MENLO FLATS PROJECT
INITIAL STUDY

MENLO PARK, CALIFORNIA

LSA

November 2020

This page intentionally left blank

MENLO FLATS PROJECT
INITIAL STUDY

MENLO PARK, CALIFORNIA

Submitted to:

City of Menlo Park
Community Development Department
Planning Division
701 Laurel Street
Menlo Park, California 94025

Prepared by:

LSA
157 Park Place
Pt. Richmond, California 94801
510.236.6810

Project No. CMK2001

LSA

November 2020

This page intentionally left blank

TABLE OF CONTENTS

FIGURES AND TABLES i
LIST OF ABBREVIATIONS AND ACRONYMS iii
1.0 PROJECT INFORMATION 1-1
2.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED 2-1
2.1 Determination 2-1
3.0 CEQA ENVIRONMENTAL CHECKLIST 3-1
3.1 Aesthetics 3-1
3.2 Agriculture and Forestry Resources 3-4
3.3 Air Quality 3-6
3.4 Biological Resources 3-7
3.5 Cultural Resources 3-10
3.6 Energy 3-13
3.7 Geology and Soils 3-18
3.8 Greenhouse Gas Emissions 3-24
3.9 Hazards and Hazardous Materials 3-26
3.10 Hydrology and Water Quality 3-32
3.11 Land use and Planning 3-37
3.12 Mineral Resources 3-39
3.13 Noise 3-39
3.14 Population and Housing 3-43
3.15 Public Services 3-44
3.16 Recreation 3-47
3.17 Transportation 3-48
3.18 Tribal Cultural Resources 3-50
3.19 Utilities and Service Systems 3-52
3.20 Wildfire 3-57
3.21 Mandatory Findings of Significance 3-59
4.0 LIST OF PREPARERS 4-1
5.0 REFERENCES 5-1

APPENDICES

A: CONNECTMENLO FINAL EIR: MITIGATION MONITORING AND REPORTING PROGRAM
B: CALEEMOD OUTPUT SHEETS

FIGURES AND TABLES

FIGURES

Figure 1-1: Project Location and Regional Vicinity Map 1-3
Figure 1-2: Aerial Photograph of the Project Site and Surrounding Land Uses 1-4
Figure 1-3: Existing Site Conditions 1-5
Figure 1-4: Photo Locations 1-6
Figure 1-5: Photos of Existing Site 1-7
Figure 1-6: Conceptual Site Plan 1-13
Figure 1-7: Conceptual Ground and Second Level Site Plan 1-14
Figure 1-8: Conceptual Third and Fourth Level Site Plan 1-15
Figure 1-9: Conceptual Fifth through Sixth and Seventh Level Site Plans 1-16
Figure 1-10: Conceptual Eighth Level and Roof Plan 1-17
Figure 1-11: Conceptual Building Sections 1-18
Figure 1-12: Conceptual Street Level Landscape Plan 1-19
Figure 1-13: Conceptual Fourth Level Landscape Plan 1-20
Figure 1-14: Photos of Surrounding Land Uses 1-25
Figure 1-15: Photos of Surrounding Land Uses 1-26

TABLES

Table 1.A: Anticipated Permits and Approvals for Project Implementation 1-28
Table 3.A: Estimated Annual Energy Use of Proposed Project 3-15

LIST OF ABBREVIATIONS AND ACRONYMS

AB 52	Assembly Bill 52
APN	Assessor's Parcel Number
BAAQMD	Bay Area Air Quality Management District
Bay	San Francisco Bay
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
Cal/EPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH_4	Methane
City	City of Menlo Park
CO_2	Carbon dioxide
ConnectMenlo	General Plan Land Use and Circulation Elements
ConnectMenlo Final EIR	ConnectMenlo Final Environmental Impact Report
DCE	Dichloroethene
DPR	California Department of Parks and Recreation
DTSC	California Department of Toxic Substances Control
ESLs	Environmental Screening Levels
EV	Electric vehicle
EVA	Emergency vehicle access
FEMA	Federal Emergency Management Agency

GHG	Greenhouse gases
gsf	Gross square feet
GWh	Gigawatt-hours
I-280	Interstate 280
kWh	Kilowatt-hours
LID	Low Impact Development
MGD	Million gallons per day
MGY	Million gallons per year
MLD	Most Likely Descendant
MPFPD	Menlo Park Fire Protection District
mpg	Miles per gallon
MPMW	Menlo Park Municipal Water
MPPD	Menlo Park Police Department
N_2O	Nitrous oxide
NAHC	Native American Heritage Commission
NWIC	Northwest Information Center
PCB	Polychlorinated biphenyls
PCE	Peninsula Clean Energy
PG&E	Pacific Gas & Electric
Phase I ESA	Phase I Environmental Site Assessment
R-MU-B	Residential – Mixed Use District – Bonus
SamTrans	San Mateo County Transit District
SB 50	Senate Bill 50
SFPUC	San Francisco Public Utilities Commission

SHPO	State Historic Preservation Office
SMCWPPP	San Mateo Countywide Water Pollution Prevention Program
SR 84	State Route 84
SRA	State Responsibility Area
Stanford HCP	Stanford University Habitat Conservation Plan
SVCW	Silicon Valley Clean Water
TCA	Trichloroethane
TCE	Trichloroethylene
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TIF	Transportation Impact Fee
UPRR	Union Pacific Railroad
US 101	US Highway 101
USEPA	United States Environmental Protection Agency
UWMP	Urban Water Management Plan
VMT	Vehicle miles traveled
Water Board	San Francisco Bay Regional Water Quality Control Board
WBSD	West Bay Sanitary District
WTP	Water Treatment Plant
WWTP	Waste Water Treatment Plant

This page intentionally left blank

1.0 PROJECT INFORMATION

1. **Project Title:**

   Menlo Flats Project

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

   City of Menlo Park
   City Hall – 1st Floor
   701 Laurel Street
   Menlo Park, CA 94025

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

   Payal Bhagat, Consulting Planner
   City of Menlo Park
   Community Development Department, Planning Division

   Phone: 650-330-6702
   Email: PBhagat@menlopark.org

4. **Project Location:**

   165 Jefferson Drive
   Menlo Park, San Mateo County
   Assessor's Parcel Number (APN): 055-242-090

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

   Menlo Park Flats Venture, LLC
   450 Sansome Street, Suite 500
   San Francisco, CA 94111

6. **General Plan Designation:** Mixed Use Residential, Bayfront Area

7. **Zoning:** Residential – Mixed Use District – Bonus (R-MU-B)

8. **Description of Project:**

This section describes the proposed Menlo Flats Project (proposed project) submitted by Menlo Park Flats Venture, LLC (project sponsor) and evaluated in this Initial Study. A description of the proposed project's location, context and background is followed by details of the proposed project itself and a summary of required approvals and entitlements.

Project Site

The following describes the geographic context of the project site and provides a brief overview of the existing land uses within and in the vicinity of the site.

Regional Location and Access

The approximately 1.38-acre project site is located at 165 Jefferson Drive within the City of Menlo Park, San Mateo County. Menlo Park is located approximately 30 miles south of San Francisco at the southern end of San Francisco Bay (Bay).

Regional vehicular access to the project site is provided by US Highway 101 (US 101), via the Marsh Road on- and off-ramps located immediately to the west and State Route 84 (SR 84 or the Bayfront Expressway) located to the north.[1] Direct local access to the project site is provided by Jefferson Drive, which borders the site to the south.

The nearest bus stop to the project site is served by the San Mateo County Transit District (SamTrans) Route 270, which runs on a loop from the Redwood City Transit Center to Atherton with hour-long headways, and is located approximately 1 mile to the west on Haven Avenue. The Menlo Park and Palo Alto Caltrain stations are located within 3 miles of the site to the south, providing weekday service from San Francisco to Gilroy and weekend service from San Francisco to San Jose.

Figure 1-1 depicts the regional and local context of the project site. Figure 1-2 provides an aerial photograph of the project site and surrounding land uses.

Site Characteristics and Current Site Conditions

The generally-level project site is currently developed with a single-story, approximately 24,311-square-foot commercial office building. Ingress and egress to the project site is provided by a driveway and service lane from Jefferson Drive.

The existing building on the project site was constructed in 1964 and is currently occupied by a commercial tenant. A total of 40 surface parking spaces are provided on the project site. Vegetation on the project site consists of small landscaped areas along the southern border and includes a total of 11 mature trees, 4 of which are Heritage Trees.[2] Figure 1-3 depicts current site conditions; Figure 1-4 depicts an aerial view of the project site and photo viewpoint locations; and Figure 1-5 includes photos of the existing building on the project site (Photos 1 and 2).

---

1 The street grid in the immediate vicinity of the project site generally extends northeast-southwest and northwest-southeast. To simplify the direction descriptions used in this document, roadways progressing parallel to US 101 are designated eastbound-westbound and roadways parallel to Marsh Road are designated northbound-southbound. The directional descriptions throughout this document use this geographic convention. However, with respect to transportation and circulation, US 101 is considered to be a northbound-southbound roadway and SR 84 is considered to be an eastbound-westbound roadway.

2 Hort Sceince | Barlett Consulting. 2020. *Arborist Report, 165 Jefferson Drive, Menlo Park, CA.* April 24.

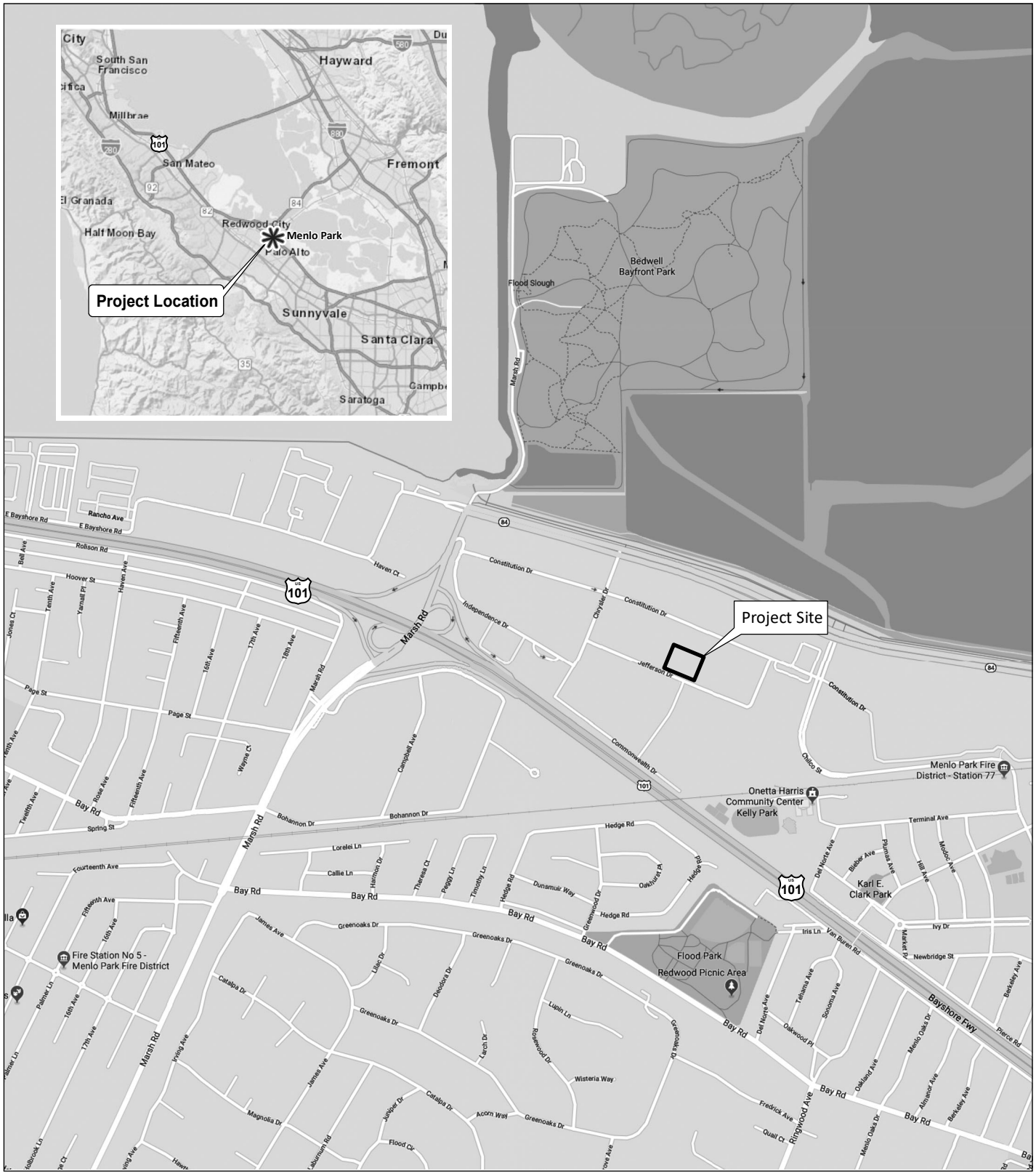


FIGURE 1-1

Menlo Flats Project Initial Study

Project Location and Regional Vicinity Map

SOURCES: GOOGLE EARTH 8/9/18; LSA, 2020

P:\CMK2001 Menlo Flats\PRODUCTS\Initial Study\Figures\Figure 1-1.ai (8/14/2020)

LSA

FIGURE 1-2

Menlo Flats Project Initial Study
Project Location and Regional Vicinity Map

SOURCES: GOOGLE EARTH 8/9/18; LSA, 2020,

P:\CMK2001 Menlo Flats\PRODUCTS\Initial Study\Figures\Figure 1-2.ai (8/13/2020)

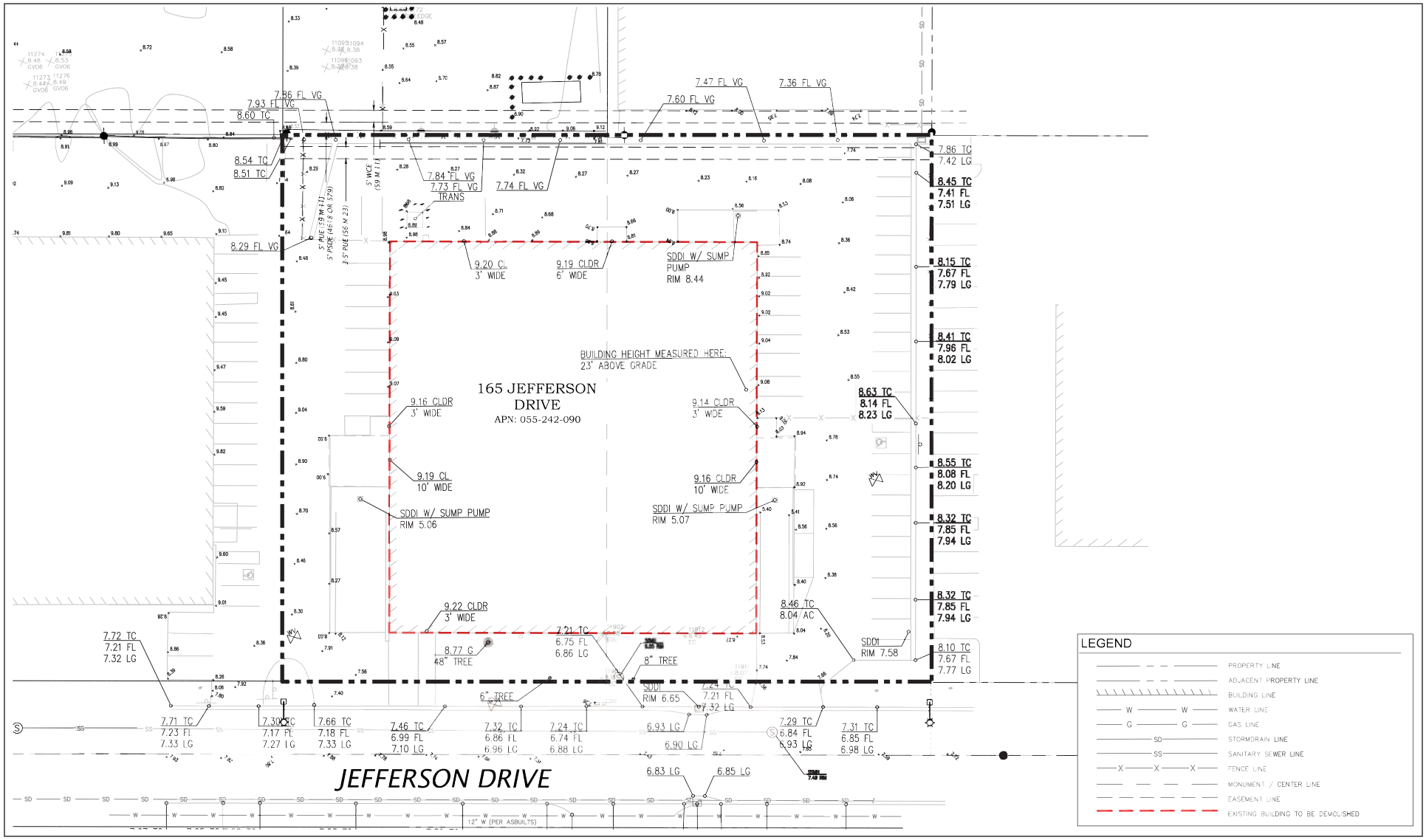


FIGURE 1-3

LSA

0 20 40
FEET

TRUE NORTH
PROJECT NORTH

Project Boundary

Menlo Flats Project Initial Study
Existing Site Conditions

SOURCE: Greystar; HM; BKF, 7/21/2020

P:\CMK2001 Menlo Flats\PRODUCTS\Initial Study\Figures\Figure 1-4.ai (8/13/2020)

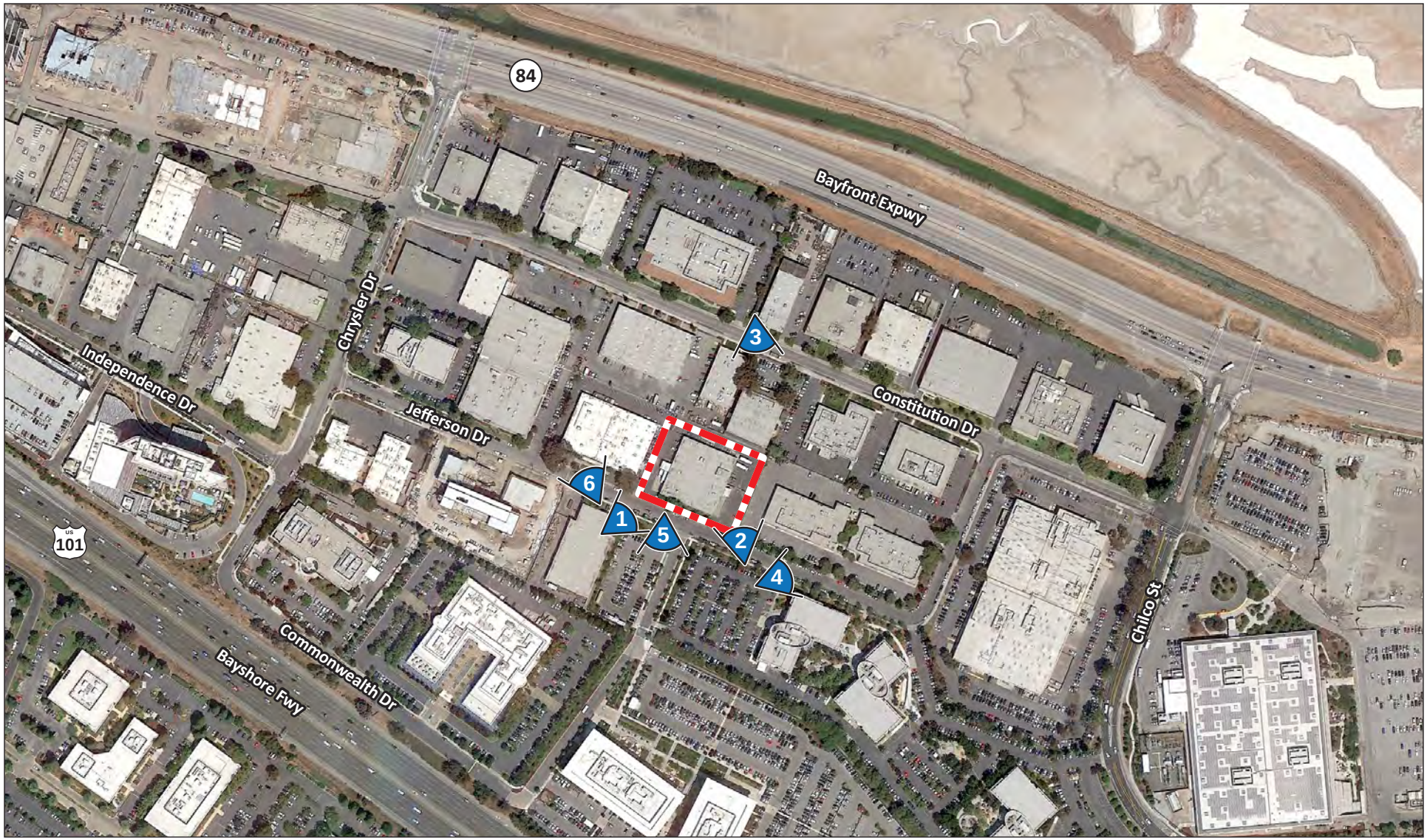


FIGURE 1-4

LSA

0 250 500
FEET

TRUE NORTH
PROJECT NORTH
N

2 Photo Locations

Project Boundary

Menlo Flats Project Initial Study
Photo Locations

SOURCES: Google Earth, 8/9/19; LSA, 2020

P:\CMK2001 Menlo Flats\PRODUCTS\Initial Study\Figures\Figure 1-3.ai (9/8/2020)

Photo 1: Existing building, as seen from Jefferson Drive

Photo 2: Existing building, as seen from the southeast corner of the project site

LSA

FIGURE 1-5

Menlo Flats Project Initial Study
Photos of Existing Site

SOURCE: LSA, 2020

P:\CMK2001 Menlo Flats\PRODUCTS\IGraphics\IS Figures\Figure 1-5.ai (9/8/2020)

This page intentionally left blank

Regulatory Setting

The project site is designated Mixed Use Residential on the City of Menlo Park (City) General Plan Land Use Designations Map, which was updated as part of the City's General Plan Land Use and Circulation Elements Update (referred to as ConnectMenlo). One purpose of ConnectMenlo was to encourage office, research and development, residential, commercial uses, and hotels, all in close proximity or integrated with one another in the Bayfront Area, which is generally located north of US 101. The Mixed Use Residential designation provides for higher density housing to meet the needs of all income levels and is intended to promote live/work/play environments oriented towards pedestrians, transit, and bicycle use, especially for commuting to nearby jobs.[3]

The project site is located within the Residential Mixed Use Bonus (R-MU-B) zoning district.[4] The purpose and intent of the R-MU-B zoning district, identified in the Zoning Ordinance, is to: 1) provide high density housing to nearby employment; 2) encourage mixed use development with a quality living environment and neighborhood-serving retail and services on the ground floor that are oriented to the public and promote a live/work/play environment with pedestrian activity; and 3) blend with and complement existing neighborhoods through site regulations and design standards that minimize impacts to adjacent uses.[5] The maximum base residential density is 30 units per acre, with a floor area ratio (FAR) of up to 90 percent for residential uses and a maximum height of up to 40 feet. In addition, the bonus-level of development allows for a density of up to 100 dwelling units per acre, a FAR of up to 225 percent for residential uses and 25 percent for non-residential uses, and a maximum height of up to 85 feet in exchange for providing community amenities.

Background

On November 29, 2016, the Menlo Park City Council certified the ConnectMenlo Final Environmental Impact Report (ConnectMenlo Final EIR)[6,7] and approved updates to the Land Use and Circulation Elements of the General Plan.[8] ConnectMenlo also included additions to the zoning code and changes to the City's zoning map to rezone specific properties to reflect the General Plan updates, including the new land uses within the Bayfront Area of the city. The ConnectMenlo Final EIR provided a program-level analysis of the development potential envisioned for the entire city, which included the existing development potential throughout the city plus increased development potential in the Bayfront Area. The Land Use Element specifically identifies new development potential in the Bayfront Area of up to 2.3 million square feet of non-residential space, 400 hotel rooms, and 4,500

---

3 Menlo Park, City of. 2016a. *General Plan: ConnectMenlo, Menlo Park Land Use and Mobility Update*. November 29.

4 Menlo Park, City of. 2019a. City of Menlo Park GIS Viewer. Website: https://menlopark.maps.arcgis.com/apps/View/index.html?appid=0798b044d1b541f9b0498d94f5c804e0 (accessed September 2020).

5 Menlo Park, City of. 2019b. Menlo Park Municipal Code. January 15.

6 Menlo Park, City of. 2016b. *ConnectMenlo: General Plan Land Use and Circulation Elements and M-2 Area Zoning Update, Public Review Draft Environmental Impact Report*, SCH#2015062054.Prepared by Placeworks. June 1.

7 Menlo Park, City of. 2016c. *ConnectMenlo: General Plan Land Use and Circulation Elements and M-2 Area Zoning Update, Public Review Final Environmental Impact Report*, SCH#2015062054. Prepared by Placeworks. October 10.

8 Menlo Park, City of. 2016a. op. cit.

residential units.[9] The buildout potential for future development is expected to occur over a 24-year buildout horizon (from approximately 2016 to 2040).[10]

On December 29, 2016, the City of East Palo Alto filed suit challenging the certification of the ConnectMenlo Final EIR. East Palo Alto alleged that Menlo Park did not comply with the California Environmental Quality Act (CEQA) because the ConnectMenlo Final EIR underestimated the amount of new employment and failed to adequately analyze the traffic impacts that would result from development under ConnectMenlo. To resolve the litigation, Menlo Park and East Palo Alto entered into a settlement agreement. The key terms of the settlement agreement are as follows:

1. Reciprocal Environmental Review for Future Development Projects. Menlo Park will prepare an EIR for any project located in the Office (O), Life Science (LS) or Residential Mixed Use (R-MU) district that exceeds 250,000 net new square feet and would require a use permit, that proposes bonus level development, that proposes a master plan project, or that may have a significant environmental impact. Menlo Park may, with the exception of housing and traffic (which were the focus of East Palo Alto's challenge), simplify the environmental review for future development projects by incorporating analysis and discussions from the ConnectMenlo Final EIR pursuant to CEQA Guidelines Section 15168(d). East Palo Alto will prepare an initial study for future development projects to determine the appropriate level of environmental review and will conduct that review, which can be simplified by incorporating by reference analysis and discussions from its General Plan update referred to as Vista 2035.

2. Reciprocal Traffic Studies. Menlo Park and East Palo Alto will work together to ensure that future development projects' potentially significant traffic impacts on the other jurisdiction are analyzed and mitigated.

3. Reciprocal Study of Multiplier Effect. When the preparation of an EIR is required as described above, Menlo Park or East Palo Alto, as applicable, will conduct a Housing Needs Assessment, which to the extent possible, will include an analysis of the multiplier effect for indirect and induced employment.[11]

[9] The ConnectMenlo Final EIR included an evaluation of 4,500 housing units in the Bayfront Area consisting of 3,000 unrestricted residential units and 1,500 corporate dormitory-style housing units on the Facebook East Campus (also known as the Classic Campus).

[10] Although the ConnectMenlo Final EIR assumed a buildout horizon of 2040, the maximum development potential may be reached sooner than anticipated. However, the ConnectMenlo Final EIR evaluated the maximum development potential that could occur at any given time and did not consider the phased buildout of the development potential; therefore, no new or additional impacts are anticipated as a result of the expedited buildout.

[11] Nothing in the settlement agreement was intended to suggest such an analysis is required by CEQA.

This Initial Study was prepared in accordance with the terms of the settlement agreement, which allows simplification in accordance with CEQA Guidelines Section 15168 for all topic areas except housing and transportation and incorporates by reference the information contained in the ConnectMenlo Final EIR, as applicable. Per CEQA Guidelines Section 15168, later activities occurring under a program EIR may be examined in light of the program EIR and tier from the program EIR as provided for in CEQA Guidelines Section 15152. Per CEQA Guidelines Section 15152, "where an EIR has been prepared and certified for a program […] consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program […] should limit the EIR […] on the later project to effects which: 1) were not examined as significant effects on the environment in the prior EIR; or 2) are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means." The analysis provided in this Initial Study tiers from the ConnectMenlo Final EIR, as appropriate and as further described in each topical section.

The proposed project would be required to comply with all applicable mitigation measures identified in the ConnectMenlo Mitigation Monitoring and Reporting Program (MMRP), which is a requirement of any proposed development project in the city. The proposed project has been determined to have less than significant impacts in a number of topic areas within this Initial Study (refer to Section 3.0) based on compliance with the ConnectMenlo mitigation measures, which are already included in the existing enforceable MMRP prepared for the ConnectMenlo Final EIR. A copy of the ConnectMenlo MMRP is included in Appendix A.

Proposed Project

This section provides a description of the proposed project as identified in the application materials submitted by the project sponsor to the City, dated July 23, 2020.[12] The proposed project would result in demolition of the existing office building and associated improvements and redevelopment of the project site with an approximately 253,702-gross-square-foot, eight-story mixed-use building with approximately 158 dwelling units and approximately 15,000 square feet of commercial 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 would comply with the City's Below Market Rate (BMR) Housing Program Ordinance, Chapter 16.96, and the City's Below Market Rate Guidelines (Guidelines). Individual project components are further described below.

Figure 1-6 depicts the currently available overall conceptual ground level site plan for the proposed project; Figures 1-7 through Figure 1-10 depict the currently available conceptual site plans for the first through eighth floors of the proposed building. Figure 1-11 depicts conceptual building sections. Conceptual landscaping plans are shown in Figures 1-12 and 1-13.

[12] Menlo Park Flats Venture, LLC. 2020. City of Menlo Park Development Permit Application for the Menlo Flats Project. July 23. It should be noted that project plans may be subject to refinement prior to City action on project entitlements.

This page intentionally left blank.

