arching points:**

14.3

#1 The conservative assumption in the EIR that only 5% of office workers will use Caltrain is not borne out by modern work campuses locally. For example, Facebook's employee-use of alternatives to single-occupant vehicles runs at almost 50% consistently. A recent study of downtown Palo Alto employees showed that 28% use Caltrain and another 14% use other alternatives to single-occupant vehicles.

14.4

#2 The Significant and Unavoidable (SU) impacted intersections and roadways which are evaluated in the EIR are almost identical to the ones studied in the Downtown Plan EIR. That Downtown Plan was approved by the city after years of public input and extensive evaluation -- of all of the realistic impacts. And then, it was re-affirmed in a public vote. These SU impacts were anticipated as part of the extensive public process which accompanied the Downtown Plan, and they were studied carefully, and were decided to be minor and acceptable by the majority of Menlo Park's residents.

14.5

#3 There definitely will be an increase in local traffic around the Caltrain station at peak-hour. Four intersections around the train station are impacted, and Oak Grove will definitely be somewhat more crowded. But, the W-Trans data shows only a one to four second delay during peak-hours by 2020 (at the SU intersections), and only a two to fourteen second intersection delay during peak-hours by 2040.

14.6

#4 The Transportation Demand Management program elements of the project are outstanding, and carefully designed to appeal to modern, young workers (who avoid single-occupant vehicle commuting like the plague). These TDM elements will be very effective at reducing peak-hour trips on El Camino Real, Oak Grove, Ravenswood and elsewhere.



14.7 | #5 The EIR studied eight intersections on El Camino Real. The only SU impact was at Ravenswood, and that was a less-than-two-second delay at peak-hour by 2020. W-Trans data shows that the project will apparently not worsen peak-hour traffic on El Camino Real.

**Specific impacts and mitigation measures:**

It was smart to evaluate intersections, roadway segments, and regional routes in 2020 (TRA-1, 2, and 3), and the same for 2040 (TRA-4, 5, and 6), bikes and pedestrians (TRA-7 and 8), transit (TRA-9), and RXR crossings (TRA-10). And, it is wise also to consider the non-CEQA issue of signaling certain intersections.

14.8 | On principle, it seems to me that the City should require as many of the TRA mitigations as possible. It will be through the cumulative effect of these mitigations that our inevitable, future traffic increase will be minimized over the coming decades. There are a dozen mitigations (in Table ES-1) with numerous intersections, etc., in some of the mitigations. Here are a few comments on the specifics. The intent of my comments is to help the developer to achieve the most successful project, which will assure that their clients and city residents will more highly appreciate the completed mixed-use development.

14.9 | #6 New Garwood/Oak Grove intersection: My family dines at Jason's coffee shop approximately once a week, and we exit the back of their parking lot toward the train station. Thus, at peak-hour, we have experienced first hand for 10+ years the intersection of Oak Grove and the train tracks, as we wait to turn left onto Oak Grove from Derry Lane (next to the little corner-car-wash). During peak-hour in the PM, that left turn is extremely problematic because of the RXR crossing. Drivers are impatient and often rushing, especially after the crossing-arms raise up. I recommend banning that left turn from the new southbound Garwood onto Oak Grove between the hours of 4-7pm. Especially, as Caltrain ridership and train counts increase, that left turn will become a source of pressure on drivers, and a potential risk of accident (which would further worsen congestion and neighborhood frustration).

#7 Modifying intersections' geometry: TRA-1.1 and 1.2 address five intersections. I support the proposed mitigations.

14.10 | #8 TDM program: In my years as an environmental manager in Silicon Valley, I managed a TDM program for a 4,000 employee campus. The elements of the Greenheart proposed TDM program are extensive, and properly targeted at today's worker demographic. It might be said that it is a quite complete program. My point is that the intersections discussed in TRA-1.3 could very well see a greater than 30% reduction in vehicle trips as a result of the Greenheart TDM program. Still, I support the proposed mitigations because they seem sensible.

#9 Roadway impacts: I support the proposed mitigations. Some parking spots may be lost, but, recall that a new 970-space underground garage entrance will be a hundred feet away. Also, the impact on 'regional routes' is being addressed by the TDM program, and most especially because "transit-oriented development" is the heart of this project.

#10 Impacts in 2040: I believe it is up to the transportation and traffic experts to evaluate these three sets of impacts. I trust the city planning process, and the work of the traffic consultants who are part of the negotiations between the city and the developer. I lean toward supporting proposed mitigations in general, but I am not qualified to comment on the potential mitigations in TRA-4, 5, and 6.

14.11 | #11 Railroad Crossings: I recommend that much more evaluation be given to this challenge, and that appropriate improvements be considered seriously. Outreach to Caltrain regarding rail-car-intersection safety and traffic smoothing methods at commuter-train crossings in suburban cities must be a part of the planning for the success of this project.

14.12 | Final thoughts: I am glad that a cooperative approach is being established with the Town of Atherton regarding their input into the planning process. I also personally feel that my neighbors who are pushing for more housing than the proposed 181 apartments are out of line. I want to thank our City's planning team and Greenheart Land Company for carefully planning this excellent mixed-use, TOD project which will modernize and enhance our wonderful city.

Clem Molony  
1966 Menalto Ave.  
Menlo Park, CA 94025

## 14. Clem Molony (letter dated April 2, 2016)

- 14.1 *The commenter expresses general support for the Project, including the Project's location adjacent to Caltrain and the proposed Transportation Demand Management program. This comment is related to the public discourse on the merits of the Project and whether it is viewed as an asset to the City. However, this does not concern the adequacy of the Draft Infill EIR analysis or the Project's compliance with CEQA. The Draft Infill EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. Accordingly, no further response is necessary.*
- 14.2 *The commenter notes that the Draft Infill EIR transportation evaluation has been thoroughly done. This comment is related to the public discourse on the merits of the Project and whether it is an asset to the City. However, this does not concern the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft Infill EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. Accordingly, no further response is necessary.*
- 14.3 *The commenter notes that the Draft Infill EIR assumption of 5 percent of office workers using Caltrain is conservative and that Facebook and Palo Alto employees show higher Caltrain usage. The efficacy of the Project's TDM program cannot be predicted reliably. To provide a conservative analysis and be consistent with other Menlo Park traffic studies for similar projects, no further trip reductions were applied to the analysis in relation to the proposed TDM program. As such, it is agreed that the trip generation forecast should be considered conservative.*
- 14.4 *The commenter notes that the intersections and roadways with significant and unavoidable impacts are almost identical to the ones studied in the Specific Plan EIR and these significant and unavoidable impacts were anticipated. Although many of the potentially affected roadways and intersections were previously identified as such in the Specific Plan EIR, this Draft Infill EIR studied additional transportation facilities as part of this separate independent analysis. The Specific Plan mitigation measures were assumed as mitigation measures for common intersections, and where necessary, additional mitigation measures were developed in the Draft Infill EIR for the Project.*
- 14.5 *The commenter notes that there would be traffic increases around the Caltrain station as a result of the Project and questions the amount of increased delay at nearby study intersections. The commenter is expressing an opinion regarding the traffic analysis results. The Draft Infill EIR includes Project-generated vehicular traffic that would pass through intersections and roadways near the Caltrain station. The LOS analysis was reviewed and verified as correct. Increases in peak-hour traffic delay at intersections depend on several factors, including how many vehicles are added, the direction of travel and whether the vehicles are turning or going straight through the intersection, signal timing, and intersection geometry.*
- 14.6 *The commenter notes that the proposed TDM program elements would be very effective at reducing the number of peak-hour trips. To be conservative, as noted on pages 3.1-29 and 3.1-30 of the Draft Infill EIR, the combination of these TDM trip reduction strategies would be expected to reduce the number of Project-related trips by 43 to 665 per day, including seven to 96 trips*

during the AM Peak Hour and four to 73 trips during the PM Peak Hour. This would result in a range of effectiveness of 2 to 30 percent with respect to reducing the number of peak-hour trips. It should be noted that under the C/CAG guidelines, this Project would be expected to receive up to 426 daily trip credits for the TDM program.

- 14.7 *The commenter notes that there will be one intersection on El Camino Real with significant and unavoidable impacts.* Please refer to Response 14.5, above. In addition, traffic is projected to increase on El Camino Real as a result of the Project, to the extent noted in the Draft Infill EIR. In horizon year 2020, one intersection would be significantly and unavoidably affected by Project traffic, and in horizon year 2040, there would be three intersections on El Camino Real where significant and unavoidable impacts would occur (at Valparaiso, Oak Grove, and Ravenswood). No mitigation measures are feasible that would reduce the impacts to less than significant. On average, the three affected intersections on El Camino Real would experience 8 seconds of additional delay per vehicle during peak hours.
- 14.8 *The commenter notes that the City should require as many of the transportation mitigation measures as possible.* The Project Sponsor will be required to implement all mitigation measures included in the Draft Infill EIR. If City Council decides to approve the Project, then the City Council must adopt a Mitigation, Monitoring, and Reporting Program (MMRP). Pursuant to CEQA Guidelines Section 15097, an MMRP is a mechanism for monitoring and reporting revisions to a project or conditions of approval that the public agency has required as mitigation measures to lessen or avoid significant environmental effects. The City can conduct the reporting and monitoring or it can delegate the responsibilities to another public agency or private entity that accepts the delegation. The MMRP will identify the specific monitoring action that would occur, the various City departments or other entities that would oversee completion of the measures, and a timeline for when these measures would be implemented. The responsible departments would ensure that due diligence is carried out during implementation of the measures. Execution of the MMRP will reduce the severity or eliminate the identified significant impacts.
- 14.9 *The commenter recommends banning left turns from southbound Garwood Way onto Oak Grove Avenue between 4 and 7p.m. and is in support of TRA-1.1, TRA-1.2, and TRA-1.3.* With respect to southbound Garwood Way traffic, as noted on page 3.1-54 of the Draft Infill EIR, acceptable operations could be achieved at the intersection of Garwood Way/Merrill Street and Oak Grove Avenue with implementation of southbound left-turn restrictions on Garwood Way at Oak Grove Avenue, as noted in Mitigation Measure TRA-1-1.c. However, recent City analysis at Alma Street/Ravenswood Avenue found that signs that restrict peak-hour turns are ineffective because motorists continue to make restricted turns. To eliminate this situation, a permanent median barrier was constructed to physically restrict unwanted maneuvers. However, because a full-time physical restriction is not warranted at Oak Grove Avenue, the City finds that a signed turn restriction during peak hours would be ineffective and not feasible with respect to mitigating the impact. Additionally, the mitigation measure is not recommended under cumulative 2040 conditions because the increase in vehicular traffic that would be turning right at southbound Garwood Way would result in additional traffic at nearby intersections on El Camino Real. For City staff reports on the median barrier, please refer to the following websites:
- <http://www.menlopark.org/DocumentCenter/View/7070>
  - <http://www.menlopark.org/DocumentCenter/View/9770>

- 14.10 *The commenter supports the proposed mitigation measures that address roadway impacts and the TDM program and trusts the City planning process overall. Please refer to Response 14.8, above.*
- 14.11 *The commenter suggests that more evaluation be conducted with respect to railroad crossings, including outreach to Caltrain. Page 3.1-64 of the Draft Infill EIR presents an analysis of potential railroad grade-crossing impacts. Daily Project-generated trips on Glenwood Avenue, Oak Grove Avenue, and Ravenswood Avenue would total 114, 716, and 141, respectively. An increase in the number of vehicular trips on these roads would result in additional queuing at the railroad gates and surges in traffic at downstream signals. The added traffic would result in increased potential for conflicts and safety concerns, as noted above, resulting in a potentially significant impact. The City is currently working with Caltrain and the Public Utilities Commission on a Grade Crossing Hazards Analysis, which would help address deficiencies.*
- 14.12 *The commenter supports development of more than 181 apartments and thanks the City's planning team and Project Sponsor for planning this Project. This comment is related to the public discourse on the merits of the Project and whether it is an asset to the city. However, this does not concern the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft Infill EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. Accordingly, no further response is necessary.*

**From:** Rogers, Thomas H <THRogers@menlopark.org>  
**Sent:** Monday, April 04, 2016 4:05 PM  
**To:** Efner, Erin; Chapman, Kirsten  
**Cc:** Margaret Netto (margaretnetto@yahoo.com); Heineck, Arlinda A; Barbara E. Kautz; Taylor, Charles W; Nagaya, Nicole H; Choy, Kristiann M  
**Subject:** FW: Comments on DEIR 1300 El Camino Real Greenheart Project

**From:** George Fisher [mailto:georgecfisher@gmail.com]  
**Sent:** Monday, April 04, 2016 3:59 PM  
**To:** Rogers, Thomas H; \_CCIN; \_Planning Commission  
**Subject:** Comments on DEIR 1300 El Camino Real Greenheart Project

Thomas Rogers, Principal Planner

April 4, 2016

City of Menlo Park

Community Development Department, Planning Division

Email: throgers@menlo [park.org](http://park.org)

Re. Comments on DEIR 1300 El Camino Real Greenheart Project.

The DEIR does not provide a sufficient degree of analysis to provide decision makers with information that intelligently takes account of environmental consequences as required by CEQA Guideline 15151, or otherwise, for the following reasons and facts:

1. Cut through traffic is a significant Menlo Park environmental problem, which remains unanalyzed in the DEIR or otherwise. No residential street cut-through traffic study has been done, nor any analysis of cut through safety, including speeding or affects on residential quality of life. "Quality Living " is that City Slogan on the City Website title page, with reference to "Menlo Park's outstanding quality of life". Neighborhood quality of life, particularly advertised as "outstanding", and cut through traffic safety are questions independent of, and cannot be extrapolated from, intersection delays or roadway capacities.

a. There are only two Menlo Park Gateway points from Menlo park to 101/84, at Marsh and Willow Roads. There is only one Menlo Park Gateway point to 280 from Sand Hill Road, although the Alameda can access 280 via Woodside road in Redwood City Many city routes can be used to access

theses and other points depending upon congestion or traffic delays on primary routes.

b. Approximately 800 (42% of E and 35% of W, including Junipero Serra) of every 1,000 daily automobile office trips from the Greenheart project need to access 280, 101 and 84. See DEIR Figure 3.1-11 (staff has confirmed figure mislabeled as retail, actually employment or office and provided detail of the composite group percentages 37% E and 33%W in addition to other E and West routes. Only 14% of total trips access ECR N and S.) There are no direct routes to any of these highway gateways and many indirect routes become consistently congested, even before any consideration of addition of project traffic, even at base level, much less at claimed public benefit developmental increases..

i. The DEIR itself acknowledges that every intersection on Middlefield on the three direct routes from the project, Glenwood/Valparaiso, Oak Grove and Ravenswood, will have significant impacts not avoidable, and Oak grove and Ravenswood road segments to Middlefield are similarly impacted. No cut through analysis has been made of the affects of those impacts and cut throughs cannot be extrapolated directly from severity of impact as stated below.

ii. Similarly trips heading west are admittedly similarly impacted at intersections of Oak Grove Ravenswood, and Glenwood/Valparaiso on ECR and at Oak Grove and Menlo intersections on University avenue and roadway segments between them and ECR , as well as Valparaiso road segment from ECR to the Alameda. These impacts cannot be simply announced, without an analysis of cut through traffic on cross streets from arterial streets to and from project routes on neighborhood cut through streets.

iii. Why are these intersections and roadway segments limited to those immediately adjacent to the project site? Why not examine all intersections and routes to the gateways? Additional roadways segments both E and W should have been included in the study as well as Intersections on them (See comment letter of July 31, 2014, attached in DEIR Appendix 1-2)

c. Menlo Park City circulation and transportation impact requirements, attached in DEIR appendix, mandate that auto trip route studies be based on fastest routes available "preferably based on a travel-time study . . . [and] potential cut-through traffic through residential neighborhoods should also be identified in the travel time study." No travel time study appears to have been done and there have been no cut through traffic routes through residential neighborhoods identified in the DEIR or otherwise.

15.4 d. Traffic congestion delay is not linear and worsens as additional cars are delayed. Therefore no assumption can be made that the impacts demonstrated in the DEIR, although significant and unavoidable can be linearly interpreted or extrapolated to mean no neighborhood road volume impacts (all proportional to existing traffic per Menlo Park CSA) or intersections. You can't extrapolate traffic congestion from intersection delays or roadway capacities. Moreover you can't extrapolate traffic congestion from vehicle/capacity ratios per hour on Routes of Regional significance or intersection levels of Service. Merely throwing such numbers in the DEIR without any explanation of affects on traffic congestion or cut through traffic is meaningless.

15.5 e. The Menlo Park impacts to residential streets are comparisons to existing traffic on those streets, not comparisons to existing roadway capacity (see page 4 of 8, CSA attached to DEIR, Paragraph B, e.g., "on local streets . . . [if]the ADT is less than 750 and the project related traffic increased the ADT by 25%." Thus the Stanford cut through traffic analysis found impacts although all numbers used were below the roadway capacities. No measurements have been made on neighborhood streets used as cut throughs to the project or to 101/84 or 280.

f. Waze and Google travel time studies at commute times show Greenheart auto routes will not only cut through many Menlo park neighborhood streets, increasing safety and quality of life issues, but also include routes through Atherton and Palo Alto. Many cut-through traffic trips also come to and from Menlo Park from adjacent cities, mainly Palo Alto.

g. The Stanford project cut through analysis showed impacts on neighborhood streets, which is not considered in this DEIR. They Should be.

2. The DEIR near term analysis is defective. A 1% annual increase is insufficient and analysis does not include the Stanford Project on the grounds it is not an approved project, only pending. Since the Stanford Project and Greenheart projects are both on ECR and will be developed at the same time the projects need to be included together in the EIR. Otherwise only the cumulative numbers, which include the Stanford Project must be the only ones used for impact determination.

15.6 a. Other Menlo Park EIRs include both pending and approved projects in its near term analysis. In fact, the Stanford EIR NOP specified in the recent contract for such approved by the City Council includes all pending and approved projects, See Staff Report Number 16-044-CC.

b. 1% annual growth from Palo Alto and Redwood city is not realistic for such traffic, which will include to and from the new hospital and back and forth between Stanford and its new Redwood city campus, much less the rampant development in Palo Alto and Redwood city. The recent Menlo Park existing condition general plan traffic surveys show more than 1% growth on Menlo Park streets including ECR.

15.7 3. The Traffic Generation Numbers, Reductions and Deductions do not give an accurate representation of the anticipated project and impacts from the project.

a. Deducting traffic from past businesses, which may or may not have been realistic when those businesses are operating, should not be deducted from new traffic generation compared to current traffic. Those prior businesses were not operating when the existing traffic was measured and therefor are arbitrary deductions

b. The 22% reduction across the board for Greenheart generated traffic is inexplicable, and not sufficiently explained, calculated or justified.

c. Deducting 525 trips per day for cars already using ECR who would be anticipated to stop to use the Greenheart Retail is pure fiction and has no basis. It is based on retail, and Greenheart is only committing to community serving businesses, not retail. Community serving businesses such as lawyers, investment advisors, real estate agents and other office businesses do not attract "drive by" business in the same manner as retail.

4. Prior EIR's such as the Specific Plan EIR or other projects in the Specific Plan or project area do not have comparable impact analysis, and cannot be used to evaluate this DEIR. The Greenheart project was not an opportunity in the Specific Plan or its EIR and must be added to any numbers. The Specific uses are different, but more importantly, EIRs done in poor economic conditions have a totally different context than those done in boom economic conditions. Ask any resident if their cut through traffic has increased in the last few years.

Please let me know if you have any questions on the data and points in this letter. Thank you.

George C Fisher

1121 Cotton Menlo Park, CA

CC Menlo Park City council

CC Menlo Park Planning Commission



## 15. George Fisher (letter dated April 4, 2016)

- 15.1 *The commenter notes that cut-through traffic is a significant problem in Menlo Park and points out that there are few key Menlo Park gateway points, there are no direct routes to highway gateways, indirect routes become congested, and cross streets should be analyzed from arterial streets to and from the Project routes on neighborhood cut-through streets.* In the Draft Infill EIR analysis, the routing of trips along local and regional roadways is a process known as *trip assignment*. The trip assignment is based on engineering principles and judgment at the time of analysis. Several routes were selected to assign Project-generated trips to several gateways, based on the most likely paths of travel, considering travel time, distance, Project driveways, and intersection operations along the travel routes. These assumptions were also reviewed by City staff members, per the City's transportation impact analysis (TIA) guidelines, prior to incorporation into the Draft Infill EIR transportation analysis. The potential effect of Project-generated trips is noted in the Draft Infill EIR's intersection and roadway segment analysis, which includes local roadways as well as collectors and minor arterials (see TRA-1 through TRA-6).

Development EIRs in Menlo Park focus on impact assessment, based on Appendix N (Infill Environmental Checklist) of the CEQA Guidelines and the City's more detailed local criteria, standards, and significance thresholds. Some items are not directly discussed because they are non-CEQA items, such as existing congestion, potential future congestion, or potential use of alternate routes by vehicles. However, these items have been factored into the analysis. One measure of congestion, for example, is delay at study intersections, and this is analyzed and reported in EIR transportation reports. Regardless, differences in travel time are not typically provided in EIR transportation reports.

With respect to cut-through traffic, vehicles can use any public street, and motorists can choose their own path of travel. The Draft Infill EIR analyzed travel routes to and from the Project site that distribute traffic to surrounding streets, including streets that have been classified as local, collector, and minor arterials, based on available data from travel forecast models. Therefore, the Draft Infill EIR analysis made informed assumptions about travel paths, based on the Project's location, traffic operations on the likely travel paths leading to and from major roadways, and the City's TIA guidelines (see Appendix 3.1-A of the Draft Infill EIR) and as documented in the Draft Infill EIR in Table 3.1-11. Accordingly, the Draft Infill EIR analyzed traffic impacts on streets that were determined to be most likely to carry Project traffic. An additional stand-alone cut-through traffic analysis is not required.

*The commenter further notes that Figure 3.1-11 is mislabeled.* The title in Figure 3.1-11, following page 3.1-28 of the Draft Infill EIR, has been revised as follows:

Project Trip Distribution (~~Retail~~-Commercial Portion)

- 15.2 *The commenter asks why study intersections and roadway segments are limited to those immediately adjacent to the Project site.* Tables 3.1-7, 3.1-8, and 3.1-9 of the Draft Infill EIR, which list the study intersections and roadway segments, show that the study area extended beyond the area immediately adjacent to the Project site. The intersections and roadway facilities selected for analysis included the most likely roadways to be traveled by Project-generated vehicles. Consideration has been given to intersection and roadway facility proximity to the Project site, existing traffic patterns, and projected travel patterns between the Project site and origins/destinations regardless of jurisdiction.

- 15.3 *The commenter notes that Menlo Park circulation and transportation impact requirements mandate travel time and cut-through traffic analysis.* The City of Menlo Park CSA document contains data needed for preparing the TIA. The City's TIA guidelines specify the format, methodology, and criteria for preparing transportation impact studies for land development projects within the City of Menlo Park. As part of the TIA guidelines, the consultant shall submit proposed assumptions to the transportation manager for review and approval prior to commencement of the analysis related to trip rates, trip distribution, trip assignment, and study intersections.

The commenter is referring to Note 3 of Attachment A to the CSA document, which states "In distributing trips generated from a new development project to their origins or destinations, route selection should be based on the fastest routes available, preferably based on a travel time study. Potential cut-through traffic through residential neighborhoods should also be identified in the travel time study." However, this is not a mandate to conduct a travel time study but, rather, to base the analysis on the fastest route available. In the Draft Infill EIR analysis, several routes were selected to distribute Project-generated trips to several gateways, based on the most likely paths of travel, considering travel time, distance, Project driveways, and intersection operations along the travel routes. These assumptions were reviewed by City of Menlo Park staff members, per the City's TIA guidelines, prior to incorporation into the Draft Infill EIR transportation analysis.

- 15.4 *The commenter notes that traffic congestion is not linear and no assumption can be made that the impacts demonstrated in the Draft Infill EIR can be linearly interpreted or extrapolated to mean no neighborhood road volume impacts or intersections.* The commenter is pointing out the differences between traffic impact assessment, as analyzed and reported in a Draft Infill EIR transportation analysis, and how to measure congestion and potential cut-through traffic. Please refer to Response 15.1, above.

- 15.5 *The commenter cites the Stanford project cut-through traffic analysis and the City of Menlo Park's roadway analysis thresholds, which are based on daily traffic volumes and not roadway capacity. In addition, the commenter claims that Waze and Google travel time studies show that Greenheart Land Company auto routes would cut through neighborhood streets, and the Stanford project cut-through analysis showed impacts on neighborhood streets.* A cut-through traffic analysis was prepared for the Middle Plaza of the 500 El Camino Real Project in Menlo Park (which is a Stanford project) to determine what environmental document (e.g., EIR or other) was needed for that project. A separate cut-through traffic analysis was not prepared for the Draft Infill EIR because the type of environmental document required was previously determined to be an EIR, and the Draft Infill EIR's analysis inherently includes traffic impacts on streets that were determined to be most likely to carry Project traffic. The Draft Infill EIR adequately analyzes cut-through traffic by forecasting traffic on streets that surround the Project site, including streets that have been classified as local, collector, and minor arterials. Accordingly, an additional stand-alone cut-through traffic analysis is not required. The commenter is correct in that the City of Menlo Park roadway analysis thresholds are based on the roadway (i.e., minor arterial, collector, local street) functionality as well as absolute changes in ADT volumes on streets with ADT volumes that are less than 750 when such segment volumes are anticipated to increase by 25 percent. Derry Lane/Garwood Way is the only roadway segment for which the absolute change metric is applicable. This segment is identified as one that is experiencing a potentially significantly impact (see TRA-2 and Table 3.1-14). It is also worth noting that the roadway analysis thresholds take into consideration the capacity of each type of roadway to accommodate a certain amount of daily traffic. Applications such as Waze and Google facilitate

motorists' use of alternate routes ("travel-time applications"), which may include cut-through routes. Travel-time applications have been available for some time and have most likely been used by some motorists. Therefore, their use would have been captured in the ADT volumes collected by the City of Menlo Park in 2014.

The commenter is implying that travel-time applications may suggest alternate routes without consideration given to whether the routes were designed to accommodate the additional traffic or the effect of the added traffic on streets while accessing the alternate routes. Although it would be speculative to guess the future popularity of travel-time applications, it is reasonable to anticipate continued use of such applications, as presumably occurred during the City's collection of traffic volumes in 2014. These applications are dynamic and responsive to real-time traffic conditions and, therefore, can suggest routes that are the same as those assumed in the Draft Infill EIR traffic analysis. The traffic volume data formed the foundation of the roadway segment analysis, as referenced in Table 3.1-4. Tables 3.1-4 and 3.1-5 in the Draft Infill EIR list more than 14 roadway segments that were analyzed, including several streets that pass through neighborhoods. The streets selected for analysis included the most likely roadways to be traveled by Project-generated vehicles, with consideration given to intersection and roadway proximity to the Project site, existing traffic patterns, and projected travel patterns between the Project site and origins/destinations, regardless of jurisdiction.

- 15.6 *The commenter notes that other Menlo Park EIRs include both pending and approved projects in the near-term analysis, suggests that the Stanford project should be included in the near-term analysis, and suggests that a 1 percent annual increase is insufficient.* The 500 El Camino Real Project in Menlo Park (which is a Stanford project) was not approved at the time of the Draft Infill EIR analysis and thus was not included with the approved developments in Table 3.1-6. Because of the timing of regional traffic improvements, as well as periodic implementation of development projects, there may be shorter-term changes in local street traffic, as noted in the comment. However, although traffic may increase by more (or less) than 1 percent on a particular street over a shorter period of time, over the longer cumulative period, an overall growth rate of 1 percent is appropriate because it has been applied to local and state-controlled streets and is consistent with other recently certified EIRs in Menlo Park. Using both a project list and background growth rate allows for a conservative estimate of future traffic. Traffic growth will vary from year to year, and the use of a 1 percent growth rate has been considered an appropriate average in several approved and certified Menlo Park EIR transportation studies.

Historical traffic counts within the city and C/CAG model forecasts were also reviewed. It was found that average traffic growth within Menlo Park has historically been less than 1 percent per year. Traffic counts from 2006 were compared to 2014 counts, and the annual growth rate ranged from negative 3.7 percent per year to an increase of 1.2 percent per year. Similarly, the C/CAG model also forecasts growth of less than 1 percent per year. Therefore, the 1 percent growth rate provides a conservative estimate and captures any regional traffic growth.

- 15.7 *The commenter suggests that the traffic generation, reductions, and deductions do not give an accurate representation of an anticipated project and impacts and makes a distinction between community-serving businesses and retail.* The Draft Infill EIR text, beginning on page 3.1-25, explains the reasoning and methodology applied to the trip generation forecast. The deduction for past businesses on the site was appropriate because the businesses were active in 2014, the time of the existing-year traffic counts. The trip reduction for transit use, mixed-use developments, and retail pass-by trips was based on standard industry methods, as published

by ITE and further detailed in Appendix 3.1-F of the Draft Infill EIR. ITE trip reduction factors do not distinguish between neighborhood community-serving retail and other types of retail. Moreover, Table 3.1-10 provides Project trip generation estimates before and after application of the trip reduction strategies, thereby allowing readers to identify and value the potential impacts of the trip reduction strategies.

