

B. TRANSPORTATION, CIRCULATION AND PARKING

This section describes the existing traffic, circulation, parking, and transit conditions in the vicinity of the project site and provides an analysis of the project's potential transportation-related impacts. This section is based on the Traffic Impact Analysis prepared by DKS Associates in December 2011.¹

1. Setting

This section describes the methods used to conduct the transportation analysis, and discusses the existing transportation system in the vicinity of the project site (including regional and local roadway networks, bicycle and pedestrian facilities, and transit service). Existing roadway operations are also summarized.

a. Methods. This analysis was prepared according to the methodology recommended in the City's Transportation Impact Analysis (TIA) Guidelines. City staff has selected four signalized intersections for analysis. These four intersections (shown on Figure IV.B-1) are ones that are most likely to be adversely affected by traffic generated by the proposed project. These intersections include:

1. El Camino Real/Menlo Avenue/Ravenswood Avenue
2. El Camino Real/Roble Avenue
3. El Camino Real/Middle Avenue
4. El Camino Real/Cambridge Avenue

The analysis of intersections focuses on the peak AM and PM commute times for a typical week. In addition, an analysis was conducted of potential impacts related to average daily traffic (ADT) added to local street segments by the project. The study segments analyzed include:

1. Middle Avenue between University Drive and El Camino Real
2. College Avenue between University Drive and El Camino Real
3. Partridge Avenue between University Drive and El Camino Real
4. Cambridge Avenue between University Drive and El Camino Real
5. University Drive between Middle Avenue and Cambridge Avenue
6. Alto Lane between Middle Avenue and College Avenue

The following conditions were evaluated as part of the analysis:

- **Existing Condition.** This condition represents traffic conditions in the summer of 2011, when this environmental review was initiated. Existing turning movement counts at the study intersections for the PM peak hour were obtained from the City's Circulation System Assessment Document (CSA). Signal timing parameters for the analysis are based on the analysis conducted for the CSA.
- **Near Term Condition.** This condition assumes full occupancy of planned/approved developments near the project site that would be completed in the near term. Near term conditions at the study intersections are based on data provided by City of Menlo Park staff in the CSA analysis. Planned or approved projects that are not included in the CSA have been provided by the City and are

¹ DKS Associates, 2011. *389 El Camino Real Project Traffic Impact Analysis*. December 15.

added to the Near Term Condition for both the peak hour analysis of the study intersections and the ADT analysis.

- **Near Term Plus Project Condition.** This condition represents traffic conditions that would exist in the Near Term Condition, plus the addition of project-related traffic.
- **Long Term Condition.** This condition represents traffic conditions that would exist in the Near Term Condition with an assumed growth rate of 1 percent per year to account for future development over a 20-year growth horizon. Similar to the Near Term Condition, this condition incorporates approved developments that were not included in the CSA.
- **Long Term Plus Project Condition.** This condition represents traffic conditions based on the Long Term Condition plus the addition of project-related traffic.

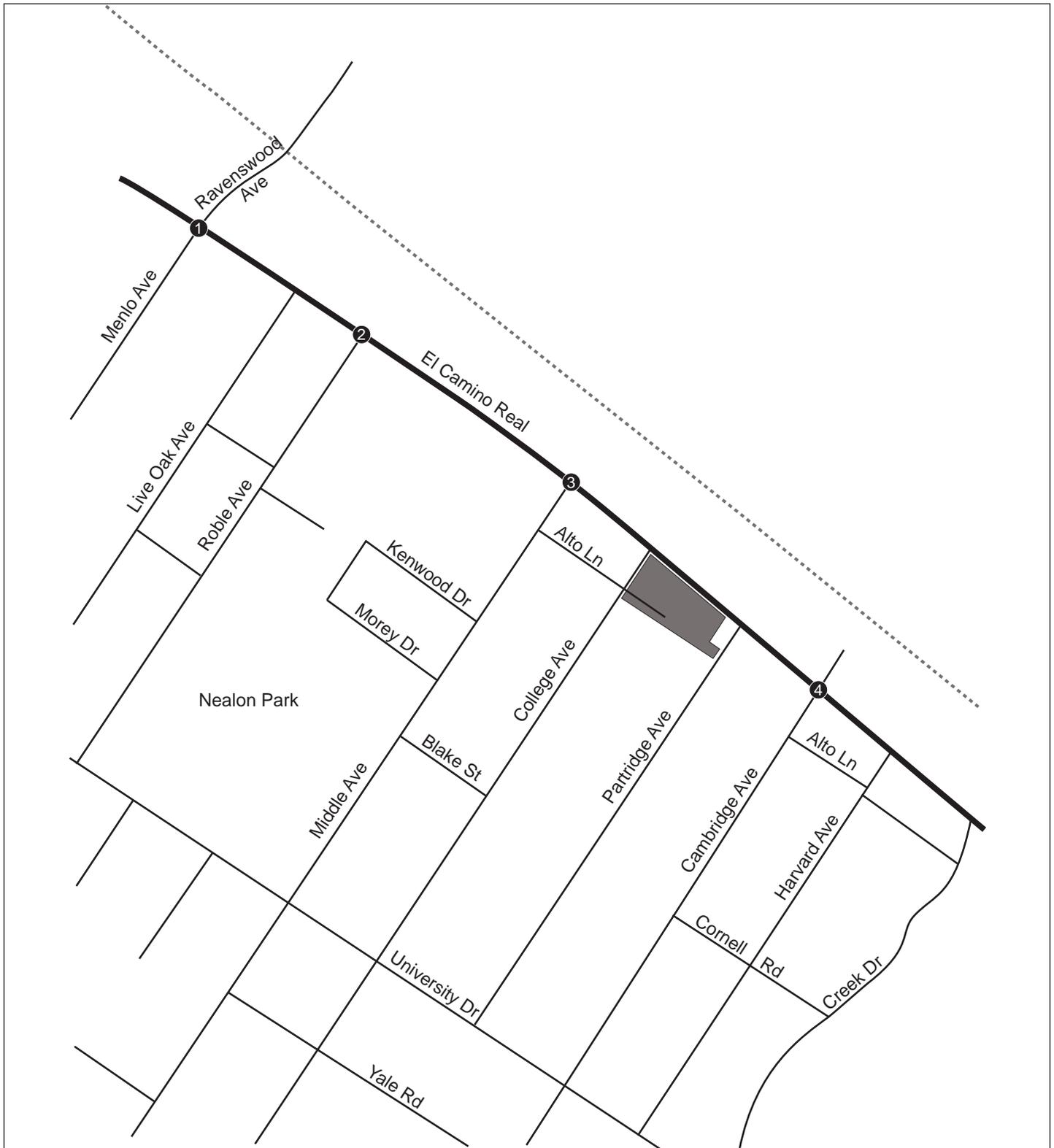
b. Existing Conditions. This section summarizes existing transportation conditions in the vicinity of the project site and includes a description of the existing project site, the roadway network, and vehicular traffic conditions within the project vicinity.

(1) Roadway Network. The existing roadway network in the vicinity of the project site is illustrated in Figure IV.B-1. El Camino Real is a primary arterial street in the vicinity of the project site. Middle Avenue between Valparaiso Avenue and El Camino Real and University Drive between Middle Avenue and Valparaiso Avenue are collector streets. Olive Street is located west of the study area and Valparaiso Avenue is located north of the study area. All other roadway segments near the project site are local streets.

El Camino Real (SR 82). El Camino Real is State Route 82 (SR 82) under the jurisdiction of the California Department of Transportation (Caltrans) and is classified as a primary arterial street with a speed limit of 35 miles per hour. It runs in a north-south direction along the eastern boundary of the project site and is divided by a short curb median with three lanes in each direction. Signalized intersections near the project site along El Camino Real occur at Menlo Avenue, Roble Avenue, Middle Avenue, and Cambridge Avenue, while unsignalized intersections occur at Live Oak Avenue, College Avenue, Partridge Avenue, Harvard Avenue, and Creek Drive. The free-flow movements of El Camino Real are not disrupted at these unsignalized intersections. Near the project site, limited on-street parking is permitted along the eastern side of the street, while it is permitted only in certain areas along the western side of the street.

Middle Avenue. Middle Avenue is a collector street between Olive Street and El Camino Real that runs in an east-west direction north of the project site. The roadway has one lane of travel in each direction and on-street parking is generally permitted but utilized at low levels. In addition, the speed limit along Middle Avenue is 30 miles per hour.

University Drive. University Drive is a north-south collector street from Olive Street to Creek Drive that runs in the north-south direction west of the project site. The roadway has one travel lane in each direction with permitted on-street parking on both sides of the street. The speed limit along University Drive is 25 miles per hour.



LSA

FIGURE IV.B-1



NOT TO SCALE

- Study Intersection
- Project Site
- XX (XX) AM (PM) Peak Hour Volumes

SOURCE: DKS ASSOCIATES, 2011.

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Study Area

College Avenue. College Avenue is an east-west street, is classified as a local street for its entire length between Arbor Road and El Camino Real, and extends along the northern boundary of the project site. The roadway has one travel lane in each direction and on-street parking is permitted on both sides of the street. Along College Avenue, the speed limit is 25 miles per hour. Permit parking is available on College Avenue.

