

APPENDIX C

INITIAL STUDY ADDENDUM

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Since publication of the Initial Study, which was circulated with the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) on June 14, 2019, staff have identified the following minor clarifications and revisions to the description of the project and analysis provided in the Initial Study. In no case do these revisions result in a change to the impact conclusions presented in the Initial Study.

- Footnote 1 on page 1-2 of the Initial Study describes the street grid and directional descriptions used throughout the Initial Study. However, these directional descriptions have been revised in the EIR as identified in Chapter 3.0, Project Description, Footnote 1 on page 3-1 of the EIR, to reflect the more commonly used directional descriptions used by the City. Roadways progressing parallel to US 101 are designated eastbound-westbound (rather than northbound-southbound as identified in the Initial Study) and roadways parallel to Marsh Road are designated northbound-southbound (rather than eastbound-westbound). All compass directions referenced in the EIR use this revised orientation and north arrows on all figures note this directional convention as “project” north.
- The proposed square footages, residential unit mix, and other elements of the project have been refined since publication of the NOP and preparation of the Initial Study, and the EIR reflects these refinements. Project plans may be subject to continued refinement prior to consideration of project approval. The analysis in the Initial Study and EIR evaluates the maximum development potential for the proposed project.
- Energy estimates have been updated based on minor revisions to the project description and additional project-specific information. Based on the updated analysis, the estimated potential increased electricity demand associated with the proposed project is 515,758 kilowatt-hours (kWh) per year. In addition, the proposed project would result in approximately 1,523,278 vehicle miles traveled (VMT) per year, resulting in the consumption of approximately 69,240 gallons of gasoline per year. Impacts related to consumption of energy resources as discussed in Section 3.6, Energy would remain less than significant.
- The project has been revised to be consistent with the City’s recently adopted reach codes, which require the proposed building to be all electric. No natural gas connections would be installed. As such, the analysis of energy impacts provided in Section 3.6, Energy of the Initial Study overestimates the estimated annual energy consumption assumed for the proposed project as identified in Table 3.A on page 3-16. As shown, natural gas use represents a small fraction of overall energy use and the project’s impacts related to use of energy resources would be less than significant with or without the use of natural gas.
- The initiation of project construction and the project opening year have been revised to reflect the current project status throughout the EIR.

- Appendix B, which includes a copy of the ConnectMenlo Mitigation Monitoring and Reporting Program has been added to the Initial Study. The proposed project would be required to comply with all applicable mitigation measures identified in the ConnectMenlo MMRP, which is a requirement of any proposed development project in the city.