- 15.8 *The commenter states that the Specific Plan EIR does not have a comparable impact analysis and cannot be used to evaluate this Project. The commenter also states that economic conditions varied during the time when the Draft Infill EIR and Specific Plan EIR were created, implying that the Specific Plan EIR is inapplicable.* As explained on page ES-2 of the Draft Infill EIR, the Project site is within the Specific Plan area. Because the Project's site plan and development parameters are consistent with development anticipated by the Specific Plan, a programmatic Specific Plan EIR is applicable to this Project. Therefore, an Infill Environmental Checklist was prepared for the Project by the City, in conformance with Section 15183.3 of the California Environmental Quality Act (CEQA) Guidelines and Section 21094.5 of the Public Resources Code, adopted per SB 226 (Appendix 1-1). SB 226 was developed by the California legislature to eliminate repetitive analysis of the effects of a project that were previously analyzed in a programmatic EIR for a planning-level decision or substantially mitigated by uniformly applied development policies. The checklist was used to limit the scope of the EIR to effects that were determined to be significant, identical to the function of an initial study, as defined in Section 15063 of the CEQA Guidelines. The Infill Environmental Checklist determined that the Project would have effects that either were not analyzed in the prior Specific Plan EIR or are more significant than described in the prior EIR, and no uniformly applicable development policies would substantially mitigate such effects. Therefore, because the impacts could be significant, this Draft Infill EIR is required to analyze the effects.

As discussed on pages 2-4 through 2-5 of the Draft Infill EIR, the Project adheres to the Specific Plan requirements. Table 2-2 shows that the Project would be consistent with the allowed development in the ECR NE-R District with a public benefit bonus. Table 2-5 on page 2-13 of the Draft Infill EIR also compares the Specific Plan with the Project. The table illustrates the percentage of the Specific Plan development potential accounted for by the Project once the Sand Hill Project is netted out. The Project site includes areas that were previously evaluated in the Derry Mixed-Use Development Project EIR (certified in 2006) and the 1300 El Camino Real Sand Hill Project EIR (certified in 2009). However, the CEQA approvals for these previously proposed projects are no longer valid and, therefore, are not considered in the analysis. Since certification of these EIRs, the Project site has been included in the Specific Plan EIR (certified in 2012). The previously proposed projects were analyzed as cumulative projects in the Specific Plan EIR rather than opportunity sites. The analysis in the Specific Plan EIR considered net new development of up to 680 housing units and approximately 474,000 square feet of commercial uses within the Specific Plan area, which includes the El Camino Real corridor, the Caltrain station area, and the city's downtown core.

## Letter 16

**From:** Rogers, Thomas H <THRogers@menlopark.org>  
**Sent:** Monday, April 04, 2016 4:10 PM  
**To:** Efner, Erin; Chapman, Kirsten  
**Cc:** Heineck, Arlinda A; Barbara E. Kautz; Margaret Netto (margaretnetto@yahoo.com); Choy, Kristiann M; Nagaya, Nicole H; Taylor, Charles W  
**Subject:** FW: Comments on Greenheart Project DEIR  
**Attachments:** DEIR Comments 20160404.pdf

**From:** Patti L Fry [<mailto:pattilry@gmail.com>]  
**Sent:** Monday, April 04, 2016 4:07 PM  
**To:** Rogers, Thomas H  
**Cc:** \_CCIN  
**Subject:** Comments on Greenheart Project DEIR

Dear City,

Thank you for the opportunity to comment on the Draft EIR for the Greenheart 1300 El Camino project. The site provides an exciting opportunity to remove long-vacant and under-utilized properties. However, as indicated by the Draft EIR, the Project studied would introduce significant adverse impacts, particularly traffic congestion, in the heart of our town. It also would exacerbate the existing housing shortage. Because of these major negative impacts, decision-makers have an obligation to either a) make findings that the project's benefits outweigh the negative impacts, b) approve a smaller project that was studied in the DEIR, or c) work with the developer to create a project that is better for Menlo Park. The DEIR should study the actual project that Greenheart intends to build at either the Base or Bonus level.

16.1 It is quite troubling that the Project evaluated in the DEIR is not what the developer intends to build, as indicated in Greenheart's open house, their January 27 2016 Proposal, and their presentation to the Planning Commission on March 21<sup>st</sup>. For example, Greenheart states that the Bonus project would only have 182 residential units, about 10% fewer than the 202 units studied in the DEIR. This is material. At the same square feet allocated to residential, these units would be, on average, 11% larger, with potentially more school impacts than the DEIR Project.

It also appears the developer has no intention of building 29,000 SF of community serving uses:

- Approximately 10,400 SF of "community serving" space in the office building is characterized as flex space. That is 36% of the maximum range studied. As pointed out in the BAE March 14, 2016 study, office rental rates are assumed to be \$66/SF and retail rental rates are assumed to be \$36/SF. With the potential for the flex space to yield revenue of \$30 more per square foot if it were office, it is unreasonable to think the actual use would be anything other than office (not retail or other community serving uses). The DEIR needs to acknowledge that.

16.1  
Cont.

- The developer’s January 2016 Proposal mentions using 2,500 SF for real estate rental office in the residential building, further reducing what is potentially community serving.

It also is quite troubling that the BAE Urban Economics March 14, 2016 financial modeling and public benefit analysis used assumptions about uses of space that do not match the DEIR Project or Base Alternatives. The assumptions also do not match those in the Project Case and Base Case presented by Greenheart in their January 27, 2016 Proposal to the City.

16.2

- In the BAE analyses, costly elements such as underground parking spaces, are greater in quantity than in either the DEIR Project and the Greenheart Proposal, and developer revenue is understated by omitting revenue for commercial and residential tenant parking, which is Greenheart’s stated intention to charge. These serve to underestimate the financial return of the actual project.
- Both the Greenheart Proposal and the BAE analysis also use a different Base Case than either of the Alternatives evaluated in the DEIR. For example, the Greenheart Proposal states that at the Base level, there would be 130 residential units whereas the DEIR evaluated 206 and 139 units in the Base Residential and Base Office Alternatives, respectively.

The Greenheart and BAE comparisons between a Bonus project and a Base alternative provide artificial comparisons because neither utilize the same project components as the Bonus and Base alternatives in the DEIR, and not even the same ones as each other.

16.3

This development is in the part of the downtown Specific Plan designated to focus on residential development. The City, and the DEIR, should evaluate a Bonus-level Residential Alternative, which would better satisfy the Specific Plan’s goals for this area while also imposing significantly less rush hour commuter traffic into our already congested intersections and roadways.

The DEIR should study the real Project, not a hypothetical one, and at least one Bonus level Alternative. Any analysis of financial and other benefits of the Project and Alternatives also should be of the same project alternatives. The evaluation process Is a sham otherwise, and the City will be making decisions based on faulty information.

Additional comments are attached.

Sincerely,

Patti Fry

Menlo Park resident, MBA, and former Planning Commissioner

16.4

PS Any analysis of financial benefits should omit impact fees. By law, these are required to be no greater than the additional costs to the city.

## 16. Patti Fry (letter dated April 4, 2016)

- 16.1 *The commenter states that the proposed Project numbers in the Draft Infill EIR do not match exactly with plans from the Project Sponsor.* The Draft Infill EIR used Greenheart's best estimate for Project uses; however, at the time, the floor plans and other details of the Project had not been refined. Although the Project has been refined since release of the Draft Infill EIR, the Draft Infill EIR analyzes a range of development to consider the most conservative scenarios. As explained on page 2-9 of the Draft Infill EIR, different CEQA topics could be affected differently, depending on the land use mix. For example, community-serving uses generally generate more traffic than office and residential uses; therefore, community-serving uses are analyzed in order to be conservative. Although the Project could include a range of uses, the CEQA analysis presented in the Draft Infill EIR considers the worst-case scenario, thereby fulfilling the CEQA requirements. Because the worst-case scenarios are analyzed, the Draft Infill EIR most likely overstates the impacts compared with the most recent plans submitted by the Project Sponsor. No edits or additional analysis is needed in the Draft Infill EIR.
- 16.2 *The commenter states that the Project numbers in the Fiscal Impact Analysis (FIA) do not match the numbers in the Draft Infill EIR.* The FIA includes information from early 2016. The Project Sponsor refined its site plan since release of the Draft Infill EIR and thereby supplied the City with the following uses and sizes for the FIA: 182 units, 18,600 to 29,000 square feet (sf) of community-serving uses, and 196,900 to 207,300 sf of office uses. However, as explained in Response 16.1, above, the Draft Infill EIR analyzed a range of development in order to consider the most conservative scenario. Therefore, the Draft Infill EIR is not required to be consistent with the FIA under CEQA. Per CEQA Guidelines Section 15131, the focus of an EIR is on the physical environmental effects rather than social or economic issues, except where social or economic issues are known to have demonstrable physical impacts. Fiscal issues from the Project, as discussed in the FIA, are topics that will be considered by the City Council and the Planning Commission during the decision-making process. Therefore, no further response is necessary.
- 16.3 *The commenter suggests that the Draft Infill EIR should evaluate a Bonus-Level Residential Alternative.* Similar to typical zoning ordinances and specific plans, the El Camino Real/Downtown Specific Plan (Specific Plan) sets certain binding limits (floor area ratio [FAR], height, etc.) and then allows flexibility so that individual applicants can propose projects that fit within those limits. The City does not necessarily have to approve the Project at the public benefit bonus level; the Project Sponsor can either 1) revise the Project to something that complies with the base-level requirements or 2) propose a different public benefit bonus project. However, the Specific Plan does not provide a mechanism for the City to unilaterally require applicants to propose or study a fundamentally different project at a myriad of public benefit bonus levels.

CEQA requires the Project to be an "infill" EIR because of its location and the prior EIR completed for the Specific Plan. As explained on page 5-1 of the Draft Infill EIR, Section 15183.3 of the CEQA Guidelines states that the analysis in an infill EIR need not address alternative locations, densities, or building intensities. However, the City has elected to evaluate a range of alternatives as they relate to the allowable base-level development standards in the Specific Plan. Therefore, in addition to the No Project Alternative, the Draft Infill EIR included two alternatives: Base-Level Maximum Office Alternative and Base-Level Maximum Residential Alternative.

It is not feasible to study all possible alternative combinations within an EIR. For the Project, there are multiple possible alternatives, combining retail, office, medical, and residential uses (attached and detached), all at different sizes, that would qualify under the public benefit density provisions of the Specific Plan. The alternatives, as presented in the Draft Infill EIR, are examples of potentially feasible alternatives that would reduce the impacts of the Project, attempt to meet the majority of objectives, and promote a functional site plan. As stated in Section 15126.6(a) of the CEQA Guidelines, “an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.” Therefore, even if the Draft Infill EIR was required to consider alternatives, the alternatives included in the Draft Infill EIR represent a range of reasonable alternatives to the Project but are not meant to limit the City Council and the Planning Commission in determining the best option for the Project. At this point, there is no specific reasonable alternative for consideration beyond what was already studied in the Draft Infill EIR; therefore, additional analysis is not required.

- 16.4 *The commenter states that the analysis of financial benefits should omit impact fees. As stated in Response 16.2, above, fiscal issues of the Project are not topics to be considered under CEQA. Therefore, no further response is necessary.*



**GENERAL COMMENTS**

**Project Definition** - Clarity about what constitutes the Project is essential to evaluating the negative impacts of the Project, identifying suitable mitigation, and to assessing its benefits relative to reasonable alternatives. This project’s components are quite unclear, as they differ in the DEIR with communications by Greenheart and consultants (e.g., BAE).

The DEIR uses vague terminology about the number of housing units, and ranges for the amount of office and “community serving” uses. It is unclear about what constitutes the “community serving” uses other than referencing a list of permitted non-office commercial uses. That list includes uses such as banks and real estate offices ,personal and business services, retail and restaurants, each of which use has distinctly different contributions to evening and weekend vibrancy and distinctly different impacts on City sales tax revenue, not to mention convenience and benefits in a mixed use environment. The El Camino Real/Downtown Specific Plan’s EIR defined a Project that used specific numbers for different types of uses that were studied. The EIR for this project must also.

17.1

The March 14, 2016 financial analyses by BAE Urban Economics (BAE) provided as part of the recent Planning Commission packet studied two cases, one at the Bonus level and only one at the Base level (similar to the DEIR Office Alternative). Neither matches what was in the DEIR. The BAE study assumed 23,800 SF of retail but the DEIR did not study an all-retail alternative for community serving uses (or the amount of retail in the BAE report).

To further compound confusion, Greenheart representatives have spoken about, and submitted comparisons of, Bonus and Base projects in their January 27, 2016 Proposal that do not match either what is in the DEIR or the BAE cases.

**Comparisons of project definitions at Base-Level Zoning:**

<b>BASE Level</b>	Office SF	Residential SF	Community Serving SF	Residential Units
DEIR Office Alternative	154,000	139,000	15,000	139
DEIR Residential Alternative	87,000	206,000	15,000	206
Greenheart Jan 2016 Proposal	155,000	145,000	10,000	130
BAE Mar 2016 Study	154,000	139,000	15,000	137

Neither Greenheart nor BAE provided information about a Bonus Residential Alternative.

**Comparisons of project definitions at Bonus-level Zoning:**

<b>BONUS Level</b>	Office SF	Residential SF	Community Serving SF	Residential Units
DEIR project	188,900-199,300	202,100	18,600-29,000	202
Greenheart Jan 2016 Proposal	188,900-199,300	202,100	18,600-29,000	182
BAE Mar 2016 Study	194,100	202,100	23,800	182

It is worth noting that the higher amounts of office and community serving SF cannot co-exist with the residential space as they would exceed, combined, the maximum allowed FAR for the site.

17.1  
Cont.

The EIR should study what the project IS. Further, any financial analysis used to assess Public Benefit also should study what the project IS. The EIR description and financial analysis of all identified alternatives also should match. Any approval and related Statement of Overriding Consideration must be limited to what was studied in the EIR, so the EIR should study the real Project and reasonable Alternatives.

17.2

**DEIR Scope** - As noted in my August 13, 2014 comments about the EIR Scope: It is not appropriate to exclude Population/Housing from the EIR study. Using the same assumptions of space per worker utilized in the DEIR, the Greenheart project could generate more than 3.4 jobs/housing unit. This worsens the assumed average in the Specific Plan of 1.56. This impact is potentially significant and adverse because the project adds disproportionately, and significantly, more jobs than housing.

However, using assumptions of space/retail worker used in the Specific Plan EIR and assumptions that reflect current space/office employee, the impact on jobs/housing imbalance could be much greater.

The developer's stated plan for housing units (182 units rather than the 202 in the DEIR) would make all these calculations even more significant. These ratios indicate poor support of mixed-use transit-oriented development concepts, by bringing significantly more commuters and little housing for them.

Given the announced proposals at 500 El Camino Real (Stanford project) and the former Roger Reynolds site, which are the only other multi-acre sites within the Specific Plan area, it may not be possible for residential development within the Specific Plan area to make up for the additional jobs represented by the Greenheart project without exceeding the Specific Plan's Maximum Allowable Development of 680 residential units. To attain the Specific Plan average and to offset just the additional jobs from this project (assuming the Project provides 202 units as studied in the DEIR) another 230 to 649 more housing units would be required "somewhere".

17.3

Because incremental traffic impacts can be directly related to GHG emissions, it also is inappropriate to exclude study of Greenhouse gases in the ER for the Greenheart project.

17.4

**Alternatives** - The DEIR did not study Alternatives, as it could have, that encompassed the low and high ends of the stated ranges for office and "community serving" uses. It is inappropriate to dismiss this matter by saying that the DEIR studied a "worst case". When decisions are made about the benefits of the Project, they must be based on the same precise Project, not a range of possibilities.

The DEIR did not study as Alternatives either of the scenarios in the recent BAE study or those in the Greenheart Proposal. It should have. It also did not study any Bonus-level alternative to the Project

As stated on page 5.1 of the DEIR, "*The California Environmental Quality Act (CEQA) (Public Resources Code [PRC], Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.) require that an environmental impact report (EIR) "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines Section 15126.6[a]). If mitigation measures or a feasible project alternative that would meet most of the basic project objectives would substantially lessen the significant environmental effects of a proposed project, then the lead agency should not approve the proposed project unless it determines that specific technological, economic, social, or other considerations make the mitigation measures and the project alternative infeasible (PRC Section 21002, CEQA Guidelines Section 15091[a][3]). The EIR must also identify alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and should briefly explain the reasons underlying the lead agency's determination (CEQA Guidelines Section 15126.6[c]).*"

17.4  
Cont.

An Alternative that should be studied is a Bonus-level Residential Alternative. That would maximize the development potential for the site. With a smaller average unit size, that also would still allow for mixed use, thus meeting all of the stated Project objectives. It would require less underground parking, too.

There is reason to believe that a Bonus-level Residential Project also would be superior environmentally to the Bonus-level Office Project because the DEIR concluded that a Base-level Residential Alternative would be environmentally superior to a Base-level Office Alternative. A Bonus-level Residential Alternative also would not result in the significant adverse impacts of the Project on jobs/housing imbalance, should not have the same adverse impacts at peak hours. Further, a larger and denser residential component should result in smaller average unit size, with few impacts on schools, and add evening and weekend vibrancy to the site and downtown that two large office buildings would not. If such an alternative had been considered by the City, the DEIR did not state why such an alternative was rejected as infeasible.

**SPECIFIC COMMENTS (by DEIR section)**

**Comparison to Specific Plan (2.4, page 2-13)** - The comparison of the net project and Specific Plan correctly states that the Sand Hill Project on the site was accounted for in the Specific Plan EIR background of growth. However, it omits the Derry Project that also was accounted for in the Specific Plan background growth. Thus, Table 2.5 incorrectly calculates the net Project development in two ways. 1) the two prior projects should be added to the Specific Plan’s Maximum Allowable Development, including the Derry project’s 24,925 SF of non-residential SF (net 7,625 SF) and 108 residential units, not subtracted from the Project. 2) the Net Project should be only net of active uses:

17.5

<b>Development at Project Site</b>	<b>Non-Residential (SF)</b>	<b>Residential (units)</b>
Specific Plan Maximum Allowable Development (MAD)	474,000	680
1300 El Camino Real Sand Hill Project	100,065	0
Derry Lane Project	24,925	108
Active Project Site Uses	-17,300	
<i>Former projects total (additional to Specific Plan MAD)</i>	107,690	108
<i>Total development in Specific Plan area</i>	598,990	788
DEIR Project	217,900	202
Active Project Site Uses	-10,000	
<i>Net Project</i>	207,900	202
<i>Net Project as % of SP area development</i>	34.7%	25.6%
<i>Net Project as % of SP Maximum Allowable Development</i>	43.9%	29.7%

With up to 199,800 SF of Office, it represents 83% of the Office anticipated in the Specific Plan’s EIR. In a zone intended to have a “focus on residential”, the Project represents 44% of the Specific Plan’s total non-residential development but only 30% of its residential development. If the developer’s intended quantity of 182 units were studied, the Project would represent only 27% of the downtown Plan’s residential units for a project with 44% of the downtown Plan’s commercial development.

**Activity/Employment (pages 2-9 and 3-12)** – The document asserts that it analyzes the most conservative and worst case scenario of 702 employees at the Project site. As shown below, the assumptions inexplicably were different and were less conservative than those used in the Specific Plan for Retail uses, and far less conservative than current space allocation practices for office workers:

17.6

ASSUMPTIONS		Jobs (DEIR range of SF)	Housing Units	Jobs per Housing Unit
<b>GREENHEART PROJECT DEIR</b>	300 SF per Office Worker	688-702	202	3.4-3.47
	500 SF per Retail Worker			
<b>SPECIFIC PLAN EIR</b>	300 SF per Office Worker	702-710	202	3.48-3.52
	400 SF per Retail Worker			
<b>CURRENT PRACTICES</b>	150 SF per Office Worker	1,331-1,375	202	6.59-6.81
	400 SF per Retail Worker			

The actual number of jobs could be nearly double that assumed in the DEIR. Using current practices of office space per worker and Greenheart’s intended number of housing units (182 instead of 202), the actual jobs/housing ratio could be 7.45, well above the ratios shown in the above chart

In any case, the ratio of jobs/housing is far worse than Menlo Park’s current ratio (2.20 in 2015 per ABAG), and the Specific Plan’s assumption of 1.56. The Project’s amount of new jobs could exceed the total amount of new jobs for the entire Specific Plan (1,357 by 2030). These are Significant impacts.

17.7

**Hydrology/Water Quality) page 3-10)** – As stated on page 2-10, the Project site is within the California Water Service Company, Bear Gulch District for domestic water. This district is currently subject to 36% reduction in water usage during the current drought. The DEIR should describe the impact in times of drought of the Project on the District’s water supply and on current District customers. Mitigation measures might be needed.

17.8

**Land Use and Planning (page 3.11)** – The DEIR Project appears to follow Specific Plan rules. However, it does not fit with the guiding principles and visions for the Specific Plan area. It is not appropriate to state that there is no need to study this topic in the DEIR.

As noted in the DEIR, the site is within the ECR-NE-Residential zoning district where residential development is to be a focus. The Project is at the Bonus level yet has fewer units (202) than are allowed at the Base level zoning (206). It is an office-intensive project, not a residential-intensive project.

*“The ECR NE-R District is located in the El Camino Real Mixed Use – Residential General Plan land use designation, which supports a variety of retail uses, personal services, business and professional offices, and residential uses. The ECR NE-R District provides for higher intensities with a focus on residential development, given its location near the train station area and downtown.”*

Project is nominally mixed use; only 4-7% of the Project is “community serving”. As shown on the next page, the Project may provide virtually no net increase of community serving uses to serve the large new development. The “community serving” uses may – or may not – include any shops or restaurants, as there is no commitment in any document to that effect.

The Project may provide no more Retail or community serving uses than currently exists, depending what the real Project is. Again, clarity of what the Project IS would help assessment of its merits.

17.8  
Cont.

Current Active Uses, per DEIR page 2-3		
car wash		4,000
dance studio		5,000
Foster's Freeze		1,200
Hardware Storage		5,000
	Total	15,200
Project "community serving" Uses		
	Min	Max
DEIR range	18,600	29,000
rental office	-2,500	-2,500
total DEIR	16,100	26,500
Net Total from Project Compared to Current		
	900	11,300
As % of Total Project	0.2%	2.7%

Note: "community serving" could be banks, real estate offices, business services, retail, restaurants, personal improvement per Greenheart. The Greenheart January 2016 Proposal indicates that of the "community serving" uses in the residential building, there would be 2,500 SF of rental office.

Large office buildings do not provide the vibrancy sought in this part of the downtown area by the community. Large offices are "dead" spaces at night and weekends, as would be the plaza between them. The plaza areas serve the office and residential tenants, not necessarily the Menlo Park community. The "community serving" uses along El Camino Real do not activate the large area between the office buildings, particularly in evenings and weekends. As stated in the cover note, the "flex space" is highly unlikely to become "community serving" because of the economic differences between potential rents for offices and for retail and other community serving purposes. The "worst" and most likely case is that this space is not "community serving".

On page 2-5, the DEIR states that a park on Garwood could be used "for organized league play." This is a misleading statement; the size is too small, even if all of it were used for a sport field. Its location would be unsafe; as illustrated in the DEIR (figure 3.1-12), the park area on Garwood is across from the Caltrain tracks and is sandwiched between driveways and a parking lot.

17.9

**Transportation/Traffic (3.1, page 3.1-1+)** – The DEIR did not study how traffic reaches major regional thoroughfares such as highways 280, 101 and Bayfront Expressway/Dumbarton Bridge. Figures 3.1-9 to 1-11 do not show how traffic finds its way through our congested town to gateways. This should be studied and disclosed.

The DEIR also did not evaluate neighborhood cut-through traffic. There are numerous intersections and segments identified to have Significant and Unavoidable impacts, assuming near-term conditions without the known pending Stanford project at 500 El Camino Real for which some traffic studies have

been conducted. These two projects should be analyzed in combination since both are expected to have additional adverse impacts that were not identified in the Specific Plan's EIR.

17.9  
Cont.

The City's traffic consultant Mark Spencer stated at the March 21, 2016 Planning Commission session that intersections and segments are near the tipping point and that peak hours are elongating (even to mid-afternoon for the evening peak). Accurate identification of potential impacts is essential in order to identify potential mitigation.

17.10

Not only does the DEIR need to evaluate the real Project, it needs to utilize models that reflect contemporary trip distribution. The City utilizes an outdated trip distribution model that relies on interviews conducted in 1998 and 1999, a time when Sand Hill Road did not connect with El Camino Real, before the Stanford Shopping Center was expanded, before Facebook existed, before the mid-peninsula grew to current conditions (population and drivers), and when drivers did not have access to apps like Waze to help them navigate through neighborhoods in search of quicker trips. It is unreasonable to base conclusions of impacts on such outmoded trip distribution assumptions.

17.11

The Specific Plan did not anticipate a project of this magnitude of development at this location. Accordingly, the Plan's mitigation measures may be inadequate. There should be additional creative mitigation measures examined, not just TDM and bike lanes. Again, these should be examined in the context of imminent projects such as 500 El Camino and the effects of projects under construction (e.g., Menlo Gateway, Stanford Medical center expansion).

17.12

**Near-Term Projects (Table 3.1-6, page 3.1-21)** - The list of near-term approved developments in the Project vicinity does not include the massive Stanford Medical Center expansion that is currently under construction. Its traffic could be greater than the assumed near-term background growth. It should be included.  
The near-term analysis also omits the 500 El Camino Real Stanford project.

17.13

**Trip Generation Summary (Table 3.1-10, page 3.1-27)** – The trip reductions appear overly aggressive., particularly for Retail Pass-By and also for internal capture. The Project does not commit to any retail or restaurant uses, so it is inappropriate to deduct for such uses.  
It is beyond belief that the Foster's Freeze could have generated 477 trips/day. Many customers walked or biked to the site; the parking lot was very small. The DEIR should have a count of the actual trips rather than a theoretical number. Foster's Freeze closed in 2015 and the City should have counted its trips in 2014 when it counted the trips for the car wash (shown in the DEIR).

17.14

**Transportation Demand Management Program (TDM) (page 3.1-29)** – There appears to be an opportunity to reduce traffic by the use of shared parking. The DEIR states that 1,036 parking units are required and that could be reduced to 1,000. Yet, the BAE March 2016 study, conducted in consultation with the developer and City staff, assumed a total of 1,086 parking spaces – 50 more than required. This is another example of why it is important to identify what the Project IS. The DEIR and financial analysis should study the same Project and the same Alternatives.

17.15

**Mitigation Measures (page 3.1-35 +/-)** – A partial mitigation of adding Class II bicycle lanes on Oak Grove is described as a requirement of the Project. This could require removal of parking spaces on Oak Grove, which could adversely affect current residents of nearby buildings who have limited parking available.

17.15 Cont. | A Class III bicycle route on Garwood Way is mentioned as a partial mitigation. Since Garwood Way is only 2 blocks long and there is no protected bicycle crossing of Oak Grove and Glenwood, this cannot provide any practical and effective mitigation of traffic impacts, although nice to have.

17.16 | **Vehicle Miles Traveled (page 3.1-71)** – With so many more jobs created than housing units provided by the Project, it should be expected that vehicle miles traveled will increase because of this project, not decrease. There is nominal “community serving” uses, of which none is designated as retail or restaurants, so the Project is not full mixed use and unlikely to reduce vehicle miles travelled.

17.17 | **Alternatives (pages 5-6 and 5-10)** - The only Alternatives studied, each at the Base zoning level, have fewer traffic impacts than the Project. Each of the Base Alternatives would result in considerably fewer peak hour trips than the Project. The Base Residential Alternative is identified as environmentally superior.

This information suggests that a Bonus-level Residential Alternative also could have significantly fewer peak trips than the Project. Residential trips are less clustered at peak times than commercial trips, and a residential-intensive project at the maximum allowed density also would mean fewer total office and other commercial trips, especially at peak times. This is an Alternative that should be examined.

**Comparison of Impacts (5.5, page 5-13) –**

The comparisons in Table 5-4 understate the differences between Project Alternatives. For example, the Table identifies certain impacts as Significant and Unavoidable for all Alternatives even when there are distinct differences between the Alternatives. For example, both Base Alternatives cause fewer traffic impacts, particularly in their impacts at peak commute times (as calculated using data from Tables 5.2 and 5.3):

17.18

<b>% Trip Reduction of Alternatives in Comparison with Project</b>			
	<i>Daily Trips</i>	<i>AM Peak</i>	<i>PM Peak</i>
Base Office Alternative	17% fewer	20% fewer	26% fewer
Base Residential Alternative	17% fewer	63% fewer	49% fewer

The Base Residential Alternative causes about 1/3 of the AM peak traffic as the Project and about ½ of the peak PM traffic as the Project. The Table does not communicate this vital information.

When the community and decisionmakers analyze the Alternatives, this sort of information would be more useful to them than the Table provides.

## 17. Patti Fry (letter dated April 4, 2016)

17.1 *The commenter states that the proposed Project numbers in the Draft Infill EIR do not match exactly with plans from the Project Sponsor for the FIA. The commenter also expresses confusion over the definition of community-serving uses.* The Draft Infill EIR used Greenheart's best estimate for Project uses; however, at the time, the floor plans and other details of the Project had not been refined. Although the Project has been refined since release of the Draft Infill EIR, the Draft Infill EIR analyzes a range of development to consider the most conservative scenarios. As explained on page 2-9 of the Draft Infill EIR, different CEQA topics could be affected differently, depending on the land use mix. For example, community-serving uses generally generate more traffic than office and residential uses; therefore, community-serving uses are analyzed in order to be conservative. Although the Project could include a range of uses, the CEQA analysis presented in the Draft Infill EIR considers the worst-case scenario, thereby fulfilling the CEQA requirements. Because the Draft Infill EIR analyzed a range of development in order to consider the most conservative scenario, it is not required to be consistent with the FIA. Per CEQA Guidelines Section 15131, the focus of an EIR is on physical environmental effects rather than social or economic issues, except where social or economic issues are known to have demonstrable physical impacts. Fiscal issues from the Project, as discussed in the FIA, are topics that will be considered by the City Council and the Planning Commission during the decision-making process. Because the worst-case scenarios are analyzed, the Draft Infill EIR most likely overstates the impacts compared with the most recent plans submitted by the Project Sponsor. No edits or additional analysis is needed in the Draft Infill EIR.