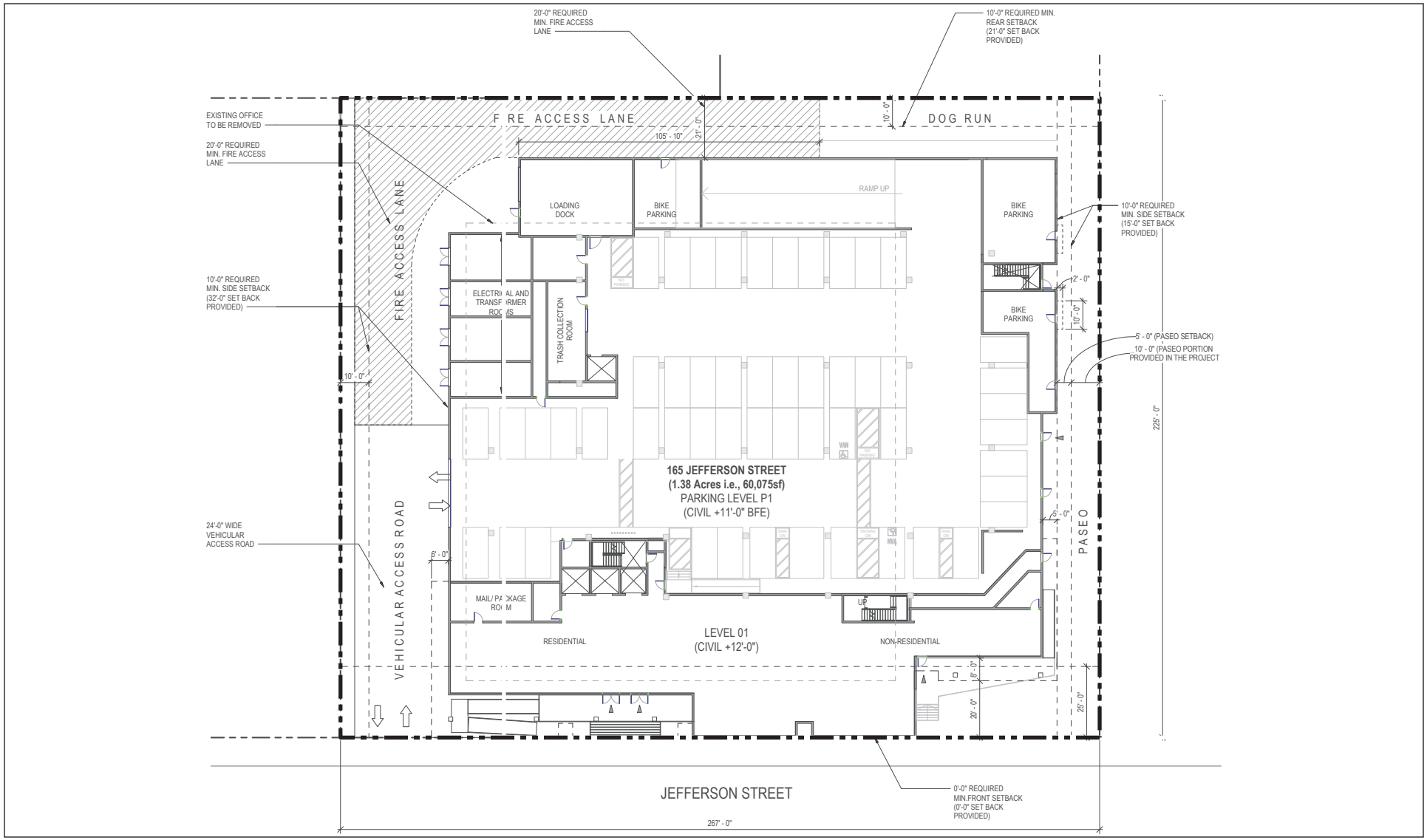


FIGURE 1-6

LSA

0 16 32
FEET

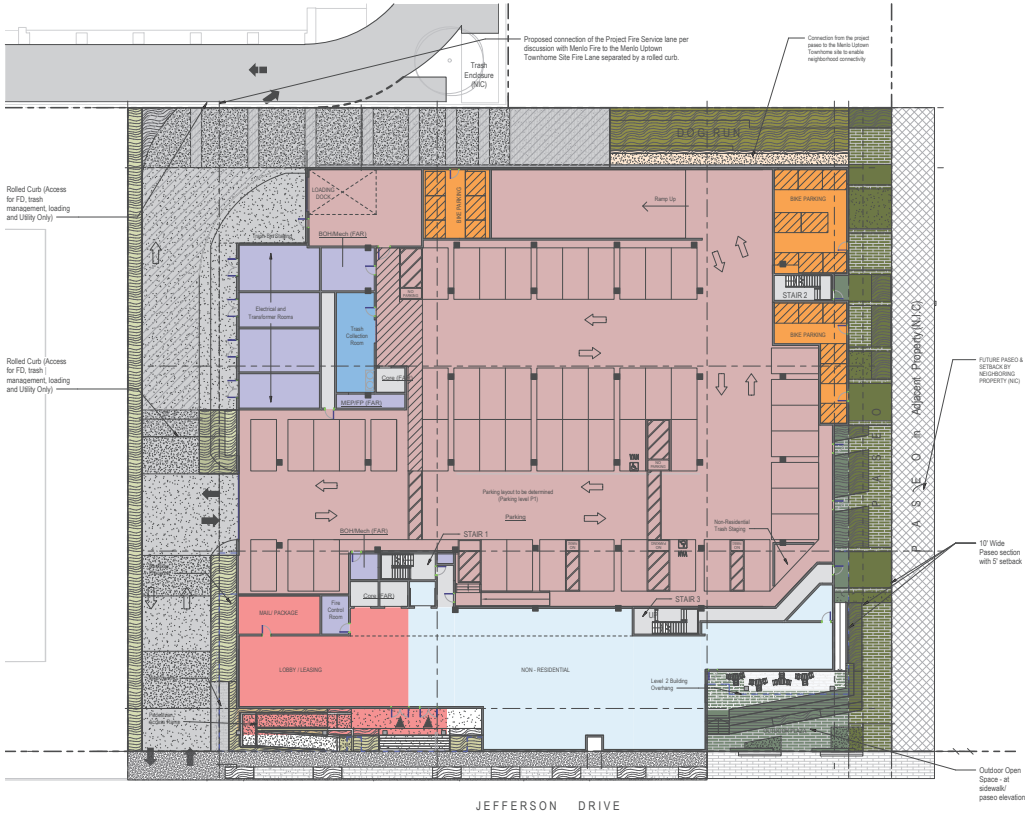
TRUE NORTH
PROJECT NORTH
N

Project Boundary

Menlo Flats Project Initial Study
Conceptual Site Plan

SOURCE: Greystar; HM; BKF, 7/21/2020

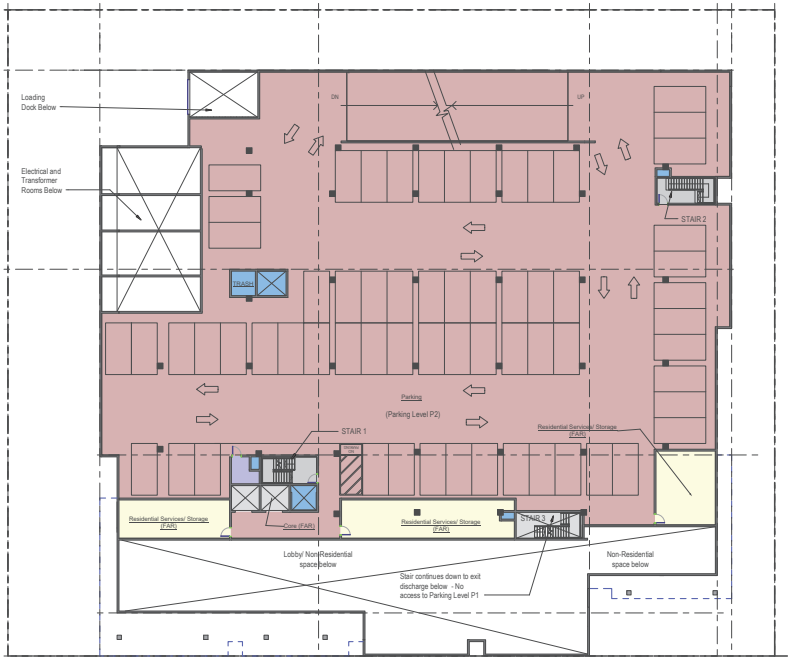
P:\CMK2001 Menlo Flats\PRODUCTS\Initial Study\Figures\Figure 1-6.ai (9/11/2020)



AREA SUMMARY LEVEL 01 AND PARKING LEVEL P1

Level	RESID. UNITS (FAR)	RESID. AMENITIES (FAR)	RESID SERVICES/ STORAGE (FAR)	RESID. COMMON (FAR)	RESID. UTILITIES (FAR)	RESID. GSF (FAR)	NON-RESIDENTIAL GSF (FAR)	RESID COMMON (NOT INCL. IN FAR)	UTILITIES (NOT INCL. IN FAR)	PARKING GSF (NOT INCL. IN FAR)	TOTAL BLDG GSF	PROJECT OPEN SPACE (NOT INCL. IN FAR)
Level 01	0.0 SF	2,838.5 SF	0.0 SF	1,524.0 SF	2,404.4 SF	6,766.8 SF	5,826.3 SF	0.0 SF	492.6 SF	27,645.4 SF	40,731.1 SF	6,274.2 SF
Grand total	0.0 SF	2,838.5 SF	0.0 SF	1,524.0 SF	2,404.4 SF	6,766.8 SF	5,826.3 SF	0.0 SF	492.6 SF	27,645.4 SF	40,731.1 SF	6,274.2 SF

FLOOR PLAN - LEVEL 01 AND PARKING LEVEL P1



AREA SUMMARY - PARKING LEVEL P2

Level	RESID. UNITS (FAR)	RESID. AMENITIES (FAR)	RESID SERVICES/ STORAGE (FAR)	RESID. COMMON (FAR)	RESID. UTILITIES (FAR)	RESID. GSF (FAR)	NON-RESIDENTIAL GSF (FAR)	RESID COMMON (NOT INCL. IN FAR)	UTILITIES (NOT INCL. IN FAR)	PARKING GSF (NOT INCL. IN FAR)	TOTAL BLDG GSF	PROJECT OPEN SPACE (NOT INCL. IN FAR)
Level P2	0.0 SF	0.0 SF	1,993.0 SF	830.2 SF	85.8 SF	2,909.1 SF	0.0 SF	0.0 SF	317.1 SF	28,739.4 SF	31,965.6 SF	0.0 SF
Grand total	0.0 SF	0.0 SF	1,993.0 SF	830.2 SF	85.8 SF	2,909.1 SF	0.0 SF	0.0 SF	317.1 SF	28,739.4 SF	31,965.6 SF	0.0 SF

FLOOR PLAN - PARKING LEVEL P2

LSA

0 16 32
FEET

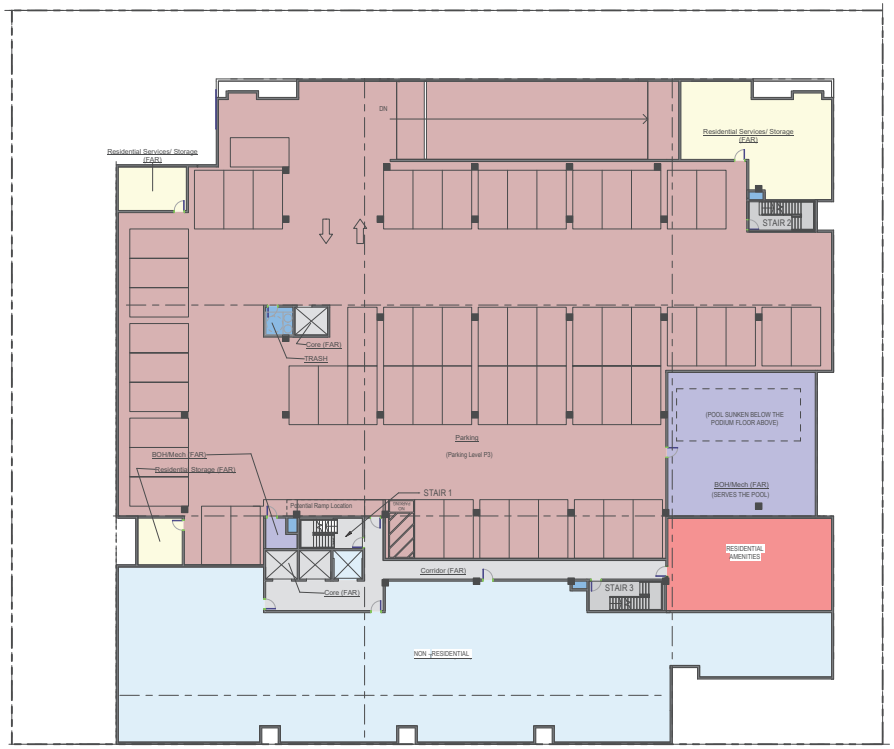
TRUE NORTH
PROJECT NORTH

FIGURE 1-7

Menlo Flats Project Initial Study
Conceptual Ground and Second Level Floor Plans

SOURCE: Greystar; HM; BKF, 7/21/2020

P:\CMK2001 Menlo Flats\PRODUCTS\Initial Study\Figures\Figure 1-7.ai (8/14/2020)



AREA SUMMARY - LEVEL 02 AND PARKING LEVEL P3

Level	RESID. UNITS (FAR)	RESID. AMENITIES (FAR)	RESID SERVICES/ STORAGE (FAR)	RESID. COMMON (FAR)	RESID. UTILITIES (FAR)	RESID. GSF (FAR)	NON-RESIDENTIAL GSF (FAR)	RESID COMMON (NOT INCL. IN FAR)	UTILITIES (NOT INCL. IN FAR)	PARKING GSF (NOT INCL. IN FAR)	TOTAL BLDG GSF	PROJECT OPEN SPACE (NOT INCL. IN FAR)
Level 02	0.0 SF	1,490.3 SF	1,902.5 SF	1,944.3 SF	2,147.9 SF	7,485.1 SF	9,172.3 SF	0.0 SF	130.6 SF	25,603.4 SF	42,391.4 SF	0.0 SF
Grand total	0.0 SF	1,490.3 SF	1,902.5 SF	1,944.3 SF	2,147.9 SF	7,485.1 SF	9,172.3 SF	0.0 SF	130.6 SF	25,603.4 SF	42,391.4 SF	0.0 SF

FLOOR PLAN - LEVEL 02 AND PARKING LEVEL P3

AREA SUMMARY - LEVEL 03

Level	RESID. UNITS (FAR)	RESID. AMENITIES (FAR)	RESID SERVICES/ STORAGE (FAR)	RESID. COMMON (FAR)	RESID. UTILITIES (FAR)	RESID. GSF (FAR)	NON-RESIDENTIAL GSF (FAR)	RESID COMMON (NOT INCL. IN FAR)	UTILITIES (NOT INCL. IN FAR)	PARKING GSF (NOT INCL. IN FAR)	TOTAL BLDG GSF	PROJECT OPEN SPACE (NOT INCL. IN FAR)
Level 03	23,220.9 SF	1,111.3 SF	643.2 SF	3,911.0 SF	182.2 SF	29,068.5 SF	0.0 SF	0.0 SF	220.8 SF	0.0 SF	29,289.4 SF	11,375.4 SF
Grand total	23,220.9 SF	1,111.3 SF	643.2 SF	3,911.0 SF	182.2 SF	29,068.5 SF	0.0 SF	0.0 SF	220.8 SF	0.0 SF	29,289.4 SF	11,375.4 SF

FLOOR PLAN - LEVEL 03

LSA

0 16 32
FEET

TRUE NORTH
PROJECT NORTH
N

FIGURE 1-8

SOURCE: Greystar; HM; BKF, 7/21/2020

Menlo Flats Project Initial Study
Conceptual Third and Fourth Level Floor Plans

P:\CMK2001 Menlo Flats\PRODUCTS\Initial Study\Figures\Figure 1-8.ai (8/14/2020)

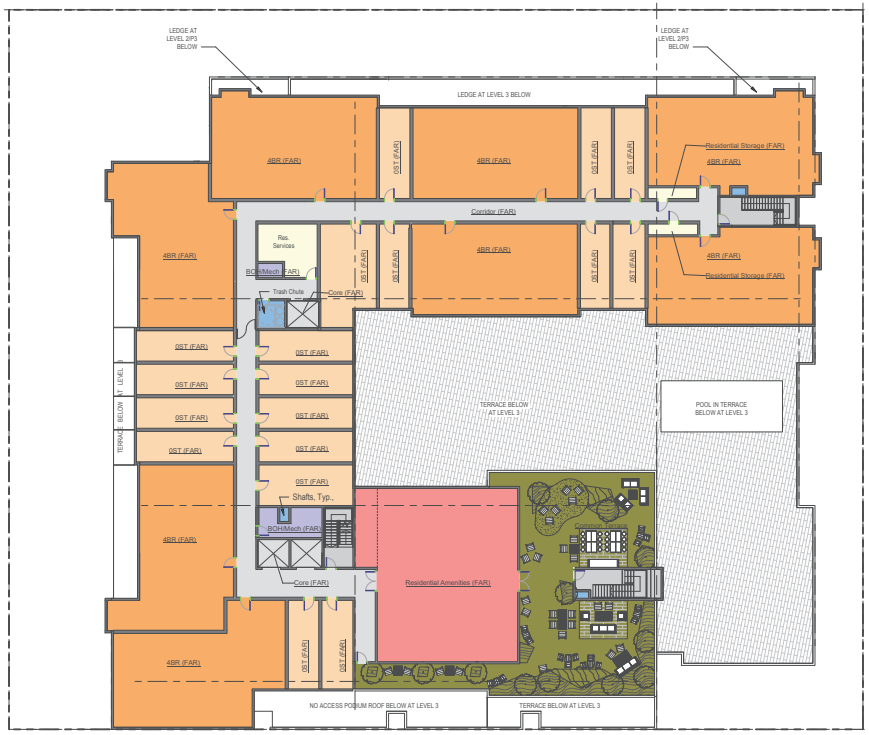
AREA SUMMARY - LEVEL 04

Level	RESID. UNITS (FAR)	RESID. AMENITIES (FAR)	RESID SERVICES/ STORAGE (FAR)	RESID. COMMON (FAR)	RESID. UTILITIES (FAR)	RESID. GSF (FAR)	NON-RESIDENTIAL GSF (FAR)	RESID COMMON (NOT INCL. IN FAR)	UTILITIES (NOT INCL. IN FAR)	PARKING GSF (NOT INCL. IN FAR)	TOTAL BLDG GSF	PROJECT OPEN SPACE (NOT INCL. IN FAR)
Level 04	25,159.9 SF	0.0 SF	472.5 SF	3,604.7 SF	135.4 SF	29,372.4 SF	0.0 SF	0.0 SF	130.6 SF	0.0 SF	29,503.1 SF	0.0 SF
Grand total	25,159.9 SF	0.0 SF	472.5 SF	3,604.7 SF	135.4 SF	29,372.4 SF	0.0 SF	0.0 SF	130.6 SF	0.0 SF	29,503.1 SF	0.0 SF

AREA SUMMARY - LEVEL 05

Level	RESID. UNITS (FAR)	RESID. AMENITIES (FAR)	RESID SERVICES/ STORAGE (FAR)	RESID. COMMON (FAR)	RESID. UTILITIES (FAR)	RESID. GSF (FAR)	NON-RESIDENTIAL GSF (FAR)	RESID COMMON (NOT INCL. IN FAR)	UTILITIES (NOT INCL. IN FAR)	PARKING GSF (NOT INCL. IN FAR)	TOTAL BLDG GSF	PROJECT OPEN SPACE (NOT INCL. IN FAR)
Level 05	25,159.9 SF	0.0 SF	472.5 SF	3,604.7 SF	135.4 SF	29,372.4 SF	0.0 SF	0.0 SF	130.6 SF	0.0 SF	29,503.1 SF	0.0 SF
Grand total	25,159.9 SF	0.0 SF	472.5 SF	3,604.7 SF	135.4 SF	29,372.4 SF	0.0 SF	0.0 SF	130.6 SF	0.0 SF	29,503.1 SF	0.0 SF

FLOOR PLAN - LEVEL 04 (TYP. 04 & 05)



AREA SUMMARY - LEVEL 06

Level	RESID. UNITS (FAR)	RESID. AMENITIES (FAR)	RESID SERVICES/ STORAGE (FAR)	RESID. COMMON (FAR)	RESID. UTILITIES (FAR)	RESID. GSF (FAR)	NON-RESIDENTIAL GSF (FAR)	RESID COMMON (NOT INCL. IN FAR)	UTILITIES (NOT INCL. IN FAR)	PARKING GSF (NOT INCL. IN FAR)	TOTAL BLDG GSF	PROJECT OPEN SPACE (NOT INCL. IN FAR)
Level 06 (Roof Terrace)	19,453.2 SF	2,659.4 SF	466.4 SF	3,275.0 SF	238.7 SF	26,092.7 SF	0.0 SF	0.0 SF	130.6 SF	0.0 SF	26,223.4 SF	3,279.7 SF
Grand total	19,453.2 SF	2,659.4 SF	466.4 SF	3,275.0 SF	238.7 SF	26,092.7 SF	0.0 SF	0.0 SF	130.6 SF	0.0 SF	26,223.4 SF	3,279.7 SF

FLOOR PLAN - LEVEL 06 (ROOF TERRACE)

LSA

0 16 32
FEET

TRUE NORTH
PROJECT NORTH
N

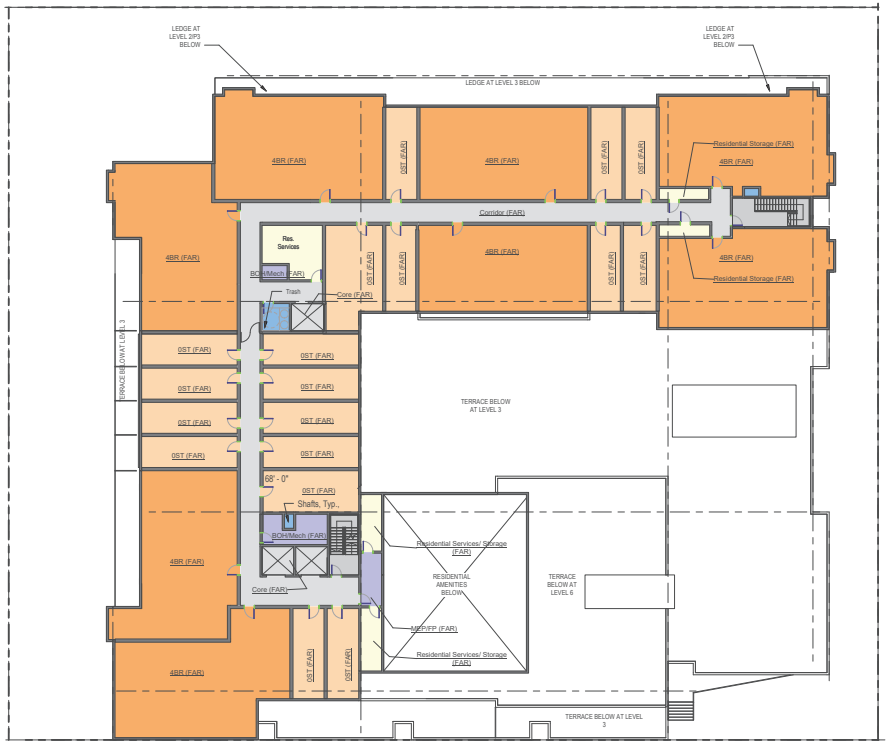
FIGURE 1-9

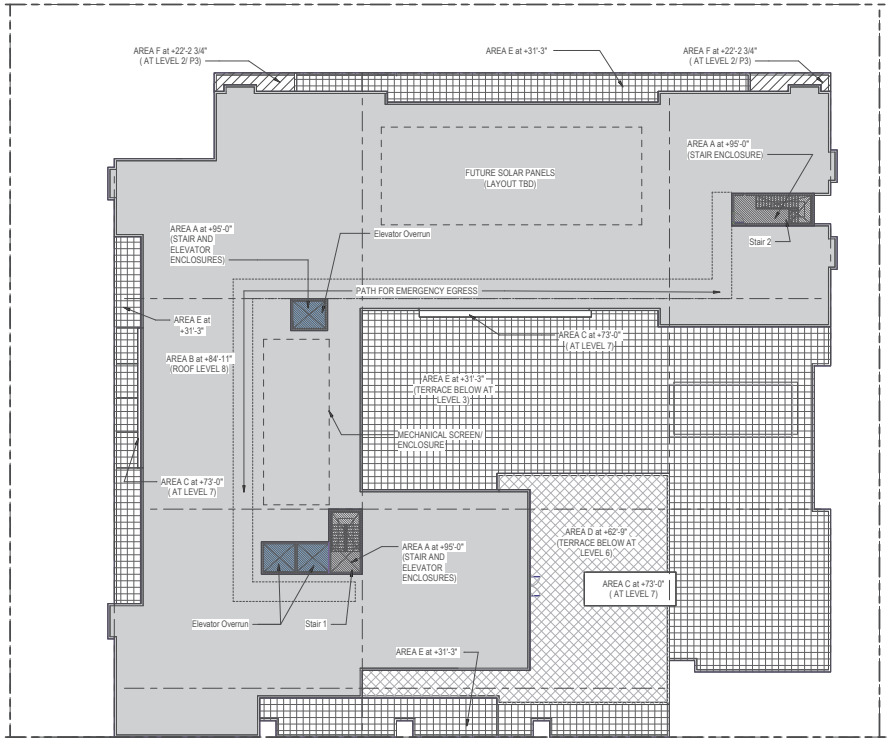
Menlo Flats Project Initial Study

Conceptual Fifth through Sixth and Seventh Level Floor Plans

SOURCE: Greystar; HM; BKF, 7/21/2020

P:\CMK2001 Menlo Flats\PRODUCTS\Initial Study\Figures\Figure 1-9.ai (8/14/2020)





AREA SUMMARY - LEVEL 07

Level	RESID. UNITS (FAR)	RESID. AMENITIES (FAR)	RESID SERVICES/ STORAGE (FAR)	RESID. COMMON (FAR)	RESID. UTILITIES (FAR)	RESID. GSF (FAR)	NON-RESIDENTIAL GSF (FAR)	RESID COMMON (NOT INCL. IN FAR)	UTILITIES (NOT INCL. IN FAR)	PARKING GSF (NOT INCL. IN FAR)	TOTAL BLDG GSF	PROJECT OPEN SPACE (NOT INCL. IN FAR)
Level 07	19,292.2 SF	0.0 SF	740.0 SF	2,811.4 SF	357.8 SF	23,201.4 SF	0.0 SF	0.0 SF	115.0 SF	0.0 SF	23,316.4 SF	0.0 SF
Grand total	19,292.2 SF	0.0 SF	740.0 SF	2,811.4 SF	357.8 SF	23,201.4 SF	0.0 SF	0.0 SF	115.0 SF	0.0 SF	23,316.4 SF	0.0 SF

FLOOR PLAN - LEVEL 07

AREA SUMMARY - LEVEL 08 (ROOF)

Level	RESID. UNITS (FAR)	RESID. AMENITIES (FAR)	RESID SERVICES/ STORAGE (FAR)	RESID. COMMON (FAR)	RESID. UTILITIES (FAR)	RESID. GSF (FAR)	NON-RESIDENTIAL GSF (FAR)	RESID COMMON (NOT INCL. IN FAR)	UTILITIES (NOT INCL. IN FAR)	PARKING GSF (NOT INCL. IN FAR)	TOTAL BLDG GSF	PROJECT OPEN SPACE (NOT INCL. IN FAR)
Level 08 (Roof)	0.0 SF	0.0 SF	0.0 SF	460.4 SF	0.0 SF	460.4 SF	0.0 SF	0.0 SF	318.1 SF	0.0 SF	778.5 SF	0.0 SF
Grand total	0.0 SF	0.0 SF	0.0 SF	460.4 SF	0.0 SF	460.4 SF	0.0 SF	0.0 SF	318.1 SF	0.0 SF	778.5 SF	0.0 SF

FLOOR PLAN - LEVEL 08 (ROOF)

ROOF HEIGHT LEGEND:

- 95' - 0" STAIR/ ELEV ENCLOSURE
- 84' - 11" RESIDENTIAL BLOCK
- 73' - 0" STAIR (ROOF TERRACE)
- 62' - 9" ROOF TERRACE
- 31' - 3" PODIUM TERRACE
- 22' - 2 3/4" LEVEL 2/ P3 LEDGE

FIGURE 1-10

LSA

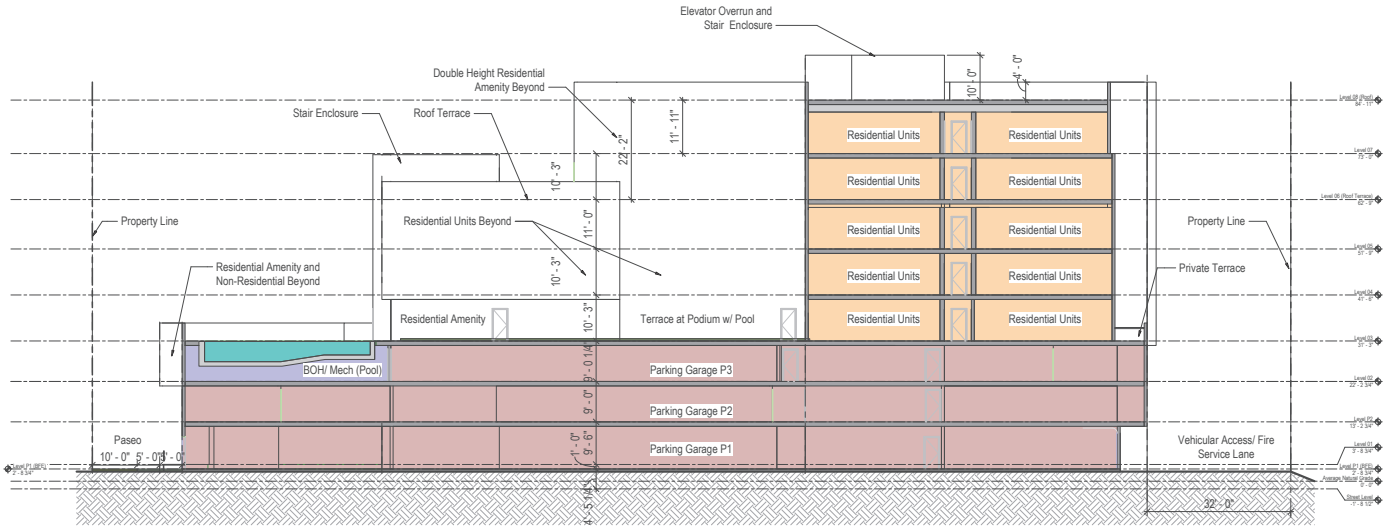
0 16 32
FEET

TRUE NORTH
PROJECT NORTH
N

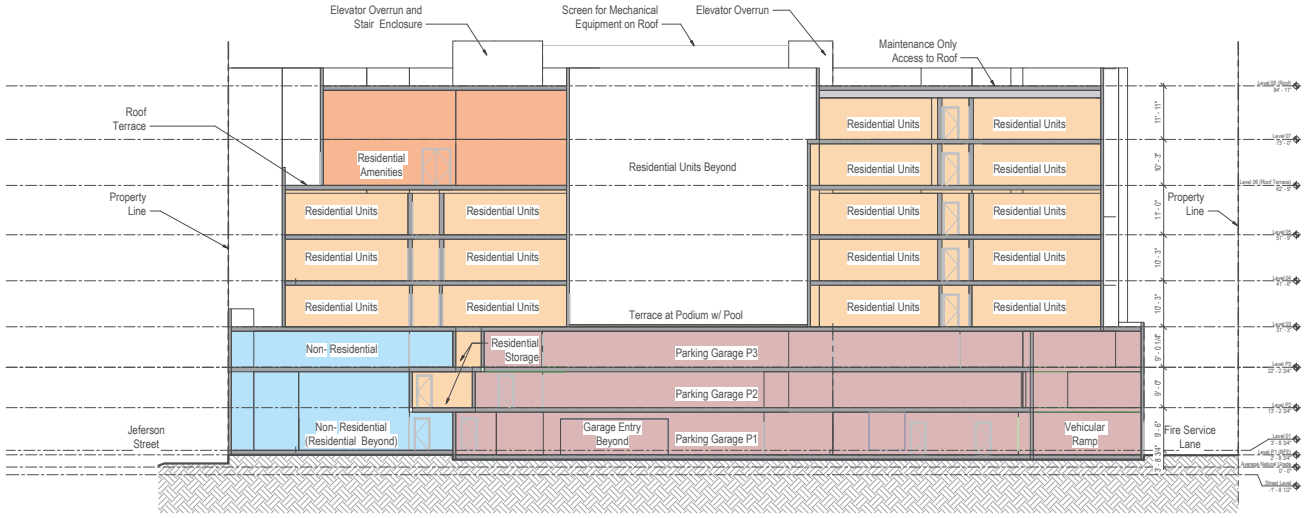
SOURCE: Greystar; HM; BKF, 7/21/2020

Menlo Flats Project Initial Study
Conceptual Eighth Level Floor and Roof Plan

P:\CMK2001 Menlo Flats\PRODUCTS\Initial Study\Figures\Figure 1-10.ai (8/14/2020)



EAST WEST BUILDING SECTION



SOUTH NORTH BUILDING SECTION

LSA

FIGURE 1-11

0 10 20
FEET

Menlo Flats Project Initial Study
Conceptual Building Sections

SOURCE: Greystar; HM; BKF, 7/21/2020

P:\CMK2001 Menlo Flats\PRODUCTS\Initial Study\Figures\Figure 1-11.ai (8/13/2020)