Partridge Avenue. Partridge Avenue is an east-west street and is classified as a local street for its length from University Drive to El Camino Real. Partridge Avenue borders the southern side of the project site and has one lane of travel in each direction. On-street parking is permitted on both sides of the street and the speed limit is 25 miles per hour. Permit parking is available on Partridge Avenue.

Cambridge Avenue. Cambridge Avenue is an east-west street and is classified as a local street for its entire length from Arbor Road to El Camino Real. Cambridge Avenue is a block south of the project site with permitted on-street parking on both sides of the street. Cambridge Avenue has one travel lane in each direction with a speed limit of 25 miles per hour.

Alto Lane. Alto Lane is a north-south street, is classified as a local street, and intermittently runs between Middle Avenue and Creek Drive, including a segment within the project site. On-street parking is not permitted along Alto Lane but off-street parking is available via accessory parking to private businesses. The speed limit is not posted. The segment of Alto Lane that exists on the project site is accessible through a gate off of College Avenue and dead ends approximately 170 feet south of College Avenue.

(2) Level of Service Significance Threshold. The level of service (LOS) criteria for signalized and unsignalized intersections are presented in Table IV.B-1. These range from LOS A, which indicates free-flow conditions with little or no delay, to LOS F, which indicates congested conditions with excessive delays.

Table IV.B-1: Intersection Level of Service Definitions

Level of Service	Description	Total Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Little or no delay	≤ 10.0	≤ 10.0
B	Short traffic delay	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	Average traffic delay	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	Long traffic delay	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	Very long traffic delay	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	Extreme traffic delay	> 80.0	> 50.0

Source: Transportation Research Board, 2000.

The City’s LOS significance threshold for each study intersection is presented in Tables IV.B-2 and IV.B-3 (the significance thresholds applied to the project are discussed in more detail in Section 2, Impacts and Mitigation Measures). In addition, the total number of vehicles a roadway is expected to accommodate on a daily basis based on the roadway classification is listed in Table IV.B-3.

Table IV.B-2: Intersection Level of Service Thresholds

Study Intersection	Jurisdiction	LOS Significance Threshold	Significance Threshold for Unacceptable LOS
1. El Camino Real/Menlo Ave./Ravenswood Ave.	State	D, on local approaches ^a	LOS becomes E or F or 0.8 second increase to critical local approaches if LOS is currently E or F
2. El Camino Real/Roble Ave.	State	Same as above	Same as above
3. El Camino Real/Middle Ave.	State	Same as above	Same as above
4. El Camino Real/Cambridge Ave.	State	Same as above	Same as above

Source: DKS Associates, 2011.

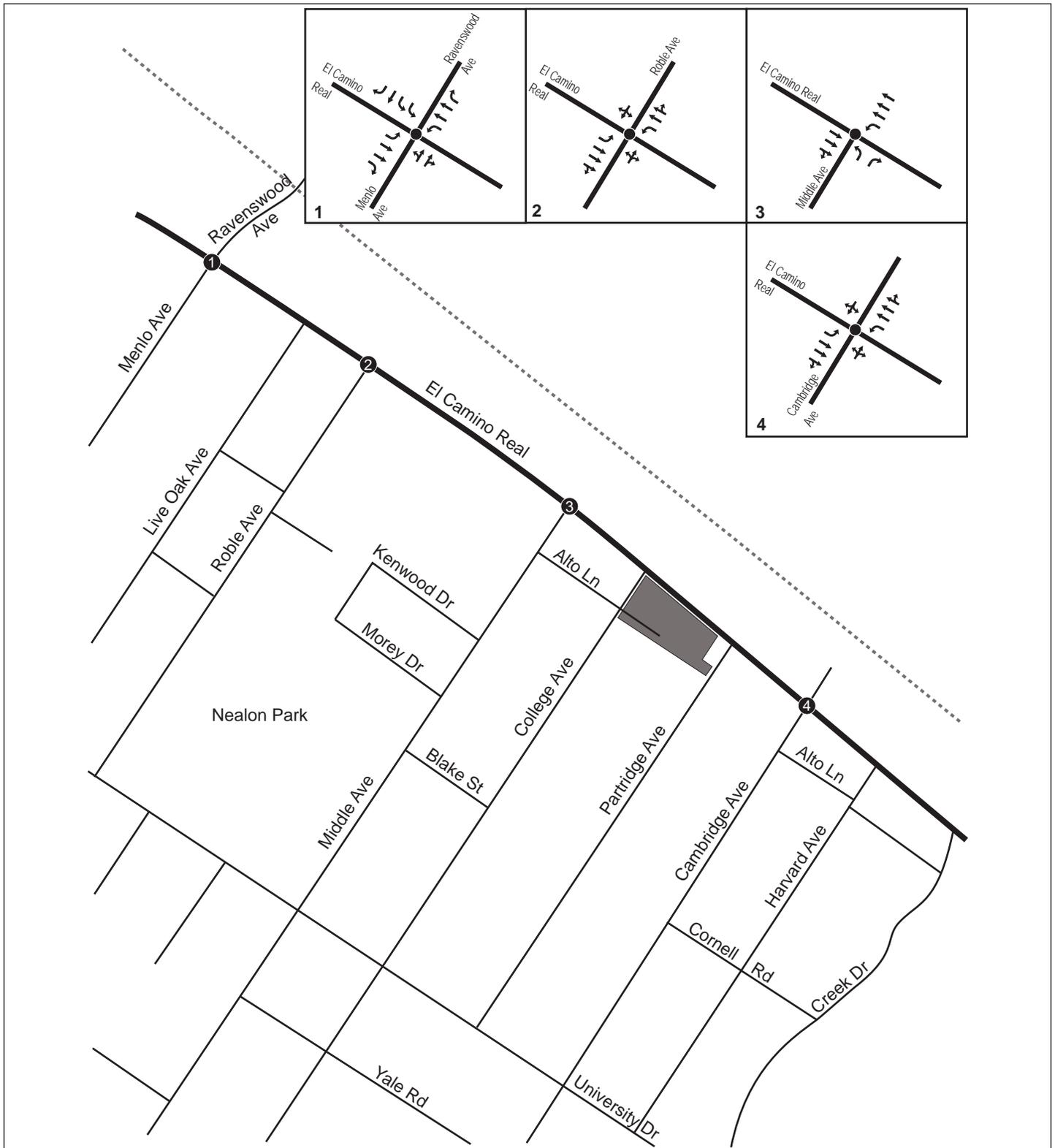
Traffic Demand and Levels of Service. Existing Condition intersection traffic volumes have been obtained from the 2009 CSA provided by the City. These intersection volumes have been analyzed using the Traffix analysis software. Existing intersection lane geometrics are provided in Figure IV.B-2. Existing peak hour traffic volumes for the study intersections and ADT estimates for the study segments are provided in Figures IV.B-3 and IV.B-4, respectively.

Table IV.B-3: Roadway Segment Level of Service Thresholds

Study Roadway Segment	Between	Classification	Daily Capacity	Significance Threshold
1. Middle Ave.	University Dr. and El Camino Real	Collector	10,000	Impact if Average Daily Traffic (ADT) is >9,000 vehicles and project adds >50 trips, or ADT is >5,000 and project increases ADT by 12.5%, or ADT is <5,000 and project increases ADT by 25%.
2. College Ave.	University Dr. and El Camino Real	Local	1,500	Impact if Average Daily Traffic (ADT) is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.
3. Partridge Ave.	University Dr. and El Camino Real	Local	1,500	Same as for Study Roadway Segment 2, above
4. Cambridge Ave.	University Dr. and El Camino Real	Local	1,500	Same as for Study Roadway Segment 2, above
5. University Dr.	Middle Ave. and Cambridge Ave.	Local	1,500	Same as for Study Roadway Segment 2, above
6. Alto Ln.	Middle Ave. and College Ave.	Local	1,500	Same as for Study Roadway Segment 2, above

Source: DKS Associates, 2011.

Existing peak hour intersection levels of service are summarized in Table IV.B-4. Detailed calculations are provided in Appendix C of the Transportation Impact Analysis (available for review at the Menlo Park Community Development Department).



LSA

FIGURE IV.B-2



NOT TO SCALE

- Study Intersection
- Project Site
- xx (xx) AM (PM) Peak Hour Volumes
- Average Daily Traffic

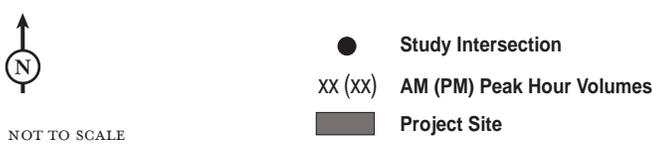
SOURCE: DKS ASSOCIATES, 2011.