The definition of community-serving uses is provided on page ES-1 of the Draft Infill EIR. As stated, community-serving uses include the following categories of uses, as defined in the Specific Plan and permitted in the ECR NE-R District: banks/other financial institutions, business services, eating/drinking establishments, office/business/professional services (limited to a single real estate office of no more than 2,500 square feet), personal improvement services, and retail sales. This definition is consistent with Table E2 on pages E6 and E7 of the El Camino Real/Downtown Specific Plan. Table E2 outlines the land use designations and allowable uses within the El Camino Real Mixed-Use/Residential land use designations, which apply to the Project site. Definitions for the uses that are considered community serving, as listed above, are provided in Appendix H1 of the Specific Plan.

17.2 *The commenter states that population and housing should have been analyzed in the Draft Infill EIR.* As explained on page 1-3 of the Draft Infill EIR, an Infill Environmental Checklist for the Project (Appendix 1-1) was prepared by the City, in conformance with Section 15183.3 of the CEQA Guidelines and Section 21094.5 of the Public Resources Code, adopted per SB 226. SB 226 was developed by the California legislature to eliminate repetitive analysis of the effects of a project that were previously analyzed in a programmatic EIR for a planning-level decision or substantially mitigated by uniformly applied development policies. The checklist was used to limit the scope of the EIR to effects that were determined to be significant, identical to the function of an initial study, as defined in Section 15063 of the CEQA Guidelines. The Infill Environmental Checklist determined that the Project would have some specific effects that either were not analyzed in the prior Specific Plan EIR or are more significant than described in the prior EIR and that no uniformly applicable development policies would substantially mitigate such effects. Therefore, because certain impacts could be significant, the Draft Infill EIR was required to analyze such effects.



Impacts related to population and housing were determined to be less than significant, as analyzed on pages 3-83 through 3-88 of the Infill Environmental Checklist and summarized on page 3-12 of the Draft Infill EIR. As stated, the anticipated population growth from the proposed housing units and employment growth from the Project would represent less than 1 percent of the city's current population and result in approximately one-third of the city's projected population growth through 2020. Therefore, the Project would not directly result in substantial population growth. The demand for additional housing as a result of the Project would be less than significant, based on the current number of employees who both work and live in Menlo Park. No further analysis regarding population and housing is necessary.

Per comments received on the notice of preparation (NOP) and the Infill Environmental Checklist, an analysis of the jobs and housing balance was included on page 3-12 of the Draft Infill EIR. As stated, the Association of Bay Area Governments' (ABAG's) Projections 2013 includes buildout of the Specific Plan, which encompasses development of the Project. Table 3.0-2 illustrates job and housing projections for the city through 2030, which are based on ABAG projections. These projections would not be affected by development of the Project because it is already accounted for in the projections.

- 17.3 *The commenter indicates that the Project's traffic impacts can be directly related to greenhouse gas (GHG) emissions and that the Draft Infill EIR should, therefore, analyze GHG emissions and their impacts.* The commenter is correct in stating that incremental traffic impacts are directly related to GHG emissions. As new vehicle trips are generated by the Project, GHG emissions would be emitted. However, the Draft Infill EIR does not need to evaluate GHG emissions beyond the analysis conducted in the Specific Plan EIR. As stated on page 3-9 of the Draft Infill EIR, the Specific Plan EIR concluded that vehicle trips, natural gas and electricity consumption, solid waste generation, water and wastewater conveyance and treatment, and landscape maintenance would exceed the applicable BAAQMD per capita threshold and result in a significant and unavoidable impact on the environment. The Project would implement Mitigation Measures GHG-1, GHG-2a, and GHG-2b, as discussed in the Specific Plan EIR (pages 4.6-19 to 4.6-25). In addition, the Project Sponsor would comply with the guidelines and standards in the Specific Plan, which are aimed at reducing GHG emissions; obtain and install electric vehicle/plug-in vehicle recharging stations; and participate in a recycling program, as required by the City. Although impacts would be significant and unavoidable, even with the implementation of mitigation measures, the Project would not result in new specific effects or more significant effects than those evaluated in the Specific Plan EIR. In addition, the Infill Environmental Checklist determined that no further analysis was required for GHG emissions. Appendix 1-1, page 3-47, states that although significant and unavoidable impacts were identified, the Project would not result in new specific effects or more significant effects beyond those identified in the Specific Plan EIR. Consequently, this topic does not require further environmental review. As discussed on page 3-48 of the Infill Environmental Checklist, the physical conditions, as they relate to GHG emissions, have not changed substantially in the Specific Plan area since preparation of the Specific Plan EIR. The Project would incorporate all applicable mitigation measures from the Specific Plan EIR regarding GHG emissions. No substantial new information has been presented that shows more significant effects than those originally analyzed in the Specific Plan EIR; therefore, there would be no new specific effects as a result of the Project. No additional mitigation measures beyond those in the Specific Plan EIR are available that would reduce the significant and unavoidable impacts to less than significant (page 3-48).

- 17.4 *The commenter states that the Draft Infill EIR did not study alternatives that encompassed the low and high ends of the stated ranges for office and community-serving uses. Similar to typical zoning ordinances and specific plans, the El Camino Real/Downtown Specific Plan sets certain binding limits (FAR, height, etc.) and then allows flexibility so that individual applicants can propose projects that fit within those limits. The City does not necessarily have to approve the Project at the public benefit bonus level; the Project Sponsor can either 1) revise the Project to something that complies with the base-level requirements or 2) propose a different public benefit bonus project. However, the Specific Plan does not provide a mechanism for the City to unilaterally require applicants to propose or study a fundamentally different project at a myriad of public benefit bonus levels.*

CEQA requires the Project to be an “infill” EIR because of its location and the prior EIR completed for the Specific Plan. As explained on page 5-1 of the Draft Infill EIR, Section 15183.3 of the CEQA Guidelines states that the analysis in an infill EIR need not address alternative locations, densities, or building intensities. However, the City has elected to evaluate a range of alternatives as they relate to the allowable base-level development standards in the Specific Plan. Therefore, in addition to the No Project Alternative, the Draft Infill EIR included two alternatives: Base-Level Maximum Office Alternative and Base-Level Maximum Residential Alternative.

It is not feasible to study all possible alternative combinations within an EIR. In this case, no alternatives are required to be analyzed because this is an infill EIR. For the Project, there are multiple possible alternatives, combining retail, office, medical, and residential uses (attached and detached), all at different sizes, that qualify under the public benefit density provisions of the Specific Plan. The alternatives, as presented in the Draft Infill EIR, are examples of potentially feasible alternatives that would reduce the impacts of the Project, attempt to meet the majority of objectives, and promote a functional site plan. As stated in Section 15126.6(a) of the CEQA Guidelines, “an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.” Therefore, the alternatives included in the Draft Infill EIR represent a range of reasonable alternatives to the Project but are not meant to limit the City Council and the Planning Commission in determining the best option for the Project.

The Draft Infill EIR is intended to serve as an informational document. It provides the City Council, the Planning Commission, and the general public with enough information to make knowledgeable decisions regarding the environmental impacts of the Project as well as information regarding its potential alternatives. The decision to approve portions of the proposed alternatives to mitigate or avoid significant environmental impacts, while rejecting alternatives that are deemed to be infeasible, is made at the discretion of the City Council. As such, the final Project could be the Project as proposed in the Draft Infill EIR, an alternative to the Project, or a combination of the Project and its alternatives. At this point, there is no specific reasonable alternative for consideration beyond what was already studied in the Draft Infill EIR; therefore, additional analysis is not required.

- 17.5 *The commenter states that the Derry Project that was accounted for in the Specific Plan background growth is not considered in the Draft Infill EIR. As stated on page 2-13 of the Draft Infill EIR, the Project site includes areas that were previously evaluated in the Derry Mixed-Use Development Project EIR (certified in 2006) and the 1300 El Camino Real Sand Hill Project EIR*

(certified in 2009). However, the CEQA approvals for these previously proposed projects are no longer valid and, therefore, are not considered in the analysis. Since certification of these EIRs, the Project site has been included in the Specific Plan EIR (certified in 2012). The previously proposed projects were analyzed as cumulative projects in the EIR rather than opportunity sites. Table 2-5 on page 2-13 of the Draft Infill EIR provides contextual information related to the City's application of the Specific Plan's maximum allowable development total. However, the Draft Infill EIR analyzed the full effects of the Project in relation to current site conditions for a full and conservative projection. As such, this comment is understood to not relate to CEQA but can be noted for policy or other considerations by the City.

There is no strict office space limit in the Specific Plan; therefore, it is incorrect to claim that the Project would account for 83 percent of office space permitted in the Specific Plan area. Furthermore, the Project's proposed mix of uses is consistent with the Specific Plan's policies. Page E4 of the Specific Plan provides some context for the El Camino Real Mixed-Use/Residential land use designation, which "emphasizes residential uses in proximity... to the station area and downtown." In terms of square footage, the Project's proposed residential component (48.1 percent) would be larger than either the office (44.9 to 47.4 percent) or community-serving components (4.5 to 6.7 percent). In addition, the number of units (up to 202) would make this the largest residential project in this part of Menlo Park in decades. The Specific Plan allows flexibility and different preferences/opportunities on different parcels. Other developers are pursuing projects that are primarily residential; 465 dwelling units are currently approved or proposed in the Specific Plan area (68 percent of the plan's maximum allowable development). In addition, on an individual project basis, non-medical office uses are "metered" by a global requirement that calls for no more than one-half of the maximum FAR to be developed for such uses. The Project is in compliance with that requirement.

- 17.6 *The commenter states that the assumptions used for calculating the jobs at the Project site were not as conservative as the Specific Plan and "current industry standards." The commenter also expresses concern for the city's jobs/housing ratio. Jobs at the Project site were calculated to be consistent with the calculations in the Specific Plan. As explained by the commenter, both the Specific Plan and the Draft Infill EIR employed a standard of 300 sf per office worker. Although the standard for retail workers differs slightly (400 sf versus 500 sf per retail worker), this would result in a difference of approximately eight retail employees, which is not significant and would not result in more significant impacts than those analyzed in the Draft Infill EIR. The commenter does not include a citation for the "current practices" numbers included in the comment; therefore, they cannot be verified. However, in general, the lower standards for office workers apply to large technology campuses rather than standard office buildings, as proposed under the Project. Therefore, the standard of 300 sf per office worker is appropriate, and no changes will be made.*

Please see Response 17.2, above, for a discussion of the jobs/housing ratio.

- 17.7 *The commenter states that the Draft Infill EIR should include an analysis of water supplies during drought conditions. As stated in the 2015 Urban Water Management Plan (UWMP) for the Bear Gulch District, which was not available when the Draft Infill EIR was released, the district has a sufficient water supply during years with normal conditions. However, during 1-year or multi-year droughts, shortfalls of 20 percent or more can be projected. Under such conditions, the California Water Service will implement its Water Shortage Contingency Plan (WSCP). The WSCP includes the stages for response to a water shortage such as a drought, which occurs over*

a period of time, as well as catastrophic supply interruptions, which occur suddenly. The primary objective of the WSCP is to ensure that the district has in place the necessary resources and management responses needed to protect health and human safety, minimize economic disruption, and preserve environmental and community assets during water supply shortages and interruptions. In the current drought, district customers were asked to reduce their demand by 36 percent, as specified by the State Water Resources Control Board. The district is on track to achieve this goal, with a 35.6 percent reduction from June 2015 to March 2016. The California Water Service is also striving to increase the water supply portfolio for this district and two other peninsula districts (Mid-Peninsula and South San Francisco).<sup>4</sup>

Water supply impacts as a result of the Project are analyzed in the Environmental Infill Checklist (pages 3-110 and 3-111). Furthermore, the Project was assumed in the land use projections in the 2015 UWMP. Therefore, the demand generated by the Project has been considered, and the water providers have determined that adequate supplies are available to serve future uses at the site. Thus, the Project would have a less-than-significant impact on water supply, including in drought years when the WSCP would be implemented. In addition, the proposed buildings would be designed to meet the performance standards set by a Leadership in Energy and Environmental Design (LEED) Silver rating. Therefore, the Project would most likely include water-efficient fixtures and/or drought-tolerant landscaping. Because the impacts would be less than significant, no mitigation measures would be required to reduce water use.

- 17.8 *The commenter states that the Draft Infill EIR should have analyzed land use impacts. The commenter also states that the Project does not focus on residential uses but, rather, is office-intensive and questions the “vibrancy” of the Project and the uses for Garwood Park. Land use impacts of the Project are discussed on pages 3-65 through 3-70 of the Infill Environmental Checklist (Appendix 1-1 of the Draft Infill EIR). As stated, the concept for El Camino Real north of Oak Grove Avenue allows for high development intensities to support viable investment opportunities while keeping development character compatible with adjacent areas on both sides of the corridor. Although the Project would introduce more residential uses to the immediate area than currently exist, the residential use would complement existing retail, restaurant, cinema, and service uses by creating a stronger customer base for these uses. Multifamily residential uses are also already located in the larger area, along Mills Street and other nearby R-3 (Apartment) district parcels.*

Overall, the land uses proposed at the Project site are consistent with existing land uses and applicable Specific Plan provisions. The emphasis on residential use is compatible with surrounding neighborhoods and the increased FAR and residential densities support the community’s objectives to encourage the development of underutilized parcels, generate vibrancy in the downtown and station areas, and increase the use of transit. The included standards and guidelines in the Specific Plan help to integrate new development into the existing environment and, therefore, the change in intensities and densities would not, in itself, result in sustainable adverse effects on the compatibility of surrounding land uses. The reasons for not studying land use issues further are discussed on pages 3-10 to 3-11 of the Draft Infill EIR. Please also refer to Response 17.5, above.

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<sup>4</sup> California Water Service. 2016. Public Draft 2015 Urban Water Management Plan. Bear Gulch District. May. Available: <<https://www.calwater.com/conservation/uwmp/bg/>>. Accessed: June 27, 2016.

The portion of the comment regarding Garwood Park pertains to the design of the Project and does not concern the adequacy of the Draft Infill EIR or the Project's compliance with CEQA. The Draft Infill EIR analyzes whether the Project as a whole would affect the environment and surrounding areas but does not consider specific design features that would not have a substantial physical impact on the environment. Therefore, this comment would be better addressed during the review process for the Project rather than in the Final Infill EIR. Accordingly, no further response is necessary.

- 17.9 *The commenter suggests that the Draft Infill EIR did not study how traffic reaches major regional thoroughfares, evaluate neighborhood cut-through traffic, or include the Middle Plaza of the 500 El Camino Real Project. As described on page 3.1-28 of the Draft Infill EIR, the trip distribution pattern utilized in the Draft Infill EIR reflects a more traditional employee distribution pattern within the city. The CSA, published by the City, details the accepted trip distribution patterns for transportation analysis within the city. The CSA guidelines have been used for this analysis as well as other EIRs in Menlo Park. The trip distribution patterns of site-generated traffic were reviewed by City staff members prior to incorporation into the Draft Infill EIR analysis, as noted on pages 3.1-25 to 3.1-28.*

A concern raised in the comments is that the CSA document may not reflect current travel behavior. The employee residential trip distribution is based on the City of Menlo Park CSA, which details Menlo Park employee residences by geographical region. Utilization of the CSA to determine employee residential locations is the accepted practice within the city and is still appropriate. Although this distribution may or may not differ from the existing employee-resident distribution percentages, it does reflect changing employee demographics. Furthermore, the traffic analysis and impact determination are governed more by the routing of trips to gateways. In the Draft Infill EIR analysis, the routing of trips along local and regional roadways is a process known as *trip assignment*. The trip assignment is based on engineering principles and judgment at the time of analysis. Several routes were selected to assign Project-generated trips to several gateways, based on the Project site location, most likely paths of travel, travel time, distance, Project driveways, and intersection operations along the travel routes. Also taken into consideration were the street typologies (arterial, collector, and local) and their respective capacity to accommodate additional project-generated traffic (see Draft Infill EIR Tables 3.1-14 and 3.1-22 on pages 3.1-38 and 3.1-58, respectively). These assumptions were also reviewed by City staff members, per the City's TIA guidelines, prior to incorporation into the Draft Infill EIR transportation analysis. The potential effect of Project-generated trips is noted in the Draft Infill EIR's intersection and roadway segment analysis, which includes local roadways as well as collectors and minor arterials (see TRA-1 through TRA-6).

Development EIRs in Menlo Park focus on impact assessment, based on Appendix N (Infill Environmental Checklist) of the CEQA Guidelines and the City's more detailed local criteria, standards, and significance thresholds. Some items are not directly discussed because they are non-CEQA items, such as existing congestion, potential future congestion, or potential use of alternate routes by vehicles. However, these items have been factored into the analysis in other ways. One measure of congestion, for example, is delay at study intersections, and this is analyzed and reported in EIR transportation reports. Regardless, differences in travel time are not typically provided in EIR transportation reports.

With respect to cut-through traffic, vehicles can use any public street, and motorists can choose their own path of travel. The Draft Infill EIR analyzed travel routes to and from the Project site that distribute traffic to surrounding streets, including streets that have been classified as local, collector, and minor arterials, based on available data from travel forecast models. Therefore, the Draft Infill EIR analysis made informed assumptions about travel paths, based on the Project's location, traffic operations on the likely travel paths leading to and from major roadways, and the City's TIA guidelines (see Appendix 3.1-A of the Draft Infill EIR) and as documented in the Draft Infill EIR in Table 3.1-11. Accordingly, the Draft Infill EIR analyzed traffic impacts on streets that were determined to be most likely to carry Project traffic. An additional stand-alone cut-through traffic analysis is not required.

The 500 El Camino Real Project is not an approved project; it is currently undergoing its own independent EIR and analysis. Because of the timing of regional traffic improvements, as well as periodic implementation of development projects, there may be shorter-term changes in local street traffic, as noted by the commenter. However, although traffic may increase by more (or less) than 1 percent on a particular street over a shorter period of time, over the longer cumulative period, an overall growth rate of 1 percent is appropriate. The annual 1 percent background growth rate, first referenced on page 3.1-20 of the Draft Infill EIR, has been applied to local and state-controlled streets and is consistent with other recently certified EIRs in Menlo Park. In addition, C/CAG model forecasts between base year 2013 and future year 2040 were reviewed. It was found that the C/CAG model forecasts traffic growth within the study area to be less than 1 percent per year. Therefore, the 1 percent growth rate used in the analysis provides a conservative estimate. Using both a project list and a 1 percent growth rate allows for a conservative estimate of future traffic. Traffic growth will vary from year to year, and the use of a 1 percent growth rate has been considered an appropriate average in several approved and certified Menlo Park EIR transportation studies. Through the use of growth rates in the cumulative analysis, traffic associated with other projects was accounted for in the cumulative analysis.

- 17.10 *The commenter suggests that the Draft Infill EIR uses an outdated trip distribution model and that certain roadways were not yet connected.* As described on page 3.1-28 of the Draft Infill EIR, the trip distribution pattern utilized in the Draft Infill EIR reflects a more traditional employee distribution pattern within the city. The CSA, published by the City, details the accepted trip distribution patterns for transportation analysis within the city. These CSA guidelines have been used for this analysis as well as other EIRs in Menlo Park. The trip distribution patterns of site-generated traffic were reviewed by City staff members prior to incorporation into the Infill EIR analysis, as noted on pages 3.1-25 to 3.1-28.

A concern raised in the comments is that the CSA document may not reflect current travel behavior. The employee residential trip distribution is based on the City of Menlo Park CSA, which details Menlo Park employee residences by geographical region. Utilization of the CSA to determine employee residential locations is the accepted practice within the city and is still appropriate. Although this distribution may or may not differ from the existing employee-resident distribution percentages, it does reflect changing employee demographics. Further, the routing of trips to gateways is different than how trips get to/from these gateways; that process is the trip assignment, or how trips are routed along certain roadways. The trip assignment is based on engineering principles and judgment at the time of analysis. For example, although the CSA may indicate that 9 percent of residential trips are to destinations on I-280 south of Menlo Park (i.e., trip distribution), it is the trip assignment that dictates which roadways motorists will

take to access I-280. Even though Sand Hill Road or other streets may have had gaps at the time of the CSA data gathering, trips are assigned to the network according to the travel patterns that exist today or are projected for the future. Trip assignment is also reviewed by City staff members prior to incorporation into the analysis. Also taken into consideration were the street typologies (arterial, collector, and local) and their respective capacity to accommodate additional project-generated traffic (see Draft Infill EIR Tables 3.1-14 and 3.1-22).

- 17.11 *The commenter suggests that the Specific Plan did not anticipate a project of this magnitude and that mitigation measures may be inadequate.* The Project was analyzed on its own in this Draft Infill EIR. The Specific Plan EIR's mitigation measures were used as one basis of mitigation measure to see if other mitigation measures would be needed that were different from those in the Specific Plan EIR. In those instances, additional mitigation measures were suggested.
- 17.12 *The commenter notes that the list of near-term approved projects (Table 3.1-6) does not include the Stanford Medical Center Expansion Project and the 500 El Camino Real Project.* The Stanford Medical Center Expansion Project is included in the C/CAG travel forecast model, and thus, it is included in the growth rates for near-term and long-term cumulative analysis. Therefore, although not listed separately in Draft Infill EIR Tables 3.1-6 or 3.1-16, the Stanford Medical Center Expansion Project was appropriately accounted for in the traffic analysis through the growth rates applied to the traffic volumes. For a discussion of the 500 El Camino Real Project, please refer to Response 17.9, above.
- 17.13 *The commenter notes concerns with the trip generation estimate.* The Draft Infill EIR text, beginning on page 3.1-25, explains the reasoning and methodology applied to the trip generation forecast. The deduction for past businesses on the site was appropriate because the businesses were active at the time of the existing-year traffic counts.
- 17.14 *The commenter questions the number of proposed parking spaces.* The Draft Infill EIR stated that there would approximately 1,000 parking spaces. Although the FIA assumed 50 surface parking spaces and 1,036 underground spaces, the Draft Infill EIR stated the correct Specific Plan parking requirements. The vehicle trip projections are based on Institute of Transportation Engineers trip generation rates, which derive from uses (square footages and dwelling units); therefore, the parking space refinements do not affect any result or conclusion in the analysis.
- 17.15 *The commenter noted concerns with the partial mitigation of bicycle lanes on Oak Grove Avenue and Garwood Way and the loss of on-street parking.* In the Specific Plan, bicycle lanes are planned on Oak Grove Avenue between University Drive and Laurel Street, a signed bicycle route is planned between Laurel Street and the east city limits, and a signed bicycle route is planned on Garwood Way between Glenwood Avenue and Oak Grove Avenue. Mitigation Measure TRA-7.1, if approved by the City, would help close the gaps in bicycle infrastructure on Oak Grove Avenue and Garwood Way by constructing bike lanes along Oak Grove Avenue between El Camino Real and the east city limits and a bicycle route along Garwood Way between Glenwood Avenue and Oak Grove Avenue. Any removal of parking spaces to install bike lanes would include notification of property owners and residents adjacent to the affected streets, followed by subsequent review and approval by the Transportation Commission and City Council. Ultimately, these bicycle lane segments would connect to a larger bicycle network, potentially making this partial mitigation measure more effective.

17.16 *The commenter suggests that VMT will increase and not decrease.* The discussion of VMT in the Draft Infill EIR was provided for informational purposes, in anticipation of full implementation of SB 743 by the state of California. At this time, VMT itself is not considered an impact on the environment. Regardless, page 3.1-72 of the Draft Infill EIR, explains why VMT is expected to decrease when land uses are developed close to areas that are served by transit or employment and retail uses are developed near residential uses, resulting in average trip lengths being shorter. The Project would include a mix of retail, office, and residential uses that would be located near the Menlo Park Caltrain station. Per a letter from the applicant to the City of Menlo Park dated June 3, 2016, permitted uses for the Station 1300 community-serving space would be provided in accordance with Specific Plan standards, including those pertaining to:

- Banks/financial institutions
- Business services
- Office/business/professional
- Restaurants
- Personal improvement services
- Food and beverage sales
- General retail

The ground-floor uses would:

- Promote pedestrian activity along both El Camino Real and Oak Grove Avenue
- Offer area residents additional community-serving uses that are not currently found in the local area or are underserved in the local area
- Provide Station 1300 residents and employees a convenient array of services to meet their everyday needs without requiring them to travel long distances to other locations

Given the nature of the Project and its location near transit services, it is likely that the Project's VMT would be similar to lower than the regional average.

17.17 *The commenter states that a Bonus-Level Residential Alternative should have been studied.* Please refer to Response 17.4, above.

17.18 *The commenter requests that the alternatives comparison table (Table 5-4) provide specific information.* The alternatives comparison table is meant to be a summary of the analysis on pages 5-5 through 5-12 of the Draft Infill EIR. The specific differences between the alternatives and the Project, as proposed, are explained within the analysis for each alternative. However, to show whether the impacts would decrease, increase, or remain the same, compared to the Project, Table 5-4 has been revised and is included on the following page. Instead of strikethrough and underline, the new text is highlighted in grey.



Environmental Issue	Project	No-Project Alternative	Comparison	Maximum Office	Comparison	Maximum Residential	Comparison
<b>Transportation</b>							
Impacts on Intersections	SU	NI	<	SU	<	SU	<
Impacts on Roadway Segments	SU	NI	<	SU	<	SU	<
Impacts on Routes of Regional Significance	SU	NI	<	SU	<	SU	<
Impacts on Pedestrian and Bicycle	LTS	NI	<	LTS	<	LTS	<
Impacts on Transit Facilities	LTS	NI	<	LTS	<	LTS	<
Cumulative Impacts	SU	NI	<	SU	<	SU	<
<b>Air Quality</b>							
Exposure of Sensitive Receptors to Localized Particulate Matter Emissions during Construction	LTS/M	NI	<	LTS/M	<	LTS/M	=
Cumulative Impacts	LTS/M	NI	<	LTS/M	<	LTS/M	<
<b>Noise</b>							
Traffic Noise Impacts	LTS	NI	<	LTS	<	LTS	<
Cumulative Impacts	LTS	NI	<	LTS	<	LTS	<
<b>Hazards and Hazardous Materials</b>							
Routine Hazardous Materials Use	LTS/M	LTS/M	=	LTS/M	=	LTS/M	=
Accidental Release of Hazardous Materials	LTS/M	LTS/M	=	LTS/M	=	LTS/M	=
Cumulative Impacts	LTS	LTS	=	LTS	=	LTS	=
NI (no impact); LTS (less than significant); LTS/M (less than significant with mitigation); SU (significant and unavoidable); = (equal to); < (less than); > (greater than)							

## Letter 18

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**From:** Rogers, Thomas H <THRogers@menlopark.org>  
**Sent:** Monday, April 04, 2016 9:58 AM  
**To:** Efner, Erin; Chapman, Kirsten  
**Cc:** Heineck, Arlinda A; Margaret Netto (margaretnetto@yahoo.com); Choy, Kristiann M; Nagaya, Nicole H; Taylor, Charles W; Barbara E. Kautz  
**Subject:** FW: [Sent to Planning ]Greenheart proposal

**From:** J & J Martin Gemignani [<mailto:josephgemignani@netzero.net>]  
**Sent:** Sunday, March 27, 2016 2:11 PM  
**To:** PlanningDept  
**Subject:** [Sent to Planning ]Greenheart proposal

Hi, I have been a big supporter of this project for some time.  
I think it is a beautiful development and I would like it approved as is.  
I don't know what is taking so long. I have followed this project for at least three years.

18.1 I know there is some controversy with the number of housing units but I like the number of units as proposed. Anymore would just crowd out our school system.

I like the fact that the parking is under ground and I don't want to see any proposals with parking above ground.

Thanks,

Joseph

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### Places You'll See

38 Stunning Photos of Norwegian's Biggest, Baddest Cruise Ship  
<http://thirdpartyoffers.netzero.net/TGL3242/56f84c884efe14c872353st04vuc>

## **18. Joseph Gemignani (letter dated March 27, 2016)**

- 18.1 *The commenter expresses general support for the Project, including for the number of housing units proposed and the underground parking.* This comment concerns the public discourse on the merits of the Project and whether it is an asset to the city. However, this comment does not concern the adequacy of the Draft Infill EIR analysis or the Project's compliance with CEQA. The Draft Infill EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. Accordingly, no further response is necessary.

**Chapman, Kirsten**

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**From:** Rogers, Thomas H <THRogers@menlopark.org>  
**Sent:** Monday, April 04, 2016 5:04 PM  
**To:** Efner, Erin; Chapman, Kirsten  
**Cc:** Margaret Netto (margaretnetto@yahoo.com); Barbara E. Kautz; Heineck, Arlinda A; Choy, Kristiann M; Nagaya, Nicole H; Taylor, Charles W  
**Subject:** FW: [Sent to Planning ]Station 1300 comments

-----Original Message-----

From: Karen Greenlow [<mailto:greenlow@comcast.net>]  
Sent: Monday, April 04, 2016 4:38 PM  
To: PlanningDept  
Subject: [Sent to Planning ]Station 1300 comments

I support the Station 1300 project as proposed by the developers:

- 1) The project is important to drive a vibrant downtown.
- 2) I don't understand why some residents think it is important that the open space proposed be useful to them personally. Are they going to open their backyard to all residents? The open space will look nice even if we can't use it and will look better than above ground parking.
- 19.1 3) I really like the Caltrains GO passes and other non car incentives offered.
- 4) We are worried about traffic, but Redwood City and Mountain View have built and are building like crazy and they cause traffic to go through Menlo Park too. Redwood City is looking like a nicer town than Menlo Park. I drive through Mountain View just as easily as 5 years ago and they have built a lot. Maybe we should look into how other cities are doing it, as a separate issue and not tie the traffic so much to this project.
- 5) I would like the project to go up ASAP because the area is ugly and I'm embarrassed when people visit from out of town. They think, "This is a town that has multi-million dollar houses?"