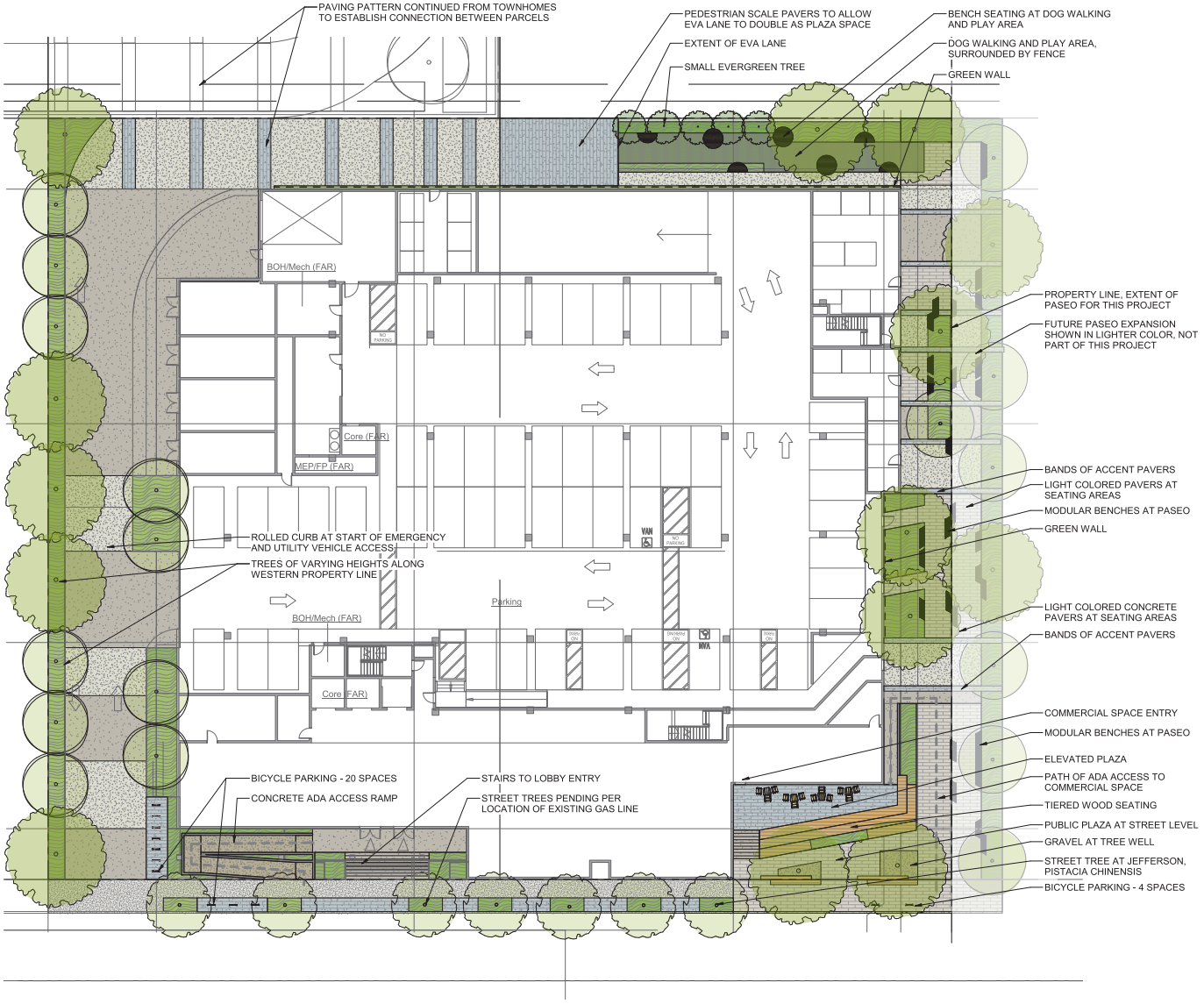


FIGURE 1-12

LSA

0 20 40
FEET

TRUE NORTH
PROJECT NORTH
N

Menlo Flats Project Initial Study
Conceptual Street Level Landscape Plan

SOURCE: Greystar; HM; BKF, 7/21/2020

P:\CMK2001 Menlo Flats\PRODUCTS\Initial Study\Figures\Figure 1-12.ai (10/15/2020)

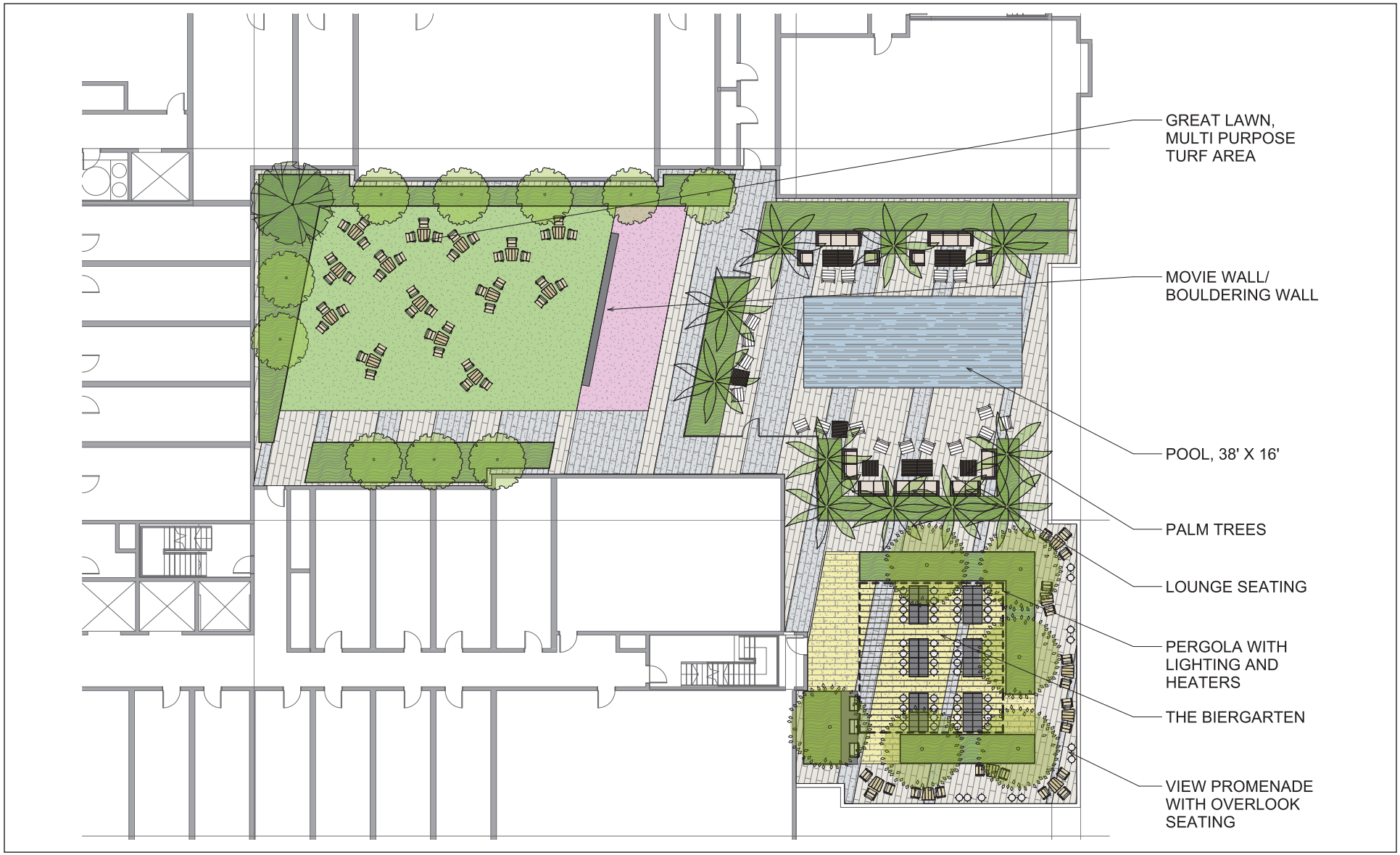


FIGURE 1-13

LSA

0 10 20
FEET

TRUE NORTH
PROJECT NORTH
N

SOURCE: Greystar; HM; BKF, 7/21/2020

P:\CMK2001 Menlo Flats\PRODUCTS\Initial Study\Figures\Figure 1-13.ai (10/15/2020)

Menlo Flats Project Initial Study
Conceptual Fourth Level Landscape Plan

Building Program

The proposed project would result in the redevelopment of the project site with an eight-story mixed-use building with ground and second floor commercial space and three levels of above ground parking. The ground floor of the proposed building would be raised approximately 3 feet above grade to accommodate flood plain design requirements. A ground-level pedestrian paseo would be located along the eastern side of the proposed building, and a publicly accessible plaza would be located at the southeast corner.

The proposed building would contain a total of approximately 154,729 square feet of residential uses on the fourth through eight floors (approximately 158 residential units) and approximately 15,000 square feet of commercial uses on the ground and third floors. The building would have a maximum height of approximately 84 feet, 11 inches and would front to Jefferson Drive.[13] The ground floor of the proposed building would include a lobby, residential amenity space, approximately 5,826 square feet of commercial space, the first level of the parking garage, and stairwells and elevators providing access to the residential portion of the building. The second level of the parking garage would be located between the ground floor and second floor of the building. The second floor of the building would include the third floor of the parking garage and the remaining approximately 9,172 square feet of commercial space. The fourth level would include 34 residential units and an approximately 11,375-square-foot amenities deck that would include a pool, social areas, an outdoor room, outdoor kitchen, and dining area. The fifth and sixth floors would include 36 residential units each and the seventh and eighth floors would include 26 residential units each. The seventh floor would also include approximately 3,279 square feet of outdoor terrace space. Residential units would consist of 113 studio units at an average size of 345 square feet and 45 four-bedroom units at an average size of 1,625 square feet.

The proposed project would include density above the maximum bonus level residential density. This is attained through application of the density bonus provision of the City's BMR Housing Program that allows one additional market rate unit for each BMR unit provided. The proposed project includes 21 BMR units, or 15.2 percent of 138 units. This allows the proposed project to add an additional 21 market rate units for a total project of 159 rental units (138 base units plus 21 additional market rate units).[14] The BMR units included as a part of the proposed project are currently proposed to be all be affordable to low income households.[15] Density and gross floor area above the maximum allowed density and gross floor area ratio would be achieved through the density bonus provision of the City's BMR Housing Program. Requests for density bonuses of a maximum of 15 percent are subject to approval of the reviewing body (i.e., Planning Commission or

[13] The roof level would be approximately 84 feet, 11 inches from the existing natural grade, and approximately 81 feet, 3 inches above the proposed ground level of the project site. The maximum height of the proposed project does not include stair and elevator overruns, which would extend to approximately 94 feet, 11 inches in height above the existing grade.

[14] The City's BMR Program also allows an increase in gross floor area up to a maximum of 15 percent. The base gross floor area for the proposed project would be 135,169 square feet, and with the density bonus would be 154,729 square feet, a 14.5 percent increase.

[15] Low income households are those earning between 51 and 80 percent of the area median income.

City Council) associated with the required application. In addition, this program would allow exemptions for the total parking requirement for the residential units.

Open Space and Landscaping

A total of approximately 20,929 square feet of open space would be provided across the entire project site, including private residential open space, common open space, and publicly-accessible open space. Private residential open space would consist of private terraces, totaling approximately 1,382 square feet. The total common open space of approximately 14,525 square feet would include the approximately 11,375-square-foot amenity deck on the fourth floor and the approximately 3,279-square-foot roof terrace.

The City's Zoning Ordinance requires a minimum of approximately 6.25 percent (3,754 square feet) of the project site to be publicly-accessible open space. Approximately 8.35 percent of the project site would consist of publicly-accessible open space, including the approximately 1,647-square-foot public plaza located at the southeast corner of the building and 3,375-square-foot publicly-accessible pedestrian paseo along the eastern boundary of the project site.

All of the existing 11 trees on the project site would be removed, and a minimum of 8 new trees would be planted along the building frontage of Jefferson Drive and within the pedestrian paseo. In addition, landscaping would be provided throughout the project site in the open space areas mentioned above. Figure 1-12 shows the conceptual landscape plan for the ground floor, and Figure 1-13 shows the conceptual landscape plans for fourth level.

Access, Circulation and Parking

Pedestrian access to the proposed buildings would be provided by Jefferson Drive. The main residential and commercial lobbies would be located on the ground floor near the southwest corner of the building. The residential units would be accessed via a stairwell and elevators within the main lobby. An additional pedestrian entrance into the commercial space would be provided from the outdoor plaza in the southeast corner of the proposed building.

The proposed building would include an at-grade, three-level, approximately 81,988-square-foot, 176-space parking garage. Approximately 138 parking spaces would be designated for residents, and 38 spaces would be for non-residential space. The parking garage would be accessed via the service lane located to the west of the proposed building off Jefferson Drive. A total of 232 bicycle parking spaces would be provided throughout the building, consisting of 207 long-term spaces located in a storage room on the ground floor and 21 short-term parking spaces located along the building entry and paseo, as well as 1 long-term commercial bicycle space located in the garage and 3 short-term commercial spaces at the building entry and paseo.

Utilities and Infrastructure

The project site is located in an urban area with existing utilities and infrastructure. The proposed project would be required to install the following utility connections to the satisfaction of the applicable utility providers: water, wastewater, stormwater drainage, power, and telecommunications services. The proposed building would be required to be all-electric and no natural gas

connections would be installed. Connections to existing infrastructure would occur within the adjacent public right-of-way. A 300-kilowatt back-up generator would also be installed within the ground level of the parking garage, for emergency use only (i.e., emergency egress lighting, elevators, telecommunications, etc.). The proposed project would incorporate drought-tolerant, non-invasive plants, efficient irrigation, and low-flow fixtures.

The existing project site includes approximately 55,475 square feet of impervious surfaces and approximately 4,600 square feet of pervious surfaces. The proposed project would result in a net increase in impervious surface coverage of approximately 362 square feet compared to existing conditions, for a total of 55,837 square feet of impervious surface and 4,238 square feet of pervious surface.

The on-site stormwater would be collected, treated per C.3 treatment methods and conveyed to the City's storm drain main within Jefferson Drive. The proposed project would decrease the amount of landscaping and pervious surface area on-site as noted above.

Demolition, Grading and Construction

The proposed project would include demolition of the existing building and surface parking lot on the project site. Construction debris, such as old foundations, pavements, and the structure, would be collected and hauled off site for disposal. Approximately 5,400 cubic yards of demolition waste would be generated by the proposed project.

Approximately 5,000 cubic yards of soils are anticipated to be imported to the site to raise the grade to meet Federal Emergency Management Agency (FEMA) requirements. Foundation footings may extend up to 4 feet below grade.

If approved, construction of the proposed project is anticipated to begin in October 2021. The proposed project would include phased construction, which would consist of a two-month demolition phase, a three-month grading phase, and approximately 24 months of building construction. Overall, construction of the proposed project is anticipated to last approximately 29 months, and is anticipated to be fully operational and occupied by early 2024.

9. Surrounding Land Uses and Setting:

The project site is located in the northern area of the City, within the Bayfront Area near Bedwell Bayfront Park and the Bay. The Bayfront Area is generally bounded by US 101, the Bay, and the County of San Mateo, Redwood City, and East Palo Alto. The site is generally surrounded by a mix of uses, including older buildings and new construction, as depicted in Figure 1-2 and further described below. Figure 1-14 and Figure 1-15 include photos of surrounding land uses; refer to Figure 1-4 for photo viewpoint locations.

This page intentionally left blank

Photo 3: Synergy Badminton Club, as seen from Constitution Drive, north of the project site

Photo 4: Light industrial buildings east of the project site, as seen from Jefferson Drive

LSA

FIGURE 1-14

Menlo Flats Project Initial Study
Photos of Surrounding Land Uses

SOURCE: LSA, 2020

P:\CMK2001 Menlo Flats\PRODUCTS\IGraphics\IS Figures\Figure 1-14.ai (9/8/2020)

Photo 5: Facebook Campus Entrance, as seen from Jefferson Drive, south of the project site

Photo 6: Light industrial building west of the project site, as seen from Jefferson Drive

LSA

FIGURE 1-15

Menlo Flats Project Initial Study
Photos of Surrounding Land Uses

SOURCE: LSA, 2020

P:\CMK2001 Menlo Flats\PRODUCTS\IGraphics\IS Figures\Figure 1-15.ai (9/8/2020)

- **North of the Project Site.** The project site is currently bordered to the north by the Synergy Badminton Club (Photo 3), as well as additional office and light industrial uses. The City has received a development application which, if approved, would result in construction of an approximately 483-unit apartment and townhome development within three buildings for the neighboring parcels located at 180 through 186 Constitution Drive to the north of the site and 141 Jefferson Drive to the west. Further north is Constitution Drive, beyond which are office and industrial uses and SR-84.

- **East of the Project Site.** The project site is bordered to the east by two single-story light industrial buildings (Photo 4). Further east of the project site is the east-west segment of Jefferson Drive that intersects with Constitution Drive to the north and the Facebook campus, discussed below.

- **South of the Project Site.** The project site is bordered immediately to the south by the north-south segment of Jefferson Drive. Across Jefferson Drive is the Facebook campus (Photo 5), consisting of approximately 14 buildings along SR 84, begins approximately 0.1 mile south of the project site. Union Pacific Railroad (UPRR) tracks, commonly referred to as the Dumbarton Rail corridor, are also located just south of the Facebook campus. Across the UPRR tracks and approximately 0.6 mile south of the site is the Belle Haven residential neighborhood, which is generally occupied by single family residences.

- **West of the Project Site.** The project site is bordered immediately to the west by a single-story light industrial building at 155 Jefferson Drive (Photo 6). Further east of the project is the 141 Jefferson Drive parcel, discussed above, as well as additional commercial uses and Chrysler Drive.

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

A number of permits and approvals would be required to allow development of the proposed project. As lead agency for consideration of the proposed project, the City of Menlo Park would be responsible for the majority of the approvals required for project development. Other agencies also may have some authority related the proposed project and its approvals. A list of required permits and approvals, including the discretionary actions described above, which may be required by the City and other agencies, is provided in Table 1.A.

Table 1.A: Anticipated Permits and Approvals for Project Implementation

Lead Agency	Permit/Approval
City of Menlo Park	● EIR Certification ● Adoption of Findings and Statement of Overriding Considerations (if required) ● Use Permit ● Architectural Control ● Heritage Tree Removal Permit ● Below Market Rate Housing Agreement ● Building Permit ● Encroachment Permit
Responsible Agencies	
Pacific Gas & Electric (PG&E)	● Undergrounding of electrical infrastructure ● Approval of electric improvements and connection permits
California Department of Transportation (Caltrans)	● Review of traffic circulation effects and consultation on potential traffic improvements that may affect state highway facilities, ramps, and intersections
California Department of Toxic Substances Control (DTSC)	● Approval of Environmental Site Management Plan
California Regional Water Quality Control Board/San Mateo Countywide Water Pollution Prevention Program	● Approval of National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharge ● Approval of Environmental Site Management Plan
City/County Association of Governments	● Review of potential effects on Routes of Regional Significance
Bay Area Air Quality Management District (BAAQMD)	● Permits for onsite generators, boilers, and other utility equipment
San Mateo County Transportation Authority	● Review of potential effect on public transit
San Mateo County Environmental Health Division	● Review of onsite generators
Menlo Park Fire Protection District	● Residential Site Plan, onsite generators, and other equipment review
West Bay Sanitary District (WBSD)	● Approval of wastewater hookups

Source: LSA (2020).

There will be a fiscal impact analysis conducted regarding the project. 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. The project sponsor's community amenity proposal is subject to review and approval by the Planning Commission and/or City Council.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

A request form describing the proposed project was sent to the Native American Heritage Commission (NAHC) in West Sacramento requesting a list of tribes eligible to consult with the City, pursuant to Public Resources Code section 21080.3.1. On September 18, 2020, the NAHC responded

in a letter with a list of tribal contacts. The City sent a letter providing the opportunity for consultation pursuant to Assembly Bill 52 (AB 52) for the project to these individuals. No requests for consultation have been received to date.

This page intentionally left blank

2.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in Chapter 3.0.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☒ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☒ Population/Housing[16]	☐ Public Services
☐ Recreation	☒ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

2.1 DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Payal Bhagat — November 16, 2020

Payal Bhagat, Consulting Planner — Date

[16] Because the proposed project is a housing project, it is not anticipated to have potentially significant impacts on population and housing; however, this topic area is being identified to comply with the settlement agreement.

This page intentionally left blank

3.0 CEQA ENVIRONMENTAL CHECKLIST

3.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☒	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Pursuant to Public Resources Code Section 21099(d)(1), aesthetic impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. A transit priority area is an area within one-half mile of a major transit stop, which is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

The nearest public transit stop to the project site is served by SamTrans Route 270 and is located approximately 0.7 mile to the west on Haven Avenue. Route 270 operates on an hourly timetable and provides access to the Redwood City Transit Center, located approximately 4.5 miles northwest of the site. The Atherton Caltrain Station is located approximately 2.8 miles south of the site; however, direct local public transit service to this station is not provided within the vicinity of the site. Facebook is currently constructing a new bus stop to serve the Chilco Campus at 180-200 Jefferson Drive, a few blocks from the project site; however, this bus stop serves buses and trams used by Facebook employees only and does not provide public transit service. Therefore, the project site is not within a transit priority area.

Although the proposed project is a mixed-use development located on an infill site, because the project is not located within a transit priority area, the proposed project's potential impacts related to aesthetics are discussed below.

a. Would the project have a substantial effect on a scenic vista? ***(Less-Than-Significant Impact)***

As stated in the ConnectMenlo Final EIR (page 4.1-9), scenic corridors are considered public views as seen along a linear transportation route and scenic vistas are views of a specific scenic feature. Scenic vistas are generally interpreted as long-range views, while scenic corridors are short-, middle- and long-range views. The City has not designated any official scenic corridors or vistas. However, the ConnectMenlo Final EIR considered views of the Santa Cruz Mountain Range, views to the Bay, and views of the foothills and San Francisquito Creek within the city as scenic vistas.

The ConnectMenlo Final EIR determined that due to the natural topography and location of the Bayfront Area at the city's northern border, the far-field views of the Santa Cruz Mountain Range, foothills, and San Francisquito Creek would not be impacted by new development occurring within the Bayfront Area. Potential building heights in the Bayfront Area, where the project site is located, could block views of the Bay and its scenic resources from various vantage points. Because the topography in the Bayfront Area is essentially flat, the views from street-level to the scenic resources are currently inhibited by existing conditions such as buildings, structures, overhead utilities, and mature trees/vegetation. The ConnectMenlo Final EIR determined that even before the height increases permitted by ConnectMenlo, the opportunity for views of scenic vistas from street-level public viewing areas was limited. Therefore, the height increases permitted with ConnectMenlo would not cause any further substantial obstruction from the street-level view to any scenic resource.

The developed parcels in the Bayfront Area are not considered public Bay-viewing destination points. Public Bay-viewing destination points include the Bayfront Expressway and the San Francisco Bay Trail. No new development is planned between the Bay and these viewing points; thus, no obstruction of views would occur under ConnectMenlo. Furthermore, potential future development would be subject to the City's existing architectural control process, in accordance with Section 16.68.020 of the Zoning Ordinance, and would be required to comply with existing design standards outlined in the Zoning Ordinance. The design standards, which apply to all new construction, ensure development results in high-quality design.

Because the project site is located within a developed portion of the Bayfront Area and does not provide public views of the Bay, and because the proposed project would be subject to the City's existing architectural control process, the proposed project would have a ***less-than-significant*** impact on scenic vistas and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ***(Less-Than-Significant Impact)***

As noted in the ConnectMenlo Final EIR (page 4.1-14), the section of Interstate 280 (I-280) within the city is considered a State scenic highway. However, the Bayfront Area is not located within the viewshed of I-280 and development in the Bayfront Area, as identified in the ConnectMenlo EIR, would have a less-than-significant impact.

Because the project site is located in the Bayfront Area, the proposed project would have a less-than-significant impact on scenic resources and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR. In addition, the existing building on the project site was built in 1964 and is not considered to be a historic resource, as noted in Section 3.5, Cultural Resources. Therefore, this impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? ***(Less-Than-Significant Impact)***

The ConnectMenlo Final EIR (pages 4.1-15 to 4.1-16) determined that future development occurring under ConnectMenlo would create a shift in uses in the Bayfront Area from light industrial and business park to office, technology, research and development, life sciences and mixed-use with multi-family residential and commercial, and involve notable changes in building intensity and height from 35 feet to 120 feet. However, given the existing commercial, industrial, and residential uses surrounding the areas of potential new growth, the development of future projects would continue to be compatible with the existing visual character and quality of the Bayfront Area and its surroundings.

The proposed project would consist of an eight-story mixed-use building within the Bayfront Area with a maximum height of 84 feet, 11 inches. As noted above, the proposed project would be subject to the City's existing architectural control process, which would ensure the proposed project complies with the existing design standards outlined in the Zoning Ordinance. Therefore, the proposed project would have a ***less-than-significant*** impact related to existing visual character or quality of public views and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ***(Less-Than-Significant Impact)***

As stated in the ConnectMenlo Final EIR (pages 4.1-16 to 4.1-17), the City contains many existing sources of nighttime illumination. These include street and parking area lights, security lighting, and exterior lighting on existing residential, commercial, and institutional buildings. Additional onsite light and glare is caused by surrounding land uses and traffic, specifically from US 101 and the Bayfront Expressway in the Bayfront Area. In addition to new building, security, and lighting for parking areas, buildout of the Bayfront Area would also include lighting aimed at properly illuminating the overall Bayfront Area. Additionally, new larger buildings with more exterior glazing could result in new sources of glare.

New development in the Bayfront Area, including the proposed project, would be required to comply with General Plan policies that ensure new land uses do not generate excessive light levels that would spill on to adjacent sensitive receptors and reduce light and glare spillover from future development to surrounding land uses.

Specifically, Policy LU-2.3 requires that new development with residential units address potential compatibility issues such as light spillover. The proposed project would be required to comply with this policy as part of the site plan review and architectural control process. Therefore, the proposed project would have a ***less-than-significant*** impact related to substantial light or glare and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

*a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? **(No Impact)***

The ConnectMenlo Final EIR (page 6-1) determined that impacts related to the conversion of farmland to non-agricultural uses would not occur. There are no agricultural resources located on or near the project site. The project site is classified as "Urban and Built-Up land" by the State

Department of Conservation[17] and, as identified in the ConnectMenlo Final EIR, there are no agricultural resources located on or near the project site.

The physical conditions on and in the vicinity of the site related to agricultural resources have not changed since certification of the ConnectMenlo Final EIR. Development of the proposed project would not convert agricultural land to non-agricultural uses, would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or result in new or more severe impacts beyond those examined in the ConnectMenlo Final EIR. Therefore, the proposed project would have ***no impact*** related to the conversion of farmland.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? ***(No Impact)***

The ConnectMenlo Final EIR (page 6-1) determined that impacts related to existing zoning for agricultural uses or Williamson Act contracts would not occur. The project site is within the R-MU-B zoning district and is not under a Williamson Act contract.[18] The physical conditions on and in the vicinity of the site related to agricultural resources have not changed since certification of the ConnectMenlo Final EIR. Development of the proposed project would not conflict with existing zoning for an agricultural use or a Williamson Act contract and would not result in new or more severe impacts beyond those examined in the ConnectMenlo Final EIR. Therefore, the proposed project would have ***no impact*** related to agricultural uses or Williamson Act contracts***.***

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? ***(No Impact)***

The ConnectMenlo Final EIR (page 6-1) determined that impacts related to existing zoning for forest land or timberland would not occur. The developed project site is located within an urban area of Menlo Park and is within the City's R-MU-B zoning district. The physical conditions on and in the vicinity of the site related to forest land and timberland resources have not changed since certification of the ConnectMenlo Final EIR. Development of the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland and would not result in new or more severe impacts beyond those examined in the ConnectMenlo Final EIR. Therefore, the proposed project would have ***no impact*** related to forest land and timberland resources.

d. Would the project result in the loss of forest land or conversion of forestland to non-forest use? ***(No Impact)***

Refer to Section 3.2.c. The proposed project would not result in the loss of forest land or conversion of forestland to non-forest uses and would not result in new or more severe impacts beyond those

[17] California Department of Conservation. 2016. California Important Farmland Finder (map). Website: maps.conservation.ca.gov/dlrp/ciff (accessed September 2020).

[18] California Department of Conservation. 2012. *San Mateo County Williamson Act FY 2006/2007 (map)*. Available online at: ftp.consrv.ca.gov/pub/dlrp/wa (accessed October 2019).

examined in the ConnectMenlo Final EIR. Therefore, the proposed project would have ***no impact*** related to the loss or conversion of forest land.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? ***(No Impact)***

Refer to Sections 3.2.a and 3.2.c. The project site is located within an existing urban environment and would not result in the extension of infrastructure into an undeveloped area, the development of urban uses on a previously undeveloped greenfield site, or other physical changes that would result in the conversion of farmland to non-agricultural uses or forest land to non-forest uses. The proposed project would not adversely affect agricultural or forestry resources and would not result in new or more severe impacts beyond those examined in the ConnectMenlo Final EIR. Therefore, the proposed project would have ***no impact*** related to agricultural or forestry resources.

3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a. through c. ***(Potentially Significant Impact)***

The ConnectMenlo Final EIR found that future development would result in a substantial long-term increase in criteria air pollutants. The ConnectMenlo Final EIR identified Mitigation Measures AQ-2a, AQ-2b, and AQ-2b2 (page 4.2-41 to 4.2-42), which require a technical assessment evaluating potential project operation- and construction phase-related air quality impacts and compliance with the Bay Area Air Quality Management District's (BAAQMD) basic control measures for reducing construction emissions. In addition, based on the proposed project's location in proximity to US 101, Marsh Road, and SR 84, and consistent with the requirements of Mitigation Measure AQ-3b from the ConnectMenlo Final EIR, a health risk assessment is required. These assessments will be completed as part of the EIR; therefore, this impact is ***potentially significant***.

As noted in Section 3.17, a transportation evaluation will be prepared. This evaluation may identify new or more significant impacts related to transportation, and therefore air quality, than were previously analyzed in the ConnectMenlo Final EIR. Development activity associated with implementation of the proposed project could increase pollutant concentrations in Menlo Park through increased vehicle trips and construction. This increase could contribute to existing air pollution in the San Francisco Bay Area Air Basin and has the potential to exceed regional air emission thresholds established by the BAAQMD. Construction activities associated with project development, including building demolition, grading, and ground disturbance, could increase concentrations of particulate matter and could expose sensitive receptors to toxic air contaminants. Therefore, the criteria identified above for topics 3.a through 3.c are ***potentially significant*** and will be evaluated in an EIR. The EIR will recommend appropriate mitigation measures, if necessary.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? ***(Less-Than-Significant Impact)***

The ConnectMenlo Final EIR concluded that buildout potential analyzed under ConnectMenlo could include potential odor sources that could affect new sensitive receptors, such as composting, greenwaste, and recycling operations; food processing; and painting/coating operations. Responses to odors are subjective, and vary by individual and type of land use. Residential and office uses are not included in Table 4.2-9 of the ConnectMenlo Final EIR (page 4.2-51), which lists uses that could be required to undergo environmental review to ensure sensitive land uses are not exposed to objectionable odors, and the proposed project would not be a source of odors. Therefore, the proposed project would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people, and this impact would be ***less-than-significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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

The ConnectMenlo Final EIR (pages 4.3-19 to 4.3-23) determined that the potential for occurrence of special-status species in developed areas is generally very remote in comparison to undeveloped lands with natural habitat that contain essential habitat characteristics for the range of species known to occur in the Menlo Park vicinity. ConnectMenlo included goals, policies, and programs and bird-safe regulations for the Bayfront Area that would help protect special-status species and birds and minimize impacts.

The project site is currently developed and does not include any sensitive habitat, nor is it located near any sensitive habitats, and therefore a project-specific baseline biological resources assessment pursuant to Mitigation Measure BIO-1 from the ConnectMenlo Final EIR would not be required.

In addition, the proposed project would be required to comply with the bird-safe design measures included in the building regulations for the Bayfront Area. Therefore, the proposed project would not result in direct or indirect adverse effects on special-status plant or wildlife species, this impact would be ***less than significant***, and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ***(Less-Than-Significant Impact)***

As stated in the ConnectMenlo Final EIR (pages 4.3-24 to 4.3-24), sensitive natural communities within the city consist of areas of coastal salt marsh vegetation in the baylands, native valley oaks in Saint Patrick's Seminary, and possibly areas of riparian scrubs and woodland along San Francisquito Creek and other drainages. The project site is currently developed and is not located within or in the immediate vicinity of one of these areas, and therefore would have a ***less-than-significant*** impact related to riparian habitat and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ***(Less-Than-Significant Impact)***

The ConnectMenlo Final EIR (page 4.3-26) determined that development could have a significant adverse effect on wetlands by allowing development on previously undeveloped parcels in the Bayfront Area with mapped wetlands, which are along University Avenue. The project site is currently developed and does not support any federally protected wetlands. Compliance with all applicable requirements associated with the protection of water quality in stormwater runoff would further ensure that there are no impacts to wetlands within or beyond the Bayfront Area as a result of the proposed project. Compliance with stormwater quality requirements is discussed in Section 3.10, Hydrology and Water Quality, of this Initial Study. Therefore, the proposed project would have a ***less than significant*** impact related to wetlands and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ***(Less-Than-Significant Impact)***

The ConnectMenlo Final EIR (page 4.3-27) determined that development and land use activities consistent with ConnectMenlo would result in a reduction in the remaining natural habitat within the city. However, most wildlife in these areas are already acclimated to human activity in the urbanized portions of the city. As noted above, the project site is currently developed and does not contain, nor is it located near, any sensitive habitats. Ornamental landscaping and trees located throughout the project site would be removed. Vegetation and landscaping generally have the potential to support nests of common native bird species. All native birds and their nests, regardless of their regulatory status, are protected under the federal Migratory Bird Treaty Act and California Fish and Game Code.