389 El Camino Real Project EIR
Existing Intersection Lane Geometry



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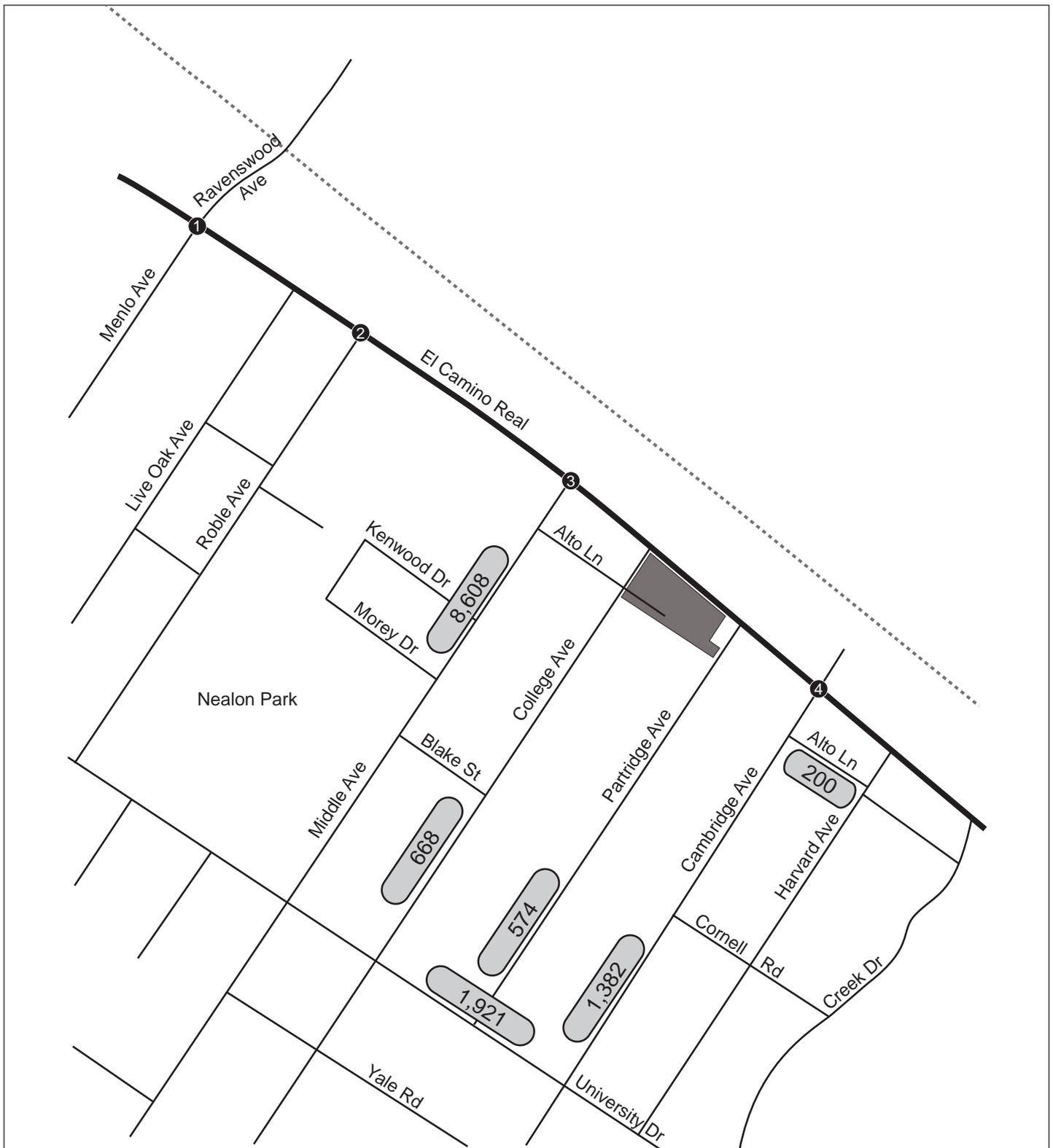
FIGURE IV.B-3



NOT TO SCALE

SOURCE: DKS ASSOCIATES, 2011.

389 El Camino Real Project EIR
Existing Peak Hour Traffic Volumes



LSA

FIGURE IV.B-4



NOT TO SCALE

- Study Intersection
- 668 Existing Average Daily Traffic
- Project Site

SOURCE: DKS ASSOCIATES, 2011.

389 El Camino Real Project EIR
Existing Average Daily Traffic

Table IV.B-4: Existing Levels of Service

Study Intersection	AM Peak Hour		PM Peak Hour	
	Delay ^a	LOS ^b	Delay	LOS
1. El Camino Real/Menlo Ave./Ravenswood Ave.	41.0	D	44.1	D
Critical Local Approaches ^c	59.5/55.1	E/E	61.9/61.4	E/E
2. El Camino Real/Roble Ave.	10.8	B	14.2	B
Critical Local Approaches	57.9/53.2	E/D	67.7/56.8	E/E
3. El Camino Real/Middle Ave.	35.5	D	25.3	C
Critical Local Approaches	49.7/NA ^d	D/NA	64.2/NA	E/NA
4. El Camino Real/Cambridge Ave.	13.5	B	12.3	B
Critical Local Approaches	66.7/62.0	E/E	66.4/62.8	E/E

Notes:

^a Delay = average for signalized intersections.

^b LOS = Level of service, represents average for signalized intersections.

^c Average delay for eastbound/westbound critical movements for local approaches.

^d NA denotes not applicable.

Bold delays and LOS indicate an unacceptable LOS E or F condition.

Source: DKS Associates, 2011.

Critical movements for local approaches to State-controlled intersections at all of the study intersections operate at LOS D or E during both the AM and PM peak hours. The westbound critical movement for the local approach to El Camino Real/Roble Avenue and the eastbound critical movement for the local approach to El Camino Real/Middle Avenue operate at LOS D while the other critical local approaches during the AM and PM peak hours operate at LOS E.

(3) Roadway Segment Analysis. The existing ADT for the analyzed roadways has been provided by the City for a typical weekday and is shown in Figure IV.B-4. The TIA Guidelines describe the estimated ideal capacity at 10,000 vehicles per day (vpd) for collector streets and 1,500 vpd for local streets. The Existing Condition roadway analysis is detailed in Table IV.B-5. The table indicates that all of the roadways currently operate under capacity, with the exception of University Drive between Middle Avenue and Cambridge Avenue. The highest volumes along the study roadways occur along Middle Avenue between University Drive and El Camino Real.

Table IV.B-5: Existing Average Daily Traffic Summary

	Roadway Class	Capacity	Volume
Middle Ave. (University Dr. to El Camino Real)	Collector	10,000	8,608
College Ave. (University Dr. to El Camino Real)	Local	1,500	668
Partridge Ave. (University Dr. to El Camino Real)	Local	1,500	574
Cambridge Ave. (University Dr. to El Camino Real)	Local	1,500	1,382
University Dr. (Middle to Cambridge Ave.)	Local	1,500	1,921
Alto Ln. (Middle to College Ave.)	Local	1,500	200

Bold numbers indicate an unacceptable condition.

Source: City of Menlo Park, 2009.

(4) Parking. Limited on-street parking is permitted along the western and eastern sides of El Camino Real, but is generally more available along the eastern side of the street. On-street parking is

also available on side streets, including Middle Avenue, College Avenue, and Partridge Avenue. However, it should be noted that daytime (defined as 7:00 a.m. to 10:00 p.m. by Chapter 8.06 of the Menlo Park Municipal Code) on-street parking in the College Avenue area is only available by permit in certain areas. Within the project site study area, these areas include the 600-800 blocks of Cambridge Avenue, the 600-800 blocks of College Avenue, the 600-800 blocks of Partridge Avenue, and the 0-200 blocks of University Drive.

On-street overnight parking is restricted by Chapter 11.24.050 of the Menlo Park Municipal Code which states that on-street parking during the overnight hours (defined as between the hours of 2:00 a.m. and 5:00 a.m.) is not permitted within a residential zone or within 300 feet of a residential zone. Annual on-street overnight parking permits are only available for certain apartment buildings within the City that lack adequate resident parking spaces and are zoned R-3. However, all Menlo Park residents are allowed to purchase up to 100 temporary one-night permits per year.

Private off-street lots in the vicinity of the project site are located along the El Camino Real corridor, adjacent to commercial land uses.

(5) Transit. The San Mateo County Transit District (SamTrans) operates 48 bus routes throughout San Mateo County that link to areas of San Francisco and Palo Alto. The express KX route runs along El Camino Real near the project site and provides service between San Francisco and Palo Alto. The local 390 route runs along El Camino Real and connects the Daly City Bay Area Rapid Transit (BART) station with Palo Alto. The 83 line runs within Menlo Park and Atherton and provides local service. The 83 line runs along University Drive, Middle Avenue, and El Camino Real near the project site and also serves the Menlo Park Caltrain Station. Local route 295 operates between San Mateo and Menlo Park and mainly serves residential neighborhoods along the El Camino corridor. The route passes approximately 0.5 mile north of the project site and serves the Menlo Park Caltrain Station.

Caltrain is a commuter rail line that operates between San Francisco and the Santa Clara Valley. On weekdays, Caltrain operates 90 daily trains which provide a mix of local, limited, and express service. The closest Caltrain stop is approximately 0.5 miles north of the project site at the Menlo Park Caltrain Station and is serviced 60 times per weekday. Transit connections with the 295, 296, 390, and KX SamTrans bus routes occur at the Menlo Park Caltrain Station.

In recent years, SamTrans and Caltrain have reduced service and operations as a result of financial constraints. The routes identified in this report are current as of June 2011 but may change as additional service changes are considered in the future. Transit routes in the vicinity of the project site are shown in Figure IV.B-5.



