

# **MENLO PORTAL PROJECT ENVIRONMENTAL IMPACT REPORT**

**STATE CLEARINGHOUSE NO. 2020010055**

**MENLO PARK, CALIFORNIA**



**LSA**

February 2021

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**NOTICE OF AVAILABILITY  
ENVIRONMENTAL IMPACT REPORT  
MENLO PORTAL PROJECT  
SCH NO. 2020010055  
CITY OF MENLO PARK**

**Date:** February 25, 2021

**To:** State Clearinghouse  
State Responsible Agencies  
State Trustee Agencies  
Other Public Agencies  
Interested Organizations

**From:** Payal Bhagat  
Consulting Planner  
City of Menlo Park  
701 Laurel Street  
Menlo Park, CA 94025

**Subject:** **Notice of Availability (NOA) of a Draft Environmental Impact Report for the Menlo Portal Project**

**Lead Agency:** City of Menlo Park, Planning Division

**Project Title:** Menlo Portal Project

**Project Area:** Bayfront Area, City of Menlo Park

Notice is hereby given that the City of Menlo Park (City), as the lead agency under the California Environmental Quality Act, has prepared a Draft Environmental Impact Report (EIR) for the proposed Menlo Portal Project (proposed project). In accordance with Section 15087 of the CEQA Guidelines, the City has prepared this Notice of Availability (NOA) to invite agencies, organizations, and interested parties to provide comments on the Draft EIR.

**PUBLIC REVIEW PERIOD:** February 25, 2021 – April 12, 2021

Comments on the Draft EIR will be accepted as part of the Planning Commission meeting on **March 22, 2021, at 7:00 p.m.** In response to the ongoing COVID-19 pandemic, the Planning Commission meeting will be held remotely via GoToWebinar or Zoom, which can be accessed at [menlopark.org/PlanningCommission](http://menlopark.org/PlanningCommission).

Written comments on the Draft EIR may also be sent to:

**Payal Bhagat**  
**City of Menlo Park**  
**Community Development, Planning Division**  
**701 Laurel Street**  
**Menlo Park, CA 94025**  
[PBhagat@menlopark.org](mailto:PBhagat@menlopark.org)  
**Phone: 650.330.6702**

Comments on the Draft EIR are due no later than the close of the Draft EIR review period (5:00 p.m. on **Monday, April 12, 2021**). However, we would appreciate your response at the earliest possible date. Please send your written comments to Payal Bhagat at the address shown above or by email to [PBhagat@menlopark.org](mailto:PBhagat@menlopark.org) with “Menlo Portal Project EIR” as the subject. Public agencies that provide comments are asked to include a contact person for the agency.

The Draft EIR is available online at: <https://www.menlopark.org/1774/Development-Projects-Environmental-Docum>. A paper copy is also available for a curbside pickup at the Menlo Park Main Library. Please visit [menlopark.org/library](http://menlopark.org/library) for more information on how to reserve this document. If you require additional assistance, please contact Payal Bhagat at [PBhagat@menlopark.org](mailto:PBhagat@menlopark.org).

**PROJECT LOCATION AND EXISTING CONDITIONS:** The approximately 3.2-acre project site is comprised of three parcels located at 104 Constitution Drive, 110 Constitution Drive, and 115 Independence Drive, north of US Highway 101 (US 101) in the City of Menlo Park. The site is bounded by Constitution Drive to the north, commercial and light manufacturing uses to the east, commercial office uses to the south, and Independence Drive and Marsh Road to the west.

The project site is designated Mixed Use Residential within the Bayfront Area on the City’s General Plan Land Use Designations Map and is within the Residential-Mixed Use-Bonus (R-MU-B) zoning district. The generally level project site is currently developed with two single-story office buildings and one warehouse/industrial building with a small office component totaling approximately 64,832 square feet in size. The existing buildings on the project site were constructed between 1960 and 1966 and are currently occupied by office and industrial tenants. A total of 128 parking spaces are provided across all three parcels. Vegetation on the project site consists of small landscaped areas and approximately 13 mature trees along both the southern and northern borders of the project site, approximately 10 of which are heritage-sized trees.