Thank you for your consideration to these comments,

Karen Greenlow  
43 University Drive

## 19. Karen Greenlow (letter dated April 4, 2016)

- 19.1 *The commenter expresses general support for the Project, including for the proposed open space and Transportation Demand Management program. This comment concerns the public discourse on the merits of the Project and whether it is an asset to the city. However, this comment does not concern the adequacy of the Draft Infill EIR analysis or the Project's compliance with CEQA. The Draft Infill EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. Accordingly, no further response is necessary.*

## Letter 20

**From:** Rogers, Thomas H <THRogers@menlopark.org>  
**Sent:** Monday, April 04, 2016 5:39 PM  
**To:** Efner, Erin; Chapman, Kirsten  
**Cc:** Margaret Netto (margaretnetto@yahoo.com); Barbara E. Kautz; Heineck, Arlinda A; Choy, Kristiann M; Nagaya, Nicole H; Taylor, Charles W  
**Subject:** FW: Comments on Greenheart DEIR  
**Attachments:** GML's Position on Development in Downtown Menlo Park.pdf; ATT00001.htm

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**From:** Gary Lauder [mailto:gary@lauderpartners.com]  
**Sent:** Monday, April 04, 2016 5:24 PM  
**To:** Rogers, Thomas H  
**Cc:** \_CCIN; \_Planning Commission; Elizabeth Lewis; Mike Kashiwagi; George Rodericks  
**Subject:** Comments on Greenheart DEIR

Dear Mr. Rogers,

While I am a member of the Atherton Transportation Committee, I am not speaking on behalf of it nor Atherton, but rather as a private citizen concerned about the welfare of all citizens in the area, not just my town.

20.1 The traffic impacts of this development will be substantial. When taken together with additional developments to come, the traffic delays will be extreme. Therefore, if these developments are to be done, then substantial improvements in throughput of the streets and intersections will be needed. These are achievable, but they require money, land (more money) and will. Eminent domain is a dirty word(s) due to recipients usually feeling under-compensated. Given the enormous value that traffic alleviation has, it would be appropriate to pay higher prices for the land. In a 6-minute presentation I made last June: <http://bit.ly/GML-GSB>, I explained how we can get from NIMBY to PPIMBY (Please Put It In My Back Yard)(or more likely PPIMFY).

20.2 As I pointed out in my position paper on Menlo Park development from 7/14 <http://www.lauderpartners.com/MP> (also attached for your convenience), traffic congestion delay is not linear. It worsens exponentially as additional cars are added to the queues. Consequently, those developments that add materially should bear a proportionate burden of offsetting their incremental delay, not simply their % of trips. This is contrary to the "Equitable Share" calculations that start on P.1297 of the appendix (PDF page #). In other words, the "equitable share" calculation is linear, but the actual impact on traffic delay is non-linear. I recommend that this developer and all future ones pay appropriate development impact fees to do so. The projects will still be extremely valuable despite the fees. The DEIR should include a segment adding a discussion and analysis of non-linear incremental congestion delay. Without a correct incremental delay analysis, the DEIR does not do its job of stating the environmental consequences of the project.

20.3 In Appendix 3.1-C: LOS Tables (P. 266 of the Appendix), there are many intersections for which the "Potentially Significant Impact?" column is left blank. According to the flow chart on P.257 which shows how to determine whether the impacts are significant or not, there is no option for blank. Either it is or it isn't. Most of the entries that are blank do actually qualify as "yeses." Even more concerning is that many of the "noes" should have been yeses.  
The text version of the criteria are on P. 256:

20.3 Cont. "2. A project is also considered to have a potentially "significant" traffic impact if the addition of project traffic causes an increase of more than 0.8 seconds of average delay to vehicles on all critical movements for intersections operating at a near term LOS "D" through "F" for collector streets and at a near term LOS "E" or "F" for arterial streets. For local approaches to State controlled signalized intersections, a project is considered to have a potentially "significant" impact if the addition of project traffic causes an increase of more than 0.8 seconds of delay to vehicles on the most critical movements for intersections operating at a near term LOS "E" or "F."

20.4 When taken together with criticisms of the traffic projections put forth by the Town of Atherton in their 3/31 letter to you on this project, the understatement of the impact severity becomes more blatant. Notable absences from the DEIR are:

- Impact from the additional development that is imminent, and
- Projection of the inevitable cut-through traffic that will result from greater congestion on the major roads...for both MP and Atherton.

P.91 of the DEIR (P.3-13) says:

"The Project would likely affect intersections that were not previously evaluated under the Specific Plan EIR and could potentially impact pedestrian and bicycle facilities and transit load factors. Because the Project would potentially affect intersections not evaluated in the Specific Plan EIR, these topics require further environmental review in the Infill EIR."

20.5 The Project is on the edge of Atherton, but the impact on Atherton streets was not adequately examined. Clearly there will be impact on these streets, so MP should provide Atherton and Caltrans the appropriate fees to contribute towards mitigation. On the Atherton Transportation Committee, we spend most of our time discussing cut-through traffic. It is well-understood that cut-through traffic is a direct consequence of congestion on larger streets (collectors & arterials). Inaction to mitigate that congestion should be viewed as willful acceptance of cut-through traffic. Traffic calming measures to deal with cut-through traffic are folly when the root cause is not addressed. Do not be mad at the drivers who cut through (so long as they are driving safely); any ire should be directed at the members of government who failed to address the CAUSE of problem when they could have.

20.6 Additional traffic lights are planned mitigations. Menlo Park should consider roundabouts in lieu of traffic lights (and stop signs) due to their having about half the accident rate and 10% of the fatality rate of traffic lights and stop signs. They also have much better throughput than stop signs.

20.7 I might have missed it, but Menlo Park should plan to increase Caltrain parking for both cars and bikes. It would be great if the parking lots for cars at The Project could be made available to the public for that purpose. As traffic congestion in the region worsens, Caltrain ridership will probably increase, so lots of extra parking would be a positive externality.

I philosophically disagree with the term "unavoidable" in the following from the same page as above (p.91) (and similarly used all over the report):

"The development under the Specific Plan was determined to result in significant and unavoidable impacts to area intersections and local roadway segments..."

20.8 There are always things that can be done, so it is avoidable. If someone thinks that it's too expensive, then the analysis of the value of commuters' time will not have been done properly and/or the development impact fees were not set high enough. Nothing should be off the table. Tunnels may ultimately be the answer. They can be financed with Fastrak and developer impact fees.

20.8  
Cont. | Decades ago, when Menlo Park refused to allow the Willow Expressway to be built, it doomed itself to worse congestion than most other towns on the peninsula. It needs to deal with the consequences by trying harder to mitigate them, or denying itself such growth; but by not saying alas, it's "unavoidable."

Respectfully ,

-Gary Lauder



## **Gary Lauder's Position on Development in Downtown Menlo Park**

Updated 7/15/14

Since this is the best place on earth to live and work, it's no surprise that others would like to do so too. I too was an immigrant to this area in 1988, so I am sympathetic to the urge to move here. The out-of-control housing prices are partly a result of a lack of development, so adding to our housing supply will help THAT issue. It's an important issue, especially for teachers and other workers who are not earning the salaries of engineers and should not have to live a long commute away. Unfortunately, the housing cost issue is only one issue of several. It is also the case that the SF Bay area has the second worst traffic in the nation...after Los Angeles. So California has the dubious honor of occupying slots 1 & 2.

### **Why not build what's been proposed?**

I always thought that the government would look out for our interests and only allow incremental development that the system can handle. Having driven through downtown Sunnyvale a few years ago, I was shocked to see that the town had allowed tall office buildings to be built right to the property line, thereby creating urban canyons in the middle of this suburb...in some cases right across the street from single-family dwellings. This is proof that perhaps government does not always get it right and prevent inappropriate development...at least from this outsider's perspective. Perhaps they wanted to completely change the character of the area? If Menlo Park wants to do that, it should publicly have that dialog PRIOR to allowing the development. At least Sunnyvale had or created the road infrastructure to support the increased level of traffic.

### **Comparison to Menlo Park traffic.**

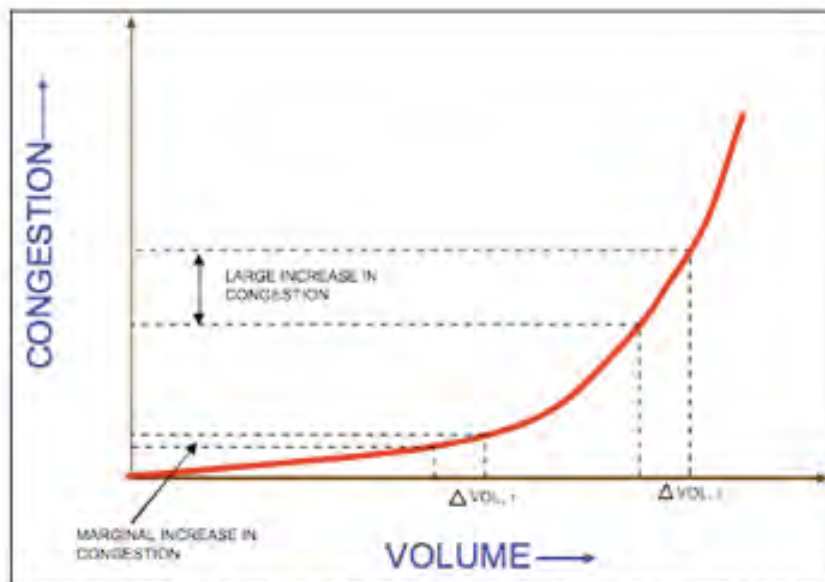
Sunnyvale's downtown is heavily vascularized with arterial roads such as Central Expressway. Even Mathilda Avenue, the street along which the above-mentioned development occurred, has 5 lanes in a single direction (including turning lanes) in places. By contrast, El Camino Real has bumper-to-bumper traffic at both peak commute times and for several hours each. The congestion is not only there, but along all of the roads that provide access to and from 101 & 280. Those roads are not only in Menlo Park, but also in the adjacent towns of Atherton and Palo Alto. A few years ago, during a discussion of whether to install a roundabout in Atherton to alleviate a congested intersection, one of the objections raised by a city council member is that most of the people inconvenienced by the intersection are not Atherton residents (the implication being that we should not invest our scarce funds for others' passing through). This logic is replicated across multiple towns, which is one of the main reasons why we have such awful traffic. Clearly the traffic-alleviation decision-making should be raised to a higher level in the state where it can take into consideration all citizens' interests. Since that is not about to happen, and the 3 towns whose roads service this development have not indicated that they plan to do ANYTHING to alleviate the existing traffic, this raises the issue of how much traffic impact is likely?

There is a plan to do some studies of prospective traffic and mitigation possibilities, but they are far from done. It is absurd to approve this project prior to having completed those. They have only begun them. Here's a sample:

The 3/7/14 Traffic Conformance study on the 500 ECR project cited over 400 net new trips generated during the AM peak hour. That may not sound like a lot, but consider the following: in the kind of traffic which is typical of that time, the 400 cars would stretch over 2 miles if they were in the same lane<sup>1</sup>. Consider that one lane of ECR has a capacity of about 1,200-1,500 cars/hour, and that this is just one development of many to come. The incremental traffic has to be understood in the context of the pre-existing congestion.

### **The non-linearity of traffic congestion**

As additional cars are added to a road or intersection, since the throughput is limited, the congestion (queue) grows in a non-linear way.



**Figure 1: Illustration showing the effect of incremental vehicle volume on congestion.**

From: <http://www.examiner.com/article/why-aaa-is-wrong-about-congestion-and-bike-lanes>  
The same thing happens in communications systems. The roads of the area are already heavily congested, so the additional traffic will materially increase the delays, especially when taken together with the future development of MP's existing vacant lots. See this TED talk for further explanation:

[http://www.ted.com/talks/jonas\\_eliasson\\_how\\_to\\_solve\\_traffic\\_jams](http://www.ted.com/talks/jonas_eliasson_how_to_solve_traffic_jams)

This has several implications:

- 1) minor improvements can have major positive impact
- 2) minor increases in trips can have major negative impact

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<sup>1</sup> 2 miles / 400 cars = 26.4 ft/car => about 10 ft between cars. This is different than the version of this document posted earlier today which only said "over a mile."

- 3) the last ones in have disproportionate adverse impact
- 4) therefore they should bear most of the costs of offsetting THEIR impact.

This project is only the first of many since there are several major undeveloped lots along El Camino Real (and eventually existing structures will get replaced by higher density buildings). It should be assumed that they all will be developed to the max w/o respect to the traffic impact unless the city of Menlo Park deals with this more holistically. Put another way, the incremental traffic and congestion imposed on others is a classic externality (as is pollution). The solution should not be to totally preclude development, but rather to internalize those external costs by imposing Development Impact Fees<sup>2</sup>. In other communities, such fees amount to about \$4,000 per incremental bed for residential units. The cost to developers of this would be a small fraction of their total costs. Since some of the external costs will be borne by the adjacent towns of Palo Alto and Atherton, those fees should be shared with them. It is not the developers' fault that the congestion is such that the curve is becoming vertical, but it is the context that everyone has to deal with, and it appears that it is not being dealt with. The road infrastructure should PRECEDE the development, or at least be planned simultaneously such that the fees can be calculated and included as a condition for approving the development. As it stands, the traffic planning is an afterthought. That means that if such plans ever get completed and executed, it is unlikely to have been paid for by the developers who should rightfully bear their own costs. As a member of the Atherton Transportation Committee, I can attest to the fact that this issue has not come before us.

There are a number of techniques available to improve traffic flows. They include:

- 1) Roundabouts (improves safety, traffic flow at intersection and road throughput),
- 2) Moving on-street parking to off-street, (e.g. by building parking structures)
- 3) Widening roads, dedicated turn lanes,
- 4) Improving the attractiveness of public transit and biking

Until the government develops:

- 1) the wisdom to figure out how to increase road capacity (there ARE ways),
- 2) the will to implement them,
- 3) the resources to implement them (derived from those parties who are bringing the incremental traffic),

then ALL major development should be opposed. This is partly to prevent further erosion of quality of life due to traffic congestion, and partly to get real estate developers to advocate for the proper road upgrades to enable further development. Development is not the problem, congestion, urban canyons and related unintended consequences of it are. I believe that development can and should happen, but only if done with a holistic partnership with enlightened government that uses these

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<sup>2</sup> Under CA's "Mitigation Fee Act" which created Government Code §§ 66000-66025 "...for the purpose of defraying all or a portion of the cost of public facilities related to the development project."

<http://www.impactfees.com/publications%20pdf/short%20overview.pdf>

opportunities to prevent further erosion of our quality of life due to unmitigated congestion. There ARE mitigation possibilities.

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About the author: Gary Lauder is an Atherton resident who has had a lifelong interest in traffic alleviation due to having had too much time to think about it while sitting in it. Some of his views that pertain to this issue are in this TEDx talk: <http://www.youtube.com/watch?v=eLK4UlyBVI> , which was a sequel to this: [http://www.ted.com/talks/gary\\_lauder\\_s\\_new\\_traffic\\_sign\\_take\\_turns](http://www.ted.com/talks/gary_lauder_s_new_traffic_sign_take_turns)  
Switching back to the first person: I don't have much bandwidth for engaging in e-mail dialogs on this, but if the spirit moves you, my e-mail can be easily found.

## 20. Gary Lauder (letter dated April 4, 2016)

- 20.1 *The commenter notes that substantial transportation improvements in throughput of streets and intersections will be needed.* The Draft Infill EIR transportation analysis identified the potential impacts on streets and intersections (see Impacts TRA-1 through TRA-6). The comment does not concern the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft Infill EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project. Accordingly, no further response is necessary.
- 20.2 *The commenter notes that traffic congestion delay is not linear, that an equitable share calculation is linear, and that non-linear incremental delay should be analyzed.* The comment mischaracterizes the analysis in the Draft Infill EIR as relying on "linear" calculations to model traffic volumes and associated delay. Traffic analysis at study intersections is actually based on non-linear equations that calculate delay according to several factors, including traffic volume, roadway capacity, signal timing, presence of pedestrians, and other factors. As a result of the non-linear relationship and calculations, intersection delay can increase quite a bit when only a few vehicles are added to a particular critical movement, or it may not change much at all even though there are many vehicles added to a non-critical movement. Therefore, the discussion of traffic impacts included in the Draft Infill EIR adequately analyzed the Project's potential environmental effects related to traffic.
- 20.3 *The commenter notes that Appendix 3.1-C includes LOS tables that have blank spaces and believes that some of the "no significant impact" conclusions should have been "significant."* The blank spaces are on lines that show individual movements at intersections (such as eastbound or westbound), whereas the determination for a potentially significant impact for each intersection is noted on the top line for each intersection. The intersection LOS tables have been checked against the analysis model output and have been confirmed as correct with respect to how they are presented as well as the findings (yesses versus noes). Therefore, no corrections or modifications to the Draft Infill EIR are necessary in response to this comment.
- 20.4 *The commenter notes that additional development and cut-through traffic analysis is not included in the Draft Infill EIR analysis.* Regarding additional development, the Draft Infill EIR analysis includes traffic that would be generated by the approved developments that were identified in the near-term scenario; for the cumulative scenario, it includes traffic that would be generated by developments that are currently pending approval as well as a growth rate of 1 percent per year to account for growth in regional traffic. A list of the developments was provided by the City of Menlo Park and is noted in Table 3.1-16 of the Draft Infill EIR. In addition, C/CAG model forecasts between base year 2013 and future year 2040 were reviewed. It was found that the C/CAG model forecasts traffic growth within the study area to be less than 1 percent per year. Therefore, the 1 percent growth rate used in the analysis provides a conservative estimate.

In the Draft Infill EIR analysis, the routing of trips along local and regional roadways is a process known as *trip assignment*. The trip assignment is based on engineering principles and judgment at the time of analysis. Several routes were selected to assign Project-generated trips to several gateways, based on the most likely paths of travel, considering travel time, distance, Project driveways, and intersection operations along the travel routes. These assumptions were also reviewed by City staff members, per the City's TIA guidelines, prior to incorporation into the

Draft Infill EIR transportation analysis. The potential effect of Project-generated trips is noted in the Draft Infill EIR's intersection and roadway segment analysis, which includes local roadways as well as collectors and minor arterials (see TRA-1 through TRA-6).

Development EIRs in Menlo Park focus on impact assessment, based on Appendix N (Infill Environmental Checklist) of the CEQA Guidelines and the City's more detailed local criteria, standards, and significance thresholds. Some items are not directly discussed because they are non-CEQA items, such as existing congestion, potential future congestion, or potential use of alternate routes by vehicles. However, these items have been factored into the analysis in other ways. One measure of congestion, for example, is delay at study intersections, and this is analyzed and reported in EIR transportation reports. Regardless, differences in travel time are not typically provided in EIR transportation reports.

With respect to cut-through traffic, vehicles can use any public street, and motorists can choose their own path of travel. The Draft Infill EIR analyzed travel routes to and from the Project site that distribute traffic to surrounding streets, including streets that have been classified as local, collector, and minor arterials, based on available data from travel forecast models. Therefore, the Draft Infill EIR analysis made informed assumptions about travel paths, based on the Project's location, traffic operations on the likely travel paths leading to and from major roadways, and the City's TIA guidelines (see Appendix 3.1-A of the Draft Infill EIR) and as documented in the Draft Infill EIR in Table 3.1-11. Accordingly, the Draft Infill EIR analyzed traffic impacts on streets that were determined to be most likely to carry Project traffic. An additional stand-alone cut-through traffic analysis is not required.

- 20.5 *The commenter also notes that there are items that were not analyzed in the Specific Plan EIR that require further environmental review in the Infill EIR and suggests that Menlo Park and Caltrans contribute fees toward mitigation, particularly to address cut-through traffic.* There were transportation items that were not analyzed in the Specific Plan EIR but were included in this EIR analysis so that the potential Project-specific impacts could be identified, including impacts on intersections, roadway segments, and other items. In addition, the Project's transportation mitigation responsibilities, whether physical improvements or contributions toward impact fees or fair-share payments, have been identified in the Draft Infill EIR in Table ES-1.
- 20.6 *The commenter suggests that Menlo Park consider roundabouts in lieu of traffic lights and stop signs.* The City does not have a formal policy to consider roundabouts, but as a matter of course, it evaluates proposed traffic control devices (stop signs, traffic signals, and/or roundabouts) on a case-by-case basis. Generally, roundabouts require locations with an adequate right-of-way where traffic volumes would not exceed the roundabout's capacity. For purposes of this EIR, at the potentially affected study intersections, roundabouts are not feasible for incorporation as a mitigation measure, based on their geometric and operational requirements.
- 20.7 *The commenter suggests that Menlo Park consider additional parking at the Caltrain station for cars and bicycles.* For qualified infill development such as the Project, parking is not considered an impact on the environment, pursuant to Public Resources Code Section 21099(d); however, a discussion of parking was provided in the Draft Infill EIR for informational purposes. Because the Project would not result in a significant impact with respect to parking, there is no nexus between the Project's impacts and adding parking for the Caltrain station on the Project site.

- 20.8 *The commenter disagrees with the term “unavoidable.”* As explained on pages 3-4 and 3-5 of the Draft Infill EIR, in accordance with Section 15022(a) of the CEQA Guidelines, the City of Menlo Park uses impact significance criteria designated by CEQA and the CEQA Guidelines (Appendix N). These criteria are used to evaluate Project impacts throughout the document. For each impact identified, a level of significance is determined. *No impact* includes situations where there is no adverse effect on the environment. *Less-than-significant* impacts include effects that are noticeable but do not exceed established or defined thresholds and do not need to be mitigated below such thresholds. *Significant* impacts include effects that exceed identified thresholds. For each impact that is identified as being significant, the Draft Infill EIR considers whether feasible mitigation is available to avoid or minimize the impact. If the identified feasible mitigation measures would reduce the impact to a less-than-significant level, then this is stated in the Draft Infill EIR. However, if the mitigation measures would not diminish the effects to a less-than-significant level, then the Draft Infill EIR classifies the impacts as *significant and unavoidable*. This terminology is consistent with Appendix N of the CEQA Guidelines. Because no feasible mitigation is available to reduce impacts that have been identified as significant and unavoidable to below the threshold of significance, no edits to the Draft Infill EIR have been made.
- 20.9 *The commenter included an attachment.* This attachment, written in July 2014, is not a direct comment on the Project but rather a comment on the general nature of growth in downtown Menlo Park. The attachment does not raise issues specific to the Draft Infill EIR. Please refer to Response 20.2, above.

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVE  
SAN FRANCISCO, CA 94102  
(415) 703-3722



April 11, 2016

Thomas Rogers  
City of Menlo Park  
701 Laurel Street  
Menlo Park, CA 94025  
[throgers@menlopark.org](mailto:throgers@menlopark.org)

Re: Notice of Completion  
1300 El Camino Real Greenheart Project  
SCH # 2014072028

Mr. Rogers:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

21.1 The project is located adjacent to the Caltrain mainline tracks, which include the following at-grade highway-rail crossings:

- Encinal Avenue (CPUC No. 105E-28.40, DOT No. 754988Y)
- Glenwood Avenue (CPUC No. 105E-28.60, DOT No. 754989F)
- Oak Grove Avenue (CPUC No. 105E-28.80, DOT No. 754990A)
- Ravenswood Avenue (CPUC No. 105E-29.00, DOT No. 754991G)

Caltrain operates 92 passenger trains and Union Pacific Railroad operates 4 freight trains per day at a maximum speed of 79 miles per hour over the crossing.

The following are our comments on the Oak Grove Avenue crossing:

- The development is located in close proximity to the rail crossing;
- The project proposes an intersection immediately south of the rail crossing. Intersections adjacent to rail crossings may lead to queueing on the tracks and gate drive-around incidents;
- Complete Caltrain Standard pedestrian treatments, consisting of an automatic pedestrian gate, exit swing gate, and channelization, are not installed on the north side of the crossing (assuming tracks travel north-south) due to right of way issues. Only pull gates with channelization and a flasher were installed;



Ravenswood Avenue, in particular, is a complex rail crossing with a significant accident history while providing access between El Camino Real and Highway 101. This crossing is incredibly complex due to the following conditions:

21.3

- Very high vehicle traffic;
- Close proximity to two traffic intersections, resulting in queues on the crossing in both directions;
  - Very heavy pedestrian use of the crosswalk at the Alma Street and Ravenswood Avenue intersection causes motorists to stop on the crossing;
  - Heavy vehicular traffic at the El Camino Real and Ravenswood Avenue intersection causes motorists to queue back on the rail crossing;
- High train counts and speeds;
- The crossing has had four incidents in the past four years, resulting in two fatalities and two injuries;
- Proximity to the Caltrain station.

The Commission has the following recommendations:

### **Oak Grove Avenue**

21.4

- Signalize the Merrill Street and Oak Grove Avenue with railroad preemption to minimize queueing on the tracks;
- Alternatively, prevent left turns onto Merrill Street or the development by installing a raised concrete median;
- Install complete Caltrain Standard pedestrian treatments at the rail crossing consisting of automatic pedestrian gates, exit swing gates, and channelization in the northeast and northwest quadrants;
- Conduct a traffic study analyzing queuing towards the crossing from El Camino Real as a result of the development. If regular queuing is determined to occur, the Commission recommends railroad preemption be installed at the El Camino Real and Oak Grove Avenue intersection.

### **Ravenswood Avenue**

21.5

- Signalize the Ravenswood Avenue and Alma Street intersection with railroad preemption. Signalizing the intersection and installing railroad preemption will allow pedestrians to traverse the intersection without conflict and provide a clearance phase to allow eastbound motorists to clear the crossing when a train approaches;
- Install railroad preemption at the Ravenswood Avenue and El Camino Real intersection to provide a clearance phase to allow westbound motorists to clear the crossing when a train approaches.

21.6

The Commission and City of Menlo Park staff have had ongoing discussions on the Ravenswood Avenue issues and alternative mitigation measures. Commission staff encourages continued discussion in moving potential mitigation measures forward into

21.6  
Cont.

implementation. The Commission is aware of the City's future plan to grade separate the Ravenswood Avenue rail crossing. The Commission recommends the City condition all development projects to contribute funding towards grade separating the Ravenswood Avenue highway-rail crossing.

If you have any questions in this matter, please contact me at (415) 703-3722, [felix.ko@cpuc.ca.gov](mailto:felix.ko@cpuc.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Felix Ko". The signature is fluid and cursive, with a long horizontal stroke at the end.

Felix Ko, P.E.  
Utilities Engineer  
Rail Crossings and Engineering Branch  
Safety and Enforcement Division

C: State Clearinghouse

## 21. California Public Utilities Commission (letter dated April 11, 2016)

- 21.1 *The commenter notes that the Project is located adjacent to the Caltrain station's mainline tracks and at-grade crossings and there are 92 passenger trains per day.* Page 3.1-64 of the Draft Infill EIR presents an analysis of potential railroad grade-crossing impacts. Daily Project-generated trips on Glenwood Avenue, Oak Grove Avenue, and Ravenswood Avenue would total 114, 716, and 141, respectively. An increase in the number of vehicular trips on these roads would result in additional queuing at the railroad gates and surges in traffic at downstream signals. The added traffic would result in increased potential for conflicts and safety concerns, as noted above, resulting in a potentially significant impact.

The existing railroad crossings meet current requirements, but additional improvements are possible that are not related to the Project. The City is currently working with Caltrain and the Public Utilities Commission on a Grade Crossing Hazards Analysis, which will help identify these potential improvements. As stated in TRA-10.1, the project will be responsible for partial mitigation measures to maintain the visibility of the "keep clear" zones.

- 21.2 *The commenter notes the location of the development and railroad field equipment.* Please refer to Response 21.1, above.

- 21.3 *The commenter points out the Ravenswood Avenue railroad grade crossing and conditions associated with this location.* The comment does not concern the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft Infill EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, including those associated with railroad grade crossings. Accordingly, no further response is necessary.

- 21.4 *The commenter suggests recommendations for the Oak Grove Avenue railroad grade crossing for vehicles and pedestrians, including a traffic signal, turn restrictions, pavement treatment, and an analysis of queues.* The Draft Infill EIR concluded that the impact on railroad crossings, associated with additional vehicles crossing the railroad tracks, would be significant and unavoidable and recommended the partial mitigation measures in TRA 10.1(b). The additional recommendations noted in the comment would not reduce the impact to a less-than-significant level or would have secondary impacts that would need to be evaluated in a separate analysis. The commenter's suggestion of a traffic signal at Merrill Street and Oak Grove Avenue is discussed in the Draft Infill EIR but is not considered feasible for the reasons cited in TRA-1.2(c) (proximity to railroad tracks and possible queues across the tracks). In addition, a traffic signal with railroad preemption at this location could back up traffic through the El Camino Real/Oak Grove Avenue intersection. With respect to turn restrictions, recent City analysis at Alma Street/Ravenswood Avenue found that signs that restrict peak-hour turns were ineffective because motorists continue to make restricted turns. Other turn restrictions and temporary medians also divert traffic during their hours of operation. To eliminate this situation, a permanent median barrier was constructed to physically restrict unwanted maneuvers.<sup>5</sup> Because a full-time physical restriction is not warranted at Oak Grove Avenue, the City finds that a signed turn restriction during peak hours would be ineffective and not feasible with respect to

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<sup>5</sup> For City staff reports on the median barrier see: <http://www.menlopark.org/DocumentCenter/View/7070> and <http://www.menlopark.org/DocumentCenter/View/9770>.

mitigating the impact. Overall, with respect to issues associated with railroad grade crossings, the City is currently working with Caltrain and the Public Utilities Commission on a Grade Crossing Hazards Analysis, which would help address deficiencies.