LSA

FIGURE IV.B-5



NOT TO SCALE

- Study Intersection
- 83 Bus Route
- Project Site

SOURCE: DKS ASSOCIATES, 2011.

389 El Camino Real Project EIR
Existing Area Transit Routes

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(6) Bicycle and Pedestrian Facilities. In the vicinity of the project site there are few on-street bicycle facilities. El Camino Real does not accommodate any bike paths or lanes, but bicyclists are regularly observed riding in the right lane. The closest on-street bicycle facility west of El Camino Real is a Class II² facility located along Santa Cruz Avenue north of the project site. Bicycle facilities are more prevalent east of El Camino Real, with Class II facilities along Willow Road and Class II and Class III facilities along Laurel Street.

Existing sidewalks around the project site are between 4 and 6 feet in width and are present along the El Camino Real, College Avenue, and Partridge Avenue site frontages. Crosswalk striping is not provided at most unsignalized intersections, but is provided at signalized intersections, including those at El Camino Real and Middle Avenue and El Camino Real and Cambridge Avenue. The nearest crosswalks traversing El Camino Real are at Middle Avenue, one block to the north of the site and Cambridge Avenue, one block to the south of the site. The sidewalks in the vicinity of the project site are generally in acceptable condition. Some sidewalk furniture is present in the area and poles, fire hydrants, street sign poles, trees, and mailboxes are also present along area sidewalks.

2. Impacts and Mitigation Measures

This section of the EIR contains the following components:

- The significance criteria used to determine whether the project's effects would be considered significant;
- A description of transportation conditions under the Near Term Condition and Long Range Condition; and
- An analysis of the impacts that would result from the project and mitigation measures to reduce these impacts.

a. Criteria of Significance. The City of Menlo Park, the County of San Mateo, and Caltrans each has transportation impact guidelines and standards of significance. The recommended checklist questions in Appendix G of the *CEQA Guidelines* are addressed through these local, regional and State guidelines. The project analysis includes City of Menlo Park and Caltrans facilities. As such, the appropriate standards of significance are applied to respective intersections and roadway segments.

Generally a project would have a significant effect on the environment if it would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips on roads, or congestion at intersections), or change the condition of an existing street (i.e., through street closures, changing direction of travel) in a manner that would substantially affect access or the traffic load and capacity of the street system. Adverse effects to surrounding pedestrian and bicycle facilities and transit system are also considered. Specifically, the following detailed significance criteria apply to intersections, roadway segments, parking, pedestrian and bicycle facilities, and transit.

² Class I facilities (bike paths) are completely separated, with a paved right-of-way (shared with pedestrians) which exclude general motor vehicle traffic. Class II facilities (bike lanes) include a striped lane for one-way bike travel on a roadway. Class III facilities (bike routes) are typically on streets with low traffic volumes and speeds, with features allowing for preferential bike treatment, such as stenciling.

- a) Implementation of the project would have a significant impact on intersection operations if it would result in the following:
- At arterial signalized intersections in Menlo Park, the addition of project traffic causes an intersection operating at LOS D or better to operate at LOS E or F; or an increase of 23 seconds or greater in average vehicle delay; or an increase of more than 0.8 seconds of delay to vehicles on the most critical movements of an arterial intersection operating at LOS E or F prior to the addition of project traffic.
 - At local approaches (i.e., under the jurisdiction of the City) to State-controlled signalized intersections in Menlo Park, the addition of project traffic causes an intersection operating at LOS D or better to operate at LOS E or F; or an increase of 23 seconds or greater in average vehicle delay; or an increase of more than 0.8 seconds of delay to vehicles on the most critical movements of local approaches to State-controlled signalized intersections operating at LOS E or F prior to the addition of project traffic.
 - At other signalized intersections (collector or local streets), the addition of project traffic causes an intersection operating at LOS C or better to operate at LOS D, E or F; or an increase of 23 seconds or greater in average vehicle delay; or an increase of more than 0.8 seconds of delay to vehicles on the most critical movements of a collector or local street intersection operating at LOS D, E or F prior to the addition of project traffic.
 - At signalized intersections within the City of Palo Alto, the addition of project traffic causes a regional intersection operating at LOS E or better to operate at LOS F; or causes an intersection currently operating at LOS F to increase in critical movement delay of 4 seconds or more; and increases the critical volume-to-capacity (v/c) ratio by 0.01 or more.
 - At signalized intersections within the Town of Atherton, the addition of project traffic causes an intersection operating at LOS D or better to operate at LOS E or F; or causes an intersection currently operating at LOS E to operate at LOS F; or causes an intersection currently operating at LOS F to increase delay by more than 4 seconds.
 - On minor arterial streets, if the existing ADT is: (1) greater than 18,000 (90 percent of capacity) and there is a net increase of 100 trips or more in ADT due to project related traffic; (2) the ADT is greater than 10,000 (50 percent of capacity) but less than 18,000, and the project-related traffic increases the ADT by 12.5 percent or the ADT becomes 18,000 or more; or (3) the ADT is less than 10,000, and the project-related traffic increases the ADT by 25 percent.
 - On collector streets, if the existing ADT is: (1) greater than 9,000 (90 percent of capacity) and there is a net increase of 50 trips or more in ADT due to project-related traffic; (2) the ADT is greater than 5,000 (50 percent of capacity) but less than 9,000, and the project-related traffic increases the ADT by 12.5 percent or the ADT becomes 9,000 or more; or (3) the ADT is less than 5,000, and the project-related traffic increases the ADT by 25 percent.
 - On local streets, if the existing ADT is: (1) greater than 1,350 (90 percent of capacity) and there is a net increase of 25 trips or more in ADT due to project-related traffic; (2) the ADT is greater than 750 (50 percent of capacity) but less than 1,350, and the project-

related traffic increases the ADT by 12.5 percent or the ADT becomes 1,350; or (3) the ADT is less than 750, and the project-related traffic increases the ADT by 25 percent.

- On freeway segments, the addition of project traffic causes a freeway segment to operate worse than its adopted Congestion Management Program (CMP) LOS standard, or adds traffic equivalent to 1 percent of the segment's capacity for segments violating the CMP LOS standard prior to the addition of project traffic.
- b) Implementation of the project would have a significant impact on transit operations if:
- The project would generate a substantial increase in transit riders that cannot be adequately served by the existing transit services; or
 - The project would generate demand for transit services in an area that is more than 0.25 miles from existing transit routes.
- c) Implementation of the project would have a significant impact on pedestrian or bicycle circulation if:
- The project would not provide adequate pedestrian or bicycle facilities to connect to the area circulation system; or
 - Vehicles would cross pedestrian facilities on a regular basis without adequate design and/or warning systems, causing safety hazards; or
 - The project design would cause increased potential for bicycle/vehicle conflicts.
- d) Implementation of the project would have a significant impact on parking if:
- The project fails to provide a sufficient quantity of parking for vehicles;
 - The project increases off-site parking demand above that which is provided in the immediate project area; or
 - The project fails to provide a sufficient quantity of parking for bicycles.

b. Transportation System in the Near Term Condition. This section discusses the operation of the transportation system in the Near Term Condition, without implementation of the proposed project.

A list of near term projects has been provided by the City and includes projects that are planned (i.e., for which applications have been submitted for development permits) or approved. Table IV.B-6 summarizes projects that were included in the CSA; traffic from these developments has been added to the study intersections and roadway segments for the Near Term Condition. A complete list of approved and planned projects is contained in Appendix A of the Transportation Impact Analysis.

Table IV.B-6: Near Term Developments in the Project Vicinity

Project/Land Use	Land Use	Size	Units
1906 El Camino Real	Office/Restaurant	9,825/5,742	SF/SF
1706 El Camino Real	Office/Restaurant	10,166/6,875	SF/SF
Menlo Gateway	Office	111,679	SF
	R&D	58,505	SF
	Office	694,669	SF
	Health Club	69,467	SF
	Restaurant	6,947	SF
	Retail	10,420	SF
	Hotel	230	Rms
2550 Sand Hill Road	Office	23,011	SF
Hamilton East	Residential/Residential/Light Industrial	214/8/55,861	DU/DU/SF
Menlo Business Park	R&D	145,000	SF
Facebook Campus	Office	1,476,000	SF

Note: Units are provided in terms of square feet (SF), dwelling units (DU) and Rooms (Rms).

Source: City of Menlo Park, 2011.

(1) Traffic Volumes and Levels of Service. Peak hour traffic volumes for the Near Term Condition have been provided by the City for the signalized study intersections during the AM and PM peak hours via the Near Term Condition component of the CSA Traffix Model. Figure IV.B-6 shows the Near Term Condition traffic volumes for the study intersections. No planned/programmed mitigation measures would be implemented by the time the near term developments are built and occupied.

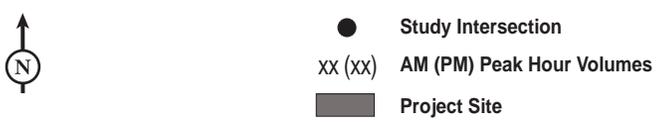
Intersection geometrics will remain the same as under the Existing Condition. Slight changes to signal timing parameters are based on the CSA.