However, because the project site is located in a busy urban area and vegetation on the project site is limited, potential impacts to nesting birds would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ***(Less-Than-Significant Impact)***

There are a total of approximately 11 existing trees on the project site, 4 of which are considered Heritage Trees, as defined by the City's Municipal Code.[19] All existing trees on the site would be removed with the proposed project. The City's Tree Preservation Ordinance requires a permit to remove protected trees and replacement of protected trees at a 2:1 ratio. The proposed project would include the planting of a minimum of 8 new trees; therefore, the proposed project would not conflict with the City's Tree Preservation Ordinance. Since the applicant submitted a complete development permit application and associated heritage tree removal permit application in

[19] Hort Sceince | Barlett Consulting. 2020. op. cit.

compliance with the requirements of Senate Bill 330 (SB 330), the proposed tree removals are being reviewed in compliance with the Heritage Tree Ordinance that was in effect prior to July 1, 2020. In addition, the proposed project would include the installation of new landscaping that would comply with Municipal Code Chapter 12.44, Water-Efficient Landscaping, and therefore would not conflict with any local policies or ordinances protecting biological resources. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ***(No Impact)***

As noted in the ConnectMenlo Final EIR (pages 4.3-27 to 4.3-28), portions of the City are within the Stanford University Habitat Conservation Plan (Stanford HCP).[20] However, the Stanford HCP only applies to land owned by Stanford University. The project site is not owned by Stanford University, and therefore is not located within the boundaries of an adopted conservation plan. Therefore, the proposed project would not conflict with the provisions of a habitat conservation plan, natural community plan or other approved local, regional or State habitat conservation plan. There would be ***no impact*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

3.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? ***(Less-Than-Significant Impact)***

As noted in the ConnectMenlo Final EIR (pages 4.4-12 to 4.4-15), the two main categories of historical resources that are subject to adverse impacts, and that may be adversely affected by development allowed under ConnectMenlo, are historical archaeological deposits and historical architectural resources. Refer to Section 3.5.b, below for a discussion of archaeological deposits.

[20] Stanford University. 2015. *Stanford University Habitat Conservation Plan*. December 22.

There are several recognized historic properties within the city; however, none of these are located within the Bayfront Area, where the project site is located. The ConnectMenlo Final EIR Mitigation Measure CULT-1 requires site-specific historic resources evaluations for individual projects that are proposed on sites with a building more than 50 years old or any site adjoining with a building more than 50 years old. The existing building on the project site was constructed in 1964, and therefore meets the 50-year-old threshold. A Historic Resources Assessment prepared for the project site determined that the building does not appear to be eligible for listing in the National Register of Historical Places or the California Register of Historical Resources.[21] In addition, adjoining properties include buildings that are 50 years or older; however, as noted above, none of the recognized historic properties within the City are located within the Bayfront Area or within the immediate project vicinity. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5 and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR; therefore, this impact would be ***less than significant***.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ***(Less-Than-Significant with Mitigation Incorporated)***

The ConnectMenlo Final EIR (pages 4.4-16 through 4.4-18) determined that it is highly improbable that archaeological deposits associated with the historic period of Menlo Park and Native American prehistoric archeological sites exist on the locations identified for future development, because these locations are concentrated on sites either already developed, and/or in close proximity to existing development, where development will have a lesser impact on historical archeological resources.

However, future projects that require substantial excavation reaching significant depths below the ground surface could result in the disturbance of unidentified subsurface materials that have the potential to contain prehistoric archaeological resources, including unrecorded Native American prehistoric archaeological sites and this is a ***potentially significant*** impact.

The ConnectMenlo Final EIR identified Mitigation Measure CULT-2a, which is presented below, to ensure this impact would be reduced to a less-than-significant level.

> **Connect Menlo Final EIR Mitigation Measure CULT-2a:** If a potentially significant subsurface cultural resource is encountered during ground disturbing activities, all construction activities within a 100-foot radius of the find shall cease until a qualified archeologist determines whether the resource requires further study. All developers in the study area shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of the CEQA criteria by a qualified archeologist. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and

[21] Menlo Park, City of. 2020a. *Request for Evaluation for Potential Historic Significance, 165 Jefferson Drive.* July 23.

implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses; prepare a comprehensive report complete with methods, results, and recommendations; and provide for the permanent curation of the recovered resources. The report shall be submitted to the City of Menlo Park, Northwest Information Center (NWIC), and State Historic Preservation Office (SHPO), if required.

With implementation of ConnectMenlo Mitigation Measure CULT-2a, impacts to archaeological deposits would be ***less than significant with mitigation*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries? ***(Less-Than-Significant with Mitigation Incorporated)***

The ConnectMenlo Final EIR (page 4.4-20) determined that human remains associated with pre-contact archaeological deposits could exist within the City and could be encountered at the time potential future development occurs. The associated ground-disturbing activities, such as site grading and trenching for utilities, have the potential to disturb human remains interred outside of formal cemeteries and therefore this is a ***potentially significant*** impact.

Any human remains encountered during ground-disturbing activities are required to be treated in accordance with California Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98 and the California Code of Regulations Section 15064.5(e), which state the mandated procedures of conduct following the discovery of human remains. The ConnectMenlo Final EIR identified Mitigation Measure CULT-4, which is presented below, to ensure this impact would be reduced to a less-than-significant level.

Connect Menlo Final EIR Mitigation Measure CULT-4: Procedures of conduct following the discovery of human remains have been mandated by Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98 and the California Code of Regulations Section 15064.5(e) (CEQA). According to the provisions in CEQA, if human remains are encountered at the site, all work in the immediate vicinity of the discovery shall cease and necessary steps to ensure the integrity of the immediate area shall be taken. The San Mateo County Coroner shall be notified immediately. The Coroner shall then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner shall notify the NAHC within 24 hours, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.

With implementation of ConnectMenlo Mitigation Measure CULT-4, impacts to pre-contact human remains would be ***less than significant with mitigation*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

3.6 ENERGY

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

*a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? **(Less-Than-Significant Impact)***

Energy conservation was evaluated in Section 4.14.5 of the ConnectMenlo Final EIR (pages 4.14-67 through 4.14-81), consistent with CEQA Guidelines Appendix F. The ConnectMenlo Final included a brief discussion of energy use and conservation, including consideration of the City's Climate Change Action Plan. The ConnectMenlo Final EIR determined that development pursuant to ConnectMenlo would be subject to new requirements under rule making developed at the State and local level regarding greenhouse gas (GHG) emissions. Specifically, the ConnectMenlo Final EIR found that individual projects would be required to adhere to the Heavy Duty National Program, which has

been adopted by the United States Environmental Protection Agency (USEPA). The Heavy Duty National Program establishes fuel efficiency and GHG emission standards in the heavy-duty highway sector, which include combination tractors (semi-trucks), heavy-duty pickup trucks and vans, and vocational vehicles (including buses and refuse or utility trucks). In addition, as required by Mitigation Measure AQ-2b1 in the ConnectMenlo Final EIR, individual development projects would be required to comply with the current BAAQMD's basic control measures for reducing construction emissions, which would also improve the energy efficiency of the project during construction.

The ConnectMenlo Final EIR determined that new development pursuant to ConnectMenlo would be constructed using energy efficient modern building materials and construction practices, in accordance with the CALGreen Building Code, the California Public Utility Commission's Long Term Energy Efficiency Strategic Plan, and Chapter 12.18 of the Menlo Park Municipal Code which contains the Green Building Ordinance. In addition, the ConnectMenlo Final EIR found that new buildings would also use new modern appliances and equipment, in accordance with the 2006 Appliance Efficiency Regulations.

As discussed in the ConnectMenlo Final EIR, implementation of ConnectMenlo inherently furthers objectives of energy conservation by focusing activities in areas of existing infrastructure and services. In addition, the Land Use, Circulation, and Open Space/Conservation elements of ConenctMenlo contain goals, policies, and programs that would require local planning and development decisions to consider impacts to energy resources.

As a part of ConnectMenlo, all new building within the Bayfront Area are required to comply with specific green building requirements for LEED certification, provide outlets for Electric Vehicle (EV) charging, provide on-site renewable energy generation, and enroll in the USEPA's Energy Star Building Portfolio Manager.

Similar to buildout of ConnectMenlo, the proposed project would increase the demand for energy during construction of the proposed project and would increase the demand for electricity and gasoline during operation of the proposed project. The proposed project would not increase the demand for natural gas as the City's reach codes would require the buildings to be all electric. The discussion and analysis provided below is based on data included in the California Emissions Estimator Model (CalEEMod) output, which is included in Appendix B.

The anticipated construction schedule assumes that the proposed project would be built over 29 months. The proposed project would require demolition, grading, site preparation, and building activities during construction. Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for demolition and grading activities, and construction of the project. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. In order to increase energy efficiency on the site during project construction, equipment idling times would be restricted to 5 minutes or less and construction workers would be required to shut off idle equipment, consistent with ConnectMenlo Final EIR Mitigation Measure AQ-2b1. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and

would be relatively small in comparison to the State's available energy sources. Therefore, construction energy impacts would be less than significant and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Similar to buildout of ConnectMenlo, energy use consumed during operation of the proposed project would be associated with electricity consumption and fuel used for vehicle trips associated with the proposed project. Although the proposed project would include the installation of a 300kW generator, this equipment would only be used in case of an emergency to provide electrical services to project residents. Energy consumption was estimated for the proposed project using default energy intensities by building type in CalEEMod. In addition, the proposed buildings would be constructed to current CALGreen standards, which was included in CalEEMod inputs. Electricity usage estimates associated with the proposed project are shown in Table 3.A.

The proposed project would result in energy usage associated with gasoline to fuel project-related trips. Based on the CalEEMod analysis, the proposed project would result in approximately 2,117,288 vehicle miles traveled (VMT) per year.[22]

The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.0 mpg in 2015.[23] Therefore, using the USEPA fuel economy estimates for 2015, the proposed project would result in the consumption of approximately 96,240 gallons of gasoline per year. Table 3.A below, shows the estimated potential increased electricity and gasoline demand associated with the proposed project.

Table 3.A: Estimated Annual Energy Use of Proposed Project

Land Use	Electricity Use (kWh per year)	Gasoline (gallons per year)
Residential	488,004	68,614
Retail	82,998	27,626
Parking Structure	46,303	0
Open Space	0	0
Total	**617,305**	**96,240**

Source: LSA (September 2020).

As shown in Table 3.A, the estimated potential increased electricity demand associated with the proposed project is 617,305 kilowatt-hours (kWh) per year. In 2018, California consumed

22 It should be noted that a Transportation Impact Analysis (TIA) will be prepared as part of the EIR. The TIA and EIR may include a refined estimate of VMT; however, any variation in estimated VMT would not affect the analysis or conclusions related to energy as presented in this section.

23 U.S. Department of Transportation. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: https://www.bts.gov/archive/publications/national_transportation_statistics/table_04_23/ (accessed September 2020).

approximately 284,436 gigawatt-hours (GWh) or 284,436,261,624 kWh.[24] Of this total, San Mateo County consumed 4,254 GWh or 4,254,640,150 kWh.[25] Therefore, electricity demand associated with the proposed project would only be approximately 0.01 percent of San Mateo County's total electricity demand.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. As shown above in Table 3.A, vehicle trips associated with the proposed project would consume approximately 96,240 gallons of gasoline per year. In 2015, vehicles in California consumed approximately 15.1 billion gallons of gasoline.[26] Therefore, gasoline demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California.

Consistent with ConnectMenlo requirements, the proposed project would comply with specific green building requirements for LEED certification, provide outlets for EV charging, provide on-site renewable energy generation, enroll in the USEPA's Energy Star Building Portfolio Manager, use new modern appliances and equipment, and comply with current CALGreen standards, which would help to reduce energy consumption.

The proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation. Therefore, construction and operation period impacts related to consumption of energy resources would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

*b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? **(Less-Than-Significant Impact)***

As previously stated, the proposed project would be required to comply with the CALGreen Code, which includes provisions related to insulation and design aimed at minimizing energy consumption. In addition, as described in the ConnectMenlo Final EIR, new development as envisioned in ConnectMenlo would be constructed using modern and energy efficient building materials and construction practices, in accordance with the CALGreen Building Code, the California Public Utility Commission's Long Term Energy Efficiency Strategic Plan, and Chapter 12.18 of the Menlo Park Municipal Code, which contains the Green Building Ordinance. In addition, the ConnectMenlo Final EIR found that new buildings would also use new modern appliances and equipment, in accordance with the 2006 Appliance Efficiency Regulations.

---

[24] California Energy Commission. 2018. Energy Consumption Data Management Service. Electricity Consumption by County. Available online at: http://www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed September 2020).

[25] Ibid.

[26] California Energy Commission. 2017. California Gasoline Data, Facts, and Statistics. Available online at: https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics (accessed September 2020).

As discussed in the ConnectMenlo Final EIR (page 4.14-77), implementation of ConnectMenlo inherently furthers objectives of energy conservation by focusing activities in areas of existing infrastructure and services. In addition, the Land Use, Circulation, and Open Space/Conservation elements of ConnectMenlo contain goals, policies, and programs that would require local planning and development decisions to consider impacts to energy resources. As a part of ConnectMenlo, all new buildings within the Bayfront Area are required to comply with specific green building requirements for LEED certification, provide outlets for EV charging, provide on-site renewable energy generation, and enroll in the USEPA's Energy Star Building Portfolio Manager.

The ConnectMenlo Final EIR also found that future development under ConnectMenlo, as part of the City's project approval process, would be required to comply with existing regulations, including General Plan policies and Zoning Ordinance regulations that have been prepared to promote energy conservation and efficiency by implementing sustainable building practices and reducing automobile dependency. Furthermore, the ConnectMenlo Final EIR found that with continued implementation of the City's Climate Action Plan (CAP), compliance with the CALGreen Building Code, and the other applicable State and local energy efficiency measures cited above, significant energy conservation and savings would be realized from future development under ConnectMenlo.

In addition, as discussed in the ConnectMenlo Final EIR, as infill development, ConnectMenlo inherently furthers objectives of energy conservation related to transportation by focusing activities in areas of existing infrastructure and services. Transportation features that are priorities of ConnectMenlo promote non-motorized transportation within and to anticipated development within the Bayfront Area, as well as city-wide, thereby potentially reducing energy consumption that would otherwise be related to motorized vehicle use (i.e., automobiles).

Consistent with ConnectMenlo requirements, the proposed project would comply with specific green building requirements for LEED certification, provide outlets for electric vehicle charging, provide on-site renewable energy generation, enroll in the USEPA's Energy Star Building Portfolio Manager, use new modern appliances and equipment, and comply with current CALGreen standards, which would help to reduce energy consumption. The proposed project would also be consistent with the ConnectMenlo energy conservation policies, as noted above, and the City's CAP by complying with specific green building requirements for LEED certification, providing outlets for EV charging, and enrolling in the USEPA's Energy Star Building Portfolio Manager. In addition, the project site consists of an infill site in an urban area and the proposed project would provide residential uses to help balance high job-generating uses in the project vicinity.

The proposed project would also implement Transportation Demand Management (TDM) measures, which would help reduce transportation energy usage consistent with ConnectMenlo requirements.

In addition, as indicated above, energy usage on the project site during construction would be temporary in nature and energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed project's total impact to regional energy supplies would be minor, the proposed project would not conflict with energy conservation plans. Thus, as shown above, the proposed project would avoid or reduce the inefficient, wasteful, and

unnecessary consumption of energy and would not result in any irreversible or irretrievable commitments of energy. Therefore, the proposed project would be consistent with applicable plans related to renewable energy and energy efficiency. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

3.7 GEOLOGY AND SOILS

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

The information presented in this section is based on data and findings provided in the Preliminary Geotechnical Investigation[27] prepared for the project site, unless otherwise noted.

[27] Rockridge Geotechnical, Inc. 2018. *Preliminary Geotechnical Investigation to Support Due Diligence Evaluation, Menlo Flats, 165 Jefferson Drive, Menlo Park, California.* December 19.

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? ***(No Impact)***

The California Supreme Court concluded in its *CBIA vs. BAAQMD* decision that "CEQA generally does not require an analysis of how existing environmental conditions will affect a project's future users or residents." With this ruling, CEQA no longer considers the impact of the environment on a project (such as the impact of existing seismic hazards on new project occupants) to be an environmental impact, unless the project could exacerbate an existing environmental hazard. The proposed project would not change or exacerbate existing seismic hazards and, therefore, would not exacerbate existing hazards related to surface fault rupture and seismic ground shaking. As such, the following discussions of seismic hazards related to surface fault rupture and seismic ground shaking are provided for informational purposes only.

Fault Rupture. Surface fault rupture occurs when the ground surface is broken due to fault movement during an earthquake. Fault rupture is generally expected to occur along active fault traces.

Areas susceptible to fault rupture are delineated by the California Geological Survey Alquist-Priolo Earthquake Fault Zones and require specific geological investigations prior to development to reduce the threat to public health and safety and to minimize the loss of life and property posed by an earthquake-induced ground failure.

The ConnectMenlo Final EIR (page 4.5-9) determined that no Alquist-Priolo Earthquake Fault Zones have been mapped within the Bayfront Area. There are no mapped faults going through or adjacent to the project site, and the project site is not located within an Earthquake Fault Zone. The closest active fault to the project site is the Monte Vista-Shannon Fault, which is located approximately 5.2 miles southwest. Therefore, the proposed project would have ***no impact*** related to fault rupture and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Ground Shaking. Seismic ground shaking generally refers to all aspects of motion of the earth's surface resulting from an earthquake, and is normally the major cause of damage in seismic events. The extent of ground shaking is controlled by the magnitude and intensity of the earthquake, distance from the epicenter, and local geologic conditions. The magnitude of a seismic event is a measure of the energy released by an earthquake; it is assessed by seismographs that measure the amplitude of seismic waves. The intensity of an earthquake is a subjective measure of the perceptible effects of a seismic event at a given point.

In the future, the proposed project would likely experience severe ground shaking during moderate and large magnitude earthquakes produced along the San Andreas Fault or other active Bay Area fault zones. Using information from recent earthquakes, improved mapping of active faults, ground motion modeling, and a new model for estimating earthquake probabilities, there is a 72 percent chance that at least one earthquake of Magnitude 6.7 or greater will occur in the Bay Area before

2043. The Hayward Fault, located approximately 13 miles northeast of the project site, has the highest likelihood of an earthquake greater than or equal to Magnitude 6.7 in the Bay Area, estimated at 14.3 percent.

The risk of ground shaking impacts is reduced through adherence to the design and materials set forth in building codes. The City of Menlo Park has adopted the 2019 California Building Code (Title 24, California Code of Regulations), which provides for stringent construction requirements on projects in areas of high seismic risk. The Preliminary Geotechnical Investigation prepared for the project site recommends seismic design parameters to be used in accordance with the 2019 California Building Code to account for earthquake ground motions.

As noted in the ConnectMenlo Final EIR (page 4.5-11), the design and construction for the proposed project is required to conform with, or exceed, current best standards for earthquake resistant construction in accordance with the most current California Building Code and with the generally accepted standards of geotechnical practice for seismic design in Northern California.

Seismic hazards cannot be completely eliminated, even with site-specific geotechnical investigation/design and advanced building practices. However, the seismic design standards of the California Building Code are intended to prevent catastrophic building failure in the most severe earthquakes currently anticipated. Therefore, compliance with current building codes would ensure that there would be ***no impact*** associated with ground shaking and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Seismic-Related Ground Failure and Liquefaction. The potential for different types of ground failure to occur during a seismic event is discussed below. As noted above, the ConnectMenlo Final EIR determined that compliance with existing regulations, including General Plan policies that have been prepared to minimize impacts related to strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landsliding, would ensure that impacts related to seismic-related ground failure and liquefaction would be less than significant. Because geotechnical and soil conditions can vary by geographic location, a site-specific analysis is presented below.

> ***Liquefaction.*** Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. During ground shaking, these soils lose strength and acquire a "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant amount of fines (silt and clay) may also liquefy. Based on testing at the project site, some of the fine grained soils encountered with a low plasticity may be prone to liquefaction settlement. Total settlement that could occur at the ground surface as a result of liquefaction is estimated to range from approximately 0.25 to 1.25 inches.
>
> The Preliminary Geotechnical Investigation provided a preliminary recommendation that the proposed buildings be supported on a shallow foundation system bearing on a ground improvement system. Final grading, foundation, and building plans must be designed in accordance with the California Building Code, which requires preparation of and compliance with the recommendations of a site-specific geotechnical investigation. These designs would

include measures that would address the potential for differential settlement related to liquefaction. Therefore, compliance with the California Building Code would ensure that there would be ***no impact*** *as* the potential impacts associated with liquefaction would not occur and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Lateral Spreading. Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial soils are transported downslope or in the direction of a free face by earthquake and gravitational forces. There is the potential for lateral spreading to occur at the site due to the free-face slope approximately 800 feet north of the project site along the San Francisco Bay shoreline. However, the Preliminary Geotechnical Investigation determined that liquefiable layers appear to have sufficient cohesion and/or relative density to resist lateral spreading. Additionally, as noted above, final grading, foundation, and building plans must be designed in accordance with the California Building Code, which requires preparation of and compliance with the recommendations of a site-specific geotechnical investigation. These designs would include measures that would address the potential for ground failure related to lateral spreading. Therefore, compliance with the California Building Code would ensure that that there would be ***no impact*** as the potential impacts associated with liquefaction would not occur and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Surface Settlement. Settlement can occur when non-saturated, cohesionless soil is densified by earthquake vibrations. The fill and native soils above the ground water at the project site are typically composed of stiff to very stiff clays, and therefore the potential for settlement of these surface soils during a major earthquake is low. In addition, recompaction of any poorly-compacted or undocumented fills encountered during earthwork construction, as recommended by the Geotechnical Investigation, would further reduce the risk of differential compaction during a major earthquake. Therefore, the proposed project would have ***no impact*** related to surface settlement and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Landslides. Seismically-induced landslides occur as the rapid movement of large masses of soil on unstable slopes during an earthquake. The Seismic Hazard Zones mapped by the California Geological Survey (CGS) delineate areas susceptible to seismically-induced landslides that require additional investigation to determine the extent and magnitude of potential ground failure. According to CGS, the project site is not located within a Seismic Hazard Zone for seismically-induced landslides.[28] Therefore, the proposed project would have ***no impact*** related to landslides and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

[28] California Geological Survey, 2006. *Seismic Hazard Zones; Palo Alto Quadrangle.* October 18.

b. Would the project result in substantial soil erosion or the loss of topsoil? ***(Less-Than-Significant Impact)***

The Geotechnical Investigation does not identify topsoil on the project site. The project site is developed and has been mapped as an "urban land" area by the Natural Resources Conservation Service.[29] Areas designated as "urban land" have essentially no exposed soil and are covered by streets, parking lots, buildings, and other structures. The redevelopment of the project site would involve demolition and construction activities, such as grading and excavation, which could result in temporary soil erosion when the disturbed soils are exposed to wind or rainfall. However, this would be temporary and limited to the period of grading. Upon completion of construction, the project site would be covered with structures, pavement, and landscaping and would not include areas of exposed soil. In addition, the ConnectMenlo Final EIR determined that compliance with the City's Engineering Division's Grading and Drainage Control Guidelines would reduce the impacts from erosion and the loss of topsoil to the extent practicable (page 4.5-11). Therefore, the proposed project would result in ***less-than-significant*** impacts related to soil erosion or loss of top soil and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ***(Less-Than-Significant Impact)***

As previously discussed in Section 3.7.a, above, the soils at the project site are susceptible to liquefaction, seismically-induced settlement, and lateral spreading, but they are not susceptible to landslides. As noted in the ConnectMenlo Final EIR, the proposed project's required compliance with the California Building Code would reduce the potential risks to people and structures as a result of liquefaction, seismically-induced settlement, and lateral spreading to a ***less-than-significant*** level and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Subsidence. Subsidence or collapse can result from the removal of subsurface water resulting in either catastrophic or gradual depression of the surface elevation of the project site. Since the proposed project would connect to the Menlo Park Municipal Water (MPMW) water system, there would be ***no*** impact as groundwater extraction that could potentially result in subsidence is not expected on the project site and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Consolidation. Consolidation of soils is a process by which the soil volume decreases as water is expelled from saturated soils under static loads. As the water moves out from the pore space of the soil, the solid particles realign into a denser configuration that results in settlement. Consolidation typically occurs as a result of new buildings or fill materials being placed over compressible soils.

[29] Natural Resources Conservation Service. Web Soils Survey, USDA Mapping. Website: websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx (accessed September 2020).

Final grading, foundation, and building plans must be designed in accordance with the California Building Code. These designs would include foundation alternatives, such as conventional shallow spread footing foundations combined with ground improvement methods (e.g., Geopiers or drilled displacement columns) or deeper foundation options (e.g., auger-cast piles) to transfer structural building loads to deeper, dense supporting strata below the soft, compressible clay layers onsite. Therefore, compliance with the existing building codes would ensure that the potential impacts associated with consolidation would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? ***(Less-Than-Significant Impact)***

Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured by the percent change of the soil volume.

The ConnectMenlo Final EIR determined that expansive soils are most prevalent in the neighborhoods that lie closest to the Bay (page 4.5-13). Testing at the project site determined that the near-surface soils encountered at the project site are highly expansive and subject to expansion and contraction during wetting/drying cycles.

As stated in the ConnectMenlo Final EIR, final grading, foundation, and building plans must be designed in accordance with the California Building Code. As noted in Section 3.7.a, the City has adopted the 2019 California Building Code, and the proposed project would be required to comply with the current code in effect, which includes the City's recently adopted reach code. Project designs would include measures to excavate the existing soils that are susceptible to expansion and either replace the materials with engineered fill or further evaluate the possible reuse of the materials as engineered fill.

Compliance with the existing building codes would ensure that the potential impacts associated with expansive soils would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? ***(No Impact)***

The project site would be served by a wastewater conveyance system maintained by the West Bay Sanitary District (WBSD). Wastewater from the WBSD's collection system is conveyed to the Silicon Valley Clean Water (SVCW) Waste Water Treatment Plant (WWTP) in Redwood Shores. Development of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, the proposed project would have ***no impact*** related to septic tanks or alternative waste water disposal systems and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ***(Less Than Significant with Mitigation Incorporated)***

The ConnectMenlo Final EIR (pages 4.4-18 through 4.4-20) determined that no known fossils, unique paleontological resources, or unique geologic features are present within the study area; however, geological formations underlying Menlo Park have the potential for containing paleontological resources (i.e., fossils).[30] Demolition, site preparation, and construction activities would result in a ***potentially significant*** impact as excavation could reach significant depths below the ground surface where no such excavation has previously occurred and unrecorded fossils of potential scientific significance and other unique geologic features could exist.

The ConnectMenlo Final EIR identified Mitigation Measure CULT-3,[31] which is presented below, to ensure this impact would be reduced to a less-than-significant level.

> **ConnectMenlo Final EIR Mitigation Measure CULT-3:** In the event that fossils or fossil bearing deposits are discovered during ground disturbing activities, excavations within a 50-foot radius of the find shall be temporarily halted or diverted. Ground disturbance work shall cease until a City-approved qualified paleontologist determines whether the resource requires further study. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards (Society of Vertebrate Paleontology 1995), evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The excavation plan shall be submitted to the City of Menlo Park for review and approval prior to implementation, and all construction activity shall adhere to the recommendations in the excavation plan.

With implementation of ConnectMenlo Mitigation Measure CULT-3, impacts to paleontological resources would be ***less than significant with mitigation*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

3.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

[30] Menlo Park, City of. 2016a. op. cit.

[31] In December 2018, after certification of the ConnectMenlo Final EIR, the CEQA Guidelines were revised. As a part of this revision, the consideration of impacts to paleontological resources was moved from Cultural Resources to Geology and Soils. For ease of reference, this document identifies Mitigation Measures consistent with their labelling in the ConnectMenlo Final EIR.

Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

a. and b. ***(Potentially Significant Impact)***

The ConnectMenlo Final EIR (pages 4.6-28 through 4.6-35) identified two significant and unavoidable impacts related to GHG emissions as a result of implementation of ConnectMenlo (Impact GHG-1 and GHG-2). The ConnectMenlo Final EIR identified Mitigation Measure GHG-1, which requires the City to update its Climate Action Plan (CAP) prior to January 1, 2020. However, because there were no post-2020 federal or State measures that would assist the City in achieving the efficiency target at the ConnectMenlo buildout year of 2040, these impacts remained significant and unavoidable.

Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site operation of the proposed project (i.e., residential-based trips, including commuting) would generate GHG emissions from area and mobile sources as well as indirect emissions from sources associated with energy consumption. As noted in Section 3.17, Transportation, a transportation evaluation of the proposed project will be prepared, which could indicate more significant impacts related to transportation, and therefore GHGs, than were previously analyzed in the ConnectMenlo Final EIR. Mobile-source GHG emissions would also include project-generated vehicle trips associated with activities such as landscaping and maintenance on the project site, and other sources. Therefore, the proposed project could conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and therefore could cause a ***potentially significant*** impact. The criteria identified above for topics 3.8.a and 3.8.b will be evaluated in the EIR. Mitigation measures for project-specific impacts will be recommended if necessary.

3.9 HAZARDS AND HAZARDOUS MATERIALS

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

*a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? **(Less-Than-Significant Impact)***

The proposed project includes the demolition of the existing structure and surface parking lot on the project site and the construction of a new mixed-use residential building and associated site improvements. The ConnectMenlo Final EIR (pages 4.7-18 through 4.7-21) determined that these types of land uses typically do not involve transport, use, or disposal of significant quantities of hazardous materials. Generally, small quantities of hazardous materials, such as paints, cleaning chemicals, and fertilizers would be used for routine maintenance and landscaping. Additionally, as noted in Section 1.0, Project Description, the proposed project would include a 300kW back-up generator. However, this generator would not be used under normal conditions and would only be used in the event of an emergency to provide electrical service to project residents. As shown in Table 1.A, the proposed generator would require review and approval by multiple regulatory agencies, including the City, BAAQMD, San Mateo County Environmental Health, and the Menlo Park Fire Protection District, which would ensure installation in compliance with manufacturer requirements and that the proposed generator would not pose a hazard to people living or working in the area. Therefore, a significant hazard to the public or environment through the routine

transport, use, or disposal of hazardous materials would not occur, potential impacts related to operational use of hazardous materials would be ***less than significant***, and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

During the construction period, hazardous materials such as fuel, lubricants, paint, sealants, and adhesives would be transported to and used at the project site. However, compliance with existing regulations that govern the transportation of hazardous materials and the use and disposal of such materials would ensure that the proposed project would not result in spills or leaks that could create a significant hazard to the public or the environment during and after construction by ensuring that these materials are properly handled, and if spills or leaks occur, they are properly and promptly cleaned up and the materials disposed of at an appropriate waste-handling facility. Therefore, potential impacts of the proposed project associated with routine transport, use, or disposal of hazardous materials would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ***(Less Than Significant with Mitigation Incorporated)***

The public and/or the environment could be affected by the release of hazardous materials from the project site into the environment by: 1) exposing workers and/or the public to potentially contaminated soil and groundwater during construction and/or operation of the project; or 2) exposing workers and/or the public to hazardous building materials (e.g., Polychlorinated Biphenyls [PCBs], lead paint, asbestos) during demolition of the existing commercial structure. In addition, the proposed emergency generator could create a hazard if it were improperly installed. However, as noted above in Section 3.9.a, the proposed generator would require approval from multiple regulatory agencies to ensure it is installed properly.

The ConnectMenlo Final EIR (pages 4.7-21 through 4.7-23) determined that future development associated with ConnectMenlo could occur on properties that possibly are contaminated. Future development would be required to comply with existing regulations, including General Plan policies that have been identified to minimize impacts related to accidents and spills of hazardous materials. In particular, Policy S-1.18, which requires developers to conduct an investigation of soils, groundwater and buildings affected by hazardous material potentially released from prior land uses in areas historically used for commercial or industrial uses, and to identify and implement mitigation measures to avoid adversely affecting the environment or the health and safety of residents or new uses.