- 21.5 *The commenter suggests recommendations for the Ravenswood Avenue railroad grade crossing, including traffic signals with railroad preemption.* The Draft Infill EIR recommended partial mitigation measures at this location, including replacing the time-of-day turn restrictions with a physical barrier to inhibit turns on the northbound and southbound Alma Street approaches to Ravenswood Avenue and roadway improvements to improve the visibility of “keep clear” zones when approaching the railroad tracks. Based on CEQA LOS significance criteria, the intersection of Ravenswood Avenue at Alma Street is not anticipated to be significantly affected; therefore, mitigation is not warranted. The additional recommendations noted in the comment would not reduce the impact to a less-than-significant level and would have secondary impacts that would need to be evaluated in a separate analysis. For example, a new traffic signal with railroad preemption at this location could result in queues that would extend back through El Camino Real and Ravenswood Avenue, which is an affected intersection that would be mitigated under TRA-1.2(d). Ultimately, the intersection of Ravenswood Avenue and Alma Street will be grade separated as part of a separate project.
- 21.6 *The commenter points out the Public Utilities Commission and the City of Menlo Park have had ongoing discussions regarding railroad grade crossings and encourages continued discussion. Also, the commission recommends the City condition all development projects to contribute funding toward grade separating the Ravenswood Avenue highway/rail crossing.* Please refer to Response 21.3, above. Note that the City’s current TIF program does not include the grade separation project nor has the City identified a fund for the project so there is no mechanism to collect fees for the grade separation project.

CITY OF MENLO PARK  
PLANNING COMMISSION

DRAFT INFILL ENVIRONMENTAL)  
IMPACT REPORT (EIR) )  
STATION 1300 PROJECT )  
\_\_\_\_\_ )

PUBLIC MEETING  
PRESENTATION and COMMENT PERIOD  
REPORTER'S TRANSCRIPT OF PROCEEDINGS  
MONDAY, MARCH 21, 2016  
MENLO PARK CITY COUNCIL CHAMBERS

Reported by: MARK I. BRICKMAN, CSR RPR  
License No. 5527

1 ATTENDEES  
2 THE PLANNING COMMISSION:  
3 John Onken - Chairperson  
4 Katherine Strehl - Vice Chairperson  
5 Katie Ferrick  
6 Larry Kahle  
7 John Kadvany  
8 Susan Goodhue  
9  
10 THE CITY STAFF:  
11 Thomas Rogers - Principal Planner  
12 Kyle Perata - Senior Planner  
13 Kristiann Choy - Transportation Division  
14 Barbara Kautz - Contract City Attorney  
15 SUPPORT CONSULTANTS:  
16 Margaret Netto - General Contract Planner  
17 Mark Spencer - W-Trans Transportation Consultant  
18 Erin Efner - ICF International  
19  
20 ---o0o---  
21  
22 BE IT REMEMBERED that, pursuant to Notice  
23 of the Meeting, and on March 21, 2016, 7:22 PM at the  
24 Menlo Park City Council Chambers, 701 Laurel Street,  
25 Menlo Park, California, before me, MARK I. BRICKMAN, CSR  
No. 5527, State of California, there commenced a Planning  
Commission meeting under the provisions of the City of  
Menlo Park.  
---o0o---

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1 MEETING AGENDA  
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1 CHAIR ONKEN: We can move on to item F4 this  
2 evening. This is -- item F4 is the Draft Infill  
3 Environmental Impact Report for 1300 El Camino Real,  
4 which is also called 1300 El Camino Real 550 to 580 Oak  
5 Grove Avenue, 540 to 570 Derry Lane.  
6 I won't read the project description, but  
7 suffice to say that the Draft EIR, that we'll take it  
8 from the project presentation.  
9 Thomas, would you like to add anything to the  
10 staff report at all?  
11 MR. ROGERS: Thanks. I'll start it off and  
12 kick it over to our environmental consultant.  
13 So just a few introductory remarks. This is  
14 the Environmental Impact Report, Draft Infill  
15 Environmental Impact Report for the Station 1300 Project.  
16 This project has also been known as the 1300 El  
17 Camino Real Project or the Greenheart Project. The  
18 applicant has rebranded it as Station 1300 which does  
19 account for the fact that it has frontage on multiple  
20 streets. So that's what we're going forward just for  
21 clarity.  
22 There are two items on the agenda tonight.  
23 First is regarding CEQA, which is the California  
24 Environmental Quality Act. The purpose of CEQA in  
25 general is the informational source to provide

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1 information, data in forms different -- different  
2 actions. It doesn't necessarily dictate a certain  
3 outcome for any particular project.  
4 This project regardless of the EIR still has to  
5 go through multiple review steps and final action items  
6 that are not happening tonight.  
7 The only things that are happening tonight are  
8 the presentation and comment period for the Draft EIR as  
9 well as the Final Study Session.  
10 This particular EIR is a new type of EIR for  
11 the Commission and the public. It's called the Infill  
12 Environmental Impact Report, and that is reflective of  
13 the fact that the El Camino Real Downtown Specific Plan  
14 did include a program with the EIR.  
15 In most attributes, most environmental topic  
16 areas regarding this project were adequately addressed in  
17 that previous program of the EIR.  
18 However, certain topic areas were not, and so  
19 that's why we have a new document tonight, but it's a  
20 little bit more streamlined, a little bit shorter, if you  
21 can believe that, than some other Environmental Impact  
22 Reports.  
23 It is worth noting -- and we'll talk about this  
24 in more detail -- it does include full traffic analysis,  
25 which I know is an area of -- of concern and interest for

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1 a lot of folks. So we'll get into that in more detail.  
 2 The agenda item tonight will start off with the  
 3 presentation from our -- our consultant, impact report  
 4 consultants, including our traffic consultation.  
 5 You see Erin Efner as well as Mark Spencer over  
 6 at the other table. Kristiann Choy from our  
 7 Transportation Division will also be joining us.  
 8 I am also assisted by our Contract City  
 9 Attorney Barbara Kautz directly next to me, as well as  
 10 Margaret Netto who's assisting as a general contract  
 11 planner on environmental topics for the City.  
 12 She hasn't come to all the meetings, but she's  
 13 been the source behind a lot of the Specific Plan  
 14 checklists that you've seen for projects like the other  
 15 133 Encinal report.  
 16 So that -- that's a project where everything  
 17 associated with the environmental impacts were completely  
 18 analyzed in the Specific Plan outline.  
 19 So we have a statement of fact to that effect  
 20 with the staff reports. And so she's well-versed in  
 21 this, as well.  
 22 We do have a Study Session, a General Study  
 23 Session following this, and I'll give you a couple of  
 24 brief introductory remarks in advance of that.  
 25 In general, it seems like when you had these in

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1 the past, a lot of comments are more directed towards the  
 2 Study Session than the Draft Environmental Impact Report,  
 3 but I would say that if you're in doubt about whether  
 4 your comments are related to the EIR, go ahead and make  
 5 them and we'll sort it out on our end.  
 6 We do have a court reporter transcribing this  
 7 portion of the meeting, and also of note it's not the  
 8 last opportunity to comment tonight.  
 9 So if you've got some things bubbling around,  
 10 you want to get some information and you want to ask to  
 11 key some questions, that's fine.  
 12 We also have -- accept written comments through  
 13 April 4th. That's Monday April 4th through the end of  
 14 business, which is 5:30 PM.  
 15 Those can come in to me through e-mail. Not by  
 16 chance, but I'm going on vacation tomorrow, but all --  
 17 all items of correspondence will be accepted.  
 18 If any questions come up, you'll get an out-of-  
 19 office comment, and Margaret can coordinate on those, but  
 20 otherwise, those comments will be accepted and then  
 21 collected for response and Final EIR.  
 22 Erin will talk a little bit more about what the  
 23 steps are in the environmental stage, but I just wanted  
 24 to make the overall point of there's no project actions  
 25 tonight. The Commission does not need to make any sort

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1 of group action.  
 2 And so with that, I'll kick it over to Erin.  
 3 Thank you.  
 4 MS. EFNER: Thanks, Thomas.  
 5 Good evening, Commissioners, members of the  
 6 public. Thank you to coming to the 1300 El Camino Real  
 7 Draft EIR Public Hearing.  
 8 My name is Erin Efner. As Thomas mentioned,  
 9 I'm with ICF International who prepared the EIR for  
 10 the -- for the project. I'm here with Mark Spencer for  
 11 W-Trans.  
 12 My presentation will cover the environmental  
 13 review process. I'll also provide a brief overview of  
 14 the project and explain how the different comments and  
 15 also describe the next steps.  
 16 We are currently as Thomas mentioned in the  
 17 Draft EIR Public Comment phase of the environmental  
 18 review process.  
 19 Comments are really most helpful during this  
 20 phase when they consider the environmental impact of the  
 21 project and provide recommendations for how they might  
 22 reduce impacts of the project as well as addressing  
 23 adequacy of the environmental documents.  
 24 So although my presentation does include a  
 25 brief overview of the project, I would like to note that

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1 the focus of tonight's meeting is really not on the  
 2 merits of the project, but rather the impacts of the --  
 3 of the project's environment and the adequacy of the  
 4 document.  
 5 So as we mentioned, the EIR team consists of  
 6 the City of Menlo Park as a lead agency, meaning they  
 7 have primary responsibility for carrying out the project.  
 8 ICF is the lead environment at consultant, and as we  
 9 mentioned, W-Tran is the transportation consultant.  
 10 The project is a six -- on a 6.4 acre site in  
 11 the City, currently contains seven buildings,  
 12 approximately 22,000 square feet fronting on Derry Lane,  
 13 Oak Grove and El Camino Real.  
 14 The project site is within the El Camino Real  
 15 Downtown Specific Plan area, and as everyone knows, the  
 16 EIR for the Specific Plan was certified in 2012.  
 17 In addition, portions of the site were analyzed  
 18 under previous CEQA documents. The Derry Lane Mixed Use  
 19 Project EIR was certified in 2006, but the approvals for  
 20 that are no longer valid.  
 21 The 1300 El Camino Real/Sand Hill Project EIR  
 22 was certified in 2012, but because this project is  
 23 substantially different from what was evaluated in that  
 24 EIR, the CEQA analysis now evaluates the whole of the  
 25 project and does not rely on any previous approvals.

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1 The project sponsor Greenheart Land Company is  
 2 proposing to redevelop the project site with a mixed use  
 3 development. It would demolish the existing structures  
 4 on the site and develop approximately 420,000 square feet  
 5 of mixed uses.  
 6 In total, the project would include three mixed  
 7 use buildings four stories in height, a surface parking  
 8 lot, underground parking, onsite linkages, landscaping  
 9 and a public park.  
 10 The uses of the project site would consist of  
 11 approximately 200,000 feet of non-medical office space in  
 12 two buildings, 200,000 square feet of residential space  
 13 up to 202 units in one building, and up to 30,000 square  
 14 feet of community serving space throughout the project  
 15 site.  
 16 Also, there are 1,000 parking spaces proposed,  
 17 both in the parking garage and the surface parking lot.  
 18 As I said, the project will remain within the  
 19 Specific Plan Area. The project development parameters  
 20 are consistent with the development anticipated in the  
 21 Specific Plan.  
 22 So the CEQA analysis for this project  
 23 demonstrates consistency with SB 226, which is CEQA's  
 24 steamlining for the whole project.  
 25 SB 226 was developed by the legislature to

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1 following approval, a Notice of Determination filed  
 2 finishing the CEQA process.  
 3 An Infill -- Infill Environmental Checklist was  
 4 prepared for the project pursuant to SB 226. It was  
 5 released along with the NOP in July -- in July 2014 with  
 6 the Specific Plan EIR.  
 7 The checklist also applies to mitigation  
 8 measures and uniformly applicable development policies  
 9 for the Specific Plan.  
 10 To determine that the project would have the  
 11 effect of either, one, not been analyzing the Specific  
 12 Plan EIR; or two, a more significant than described in  
 13 the prior EIR.  
 14 Since there are impacts that could be  
 15 significant, a new Infill EIR is required.  
 16 The Draft EIR comments mentioned were  
 17 identifying physical impacts on the environment using the  
 18 analysis conducted by the traffic EIR team.  
 19 The EIR is also used to inform the project  
 20 prior to approval, identified direct, indirect and  
 21 cumulative impacts, recommend ways to reduce impacts and  
 22 alternatives to less than identified physical impacts.  
 23 So as shown here, the Draft EIR analyzed  
 24 transportation, construction, air quality, hazardous  
 25 materials and traffic lanes.

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1 eliminate repetitive analysis of the effects of a project  
 2 where -- where they were previously analyzed in a  
 3 programmatic level in the EIR.  
 4 SB 226 was applicable to the project because  
 5 the project proximity to the Caltrain station, but it's  
 6 not necessarily applicable to all projects within the  
 7 Specific Plan area.  
 8 Other ways the projects meets the threshold of  
 9 SB 226 is the inclusion of renewable energy. It's in a  
 10 low travel vehicle area and also consistent with Plan Bay  
 11 Area.  
 12 So the slide shows an overview of the CEQA --  
 13 of the general steps involved with the CEQA project. The  
 14 overview was released July 2014.  
 15 Following the close of the NOP comment period,  
 16 we prepared a Draft Infill EIR. It was released last  
 17 month on February 18th, and as Thomas mentioned the  
 18 comment period closes on April 4th.  
 19 A Final EIR will then be prepared that will  
 20 address all the comments we receive during the Draft EIR  
 21 review period.  
 22 A certification meeting -- a certification  
 23 hearing will be -- for the Final EIR will be held for  
 24 Planning Commission and City Council, and then after the  
 25 EIR certifies the project, it can be approved, and

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1 In addition, EIRs are required to describe a  
 2 reasonable range of alternatives to a project or the  
 3 location of a project.  
 4 SB 226 does have some relief to -- to do a  
 5 full-blown alternative analysis, and it relieves one  
 6 from having to do an analysis -- an alternative analysis  
 7 based on location, building densities or reduced  
 8 intensities.  
 9 In this case, due to the unique feature of the  
 10 site, the City elected to perform a full analysis. That  
 11 included a -- a no project alternative, which is existing  
 12 parcels remaining as is.  
 13 A base level -- and this rolls right off the  
 14 tongue. A base level maximum alt -- alternative, which  
 15 would reduce office square footage by 35,000 square feet,  
 16 reduce residential square footage by 62,000 square feet  
 17 and communities serving uses by 15,000 square feet.  
 18 The second full alternative was a base level  
 19 maximum residential alternative which reduced office  
 20 square footage by 1,000 -- a hundred thousand square  
 21 feet, increased residential by 4,000 square feet and  
 22 reduced community serving by 16,000 square feet.  
 23 The Draft EIR identifies and classifies  
 24 environmental impacts as significant, less than  
 25 significant or no impact.

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1 For each impact identified as significant, the  
 2 EIR -- the initial EIR provides mitigation measures to  
 3 reduce, eliminate or avoid a number of impacts.  
 4 If mitigation measures would successfully  
 5 reduce the impact to less than significant level, it's  
 6 stated in the Infill EIR.  
 7 However, if mitigation would not reduce to a  
 8 less than significant level, then the EIR classifies it's  
 9 less than significant and unavoidable.  
 10 Mitigation measures would product the following  
 11 effects of less than significant impacts on bicycle and  
 12 pedestrian facilities, exposure of sensitive receptors to  
 13 adverse health risks, routine hazardous material use and  
 14 accidental release of hazardous materials.  
 15 The Draft Infill EIR identifies impacts that  
 16 will remain significant, unavoidable even after  
 17 implementation of proposed mitigation measures.  
 18 As a result, the City will need to determine  
 19 whether to approve the project as approved, and if so,  
 20 provide the rationale for approval in a Statement of  
 21 Overriding Considerations.  
 22 Significant unavoidable impact relate -- of the  
 23 project were identified related to traffic, and Mark  
 24 Spencer will talk a little bit more about those.  
 25 MR. SPENCER: Good evening. As Erin

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1 study intersection such as Facebook or projects on  
 2 Commonwealth or wherever they might be throughout the  
 3 area, and then also a cumulative 2040 analysis that  
 4 includes area-wide buildout.  
 5 That's buildout of the Downtown Specific Plan  
 6 as well as other projects that are in the pipeline, but  
 7 may not be approved or even analyzed yet, but are in a  
 8 regional forecast model.  
 9 The project as proposed would result in a net  
 10 increase of about 3,700 trips per day, including 384 in  
 11 the morning and about 400 in the afternoon.  
 12 That does take into consideration the project's  
 13 location near transit. Also it subtracts the existing  
 14 uses on the site that would no longer be generating  
 15 traffic, so those would come off and get credited, in  
 16 essence, and then you build up to new trips based on  
 17 what's being proposed as part of this project that Erin  
 18 described.  
 19 In addition, we also took a look as described  
 20 in the documentation impacts related to bicycle activity.  
 21 That's also -- that's not only bike facilities, but also  
 22 bicyclists themselves, as well as pedestrian facilities  
 23 and pedestrians, transit.  
 24 There's nearby railroad crossings. There's  
 25 three nearby at-grade crossings that we took a look at.

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1 mentioned, my name is Mark Spencer. I'm a principal  
 2 with -- is this on? I should try that again. I'll try  
 3 that again. Thank you.  
 4 Again, my name is Mark Spencer. I'm a  
 5 principal of W-Trans, and we are responsible under the  
 6 City's direction and ICF to prepare a transportation  
 7 analysis for the environmental document.  
 8 I want to briefly go over what's covered in  
 9 this particular transportation analysis, as Thomas  
 10 mentioned, the full Transportation Impact Analysis that  
 11 was conducted for this specific project, and then I'll  
 12 talk a little bit about what the findings were from that.  
 13 So to begin with, working with it out with City  
 14 Staff, there was a scope of work that covered  
 15 twenty-seven intersections; not all of them just in the  
 16 immediate vicinity, but actually on key corridors around  
 17 the City.  
 18 In addition, we looked at fourteen local  
 19 roadway segments, and then eighteen routes of regional  
 20 significance. Those would be freeways and highways,  
 21 things that the County or Caltrans may require.  
 22 We looked at two analysis horizon years, A  
 23 near-term 2020 condition. That included approved  
 24 projects within the vicinity of the Station 1300 Project.  
 25 But also other projects that would affect the

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1 Traffic signal warnings for unsignalized locations,  
 2 which -- which locations may warrant a signal in the  
 3 future, as well as we took a look at the parking -- not  
 4 only parking requirements, but the applicant's proposed  
 5 shared parking model and how that would work onsite,  
 6 sharing parking between retail and residential uses, for  
 7 example, so you can better utilize the parking resources.  
 8 The next slide we see an overview of the --  
 9 the -- the topics, okay, and this sort of gives an  
 10 organization of what's in the EIR itself.  
 11 The intersections both to the near-term and the  
 12 longer term are covered under Transportation Impacts 1  
 13 and 4. So 1 would be for the near-term, 2020.  
 14 Transportation Impact 4 would be for the longer term  
 15 cumulative.  
 16 Correspondingly for local roadway segments,  
 17 that would be Transportation Impacts 2 and 5. The  
 18 regional roadways, transportation Impacts 3 and 6, and  
 19 then the railway grade crossings. That would be  
 20 Transportation Impact 10.  
 21 You don't see Impact 7, 8 and 9 listed here.  
 22 That would be bicycles, pedestrians, transit. Those can  
 23 be mitigated to a less than significant level. So we  
 24 wanted to highlight these particular topics because they  
 25 stood out a little more than the other ones.

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1 For example, on intersection impacts, of the  
 2 twenty-seven intersections that we looked at, of those in  
 3 the near-term, four of those would be significantly  
 4 impacted, which I think unavoidably impacted, whereas in  
 5 the longer term, 2040, some twenty-four years from today,  
 6 you would be looking at the eleven of the twenty-seven  
 7 intersections. That would be significantly unavoidably  
 8 impacted.

9 Of those, there are recommended partial  
 10 mitigation measures pretty much for every one of those  
 11 intersections.

12 Whether that's a Transportation Demand  
 13 Management Program to lessen the effects, or it's a  
 14 contribution to the City's traffic impact fee or it's  
 15 other sorts of adjustments that might be made  
 16 geometrically, but these are -- they could contribute to  
 17 lessening the effects of the increased traffic, but it  
 18 would not lessen the effects to the extent we could say  
 19 the impact to fully mitigated to a level where it's  
 20 operating back in an acceptable condition or less than  
 21 significant level.

22 However, that doesn't mean they're not ignored  
 23 and that they're addressed in some form.

24 With respect to local roadways, these are  
 25 particularly arterial roadways in local streets within

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1 Menlo Park, which having gone through this several times  
 2 on other EIRs and traffic studies here in the City, Menlo  
 3 Park does have very stringent standards because we want  
 4 to protect neighborhoods.

5 We want to make sure to take a look at how much  
 6 traffic's being added on particular streets and what the  
 7 effect of that may be.

8 With this particular project, we'd be looking  
 9 at five of fourteen local roadway segments that would be  
 10 significant and unavoidably impacted in the short-term,  
 11 and in the longer term, six of those roadway segments.

12 With respect to the regional routes, any of  
 13 those in the near-term and the cumulative condition, four  
 14 of the eighteen routes or actually segments, whether  
 15 those are on 101 or on El Camino, on 280, on 84, We get  
 16 kind of a scale really the way this is being presented at  
 17 this point.

18 With respect to railway grade crossings, all of  
 19 us are familiar with the one right here of course on  
 20 Ravenswood, and the City's addressed that very recently  
 21 in the last six, seven months with the turn restrictions  
 22 and putting in barriers, and we do talk about that as  
 23 part of the -- the documentation.

24 But there's a -- two closer railway grade  
 25 crossings that we have to take a look at closer to the

Page 19

1 project site.

2 In each case, in essence, the idea is if you  
 3 add traffic, no matter how much traffic you add. If you  
 4 add traffic in a sense, you're going to impact that  
 5 location.

6 It is -- the easiest one to look at is black  
 7 and white, so it's a yes or no question. So there are  
 8 things about, you know, looking at a keep clear area and  
 9 potentially looking at like the turn restrictions that we  
 10 have here on Alma.

11 But in essence, if you add traffic to a railway  
 12 grade crossing, you would wind up resulting in an impact  
 13 there. So just an acknowledgement of that.

14 The EIR is a disclosure document. We want to  
 15 disclose everything that would potentially happen as a  
 16 result of the project.

17 That actually is the conclusion of my summary,  
 18 a brief summary of the transportation analysis, but  
 19 during the Study Session, if there are questions or if  
 20 there are questions now, then we can talk about specific  
 21 locations and things in more detail. I'd be happy to  
 22 address those.

23 So with that, I think we have a concluding  
 24 slide.

25 MS. EFNER: Thanks, Mark.

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1 Just to reiterate what Thomas said earlier,  
 2 comments can -- in the Draft EIR can be submitted via  
 3 e-mail, letter, fax to Thomas. You can speak tonight.  
 4 All comments received tonight will be considered and  
 5 responded to in the Final EIR, and as mentioned, comments  
 6 must be received by April 4th.

7 So the next step, compiling the responses to  
 8 comments document. We consider and respond to each  
 9 comment that's received on the EIR. Comments, you know,  
 10 with a -- with a common theme, several commenters may  
 11 be -- might be responded to in one master response.

12 Changes to the Draft EIR will be indicated and  
 13 strike-through underlined and ultimately the responses to  
 14 comments documents in the Draft EIR will constitute to  
 15 the Final EIR.

16 And that concludes our presentation.

17 CHAIR ONKEN: Thank you very much.  
 18 Thomas.

19 MR. ROGERS: Thank you, and that segues into  
 20 the comments that we've received so far. So there were  
 21 two items of correspondence that were attached to the  
 22 staff report. One anonymous.

23 There were also some last minute -- either  
 24 today or over the weekend. One is Commissioner Kadvan's  
 25 question about the -- the high school site which we can

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1 talk about.  
 2 I believe it's a reflection of the fact that  
 3 there's actually two high school projects. One which was  
 4 known when the NOP got going, which was in May, the  
 5 Menlo-Atherton school expansion.  
 6 The other which I don't believe was known when  
 7 the NOP got going in 2014 was the new magnet or  
 8 specialized high school over on Jefferson Drive.  
 9 So I think that's a clarification there, but we  
 10 will certainly take as a comment and clarify it either  
 11 way in the EIR.  
 12 The other e-mails, there was one that arrived  
 13 on Sunday from former Councilmember Steve Schmidt that's  
 14 included and distributed to the Commission.  
 15 Another one arrived from Mitch Slomiak earlier  
 16 today, and then the last item that's been distributed to  
 17 the Commission as well as made available from the public  
 18 is a set of slides that Commissioner Kadvanly prepared  
 19 during the Specific Plan EIR review process.  
 20 So Commissioner Kadvanly asked us to make it  
 21 available. It wasn't something that was particularly  
 22 pointed at, but wanted to be potentially referenced  
 23 during this discussion.  
 24 So staff based on previous projects recommends  
 25 that the Commission open it up for public comments at

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1 this point, close the public comment period and then  
 2 Commission can ask us questions, with us meaning staff,  
 3 consultants as well as other assisting staff members as  
 4 well as -- and then go into Commission comments.  
 5 Sometimes those two items get blurred a little  
 6 bit. We'll -- if they can be cleanly divided, that's  
 7 great. If not, we'll do our best to figure out what's  
 8 comment versus a question.  
 9 And then formally close the public hearing and  
 10 move on to the Study Session.  
 11 With that, I'll kick it back over to the Chair,  
 12 and if you have any procedural questions, I'm happy to  
 13 take a crack at that. At this point otherwise, we  
 14 recommend opening up for public comment.  
 15 CHAIR ONKEN: Well, that's exactly what we'll  
 16 do. I have one -- one card regarding the EIR. Obviously  
 17 there are more coming, but if you'd like to speak to the  
 18 EIR.  
 19 This is your opportunity, and I have three  
 20 cards. The very first one is from Sam Wright, if you can  
 21 come up.  
 22 MR. WRIGHT Mr. Chairman and members of the  
 23 committee, thank you. I'm not sure if actually my  
 24 comment would necessarily be addressed to the EIR or the  
 25 Study Session or both, but I think Thomas is going to

Page 23

1 sort this out.  
 2 So my view -- you know, I think we'd all love  
 3 there to be a simple answer to a complex problem.  
 4 We all know that we have a traffic and  
 5 transportation issue in Menlo Park, but it's a complex  
 6 problem and we -- even if we were to, say -- were to pull  
 7 up the drawbridge and not approve any more development in  
 8 Menlo Park, there's a lot of building going on in Redwood  
 9 City, Stanford, Palo Alto.  
 10 And El Camino at rush hour, and I -- I live in  
 11 Menlo Park, have lived in Menlo Park for twenty-seven  
 12 years. El Camino in rush hour is gridlocked. It just  
 13 is.  
 14 And whether this -- whether this project is  
 15 approved or not, I don't think it's going to have a huge  
 16 impact on that.  
 17 We need to -- actually, it concerns me that  
 18 there's so much emphasis being placed on development  
 19 projects when people are talking about traffic.  
 20 I'd love to see all the energy and creativity  
 21 and powerful thought-provoking ideas that this community  
 22 has to address traffic. If we want to talk about  
 23 traffic, let's talk about traffic.  
 24 Caltrain and buses and whatever the solution  
 25 is, it's not -- it's not -- you know, it's not something

Page 24

1 that I can figure out, but I think it's time to pull it  
 2 together.  
 3 I think it would be a mistake to say that we  
 4 should disapprove a particular project, especially one  
 5 like the Greenheart project, which really is a  
 6 transportation-oriented development that we've all been  
 7 pushing for.  
 8 As we've discussed alleviating traffic, this is  
 9 the sort of project that we have championed.  
 10 So I'd like to see our attention turn to  
 11 traffic and come up with resolutions for the traffic  
 12 problems that we all face, and I don't think the  
 13 resolution is just to say no to a project.  
 14 Thank you.  
 15 CHAIR ONKEN: Thank you.  
 16 The next card I have is from Skip Hilton.  
 17 MR. HILTON: Thank you, Commissioners.  
 18 My name is Skip Hilton. I live at 127 Muir Way  
 19 in Menlo Park. And I've lived in Menlo Park now for  
 20 about twenty-three years.  
 21 I -- I want to speak in favor of the project.  
 22 I think that it's interesting. This project is among the  
 23 last that's coming through to the various last obsolete  
 24 version of CEQA Act, and even though currently EIR state  
 25 that a lot of these traffic -- traffic impacts, while

Page 25

PC.1

PC.1  
Cont.

PC.2

7 (Pages 22 to 25)

PC.2

1 significant, and unavoidable, consequences under the new  
2 rule that CEQA adopts the share which favored  
3 acknowledging transportation. It's like this one cited,  
4 it couldn't do so at a less than significant in many  
5 cases.

6 I also think that the developer's doing a  
7 number of very smart things to reduce traffic, including  
8 providing free Caltrain Go Passes for all residents and  
9 office workers.

10 They'll Zip Car available onsite, and for  
11 office workers that want to run errands during the day  
12 and for residents have fewer cars per household.

13 The project also includes secured enclosed bike  
14 storage for residents and workers, showers and changing  
15 rooms for employees who walk or bike to walk.

16 The proposal, as you know, includes public  
17 benefits of 2.1 million with the Downtown Amenity Fund,  
18 and also other intrinsic public benefits within the  
19 project; not just the pocket park, but the whole plaza  
20 area valued at about 3.3 million dollars.

21 And then the underground parking which will  
22 create and allow that plaza to be -- be built, which is  
23 the 26 million dollar expenditure.

24 So the other thing is the Garwood Drive  
25 extension I think will have a major impact, and not only

PC.3

PC.4

1 for cars, but bikes and -- and all other forms of  
2 transportation to the project.

3 And then the bike path then on Garwood and Oak  
4 Grove will help us solve the problem we've had with --  
5 with bike access along El Camino as well as the across El  
6 Camino.

7 So I would encourage you to look forward. This  
8 is exactly what the Specific Plan wanted -- intended to  
9 bring forward.

10 We're now having projects that are coming  
11 forward, and while this project is mixed use, as we would  
12 like in this transit-rich area, it actually has more  
13 housing per square foot than office.