As shown in Table IV.B-7, under the Near Term Condition during the AM peak hour, the intersection of El Camino Real/Ravenswood Avenue/Menlo Avenue would remain at LOS D while at El Camino Real/Middle Avenue the LOS would improve from D in the Existing Condition to C in the Near Term Condition. In the PM peak hour, El Camino Real/Ravenswood Avenue/Menlo Ave would decline from LOS D in the Existing Condition to LOS F in the Near Term Condition. Two critical movements for local approaches to State-controlled intersections would experience a decrease in LOS: during the PM peak hour, the eastbound and westbound critical movements for the local approaches to El Camino Real/Ravenswood Avenue/Menlo Avenue would be LOS E for the Existing Condition and LOS F for the Near Term Condition. All local approaches to State-controlled intersections would operate at unacceptable LOS E or F for either the AM Peak Hour, PM Peak Hour, or both.



LSA

FIGURE IV.B-6



NOT TO SCALE

SOURCE: DKS ASSOCIATES, 2011.

389 El Camino Real Project EIR
Near Term Peak Hour Volumes

Table IV.B-7: Near Term Condition Level of Service

Study Intersection	AM Peak Hour		PM Peak Hour	
	Delay ^a	LOS ^b	Delay	LOS
1. El Camino Real/Menlo Ave./Ravenswood Ave.	52.6	D	82.5	F
Critical Local Approaches ^c	55.3^e/72.2	E/E	113.0/112.0	F/F
2. El Camino Real/Roble Ave.	11.0	B	14.4	B
Critical Local Approaches	58.2/53.4	E/D	71.0/57.4	E/E
3. El Camino Real/Middle Ave.	29.1	C	25.7	C
Critical Local Approaches	50.9/NA ^d	D/NA	67.6/NA	E/NA
4. El Camino Real/Cambridge Ave.	11.2	B	12.4	B
Critical Local Approaches	66.9/62.1	E/E	66.6/62.9	E/E

Notes:

^a Delay = average for signalized intersections.

^b LOS = Level of service, represents average for signalized intersections.

^c Average delay for eastbound/westbound critical movements for local approaches.

^d NA denotes not applicable.

^e Occasionally, adding a small amount of traffic to an intersection or approach will improve the overall average operation and level of delay if, for instance, a green signal is utilized by additional drivers.

Bold delays and LOS indicate an unacceptable LOS E or F condition.

Source: DKS Associates, 2011.

(2) **Roadway Segment Analysis.** The Near Term Condition ADT volumes are illustrated in Figure IV.B-7. The roadway analysis for the Near Term Condition is shown in Table IV.B-8. The Near Term Condition would add between four and 172 vehicles to the analyzed roadway segments. As shown, overall traffic volumes would continue to be below capacity for the analyzed roadways with the background roadway growth added to the existing demand, with the exception of University Drive between Middle Avenue and Cambridge Avenue.

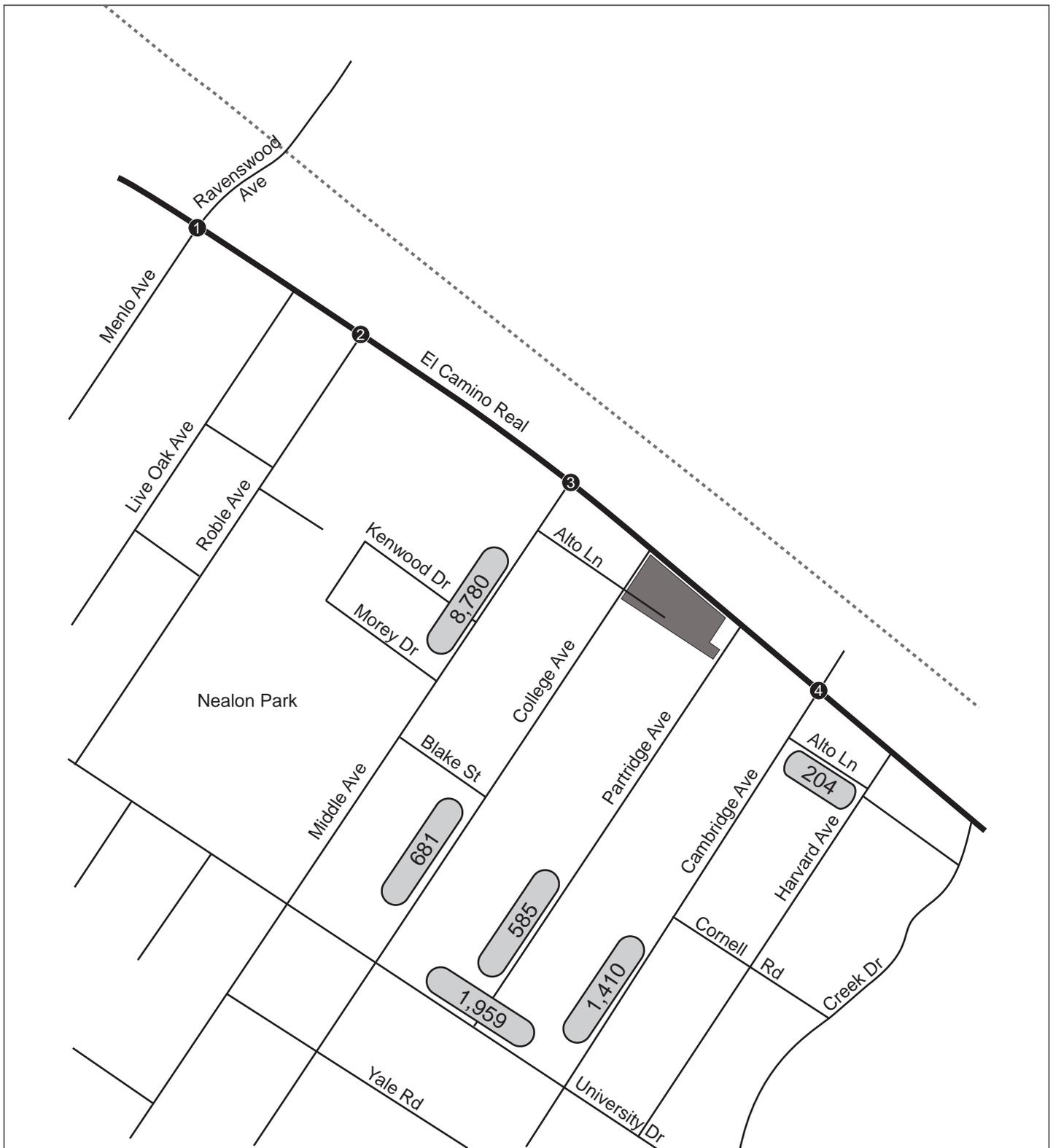
Table IV.B-8: Near Term Condition Average Daily Traffic Summary

	Roadway Class	Capacity	Existing Volume	Near Term		
				ADT	Volume Added for Near Term	% Change From Existing
Middle Ave. (University to El Camino Real)	Collector	10,000	8,608	8,780	172	2.0%
College Ave. (University to El Camino Real)	Local	1,500	668	681	13	2.0%
Partridge Ave. (University to El Camino Real)	Local	1,500	574	585	11	2.0%
Cambridge Ave. (University to El Camino Real)	Local	1,500	1,382	1,410	28	2.0%
University Dr. (Middle to Cambridge)	Local	1,500	1,921	1,959	38	2.0%
Alto Ln. (Middle to College)	Local	1,500	200	204	4	2.0%

Bold numbers indicate an unacceptable condition.

Source: City of Menlo Park, 2009.

(3) **Parking.** Off-street and on-street parking conditions would remain the same as under the Existing Condition (with no vehicle parking along the El Camino Real frontage of the site). No changes in parking would be expected.



LSA

FIGURE IV.B-7



NOT TO SCALE

- Study Intersection
- Project Site
- 668 Near Term Average Daily Traffic

SOURCE: DKS ASSOCIATES, 2011.

389 El Camino Real Project EIR
Near Term Average Daily Traffic

(4) Transit, Bicycle, and Pedestrian Facilities. The 2005 Menlo Park comprehensive Bicycle Development Plan identifies Middle Avenue, College Avenue, and University Drive as roadways for Class II Bike Lanes. These lanes are programmed as a mid-term project, and may be implemented by the Near Term Condition.

There are no major anticipated changes to transit and pedestrian facilities in the Near Term Condition. As noted above, in recent years, SamTrans and Caltrain have reduced service and operations as a result of financial constraints. The routes identified in this report are current as of June 2011 but may change as additional service changes are considered in the future.

c. Transportation System in the Near Term Plus Project Condition. This section discusses the operation of the transportation system in the Near Term Plus Project Condition.

(1) Trip Generation and Distribution. The estimated trip generation for the proposed residential uses and for the existing residential uses has been calculated based on the trip generation rates from the *ITE Trip Generation* (8th Edition, 2008). Trip credits have been applied in order to properly account for the existing housing units on the site. The proposed project would generate approximately 13 net AM peak hour trips (4 inbound trips and 9 outbound trips) and 17 net PM peak hour trips (11 inbound trips and 6 outbound trips). The project trip generation is summarized in Table IV.B-9. Even though the official project description includes 26 residential units, the analysis in this section assumes that 27 residential units (one additional unit beyond those proposed as part of the project) would be developed because 27 units is the number of units permitted on the site under the State’s Density Bonus Law, given the number of low-income units proposed as part of the project.