A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the project site in January 2019.[32] The Phase I ESA reviewed past uses of the project site and surrounding vicinity to evaluate whether past uses or releases of hazardous materials may have impacted the project site. The Phase I ESA indicated that historical site operations included the use of chlorinated solvents. Additionally,

[32] Ramboll US Corporation. 2019. *Phase I Environmental Site Assessment, 165 Jefferson Drive, Menlo Park, California.* January 30.

limited subsurface investigations conducted at the site in the 1980s and 1990s indicated that volatile organic compounds (VOCs) were present above the San Francisco Regional Water Quality Control Board's (Regional Water Board) Environmental Screening Levels for residential and commercial/industrial land uses in soil, soil vapor, and groundwater. Detected VOCs include trichloroethylene (TCE), dichloroethene (DCE), tricholoethane (TCA), Freon, and xylenes.

A Phase II ESA was prepared for the project site in April 2020.[33] The Phase II ESA found that soil samples on the project site contained concentrations of metals, which were above their respective Environmental Screening Levels (ESLs) for residential land use and VOCs, which were less than their respective ESLs for residential land use. Groundwater samples at the project site contained TCE, PCE and DCE above residential ESLs. Soil vapor samples at the project site contained TCE, PCE, benzene, chloroform, bromodichloromethane, and vinyl chloride which were above their respective ESLs, which is a ***potentially significant*** impact.

The Phase II ESA did not recommend any specific measures to reduce exposure to existing hazardous conditions. However, the ConnectMenlo Final EIR identified Mitigation Measures HAZ-4a and HAZ-4b (page 4.7-26), which are presented below, to ensure that impacts associated with potential exposure to hazardous soil, soil vapor and groundwater conditions during project construction and operation would be reduced to a less-than-significant level.

> **ConnectMenlo Final EIR Mitigation Measure HAZ-4a:** Construction at any site in the City with known contamination shall be conducted under a project-specific Environmental Site Management Plan (ESMP) that is prepared in consultation with the Regional Water Quality Control Board (RWQCB) or the Department of Toxic Substances Control (DTSC), as appropriate. The purpose of the ESMP is to protect construction workers, the general public, the environment, and future site occupants from subsurface hazardous materials previously identified at the site and to address the possibility of encountering unknown contamination or hazards in the subsurface. The ESMP shall summarize soil and groundwater analytical data collected on the project site during past investigations; identify management options for excavated soil and groundwater, if contaminated media are encountered during deep excavations; and identify monitoring, irrigation, or other wells requiring proper abandonment in compliance with local, State, and federal laws, policies, and regulations.
>
> The ESMP shall include measures for identifying, testing, and managing soil and groundwater suspected of or known to contain hazardous materials. The ESMP shall: 1) provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation and dewatering activities, respectively; 2) describe required worker health and safety provisions for all workers potentially exposed to hazardous materials in accordance with State and federal worker safety regulations; and 3) designate personnel responsible for implementation of the ESMP.

[33] Ramboll US Corporation. 2020. *Phase II Investigation Report, Menlo Flats, 165 Jefferson Drive, Menlo Park, California*. April 1.

ConnectMenlo Final EIR Mitigation Measure HAZ-4b: For those sites throughout the city with potential residual contamination in soil, gas, or groundwater that are planned for redevelopment with an overlying occupied building, a vapor intrusion assessment shall be performed by a licensed environmental professional. If the results of the vapor intrusion assessment indicate the potential for significant vapor intrusion into an occupied building, project design shall include vapor controls or source removal, as appropriate, in accordance with regulatory agency requirements. Soil vapor mitigations or controls could include vapor barriers, passive venting, and/or active venting. The vapor intrusion assessment and associated vapor controls or source removal can be incorporated into the ESMP (Mitigation Measure HAZ-4a).

With implementation of ConnectMenlo Mitigation Measures HAZ-4a and HAZ-4b, the proposed project would have a ***less-than-significant impact with mitigation*** related to the release of hazardous materials into the environment and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ***(No Impact)***

The proposed project would not involve handling or emissions of acutely hazardous materials, substances, or wastes. The Tide Academy, a high school within the Sequoia Union High School District, began operation in Fall 2019 at 150 Jefferson Drive, and is located approximately 0.1-mile southwest of the project site. However, as noted in Sections 3.9.a and 3.9.b, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste, and therefore ***no impact*** related to hazardous emissions within proximity to a school would occur and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ***(Less Than Significant with Mitigation Incorporated)***

The provisions of Government Code Section 65962.5 require the California Department of Toxic Substances Control (DTSC), the State Water Resources Control Board, the California Department of Health Services, and the California Department of Resources Recycling and Recovery (formerly the California Integrated Waste Management Board) to submit information pertaining to sites associated with solid waste disposal, hazardous waste disposal, leaking underground tank sites, and/or hazardous materials releases to the Secretary of the California Environmental Protection Agency (Cal/EPA). Based on a review of regulatory databases performed as part of the Phase I ESA prepared for the project site, including listed hazardous materials release sites compiled pursuant to Government Code Section 65962.5, the project site is listed as a hazardous materials release site related to the historical uses of the project site, including potential contaminants of concern for soil and groundwater. The Phase II ESA performed for the site confirmed these findings. However, the project site is not an active site included on the State's Hazardous Waste and Substances Site List

(Cortese List), and as noted in Section 3.9.b. implementation of ConnectMenlo Final EIR Mitigation Measures HAZ-4a and HAZ-4b, which are described above, would ensure the proposed would not result in the release of hazardous materials. Therefore, this impact would be ***less than significant with mitigation*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

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

The ConnectMenlo Final EIR (page 4.7-27) determined that the study area would not be subject to any airport safety hazards, and no impact would occur. The project site is located approximately 4 miles west of the Palo Alto Airport and approximately 4.5 miles east of the San Carlos Airport. The project site is not located within an airport land use plan, or within 2 miles of a public airport.[34,35] Therefore, the proposed project would have ***no impact*** as no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ***(Less-Than-Significant Impact)***

The ConnectMenlo Final EIR (pages 4.7-27 through 4.7-29) determined that implementation of ConnectMenlo does not include potential land use changes that would impair or physically interfere with the ability to implement the City's Emergency Operation Plan.

The proposed project would be consistent with the policies outlined in ConnectMenlo and would not obstruct emergency evacuation routes. The proposed project would not substantially alter the adjacent roadways and, therefore, would not be expected to impair the function of nearby evacuation routes. Therefore, the proposed project would have a ***less-than-significant*** impact on implementation of an adopted emergency response plan or emergency evacuation plan and new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? ***(Less-Than-Significant Impact)***

As noted in the ConnectMenlo Final EIR (pages 4.7-29 through 4.7-30), the City is located in a highly urbanized area, is not surrounded by woodlands or vegetation, and does not contain areas of moderate, high, or very high Fire Hazard Severity Zones for the Local Responsibility area, nor does it contain any areas of moderate, high, or very high Fire Hazard Severity for the State Responsibility area. Future development within the City, including the proposed project, would be required to comply with the existing regulations as described in Section 4.7.1.1 of the ConnectMenlo Final EIR. In particular, all development in the study area would be constructed pursuant to the California

[34] Santa Clara County Airport Land Use Commission. 2008. *Comprehensive Land Use Plan, Santa Clara County, Palo Alto Airport.* November 19.

[35] City/County Association of Governments of San Mateo County. 2015. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.* October 2015.

Building Code, California Fire Code, and the Menlo Park Fire Protection District Code. Therefore, because the project site is in an urban area, is not within or adjacent to a wildland fire hazard area, and would be required to comply with existing regulations, the proposed project would not expose people or structures to a significant loss, injury, or death involving wildland fires and this impact would be ***less than significant*** as no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

3.10 HYDROLOGY AND WATER QUALITY

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

*a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? **(Less-Than-Significant Impact)***

As noted in the ConnectMenlo Final EIR (pages 4.8-27 through 4.8-29), water quality in stormwater runoff is regulated locally by the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP), which includes the C.3 provisions set by the Regional Water Board. Adherence to these regulations requires new development or redevelopment projects to incorporate treatment measures, an agreement to maintain them, and other appropriate source control and site design features that reduce pollutants in runoff to the maximum extent practicable. As the project site would include more than 1 acre of ground disturbance, a SWPPP would also be required. Many of the requirements consider Low Impact Development (LID) practices such as the use of on-site infiltration through landscaping and vegetated swales that reduce pollutant loading. Incorporation of these measures can even improve existing conditions.

In addition, all projects must comply with the requirements of the City's Municipal Code Chapter 7.42, Stormwater Management Program. The City of Menlo Park Public Works Department also requires development or redevelopment projects that replace or introduce more than 10,000 square feet of impervious surfaces to prepare a Hydrology Report that requires site design measures to maximize pervious areas, source control measures to keep pollutants out of stormwater, use of construction Best Management Practices (BMPs), and post construction treatment measures. Additionally, as part of the Zoning Ordinance update, ConnectMenlo includes design standards for development in the Bayfront Area. These design standards require future development to provide on-site infiltration of stormwater runoff and implement sustainable stormwater features in open space areas.

Construction and demolition activities of the proposed project would involve disturbance, grading, and excavation of soil, which could result in temporary erosion and movement of sediments into the storm drain system, particularly during precipitation events. The potential for chemical releases is present at most construction sites due to the use of paints, solvents, fuels, lubricants, and other hazardous materials associated with heavy construction equipment. Once released, these hazardous materials could be transported to nearby surface waterways in stormwater runoff, wash water, and dust control water, potentially reducing the quality of the receiving waters. The release of sediments and other pollutants during construction and demolition could adversely affect water quality in receiving waters. In order to prevent pollution runoff during the construction period, BMPs from the SMCWPPP would be implemented. These BMPs include, but are not limited to, temporary erosion controls, performing clearing and earth moving activities only during dry weather, and storing, handling, and disposing of construction materials/wastes properly to prevent contact with stormwater.

As noted above, the proposed project would be required to comply with the City's Stormwater Management Program and would be required to prepare a Hydrology Report and a SWPPP. The proposed project would incorporate site design measures to reduce stormwater runoff during the operation period, including directing runoff onto vegetated areas, maximizing permeability by clustering development and preserving open space, and using micro-detention. In addition, the proposed project would also implement source controls to reduce pollution runoff during the operation period, including marking on-site inlets with the words "No Dumping! Flows to Bay," plumbing interior parking garage floor drains to the sanitary sewer and providing landscaping that is drought and/or disease resistant and minimizes runoff.

Compliance with existing stormwater control regulations, preparation of a SWPPP, and implementation of site design measures, source control measures, and BMPs would reduce potential construction and operation phase impacts on water quality to a ***less-than-significant*** level and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ***(Less-Than-Significant Impact)***

As noted in the ConnectMenlo Final EIR (pages 4.8-30 through 4.8-32), the San Mateo Subbasin of the Santa Clara Valley Groundwater Basin underlies the City. Development throughout the City associated with implementation of ConnectMenlo could result in an overall decrease in groundwater recharge through the increase in impervious surfaces or dewatering during the construction phase.

The proposed project would result in an increase of impervious surfaces on the project site from 55,475 square feet of existing impervious surface coverage to 55,837 square feet of impervious surface coverage. However, the proposed project would include stormwater control features, as described above, that would enhance infiltration of stormwater to the subsurface and would therefore increase the amount of groundwater recharge compared to existing conditions.

The proposed project would connect to the MPMW water system and would not use groundwater at the site. Although no use of groundwater is proposed as part of the project, dewatering would likely be required during construction due to the depth of excavations performed and the shallow water table within the Bayfront Area. This dewatering would be temporary and would focus on the uppermost shallow groundwater zone (a zone that contains a relatively small amount of groundwater that is generally not utilized for water supply). Therefore, potential impacts related to depletion of groundwater supplies would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i. Result in substantial erosion or siltation on- or off-site; ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv. Impede or redirect flood flows? ***(Less-Than-Significant Impact)***

The proposed project would not result in the alteration of the course of a stream or river, but would slightly alter the existing drainage pattern on the site with the introduction of new building footprints and surface pavements. The completed project would result in a slight increase in impervious surface coverage compared to existing conditions. However, the project would reflect pre-project drainage conditions by directing runoff to the existing 36-inch storm drain main within Jefferson Drive. Potential impacts associated with alteration of the existing drainage pattern are discussed below.

Erosion. As described above, the proposed project would reflect pre-project drainage conditions by directing runoff towards the corresponding City drainage facilities that currently serve the project site. As described in the ConnectMenlo Final EIR (pages 4.8-32 through 4.8-33), all stormwater runoff from the project site would be treated in accordance with the City's Storm Water Management Program, ensuring that storm water is treated for sediments prior to discharge from

the site, particularly during construction activities. The project applicant would be required to submit an erosion control plan to the City.

Consequently, the potential of the proposed project to result in substantial erosion or siltation on- or off-site associated with altering the drainage pattern of the project site would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

On- or Off-Site Flooding. As noted above, the completed project would reflect pre-project drainage conditions and would result in no net increase in the rate or amount of stormwater runoff, and therefore would not result in on- or off-site flooding. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Stormwater Runoff. As described above and in the ConnectMenlo Final EIR (page 4.8-34), all stormwater runoff from the project site would be treated in accordance with the City's Storm Water Management Program, which also requires no net increase in the rate or amount of stormwater runoff. Therefore, the proposed project would not create or contribute runoff water exceeding the capacity of the storm drain system or provide an additional source of polluted runoff. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Flood Flows. As noted in Section 3.10.d, below, the project site is located within a flood zone. However, the ground floor of each building would be raised approximately 3 feet above grade to accommodate flood plain design requirements and the proposed building would generally occupy the same footprint as the existing structure on the site. Additionally, as discussed above in Section 3.10.a, although the proposed project would alter the existing drainage pattern on the site, the proposed project would be required to comply with SMCWPPP requirements and implement on-site infiltration of stormwater runoff and sustainable stormwater features in open space areas, which would reduce the potential for on-site flooding to occur. In addition, as described above, the completed project would reflect pre-project drainage by directing runoff to the existing 36-inch storm drain main within Jefferson Drive. The project site and surrounding parcels are generally level and landscaped, and therefore are not part of an overland release pattern as they all would direct runoff to on-site stormwater infrastructure. Although the proposed project would alter the existing drainage pattern on the site by raising the base flood elevation, the proposed project would not impede flood flows or redirect flood flows in a manner which would result in on- or off-site flooding. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

*d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? **(Less-Than-Significant Impact)***

The ConnectMenlo Final EIR (pages 4.8-36 through 4.8-37) determined that compliance with the City's existing stormwater regulations, described above, implementation of LID design guidelines, and engineering review of drainage calculations and development plans by the City's Public Works Department would ensure that there are no significant increases in peak flow rates or stormwater runoff volume.

The project site is located within a special flood zone, as mapped by FEMA, with a base flood elevation of 11 feet.[36] As noted in Section 1.0, Project Information, the grade of the project site would be raised approximately 3 feet to meet FEMA requirements, which would ensure the project site is not inundated by flood flows in the event of a 100-year storm event.

Therefore, because the proposed project would be elevated out of the flood zone, comply with existing stormwater regulations, and implement site design measures, source control measures, and SMCWPPP's construction BMPs, the proposed project would not risk release of pollutants due to project inundation. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ***(Less-Than-Significant Impact)***

As noted above, the proposed project would be required to comply with the City's existing stormwater regulations, and would include implementation of site design measures, source control measures, and SMCWPPP's construction BMPs. In addition, the proposed project would connect to the MPMW water system and would not use groundwater at the site, and would raise the grade of the site out of the flood zone. Therefore, the proposed project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

[36] Federal Emergency Management Agency. 2015. *National Flood Insurance Program, Flood Rate Insurance Map, San Mateo County, California.* Map No. 06081C0306F. August 13.

3.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☒	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

*a. Would the project physically divide an established community? **(Less-Than-Significant Impact)***

The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. The ConnectMenlo Final EIR (pages 4.9-11 through 4.9-13) concluded that implementation of ConnectMenlo would not include any new major roadways or other physical features through existing residential neighborhoods or other communities that would create new barriers in the City, but rather would implement measures to increase connectivity. Therefore, because the proposed project would be consistent with ConnectMenlo, as described below, and would not substantially alter any existing roadways or include any new barriers, this impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

*b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? **(Less-Than-Significant Impact)***

The project site is located within the R-MU-B zoning district. The purpose and intent of the R-MU-B zoning district, identified in the Zoning Ordinance, is to: 1) provide high density housing to nearby employment; 2) encourage mixed use development with a quality living environment and neighborhood-serving retail and services on the ground floor that are oriented to the public and promote a live/work/play environment with pedestrian activity; and 3) blend with and complement existing neighborhoods through site regulations and design standards that minimize impacts to adjacent uses.[37] The R-MU-B district allows for bonus level development along Jefferson Drive to be a maximum of 85 feet in height. Additionally, because the project site is located within a special flood zone, as noted in Section 3.10.d, an additional 10-foot increase in maximum building height is allowed, for a total maximum building height of 95 feet. As noted in Section 1.0, Project Information, the proposed project would be a maximum of approximately 84 feet, 11 inches in height and an average of approximately 66.6 feet across the project site. The proposed project would be consistent with the mix and intensity of development contemplated by ConnectMenlo.

[37] Menlo Park, City of. 2019b. op. cit.

Therefore, the proposed project would have a ***less-than-significant*** impact related to land use and planning as it would be generally consistent with the applicable goals, policies, and programs included in ConnectMenlo, and therefore would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigation an environmental effect.

The City's General Plan requires that all City-controlled signalized intersections shall be maintained at level of service (LOS) D or better during peak hours, except at the intersection of Ravenswood Avenue and Middlefield Road and the intersections along Willow Road from Middlefield Road to US 101. As discussed further in Section 3.17, Transportation, the City's General Plan Level of Service Policy Standards and Transportation Impact Analysis (TIA) Guidelines require evaluation of intersection level of service for projects that may adversely impact intersection operations. While not adopted for the purpose of mitigating an environmental effect, compliance with the General Plan LOS standards will be evaluated in the Transportation chapter of the EIR, for assessment of local congestion and planning purposes. Any conflicts with the General Plan Level of Service Policy will be identified and improvements may be recommended as conditions of approval.

3.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

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

The ConnectMenlo Final EIR (page 6-2) determined that future development associated with ConnectMenlo would not have an impact on mineral resources as there are no mineral resource recovery operations within the city. Therefore, the proposed project would have ***no impact*** related to the availability of a known mineral resource and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ***(No Impact)***

Refer to Section 3.12.a. The proposed project would have ***no impact*** related to locally-important mineral resource recovery sites and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

3.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ***(Potentially Significant Impact)***

Construction Period. Demolition, site preparation, and construction would require the use of heavy construction equipment including pile drivers, bulldozers, scrapers, loaders, excavators, cranes, and trucks which could have a ***potentially significant*** construction-period noise impact. Demolition and site preparation phases are typically the loudest phases of construction due to the types of equipment used. There are sensitive receptors within 200 feet of the project site, which could be exposed to construction period noise.

The ConnectMenlo Final EIR identified Mitigation Measure NOISE-1c (page 4.10-24), which is presented below, to ensure that construction-period noise impacts would be reduced to a less-than-significant level.

> **ConnectMenlo Final EIR Mitigation Measure NOISE-1c:** Project applicants for all development projects in the city shall minimize the exposure of nearby properties to excessive noise levels from construction-related activity through CEQA review, conditions of approval and/or enforcement of the City's Noise Ordinance. Prior to issuance of demolition, grading, and/or building permits for development projects, a note shall be provided on development plans indicating that during on-going grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:
>
> - Construction activity is limited to the daytime hours between 8:00 a.m. to 6:00 p.m. on Monday through Friday, as prescribed in the City's municipal code.
> - All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers, air intake silencers, and/or engine shrouds that are no less effective than as originally equipped by the manufacturer.
> - Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.
> - Stockpiling is located as far as feasible from nearby noise-sensitive receptors.
> - Limit unnecessary engine idling to the extent feasible.
> - Limit the use of public address systems.
> - Construction traffic shall be limited to the haul routes established by the City of Menlo Park.

With implementation of ConnectMenlo Mitigation Measure NOISE-1c, impacts related to the operation of construction equipment would be ***less than significant with mitigation*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Operation Period. Mitigation Measure NOISE-1a requires the preparation of an acoustical study for development of new noise-sensitive uses, which include residential uses. The ConnectMenlo Final EIR (pages 4.10-19 through 4.10-24) determined that transportation-related noise, including an increase in traffic, would be less than significant with compliance with General Plan Policies N-1.6 and N-1.9 and Programs N-1.B and N-1.C. However, as noted in Section 3.17, a transportation evaluation for the proposed project will be prepared, which could result in new or more severe impacts related to transportation, and therefore transportation-related noise, than was previously analyzed in the ConnectMenlo Final EIR. The proposed project could result in an increase in ambient noise levels generated by mobile sources within and around the site, and could expose proposed and existing sensitive land uses in the surrounding neighborhood to unacceptable noise levels. Therefore, impacts related to operation-period noise would be ***potentially significant***, and this topic will be included in the EIR. Mitigation measures for potential project-specific impacts will be recommended, as necessary.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels? ***(Less Than Significant with Mitigation Incorporated)***

The proposed project would generate a ***potentially significant*** level of vibration during the construction period.

The ConnectMenlo Final EIR identified Mitigation Measure NOISE-2a (page 4.10-28), which is presented below, to ensure this impact would be reduced to a less-than-significant level.

> **ConnectMenlo Final EIR Mitigation Measure NOISE-2a:** To prevent architectural damage citywide as a result of construction-generated vibration:
>
> - Prior to issuance of a building permit for any development project requiring pile driving or blasting, the project applicant/developer shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. The maximum levels shall not exceed 0.2 inch/second, which is the level that can cause architectural damage for typical residential construction. If maximum levels would exceed these thresholds, alternative methods such static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used.
>
> To prevent vibration-induced annoyance as a result of construction-generated vibration:
>
> - Individual projects that involve vibration-intensive construction activities, such as blasting, pile drivers, jack hammers, and vibratory rollers, within 200 feet of sensitive receptors shall be evaluated for potential vibration impacts. A vibration study shall be conducted for individual projects where vibration-intensive impacts may occur. The study shall be prepared by an acoustical or vibration engineer holding a degree in engineering, physics, or allied discipline and who is able to demonstrate a minimum of

two years of experience in preparing technical assessments in acoustics and/or groundborne vibrations. The study is subject to review and approval of the Community Development Department.

Vibration impacts to nearby receptors shall not exceed the vibration annoyance levels (in RMS inches/second) as follows:

- Workshop = 0.126
- Office = 0.063
- Residential Daytime (7:00 AM – 10:00 PM) = 0.032
- Residential Nighttime (10:00 PM – 7:00 AM) = 0.016

If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., nonexplosive blasting methods, drilled piles as opposed to pile driving, preclusion for using vibratory rollers, use of small- or medium-sized bulldozers, etc.). Vibration reduction measures shall be incorporated into the site development plan as a component of the project and applicable building plans, subject to the review and approval of the Community Development Department.

With implementation of ConnectMenlo Mitigation Measure NOISE-2a, impacts construction period vibration would be ***less than significant with mitigation*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

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

Refer to Section 3.9.e. The project site is not located within the vicinity of a private airstrip or an airport land use plan, or within 2 miles of a public use airport. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels and there would be ***no impact***. No new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

3.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? ***(Potentially Significant Impact)***

The proposed project would result in the removal of existing commercial office uses and construction of new residential and commercial uses on the project site. Pursuant to a settlement agreement between the cities of East Palo Alto and Menlo Park, any project located in the City's R-MU zone that proposes to develop at the bonus level, which applies to the proposed project, shall prepare an EIR with an analysis of transportation and housing impacts, at a minimum.[38] Therefore, this topic is considered ***potentially significant***[39] and will be included in the EIR, and mitigation measures will be recommended, if necessary.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ***(Less-Than-Significant Impact)***

The proposed project is not anticipated to directly displace substantial numbers of people, as the project itself would provide additional housing opportunities within the City. Nevertheless, as discussed above under Section 3.14.a, pursuant to a settlement agreement between the cities of East Palo Alto and Menlo Park, this topic will be further discussed in the EIR.

38 Menlo Park, City of. 2017. *Staff Report Number 17-305-CC*. December 5.

39 Because the proposed project is a housing project, it is not anticipated to have a significant impact on population and housing; however, this topic area is being identified to comply with the settlement agreement and is therefore considered "potentially significant."

3.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☒	☐

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: i. Fire protection? ii. Police protection? iii. Schools? Iv. Parks? V. Other public facilities? ***(Less-Than-Significant Impact)***

The following section addresses the proposed project's potential effects on: fire service, police service, schools, parks, and other public facilities. Impacts to public services would occur if the propose project increases demand for services such that new or expanded facilities would be required, and these new facilities would themselves cause environmental impacts.

Fire Protection. The ConnectMenlo Final EIR (pages 4.12-8 through 4.12-12) states that future development throughout the City pursuant to ConnectMenlo would be required to comply with existing regulations, including General Plan policies and Zoning Ordinance regulations that have been prepared to minimize impacts related to fire protection services and the need for new facilities throughout the City. In particular, General Plan Policy S-1.30 requires coordination with the Menlo Park Fire Protection District (MPFPD), which provides fire protection services throughout the city, in the planning process and requires all development applications to be reviewed and approved by the MPFPD prior to approval.

Primary service to the project site would be provided by Station 77, which is located at 1467 Chilco Street. This station is located approximately 1 mile west of the project site. Station 77 houses one engine company and is continually staffed by three firefighting personnel.[40]

As noted in the ConnectMenlo Final EIR (page 4.12-8), ConnectMenlo does not in and of itself require the expansion of Station 77. The expansion of Station 77 was already planned and budgeted for prior to ConnectMenlo. Station 5 would also serve the project site and is located approximately 2 miles south of the project site. Station 5 also houses one engine company and is continually staffed by three firefighting personnel.

Consistent with the ConnectMenlo Final EIR ongoing compliance with State and local laws, compliance with the MPFPD permitting process, and payment of applicable development fees would ensure that impacts of new development related to the need for remodeled or expanded MPFPD facilities would be less-than-significant. Because the proposed project would comply with all applicable laws and would also be required to pay all applicable fees, the proposed project would not result in the need for remodeled of expanded MPFPD facilities. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Police Protection. The ConnectMenlo Final EIR (pages 4.12-15 through 4.12-18) states that future development pursuant to ConnectMenlo would be required to comply with existing regulations, including General Plan policies and Zoning regulations that have been prepared to minimize impacts related to police protection services. The Menlo Park Police Department (MPPD) indicated that full buildout of ConnectMenlo would require an additional 17 police officers to maintain a staffing ratio of 1.29 officers per 1,000 residents. However, as part of the ConnectMenlo Final EIR, the MPPD confirmed that no expansion or addition of facilities would be required to accommodate the additional sworn officers or equipment.

In addition, as part of the zoning update, ConnectMenlo includes TDM standards for development in the Bayfront Area. These TDM standards require future development to reduce associated vehicle trips to at least 20 percent below standard generation rates. Each individual project sponsor will be required to prepare a TDM and provide an impact analysis to the satisfaction of the City's Transportation Manager. The reduction in trips would help to alleviate roadway congestion that could interfere with MPPD access and response times.

The MPPD has indicated that it can address maintaining adequate response times through staffing, rather than facility expansion, and therefore it was determined that implementation of ConnectMenlo would result in a less-than-significant impact related to the need for remodeled or expanded MPPD facilities. Therefore, because the proposed project is consistent with the type and intensity of development anticipated in the ConnectMenlo Final EIR, the proposed project would not result in the need for remodeled or expanded MPPD facilities. This impact would be ***less than***

[40] Menlo Park Fire Protection District. 2020. Stations (map). Website: www.menlofire.org/maps/stations (accessed September 2020).

significant and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Schools. The ConnectMenlo Final EIR (pages 4.12-35 through 4.12-40) determined that any development associated with ConnectMenlo would be subject to payment of development impact fees, which under Senate Bill 50 (SB 50) are deemed to be full and complete mitigation. In addition, future development would be required to comply with existing regulations, including General Plan policies and Zoning regulations that have been prepared to minimize impacts related to schools. Therefore, because the proposed project would comply with existing regulations prepared to minimize impacts related to schools and would be subject to the mandatory payment of developer impact fees pursuant to SB 50, the proposed project would have a ***less-than-significant impact*** related to the need for remodeled or expanded school facilities and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Parks. Refer to Section 3.16.a. The proposed project would be consistent with the type and intensity of development and population projections assumed for the project site in ConnectMenlo and would include private and public open space, and therefore the proposed project would not result in substantial or accelerated physical deterioration of recreational facilities. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Other Public Facilities. The ConnectMenlo Final EIR (pages 4.12-44 through 4.12-46) determined that future development, as part of the City's project approval process, would be required to comply with existing regulations, including General Plan policies that have been prepared to minimize impacts related to public facilities. The City, throughout the 2040 buildout horizon, would implement the General Plan programs that require the adoption of development impact fees to address infrastructure and service needs in the community. Therefore, because the proposed project would be required to pay development impact fees, impacts related to the need for remodeled or expanded public facilities would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

3.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

*a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? **(Less-Than-Significant Impact)***

The ConnectMenlo Final EIR (pages 4.12-23 through 4.12-26) determined that the increase in residents associated with future development under ConnectMenlo would lead to an increase in the demand for recreational opportunities and facilities within the city. However, the demand would be distributed throughout the city. The City has an adopted goal of maintaining a ratio of 5 acres of developed parkland per 1,000 residents. At full buildout, with an estimated population of approximately 14,150 new residents, the ratio of parkland per 1,000 residents would be approximately 5.2 acres.

In addition to the existing parkland within the city, the proposed project would include a total of 20,929 square feet of open space, which would include common courtyards, a roof terrace, a pool, landscaping, and a publicly-accessible plaza, which would make up approximately 8 percent of the project site. Therefore, because the proposed project would be consistent with the type and intensity of development and population projections assumed for the project site in ConnectMenlo and would include private and public open space, the proposed project would not result in substantial or accelerated physical deterioration of recreational facilities. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

*b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? **(Less-Than-Significant Impact)***

The proposed project would include redevelopment of the project site with residential and commercial uses. The proposed project does not include or require the construction or expansion of existing public recreational facilities. Therefore, development of the proposed project and associated recreational opportunities for use by project residents and commercial tenants would be ***less than significant*** as it would not result in additional environmental effects beyond those described in this document and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

3.17 TRANSPORTATION

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

a. through d. ***(Potentially Significant Impact)***

The ConnectMenlo Final EIR (pages 4.13-56 through 4.13-73) identified significant and unavoidable impacts related to increased delays of peak hour motor vehicle traffic at some study intersections and to routes of regional significance. Per Mitigation Measure TRANS-1b (pages 4.13-70 through 4.13-72), new development would be required to contribute fair share contributions to the City's updated Transportation Impact Fee (TIF) program (adopted in December 2019) to guarantee funding for identified roadway and infrastructure improvements. Any project proposed prior to the adoption of an updated TIF is required to conduct a project-specific Transportation Impact Analysis (TIA) to determine the impacts and necessary transportation mitigations that are to be funded by that project. Regardless, the settlement agreement, as noted in Section 1.0, Project Information, requires a transportation analysis to be completed. Therefore, this impact is considered to be ***potentially significant*** and will be evaluated in the EIR.

A transportation evaluation will be prepared for the proposed project and will be included in the EIR. For purposes of disclosing potential transportation impacts, projects in the City of Menlo Park use the City's current transportation impact analysis (TIA) guidelines[41] to ensure compliance with both State and local requirements. Up until July 1, 2020, the City's TIA guidelines used roadway congestion or level of service (LOS) as the primary study metric. However, Senate Bill (SB) 743 required the Governor's Office of Planning and Research (OPR) to establish a new metric for identifying and mitigating transportation impacts within CEQA in an effort to meet the State's goals to reduce greenhouse gas (GHG) emissions, encourage infill development, and improve public health through more active transportation. OPR identified vehicle miles traveled (VMT) as the required transportation metric and beginning July 1, 2020, VMT (not LOS) is the legally required threshold for transportation impacts pursuant to CEQA. Adoption of local VMT threshold requires

[41] City of Menlo Park. 2020b. Transportation Impact Analysis Guidelines. https://www.menlopark.org/DocumentCenter/View/302/Transportation-Impact-Analysis-Guidelines?bidId=. Accessed on July 10, 2020. June.

City Council approval; the City Council approved the VMT thresholds for incorporation into the updated TIA guidelines on June 16, 2020. Therefore, the EIR will include an assessment of VMT impacts using local VMT thresholds included in the updated TIA guidelines.