14 So I know there's proponents of more housing  
15 and opponents of this project. It might be kind of  
16 interesting that some of the opponents who were behind  
17 Measure M to change the Specific Plan are now saying that  
18 this project doesn't, you know, meet the needs of the  
19 Specific Plan. We should pay attention to the Specific  
20 Plan.

21 In fact, it does, and it is exactly what we  
22 wanted and give our public at some point.

23 It doesn't mean that there can't be  
24 improvements to it. I'd like you to think about those  
25 and listen to public comment, but in general, I think

PC.5

1 this project is moving in the right direction for Menlo  
2 Park, and anything that's built on an acre lot is going  
3 to create more traffic. We just want to make sure to do  
4 it as less as possible and create a vibrant downtown with  
5 residents, shoppers and office workers that are all come  
6 together.

7 Thank you.

8 CHAIR ONKEN: Thank you.

9 The next card I have is Clem Molony. Following  
10 that, Patti Fry.

11 MR. ROGERS: Through the chair, I did give the  
12 first comment to a Doug Scott.

13 Is he out there somewhere? The order doesn't  
14 necessarily matter, so

15 CHAIR ONKEN: I thought that was the study  
16 portion.

17 MR. ROGERS: Yeah. It wasn't exact -- it  
18 wasn't specified.

19 MR. SCOTT: Do you want to hear from me first  
20 or him? Let him speak.

21 Go ahead.

22 CHAIR ONKEN: All right.

23 MR. MOLONY: Good evening. My name is Clem  
24 Molony, forty-year Willows homeowner and I have  
25 experience evaluating EIRs. I was in environmental

PC.5  
Cont.

PC.6

1 manager in Silicon Valley for thirty years and had to  
2 slog through a number of them.

3 Some comments tonight on the current process.  
4 The transportation chapter of the EIR and the public,  
5 benefit.

6 First, thank you to you and the City Staff for  
7 the thorough review of this big project proposal and  
8 other value to the City.

9 This project level evaluation flows directly  
10 from the Downtown Specific Plan's program of the EIR and  
11 the carefully negotiated incentive program in that plan  
12 to fund public benefits in our downtown.

13 Second comment is I have reviewed the  
14 transportation section of the EIR and I will be  
15 submitting written comments.

16 The chapter is really complex, so tonight I'll  
17 focus just on a few comments on public benefit.

18 As I understand it, the public benefits bonus  
19 allows a close to thirty percent increase in density in  
20 exchange for investment in public space, more affordable  
21 housing, public parks, et cetera and payments into the  
22 new amenity fund and to public entities.

23 And that's what Station 1300 does. The  
24 Greenheart written document public benefit proposal and  
25 its exhibits I felt was very clear explanation of all of

PC.7

PC.7  
Cont.

1 those investments.  
 2 In conclusion, looking at Station 1300, I think  
 3 it's -- as -- as an environmental person, I look for  
 4 transit-oriented development, and if it meets a good  
 5 standard, then I support it.  
 6 I see the two hundred apartments, the two  
 7 medium sized office buildings, retail, a huge investment  
 8 in under -- underground parking in order to achieve that  
 9 very large open space percentage, almost a half.  
 10 And when I look at this one, I see a project  
 11 that's balanced, it's functional for the City, it's  
 12 beautiful, it fits in this neighborhood where it is and  
 13 it will bring positive improvements to our downtown, to  
 14 El Camino, and in addition to the public benefits to our  
 15 City.  
 16 Thank you.  
 17 CHAIR ONKEN: Thank you.  
 18 And we remind the public that we're talking  
 19 about the EIR at this point, and we will have an  
 20 opportunity to again begin talking about the project as a  
 21 whole during the Study Session, but I can -- Seth Scott,  
 22 would you like to come up?  
 23 MR. SCOTT: My name is Doug Scott. I'm a 37-  
 24 year resident of Menlo Park. I've the displeasure of  
 25 trying to travel from Menlo Park all the way down to

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PC.8

1 Sunnyvale in various hours and also every two weeks, I  
 2 have to go to traffic all the way up to San Mateo.  
 3 It's my experience that most of this traffic is  
 4 just going through those hours particularly.  
 5 As I went particularly south, you look at the  
 6 open lots, and most of them have cranes on them, which  
 7 tell me that the traffic can only increase to some  
 8 unknown degree, but it's obviously going up.  
 9 If you look at Redwood City and you see all the  
 10 apartment houses that have been added there, I understand  
 11 it's a 5,000, and I don't they're all occupied quite yet.  
 12 So our traffic is really a regional issue as  
 13 much I think much more than it is in Menlo Park.  
 14 I talk to my neighbors about this, and many of  
 15 them aren't here tonight, but they asked me to express  
 16 their endorsement of this project and -- and their  
 17 encouragement of the thoroughness in which the --  
 18 Greenheart prepared their open house and availability of  
 19 all the people to talk to the public.  
 20 One issue that I'm not familiar with, but we  
 21 talked about mitigating issues on traffic such as Zip  
 22 cars that go past the residents and all that.  
 23 What I can't put my arms around is traffic is  
 24 heavier, and I would assume that usage will go up, so  
 25 there's some sort of counter-balancing to some unknown

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PC.9

9 (Pages 30 to 33)

PC.9  
Cont.

1 degree, and I would hope that's not overlooked in this  
 2 process.  
 3 CHAIR ONKEN: Thank you very much. Patti Fry.  
 4 MS. FRY: Good evening. Since I first became  
 5 a Planning Commissioner in 2000, the year 2000, I've been  
 6 looking at many, many EIRs, and this is the first one  
 7 where I've not been able to understand what the project  
 8 is, and I am kind of a data wonky person, but I think as  
 9 any of us look at both the impact of a project and the  
 10 benefits of a project, we need to understand what it  
 11 really is.  
 12 And CEQA requires to us do that. It provides  
 13 the opportunity to identify alternatives, and we should  
 14 look at the alternatives, as well.  
 15 And sometimes the alternatives satisfy a lot of  
 16 the goals of both the community and the applicant and  
 17 have fewer impacts, and those are the kinds of things  
 18 that this process helps us understand.  
 19 So I'm very troubled by this document because  
 20 it has ranges, it has up to, but it doesn't say what it  
 21 is.  
 22 There have been other projects where it has  
 23 variants, but it identifies what the project was. This  
 24 one doesn't, and when I look at the applicant's letter of  
 25 January this year, he identifies what he saw the project

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PC.10

1 to be at both the bonus level and the base level, and  
 2 those numbers don't match what's in the Environmental  
 3 Impact Report.  
 4 To give you an example, the benefit public case  
 5 that is in that letter has 172 dwelling units, whereas  
 6 the bonus level in the EI -- EIR has 202.  
 7 I think that's significant. I think it's also  
 8 significant that the non-office commercial building --  
 9 commercial space is called community serving, where we  
 10 know that there's a big difference in vibrancy, in  
 11 traffic patterns, in times of day when the traffic comes  
 12 and goes.  
 13 If it's a cafe, a nightclub, if it were a bank,  
 14 if it were a realtor office, those are very different,  
 15 and all it says is that those are community serving.  
 16 That isn't a phrase that's in the Specific  
 17 Plan. Those are allowed uses, but this project needs to  
 18 identify what they are.  
 19 When there's an analysis of the financial  
 20 impact, there are assumptions that say it's all retail,  
 21 but there's no commitment in the letter. There's no  
 22 commitment in, you know, the project that there's any  
 23 retail. It says: "There will be a minimum of 10,700  
 24 square feet."  
 25 So I think it's easy to say what we think it

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PC.10  
Cont.

1 is, what we'd like it to be based on these ranges, but I  
2 think if we ask everybody in this room what is it, I  
3 think we'd come up with different answers, and CEQA  
4 requires us to have the same answer about what it is so  
5 that we can fairly identify the impacts and the benefits  
6 of this.

7 CHAIR ONKEN: Thank you. That's been three  
8 minutes

9 MS. FRY: I'm sorry. There's no timer.

10 CHAIR ONKEN: I've got a timer up here.  
11 Finish your point.

PC.11

12 MS. FRY: Yeah. I want to say this much  
13 office pushes the jobs/housing imbalance that we already  
14 have further away.

15 I think the land use aspect of this is  
16 important to this part of the Specific Plan is El Camino  
17 Real Northeast R, R with a focus on residential, there is  
18 some residential, but the focus is on residential,  
19 especially at the bonus level.

20 Thank you.

21 CHAIR ONKEN: Thank you.

22 The last card I have is from David Howard. If  
23 anybody else would like to speak to the EIR, please fill  
24 out a card and come up.

25 MR. HOWARD: Hello. My name is David Howard.

1 City I think can be mitigated by a concise plan, and with  
2 WiFi and such like that, I can't see that the cost is  
3 going to be there.

4 And this project that's coming is just one of  
5 many that I can foresee on El Camino that's going to  
6 massively impact the City.

7 I think we need to start looking at  
8 apportioning out some of the costs for this area.

9 About fifteen years ago, I tried to rent space  
10 from the Clockworks, which is right down at Menlo and  
11 Santa Cruz, and one of his selling points is that  
12 everyone has to stop right in front of his shop and sits  
13 in traffic waiting and they look over and see their  
14 business, and he says that's the best thing, you know,  
15 that can happen for him.

16 And that was his selling point was all the  
17 traffic gridlock, and that was fifteen years ago and it  
18 keeps getting worse every single year.

19 And I'm just -- I'm -- I'm frustrated. I see  
20 other projects that are coming in like Haven Avenue. You  
21 have this massive project going in over on Haven in Menlo  
22 Park.

23 I don't see, at least myself, any mitigation of  
24 the problems there with Haven site and all the traffic  
25 that's generated there.

PC.13  
Cont.

PC.12

1 I'm a 53-year resident of Menlo Park, and I unfortunately  
2 live downtown and have for many, many years.

3 The reason why I say unfortunate is because  
4 every time I decide that I'm going to come home, it is a  
5 fight on Menlo, on Willow, on Marsh.

6 Getting home, I end up taking a lot of side  
7 streets because I know the City; I've lived here all my  
8 life, and so I know how to quickly get around, but I  
9 still get heartache going down residential streets that I  
10 know I shouldn't be going down.

11 Twenty-five years ago my mom and I came to the  
12 Council and asked about metering lights on El Camino.  
13 Twenty-five years ago, we were told it was way too  
14 expensive, by the time we ran the wires, everything like  
15 that.

16 Nowadays with technology the way it is, I can't  
17 see that we can't mitigate most of this traffic by  
18 computers and timing signals and such like that.

19 The lady that lost her life at the railroad  
20 tracks a couple years ago -- I guess -- I forget now, but  
21 I went there out there right after the accident, and I  
22 think one of the contributing factors for her death was  
23 the fact that the street lights were not timed to the  
24 railroad tracks and the trains going through.

25 This whole city, most of the impacts to the

1 I want to see downtown. I want to see a  
2 concise plan for mitigating this.

3 Thank you very much.

4 CHAIR ONKEN: Thank you.

5 And I don't have any other cards for the EIR,  
6 so I will close the public comment, and bring it back up  
7 here.

8 So, you know, where people would like to start  
9 traffic is to the forefront.

10 I will -- I will like to start with a question  
11 that I have regarding -- we were looking at traffic  
12 impact, TRA-10 regarding railway crossings.

13 One of the -- one of the things in my mind that  
14 specifically happens with this project is the impact at  
15 Oak Grove as we now have everyone coming out of Garwood  
16 Way or people using Garwood Way to, you know, run their  
17 kids to train stop to make the 7:50 to St. Francis or  
18 something like that, and we -- to my mind, we potentially  
19 have the same problem at Ravenswood junction at Oak  
20 Grove, but exacerbated through -- through this.

21 That said, you know, the importance to me of  
22 this EIR is, you know -- is as much to instruct the City  
23 and other agencies, Caltrans, et cetera as they start  
24 looking at improvements that they need to make as to what  
25 the EIR going forward.

PC.14

PC.15

PC.15  
Cont.

1 So is it -- what -- what could we -- what could  
 2 we add in -- what could we add into the EIR to make sure  
 3 that the need for mitigation specifically at railway  
 4 crossings is loud and clear to -- that it's just not an  
 5 objective report to how bad it might be, but actually we  
 6 have instruction as to, you know, what to tell Caltrans  
 7 to do to that junction.

8 MR. SPENCER: That's an interesting point. I  
 9 think also here in Menlo Park, we have a heightened focus  
 10 now on railroad grade crossings in light of incidents  
 11 that have happened.

12 CHAIR ONKEN: Right.

13 MR. SPENCER: I think that's real and I think  
 14 we all feel that.

15 This is actually, at least the first of the  
 16 documents that I've worked on -- and I've worked on  
 17 several, not all, but I've worked on several here in  
 18 Menlo Park.

19 This is the first one where we actually had a  
 20 real focus on railroad crossings.

21 And more than just what we're looking at with  
 22 Ravenswood and that time of day, you know, restrictions,  
 23 but we do call out the City's or at least the applicant's  
 24 responsibility that they have to be responsible.

25 It's actually pretty straightforward, and

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1 it's -- it's a matter of, you know, making sure that keep  
 2 clear zones are painted and maintained or whatever, which  
 3 is -- you know, there's a little bit of financial  
 4 consideration that goes into that.

5 With respect, though, to your question about  
 6 what happens -- how do we work with Caltrain to make sure  
 7 that they're -- they're aware, I'll answer it this way:  
 8 Caltrain and the County, JPB and other agencies get to be  
 9 a reviewing party to the EIR, and they -- to the extent  
 10 that they focus on this particular issue or this  
 11 particular project, I can't say. That's -- that's really  
 12 an agency call on their part.

13 We have had projects up and down the Peninsula  
 14 where Caltrain has been commenting and saying, "What are  
 15 the likely queues that we're going to see?"

16 That's how we did the analysis here. So we  
 17 started looking at the spillback? What's the likely  
 18 increase in queue? How often does that occur? What's  
 19 the frequency of gate down time?

20 And then if the gate is down, you know, four  
 21 times an hour or six times an hour, we've got queues of  
 22 six or eight vehicles, you know, how much are we going to  
 23 add to that -- that mix with this particular project?

24 The issue of the -- the railway safety and  
 25 timing and all of that is -- I think it's an issue

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1 outside of any one project.

2 I think we called attention to it pretty well  
 3 in the document here in terms of what our responsibility  
 4 is, both as -- at least with respect to the project's  
 5 potential impacts.

6 The issue of the -- what can be done in  
 7 addition to that is really a matter of I think City Staff  
 8 coordinating with the County and with JPB and with  
 9 Caltrain to call attention to here's what we're doing to  
 10 help on our side and what can you do on your side?

11 There's a lot of change coming, by the way, on  
 12 the Caltrain corridor. Electrification of the tracks.  
 13 There's more grade separations that are still planned,  
 14 including here in -- in Menlo Park potentially at  
 15 Ravenswood. We've got a grade separation project.

16 That would be a real physical change that's  
 17 going to really change how traffic works on Ravenswood  
 18 and El Camino and in the area right here all the way to  
 19 City Hall on Laurel should that project, you know, get  
 20 off the ground and get going or go underground and get  
 21 going, depending on which one you choose.

22 That's a grade sep joke. We don't get to do  
 23 that much in our industry.

24 And so I think the -- the EIR does call  
 25 attention to it, but I think you're right, that there's

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1 more cooperative matters that can happen outside of this  
 2 process, which goes to bigger issue and bigger safety  
 3 matter.

4 CHAIR ONKEN: Okay. The grade separation  
 5 issue, I know people feel very passionate about it, but  
 6 it's to my a pipe dream or a culvert dream to carry --

7 MR. SPENCER: Well done.

8 CHAIR ONKEN: But I think what's important in  
 9 terms of this EIR is if -- that the worst that could  
 10 happen is the grade -- if the crossing is not addressed  
 11 properly, it doesn't really work out very well, and so a  
 12 big no left turn sign is posted at the end of Garwood  
 13 Way, and then all that traffic that's going from this  
 14 development ends up dumping right back on El Camino as  
 15 opposed to using Gar -- using Oak Grove, which it's  
 16 supposed to do.

17 So -- Glenwood, that way, towards the bay.

18 And -- and so really it really behooves the --  
 19 joint effort from everybody to sort that intersection out  
 20 so it does work and -- and not just ignore it.

21 That's what I want to say about the EIR, the  
 22 importance to get the language in there rather than just  
 23 doing a study of there it is, because it's going to be  
 24 used for instruction to most of the agencies, including  
 25 the City to --

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PC.16

1 MR. SPENCER: Yeah. I -- I think one other  
 2 point that -- we talked about it a little bit in the EIR  
 3 with the frequency, the occurrence and, you know, it's  
 4 kind of based on the current Caltrain schedule, how often  
 5 does it come by now.  
 6 It's very much a peak hour kind of, you know,  
 7 commute, so you don't see as many trains at 1:00, 2:00 in  
 8 the afternoon as you do at 5:00, 6:00 in the afternoon.  
 9 As that changes over time, I think it behooves  
 10 all of us also to -- okay. As we're seeing more trains  
 11 come on, which means you have more down time or gate down  
 12 time, then you have more traffic being stopped at various  
 13 times of the day, and more likely that's going to divert  
 14 into other routes.  
 15 In that sense, it's a zero sum game. Traffic  
 16 is going to sit there and wait, which is actually a safe  
 17 condition because you have the equipment and the lights  
 18 and the barriers, or it's going to start diverting for  
 19 new routes, and that's a tradeoff.  
 20 It's not a tradeoff that's a bad or good one.  
 21 It's just what it is.  
 22 CHAIR ONKEN: Thank you.  
 23 Commissioner Strehl.  
 24 COMMISSIONER STREHL: So my thinking was that  
 25 the EIR will inform staff so as the project develops -- I

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1 mean, should the project be approved as it's developed,  
 2 then staff can look at -- at the developer, look at the  
 3 best way of directing traffic on and off Oak Grove and on  
 4 and off El Camino using the Garwood extension.  
 5 You know, you want to minimize the amount of  
 6 traffic that goes on El Camino, but you also don't want  
 7 to have cars stuck making a left-hand turn on Oak Grove  
 8 getting on to the railroad tracks.  
 9 And that's why the City is looking at the grade  
 10 separation at Oak Grove as well as Ravenswood, so it is  
 11 kind of a package that goes together, and we just have to  
 12 raise the money.  
 13 CHAIR ONKEN: Thank you.  
 14 Commissioner Kadwany.  
 15 COMMISSIONER KADVANY: Okay. Thank you.  
 16 I -- I totally agree with this comment on  
 17 Garwood in particular. I have a note here on my -- you  
 18 know, my copy, Garwood is a mess. We're going to like  
 19 zero to overcapacity on this street, you know.  
 20 I mean, so to me, it's wholly follow-up with  
 21 Commissioner Onken states. It's totally disingenuous for  
 22 us to say well, we have -- this is our technical analysis  
 23 and what's required by law, but in fact it becomes our  
 24 decision-making document.  
 25 So I think a bunch needs to be done to

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1 facilitate the interpretation of this data; not just for  
 2 us, but for the community at large.  
 3 I mean, it's just -- you know, I just -- we  
 4 just have to do more, and whether it's staff that does  
 5 that or it's an add-on to the EIR, you know, it doesn't  
 6 matter, but, I mean, where -- there's this big gap, and  
 7 I'll just -- leaving Garwood aside -- I mean, for  
 8 example, one issue is like everybody talks about level of  
 9 service standards being too sensitive in Menlo Park, so  
 10 they trigger unacceptable, you know, unavoidable impacts  
 11 right away.  
 12 Well, then, what's the alternative to  
 13 interpreting the data? You can't just say well,  
 14 that's -- here's the data and we go to -- we go from D to  
 15 E or E to F or whatever and that -- but that's just --  
 16 that's an artifact of this -- this trigger.  
 17 Well, then what? What are people supposed to  
 18 make of it? It's -- it's hugely confusing, and, you  
 19 know, really dysfunctional.  
 20 There's a lot of -- there's a lot of data here  
 21 that uses averages on waiting times, for example, and I'm  
 22 wondering -- you know, something -- if you're at the  
 23 front of the queue, your waiting time is zero.  
 24 If you're way in the back of a queue of cars,  
 25 it could be much longer than the average, and that might

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1 be -- that might be good data to pull out and tell us  
 2 what's really happening as -- as congestion gets more and  
 3 more and more, and that's in these models and it can be  
 4 provided.  
 5 It's not required, but it can certainly help  
 6 people understand.  
 7 And I think more generally -- I mean, there's  
 8 simple things simply like this -- this is a great  
 9 graphic. I'm just holding up the street -- you know, the  
 10 street diagram that's used all over.  
 11 There could be a whole lot more of these with a  
 12 lot of the table data imposed on these so that people can  
 13 see right away oh, I see that's an arterial street and  
 14 that's a collector street.  
 15 If you try to -- you know, and I don't have to  
 16 move back and forth between the table and the map and so  
 17 forth. Comparative numbers, like I could have 2020 and  
 18 2040 numbers on the same ones to help people understand  
 19 in a standardized perceptually salient format such that I  
 20 can -- you know, it will take me less than many hours and  
 21 maybe even, you know, the general person.  
 22 And just -- you know, there is some stuff.  
 23 Thomas mentioned several years ago that I had done  
 24 something on the traffic analysis on intersections. So  
 25 I'll mention something -- here I'll mention a couple

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PC.17

PC.18

PC.18  
Cont.



PC.18  
Cont.

1 other things first.  
 2 Roadway capacity. That's another thing that  
 3 should be put into a map form, and with those numbers,  
 4 very, you know, boldly characterized because maybe we  
 5 don't -- we don't have a standards that have to do with  
 6 bumping up against a capacity, say 20,000 cars on a  
 7 roadway.  
 8 There's -- you could hit it and then nothing  
 9 happens, but it's there. You know, that's a significant  
 10 number.  
 11 And so it would be helpful if that's  
 12 highlighted and so you'd see where we're getting close on  
 13 Middlefield or maybe Middlefield looks like it's going to  
 14 go over. I don't remember, or Valparaiso, and people  
 15 could -- people could see that.  
 16 And the same for -- for roadways and I think  
 17 one for intersections.  
 18 Intersections are super hard to understand  
 19 because -- well, you have cars coming in from different  
 20 sides.  
 21 What I did -- but you can learn things from  
 22 them, and I think we need to kind of -- people need --  
 23 people need a kind of narrative of the traffic in the  
 24 community, and the data can be used to create that.  
 25 So, for example, what I did -- this is like

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1 the Transportation Commission in here. One thing is if  
 2 you want to understand what the difference between all  
 3 the Specific Plan and without the Specific Plan in terms  
 4 of traffic, it's this. It's very simple.  
 5 It's the morning traffic in the future for --  
 6 everything built out in the Specific Plan will be similar  
 7 to the evening traffic now. That's pretty simple. At  
 8 the intersections. It's summing up numbers. That gives  
 9 you a picture.  
 10 So that kind of thing, but we just have to find  
 11 other entryways and bridge this EIR gap. So that's -- I  
 12 do know that there was -- I don't think there's a  
 13 definition of A through F in the main documents.  
 14 You know, you guys have it in your brains  
 15 forever, but I didn't -- I didn't see that one in  
 16 particular.  
 17 I'm not sure I saw queuing data, either, but  
 18 maybe it's there somewhere. That would be useful.  
 19 So that's -- that's my thinking pedagogical.  
 20 We need to make that bridge. Because otherwise, you get  
 21 people throwing out, you know, their own models or it's  
 22 just -- it's just -- it's just really -- it's just really  
 23 hard.  
 24 I agree with what Patti Fry said about the  
 25 definition of the project. That's confusing. 182 units

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PC.18  
Cont.

PC.18  
Cont.

1 2011, so like five years ago now. I just summed up the  
 2 numbers coming into an intersection, okay?  
 3 So here's -- we have these. They're like pages  
 4 and pages of these graphics which are fantastic which  
 5 show the number of cars coming in and out of an  
 6 inter -- coming into an intersection. They have to go  
 7 out at all these -- at all the places we study.  
 8 These are impossible to understand. You cannot  
 9 understand these -- this level. There is a model. But I  
 10 got the spread -- I got the data and I just summed these  
 11 up, and it gives you an idea like well, how many cars are  
 12 coming into an intersection?  
 13 You don't know where they're going or where  
 14 they're coming from, but you get an idea the intensity  
 15 and you can compare those without the project and with  
 16 the project.  
 17 And maybe that's not -- maybe it's not useful.  
 18 Maybe -- maybe it is, but the kind of thing that can help  
 19 us get a handle on what traffic is like in -- in some way  
 20 that relates to the knobs -- the knobs that we can  
 21 control.  
 22 So there's -- there's a lot there  
 23 pedagogically, and I'll just say the things you can  
 24 learn.  
 25 Like one thing -- and I -- I presented this to

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1 in one place, not 172. It's 182 in one place and 202 in  
 2 another place.  
 3 That so that's confusing, and this business of  
 4 a retail versus community service also is -- is confusing  
 5 to me.  
 6 I do have off the -- off of traffic just some  
 7 questions clarifying net zero. Erin, maybe you can  
 8 answer that.  
 9 The res -- residential is not -- is not going  
 10 to be part of the net zero goal, is it going to come  
 11 close?  
 12 I didn't quite get that, or maybe that's not  
 13 your -- covered by you guys. In the EIR, that's part of  
 14 the benefits.  
 15 MS. EFNER: I think that might be a question  
 16 for you, Thomas.  
 17 COMMISSIONER KADVANY: Maybe we'll get it  
 18 later in the next segment. Maybe that's right place,  
 19 too.  
 20 MS. EFNER: I apologize. I don't have the  
 21 answer to that.  
 22 COMMISSIONER KADVANY: Okay. All right.  
 23 Well, it is energy related. We'll come back -- back to  
 24 it.  
 25 Oh, here's something that I think we can repair

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PC.21  
Cont.

PC.22

PC.19

PC.20

PC.21

1 in the EIR.  
 2 The alternatives analysis seems to be not  
 3 tremendously in -- informative. I mean, there's a global  
 4 comment about like well, you don't move the dial on the  
 5 significant impacts.  
 6 That's true, but then it's like you have -- you  
 7 look, but there are a lot of trips -- trips -- there is  
 8 trip reduction, and that's in a table there, so that's a  
 9 situation where like okay. In terms of CEQA, no change,  
 10 but in terms of physical impact, they're like seventeen  
 11 percent less trips.  
 12 And so there are fewer -- fewer cars out there,  
 13 and so that may or may not be -- people may really not  
 14 care about that, but they may not know how to interpret  
 15 it properly, but a little bit more flesh on the  
 16 alternatives analysis would definitely -- would  
 17 definitely help.  
 18 Do we -- was there anything -- just so I --  
 19 this is my last question, simply about water conservation  
 20 and water use.  
 21 Where are we on that? Because that's kind of  
 22 the top of mine these days for a project this size. How  
 23 do they -- if we go into another drought condition, for  
 24 example, what happens to this project?  
 25 MS. EFNER: We didn't -- be -- because the

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1 with?  
 2 And -- and then someone relatedly, give me some  
 3 sense of the -- of what the nature of the significant and  
 4 unavoidable is in different -- sort of once you've  
 5 reached significant and unavoidable.  
 6 You know, there still could be gradations  
 7 there, something really -- really unavoidable and  
 8 significant versus just to reach that data point.  
 9 MR. SPENCER: So this kind of goes to the --  
 10 the last set of comments, as well, sort of a -- let's put  
 11 it in perspective and put it in terms that, you know the  
 12 average motorist is going to understand. What's that  
 13 tipping point? What does it really mean?  
 14 What I look for as a professional is patterns.  
 15 What I want to look for is are we -- you know, if you  
 16 have ten intersections that are significant and  
 17 unavoidable because you've exceeded that threshold, are  
 18 they all on El Camino, you know, all -- sort of lined up  
 19 one after another after another, or are they in  
 20 neighborhoods or are they -- are they on certain  
 21 corridors?  
 22 So to me has -- has relevance. I look at  
 23 things spacially, because then I can say okay. You know  
 24 what? I'm seeing that there's a pattern on El Camino or  
 25 I'm seeing that there's a pattern on Ravenswood or on

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1 project was, you know, within the Specific Plan  
 2 parameters, this -- this EIR relies on the conclusions  
 3 that were drawn in the Specific Plan.  
 4 We didn't do any fresh water supply analysis  
 5 for this project.  
 6 COMMISSIONER KADVANY: Okay. Thanks. All  
 7 right. Thank you very much.  
 8 CHAIR ONKEN: Thank you.  
 9 Commissioner Combs.  
 10 COMMISSIONER COMBS: Yeah. a quick question.  
 11 Thank you for the presentation.  
 12 Indeed that the sort of significant and  
 13 unavoidable impacts are concentrated with regards to  
 14 traffic transportation issues.  
 15 If you could sort of enlighten me, give me  
 16 your expertise working on -- on these types of projects.  
 17 Is -- is there a point at which the number of traffic-  
 18 related unavoidable impacts, you know, become -- is there  
 19 like a tipping point where something happens, or is it  
 20 just, you know, based on whatever the community decides?  
 21 In the EIR, there's all these unavoidable  
 22 impacts, the projects improve.  
 23 There's a lot. Intersections, but at what  
 24 point does it -- does it become something in your  
 25 professional understanding something to be concerned

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1 Middlefield.  
 2 This particular project, a good deal of them  
 3 are on El Camino and Middlefield, because that's not  
 4 unusual because those are your heavier arterials, and  
 5 the -- when you look at the change over time, what  
 6 happens between the near-term and the long-term?  
 7 What tips, what changes during that, and is  
 8 that really a project related matter or is that regional  
 9 growth and everything around you is going to happen, you  
 10 know, with or without the project.  
 11 That's sort of my first level when I look at  
 12 things.  
 13 There's no magic number. There's not --  
 14 there's nothing that says gee, when you're at - when you  
 15 have ten intersections that are tipping over the point,  
 16 that's -- that's where you have to raise the red flag,  
 17 when you have fifteen or twenty.  
 18 It depends on the -- every project's going to  
 19 be different. They're all going to be unique, because  
 20 you're -- you're specifying a certain study area of a  
 21 project.  
 22 So it's not really about the shear number. You  
 23 know, if you look at -- we had -- we have similar type of  
 24 results -- although different locations, some of them --  
 25 when we looked at Facebook and their expansion or when we

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1 looked at Commonwealth or, you know, going back to other  
 2 projects.  
 3 And so we start to look at which ones keep  
 4 coming up over and over again.  
 5 With the intersections that we have in this  
 6 particular project, some of them are not just tipping  
 7 over. We're -- we're close to the tipping point on so  
 8 many of them now that it doesn't take a lot to tip them  
 9 over.  
 10 That's the reality of it. We're all feeling  
 11 it. Congestion is growing.  
 12 When you start any one of these traffic  
 13 studies, you start with a baseline of where we are today,  
 14 and had we started this project -- a hypothetical.  
 15 Had we started this in 2008 or 9 when we were  
 16 in the recession and traffic had gone down, then your  
 17 base numbers would be less. Artificially, perhaps,  
 18 because we look in time.  
 19 Now we're on the rise again and we're all  
 20 feeling it because we're all driving it every day.  
 21 Willow is growing seemingly by the minute, and,  
 22 you know, that's just part of the regional growth as well  
 23 as what's happening all around us.  
 24 So there's no -- no simple answer.  
 25 Unfortunately I can't give you this magic bullet here's

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1 where the tipping point is.  
 2 But we do have a lot of intersections in Menlo  
 3 Park that are at sort of the level of D or level of  
 4 service E, and so it doesn't take a lot to send those  
 5 into an E or an F and an unacceptable condition.  
 6 It is difficult, however, to bring them back to  
 7 an acceptable condition, because then you have to start  
 8 thing about well, what -- what does it take to do that?  
 9 Maybe it's signal timing and something that's,  
 10 you know, using smart signals or whatever you want to  
 11 call it. Perhaps you can get there with that.  
 12 A lot of folks say can we just add a turn lane  
 13 here or widen the road there? Sometimes physically you  
 14 can modify an intersection.  
 15 Sometimes you can modify an intersection and --  
 16 but it's not necessarily a desirable result.  
 17 We don't want to keep building our way out of  
 18 congestion because you're -- you're just constantly  
 19 adding more capacity and encouraging more auto traffic on  
 20 the roadway system.  
 21 So there's policy implications with that, too,  
 22 because at the same time, trying to encourage TOD  
 23 development like this one is where you want to encourage  
 24 bicycle activity and walking and use of Caltrain and use  
 25 of transit.