Table IV.B-9: Project Trip Generation

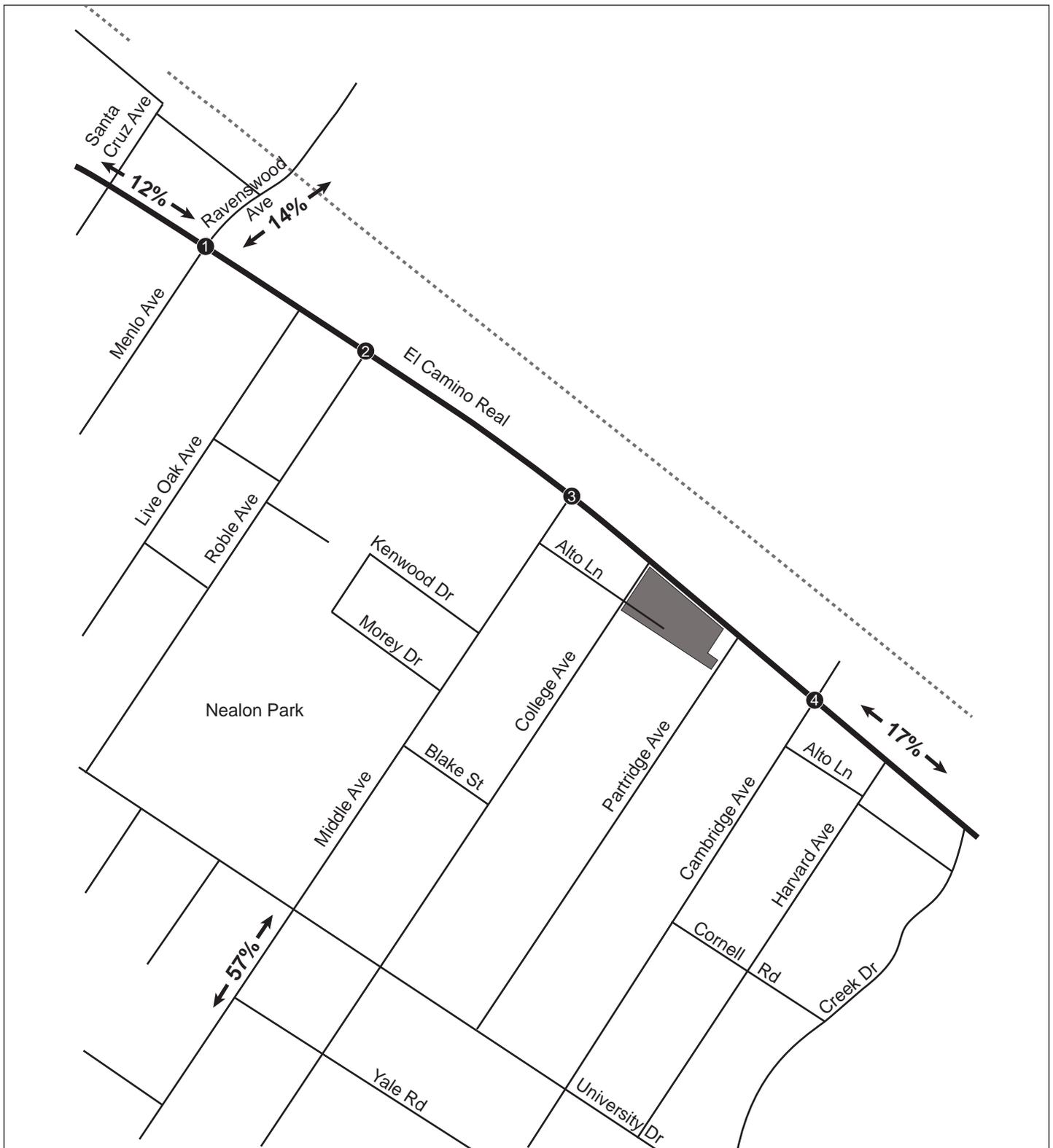
Existing Uses	Land Use Code	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Existing Single Family Detached Housing (1)	210	0	-1	-1	-1	0	-1	-10
Existing Residential Condominium/Townhouse (3)	230	0	-2	-2	-1	-1	-2	-30
Total for Existing Uses		0	-3	-3	-2	-1	-3	-40
Proposed Uses								
Proposed Single Family Detached Housing (10)	210	2	6	8	7	4	11	96
Proposed Residential Condominium/Townhouse (17)	230	2	6	8	6	3	9	99
Total for Proposed Uses		4	12	16	13	7	20	195
Total Net New Trips		4	9	13	11	6	17	155

Note: The existing trip credit represents the residential units on the project site. Values are rounded.

Source: DKS Associates, 2011.

Trips generated by the existing land uses and proposed project are assumed to have distribution patterns consistent with the travel patterns outlined in the CSA. Figure IV.B-8 illustrates the trip distribution patterns for the existing and proposed land uses, Figure IV.B-9 illustrates the peak hour project trip assignment, and Figure IV.B-10 illustrates the average daily traffic associated with the project.

(2) Traffic Volumes and Levels of Service. Near Term Plus Project Condition peak hour traffic volumes are provided in Figure IV.B-11. An intersection level of service comparison summary between the Near Term Condition and Near Term Plus Project Condition is shown in Table IV.B-10.



LSA

FIGURE IV.B-8

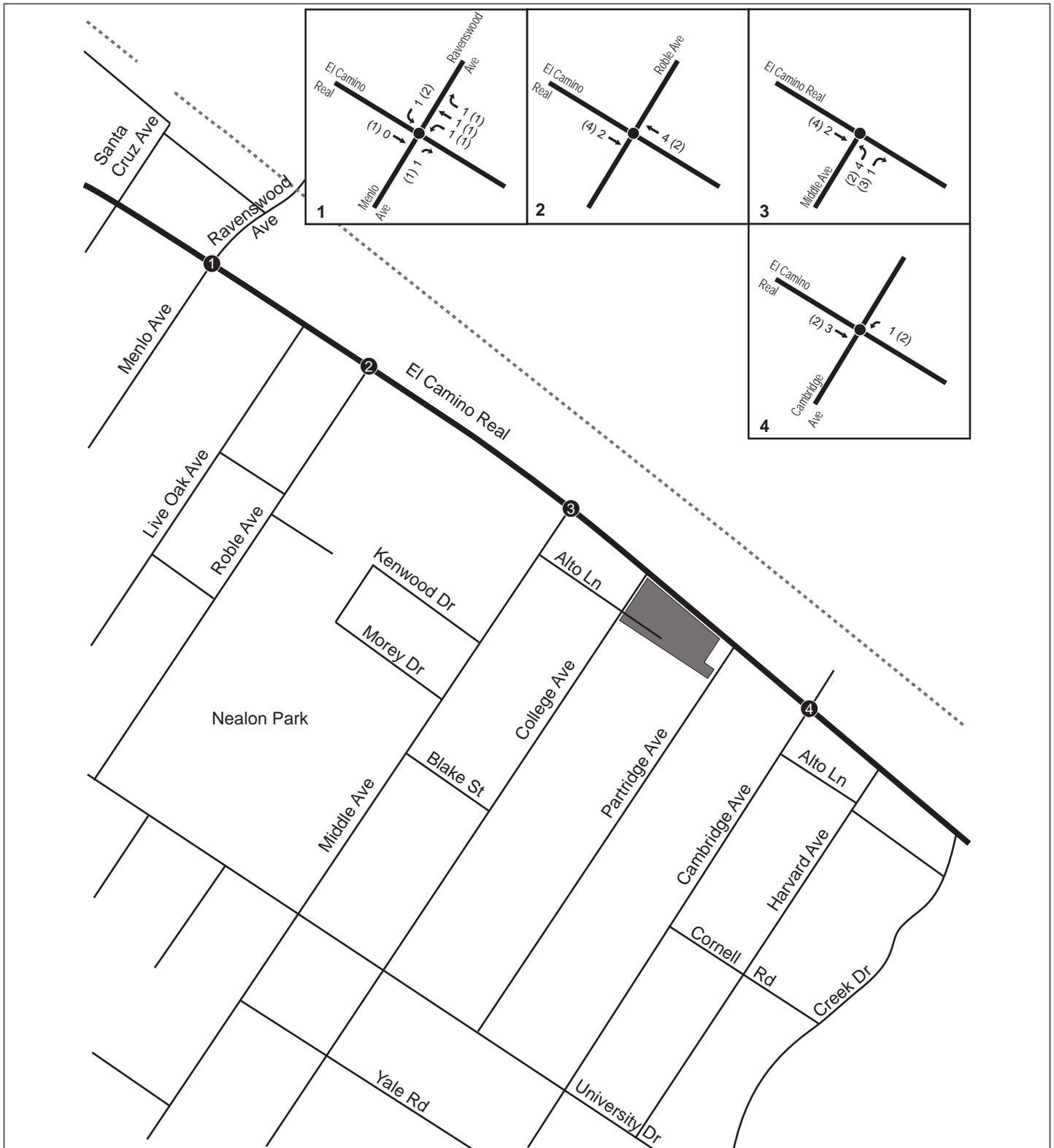


NOT TO SCALE

- Study Intersection
- ← 26% → Directional Distribution of Trips
- Project Site

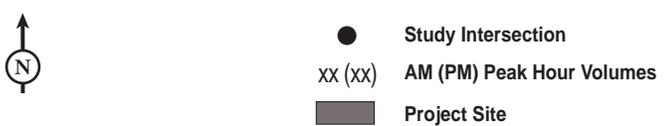
SOURCE: DKS ASSOCIATES, 2011.