**PROJECT DESCRIPTION:** The proposed project would result in the redevelopment of the project site with an approximately 326,581-gross-square-foot, seven-story multi-family apartment building with approximately 335 dwelling units (inclusive of 15 additional bonus units for the incorporation of on-site below market rate units per the City’s BMR Housing Program [Chapter 16.96.040]) and an approximately 34,868-gross-square-foot commercial office building which would include approximately 1,600 gross square feet of child care space and associated 2,190-square-foot outdoor play area currently proposed as the community amenity space, as well as associated open space, circulation and parking, and infrastructure improvements. The project sponsor is currently proposing that 15 percent of the units (or 48 units of the 320 maximum units allowed by the Zoning Ordinance before accounting for the 15 bonus units) would be provided to below market rate (BMR) households in compliance with the City’s BMR Housing Program Ordinance, Menlo Park Municipal Code, Chapter 16.96, and the City’s BMR Housing Program Guidelines.

The ground floor of each building would be raised three to five feet above grade to comply with the City’s green and sustainable building requirements to accommodate flood plain design and account for sea level rise. The proposed residential building would be a maximum of approximately 83 feet, 9 inches in height and the proposed commercial office building would be a maximum of 55 feet in height.

The residential building would include an at-grade, two-level, approximately 92,782-square-foot, 320-space parking garage. The commercial office building would also include an at-grade, two-level, approximately 44,254-square-foot parking garage with a total of 93 parking spaces, for a total of 413 parking spaces. Approximately 564 bicycle parking spaces would be provided across the project site.

A total of approximately 54,594 square feet of private residential, private child care, common, and publicly accessible open space would be provided in private balconies and terraces, at the ground floor, the third and seventh floors of the residential building, and at the roof of the commercial office building. The proposal also includes a use permit request for the storage and use of hazardous materials (diesel fuel) for emergency backup generator to be incorporated into the proposed project.

**PROJECT APPROVALS:** The following City discretionary approvals and actions would be required prior to development at the project site:

- EIR Certification
- Adoption of Findings
- Use Permit
- Architectural Control
- Lot Line Adjustment
- Lot Merger
- Heritage Tree Removal Permits
- Below Market Rate Housing Agreement

In order to qualify for bonus-level development within the R-MU-B zoning district, the proposed project will also be required to complete an appraisal process to identify the value of the community amenities to be provided in exchange for the opportunity to develop at the bonus level. In addition, the project sponsor's community amenity proposal is subject to review and approval by the Planning Commission and/or City Council. There will be a fiscal impact analysis conducted regarding the proposed project. These informational analyses provide additional information for decision makers in evaluating the permits and approvals listed above.

**RESPONSIBLE AGENCIES:** The City requests the following agencies review the analysis within the Draft EIR regarding information relevant to your agency's statutory responsibilities in connection with the proposed project, pursuant to CEQA Guidelines Section 15086. Your agency may need to use the EIR prepared by the City when considering any permits or other approvals that your agency must issue for the proposed project.

- Pacific Gas & Electric
- California Department of Transportation
- California Department of Toxic Substance Control
- California Regional Water Quality Control Board
- City/County Association of Governments
- Bay Area Air Quality Management District
- San Mateo County Transportation Authority
- San Mateo County Environmental Health Division
- Menlo Park Fire Protection District
- West Bay Sanitary District

**INTRODUCTION TO EIR:** The project site is within the ConnectMenlo study area. ConnectMenlo, which updated the City's General Plan Land Use and Circulation Elements and rezoned the land in the M-2 Area (now referred to as the Bayfront Area), was approved on November 29, 2016. Because the City's General Plan is a long-range planning document, the ConnectMenlo Final EIR was prepared as a program EIR, pursuant to CEQA Guidelines Section 15168. Section 15168(d) of the CEQA Guidelines provides information for simplifying the preparation of subsequent environmental documents by

incorporating by reference analyses and discussions. CEQA Guidelines Section 15162(d) states that where an EIR has been prepared and certified for a program or plan, the environmental review for a later activity consistent with the program or plan should be limited to the effects that were not analyzed as significant in the prior EIR or susceptible to substantial reduction or avoidance.