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1 And so in traffic engineering, there's  
 2 definitely a mindset; not only, you know, here in San  
 3 Mateo County, but throughout the region that is sometimes  
 4 a bit of congestion actually can help overall safety and  
 5 encouragement of using other modes and get to a more sort  
 6 of normal condition.  
 7 If we keep building our way out of congestion,  
 8 we're going to wind up extending those peak periods. So  
 9 your morning's not going to be a problem from 7:00 to  
 10 8:30 AM. It's going to be 6:00 to 10:00 AM.  
 11 Your afternoon, we're already seeing what's  
 12 called peak spreading. It used to be 4:30 to 5:30, maybe  
 13 six o'clock.  
 14 You try and go out there now at three o'clock  
 15 and we're getting it, and it's not just Menlo-Atherton  
 16 High School has a bunch of kids who are letting kids out  
 17 at that time.  
 18 You know, Willow Road is jammed from, you know,  
 19 three o'clock to 7:30. That's a long extended -- that's  
 20 not just one particular thing that you can isolate. It's  
 21 not just Facebook. It's not just the high school.  
 22 It's a combination of regional growth and the  
 23 fact that we keep trying to, you know, force more traffic  
 24 on to roadways, and we're not going to build our way out  
 25 of that.

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1 What I'm saying at the end of this is it comes  
 2 down to a policy decision as to how much does the City  
 3 want to take on in terms of physical improvement versus  
 4 other types of measures that try and get people out of  
 5 their vehicles.  
 6 This particular project is very unique in that  
 7 it's well situated near Caltrain. We don't have a lot of  
 8 that in Menlo Park that we can hang our hat on.  
 9 We don't have BART. We don't have bus rapid  
 10 transit. So we're really thinking of Caltrain as our  
 11 primary higher level trend. So you can concentrate here  
 12 and there in terms of transit-oriented development.  
 13 The more opportunity that we can have -- and  
 14 remember the EIR's a worst case document. It's very  
 15 conservative.  
 16 When we estimated trips, we did not go  
 17 overboard and say, "Hey, we give them a lot of credit  
 18 because they're so close to Caltrain." We were fairly  
 19 conservative in our approach.  
 20 Similarly with what how we treated other  
 21 aspects. So it's kind of here's a worst case, a  
 22 conservative document.  
 23 EIRs tend to read very negatively because of  
 24 that, and ultimately what happens is you probably get  
 25 less than that in reality, but we don't know that as a

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PC.23

1 forecast looking ten, fifteen, twenty years out there.  
 2 There's no easy answer to say here's the  
 3 tipping point, but I will tell you it's not hard to tip  
 4 things over because of where we are today, particularly  
 5 on our busiest corridors.  
 6 So we're going to see this any time we have a  
 7 project coming forward, this is a fairly typical thing  
 8 that we'll see.  
 9 CHAIR ONKEN: Thank you.  
 10 Commissioner Strehl.  
 11 COMMISSIONER STREHL: Hi. Thank you. So in  
 12 your analysis, I couldn't understand what Miss Fry was  
 13 saying about what the project description was because I  
 14 found it difficult throughout this document.  
 15 I pretty much know what this project is from  
 16 the EIR, and I couldn't find the differential in the  
 17 housing the way it was described.  
 18 But setting that aside, in your analysis --  
 19 what I hear you saying is if we did nothing, we're going  
 20 to have traffic problems on our streets in Menlo. It's  
 21 not going to take much for the intersections on Oak Grove  
 22 to go over the tipping point.  
 23 Is that what you're saying?  
 24 MR. SPENCER: In a general sense, that's  
 25 correct.

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PC.24

1 COMMISSIONER STREHL: The other thing is in  
 2 your analysis, I think what I heard you say is that  
 3 you're taking a very conservative approach.  
 4 So all of the measures that are part of this  
 5 development that are being proposed through the TDM  
 6 program, so many people on bicycles, et cetera, et  
 7 cetera, et cetera, you -- am I hearing you that you don't  
 8 give a --  
 9 MR. SPENCER: Say it nicely.  
 10 COMMISSIONER STREHL: Give a big bump to what  
 11 altern -- how many people may get out of their cars and  
 12 use public transportation.  
 13 Is that what you're saying?  
 14 MR. SPENCER: That's what I'm saying is that I  
 15 believe in these measures strongly and I believe they all  
 16 help and they all contribute to lessening of traffic and  
 17 how much auto traffic is associated with the development.  
 18 But there's -- in some ways, our hands are tied  
 19 a little bit about the analysis methodology and the fact  
 20 that this is how we proceed in a CEQA environment.  
 21 It's not saying that that's necessarily a good  
 22 thing or a bad thing. I'm saying that it's just a fact.  
 23 COMMISSIONER STREHL: That's just the way it  
 24 goes.  
 25 MR. SPENCER: That -- that's they way it goes

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1 forward.  
 2 This project does offer quite a bit of  
 3 Transportation Demand Management and I think that's --  
 4 that's encouraging.  
 5 COMMISSIONER STREHL: I haven't really seen a  
 6 project of this size that offers this kind of amenity in  
 7 my experience here and elsewhere.  
 8 So thank you.  
 9 CHAIR ONKEN: Commissioner Ferrick.  
 10 COMMISSIONER FERRICK: Just for clarity,  
 11 because I heard Patti Fry's comments. There are some  
 12 different ranges that are listed in different parts.  
 13 So what did you study for what's called the  
 14 project, the 205, 205 and then the residential at 202  
 15 units?  
 16 MR. SPENCER: I'm going to refer to 2.3 on the  
 17 EIR on page 2-5. There's a range presented. Any time  
 18 you have a project and there's a range of up to so many  
 19 units or between X and Y, in transportation, in a traffic  
 20 analysis, we always take the upper end of that. Here's  
 21 the maximum envelope.  
 22 So the north office was 105. The south office  
 23 was 105, so that's a combination of 210,000 square feet  
 24 of office, and then residential and community serving,  
 25 this is 210,000 square feet.

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1 Do you know how many units that is?  
 2 MS. EFNER: 202.  
 3 MR. SPENCER: So 202 units. So the total  
 4 maximum envelope 420,000 square feet of development with  
 5 202 units and 210,000 square feet of non-medical offices.  
 6 COMMISSIONER FERRICK: Thank you.  
 7 MS. EFNER: And also as noted on table -- in  
 8 table 2-4 on page 2-6. So, you know, there is a range,  
 9 but regardless of, you know, however the numbers sort of  
 10 shake out, the project would not exceed 420,000 square  
 11 feet.  
 12 And also as Mark just noted, the -- the total  
 13 that were evaluated in the transportation analysis which  
 14 do line up with table 2-3, each building does have a  
 15 certain community survey uses assigned to them.  
 16 So that 30,000 square feet of community  
 17 services goes to each one of those buildings, and we can  
 18 get the exact ratios.  
 19 COMMISSIONER FERRICK: It sounds like what's  
 20 called the project in the EIR is the max number that it  
 21 could be. If not somewhere in that range, the top  
 22 number.  
 23 MS. EFNER: That's right. The maximum number.  
 24 COMMISSIONER FERRICK: Thank you.  
 25 CHAIR ONKEN: Thank you.

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PC.28

1 Commissioner Kahle?  
 2 COMMISSIONER KAHLE: Thank you.  
 3 I have another traffic question. In one of the  
 4 comments, the speaker talked about coordinating the  
 5 signals. Timing was mentioned, as well.  
 6 So what that really has, we were able to gather  
 7 all the signals and put a percentage on it, but how much  
 8 of a difference would that make overall?  
 9 MR. SPENCER: What we've found, Menlo Park  
 10 actually employs some of this technology already called  
 11 adaptive traffic signals. Meaning it adapts to the  
 12 traffic that's on the roadway; not a fixed time, a fixed  
 13 cycle all the time.  
 14 You can increase your capacity -- your capacity  
 15 stays the same, but you can increase your throughput and  
 16 your ability to flow traffic by about ten percent if  
 17 your -- if you really do it well.  
 18 But that really is dependent on what's  
 19 happening from the side streets flowing in and you have  
 20 traffic in a comes in surges.  
 21 So traffic moves in a network, but unlike, say,  
 22 data on the Internet or water through a pipe or  
 23 electricity along electric lines, we don't get to control  
 24 and tell people what route to take or how fast they  
 25 should go.

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1 Everyone's moving and driving in their own  
 2 manner, okay. So that's what causes a little bit of  
 3 The -- you know, the backup and the change and the fact  
 4 that it's not a steady flow state, much like other types  
 5 of systems that move things through a network.  
 6 So you can get some benefit through technology,  
 7 but you're not going to -- you're going to get that much  
 8 more throughput.  
 9 I'd also like to point out that we discuss it a  
 10 bit here in the document, but outside of this project --  
 11 and, you know, the EIR talks specifically about what this  
 12 project would potentially do in terms of its impacts,  
 13 what would it result, what to do about those impacts.  
 14 But outside of that, the City's undertaking  
 15 other initiatives that -- you know, we mentioned briefly  
 16 the grade separation project earlier, but, you know,  
 17 there's an El Camino Corridor Study, for example, that  
 18 looks at all El Camino throughout Menlo Park, the map and  
 19 what fits into Palo Alto in terms of not just one  
 20 particular project, but what -- what can we do  
 21 system-wide, what should El Camino look like?  
 22 Should we be able to accommodate more  
 23 pedestrians and bicylists? Should we be able to have  
 24 more traffic flow? And how can we use El Camino more  
 25 efficiently or what should El Camino be as it moves

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1 through Menlo Park?  
 2 Every city sort of has different visions that  
 3 they want Menlo Park and what they want El Camino to be.  
 4 And that's outside of this project. That's --  
 5 that's how we deal with things on a regional and a higher  
 6 level than just project by project. It's not all  
 7 piecemeal.  
 8 CHAIR ONKEN: Thank you.  
 9 COMMISSIONER KAHLE: Thank you.  
 10 CHAIR ONKEN: Thank you.  
 11 Commissioner Ferrick.  
 12 COMMISSIONER FERRICK: Oh, thank you. I just  
 13 thought for the benefit of the public that probably  
 14 aren't going to dive into the EIR, page 3.1-47, some of  
 15 the levels of service of some of these intersections are  
 16 very, very challenging already today and it doesn't take  
 17 much to put them into even worse territory.  
 18 I was looking and I'm trying to identify some.  
 19 Could you -- I mean, in terms of number of  
 20 seconds of delay, it looks to me like many of them get  
 21 worse by less than a second or maybe a few seconds, but  
 22 that does tip them into a different grade or --  
 23 MR. SPENCER: Yes. That's absolutely correct.  
 24 There's a couple that -- you see on this chart -- this is  
 25 table 3.1-20 on page 3.1-47.

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1 This is a cumulative condition. This is the  
 2 2040 conditions that we're looking at looking at.  
 3 So the left side of the table shows -- this is  
 4 what it's projected to look like before we add this  
 5 project.  
 6 And you'll see several of these intersections  
 7 that already projected to be in the D, E and F range, and  
 8 they don't go up necessarily by a whole lot when you add  
 9 the project at -- at a lot of these intersections.  
 10 But there is a -- there's even a threshold  
 11 criteria for that. When you're already in a level of  
 12 service F range, you know, how much more can you possibly  
 13 take on if you're already there?  
 14 And so you look at the degree, the delta, the  
 15 change of what it means from one level to another.  
 16 Now I'll be honest. I'll tell you -- when you  
 17 say geez, something's projected to be 122 seconds in the  
 18 future, like at El Camino and Ravenswood and then it goes  
 19 to 126 seconds. Gee, that's two minutes of average delay  
 20 that someone might wait at that intersection, and as was  
 21 correctly pointed out before, if you're in the front of  
 22 the queue, you might clear in the first cycle, and if  
 23 you're in the back of the queue, you might take that full  
 24 two minutes.  
 25 Or if you're in the left turn lane versus a

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1 through lane, it might take you longer to cycle through  
 2 the left turn lane versus say the through. So the  
 3 average of that.  
 4 So the average from each person increases by  
 5 four seconds or each motorist. That's what's considered  
 6 significant, you know, when you're at four seconds or  
 7 more.  
 8 And is that perceptible to someone who's  
 9 driving, a difference of four seconds? One, two, three,  
 10 four. It's not a lot, but it's enough that they'll say  
 11 hey, you know what? We're starting to really -- when  
 12 that adds up times the number of cars that are on the  
 13 street, it gets to be -- you know, it starts to back up,  
 14 and then you get the queues and the congestion levels  
 15 that, you know, just make it -- the feel of it becomes  
 16 probably worse than the reality of it.  
 17 So there's perception versus what we see on  
 18 paper.  
 19 When we talk about trying to explain it to the  
 20 public and what does it really mean in practice to  
 21 someone who's just driving on the street, that's how you  
 22 would look at it.  
 23 It's -- you know, it's not really that you're  
 24 going to see a lot of change with or without the project.  
 25 What you're going to feel is that congestion keeps

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1 growing and creeping up on us.  
 2 And incrementally this project will add a  
 3 little bit to it, but you wouldn't necessarily notice the  
 4 difference with or without the project at that kind of  
 5 level, three or four seconds delay.  
 6 COMMISSIONER FERRICK: Thank you.  
 7 CHAIR ONKEN: Thank you.  
 8 One last question from me.  
 9 The how -- now that I'm looking at the EIR, how  
 10 different is the traffic study for this EIR from the  
 11 original Downtown Specific Plan, the scope of EIR at the  
 12 time?  
 13 Is this -- are the impacts significantly  
 14 different than that or is this all expected or what?  
 15 MR. SPENCER: You're asking me to put on my  
 16 memory hat. In the Downtown Specific Plan, as the  
 17 program level document, it doesn't include all of these  
 18 locations, all of these intersections and roadways.  
 19 Not all of those were studied in the downtown  
 20 plan, sort of at the higher program level.  
 21 I would say a good deal of this, however, was  
 22 disclosed in the Downtown Specific Plan, and that in  
 23 itself led to the fact that there's a separate traffic  
 24 impact fee for Downtown Specific Plan impacts, which this  
 25 project would have to contribute to in terms of financial

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1 contribution, and I think a lot of that downtown plan  
 2 was -- Specific Plan was very -- it was very well done.  
 3 We have to look at the Downtown Specific Plan  
 4 as also the land use change. You know, was this  
 5 considered one of the opportunity sites or was this  
 6 outside that zone and how was this treated in the  
 7 Downtown Specific Plan?  
 8 This was at the time I think -- I forget  
 9 whether it was -- 1300 Derry was actually included as one  
 10 of the foreseen projects and not as an opportunity site.  
 11 So we have to kind of rearrange the analysis to  
 12 fit in with the rest of the Specific Plan, but I think a  
 13 lot of this was disclosed in the Specific Plan, honestly.  
 14 CHAIR ONKEN: Yeah, so -- okay. I don't see  
 15 any other comments. So I would remind --  
 16 COMMISSIONER STREHL: I was just going to ask  
 17 Thomas if you remember in the EIR for the Specific Plan,  
 18 the plan EIR, how about in comparison with the project of  
 19 EIR of traffic analysis? Do you recall if it's the same  
 20 or fewer trips or --  
 21 MR. ROGERS: No. Unfortunately Commissioner  
 22 Kadwany asked -- actually asked me a similar question. I  
 23 wasn't able to -- to run the number.  
 24 So from a strict legal perspective, it doesn't  
 25 matter. This is a -- a fresh EIR that's looking at the

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1 full impacts of this project over baseline conditions,  
 2 but --  
 3 COMMISSIONER STREHL: So --  
 4 MR. ROGERS: In terms of comparisons, that --  
 5 that may be something we'll see if we can add as an  
 6 informational aspect of the Final EIR, but -- yeah.  
 7 This -- this EIR is providing we believe the  
 8 information needed to evaluate this project, but we do  
 9 understand that there's some bigger picture kind of  
 10 information context aspects that come into the community  
 11 discussion.  
 12 COMMISSIONER STREHL: Okay. Thank you.  
 13 CHAIR ONKEN: Yeah. Thank you.  
 14 So again to the public, you've got two weeks to  
 15 add more questions or comments to be incorporated into  
 16 this -- this EIR.  
 17 So hopefully we can all get our heads together  
 18 with or without Thomas' help, because he will be on  
 19 vacation, and make this project as good as possible, a  
 20 really truly didactic document as opposed to just another  
 21 study that holds up one leg of the table some --  
 22 sometimes.  
 23 So -- you know, I do appreciate that when you  
 24 did the El Camino study for bike paths, that was a very  
 25 strong report which led to all sorts of decision-making

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PC.31

PC.30

1 and thoughts of -- you know, a fair amount of action from  
2 the public.  
3 And so even though that document isn't required  
4 for the project in terms of traffic study and all the  
5 rest, hearing from the public tonight, somehow it's  
6 important to see something that's much more educational  
7 that we can all really take something out of.  
8 So thank you very much, Mark, and I see no  
9 other comments, so I'll close this section of this  
10 evening and we can move on to the Study Session.  
11 (This portion of the hearing concluded at 8:49  
12 PM).  
13 ---o0o---  
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1 STATE OF CALIFORNIA )  
2 COUNTY OF SAN FRANCISCO )  
3  
4 I, the undersigned, hereby certify that the  
5 discussion in the foregoing meeting was taken at the  
6 time and place therein stated; that the foregoing is a  
7 full, true and complete record of said matter.  
8 I further certify that I am not of counsel or  
9 attorney for either or any of the parties in the  
10 foregoing meeting and caption named, or in any way  
11 interested in the outcome of the cause named in said  
12 action.  
13  
14 IN WITNESS WHEREOF, I have  
15 hereunto set my hand this  
16 \_\_\_\_\_ day of \_\_\_\_\_,  
17 2016.  
18  
19 \_\_\_\_\_  
20 MARK I. BRICKMAN CSR 5527  
21  
22  
23  
24  
25

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## **PC. City of Menlo Park Planning Commission, Public Hearing (transcript dated March 21, 2016)**

- PC.1 *The commenter expresses general support for the Project.* This comment is related to the public discourse on the merits of the Project and whether it is an asset to the city. However, this does not concern the adequacy of the Draft Infill EIR analysis or the Project's compliance with CEQA. The Draft Infill EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, regardless of the Project's merits. Accordingly, no further response is necessary.
- PC.2 *The commenter expresses general support for the Project.* Please refer to Response PC.1, above.
- PC.3 *The commenter notes that the Garwood Way extension would affect all forms of transportation to the Project.* The comment does not concern the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft Infill EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project, including those associated with railroad grade crossings. Accordingly, no further response is necessary.
- PC.4 *The commenter notes that the bicycle path on Garwood Way and Oak Grove Avenue would help solve issues with access across and along El Camino Real.* Please refer Response PC.3, above.
- PC.5 *The commenter expresses general support for the Project.* Please refer to Response PC.1, above.
- PC.6 *The commenter expresses general support for the Project.* Please refer to Response PC.1, above.
- PC.7 *The commenter expresses general support for the Project.* Please refer to Response PC.1, above.
- PC.8 *The commenter notes that traffic is a regional issue and supports the Project.* Please refer to Response PC.3, above. Please note that the Draft Infill EIR addressed potential regional traffic impacts in Tables 3.1-15 and 3.1-19 and Mitigation Measure TRA-3.1.
- PC.9 *The commenter notes that traffic mitigating measures, such as ZipCar, exist and these services should increase as well.* Page 3.1-29 of the Draft Infill EIR describes the proposed TDM program, which includes a car-share program such as ZipCar. However, because the efficacy of the TDM program cannot be predicted reliably, to provide a conservative analysis and be consistent with other Menlo Park traffic studies for similar projects, no further trip reductions were applied to the analysis in relation to the proposed TDM program. As such, the trip generation forecast should be considered conservative, with possible underestimating of the potential trip reduction associated with required TDM program elements.
- PC.10 *The commenter expresses concern about the Project definition.* The Draft Infill EIR used Greenheart's best estimate for Project uses; however, at the time, the floor plans and other details of the Project had not been refined. Although the Project has been refined since release of the Draft Infill EIR, the Draft Infill EIR analyzes a range development to consider the most conservative scenarios, which would have the same or a greater impact compared to what the applicant ultimately proposes. As explained on page 2-9 of the Draft Infill EIR, different CEQA topics could be affected differently, depending on the land use mix. For example, community-serving uses generally generate more traffic than office and residential uses; therefore, the maximum number of community-serving uses is analyzed to be conservative. Although the



Project could include a range of uses, the CEQA analysis presented in the Draft Infill EIR considers the worst-case scenario, thereby fulfilling the CEQA requirements. No edits or additional analysis is needed in the Draft Infill EIR.

*The commenter also expresses confusion over the definition of community-serving uses.* The definition of community-serving uses is provided on page ES-1 of the Draft Infill EIR. As stated, community-serving uses include the following categories of uses, as defined in the Specific Plan and permitted in the ECR NE-R District: banks/other financial institutions, business services, eating/drinking establishments, office/business/professional services (limited to a single real estate office of no more than 2,500 square feet), personal improvement services, and retail sales. This definition is consistent with Table E2 on pages E6 and E7 of the El Camino Real/Downtown Specific Plan. Table E2 outlines the land use designations and allowable uses within the El Camino Real Mixed-Use/Residential land use designations, which apply to the Project site. Definitions for the uses that are considered community serving, as listed above, are provided in Appendix H1 of the Specific Plan.

- PC.11 *The commenter expresses concern about the jobs/housing imbalance as a result of the Project.* The Project would add up to 202 housing units to the city's housing stock. The job and housing projections are discussed on page 3-12 of the Draft Infill EIR. As stated, the Association of Bay Area Governments' (ABAG's) Projections 2013 includes buildout of the Specific Plan, which encompasses development of the Project. Table 3.0-2 illustrates the jobs and housing projections for the city through 2030. As shown, the jobs/housing ratio would increase slightly from 2.20 in 2015 to 2.23 in 2030. However, the projections would not be affected by development of the Project because it is already accounted for in the projections.
- PC.12 *The commenter suggests that the Project is not consistent with the Specific Plan zoning district because of the number of residential units proposed.* Page E4 of the Specific Plan provides some context for the El Camino Real Mixed Use/Residential land use designation, which "emphasizes residential use in proximity... to the station area and downtown." In terms of square footage, the Project's proposed residential component (48.1 percent) would be larger than either the office (44.9 to 47.4 percent) or community-serving components (4.5 to 6.7 percent). In addition, the number of units (up to 202) would make this the largest residential project in this area of Menlo Park in decades. Other developers are pursuing projects that are primarily residential; 465 dwelling units are currently approved or proposed in the Specific Plan area (68 percent of the plan's maximum allowable development). In addition, on an individual project basis, non-medical office uses are "metered" by a global requirement that calls for no more than one-half of the maximum FAR to be used for such uses. This Project is in compliance with that requirement.
- PC.13 *The commenter is concerned about additional traffic in the City and questions the use of timing signals.* The City is working to improve traffic conditions by updating the transportation impact Analysis (TIA) guidelines following the adoption of the General Plan update (ConnectMenlo), which is currently scheduled for fall 2016. The update will include reviewing the analysis methodology, significance thresholds for intersections and roadway segments, and inclusion of VMT metrics. The signal timing improvements (adding green time to the southbound left-turn from Middlefield to Ringwood and upgrading the video detection equipment at Ravenswood and Middlefield) are City-funded and expected to be completed by June 2016.

- PC.14 *The commenter refers to Impact TRA-10 and railroad grade crossings.* Page 3.1-64 of the Draft Infill EIR presents an analysis of potential railroad grade-crossing impacts. To address the potentially significant impact, Mitigation Measure TRA-10.1 is described in the Draft Infill EIR on pages 3.1-64 and 3.1-65. Grade separation for the railroad tracks and the cross streets of Glenwood Avenue, Oak Grove Avenue, and Ravenswood Avenue, with the crossing at Ravenswood Avenue being the highest priority, would be needed to mitigate the Projects' impacts on the railroad crossings. However, as noted in Mitigation Measure TRA-1.2b (page 3.1-35), grade separation is a large-scale, long-term project. It is not expected that grade separation would be funded by one development project. In addition, a design is still to be completed. Therefore, this impact would remain significant and unavoidable.
- PC.15 *The commenter suggests that the City has instructions for the California Department of Transportation (Caltrans) regarding what to do with respect to railroad grade separations.* Please refer to Response PC.3, above. In addition, the response provided during the Planning Commission meeting noted the joint cooperation of agencies, as required with railroad grade-crossing projects, and how the Draft Infill EIR addressed the issue (see also Response PC.14, above).
- PC.16 *The commenter suggests that the worst-case be addressed in the Draft Infill EIR with respect to railroad grade separations.* Please refer to Response PC.14, above.
- PC.17 *The commenter refers to the City's ongoing efforts to look at railroad grade separations.* Please refer to Responses PC.14 and PC.15, above.
- PC.18 *The commenter suggests that the Draft Infill EIR transportation analysis follows the City's guidelines, but the presentation is often technical, which makes it hard to understand. There are items that are not required but could be added to the document, such as a narrative that describes traffic conditions and queuing data, and table data could be placed directly on figures.* The City will be working on an update to TIA guidelines following the adoption of the General Plan update (ConnectMenlo) which is currently scheduled for fall 2016. The update will include reviewing the analysis methodology, significance thresholds for intersections and roadway segments, and inclusion of VMT metrics.

The traffic analysis in the Draft Infill EIR looked at the conservative scenario for the Project site. Since the Project is allowed a range of sizes for each of the land uses, the traffic analysis is based on the combination of land uses and sizes that presented the most conservative scenario. In this case, the 202 units for the residential use provided the highest trip generation.

- PC.19 *The commenter suggests that more detail should be provided in the alternatives analysis.* CEQA requires the Project to prepare an infill EIR because of its location and the prior EIR completed for the Specific Plan. As explained on page 5-1 of the Draft Infill EIR, Section 15183.3 of the CEQA Guidelines states that the analysis in an infill EIR need not address alternative locations, densities, or building intensities. However, the City has elected to evaluate a range of alternatives because they relate to the allowable base-level development standards in the Specific Plan. Chapter 5 of the Draft Infill EIR, *Alternatives*, presents this alternative analysis with sufficient detail to inform readers about the relative impacts of the Project and the alternatives. With respect to transportation impacts, the conclusions in the Draft Infill EIR are based on the relative difference in the trip generation of the alternatives compared with the Project, the analysis of the Project, the CEQA threshold standards, and the City of Menlo Park's guidelines. In the case of each alternative, the reduction in the number of peak-hour trips would not be

enough to result in fewer impacts at study intersections, based on a review of the Project analysis findings. Similarly, the reduction in daily trips would not be enough to result in fewer impacts on roadway segments, based on a review of the Project analysis findings. However, Table 5-4 has been revised to show whether the impacts would decrease, increase, or remain the same compared to the Project and provide readers with a more detailed summary of the analysis.