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LSA

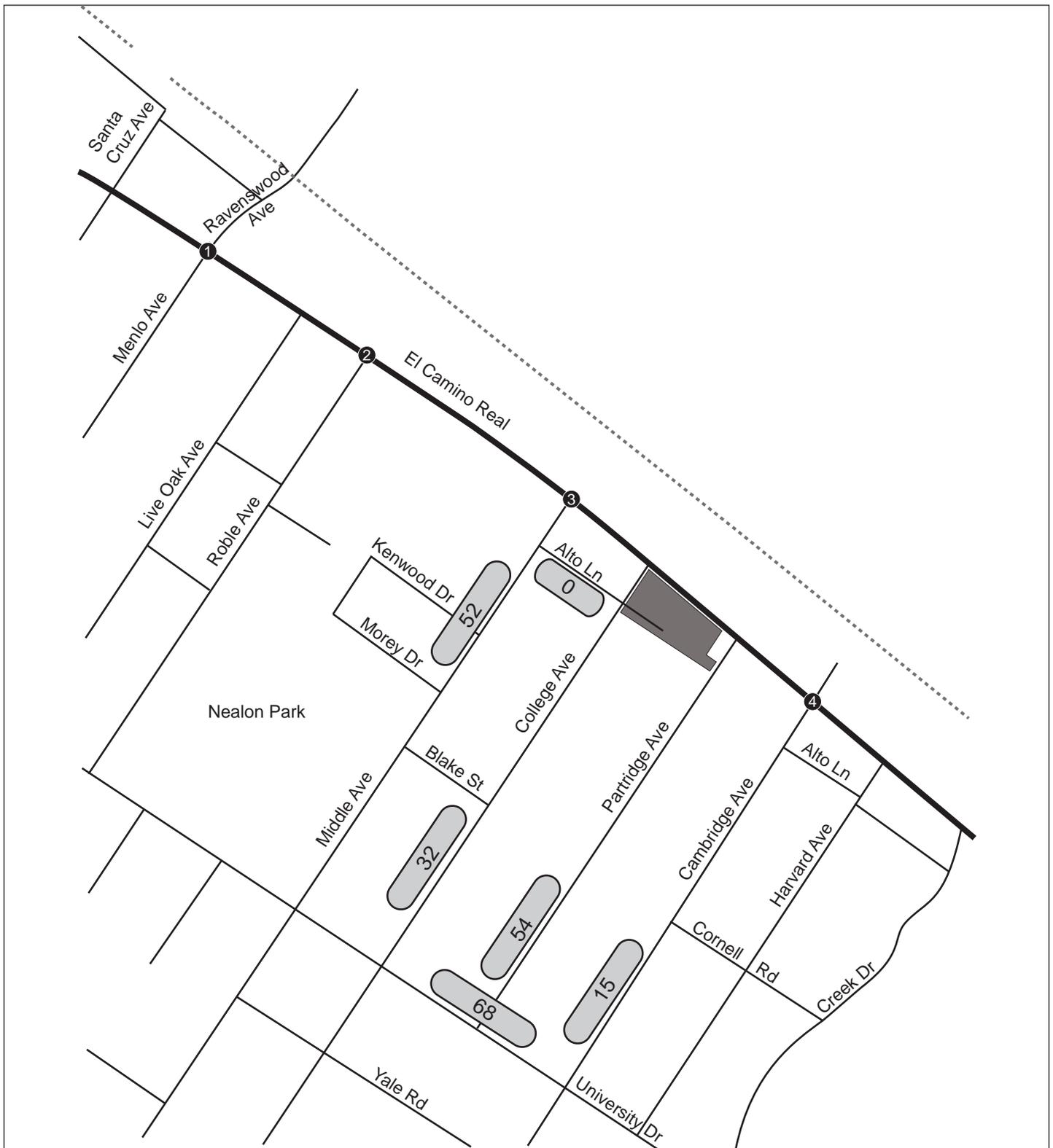
FIGURE IV.B-9



NOT TO SCALE

SOURCE: DKS ASSOCIATES, 2011.

389 El Camino Real Project EIR
Peak Hour Project Generated Trips



LSA

FIGURE IV.B-10



NOT TO SCALE

- Study Intersection
- Project Site
- 668 Average Daily Traffic

SOURCE: DKS ASSOCIATES, 2011.

389 El Camino Real Project EIR
Project Generated Average Daily Traffic



LSA

FIGURE IV.B-11



- Study Intersection
- xx (xx) AM (PM) Peak Hour Volumes
- Project Site

NOT TO SCALE

SOURCE: DKS ASSOCIATES, 2011.

I:\CMK1001 389 El Camino Real\figures\Fig_IVB11.ai (12/28/11)

389 El Camino Real Project EIR
Near Term Plus Project Condition
Peak Hour Volumes

As shown in the table, the project would have little effect on the average delay at the study intersections in the Near Term Condition. The increases in delay for the critical movements for local approaches to State-controlled intersections would be below the acceptable 0.8 second threshold for both the AM and PM peak hours. As such, the project would not result in any potentially significant impacts to the study area intersections in the Near Term Condition.

(3) Roadway Segment Analysis. Near Term Plus Project Condition ADT volumes for the study segments are provided in Figure IV.B-12. Table IV.B-11 compares roadway segments in the Existing Condition, Near Term Condition, and Near Term Plus Project Condition and the corresponding ADT increases. The project would generate 155 net daily trips on a typically weekday. Based on the significance criteria for collector and local streets established by the City of Menlo Park, University Drive between Middle Avenue and Cambridge Avenue would experience a potentially significant impact in the Near Term Plus Project Condition. On this segment, the project would add 68 vehicles, which is more than the 25-trip threshold for local roadways with ADT greater than 1,350 vehicles.

Impact TRANS-1: In the Near Term Plus Project Condition, the project would contribute trips to University Drive between Middle Avenue and Cambridge Avenue that would exceed the City's 25-trip threshold for local roadways with ADT greater than 1,350 vehicles. (S)

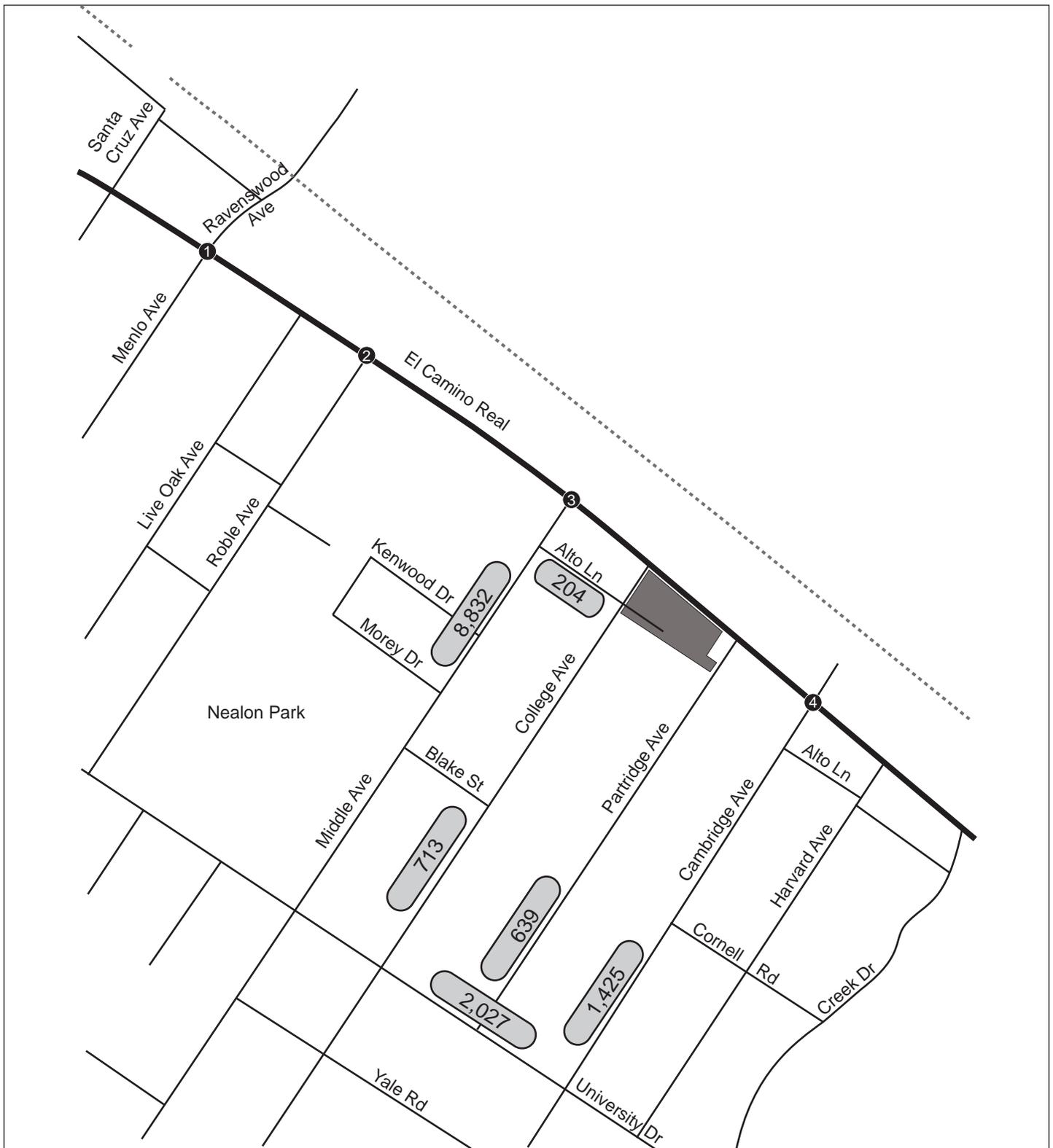
The only feasible mitigation measure for reducing this impact to a less-than-significant level would involve adding additional roadway capacity to University Drive. However, this measure would be infeasible because up to approximately 12 feet of additional right-of-way would be required along each side of the street segment in this predominantly residential area. This acquisition of right-of-way would diminish residential front yards along this segment of University Avenue and could adversely affect property owners.