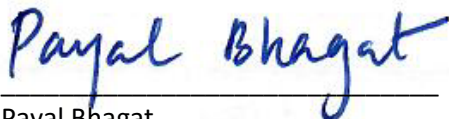
An Initial Study for the project, which is also available for review online at:

<https://www.menlopark.org/DocumentCenter/View/23947/Menlo-Portal-Initial-Study>, was prepared to evaluate the potential environmental impacts of the proposed project and determine what level of additional environmental review would be appropriate, and was released on January 7, 2020, with a public review period from January 7, 2020 through February 7, 2020. In accordance with the requirements outlined in Section 15168 of the CEQA Guidelines, the project-level Initial Study was prepared to disclose the relevant impacts and mitigation measures addressed in the certified program-level ConnectMenlo EIR and discuss whether the project is within the parameters of the ConnectMenlo EIR or additional analysis would be necessary. In addition, as a result of the settlement agreement between the City of Menlo Park and the City of East Palo Alto, housing and transportation are required to be analyzed. Based on the findings of the Initial Study, a Draft EIR was prepared to address potential physical environmental effects of the proposed project for the following topics: Population and Housing; Transportation; Air Quality; Greenhouse Gas Emissions; and Noise (Operation Period Traffic and Stationary Noise).

**SIGNIFICANT ENVIRONMENTAL EFFECTS:** The Draft EIR does not identify any significant and unavoidable environmental impacts from the proposed project. The proposed project would result in potentially significant impacts related to Transportation, Air Quality, and Noise, but these impacts would be reduced to a less than significant level with implementation of identified mitigation measures. Impacts related to Population and Housing and Greenhouse Gas Emissions would be less than significant.

**HAZARDS MATERIALS AND HAZARDOUS WASTE SITES:** The project site is not located on any list of hazardous materials waste sites compiled pursuant to Section 65962.5 of the Government Code.

**EIR PROCESS:** In accordance with CEQA Guidelines Section 15105(a), the Draft EIR will be available for public review and comment for a 45-day review period. Following the close of the public review period on April 12, 2021, the City will prepare a Final EIR, which will include responses to all substantive comments received on the Draft EIR. The Draft EIR and Final EIR will be considered by the City Council in making the decision to certify the EIR and final action on the project.



Payal Bhagat  
City of Menlo Park

February 25, 2021

# **MENLO PORTAL PROJECT ENVIRONMENTAL IMPACT REPORT**

## **MENLO PARK, CALIFORNIA**

Submitted to:

City of Menlo Park  
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Planning Division  
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Project No. CMK1903



February 2021

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## LIST OF ABBREVIATIONS AND ACRONYMS

°C	Celsius
°F	Fahrenheit
µg /m <sup>3</sup>	micrograms per cubic meter
AADT	annual average daily traffic
AB 1493	Assembly Bill 1493, California Vehicular Emissions: Greenhouse Gases (2002)
AB 197	Assembly Bill 197
AB 32	Assembly Bill 32, California Global Warming Solutions Act (2006)
ABAG	Association of Bay Area Governments
AC	air conditioning
AC Transit	Alameda-Contra Costa County Transit District
ACR	American Carbon Registry
AMI	average median income
APS	Alternative Planning Strategy
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
Bay Area	San Francisco Bay Area
BMPs	best management practices
BMR	below market rate
C/CAG	City/County Association of Governments of San Mateo County
C2F6	hexafluoromethane
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model

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CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CAR	Climate Action Reserve
CARB	California Air Resources Board
CARE	Community Air Risk Evaluation
CAT	Climate Action Team
CBIA	California Building Industry Association
CCAA	California Clean Air Act
Census	United States Census Bureau
CEQA	California Environmental Quality Act
CF4	tetrafluoromethane
CH4	methane
chloroethene	vinyl chloride
City	City of Menlo Park (incorporated municipality)
city	geographical area
Class I	bike path, multi-use pathway
Class II	bike lane
Class III	bike route
Class IV	protected bike lane
Clean Air Plan	Bay Area Clean Air Plan
CLUP	Comprehensive Land Use Plan