Consistent with the City's updated General Plan and TIA guidelines, this study also includes a level of service analysis to evaluate compliance with local policies. LOS results will be reported for informational purposes only in the EIR, but can form the basis for a condition of approval by decision makers needing to find compliance with City policies. The TIA is currently anticipated to include an analysis of 29 intersections, as follows:

1. Marsh Road and Bayfront Expressway (Caltrans)
2. Marsh Road and US-101 Northbound Ramps (Caltrans/CMP)
3. Marsh Road and US-101 Southbound Ramps (Caltrans/CMP)
4. Marsh Road and Scott Drive (City)
5. Marsh Road and Florence Street-Bohannon Drive (City)
6. Marsh Road and Bay Road (City)
7. Marsh Road and Middlefield Road (Town of Atherton)
8. Chrysler Drive and Bayfront Expressway (Caltrans)
9. Chrysler Drive and Constitution Drive (City)
10. Chrysler Drive and Jefferson Drive (City)
11. Chrysler Drive and Independence Drive (City)
12. Chilco Street and Bayfront Expressway (Caltrans)
13. Chilco Street and Constitution Drive (City)
14. Ringwood Avenue and Bay Road (City)
15. Ringwood Avenue and Middlefield Road (City)
16. Ravenswood Avenue and Middlefield Road (City)
17. Willow Road and Bayfront Expressway (Caltrans)
18. Willow Road and Hamilton Avenue (Caltrans)
19. Willow Road and Ivy Drive (Caltrans)
20. Willow Road and O'Brien Drive (Caltrans)
21. Willow Road and Newbridge Street (Caltrans)
22. Willow Road and US-101 Northbound Ramps (Caltrans)
23. Willow Road and US-101 Southbound Ramps (Caltrans)
24. Willow Road and Bay Road (City)
25. Willow Road and Durham Street (City)
26. Willow Road and Coleman Avenue (City)
27. Willow Road and Gilbert Avenue (City)
28. Willow Road and Middlefield Road (City)
29. University and Bayfront Expressway (Caltrans)

The analysis will also consider impacts related to vehicular, bicycle, pedestrian, and transit facilities and access. Mitigation measures will be recommended if necessary.

3.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	☐	☒	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. ***(Less Than Significant with Mitigation Incorporated)***

As noted in the ConnectMenlo Final EIR (page 4.4-21), no tribal cultural resources have been identified in the Bayfront Area. However, as noted in Section 3.5, Cultural Resources, impacts from future development in the study area could impact unknown archeological resources including Native American artifacts and human remains. Impacts would be reduced to less-than-significant levels with implementation of Mitigation Measures CULT-2a (page 4.4-17) and CULT-4 (page 4.4-20) from the ConnectMenlo Final EIR, which are described in Section 3.5, Cultural Resources, of this Initial Study.

AB 52 provides for consultation between lead agencies and Native American tribal organizations during the CEQA process. Prior to the release of an Environmental Impact Report or Negative

Declaration/Mitigated Negative Declaration for public review, a lead agency must provide the opportunity to consult with local tribes.

A request form describing the proposed project was sent to the NAHC in West Sacramento requesting a list of tribes eligible to consult with the City, pursuant to Public Resources Code section 21080.3.1. On September 18, 2020 the NAHC responded in a letter with a list of tribal contacts. The City sent a letter providing the opportunity for consultation pursuant to AB 52 for the project to these individuals. No requests for consultation have been received to date. Therefore, the City considers the AB 52 consultation process to be concluded. With implementation of Mitigation Measures CULT-2a and CULT-4 from the ConnectMenlo Final EIR as outlined in Section 3.5, Cultural Resources, this impact would be ***less than significant with mitigation incorporated*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

3.19 UTILITIES AND SERVICE SYSTEMS

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

*a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? **(Less-Than-Significant Impact)***

Domestic Water. As noted in the ConnectMenlo Final EIR (pages 4.14-24), the MPMW receives 100 percent of its potable water from the San Francisco Public Utilities Commission (SFPUC). The City does not own or operate a water treatment plant (WTP). The water purchased from the SFPUC may be treated at one or more WTPs operated by SFPUC. SFPUC periodically makes improvements to its WTPs in order to improve system reliability and accommodate projected growth in its regional service areas. As noted above, the proposed project would be consistent with the type and intensity of development and population projections assumed for the project site in ConnectMenlo. In addition, the West Bay Sanitary District (WSBD) plans to build a Recycled Water Facility that would provide the ConnectMenlo area with recycled water, which would further reduce demand for water from SFPUC.[42] Therefore, the proposed project would not prompt a need to expand treatment facilities or regional water system conveyance and storage facilities. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

[42] West Bay Sanitary District. 2019. *Bayfront Recycled Water Facilities Plan*. February.

The proposed project would connect to existing water delivery systems within the vicinity of the project site. It is anticipated that these pipelines would have sufficient capacity to support delivery of water to the proposed project. However, as noted in Table 1.A, the project sponsor would be required to coordinate with the City and the MPFPD to assess water flow requirements, and ensure the existing water delivery infrastructure is sufficient to serve the proposed project. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR

Wastewater. As noted in the ConnectMenlo Final EIR (pages 4.14-36 through 4.14-46), the SVCW WWTP treats raw wastewater from the City and discharges to the deep water channel of the Bay. The SVCW WWTP has an average dry weather design flow of 29 million gallons per day (MGD) and a peak wet weather flow of 71 MGD. In general, conveyance systems and treatment plants are designed and constructed to accommodate future capacity expansion including additional base flows due to approved growth plus estimated wet weather flows. The ConnectMenlo Final EIR determined that the increase in wastewater flows from implementation of ConnectMenlo would add to the capacity demands on the WWTP and its conveyance system, however, the effect is not substantial and would be integrated into the ongoing planning and budgeting processes to improve the conveyance system, treatment processes and capacity. As noted above, the proposed project would be consistent with the type and intensity of development and population projections assumed for the project site in ConnectMenlo. Therefore, the proposed project would not prompt a need to expand the SVCW WWTP. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

The proposed project would connect to the existing sanitary sewer systems within the vicinity of the site. It is anticipated that these pipelines would have sufficient capacity to support the proposed project's wastewater flows. However, as noted in Table 1.A, the project applicant would be required to coordinate with the WBSD to assess wastewater flow requirements, and ensure the existing wastewater infrastructure is sufficient to serve the proposed project. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Stormwater Drainage. Refer to Section 3.10. The proposed project would include new connections to the existing stormwater infrastructure within the vicinity of the site. Development of the proposed project would result in an increase of impervious surfaces on the site from 55,475 square feet of existing impervious surface coverage to 55,837 square feet of impervious surface coverage. However, the proposed project would include stormwater control features, as described previously, that would reduce the total stormwater runoff from the project site. Runoff would be treated in accordance with the SMCWPPP before flowing to the City's storm drain system.

The proposed project would include the following elements to reduce the demand for and impacts to stormwater infrastructure: stormwater treatment systems in the southeast and southwest corners of the project site; drought-tolerant landscaping; flow-through planters; and energy-efficient appliances and efficient irrigation systems. Therefore, the proposed project would not require in the relocation or construction of new stormwater drainage facilities that are not already evaluated in Section 3.10, Hydrology and Water Quality, of this Initial Study. This impact would be

less than significant and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Electricity, Natural Gas, and Telecommunications. As noted in the ConnectMenlo Final EIR (pages 4.14-76 through 4.14-81), new development under ConnectMenlo would continue to be served by Pacific Gas & Electric (PG&E) or Peninsula Clean Energy (PCE) when it commences transmission of energy over PG&E facilities. Buildout of ConnectMenlo would not significantly increase energy demands within the service territory and would not require new energy supply facilities. The proposed project would also be all-electric and would not use natural gas, pursuant to the City's recently adopted reach code that would apply to the proposed project. As noted above, the proposed project would be consistent with the type and intensity of development and population projections assumed for the project site in ConnectMenlo and the proposed buildings would be all electric.

Therefore, the proposed project would not prompt a need to expand electrical or natural gas facilities. This impact would be less than significant and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

Similar to electrical power services, the project site is already served with telecommunications infrastructure. Telecommunication service would continue to be provided to the project site with implementation of the proposed project. In addition, the proposed project would include undergrounding of existing utilities, and would be required to coordinate with the applicable telecommunications provider. Therefore, the proposed project would not require the relocation or construction of new telecommunications infrastructure beyond that which is already analyzed. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? ***(Less-Than-Significant Impact)***

The ConnectMenlo Final EIR (page 4.14-24 through 4.14-27) determined that there would be an increase in water demand as a result of buildout of ConnectMenlo – average daily demand would be 343 million gallons per year (MGY), which represents 21 percent of the planning level water demand forecasted in the Urban Water Management Plan (UWMP). The ConnectMenlo Final EIR concluded that water supply is adequate to meet increased demands in normal years and would be sufficient to supply the additional demand generated by the increase in development associated with implementation of ConnectMenlo.

During single- and multiple-dry years by 2040, MPMW's total annual water demand, including development associated with ConnectMenlo, is estimated to exceed total annual supply by approximately 333 MGY and 506 MGY, respectively. However, with MPMW's Water Shortage Contingency Plan in place, the shortages in multiple dry years would be managed through demand reductions of up to 50 percent.

In addition, as part of the Zoning update, ConnectMenlo includes green and sustainable building standards in the Bayfront Area. These standards require all new buildings within the Bayfront Area to be maintained without the use of well water and include dual plumbing systems for the use of potential future recycled water. Under the Zoning update, no potable water shall be used for decorative features, unless the water recirculates, and single pass cooling systems are prohibited. Also, future development with a gross floor area of 100,000 square feet or more must submit a proposed water budget for review by the City's Public Works Director prior to certification of occupancy. The ConnectMenlo Final EIR determined that implementation of MPMW's Water Shortage Contingency Plan and green and sustainable building standards would ensure this impact would be less than significant.

As noted above, the proposed project would be consistent with the type and intensity of development and population projections assumed for the project site in ConnectMenlo. Therefore, there would be sufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, single- and multiple-dry years.

This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ***(Less-Than-Significant Impact)***

As noted above, the SVCW WWTP has an average dry weather design flow of 29 MGD and a peak wet weather flow of 71 MGD. The SVCW WWTP has an average currently dry weather flow of 16 MGD. The ConnectMenlo Final EIR determined that full buildout of ConnectMenlo would result in an estimated net increased wastewater generation rate of 309 MGY, or 0.85 MGD, which would not be significant relative to currently available excess dry weather design capacity flow of 13 MGD.

The proposed project would be consistent with the type and intensity of development and population projections assumed for the project site in ConnectMenlo. Therefore, there would be sufficient wastewater treatment capacity available to serve the proposed project's projected demand in addition to the provider's existing commitments. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ***(Less-Than-Significant Impact)***

As noted in the ConnectMenlo Final EIR (pages 4.14-52 through 4.14-56), the majority (approximately 74.4 percent or 21,658 tons) of solid waste from the City is transported to the Corinda Los Trancos Landfill (Ox Mountain Landfill). The three other landfills that received the second, third, and fourth most waste accounted for 20.5 percent (or 5,966 tons) combined. The ConnectMenlo Final EIR determined that the estimated additional solid waste generated by development associated with implementation of ConnectMenlo would be approximately 58.3 tons

per day, which represents less than 1.5 percent of the daily capacity of the Ox Mountain Landfill, and less than 2 percent of the permitted daily capacity of the landfill with the smallest daily capacity that could receive waste as a result of implementation.

The ConnectMenlo Final EIR determined that the Ox Mountain Landfill is likely to reach its permitted maximum capacity prior to 2040 (the anticipated buildout horizon for implementation of ConenctMenlo). However, the other three landfills that serve the City are not estimated to close until 2048, 2077, and 2107. In addition, there are 15 other landfills that received waste from Menlo Park in 2014. If one or more of the four landfills were unavailable in the future, it is likely the City's solid waste volume would be increased at one or more of the other landfills that already serve the City.

As a part of the Zoning Update, ConnectMenlo includes green and sustainable building standards in the Bayfront Area that require all applicants to submit a zero-waste management plan to the City. The zero-waste management plan must clearly outline the applicant's plan to reduce, recycle, and compost waste from demolition, construction and occupancy phases of the building. Zero waste is defined as 90 percent overall diversion of non-hazardous waste from landfill and incineration.

The proposed project would be consistent with the type and intensity of development and population projections assumed for the project site in ConnectMenlo and would be required to comply with existing regulations related to solid waste. Therefore, there would be solid waste capacity available to serve the proposed project. This impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? ***(Less-Than-Significant Impact)***

Refer to Section 3.19.d. The proposed project would comply with all federal, State, and local solid waste statutes and/or regulations related to solid waste and this impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

3.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

*a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan? **(Less-Than-Significant Impact)***

The ConnectMenlo Final EIR (pages 4.7-29 through 4.7-30) determined that the Bayfront Area, which includes the project site, does not contain areas of moderate, high, or very high Fire Hazard Severity for the Local Responsibility Area, nor does it contain any areas of moderate, high, or very high Fire Hazard Severity for the State Responsibility Area (SRA). In addition, as noted in Section 3.9.f, the proposed project would not impair the implementation of, or physically interfere with, and adopted emergency response plan. Therefore, this impact would be ***less than significant*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

*b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? **(No Impact)***

Refer to Section 3.20.a. Additionally, as noted in Section 1.0, Project Information, the proposed project site is generally level, and is bound by existing development on all sides. Therefore, there would be ***no impact*** as the proposed project would not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

c. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? ***(No Impact)***

Refer to Section 3.20.a. The proposed project is not located within an SRA for fire service and is not within a very high fire hazard severity zone. Therefore, there would be ***no impact*** as the proposed project would not require the installation or maintenance of associated infrastructure and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

d. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ***(No Impact)***

Refer to Section 3.20.a and 3.20.b. The project site is generally level and is not located within an SRA for fire service or a very high fire hazard severity zone. Therefore, there would be ***no impact*** as the proposed project would not expose people or structures to significant risks as a result of post-fire slope instability or drainage and runoff changes and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? ***(Less Than Significant with Mitigation Incorporated)***

The project site consists of an infill site in an urban area. The site does not support habitat for special-status plant or animal species. With implementation of Mitigation Measures CULT-2a and CULT-4 from the ConnectMenlo Final EIR, development of the proposed project would not: 1) degrade the quality of the environment; 2) substantially reduce the habitat of a fish or wildlife species; 3) cause a fish or wildlife species population to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, this impact would be ***less than significant with mitigation*** and no new or more severe impacts would occur beyond those examined in the ConnectMenlo Final EIR.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? ***(Potentially Significant Impact)***

As discussed in this Initial Study, potentially significant impacts related to air quality, greenhouse gas emissions, noise, and transportation may result from the proposed project. These impacts, as well

as any cumulatively considerable impacts that may result from the proposed project related to these issues, are therefore considered ***potentially significant*** and will be evaluated in an EIR. In addition, the topic of population and housing will also be discussed.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ***(Potentially Significant Impact)***

The proposed project's potential to result in environmental effects that could directly or indirectly impact human beings have been evaluated in this Initial Study. With implementation of the recommended mitigation measures identified in the ConnectMenlo Final EIR, most environmental effects that could adversely affect human beings would be less than significant. The proposed project's environmental effects related to transportation, air quality and greenhouse gas emissions, or noise that could directly or indirectly impact human beings are ***potentially significant*** and will be evaluated in the EIR.

4.0 LIST OF PREPARERS

LSA Associates, Inc.
157 Park Place
Pt. Richmond, CA 94801

Theresa Wallace, AICP, Principal in Charge
Matthew Wiswell, AICP, Project Manager/Planner
Amy Fischer, Principal Air Quality/Noise Specialist
Cara Carlucci, Planner, Air Quality/GHG Specialist
Patty Linder, Graphics and Production
Charis Hanshaw, Document Management

This page intentionally left blank

5.0 REFERENCES

California Energy Commission. 2017. California Gasoline Data, Facts, and Statistics. Available online at: https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics (accessed September 2020).

California Energy Commission. 2018. Energy Consumption Data Management Service. Electricity Consumption by County. Available online at: http://www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed September 2020).

California Department of Conservation. 2012. *San Mateo County Williamson Act FY 2006/2007 (map)*. Available online at: ftp.consrv.ca.gov/pub/dlrp/wa (accessed October 2019).

California Department of Conservation. 2016. California Important Farmland Finder (map). Website: maps.conservation.ca.gov/dlrp/ciff (accessed September 2020).

California Geological Survey, 2006. *Seismic Hazard Zones; Palo Alto Quadrangle.* October 18.

California Office of Planning and Research. 2016. *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, Implementing Senate Bill 743 (Steinberg, 2013)*. January 20.

California Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA.* Available online at: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf (accessed February 7, 2019). December 18.

City/County Association of Governments of San Mateo County. 2015. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.* October 2015.

Federal Emergency Management Agency. 2015. *National Flood Insurance Program, Flood Rate Insurance Map, San Mateo County, California.* Map No. 06081C0306F. August 13.

Hort Sceince | Barlett Consulting. 2020. *Arborist Report, 165 Jefferson Drive, Menlo Park, CA.* April 24.

Menlo Park, City of. 2016a. *General Plan: ConnectMenlo, Menlo Park Land Use and Mobility Update.* November 29.

Menlo Park, City of. 2016b. *ConnectMenlo: General Plan Land Use and Circulation Elements and M-2 Area Zoning Update, Public Review Draft Environmental Impact Report*, SCH#2015062054.Prepared by Placeworks. June 1.

Menlo Park, City of, 2016c. *ConnectMenlo: General Plan Land Use and Circulation Elements and M-2 Area Zoning Update, Public Review Final Environmental Impact Report*, SCH#2015062054. Prepared by Placeworks. October 10.

Menlo Park, City of. 2017. *Staff Report Number 17-305-CC*. December 5.

Menlo Park, City of. 2019a. City of Menlo Park GIS Viewer. Website: https://menlopark.maps.arcgis.com/apps/View/index.html?appid=0798b044d1b541f9b0498d94f5c804e0 (accessed September 2020).

Menlo Park, City of. 2019b. *Menlo Park Municipal Code*. January 15.

Menlo Park, City of. 2020a. *Request for Evaluation for Potential Historic Significance, 165 Jefferson Drive.* July 23.

Menlo Park, City of. 2020b. *Transportation Impact Analysis Guidelines*. Website: www.menlopark.org/DocumentCenter/View/302/Transportation-Impact-Analysis-Guidelines?bidId=. Accessed July 10, 2020. July

Menlo Park Fire Protection District. 2020. Stations (map). Website: www.menlofire.org/maps/stations (accessed September 2020).

Menlo Park Flats Venture, LLC. 2020. City of Menlo Park Development Permit Application for the Menlo Flats Project. July 23.

Natural Resources Conservation Service. Web Soils Survey, USDA Mapping. Website: websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx (accessed September 2020).

Ramboll US Corporation. 2019. *Phase I Environmental Site Assessment, 165 Jefferson Drive, Menlo Park, California.* January 30.

Ramboll US Corporation. 2020. *Phase II Investigation Report, Menlo Flats, 165 Jefferson Drive, Menlo Park, California*. April 1.

Rockridge Geotechnical, Inc. 2018. *Preliminary Geotechnical Investigation to Support Due Diligence Evaluation, Menlo Flats, 165 Jefferson Drive, Menlo Park, California.* December 19.

Santa Clara County Airport Land Use Commission. 2008. *Comprehensive Land Use Plan, Santa Clara County, Palo Alto Airport.* November 19.

Stanford University. 2015. *Stanford University Habitat Conservation Plan*. December 22.

U.S. Department of Transportation. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: https://www.bts.gov/archive/publications/national_transportation_statistics/table_04_23/ (accessed September 2020).

West Bay Sanitary District. 2019. *Bayfront Recycled Water Facilities Plan*. February.

APPENDIX A

CONNECTMENLO FINAL EIR: MITIGATION MONITORING AND REPORTING PROGRAM

This page intentionally left blank

Mitigation Monitoring or Reporting Program

This Mitigation Monitoring or Reporting Program (MMRP) has been prepared for the proposed Menlo Park General Plan (Land Use & Circulation Elements) and M-2 Area Zoning Update (proposed project). The purpose of the MMRP is to ensure the implementation of mitigation measures identified as part of the environmental review for the proposed project. The MMRP includes the following information:

- The full text of the mitigation measures;
- The party responsible for implementing the mitigation measures;
- The timing for implementation of the mitigation measure;
- The agency responsible for monitoring the implementation; and
- The monitoring action and frequency.

The mitigation measures in this MMRP shall be applied to all future development anywhere in the city unless otherwise specified in the specific mitigation measure. The City of Menlo Park must adopt this MMRP, or an equally effective program, if it approves the proposed project with the mitigation measures that were adopted or made conditions of project approval.

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
Air Quality						
AQ-2a: Prior to issuance of a building permits, all development projects in the city that are subject to CEQA and exceed the screening sizes in the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines shall prepare and submit to the City's Planning Division a technical assessment evaluating potential project-related operational air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology for assessing air quality impacts. If operational-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in BAAQMD's CEQA Guidelines, the project applicant is required to incorporate mitigation measures into the development project to reduce air pollutant emissions during operation. The identified measures shall be incorporated into all appropriate construction documents, subject to the review and approval of the Planning Division prior to building permit issuance.	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of the technical assessment	Initials:_____ Date:_____
AQ-2b1: Prior to building permit issuance, the City shall require applicants for all development projects in the city to comply with the current Bay Area Air Quality Management District's (BAAQMD) basic control measures for reducing construction emissions of PM10 (Table 8-1, Basic Construction Mitigation Measures Recommended for All Proposed Projects, of the BAAQMD CEQA Guidelines).	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Prior to approval and during scheduled site visits	Initials:_____ Date:_____
AQ-2b2: Prior to issuance of a building permit, development projects in the City that are subject to CEQA and exceed the screening sizes in the BAAQMD's CEQA Guidelines shall prepare and submit to the City of Menlo Park a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with the BAAQMD methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of the technical assessment	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
identified in the BAAQMD CEQA Guidelines, the project applicant is required to incorporate mitigation measures to reduce air pollutant emissions during construction activities to below these thresholds (e.g., Table 8-2, Additional Construction Mitigation Measures Recommended for projects with Construction Emissions Above the Threshold of the BAAQMD CEQA Guidelines, or applicable construction mitigation measures subsequently approved by BAAQMD). These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans), subject to the review and approval of the Planning Division prior to building permit issuance.						
AQ-3a: As part of the discretionary review process for development applications, applicants for all non-residential projects within the City that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of a proposed project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City's Planning Division. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment and the Bay Area Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds 10 in one million (10E-06), PM2.5 concentrations exceed 0.3 µg/m3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. Mitigation measures may include but are not limited to: ▪ Restricting idling on-site beyond Air Toxic Control Measures idling restrictions, as feasible. ▪ Electrifying warehousing docks.	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of the HRA	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
▪ Requiring use of newer equipment and/or vehicles. ▪ Restricting off-site truck travel through the creation of truck routes. Mitigation measures identified in the project-specific HRA shall be incorporated into the site development plan as a component of a proposed project, subject to the review and approval of the Community Development Department.						
AQ-3b: As part of the discretionary review process, applicants for all residential and other sensitive land use projects (e.g., hospitals, nursing homes, day care centers) anywhere in the City within 1,000 feet of a major sources of toxic air contaminants (TACs) (e.g., warehouses, industrial areas, freeways, and roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City's Planning Division. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children ages 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), PM2.5 concentrations exceed 0.3 µg/m3, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to: ▪ Air intakes located away from high volume roadways and/or truck loading zones. ▪ Heating, ventilation, and air conditioning systems of the	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of the HRA	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
buildings provided with appropriately sized maximum efficiency rating value (MERV) filters. Measures identified in the HRA shall be incorporated into the site development plan as a component of the proposed project subject to the review and approval of the Community Development Department. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City, subject to the review and approval of the Community Development Department.						
AQ-5: Implementation of Mitigation Measures AQ-2a through AQ-3b.						Initials:_____ Date:_____
Biological Resources						
BIO-1: As part of the discretionary review process for development projects, new construction and building additions regardless of size, in addition to appropriate CEQA review, the City shall require all project applicants to prepare and submit project-specific baseline biological resources assessments (BRA) if the project would occur on or adjacent to a parcel containing natural habitat with features such as mature and native trees, unused structures that could support special-status bat species, other sensitive biological resources, and/or active nests of common birds protected under the Migratory Bird Treaty Act (MBTA). Sensitive biological resources triggering the need for the baseline BRA shall include: wetlands, occurrences or suitable habitat for special-status species, sensitive natural communities, and important movement corridors for wildlife such as creek corridors and shorelines. The baseline BRA shall be prepared by a qualified biologist. The baseline BRA shall provide a determination on whether any sensitive biological resources are present on the site, including jurisdictional wetlands and waters, essential habitat for special-	Project applicant	During the building permit and site development review process and prior to permit issuance	A qualified biologist approved by the City of Menlo Park Planning Division	Plan review and approval	Once for the preparation of a biological assessment and again, if determined further assessment is required as specified in this mitigation measure	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
status species, and sensitive natural communities. If jurisdictional wetlands and/or waters are suspected to be present on the site, a jurisdictional delineation confirmed by the U.S. Army Corps of Engineers (USACE) will be provided as part of the baseline BRA. The baseline BRA shall also include consideration of possible sensitive biological resources on any adjacent undeveloped lands that could be affected by the project, and lands of the Don Edwards San Francisco Bay National Wildlife Refuge (Refuge). The baseline BRA shall incorporate guidance from relevant regional conservation plans, including, but not limited to, the then current Don Edwards San Francisco Bay National Wildlife Refuge Comprehensive Conservation Plan, South Bay Salt Pond Restoration Project, Tidal Marsh Recovery Plan and the United States Fish and Wildlife Service (USFWS) Recovery Plan for the Pacific Coast Population of the Western Snowy Plover, for determining the potential presence or absence of sensitive biological resources; however, the presence or absence of sensitive biological resources will be determined by on-site surveys. If the adjacent property is the Refuge, Refuge staff shall be contacted regarding the presence or absence of sensitive biological resources. If sensitive biological resources are determined to be present on the site or may be present on any adjacent parcel containing natural habitat, coordination with the appropriate regulatory and resource agencies must occur. Appropriate measures, such as preconstruction surveys, establishing no-disturbance zones and restrictive time periods during construction, protective development setbacks and restrictions, and applying bird-safe building design practices and materials, shall be developed by the qualified biologist in consultation with the regulatory and resource agencies to provide adequate avoidance, or provide						

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
compensatory mitigation if avoidance is infeasible. With respect to fully protected species, if the BRA for any development project determines that any of the following Fully Protected Species are present, then neither take of such species will be permitted nor will mitigation measures including species collection or relocation. The Fully Protected Species include American Peregrine Falcon (*Falco peregrinus anatum*), California Black Rail (*Laterallus jamaicensis coturniculus),* California Clapper Rail - Ridgway's Rail (*Rallus longirostris obsoletus*) , California Least Tern (*Sterna albifrons browni*), White-tailed Kite (*Elanus leucurus*), Salt-marsh harvest mouse (*Reithrodontomys raviventris*), and San Francisco garter snake (*Thamnophis sirtalis tetrataenia*). The qualified biologist shall consult with the Refuge management and where appropriate, the Endangered Species Office of the USFWS, the National Marine Fisheries Service (NMFS), and California Department of Fish and Wildlife (CDFW) for determining the potential presence or absence of sensitive biological resources and appropriate avoidance or compensatory mitigation measures, if required. Where jurisdictional waters or federally and/or State-listed special-status species would be affected, appropriate authorizations (i.e., the USACE, San Francisco Bay Regional Water Quality Control Board (RWQCB), San Francisco Bay Conservation and Development Commission (BCDC), USFWS, NMFS, Refuge and CDFW), shall be obtained by the project applicant, and evidence of such authorization provided to the City prior to issuance of grading or other construction permits. For sites that are adjacent to undeveloped lands with federally and/or State-listed special status species, or sensitive habitats, or lands of the Refuge, the BRA shall include evaluation of the potential effects of:						

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
▪ additional light, ▪ glare, ▪ shading (i.e., shadow analysis), ▪ noise, ▪ urban runoff, ▪ water flow disruption, ▪ water quality degradation/sedimentation, ▪ attraction of nuisance species/predators (e.g., attraction to refuse) and their abatement (e.g., adverse impacts of rodenticides), ▪ and pesticides, generated by the project, as well as the possibility for increased activity from humans and/or domesticated pets and their effects on the nearby natural habitats. The BRA shall include proposed avoidance, minimization, and mitigation of these adverse impacts. The City of Menlo Park Planning Division may require an independent peer review of the adequacy of the baseline BRA as part of the review of the project to confirm its adequacy. Mitigation measures identified in the project-specific BRA shall be incorporated as a component of a proposed project and subsequent building permit, subject to the review and approval of the Community Development Department and the appropriate regulatory and resource agencies. The following zoning regulations enacted by ordinances (including but not limited to 16.43 O-Office District, 16.43.080 Corporate housing, 16.43.140 Green and sustainable building; 16.44 LS-Life Science District, 16.44.130 Green and sustainable building) to minimize impacts to biological resources are incorporated by reference into this mitigation measure and shall be a component of the project building permits:						

MITIGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
1. Setbacks (A) Minimum of two hundred (200) feet from the waterfront; waterfront is defined as the top of the levee.						
2. Waterfront and Environmental Considerations. The following provisions are applicable when the property is adjacent to the waterfront or other sensitive habitat.						
a. Non-emergency lighting shall be limited to the minimum necessary to meet safety requirements and shall provide shielding and reflectors to minimize light spill and glare and shall not directly illuminate sensitive habitat areas. Incorporate timing devices and sensors to ensure night lighting is used only when necessary.						
b. Landscaping and its maintenance shall not negatively impact the water quality, native habitats, or natural resources.						
c. Pets shall not be allowed within the corporate housing due to their impacts on water quality, native habitats, and natural resources.						
3. Bird-friendly design.						
a. No more than ten percent (10%) of façade surface area shall have non-bird- friendly glazing.						
b. Bird- friendly glazing includes, but is not limited to opaque glass, covering the outside surface of clear glass with patterns, paned glass with fenestration, frit or etching patterns, and external screens over nonreflective glass. Highly reflective glass is not permitted.						
c. Occupancy sensors or other switch control devices shall be installed on non-emergency lights and shall be programmed to shut off during non-work hours and between 10 PM and sunrise.						