- PC.20 *The commenter asks that a water analysis for the Project be provided.* Water supply impacts as a result of the Project are analyzed in the Environmental Infill Checklist on pages 3-110 through 3-111. As stated, the City adopted the Bear Gulch District 2010 Urban Water Management Plan (UWMP) in 2011. Development of the Project site was assumed in the land use projections in the 2010 UWMP. Therefore, the demand generated by the Project has been considered, and the water providers have determined that adequate supplies are available to serve future uses at the site. Thus, the Project would have a less-than-significant impact on water supply. In addition, the proposed buildings would be designed to meet the performance standards set by a Leadership in Energy and Environmental Design (LEED) Silver rating. Therefore, the Project would most likely include water-efficient fixtures and/or drought-tolerant landscaping. Because the impacts would be less than significant, no mitigation measures would be required to reduce water use.
- PC.21 *The commenter notes the number of transportation impacts and asks if there is a tipping point where something happens.* Please refer to Response PC.3, above.
- PC.22 *The commenter asks about the nature of significant and unavoidable impacts.* The verbal response given at the Planning Commission meeting discussed other ways to look at the transportation analysis, such as patterns in the location of impacts and whether the impacts are close to a project site or regional in nature. In addition, there are policy decisions that are important with respect to physical improvements to accommodate traffic compared with measures that are aimed at getting people to change transportation mode.
- PC.23 *The commenter asked for an opinion about traffic conditions getting worse with or without the Project.* The comment does not concern the adequacy of the Draft Infill EIR analysis or the Project's compliance with CEQA. The comment asserted that a relatively small increase in traffic volume would be enough to trigger a significant impact in light of existing traffic conditions on Oak Grove Avenue. The comment was affirmed in the verbal response given at the Planning Commission meeting.
- PC.24 *The commenter notes the TDM program does not factor into the analysis in a large manner.* The trip generation estimate was based on industry standard practices and is consistent with other analyses prepared for the City of Menlo Park. To be conservative, as noted on pages 3.1-29 and 3.1-30 of the Draft Infill EIR, the combination of these TDM trip reduction strategies would be expected to reduce the number of Project-related trips by 43 to 665 per day, including 7 to 96 trips during the AM Peak Hour and four to 73 trips during the PM Peak Hour. This would result in a range of effectiveness of 2 to 30 percent with respect to reducing the number of peak-hour trips. It should be noted that under the C/CAG guidelines, this Project would be expected to receive up to 426 daily trip credits for the TDM program. However, because the efficacy of the TDM program cannot be predicted reliably, to provide a conservative analysis and be consistent with other Menlo Park traffic studies for similar projects, no further trip reductions were applied to the analysis in relation to the proposed

TDM program. As such, the trip generation forecast should be considered conservative, with possible underestimating of the potential trip reduction associated with required TDM program elements.

- PC.25 *The commenter notes the TDM program amenities have not been offered on other projects. Please refer to Response PC.3, above.*
- PC.26 *The commenter questions the ranges of development that are included in the Draft Infill EIR. Please refer to Response PC.10, above.*
- PC.27 *The commenter questions the maximum buildout of the Project. Please refer to Response PC.10, above.*
- PC.28 *The commenter asks about the efficiency of signal timing improvements. The verbal response given at the Planning Commission was about a 10 percent improvement due to adaptive traffic signal technology such as that already in use in Menlo Park.*
- PC.29 *The commenter asks about changes in traffic LOS when only a few seconds of delay are due to Project-generated trips. This assertion was confirmed in the verbal response given at the Planning Commission.*
- PC.30 *The commenter asks about the differences between the Draft Infill EIR traffic study and the Specific Plan traffic study. There are differences in the traffic studies because the land uses are different, and this Project was not an opportunity site in the Specific Plan. As Thomas Rogers pointed out in his verbal response given at the Planning Commission, this Project is undergoing its own EIR process, which is looking at the full impacts of this Project over baseline conditions.*
- PC.31 *The commenter asks for a comparison between the traffic study for the Draft Infill EIR and that of the Downtown Specific Plan EIR. The Downtown Specific Plan EIR included 34 study intersections, compared to 27 in the Draft Infill EIR. Of these, both documents had 21 intersections in common. The difference in intersections evaluated is attributable to the fact that the Draft Infill EIR is for a specific development project that was not individually evaluated in the Specific Plan Draft EIR, and as such, it underwent its own site-specific analysis that included additional intersections that may be affected by the Project. Also, each EIR's analysis utilized traffic counts and a near-term project list that was recent as of the time of the analysis. This also accounts for some differences in the results between the two analyses.*

Each Draft EIR analyzed trip generation, including trip reductions due to transit and mixed-use development.

The Specific Plan transportation analysis identified four affected intersections under existing plus-Project conditions compared to five in the Draft Infill EIR. Of these, there was one intersection in common that was affected.

The Specific Plan transportation analysis identified 15 affected intersections under cumulative plus-Project conditions compared to 13 in the Draft Infill EIR. Of these, there were eight intersections in common that were affected.

The Specific Plan transportation analysis included 30 roadway segments compared to 14 in the Draft Infill EIR. Of these, there were five roadway segments that these documents had in common.

The Specific Plan transportation analysis identified four affected roadway segments under existing plus-Project conditions compared to five in the Draft Infill EIR. Of these, there were three in common that were affected.

The Specific Plan transportation analysis identified 15 affected roadway segments under cumulative plus-Project conditions compared to 13 in the Draft Infill EIR. Of these, there were three in common that were affected.

The Specific Plan transportation analysis evaluated four freeway segments compared to 18 in the Draft Infill EIR. Of these, there were two freeway segments that these documents had in common.

The Specific Plan transportation analysis did not identify any affected freeway segments under existing plus-Project conditions. The Draft Infill EIR identified four affected freeway segments under these conditions.

The Specific Plan transportation analysis did not identify any affected freeway segments under cumulative plus-Project conditions. The Draft Infill EIR identified four affected freeway segments under these conditions.

VMT and railroad grade crossings were studied in the 1300 El Camino Real Draft EIR but not the Downtown Specific Plan Draft EIR.

In general, this comment does not address the adequacy of the EIR analysis or the Project's compliance with CEQA. The Draft Infill EIR was prepared to fulfill the City's obligation under CEQA to identify the significant and potentially significant environmental impacts of the Project. Accordingly, no further response is necessary.

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## Chapter 4

# Revisions to the Draft Infill EIR

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This chapter includes revisions to the Draft Infill EIR by errata as allowed by CEQA. The revisions are presented in the order they appear in the Draft Infill EIR, with the relevant page number(s) indicated with italicized print. New or revised text is shown with underline for additions and ~~strike-out~~ for deletions.

All text revisions are to provide clarification or additional detail. After considering all comments received on the Draft Infill EIR, the Lead Agency has determined that the changes do not result in a need to recirculate the Draft Infill EIR. Under the CEQA Guidelines, recirculation is required when new significant information identifies:

- A new significant environmental impact resulting from the project or from a new mitigation measure proposed to be implemented;
- A substantial increase in the severity of an environmental impact unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- A feasible project alternative or mitigation measure, considerably different from others previously analyzed, that clearly would lessen the significant environmental impacts of the project, but that the project's proponents decline to adopt; or
- The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (Guidelines Sec. 15088.5[a]).

Recirculation of a Draft Infill EIR is not required where the new information merely clarifies, amplifies, or makes minor modifications to an adequate EIR (Guidelines Sec. 15088[b]). The information provided below meets those criteria.

## Executive Summary

Mitigation Measure AQ-1.2 on page ES-27 has been deleted, as follows:

*~~AQ-1.2: Use Modern Fleet for On-Road Material Delivery and Haul Trucks during Construction. The Project Sponsor shall ensure that all on road heavy duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater used at the Project site shall comply with EPA 2007 on road emission standards for PM10 (0.01 grams per brake horsepower-hour). These PM10 standards were phased in through the 2007 and 2010 model years on a percent of sales basis (50 percent of sales in 2007 to 2009 and 100 percent of sales in 2010). This mitigation measure assumes that all on road heavy duty diesel trucks shall be model year 2010 and newer, with all trucks compliant with EPA 2007 on road emission standards. While project impacts are associated with PM2.5 concentrations and the EPA 2007 on road emission standards address PM10 emission, the newer engine technologies that are required to meet the PM10 emission standards shall also reduce PM2.5 concentrations.~~*

## Chapter 2 – Project Description

The last paragraph on page 2-5 of the Draft Infill EIR has been revised as follows:

In total, the three buildings would cover approximately 45 percent of the Project site and be constructed at 1.5 FAR. A ~~public~~privately owned, publicly accessible park, Garwood Park, would be located in the northeast corner of the Project site adjacent to Garwood Way and the Caltrain right-of-way. The approximately ~~10,000 sf~~17,000 sf park would be located off of Garwood Way to allow access for city residents. In accordance with the Specific Plan, the park is proposed to include a structural element that would create a defined building edge as seen while walking, biking, and driving along Garwood Way. The park would promote active park use by residents, in particular, from the dog play area as well as the possibility of use for organized league play. The park would also contain seating and table areas for casual picnicking, resting, table game play (chess and checkers), and a gathering place, in addition to a publicly accessible restroom.

The first paragraph under the subheader “Landscaping” on page 2-8 of the Draft Infill EIR has been revised as follows:

As shown in Figure 2-2, landscaping would be provided throughout the Project site. There are currently ~~37~~ 50 Heritage Trees (per Section 13.24 of the City’s Municipal Code)<sup>3</sup> at the Project site. ~~More than 40 percent~~A substantial number of the Heritage Trees are multi-stemmed Chinese Trees of Heaven that spread from root sprouts, creating a tree that meets the Heritage Tree definition but in general has limited landscape value. Other tree species at the Project site include blackwood acacia, African fern pine, Italian cypress, jacaranda, Canary Island date palm, coast live oaks, valley oaks, black locust, and coast redwoods. The Project would remove all of these trees, including the root stems, plus nine trees in the public right-of-way. In total, 59 Heritage Trees would be removed under the Project. However, the conceptual landscape plan shows a minimum replacement at a two-to-one ratio for the ~~37~~59 Heritage Trees that would be removed from the site and adjacent right-of-way; all tree removals would follow the City’s replacement guidelines. There are currently ~~19~~10 City trees along the El Camino Real and Oak Grove Avenue frontages ~~that,~~ most of which are projected to remain with implementation of the Project.<sup>4,5</sup>

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<sup>5</sup> Email communications with the City of Menlo Park. June 14, 2016.



Table 2-5 of page 2-13 of the Draft Infill EIR has been revised as follows:

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

	Non-Residential (sf)	Residential (units)	Height Max (feet)
Proposed Project	217,900 <sup>a</sup>	202	48 <sup>b</sup>
1300 El Camino Real Sand Hill Project	110,065	--	40
Active Project Site Uses	<del>10,000</del> 17,000	--	--
<i>Net Project Development</i>	97,835	202	--
Specific Plan Development	474,000	680	48 <sup>b</sup>
<i>Net Project Development as Percent of Specific Plan</i>	20.6%	32.4%	--

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

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

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

The list of City approvals on page 2-15 is revised as follows:

## City Approvals

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

- **Environmental Review.** This process includes certification of the environmental review and approval of the mitigation measures presented in this document.
- **Approval of Public Benefit Bonus.** The Planning Commission and City Council, concurrent with overall Project review, will review the proposed public benefits. If the decision-making body determines the public benefits are not sufficient, the Project will be required to be revised to the base-level standards.
- **Architectural Control Review.** Design review for compliance with Specific Plan standards and guidelines.
- ~~Lot Line Adjustment/Lot Merger.~~ A lot line adjustment or lot merger would be required.
- **Heritage Tree Removal Permits.** A tree removal permit would be required for each Heritage Tree proposed for removal per Municipal Code Section 13.24.040.
- **Below Market Rate Housing Agreement.** A Below Market Rate Housing Agreement would be required for the Project's compliance with the City's Below Market Rate Housing Program, as outlined in Chapter 16.96 of the Municipal Code.
- ~~Right-of-Way Actions.~~ City Council approval of the abandonment of Derry Lane; a portion of the Garwood Way plan line would be required concurrent with the other project actions.

- **Development Agreement.** This allows the project sponsor to secure vested rights and the City to secure public benefits, including a \$2.1 million cash contribution, additional affordable housing units, and a sales tax guarantee.
- **Tentative Map.** The map will merge existing parcels and create one private parcel (with a four-unit commercial condominium) and two public right-of-way parcels, dedicate a new public street extension of Garwood Way, abandon Derry Lane and a portion of the existing Garwood Way right-of-way, and abandon/dedicate public access and public utility easements;
- **Use Permit.** Outdoor seating associated with future restaurants would be allowed with a use permit.

## Chapter 3 – Environmental Impact Analysis

The first paragraph under the subheader “Biological Resources” on page 3-8 of the Draft EIR has been revised as follows:

The pallid bat (*Antrozous pallidus*) is the only special-status bat species that has the potential to roost on the Project site, particularly in the ~~375~~<sup>59</sup> Heritage Trees to be removed and the seven structures to be demolished during Project construction. These direct disturbances, along with indirect disturbances, including noise or increased human activity in the area, would have a significant impact on the pallid bat. Mitigation Measures BIO-5a, BIO-5b, and BIO-5c, as described in the Specific Plan EIR (pages 4.3-29 to 4.3-31), would reduce this impact to a less-than-significant level. In addition, Cooper’s hawk (*Accipiter cooperii*) may be present at the Project site. Implementation of Mitigation Measures BIO-1a and BIO-1b, as presented in the Specific Plan EIR (pages 4.3-24 to 4.3-27), would reduce potential impacts on Cooper’s hawk to a less-than-significant level. The Project would include the removal of ~~375~~<sup>59</sup> Heritage Trees, but the City code requires a removal permit and replacement at a 1:1 ratio for residential projects and a 2:1 ratio for commercial projects. As such, the City’s procedures and the Specific Plan guidelines would mitigate the loss of Heritage Trees. There would be a less-than-significant impact. No additional mitigation would be required.

### Section 3.1 – Transportation/Traffic

Table 3.1-22 on page 3.1-58 of the Draft Infill EIR has been revised as follows:

**Table 3.1-22. Cumulative and Cumulative plus-Project ADT Summary**

Roadway Segment	Classification	Capacity	ADT			Potentially Significant Impact
			Cumulative	Added	Cumulative plus Project	
1. Middlefield Rd (Marsh Rd to Glenwood Ave)*	Minor Arterial	25,000	24,600	106	24,706	No
2. Middlefield Rd (Oak Grove Ave to Ravenswood Ave)*	Minor Arterial	25,000	21,000	402	21,402	No
3. Laurel St (Encinal Ave to Glenwood Ave)	Collector	10,000	5,300	63	5,363	No
4. Laurel St (Oak Grove Ave to Ravenswood Ave)	Collector	10,000	5,600	322	5,922	No
5. Ravenswood Ave (Laurel St to Middlefield Rd)	Minor Arterial	20,000	22,700	281	22,981	Yes
6. Encinal Ave (Laurel St to Middlefield Ave)*	Collector	10,000	7,000	63	7,063	No
7. Valparaiso Ave (University Dr to El Camino Real)	Minor Arterial	20,000	17,300	181	17,481	No
8. Glenwood Ave (El Camino Real to Laurel St)	Collector	10,000	8,100	114	8,214	No
9. Glenwood Ave (Laurel St to Middlefield Rd)*	Collector	10,000	6,100	51	6,151	No
10. Oak Grove Ave (El Camino Real to Laurel St)	Collector	10,000	12,500	716	13,216	Yes
11. Oak Grove Ave (Laurel St to Middlefield Rd)*	Collector	10,000	11,400	394	11,794	Yes
12. Alma St (Oak Grove Ave to Ravenswood Ave)	Collector	10,000	2,100	0	2,100	No
13. Garwood Way (Glenwood Ave to Oak Grove Ave)	Local	1,500	<del>3,500</del> 700	<del>0</del> 1,553	<del>3,500</del> 2,253	<del>No</del> Yes
14. Merrill St (Oak Grove Ave to Ravenswood Ave)	Local	1,500	<del>700</del> 3,500	<del>1,553</del> 0	<del>2,253</del> 3,500	<del>Yes</del> No

Source: W-Trans, 2015.

Notes:

\* Part or all of the roadway segment is located in the Town of Atherton.

Roadway capacities for each roadway classification are detailed in the City of Menlo Park Circulation System Assessment and the Town of Atherton General Plan (2002).

Data regarding existing volumes collected by the City of Menlo Park in 2014.

The title of Figure 3.1-11, following page 3.1-28 of the Draft Infill EIR, has been revised as follows:

Project Trip Distribution (~~Retail-Commercial~~ Portion)

Figure 3.1-15, following page 3.1-40 of the Draft Infill EIR has a typographical error. The Project-added daily traffic volume on Valparaiso Avenue should be 181, as noted on the revised figure, and not 17,300. The incorrect figure in the Draft Infill EIR represents the total daily traffic volume, and not the Project-added traffic volume as was intended. Figure 3.1-15 has been updated, as shown on the following page.

## Section 3.2 – Air Quality

The last sentence on page 3.2-12 has been revised as follows:

MITIGATION MEASURES. Because DPM cancer risk from construction equipment, including both off-road vehicles and on-road trucks, would exceed BAAQMD's cancer risk threshold, this impact would be significant and would require implementation of Mitigation Measures AQ-1.1 and AQ-1.2.

Mitigation Measure AQ-1.2 has been deleted from page 3.2-13 of the Final Infill EIR, as shown below. In addition, all references to AQ-1.2 throughout the document have also been deleted.

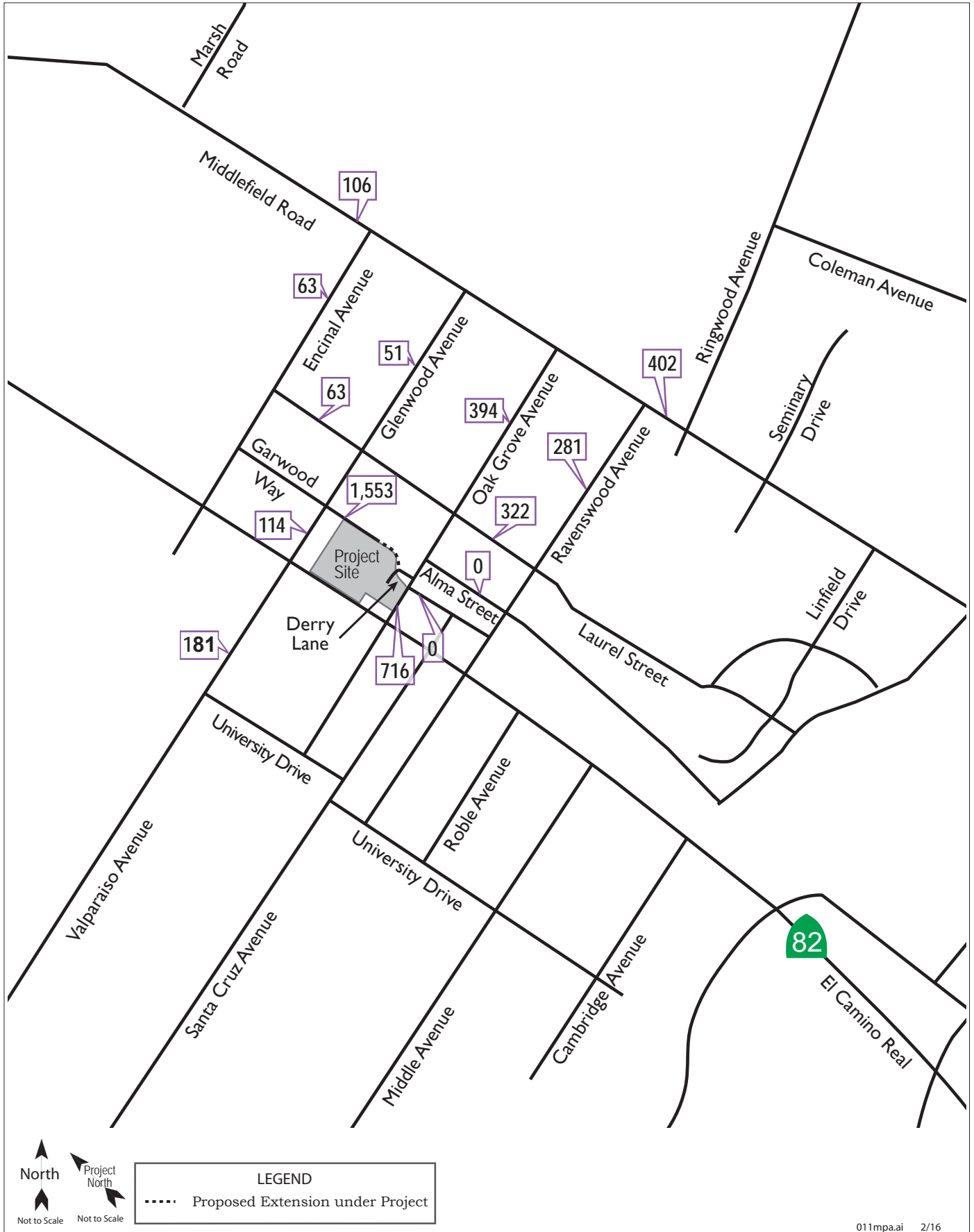
~~AQ 1.2: Use Modern Fleet for On-Road Material Delivery and Haul Trucks during Construction. The Project Sponsor shall ensure that all on-road heavy-duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater used at the Project site shall comply with EPA 2007 on-road emission standards for PM10 (0.01 grams per brake horsepower-hour). These PM10 standards were phased in through the 2007 and 2010 model years on a percent of sales basis (50 percent of sales in 2007 to 2009 and 100 percent of sales in 2010). This mitigation measure assumes that all on-road heavy-duty diesel trucks shall be model year 2010 and newer, with all trucks compliant with EPA 2007 on-road emission standards. While project impacts are associated with PM2.5 concentrations and the EPA 2007 on-road emission standards address PM10 emission, the newer engine technologies that are required to meet the PM10 emission standards shall also reduce PM2.5 concentrations.~~

The fourth paragraph on page 3.2-13 of the Final Infill EIR has been revised as follows:

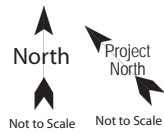
Mitigation Measures AQ-1.1 and AQ-1.2 and Specific Plan EIR Measure AIR-1a would substantially reduce DPM from off-road equipment exhaust (88-89 percent reduction), and Mitigation Measure AQ-1.2 would substantially reduce DPM from on-road vehicle exhaust (62-63 percent reduction). Project health risks with implementation of applicable mitigation (Mitigation Measures AIR-1a and AQ-1.1, and AQ-1.2) are shown in Table 3.2-4. There are no exceedances at receptors located outside the 1,000-foot radius specified by BAAQMD.

The first paragraph on page 3.2-13 of the Final Infill EIR has been revised as follows:

Mitigation Measures AQ-1.1 and AQ-1.2 and Specific Plan EIR Measure AIR-1a would substantially reduce DPM from off-road equipment exhaust (88-89 percent reduction), and Mitigation Measure AQ-1.2 would substantially reduce DPM from on-road vehicle exhaust (62-63 percent reduction). Project health risks with implementation of applicable mitigation (Mitigation Measures AIR-1a and AQ-1.1, and AQ-1.2) are shown in Table 3.2-4. There are no exceedances at receptors located outside the 1,000-foot radius specified by BAAQMD.



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**Figure 3.1-15**  
**Project Added Daily Volumes**  
 1300 El Camino Real Greenheart Project

The last paragraph on page 3.2-14, continuing onto page 3.2-15, of the Draft Infill EIR has been revised as follows:

With implementation of Mitigation Measure AQ-1.1, additional reductions of fugitive and equipment PM2.5 exhaust would occur. For example, Tier 3 engines utilized pursuant to Mitigation Measure AQ-1.1 (see Impact AQ-1 above) would substantially reduce PM2.5 exhaust from construction equipment. ~~Mitigation Measure AQ-1.2 (see Impact AQ-1 above) would also substantially reduce PM2.5 exhaust from haul trucks. Similarly, In addition,~~ dust controls implemented under Specific Plan EIR Mitigation Measure AIR-1a would reduce fugitive PM2.5 by approximately 55 percent with implementation of applicable mitigation (Mitigation Measures AIR-1a, and AQ-1.1, ~~and AQ-1.2~~). For disclosure purposes, the reductions that would occur with all applicable mitigation measures are shown in Table 3.2-6.

The following text on page 3.2-17 of the Draft Infill EIR has been revised, as follows:

As discussed above, Mitigation Measures AIR-1a, and AQ-1.1, ~~and AQ-1.2~~ would substantially reduce DPM and PM2.5 during construction. Cumulative risks with implementation of applicable onsite mitigation are shown in Table 3.2-9. As shown, no exceedances would occur with implementation of these mitigation measures.

As shown in Table 3.2-9, implementation of Mitigation Measures AQ-1.1 and AIR-1a, ~~AQ-2.1, and AQ-2.2~~ would reduce cumulative cancer risks and PM2.5 concentrations to below BAAQMD's cumulative threshold for all receptor locations. Accordingly, potential cumulative health risks would be *less-than-significant with mitigation*.

## Chapter 5 – Alternatives

The first two paragraphs on page 5-7 of the Draft Infill EIR have been revised as follows:

**Localized Particulate Matter Emissions during Construction.** Diesel-fueled engines, which generate respirable particulate matter with a diameter of 2.5 micrometers or less (PM2.5), would be used during construction of the Base Level Maximum Office Alternative, similar to the Project. Construction of the Base Level Maximum Office Alternative would also result in fugitive (dust) emissions of PM2.5 through site disturbance and truck travel. Multiple sensitive receptors are located within 1,500 feet of the Project site.<sup>2</sup> Since the Base Level Maximum Office Alternative would result in a reduction of building area compared to the Project, these impacts would be less than under the Project. Similar to the Project, construction of the Base Level Maximum Office Alternative would likely result in significant increases in PM2.5 concentrations without mitigation, but implementation of Mitigation Measures AQ-1.1, ~~AQ-1.2, and AQ-1.3~~ would reduce these impacts to a less-than-significant level. Exposure to PM2.5 concentrations with implementation of the Base Level Maximum Office Alternative would be less than significant with mitigation, similar to the Project. (LTS/M)

**Cumulative Impacts.** Implementation of the Base Level Maximum Office Alternative in combination with El Camino Real vehicle traffic and Caltrain emissions, similar to the Project, would result in a less-than-significant cumulative impact for the non-cancer hazard index, cancer risk, and PM2.5 concentrations after implementation of mitigation measures. Since the Base Level Maximum Office Alternative would result in a reduction of building area compared to the Project, these impacts would be less than under the Project. Similar to the Project,

construction of the Base Level Maximum Office Alternative would likely result in significant increases in cancer risk and PM2.5 concentrations without mitigation, but implementation of Mitigation Measures AQ-1.1, ~~AQ 1.2, and AQ 1.3~~ would reduce these cumulative impacts to a less-than-significant level. (LTS/M)

The following text, starting on page 5-10 and continuing onto page 5-11 of the Draft Infill EIR has been revised as follows:

**Exposure of Sensitive Receptors to Localized Particulate Matter Emissions during Construction.** Diesel-fueled engines, which generate PM2.5, would be used during construction of the Base Level Maximum Residential Alternative, similar to the Project. Construction of the Base Level Maximum Residential Alternative would also result in fugitive (dust) emissions of PM2.5 through site disturbance and truck travel. Multiple sensitive receptors are located within 1,500 feet of the Project site, as noted above for the Base Level Maximum Office Alternative. Similar to the Project, construction of the Base Level Maximum Residential Alternative would likely result in significant increases in PM2.5 concentrations without mitigation, but implementation of Mitigation Measures AQ-1.1, ~~AQ 1.2, and AQ 1.3~~ would reduce these impacts to a less-than-significant level. Exposure to PM2.5 concentrations with implementation of the Base Level Maximum Residential Alternative would be less than significant with mitigation. (LTS/M)

**Cumulative Impacts.** Implementation of the Base Level Maximum Residential Alternative in combination with El Camino Real vehicle traffic and Caltrain emissions, similar to the Project, would result in a less-than-significant cumulative impact for the non-cancer hazard index, cancer risk, and PM2.5 concentrations after implementation of mitigation measures. Since the Base Level Maximum Residential Alternative would result in a reduction of building area compared to the Project, these impacts would be less than under the Project. Similar to the Project, construction of the Base Level Maximum Residential Alternative would likely result in significant increases in cancer risk and PM2.5 concentrations without mitigation, but implementation of Mitigation Measures AQ-1.1, ~~AQ 1.2, and AQ 1.3~~ would reduce these cumulative impacts to a less-than-significant level. (LTS/M)

The alternatives comparison table on pages 5-5 through 5-12 of the Draft Infill EIR has been revised, as follows. However, note that instead of strikethrough and underline, the new text is highlighted in grey.

Environmental Issue	Project	No-Project Alternative	Comparison	Maximum Office	Comparison	Maximum Residential	Comparison
<b>Transportation</b>							
Impacts on Intersections	SU	NI	<	SU	<	SU	<
Impacts on Roadway Segments	SU	NI	<	SU	<	SU	<
Impacts on Routes of Regional Significance	SU	NI	<	SU	<	SU	<
Impacts on Pedestrian and Bicycle	LTS	NI	<	LTS	<	LTS	<
Impacts on Transit Facilities	LTS	NI	<	LTS	<	LTS	<
Cumulative Impacts	SU	NI	<	SU	<	SU	<
<b>Air Quality</b>							
Exposure of Sensitive Receptors to Localized Particulate Matter Emissions during Construction	LTS/M	NI	<	LTS/M	<	LTS/M	=
Cumulative Impacts	LTS/M	NI	<	LTS/M	<	LTS/M	<
<b>Noise</b>							
Traffic Noise Impacts	LTS	NI	<	LTS	<	LTS	<
Cumulative Impacts	LTS	NI	<	LTS	<	LTS	<
<b>Hazards and Hazardous Materials</b>							
Routine Hazardous Materials Use	LTS/M	LTS/M	=	LTS/M	=	LTS/M	=
Accidental Release of Hazardous Materials	LTS/M	LTS/M	=	LTS/M	=	LTS/M	=
Cumulative Impacts	LTS	LTS	=	LTS	=	LTS	=
NI (no impact); LTS (less than significant); LTS/M (less than significant with mitigation); SU (significant and unavoidable); = (equal to); < (less than); > (greater than)							