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CMP	Congestion Management Plan
CNEL	community noise equivalent level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalents
ConnectMenlo	City of Menlo Park General Plan: ConnectMenlo, Menlo Park Land Use and Mobility Update
ConnectMenlo EIR	ConnectMenlo Final Environmental Impact Report
dB	decibel
DB, DB1	Dumbarton Express
dBA	A-weighted decibels
DOF	Department of Finance
DPR	Department of Parks and Recreation
EIR	Environmental Impact Report
EPP	Environmental Preferable Purchasing Policy
ESA	Environmental Site Assessment
EV	electric vehicle
EVA	emergency vehicle access
FAR	floor area ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIP	Federal Implementation Plan
GHG	greenhouse gas
GSP	Gross State Product

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GWP	Global Warming Potential
HAA	Housing Accountability Act
HARP2	Hotspots Analysis Reporting Program
HCA	Housing Crisis Act
HCD	Housing and Community Development
HFC	hydrofluorocarbon
HNA	Housing Needs Assessment
HOV	high occupancy vehicle
HRA	Health Risk Assessment
HVAC	air conditioning
I-280	Interstate 280
IC	Internal Combustion
IPCC	Intergovernmental Panel on Climate Change
ITE	Institute of Transportation Engineers
$L_{dn}$	noise level
LEED	Leadership in Energy and Environmental Design
$L_{eq}$	sound level
$L_{max}$	maximum noise level
LOS	level of service
LTS	less-than-significant impact
LTS/M	less than significant with mitigation
MEI	maximally exposed individual
MERV	minimum efficiency reporting value
mg/m <sup>3</sup>	milligrams per cubic meter

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MLD	Most Likely Descendant
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
MPFPD	Menlo Park Fire Protection District
mph	miles per hour
MPO	Metropolitan Planning Organization
MPPD	Menlo Park Police Department
MTC	Metropolitan Transportation Commission
N <sub>2</sub> O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NB	northbound
NO <sub>2</sub>	nitrogen dioxide
NOP	Notice of Preparation
NO <sub>x</sub>	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
O	Office
O <sub>3</sub>	ozone
OPR	Governor's Office of Planning and Research
Pb	lead
PFC	Perfluorocarbon
PG&E	Pacific Gas & Electric
PM	particulate matter

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PM <sub>10</sub>	Particulate matter less than 10 microns in aerodynamic diameter
PM <sub>2.5</sub>	particulate matter less than 2.5 microns in size
POTWs	publicly owned treatment works
ppb	parts per billion
ppm	parts per million
proposed project	Menlo Portal Project
PS	potentially significant impact
PSA	Permit Streamlining Act
RHNA	Regional Housing Needs Allocation
R-MU	Residential Mixed Use
R-MU-B	Residential Mixed Use Bonus
ROG	reactive organic gas
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
SamTrans	San Mateo County Transit District
SB 32	Senate Bill 32, California Global Warming Solutions Act (2016)
SB 100	Senate Bill 100, California Renewable Portfolio Standard (2018)
SB 32	Senate Bill 32, California Global Warming Solutions Act (2016)
SB 330	Senate Bill 330, House Crisis Act (2019)
SB 350	Senate Bill 350, Clean Energy and Pollution Reduction Act (2015)
SB 743	Senate Bill 743, Modernizing Transportation Analysis (2013)
SCS	Sustainable Community Strategy
SF <sub>6</sub>	sulfur hexafluoride
SHPO	State Historic Preservation Office

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SIP	State Implementation Plan
SMCWPPP	San Mateo Countywide Water Pollution Prevention Program
SO <sub>2</sub>	sulfur dioxide
SOV	single-occupancy vehicle
SO <sub>x</sub>	sulfur oxide
SR 82	State Route 82 (El Camino Real)
SR 84	State Route 84 (Bayfront Expressway)
SR 109	State Route 109 (University Avenue)
SR 114	State Route 114 (Willow Road)
SU	significant unavoidable impact
TAC	toxic air contaminant
TAFH	time away from home
TAZ	transportation analysis zone
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TIF	Transportation Impact Fee
TMA	Transportation Management Association
UNFCCC	United Nations Framework Convention on Climate Change
UPRR	Union Pacific Railroad
US- 101	US Highway 101 (Bayshore Freeway)
USEPA	U.S. Environmental Protection Agency
VMT	vehicle miles traveled
WHO	World Health Organization

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