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
d. Placement of buildings shall avoid the potential funneling of flight paths towards a building façade. e. Glass skyways or walkways, freestanding (see-through) glass walls and handrails, and transparent building corners shall not be allowed. f. Transparent glass shall not be allowed at the rooflines of buildings, including in conjunction with roof decks, patios and green roofs. g. Use of rodenticides shall not be allowed. If it is determined through the BRA or CEQA review that further assessment/monitoring/reporting is required by appropriate regulatory or resource agencies, it shall be the responsibility of the City to ensure all project requirements are implemented.						
Cultural Resources						
CULT-1: At the time that individual projects are proposed on any site citywide with a building more than 50 years old or any site adjoining a property with a building more than 50 years old, the City shall require the project applicant to prepare a site-specific evaluation to determine if the project is subject to completion of a site-specific historic resources study. If it is determined that a site-specific historic resources study is required, the study shall be prepared by a qualified architectural historian meeting the Secretary of the Interior's Standards for Architecture or Architectural History. At a minimum, the study shall consist of a records search of the California Historical Resources Information System, an intensive-level pedestrian field survey, an evaluation of significance using standard National Register Historic Preservation and California Register Historic Preservation evaluation criteria, and recordation of all identified historic buildings and structures on California Department of Parks and Recreation 523 Site Record forms. The study shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and	Project applicant	During the building permit and site development review process and prior to permit issuance	Qualified archeologist approved by the City of Menlo Park Planning Division	Plan review and approval	Once at time of preliminary assessment and again, if determined further assessment is required as specified in this mitigation measure	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
recommendations for management of identified resources. If applicable, the specific requirements for inventory areas and documentation format required by certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), shall be adhered to. If the project site or adjacent properties are found to be eligible for listing on the California Register, the project shall be required to conform to the current *Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, and Restoring Historic Buildings,* which require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.						
CULT-2a: If a potentially significant subsurface cultural resource is encountered during ground disturbing activities on any parcel in the city, all construction activities within a 100-foot radius of the find shall cease until a qualified archeologist determines whether the resource requires further study. All developers in the study area shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of the California Environmental Quality Act (CEQA) criteria by a qualified archeologist. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses; prepare a comprehensive report complete with methods, results, and recommendations; and provide for the permanent curation of the recovered resources. The report shall be submitted to the City of Menlo Park, Northwest Information Center (NWIC), and State Historic	Project applicant	During construction	Qualified archaeologist approved by the City of Menlo Park Planning Division	Initiated after a find is made during construction	During regularly scheduled site inspections that would be initiated after a find is made during construction	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
Preservation Office (SHPO), if required.						
CULT-2b: As part of the City's application approval process and prior to project approval, the City shall consult with those Native American Tribes with ancestral ties to the Menlo Park city limits regarding General Plan Amendments in the city and land use policy changes. Upon receipt of an application for proposed project that requires a General Plan Amendment or a land use policy change, the City shall submit a request for a list of Native American Tribes to be contacted about the proposed project to the Native American Heritage Commission (NAHC). Upon receipt of the list of Native American Tribes from the NAHC, the City shall submit a letter to each Tribe on the provided list requesting consultation with the Native American Tribe about the proposed project via the via the City's preferred confirmation of receipt correspondence tracking method (e.g., Federal Express, United States Postal Service Certified Mail, etc.).	The City of Menlo Park	During the project approval process	The City of Menlo Park Planning Division in conjunction with Native American Tribes with ancestral ties to the Menlo Park city limits	Initiated once Native American Tribes request consultation	To be determined by consulting parties	Initials:_____ Date:_____
CULT-3: In the event that fossils or fossil bearing deposits are discovered during ground disturbing activities anywhere in the city, excavations within a 50-foot radius of the find shall be temporarily halted or diverted. Ground disturbance work shall cease until a City-approved qualified paleontologist determines whether the resource requires further study. The paleontologist shall document the discovery as needed (in accordance with Society of Vertebrate Paleontology standards [Society of Vertebrate Paleontology 1995]), evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction activities are allowed to resume at the location of the find. If avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of construction activities on the discovery. The excavation plan shall be submitted to the City of Menlo Park for review and	Project applicant	During construction	Qualified paleontologist approved by the City of Menlo Park Planning Division	Initiated after a find is made during construction	During regularly scheduled site inspections initiated after a find is made during construction	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
approval prior to implementation, and all construction activity shall adhere to the recommendations in the excavation plan.						
CULT-4: Procedures of conduct following the discovery of human remains citywide have been mandated by Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98 and the California Code of Regulations Section 15064.5(e) (CEQA). According to the provisions in CEQA, if human remains are encountered at the site, all work in the immediate vicinity of the discovery shall cease and necessary steps to ensure the integrity of the immediate area shall be taken. The San Mateo County Coroner shall be notified immediately. The Coroner shall then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner shall notify the NAHC within 24 hours, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.	Project applicant	During construction	The San Mateo County Coroner	Initiated after a find is made during construction	During regularly scheduled site inspections initiated after a find is made during construction	Initials:_____ Date:_____
Greenhouse Gas Emissions						
GHG-1: Prior to January 1, 2020, the City of Menlo Park shall update the Climate Action Plan (CAP) to address the GHG reduction goals of Executive Order B-30-15 and Executive Order S-03-05 for GHG sectors that the City has direct or indirect jurisdictional control over. The City shall identify a GHG emissions reduction target for year 2030 and 2040 that is consistent with the GHG reduction goals identified in Executive Order B-30-15 and	City of Menlo Park	Prior to January 1, 2020	City of Menlo Park Planning Division	Update the Climate Action Plan (CAP)	Once for update to the CAP	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
Executive Order S-03-05. The CAP shall be updated to include measures to ensure that the City is on a trajectory that aligns with the state's 2030 GHG emissions reduction target.						
GHG-2: Implement of Mitigation Measure GHG-1.						
Hazards and Hazardous Materials						
HAZ-4a: Construction at the sites of any site in the City with known contamination, shall be conducted under a project-specific Environmental Site Management Plan (ESMP) that is prepared in consultation with the Regional Water Quality Control Board (RWQCB) or the Department of Toxic Substances Control (DTSC), as appropriate. The purpose of the ESMP is to protect construction workers, the general public, the environment, and future site occupants from subsurface hazardous materials previously identified at the site and to address the possibility of encountering unknown contamination or hazards in the subsurface. The ESMP shall summarize soil and groundwater analytical data collected on the project site during past investigations; identify management options for excavated soil and groundwater, if contaminated media are encountered during deep excavations; and identify monitoring, irrigation, or other wells requiring proper abandonment in compliance with local, State, and federal laws, policies, and regulations. The ESMP shall include measures for identifying, testing, and managing soil and groundwater suspected of or known to contain hazardous materials. The ESMP shall: 1) provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation and dewatering activities, respectively; 2) describe required worker health and safety provisions for all workers potentially exposed to hazardous materials in accordance with State and federal worker safety regulations; and 3) designate personnel responsible for implementation of the ESMP.	Project applicant	During the building permit and site development review process and prior to permit issuance	The appropriate "Oversight Agency" designated by the City of Menlo Park Planning Division	Plan review and approval	Prior to construction and during regularly scheduled site inspections	Initials:_____ Date:_____

MITIGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
HAZ-4b: For those sites throughout the city with potential residual contamination in soil, gas, or groundwater that are planned for redevelopment with an overlying occupied building, a vapor intrusion assessment shall be performed by a licensed environmental professional. If the results of the vapor intrusion assessment indicate the potential for significant vapor intrusion into an occupied building, project design shall include vapor controls or source removal, as appropriate, in accordance with regulatory agency requirements. Soil vapor mitigations or controls could include vapor barriers, passive venting, and/or active venting. The vapor intrusion assessment and associated vapor controls or source removal can be incorporated into the ESMP (Mitigation Measure HAZ-4a).	Project applicant	During the building permit and site development review process and prior to permit issuance	Licensed environmental professional in accordance with RWQCB, DTSC, and SMCEHD approved by the City of Menlo Park Planning Division	Plan review and approval	Prior to construction and during regularly scheduled site inspections	Initials:_____ Date:_____
Land Use Planning						
LU-2: As part of the discretionary review process for development projects, all proposed development anywhere in Menlo Park is required to demonstrate consistency with the applicable goals, policies, and programs in the General Plan and the supporting Zoning standards to the satisfaction of the City of Menlo Park's Community Development Department. A future project is consistent with the General Plan and Zoning standards if, considering all its aspects, it will further the goals, policies and programs of the General Plan and supporting Zoning standards and not obstruct their attainment.	Project applicant	During the building permit and site development review process and prior to permit issuance	City of Menlo Park Planning Division	Plan review and approval	Once prior to plan review and approval	Initials:_____ Date:_____
Noise						
NOISE-1a: To meet the requirements of Title 24 and General Plan Program N1.A, project applicants shall perform acoustical studies prior to issuance of building permits for citywide development of new noise-sensitive uses. New residential dwellings, hotels, motels, dormitories, and school classrooms must meet an interior noise limit of 45 dBA CNEL or L_{dn}. Developments in areas exposed to more than 60 dBA CNEL must demonstrate that the structure	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	Once for preparation of acoustical studies as outlined in the mitigation measure	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
has been designed to limit interior noise in habitable rooms to acceptable noise levels. Where exterior noise levels are projected to exceed 60 dBA CNEL or L_{dn} at the façade of a building, a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the 45 dBA noise limit. Project applicants for all new multi-family residential projects subject to the review and approval of the Community Development Department, prior to building permit issuance, must perform acoustical studies within the projected Ldn 60 dB noise contours, so that noise mitigation measures can be incorporated into project design and site planning, subject to the review and approval of the Community Development Department.						
NOISE-1b: Stationary noise sources and landscaping and maintenance activities citywide shall comply with Chapter 8.06, Noise, of the Menlo Park Municipal Code.	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	During construction	Initials:_____ Date:_____
NOISE-1c: Project applicants for all development projects in the city shall minimize the exposure of nearby properties to excessive noise levels from construction-related activity through CEQA review, conditions of approval and/or enforcement of the City's Noise Ordinance. Prior to issuance of demolition, grading, and/or building permits for development projects, a note shall be provided on development plans indicating that during on-going grading, demolition, and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise: ▪ Construction activity is limited to the daytime hours between 8:00 a.m. to 6:00 p.m. on Monday through Friday, as prescribed in the City's municipal code. ▪ All internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers, air intake silencers, and/or engine shrouds that are no less	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	During construction	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
effective than as originally equipped by the manufacturer. ▪ Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. ▪ Stockpiling is located as far as feasible from nearby noise-sensitive receptors. ▪ Limit unnecessary engine idling to the extent feasible. ▪ Limit the use of public address systems. ▪ Construction traffic shall be limited to the haul routes established by the City of Menlo Park.						
NOISE-2a: To prevent architectural damage citywide as a result of construction-generated vibration: ▪ Prior to issuance of a building permit for any development project requiring pile driving or blasting, the project applicant/developer shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. The maximum levels shall not exceed 0.2 inch/second, which is the level that can cause architectural damage for typical residential construction. If maximum levels would exceed these thresholds, alternative methods such static rollers, non-explosive blasting, and drilling piles as opposed to pile driving shall be used To prevent vibration-induced annoyance as a result of construction-generated vibration: ▪ Individual projects that involve vibration-intensive construction activities, such as blasting, pile drivers, jack hammers, and vibratory rollers, within 200 feet of sensitive receptors shall be evaluated for potential vibration impacts. A vibration study shall be conducted for individual projects where vibration-intensive impacts may occur. The study shall be prepared by an acoustical or vibration engineer holding a degree in engineering, physics, or allied discipline and who is able to demonstrate a minimum of two years of experience in	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	During construction	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
preparing technical assessments in acoustics and/or groundborne vibrations. The study is subject to review and approval of the Community Development Department. Vibration impacts to nearby receptors shall not exceed the vibration annoyance levels (in RMS inches/second) as follows: ▪ Workshop = 0.126 ▪ Office = 0.063 ▪ Residential Daytime (7AM–10PM)= 0.032 ▪ Residential Nighttime (10PM to 7 AM) = 0.016 If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., nonexplosive blasting methods, drilled piles as opposed to pile driving, preclusion for using vibratory rollers, use of small- or medium-sized bulldozers, etc.). Vibration reduction measures shall be incorporated into the site development plan as a component of the project and applicable building plans, subject to the review and approval of the Community Development Department.						
NOISE-2b: To reduce long-term vibration impacts of future development citywide on existing or potential future sensitive uses: ▪ Locate sensitive uses away from vibration sources. ▪ Design industrial development to minimize vibration impacts on nearby uses. Where vibration impacts may occur, reduce impacts on residences and businesses through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration near rail lines and industrial uses. ▪ Work with the railroad operators (e.g., Caltrain, Union Pacific, etc.) to reduce, to the extent possible, the contribution of railroad train noise and vibration to Menlo Park's noise environment.	Project applicant	Prior to the issuance of construction permits	City of Menlo Park Planning Division	Plan review and approval	Once prior to plan review and approval	Initials:_____ Date:_____

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
Transportation and Circulation						
TRANS-1a: Widen impacted roadway segments at appropriate locations throughout the city to add travel lanes and capacity to accommodate the increase in net daily trips.	City of Menlo Park	Ongoing	City of Menlo Park Transportation Division	Ongoing	Ongoing	Initials:_____ Date:_____
TRANS-1b: The City of Menlo Park shall update the existing Transportation Impact Fee (TIF) program to guarantee funding for citywide roadway and infrastructure improvements that are necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a more intensive use. The fees collected shall be applied toward circulation improvements. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel room by the appropriate rate. Transportation Impact fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the Transportation Impact Fees to fund construction (or to recoup fees advanced to fund construction) of the transportation improvements identified below, among other things that at the time of potential future development may be warranted to mitigate traffic impacts. It should be noted that any project proposed prior to the adoption of an updated TIF will be required to conduct a project-specific Transportation Impact Assessment to determine the impacts and necessary transportation mitigations that are to be funded by that project. As part of the update to the TIF program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed	City of Menlo Park	Ongoing	City of Menlo Park Transportation Division	Ongoing	Ongoing	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the improvements and facilities required to mitigate the impacts of new development pursuant to the proposed project. The following examples of improvements and facilities would reduce impacts to acceptable level of service standards and these, among other improvements, could be included in the TIF program impact fees nexus study: ▪ **Sand Hill Road (westbound) and I-280 Northbound On-ramp (#1)**: Modify the signal-timing plan during the PM peak hour to increase the maximum allocation of green time to the westbound approach during the PM peak hour. ▪ **Sand Hill Road (eastbound) and I-280 Northbound Off-ramp (#2)**: Add an additional northbound right-turn lane on the off-ramp to improve operations to acceptable LOS D during the AM peak hour. ▪ **El Camino Real and Ravenswood Avenue (#28):** One eastbound right-turn lane on Menlo Avenue to improve conditions. ▪ **Willow Road and Newbridge Street (#33):** Implement measures on Chilco Street south of Constitution Drive to reduce or prevent cut-through traffic through the Belle Haven neighborhood, such as peak-hour turn restrictions from Constitution Drive to southbound Chilco Street, and measures to enhance east/west circulation from Willow Road via O'Brien Drive and the proposed mixed-use collector street opposite Ivy Drive, extending east to University Avenue, to discourage use of Newbridge Street. ▪ **Willow Road and Hamilton Avenue (#36):** Provide primary access to potential future development sites east of Willow Road via O'Brien Drive and/or the proposed Mixed-Use Collector that would intersect Willow Road between Hamilton Avenue and O'Brien Drive. Implement measures on Chilco Street south of Constitution Drive to prevent cut-through						

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
traffic through the Belle Haven neighborhood, such as peak-hour turn restrictions from Constitution Drive to southbound Chilco Street. Although the provision of an eastbound left-turn lane on Hamilton Avenue where it approaches Willow Road would reduce the delay, this potential mitigation is not recommend because it would encourage cut-through traffic via Chilco Street and Hamilton Avenue, potentially affecting the Belle Haven neighborhood. Therefore, to avoid facilitating the use of Chilco Street and Hamilton Avenue as cut-through routes in the adjacent residential neighborhood, mitigating this traffic impact is not recommended at this time, consistent with City policies that discourage cut-through traffic in residential neighborhoods. The improvements should be incorporated into the updated fee program for ongoing consideration. ▪ **Bayfront Expressway and Willow Road (#37):** Evaluate the potential for grade separation to allow conflicting movements to occur simultaneously. The evaluation must consider traffic improvements, along with potential secondary impacts caused by potential right-of-way acquisition, impacts to adjacent wetlands and the Dumbarton Rail corridor, as well as potential impacts or benefits for multi-modal accommodation. If found feasible, the updated fee program should incorporate fair-share contributions from future development towards grade separation. ▪ **Bayfront Expressway and University Avenue (#38):** Evaluate the potential for grade separation to allow conflicting movements to occur simultaneously. The evaluation must consider traffic improvements, along with potential secondary impacts caused by potential right-of-way acquisition, impacts to adjacent wetlands and the Dumbarton Rail corridor, as well as potential impacts or benefits for multi-modal accommodation. If found feasible, the updated fee program should incorporate fair-share contributions from future development towards grade separation.						

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
▪ **Chilco Street and Constitution Drive (#45):** Install a traffic signal and signalized crosswalks at the intersection. Construct three southbound lanes on the one-block segment of Chilco Street, between Bayfront Expressway and Chilco Street, to include two southbound left-turn lanes to accommodate the volume of left-turning vehicles entering the project site. In addition, during the AM peak hour, provide a "split-phase" signal operation on Chilco Street. Construct a northbound left-turn lane on Chilco Street approaching Constitution Drive. Construct two outbound lanes on Chilco Street between Constitution Drive and Bayfront Expressway. If the Facebook Campus Expansion Project is approved, this mitigation measure would be required to be constructed as a requirement of that project.						
▪ **Chrysler Drive and Constitution Drive (#46):** Construct a southbound left-turn on Chrysler Drive, approaching Constitution Drive.						
▪ **University Avenue and Adams Drive (#47):** Install a traffic signal at this intersection.						
▪ **University Avenue and Bay Road (#51):** Realign the eastbound and westbound approaches to allow replacement of the east/west "split-phase" signal on Bay Street with standard protected signal phases in order to allow eastbound and westbound pedestrian crossings to occur simultaneously, which would allow for an increase in green time allocated to northbound/southbound movements on University Avenue and reduce peak-hour delay at this intersection. This intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements.						
▪ **University Avenue and Donohoe Street (#54):** Mitigating this						

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
impact would require providing additional westbound lane capacity on Donohoe Street, including an extended dual left-turn pocket, dedicated through lane, and dual right-turn lanes; providing a southbound right-turn lane on University Avenue and lengthening the northbound turn pockets. However, this mitigation is likely to be infeasible given right-of-way limitations, proximity to existing US 101 on- and off-ramps, and adjacent properties. In addition, this intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements. ▪ **University Avenue and US 101 Southbound Ramps (#56):** Mitigating this impact would require modifications to the US 101 Southbound On/Off Ramps and at this location This intersection is located in the City of East Palo Alto and under the control of Caltrans. If this measure if found feasible by the City of East Palo Alto, the improvements should be incorporated into the City of Menlo Park's updated fee program to collect fair-share contributions from future development towards such improvements. ▪ **Chilco Street and Hamilton Avenue (#60):** Installation of a traffic signal would mitigate this impact to less than significant levels, but would have the undesirable secondary effect of encouraging the use of Chilco Street as a cut-through route, which conflicts with City goals that aim to reduce cut-through traffic in residential neighborhoods. Therefore, to avoid facilitating cut-through traffic, mitigating this traffic impact by increasing capacity is not recommended at this time, but should be incorporated into the updated fee program for ongoing consideration.						
TRANS-6a: The City of Menlo Park shall update the Transportation Impact Fee (TIF) program to provide funding for citywide bicycle	City of Menlo Park	Ongoing	City of Menlo Park	Ongoing	Ongoing	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
and pedestrian facilities that are necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a more intensive use. The fees collected shall be applied toward improvements that will connect development sites within the area circulation system, including the elimination of gaps in the citywide pedestrian and bicycle network. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel room by the appropriate rate. Transportation Impact fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the transportation Impact fees to fund construction (or to recoup fees advanced to fund construction) of the transportation improvements identified in this mitigation measure, among other things that at the time of potential future development may be warranted to mitigate traffic impacts. It should be noted that any project proposed prior to the adoption of an updated TIF will be required to conduct a project-specific Transportation Impact Assessment to determine the impacts and necessary pedestrian or bicycle facilities mitigations that are to be funded by that project. As part of the update to the TIF program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the bicycle and pedestrian improvements and facilities required to mitigate the traffic impacts of new development pursuant to the proposed project. The following examples of pedestrian and bicycle improvements would reduce impacts to acceptable standards,			Transportation Division			

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
and these, among others improvements, could be included in the updated TIF program, also described under TRANS-1: ▪ **US 101 Pedestrian & Bicycle Overcrossing at Marsh Road, and Marsh Road Corridor Pedestrian & Bicycle Improvements (Haven Avenue to Marsh Road/Bay Road):** Provide pedestrian and bicycle circulation between the Bayfront Area east of US 101 with the area circulation system west of US 101 along Marsh Road, including access to schools and commercial sites west of Marsh Road that are accessed via Bay Road and Florence Street. Improvements should facilitate pedestrian and bicycle circulation between Haven Avenue and across US 101 near Marsh Road. The recommended improvement would include a dedicated pedestrian and bicycle crossing adjacent to Marsh Road. Alternatively, the provision of continuous sidewalks with controlled pedestrian crossings and Class IV protected bicycle lanes on the Marsh Road overpass, if feasible, could mitigate this impact. ▪ **Ringwood Avenue Corridor Pedestrian & Bicycle Improvements (Belle Haven to Middlefield Road):** Eliminate pedestrian and bicycle facility gaps on primary access routes to the Ringwood Avenue bicycle/pedestrian overcrossing of US 101 (located near the terminus of Ringwood Avenue and Market Place). Improvements should include complete sidewalks on the north side of Pierce Road and bicycle facility improvements on the proposed Ringwood Avenue-Market Place-Hamilton Avenue bicycle boulevard (see Street Classification Map in Chapter 3, Project Description). These improvements would also enhance pedestrian and bicycle access to Menlo-Atherton High School. ▪ **University Avenue Pedestrian Improvements:** Eliminate gaps in the sidewalk network on those portions of University Avenue that are within the Menlo Park City limits. The TIF Program should also include a contribution towards elimination of sidewalk gaps outside the City limits (within the City of East Palo Alto) to ensure that continuous sidewalks are provided on						

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
the west University Avenue between Adams Drive and the Bay Trail, located north of Purdue Avenue. ▪ **Willow Road Bikeway Corridor (Bayfront Expressway to Alma Street):** Provide a continuous bikeway facility that eliminates bicycle lane gaps, provides Class IV bicycle lanes on the US 101 overpass and where Willow Road intersects US 101 northbound and southbound ramps, and upgrades existing Class II bicycle lanes to Class IV protected bicycle lanes where feasible, particularly where the speed limit exceeds 35 miles per hour (mph). ▪ **Willow Road Pedestrian Crossings (Bayfront Expressway to Newbridge Street):** Provide enhanced pedestrian crossings of Willow Road at Hamilton Avenue, Ivy Drive (including proposed new street connection opposite Ivy Drive), O'Brien Drive and Newbridge Street. Enhanced crossings should include straightened crosswalks provided on each leg, high visibility crosswalk striping, accessible pedestrian signals, and pedestrian head-start signal timing (leading pedestrian intervals) where feasible. These enhanced crossings would provide improved access between the Belle Haven neighborhood and potential future development between Willow Road and University Avenue. ▪ **Dumbarton Corridor Connections:** Through separate projects, Samtrans is currently considering the potential for a bicycle/pedestrian shared-use trail along the Dumbarton Corridor right-of-way between Redwood City and East Palo Alto, through Menlo Park. If found feasible, the City's TIF Program should incorporate walking and bicycling access and connections to the proposed trail, including a potential rail crossing between Kelly Park and Onetta Harris Community Center and Chilco Street and pedestrian and bicycle improvements on streets that connect to the Dumbarton Corridor: Marsh Road, Chilco Street, Willow Road, and University Avenue.						

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
TRANS-6b: The City of Menlo Park shall update the existing Shuttle Fee program to guarantee funding for citywide operations of City-sponsored shuttle service that is necessary to mitigate impacts from future projects based on the then current City standards. The fees shall be assessed when there is new construction, an increase in square footage in an existing building, or the conversion of existing square footage to a more intensive use. The fees collected shall be applied toward circulation improvements and right-of-way acquisition. The fees shall be calculated by multiplying the proposed square footage, dwelling unit, or hotel room by the appropriate rate. Shuttle fees shall be included with any other applicable fees payable at the time the building permit is issued. The City shall use the Shuttle fees to fund operations of City-sponsored shuttle service to meet the increased demand. As part of the update to the Shuttle Fee program, the City shall also prepare a "nexus" study that will serve as the basis for requiring development impact fees under Assembly Bill (AB) 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the transit improvements and facilities required to mitigate the transit impacts of new development pursuant to the proposed project. The types of transit-related improvements and facilities that would reduce impacts to acceptable standards including increasing the fleet of City-sponsored Shuttles and adding additional transit stop facilities within one-quarter mile from residential and employment centers These, among other improvements, could be included in the Shuttle Fee program impact fees nexus study.	City of Menlo Park	Ongoing	City of Menlo Park Transportation Division	Ongoing	Ongoing	Initials:_____ Date:_____
TRANS-6c: The City should continue to support the Dumbarton Corridor Study, evaluating the feasibility of providing transit service to the existing rail corridor and/or operational	City of Menlo Park	Ongoing	City of Menlo Park Transportation	Ongoing	Ongoing	Initials:_____ Date:_____

MITGATION MONITORING OR REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency	Verified Implementation
improvements to Bayfront Expressway, Marsh Road and Willow Road, such as a dedicated high-occupancy vehicle (HOV) lane, bus queue-jump lanes, or transit-signal priority that could reduce travel time for current bus operations.			Division			
Utilities and Service Systems						
UTIL-10: The City shall continue its reduction programs and diversion requirements in an effort to further reduce solid waste that is diverted to the landfill and lower its per capita disposal rate citywide. In addition, the City shall monitor solid waste generation volumes in relation to capacities at receiving landfill sites to ensure that sufficient capacity exists to accommodate future growth. The City shall ensure any waste management firm it contracts with has access to a new landfill site(s) to replace the Ox Mountain landfills, at such time that this landfill is closed.	City of Menlo Park	Ongoing	City of Menlo Park Planning Division	Ongoing	Ongoing	Initials:_____ Date:_____

APPENDIX B

CALEEMOD OUTPUT SHEETS

This page intentionally left blank

Menlo Flats

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	158.00	Dwelling Unit	1.35	154,729.00	452
Strip Mall	15.00	1000sqft	0.00	15,000.00	0
City Park	0.48	Acre	0.48	20,908.80	0
Unenclosed Parking with Elevator	176.00	Space	0.00	81,988.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328.8	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity based on 5 year average (PG&E 2015)

Land Use - The proposed project would include a 253,702-gross-square-foot, eight-story mixed-use building with approximately 158 dwelling units and 15,000 square feet of commercial space, and open space, circulation and parking, and infrastructure improvements.

Construction Phase - Construction of the proposed project is anticipated to begin in October 2021, would last approximately 29 months, and is anticipated to be fully operational and occupied by early 2024.

Grading - 5,400 cubic yards of import.

Demolition - The proposed project would result in the demolition of an existing 24,311 square foot office building.

Trips and VMT - For soil import haul trips, assuming 16 cubic yards of material per load consistent with CalEEMod defaults.

Woodstoves - Assuming no hearth as the proposed project would not increase the demand for natural gas as the City's REACH codes would require the buildings to be all electric.

Stationary Sources - Emergency Generators and Fire Pumps - Assuming the emergency generator would run 30 minutes per month.

Construction Off-road Equipment Mitigation - Assuming compliance with BAAQMD Basic Construction Mitigation Measures and tier 2 construction equipment

Mobile Land Use Mitigation -

Vehicle Trips - Based on trip generation prepared for the project.

Area Mitigation - Assuming no hearth as the proposed project would not increase the demand for natural gas as the City's REACH codes would require the buildings to be all electric.

Energy Mitigation - Assuming compliance with 2019 Title 24 standards, installation of high efficiency lighting, on-site renewable energy generating 10 percent of electricity use, and energy-efficient appliances.

Water Mitigation - Assuming low-flow appliances.

Waste Mitigation - Consistent with the CalRecycle Waste Diversion and Recycling Mandate which will reduce solid waste production by 75 percent.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	200.00	521.00
tblConstructionPhase	NumDays	20.00	43.00
tblConstructionPhase	NumDays	4.00	33.00
tblConstructionPhase	NumDays	2.00	23.00
tblConstructionPhase	NumDays	4.00	32.00
tblConstructionPhase	PhaseEndDate	8/12/2022	1/15/2024
tblConstructionPhase	PhaseEndDate	10/28/2021	11/30/2021
tblConstructionPhase	PhaseEndDate	11/5/2021	1/14/2022

tblConstructionPhase	PhaseEndDate	11/1/2021	12/31/2021
tblConstructionPhase	PhaseStartDate	11/6/2021	1/15/2022
tblConstructionPhase	PhaseStartDate	11/2/2021	12/1/2021
tblConstructionPhase	PhaseStartDate	10/29/2021	12/1/2021
tblFireplaces	NumberGas	23.70	0.00
tblFireplaces	NumberNoFireplace	6.32	158.00
tblFireplaces	NumberWood	26.86	0.00
tblGrading	AcresOfGrading	12.38	1.83
tblGrading	AcresOfGrading	11.50	1.83
tblGrading	AcresOfGrading	12.00	1.83
tblGrading	MaterialExported	0.00	5,400.00
tblLandUse	LandUseSquareFeet	158,000.00	154,729.00
tblLandUse	LandUseSquareFeet	70,400.00	81,988.00
tblLandUse	LotAcreage	4.16	1.35
tblLandUse	LotAcreage	0.34	0.00
tblLandUse	LotAcreage	1.58	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	328.8
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	268.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.02
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	0.60
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripNumber	675.00	338.00
tblVehicleTrips	ST_TR	6.39	4.69
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	42.04	29.83

tblVehicleTrips	SU_TR	5.86	4.69
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	20.43	29.83
tblVehicleTrips	WD_TR	6.65	4.69
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	44.32	29.83

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0784	0.8364	0.4917	1.0500e-003	0.1340	0.0387	0.1727	0.0659	0.0359	0.1018	0.0000	93.1368	93.1368	0.0226	0.0000	93.7006
2022	1.4906	2.3529	2.3073	5.8400e-003	0.2921	0.0886	0.3807	0.1049	0.0850	0.1899	0.0000	512.3535	512.3535	0.0583	0.0000	513.8119
2023	0.2648	1.9152	2.1414	5.5200e-003	0.1971	0.0683	0.2654	0.0532	0.0659	0.1191	0.0000	483.2246	483.2246	0.0475	0.0000	484.4117
2024	0.0105	0.0772	0.0887	2.3000e-004	8.3400e-003	2.5400e-003	0.0109	2.2500e-003	2.4500e-003	4.7000e-003	0.0000	20.1932	20.1932	1.9600e-003	0.0000	20.2422
Maximum	**1.4906**	**2.3529**	**2.3073**	**5.8400e-003**	**0.2921**	**0.0886**	**0.3807**	**0.1049**	**0.0850**	**0.1899**	**0.0000**	**512.3535**	**512.3535**	**0.0583**	**0.0000**	**513.8119**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0321	0.8166	0.5577	1.0500e-003	0.0643	0.0235	0.0878	0.0307	0.0235	0.0542	0.0000	93.1368	93.1368	0.0226	0.0000	93.7006
2022	1.3741	2.9912	2.4517	5.8400e-003	0.2387	0.1025	0.3411	0.0761	0.1023	0.1784	0.0000	512.3532	512.3532	0.0583	0.0000	513.8116
2023	0.1759	2.6457	2.2542	5.5200e-003	0.1971	0.0966	0.2937	0.0532	0.0965	0.1496	0.0000	483.2243	483.2243	0.0475	0.0000	484.4114
2024	7.2800e-003	0.1116	0.0940	2.3000e-004	8.3400e-003	4.0800e-003	0.0124	2.2500e-003	4.0800e-003	6.3300e-003	0.0000	20.1932	20.1932	1.9600e-003	0.0000	20.2422
Maximum	**1.3741**	**2.9912**	**2.4517**	**5.8400e-003**	**0.2387**	**0.1025**	**0.3411**	**0.0761**	**0.1023**	**0.1784**	**0.0000**	**512.3532**	**512.3532**	**0.0583**	**0.0000**	**513.8116**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**13.82**	**-26.70**	**-6.53**	**0.00**	**19.50**	**-14.35**	**11.41**	**28.28**	**-19.61**	**6.47**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-1-2021	12-31-2021	0.9055	0.8424
2	1-1-2022	3-31-2022	0.8011	0.9012
3	4-1-2022	6-30-2022	0.6025	0.7331
4	7-1-2022	9-30-2022	1.8401	2.0005
5	10-1-2022	12-31-2022	0.6133	0.7453
6	1-1-2023	3-31-2023	0.5413	0.6999
7	4-1-2023	6-30-2023	0.5439	0.7043
8	7-1-2023	9-30-2023	0.5499	0.7120

9	**10-1-2023**	**12-31-2023**	0.5533	0.7155
10	**1-1-2024**	**3-31-2024**	0.0857	0.1162
		Highest	1.8401	2.0005

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8347	0.0154	1.2873	4.3000e-004		0.0249	0.0249		0.0249	0.0249	2.4643	1.9198	4.3841	0.0134	0.0000	4.7183
Energy	7.8100e-003	0.0669	0.0299	4.3000e-004		5.4000e-003	5.4000e-003		5.4000e-003	5.4000e-003	0.0000	223.9477	223.9477	0.0144	4.0900e-003	225.5279
Mobile	0.2427	1.0880	2.6072	9.7800e-003	0.8933	8.0300e-003	0.9013	0.2397	7.4900e-003	0.2472	0.0000	899.8553	899.8553	0.0315	0.0000	900.6424
Stationary	1.3000e-004	3.7000e-004	3.4000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0612	0.0612	1.0000e-005	0.0000	0.0615
Waste						0.0000	0.0000		0.0000	0.0000	17.9586	0.0000	17.9586	1.0613	0.0000	44.4917
Water						0.0000	0.0000		0.0000	0.0000	3.6184	13.2459	16.8643	0.3728	9.0200e-003	28.8718
Total	**1.0853**	**1.1706**	**3.9246**	**0.0106**	**0.8933**	**0.0384**	**0.9316**	**0.2397**	**0.0378**	**0.2775**	**24.0413**	**1,139.0299**	**1,163.0712**	**1.4934**	**0.0131**	**1,204.3134**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.8223	0.0135	1.1744	6.0000e-005		6.5100e-003	6.5100e-003		6.5100e-003	6.5100e-003	0.0000	1.9198	1.9198	1.8500e-003	0.0000	1.9660
Energy	6.1500e-003	0.0527	0.0235	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	152.9530	152.9530	9.2900e-003	2.8000e-003	154.0185
Mobile	0.2334	1.0315	2.3887	8.7300e-003	0.7878	7.2200e-003	0.7951	0.2114	6.7400e-003	0.2182	0.0000	802.8546	802.8546	0.0289	0.0000	803.5767
Stationary	1.3000e-004	3.7000e-004	3.4000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0612	0.0612	1.0000e-005	0.0000	0.0615
Waste						0.0000	0.0000		0.0000	0.0000	4.4897	0.0000	4.4897	0.2653	0.0000	11.1229
Water						0.0000	0.0000		0.0000	0.0000	3.0120	11.7033	14.7153	0.3104	7.5200e-003	24.7154
Total	**1.0619**	**1.0981**	**3.5870**	**9.1300e-003**	**0.7878**	**0.0180**	**0.8058**	**0.2114**	**0.0175**	**0.2289**	**7.5016**	**969.4918**	**976.9934**	**0.6158**	**0.0103**	**995.4610**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**2.16**	**6.20**	**8.60**	**14.19**	**11.80**	**53.08**	**13.50**	**11.80**	**53.68**	**17.51**	**68.80**	**14.88**	**16.00**	**58.77**	**21.28**	**17.34**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2021	11/30/2021	5	43	
2	Site Preparation	Site Preparation	12/1/2021	12/31/2021	5	23	
3	Rough Grading	Grading	12/1/2021	1/14/2022	5	33	
4	Fine Grading	Grading	1/1/2022	2/15/2022	5	32	
5	Building Construction	Building Construction	1/15/2022	1/15/2024	5	521	
6	Paving	Paving	8/13/2022	8/26/2022	5	10	
7	Architectural Coating	Architectural Coating	8/27/2022	9/9/2022	5	10	

Acres of Grading (Site Preparation Phase): 1.83

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 313,326; Residential Outdoor: 104,442; Non-Residential Indoor: 22,500; Non-Residential Outdoor: 7,500; Striped Parking Area: 4,919 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Rough Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Rough Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Rough Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45
Fine Grading	Graders	1	6.00	187	0.41
Fine Grading	Rubber Tired Dozers	1	6.00	247	0.40
Fine Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	111.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading	3	8.00	0.00	338.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	162.00	36.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	32.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Fine Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0120	0.0000	0.0120	1.8100e-003	0.0000	1.8100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0429	0.4235	0.3116	5.2000e-004		0.0224	0.0224		0.0209	0.0209	0.0000	45.3034	45.3034	0.0116	0.0000	45.5930
Total	**0.0429**	**0.4235**	**0.3116**	**5.2000e-004**	**0.0120**	**0.0224**	**0.0344**	**1.8100e-003**	**0.0209**	**0.0227**	**0.0000**	**45.3034**	**45.3034**	**0.0116**	**0.0000**	**45.5930**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.4000e-004	0.0150	3.1900e-003	4.0000e-005	9.4000e-004	5.0000e-005	9.8000e-004	2.6000e-004	4.0000e-005	3.0000e-004	0.0000	4.1988	4.1988	2.1000e-004	0.0000	4.2042
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.6000e-004	5.9000e-004	6.2700e-003	2.0000e-005	2.2100e-003	1.0000e-005	2.2200e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8670	1.8670	4.0000e-005	0.0000	1.8681
Total	**1.3000e-003**	**0.0156**	**9.4600e-003**	**6.0000e-005**	**3.1500e-003**	**6.0000e-005**	**3.2000e-003**	**8.5000e-004**	**5.0000e-005**	**9.0000e-004**	**0.0000**	**6.0658**	**6.0658**	**2.5000e-004**	**0.0000**	**6.0723**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3800e-003	0.0000	5.3800e-003	8.2000e-004	0.0000	8.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0190	0.4559	0.3314	5.2000e-004		0.0154	0.0154		0.0154	0.0154	0.0000	45.3033	45.3033	0.0116	0.0000	45.5929
Total	**0.0190**	**0.4559**	**0.3314**	**5.2000e-004**	**5.3800e-003**	**0.0154**	**0.0208**	**8.2000e-004**	**0.0154**	**0.0163**	**0.0000**	**45.3033**	**45.3033**	**0.0116**	**0.0000**	**45.5929**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.4000e-004	0.0150	3.1900e-003	4.0000e-005	9.4000e-004	5.0000e-005	9.8000e-004	2.6000e-004	4.0000e-005	3.0000e-004	0.0000	4.1988	4.1988	2.1000e-004	0.0000	4.2042
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.6000e-004	5.9000e-004	6.2700e-003	2.0000e-005	2.2100e-003	1.0000e-005	2.2200e-003	5.9000e-004	1.0000e-005	6.0000e-004	0.0000	1.8670	1.8670	4.0000e-005	0.0000	1.8681
Total	**1.3000e-003**	**0.0156**	**9.4600e-003**	**6.0000e-005**	**3.1500e-003**	**6.0000e-005**	**3.2000e-003**	**8.5000e-004**	**5.0000e-005**	**9.0000e-004**	**0.0000**	**6.0658**	**6.0658**	**2.5000e-004**	**0.0000**	**6.0723**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0616	0.0000	0.0616	0.0334	0.0000	0.0334	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0179	0.2003	0.0870	2.0000e-004		8.8000e-003	8.8000e-003		8.1000e-003	8.1000e-003	0.0000	17.3862	17.3862	5.6200e-003	0.0000	17.5267
Total	**0.0179**	**0.2003**	**0.0870**	**2.0000e-004**	**0.0616**	**8.8000e-003**	**0.0704**	**0.0334**	**8.1000e-003**	**0.0415**	**0.0000**	**17.3862**	**17.3862**	**5.6200e-003**	**0.0000**	**17.5267**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.0600e-003	1.0000e-005	7.3000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6146	0.6146	1.0000e-005	0.0000	0.6149
Total	**2.8000e-004**	**1.9000e-004**	**2.0600e-003**	**1.0000e-005**	**7.3000e-004**	**0.0000**	**7.3000e-004**	**1.9000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**0.6146**	**0.6146**	**1.0000e-005**	**0.0000**	**0.6149**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0277	0.0000	0.0277	0.0150	0.0000	0.0150	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.6400e-003	0.1719	0.1130	2.0000e-004		4.3100e-003	4.3100e-003		4.3100e-003	4.3100e-003	0.0000	17.3861	17.3861	5.6200e-003	0.0000	17.5267
Total	**5.6400e-003**	**0.1719**	**0.1130**	**2.0000e-004**	**0.0277**	**4.3100e-003**	**0.0320**	**0.0150**	**4.3100e-003**	**0.0194**	**0.0000**	**17.3861**	**17.3861**	**5.6200e-003**	**0.0000**	**17.5267**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.0600e-003	1.0000e-005	7.3000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6146	0.6146	1.0000e-005	0.0000	0.6149
Total	**2.8000e-004**	**1.9000e-004**	**2.0600e-003**	**1.0000e-005**	**7.3000e-004**	**0.0000**	**7.3000e-004**	**1.9000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**0.6146**	**0.6146**	**1.0000e-005**	**0.0000**	**0.6149**

3.4 Rough Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0532	0.0000	0.0532	0.0287	0.0000	0.0287	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0148	0.1648	0.0728	1.6000e-004		7.3400e-003	7.3400e-003		6.7500e-003	6.7500e-003	0.0000	14.2412	14.2412	4.6100e-003	0.0000	14.3564
Total	**0.0148**	**0.1648**	**0.0728**	**1.6000e-004**	**0.0532**	**7.3400e-003**	**0.0606**	**0.0287**	**6.7500e-003**	**0.0355**	**0.0000**	**14.2412**	**14.2412**	**4.6100e-003**	**0.0000**	**14.3564**

3.4 Rough Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.3000e-004	0.0318	6.7700e-003	9.0000e-005	2.6400e-003	1.0000e-004	2.7400e-003	7.1000e-004	9.0000e-005	8.0000e-004	0.0000	8.9112	8.9112	4.5000e-004	0.0000	8.9225
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.0600e-003	1.0000e-005	7.3000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6146	0.6146	1.0000e-005	0.0000	0.6149
Total	**1.2100e-003**	**0.0320**	**8.8300e-003**	**1.0000e-004**	**3.3700e-003**	**1.0000e-004**	**3.4700e-003**	**9.0000e-004**	**9.0000e-005**	**1.0000e-003**	**0.0000**	**9.5257**	**9.5257**	**4.6000e-004**	**0.0000**	**9.5374**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0240	0.0000	0.0240	0.0129	0.0000	0.0129	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6700e-003	0.1410	0.0930	1.6000e-004		3.5700e-003	3.5700e-003		3.5700e-003	3.5700e-003	0.0000	14.2412	14.2412	4.6100e-003	0.0000	14.3563
Total	**4.6700e-003**	**0.1410**	**0.0930**	**1.6000e-004**	**0.0240**	**3.5700e-003**	**0.0275**	**0.0129**	**3.5700e-003**	**0.0165**	**0.0000**	**14.2412**	**14.2412**	**4.6100e-003**	**0.0000**	**14.3563**

3.4 Rough Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.3000e-004	0.0318	6.7700e-003	9.0000e-005	2.6400e-003	1.0000e-004	2.7400e-003	7.1000e-004	9.0000e-005	8.0000e-004	0.0000	8.9112	8.9112	4.5000e-004	0.0000	8.9225
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.0600e-003	1.0000e-005	7.3000e-004	0.0000	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6146	0.6146	1.0000e-005	0.0000	0.6149
Total	**1.2100e-003**	**0.0320**	**8.8300e-003**	**1.0000e-004**	**3.3700e-003**	**1.0000e-004**	**3.4700e-003**	**9.0000e-004**	**9.0000e-005**	**1.0000e-003**	**0.0000**	**9.5257**	**9.5257**	**4.6000e-004**	**0.0000**	**9.5374**

3.4 Rough Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0239	0.0000	0.0239	0.0126	0.0000	0.0126	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.4200e-003	0.0600	0.0297	7.0000e-005		2.5900e-003	2.5900e-003		2.3800e-003	2.3800e-003	0.0000	6.1907	6.1907	2.0000e-003	0.0000	6.2408
Total	**5.4200e-003**	**0.0600**	**0.0297**	**7.0000e-005**	**0.0239**	**2.5900e-003**	**0.0265**	**0.0126**	**2.3800e-003**	**0.0149**	**0.0000**	**6.1907**	**6.1907**	**2.0000e-003**	**0.0000**	**6.2408**

3.4 Rough Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.8000e-004	0.0127	2.8900e-003	4.0000e-005	2.3500e-003	4.0000e-005	2.3900e-003	6.0000e-004	4.0000e-005	6.4000e-004	0.0000	3.8217	3.8217	1.9000e-004	0.0000	3.8265
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	8.0000e-005	8.2000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2574	0.2574	1.0000e-005	0.0000	0.2575
Total	**4.9000e-004**	**0.0128**	**3.7100e-003**	**4.0000e-005**	**2.6700e-003**	**4.0000e-005**	**2.7100e-003**	**6.8000e-004**	**4.0000e-005**	**7.3000e-004**	**0.0000**	**4.0791**	**4.0791**	**2.0000e-004**	**0.0000**	**4.0840**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0107	0.0000	0.0107	5.6500e-003	0.0000	5.6500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0300e-003	0.0613	0.0404	7.0000e-005		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	6.1907	6.1907	2.0000e-003	0.0000	6.2408
Total	**2.0300e-003**	**0.0613**	**0.0404**	**7.0000e-005**	**0.0107**	**1.5500e-003**	**0.0123**	**5.6500e-003**	**1.5500e-003**	**7.2000e-003**	**0.0000**	**6.1907**	**6.1907**	**2.0000e-003**	**0.0000**	**6.2408**

3.4 Rough Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.8000e-004	0.0127	2.8900e-003	4.0000e-005	2.3500e-003	4.0000e-005	2.3900e-003	6.0000e-004	4.0000e-005	6.4000e-004	0.0000	3.8217	3.8217	1.9000e-004	0.0000	3.8265
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	8.0000e-005	8.2000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2574	0.2574	1.0000e-005	0.0000	0.2575
Total	**4.9000e-004**	**0.0128**	**3.7100e-003**	**4.0000e-005**	**2.6700e-003**	**4.0000e-005**	**2.7100e-003**	**6.8000e-004**	**4.0000e-005**	**7.3000e-004**	**0.0000**	**4.0791**	**4.0791**	**2.0000e-004**	**0.0000**	**4.0840**

3.5 Fine Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0732	0.0000	0.0732	0.0398	0.0000	0.0398	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0173	0.1921	0.0950	2.3000e-004		8.2800e-003	8.2800e-003		7.6100e-003	7.6100e-003	0.0000	19.8103	19.8103	6.4100e-003	0.0000	19.9705
Total	**0.0173**	**0.1921**	**0.0950**	**2.3000e-004**	**0.0732**	**8.2800e-003**	**0.0815**	**0.0398**	**7.6100e-003**	**0.0474**	**0.0000**	**19.8103**	**19.8103**	**6.4100e-003**	**0.0000**	**19.9705**

3.5 Fine Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.4000e-004	2.6400e-003	1.0000e-005	1.0100e-003	1.0000e-005	1.0200e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8237	0.8237	2.0000e-005	0.0000	0.8241
Total	**3.7000e-004**	**2.4000e-004**	**2.6400e-003**	**1.0000e-005**	**1.0100e-003**	**1.0000e-005**	**1.0200e-003**	**2.7000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**0.8237**	**0.8237**	**2.0000e-005**	**0.0000**	**0.8241**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0330	0.0000	0.0330	0.0179	0.0000	0.0179	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4900e-003	0.1962	0.1294	2.3000e-004		4.9700e-003	4.9700e-003		4.9700e-003	4.9700e-003	0.0000	19.8103	19.8103	6.4100e-003	0.0000	19.9705
Total	**6.4900e-003**	**0.1962**	**0.1294**	**2.3000e-004**	**0.0330**	**4.9700e-003**	**0.0379**	**0.0179**	**4.9700e-003**	**0.0229**	**0.0000**	**19.8103**	**19.8103**	**6.4100e-003**	**0.0000**	**19.9705**

3.5 Fine Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.4000e-004	2.6400e-003	1.0000e-005	1.0100e-003	1.0000e-005	1.0200e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8237	0.8237	2.0000e-005	0.0000	0.8241
Total	**3.7000e-004**	**2.4000e-004**	**2.6400e-003**	**1.0000e-005**	**1.0100e-003**	**1.0000e-005**	**1.0200e-003**	**2.7000e-004**	**1.0000e-005**	**2.8000e-004**	**0.0000**	**0.8237**	**0.8237**	**2.0000e-005**	**0.0000**	**0.8241**

3.6 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2061	1.5629	1.5908	2.7600e-003		0.0736	0.0736		0.0711	0.0711	0.0000	226.9711	226.9711	0.0395	0.0000	227.9594
Total	**0.2061**	**1.5629**	**1.5908**	**2.7600e-003**		**0.0736**	**0.0736**		**0.0711**	**0.0711**	**0.0000**	**226.9711**	**226.9711**	**0.0395**	**0.0000**	**227.9594**

3.6 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0133	0.4451	0.1103	1.2000e-003	0.0295	8.9000e-004	0.0304	8.5400e-003	8.5000e-004	9.3800e-003	0.0000	115.5604	115.5604	5.4800e-003	0.0000	115.6975
Worker	0.0579	0.0384	0.4174	1.4400e-003	0.1600	1.0200e-003	0.1610	0.0426	9.4000e-004	0.0435	0.0000	130.3089	130.3089	2.7200e-003	0.0000	130.3769
Total	**0.0713**	**0.4836**	**0.5277**	**2.6400e-003**	**0.1895**	**1.9100e-003**	**0.1914**	**0.0511**	**1.7900e-003**	**0.0529**	**0.0000**	**245.8693**	**245.8693**	**8.2000e-003**	**0.0000**	**246.0744**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1049	2.1662	1.6848	2.7600e-003		0.0914	0.0914		0.0914	0.0914	0.0000	226.9709	226.9709	0.0395	0.0000	227.9592
Total	**0.1049**	**2.1662**	**1.6848**	**2.7600e-003**		**0.0914**	**0.0914**		**0.0914**	**0.0914**	**0.0000**	**226.9709**	**226.9709**	**0.0395**	**0.0000**	**227.9592**

3.6 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0133	0.4451	0.1103	1.2000e-003	0.0295	8.9000e-004	0.0304	8.5400e-003	8.5000e-004	9.3800e-003	0.0000	115.5604	115.5604	5.4800e-003	0.0000	115.6975
Worker	0.0579	0.0384	0.4174	1.4400e-003	0.1600	1.0200e-003	0.1610	0.0426	9.4000e-004	0.0435	0.0000	130.3089	130.3089	2.7200e-003	0.0000	130.3769
Total	**0.0713**	**0.4836**	**0.5277**	**2.6400e-003**	**0.1895**	**1.9100e-003**	**0.1914**	**0.0511**	**1.7900e-003**	**0.0529**	**0.0000**	**245.8693**	**245.8693**	**8.2000e-003**	**0.0000**	**246.0744**

3.6 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1980	1.5224	1.6394	2.8700e-003		0.0669	0.0669		0.0646	0.0646	0.0000	236.0789	236.0789	0.0401	0.0000	237.0811
Total	**0.1980**	**1.5224**	**1.6394**	**2.8700e-003**		**0.0669**	**0.0669**		**0.0646**	**0.0646**	**0.0000**	**236.0789**	**236.0789**	**0.0401**	**0.0000**	**237.0811**

3.6 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0104	0.3569	0.1027	1.2100e-003	0.0307	4.1000e-004	0.0311	8.8800e-003	3.9000e-004	9.2700e-003	0.0000	116.8147	116.8147	4.8600e-003	0.0000	116.9362
Worker	0.0563	0.0360	0.3993	1.4400e-003	0.1664	1.0400e-003	0.1675	0.0443	9.6000e-004	0.0452	0.0000	130.3311	130.3311	2.5400e-003	0.0000	130.3945
Total	**0.0667**	**0.3929**	**0.5020**	**2.6500e-003**	**0.1971**	**1.4500e-003**	**0.1986**	**0.0532**	**1.3500e-003**	**0.0545**	**0.0000**	**247.1457**	**247.1457**	**7.4000e-003**	**0.0000**	**247.3306**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1091	2.2528	1.7522	2.8700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	236.0786	236.0786	0.0401	0.0000	237.0808
Total	**0.1091**	**2.2528**	**1.7522**	**2.8700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**236.0786**	**236.0786**	**0.0401**	**0.0000**	**237.0808**

3.6 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0104	0.3569	0.1027	1.2100e-003	0.0307	4.1000e-004	0.0311	8.8800e-003	3.9000e-004	9.2700e-003	0.0000	116.8147	116.8147	4.8600e-003	0.0000	116.9362
Worker	0.0563	0.0360	0.3993	1.4400e-003	0.1664	1.0400e-003	0.1675	0.0443	9.6000e-004	0.0452	0.0000	130.3311	130.3311	2.5400e-003	0.0000	130.3945
Total	**0.0667**	**0.3929**	**0.5020**	**2.6500e-003**	**0.1971**	**1.4500e-003**	**0.1986**	**0.0532**	**1.3500e-003**	**0.0545**	**0.0000**	**247.1457**	**247.1457**	**7.4000e-003**	**0.0000**	**247.3306**

3.6 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.8100e-003	0.0609	0.0688	1.2000e-004		2.4800e-003	2.4800e-003		2.3900e-003	2.3900e-003	0.0000	9.9886	9.9886	1.6600e-003	0.0000	10.0302
Total	**7.8100e-003**	**0.0609**	**0.0688**	**1.2000e-004**		**2.4800e-003**	**2.4800e-003**		**2.3900e-003**	**2.3900e-003**	**0.0000**	**9.9886**	**9.9886**	**1.6600e-003**	**0.0000**	**10.0302**

3.6 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3000e-004	0.0149	4.1800e-003	5.0000e-005	1.3000e-003	2.0000e-005	1.3200e-003	3.8000e-004	2.0000e-005	3.9000e-004	0.0000	4.9088	4.9088	2.0000e-004	0.0000	4.9138
Worker	2.2400e-003	1.3700e-003	0.0157	6.0000e-005	7.0400e-003	4.0000e-005	7.0800e-003	1.8700e-003	4.0000e-005	1.9100e-003	0.0000	5.2958	5.2958	1.0000e-004	0.0000	5.2982
Total	**2.6700e-003**	**0.0163**	**0.0198**	**1.1000e-004**	**8.3400e-003**	**6.0000e-005**	**8.4000e-003**	**2.2500e-003**	**6.0000e-005**	**2.3000e-003**	**0.0000**	**10.2046**	**10.2046**	**3.0000e-004**	**0.0000**	**10.2120**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.6200e-003	0.0953	0.0741	1.2000e-004		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	9.9886	9.9886	1.6600e-003	0.0000	10.0302
Total	**4.6200e-003**	**0.0953**	**0.0741**	**1.2000e-004**		**4.0200e-003**	**4.0200e-003**		**4.0200e-003**	**4.0200e-003**	**0.0000**	**9.9886**	**9.9886**	**1.6600e-003**	**0.0000**	**10.0302**

3.6 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3000e-004	0.0149	4.1800e-003	5.0000e-005	1.3000e-003	2.0000e-005	1.3200e-003	3.8000e-004	2.0000e-005	3.9000e-004	0.0000	4.9088	4.9088	2.0000e-004	0.0000	4.9138
Worker	2.2400e-003	1.3700e-003	0.0157	6.0000e-005	7.0400e-003	4.0000e-005	7.0800e-003	1.8700e-003	4.0000e-005	1.9100e-003	0.0000	5.2958	5.2958	1.0000e-004	0.0000	5.2982
Total	**2.6700e-003**	**0.0163**	**0.0198**	**1.1000e-004**	**8.3400e-003**	**6.0000e-005**	**8.4000e-003**	**2.2500e-003**	**6.0000e-005**	**2.3000e-003**	**0.0000**	**10.2046**	**10.2046**	**3.0000e-004**	**0.0000**	**10.2120**

3.7 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9315
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.4400e-003**	**0.0339**	**0.0440**	**7.0000e-005**		**1.7400e-003**	**1.7400e-003**		**1.6000e-003**	**1.6000e-003**	**0.0000**	**5.8848**	**5.8848**	**1.8700e-003**	**0.0000**	**5.9315**

3.7 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.2000e-004	1.3400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4183	0.4183	1.0000e-005	0.0000	0.4185
Total	**1.9000e-004**	**1.2000e-004**	**1.3400e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4183**	**0.4183**	**1.0000e-005**	**0.0000**	**0.4185**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.7500e-003	0.0587	0.0493	7.0000e-005		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9314
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.7500e-003**	**0.0587**	**0.0493**	**7.0000e-005**		**2.0600e-003**	**2.0600e-003**		**2.0600e-003**	**2.0600e-003**	**0.0000**	**5.8848**	**5.8848**	**1.8700e-003**	**0.0000**	**5.9314**

3.7 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.2000e-004	1.3400e-003	0.0000	5.1000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4183	0.4183	1.0000e-005	0.0000	0.4185
Total	**1.9000e-004**	**1.2000e-004**	**1.3400e-003**	**0.0000**	**5.1000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4183**	**0.4183**	**1.0000e-005**	**0.0000**	**0.4185**

3.8 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1845					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	**1.1855**	**7.0400e-003**	**9.0700e-003**	**1.0000e-005**		**4.1000e-004**	**4.1000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2787**

3.8 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.0000e-004	3.3000e-003	1.0000e-005	1.2600e-003	1.0000e-005	1.2700e-003	3.4000e-004	1.0000e-005	3.4000e-004	0.0000	1.0296	1.0296	2.0000e-005	0.0000	1.0301
Total	**4.6000e-004**	**3.0000e-004**	**3.3000e-003**	**1.0000e-005**	**1.2600e-003**	**1.0000e-005**	**1.2700e-003**	**3.4000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0296**	**1.0296**	**2.0000e-005**	**0.0000**	**1.0301**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1845					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7000e-004	0.0118	9.1600e-003	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	**1.1851**	**0.0118**	**9.1600e-003**	**1.0000e-005**		**4.8000e-004**	**4.8000e-004**		**4.8000e-004**	**4.8000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2787**

3.8 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.0000e-004	3.3000e-003	1.0000e-005	1.2600e-003	1.0000e-005	1.2700e-003	3.4000e-004	1.0000e-005	3.4000e-004	0.0000	1.0296	1.0296	2.0000e-005	0.0000	1.0301
Total	**4.6000e-004**	**3.0000e-004**	**3.3000e-003**	**1.0000e-005**	**1.2600e-003**	**1.0000e-005**	**1.2700e-003**	**3.4000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0296**	**1.0296**	**2.0000e-005**	**0.0000**	**1.0301**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Improve Destination Accessibility

Increase Transit Accessibility

Integrate Below Market Rate Housing

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2334	1.0315	2.3887	8.7300e-003	0.7878	7.2200e-003	0.7951	0.2114	6.7400e-003	0.2182	0.0000	802.8546	802.8546	0.0289	0.0000	803.5767
Unmitigated	0.2427	1.0880	2.6072	9.7800e-003	0.8933	8.0300e-003	0.9013	0.2397	7.4900e-003	0.2472	0.0000	899.8553	899.8553	0.0315	0.0000	900.6424

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	741.02	741.02	741.02	1,711,465	1,509,512
City Park	0.00	0.00	0.00		
Strip Mall	447.45	447.45	447.45	689,088	607,775
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	1,188.47	1,188.47	1,188.47	2,400,553	2,117,288

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Unenclosed Parking with	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
City Park	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Strip Mall	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732
Unenclosed Parking with Elevator	0.580272	0.038274	0.193741	0.109917	0.015100	0.005324	0.018491	0.026678	0.002649	0.002134	0.005793	0.000896	0.000732

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	92.0656	92.0656	8.1200e-003	1.6800e-003	92.7693
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	146.6552	146.6552	0.0129	2.6800e-003	147.7760
NaturalGas Mitigated	6.1500e-003	0.0527	0.0235	3.4000e-004		4.2500e-003	4.2500e-003		4.2500e-003	4.2500e-003	0.0000	60.8874	60.8874	1.1700e-003	1.1200e-003	61.2492
NaturalGas Unmitigated	7.8100e-003	0.0669	0.0299	4.3000e-004		5.4000e-003	5.4000e-003		5.4000e-003	5.4000e-003	0.0000	77.2926	77.2926	1.4800e-003	1.4200e-003	77.7519

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.37941e+006	7.4400e-003	0.0636	0.0271	4.1000e-004		5.1400e-003	5.1400e-003		5.1400e-003	5.1400e-003	0.0000	73.6105	73.6105	1.4100e-003	1.3500e-003	74.0479
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	69000	3.7000e-004	3.3800e-003	2.8400e-003	2.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	3.6821	3.6821	7.0000e-005	7.0000e-005	3.7040
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.8100e-003**	**0.0669**	**0.0299**	**4.3000e-004**		**5.4000e-003**	**5.4000e-003**		**5.4000e-003**	**5.4000e-003**	**0.0000**	**77.2926**	**77.2926**	**1.4800e-003**	**1.4200e-003**	**77.7519**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.08954e+006	5.8700e-003	0.0502	0.0214	3.2000e-004		4.0600e-003	4.0600e-003		4.0600e-003	4.0600e-003	0.0000	58.1418	58.1418	1.1100e-003	1.0700e-003	58.4873
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	51450	2.8000e-004	2.5200e-003	2.1200e-003	2.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004	0.0000	2.7456	2.7456	5.0000e-005	5.0000e-005	2.7619
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.1500e-003**	**0.0527**	**0.0235**	**3.4000e-004**		**4.2500e-003**	**4.2500e-003**		**4.2500e-003**	**4.2500e-003**	**0.0000**	**60.8874**	**60.8874**	**1.1600e-003**	**1.1200e-003**	**61.2492**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	667074	99.4883	8.7700e-003	1.8200e-003	100.2486
City Park	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	157200	23.4450	2.0700e-003	4.3000e-004	23.6242
Unenclosed Parking with Elevator	159057	23.7219	2.0900e-003	4.3000e-004	23.9032
Total		**146.6552**	**0.0129**	**2.6800e-003**	**147.7760**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	488004	72.7815	6.4200e-003	1.3300e-003	73.3378
City Park	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	82998	12.3784	1.0900e-003	2.3000e-004	12.4730
Unenclosed Parking with Elevator	46302.7	6.9056	6.1000e-004	1.3000e-004	6.9584
Total		**92.0656**	**8.1200e-003**	**1.6900e-003**	**92.7693**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8223	0.0135	1.1744	6.0000e-005		6.5100e-003	6.5100e-003		6.5100e-003	6.5100e-003	0.0000	1.9198	1.9198	1.8500e-003	0.0000	1.9660
Unmitigated	0.8347	0.0154	1.2873	4.3000e-004		0.0249	0.0249		0.0249	0.0249	2.4643	1.9198	4.3841	0.0134	0.0000	4.7183

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1185					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6684					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0124	1.8400e-003	0.1128	3.7000e-004		0.0184	0.0184		0.0184	0.0184	2.4643	0.0000	2.4643	0.0115	0.0000	2.7523
Landscaping	0.0354	0.0135	1.1744	6.0000e-005		6.5100e-003	6.5100e-003		6.5100e-003	6.5100e-003	0.0000	1.9198	1.9198	1.8500e-003	0.0000	1.9660
Total	**0.8347**	**0.0154**	**1.2873**	**4.3000e-004**		**0.0249**	**0.0249**		**0.0249**	**0.0249**	**2.4643**	**1.9198**	**4.3841**	**0.0134**	**0.0000**	**4.7182**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1185					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6684					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0354	0.0135	1.1744	6.0000e-005		6.5100e-003	6.5100e-003		6.5100e-003	6.5100e-003	0.0000	1.9198	1.9198	1.8500e-003	0.0000	1.9660
Total	**0.8222**	**0.0135**	**1.1744**	**6.0000e-005**		**6.5100e-003**	**6.5100e-003**		**6.5100e-003**	**6.5100e-003**	**0.0000**	**1.9198**	**1.9198**	**1.8500e-003**	**0.0000**	**1.9660**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

Install Low Flow Shower

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	14.7153	0.3104	7.5200e-003	24.7154
Unmitigated	16.8643	0.3728	9.0200e-003	28.8718

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	10.2943 / 6.48991	14.9612	0.3365	8.1300e-003	25.7969
City Park	0 / 0.571911	0.2985	3.0000e-005	1.0000e-005	0.3008
Strip Mall	1.11109 / 0.680989	1.6046	0.0363	8.8000e-004	2.7741
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**16.8643**	**0.3728**	**9.0200e-003**	**28.8718**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	8.56901 / 6.48991	13.0215	0.2801	6.7800e-003	22.0455
City Park	0 / 0.571911	0.2985	3.0000e-005	1.0000e-005	0.3008
Strip Mall	0.92487 / 0.680989	1.3953	0.0302	7.3000e-004	2.3692
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**14.7153**	**0.3104**	**7.5200e-003**	**24.7154**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.4897	0.2653	0.0000	11.1229
Unmitigated	17.9586	1.0613	0.0000	44.4917

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	72.68	14.7534	0.8719	0.0000	36.5509
City Park	0.04	8.1200e-003	4.8000e-004	0.0000	0.0201
Strip Mall	15.75	3.1971	0.1889	0.0000	7.9207
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**17.9586**	**1.0613**	**0.0000**	**44.4917**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	18.17	3.6884	0.2180	0.0000	9.1377
City Park	0.01	2.0300e-003	1.2000e-004	0.0000	5.0300e-003
Strip Mall	3.9375	0.7993	0.0472	0.0000	1.9802
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**4.4897**	**0.2653**	**0.0000**	**11.1229**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.02	0.6	268	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (175 - 300 HP)	1.3000e-004	3.7000e-004	3.4000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0612	0.0612	1.0000e-005	0.0000	0.0615
Total	**1.3000e-004**	**3.7000e-004**	**3.4000e-004**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0612**	**0.0612**	**1.0000e-005**	**0.0000**	**0.0615**

11.0 Vegetation