In addition, the widening of roadways can result in other adverse effects that would not be acceptable to the City, such as induced travel demand (e.g., more vehicles on the roadway due to increased capacity on a particular route), air pollution, increases in noise associated with motor vehicles, and reductions in transit use (less congestion or reduced driving time may make driving more attractive than transit travel). These issues adversely affect quality of life in the City and conflict with policies in the General Plan and elsewhere that seek to make Menlo Park less auto-oriented.

Mitigation Measure TRANS-1b, below, which would require the preparation and implementation of a Transportation Demand Management (TDM) Program, would reduce Impact TRANS-1, but not to a less-than-significant level.

Mitigation Measure TRANS-1: Implement the following two-part mitigation measure:

Mitigation Measure TRANS-1a: Additional roadway capacity may reduce this impact to a less-than-significant level. University Drive between Middle Avenue and Cambridge Avenue currently has one travel lane in each direction and obtaining additional roadway capacity could include constructing an additional travel lane in one or both travel directions. However, this measure would require right-of-way acquisition, which is infeasible. As such, the impact would remain significant and unavoidable.



LSA

FIGURE IV.B-12



NOT TO SCALE

- Study Intersection
- Project Site
- 668 Average Daily Traffic

SOURCE: DKS ASSOCIATES, 2011.

I:\CMK1001 389 El Camino Real\figures\Fig_IVB12.ai (12/28/11)

389 El Camino Real Project EIR
 Near Term Plus Project Condition
 Average Daily Traffic

Table IV.B-10: Near Term Plus Project Condition Levels of Service

Study Intersection	Near Term Condition				Near Term Plus Project Condition				Difference in Delay	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
	Delay ^a	LOS ^b	Delay	LOS	Delay	LOS	Delay	LOS		
1. El Camino Real/Menlo Ave./Ravenswood Ave.	52.6	D	82.5	F	52.7	D	82.7	F	0.1	0.2
Critical Local Approaches ^c	55.3/72.2	E/E	113.0/112.0	F/F	55.3/72.4	E/E	113.0/112.0	F/F	0.0/0.2	0.0/0.0
2. El Camino Real/Roble Ave.	11.0	B	14.4	B	11.0	B	14.4	B	0.0	0.0
Critical Local Approaches	58.2/53.4	E/D	71.0/57.4	E/E	58.2/53.4	E/D	71.1/57.4	E/E	0.0/0.0	0.1/0.0
3. El Camino Real/Middle Ave.	29.1	C	25.7	C	29.2	C	25.8	C	0.1	0.1
Critical Local Approaches	50.9/NA ^d	D/NA	67.6/NA	E/NA	50.9/NA	D/NA	67.6/NA	E/NA	0/NA	0/NA
4. El Camino Real/Cambridge Ave.	11.2	B	12.4	B	11.3	B	12.5	B	0.1	0.1
Critical Local Approaches	66.9/62.1	E/E	66.6/62.9	E/E	66.9/62.1	E/E	66.6/62.9	E/E	0.0/0.0	0.0/0.0

Notes:

^a Delay = average for signalized intersections.

^b LOS = Level of service, represents average for signalized intersections.

^c Average delay for eastbound/westbound critical movements for local approaches.

^d NA denotes not applicable.

Bold delays and LOS indicate an unacceptable LOS E or F condition.

Source: DKS Associates, 2011.

Table IV.B-11: Near Term Condition Average Daily Traffic Summary

	Roadway Class	Capacity	Existing Volume	Near Term Condition			Near Term Plus Project Condition			Potentially Significant Impact?
				ADT	Volume Added for Near Term	% Change From Existing	ADT	Project Volume Added for Near Term	% Change From Near Term	
Middle Ave. (University to El Camino Real)	Collector	10,000	8,608	8,780	172	2.0%	8,832	52	0.6%	N
College Ave. (University to El Camino Real)	Local	1,500	668	681	13	2.0%	713	32	4.7%	N
Partridge Ave. (University to El Camino Real)	Local	1,500	574	585	11	2.0%	639	54	9.2%	N
Cambridge Ave. (University to El Camino Real)	Local	1,500	1,382	1,410	28	2.0%	1,425	15	1.1%	N
University Dr. (Middle to Cambridge)	Local	1,500	1,921	1,959	38	2.0%	2,027	68	3.5%	Y
Alto Ln. (Middle to College)	Local	1,500	200	204	4	2.0%	204	0	0.0%	N

City of Menlo Park Segment Criteria:

- (1) Local Street. Impact if ADT is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.
- (2) Collector Street. Impact if ADT is >9,000 vehicles and project adds >50 trips, or ADT is >5,000 and project increases ADT by 12.5%, or ADT is <5,000 and project increases ADT by 25%.

Bold numbers indicate an unacceptable condition.

Source: DKS Associates, 2011.

Mitigation Measure TRANS-1b: The project sponsor shall develop and implement a Transportation Demand Management (TDM) Program to encourage the use of alternative modes of transportation and reduce the daily number of vehicles generated by the project. The TDM Program shall be consistent with the City of Menlo Park TIA Guidelines. Potential TDM measures include the following:

- A commute assistance kiosk;
- Subsidized public transit passes;
- Carpool matching assistance;
- Vanpools;
- Shuttle service to area transit hubs; and
- Bicycle facilities.

The TDM Program, which could be shared with that of other residential developments or businesses in the area, shall be reviewed and approved by the City. (SU)

(4) Parking. A total of 60 parking spaces would be provided on the site, including 52 private garage spaces (consisting of 34 two-car (side-by-side) parking garage spaces and 18 two-car (tandem) garage spaces) and eight surface parking spaces. Two of the eight surface parking spaces would be compliant with the Americans with Disabilities Act (ADA). All of the project-related parking demand would be accommodated on-site. As a result, no impacts related to parking would result in the Near Term Plus Project Condition. No changes in on-street parking are anticipated in this condition.

(5) Transit, Bicycle, and Pedestrian Facilities. No changes to transit, pedestrian, and bicycle operations would occur as a result of the project. The project would slightly increase demand for transit, pedestrian, and bicycle facilities, but the incremental increase in demand would not adversely affect the function of existing facilities. The project would include no bicycle parking spaces (it is expected that bicycles would be accommodated within individual residential units).

(6) Site Circulation and Emergency Access. Vehicle access to the site would be provided primarily via two driveways connecting to El Camino Real. Access to Alto Lane from College Avenue would be removed in the Near Term Plus Project Condition. The internal driveways would be approximately 26 feet in width and would provide access to the 60 on-site parking spaces (although access to the two single-family units on College Avenue and Partridge Avenue would occur from their respective driveways). Pedestrian access would occur via El Camino Real and College Avenue. Therefore, no impacts would occur in relation to site circulation or emergency access.

d. Transportation System in the Long Term Condition. This section discusses the operation of the transportation system in the Long Term Condition, without implementation of the proposed project. The Long Term Condition assumes the 1 percent annual growth rate associated with the Near Term Condition, including growth associated with implementation of the Draft El Camino Real/ Downtown Specific Plan (currently undergoing review), as detailed in Table IV.B-12. In addition, the occupancy at the existing residences on the site was assumed to remain the same as at present.

Table IV.B-12: Long Term Developments in the Project Vicinity

Project/Land Use	Land Use	Size	Units
El Camino Real/Downtown Specific Plan	Retail	91,800	SF
El Camino Real/Downtown Specific Plan	Office	240,820	SF
El Camino Real/Downtown Specific Plan	Residential	680	DU
El Camino Real/Downtown Specific Plan	Hotel	380	Rms
Facebook Campus	Office	1,476,000	SF
Stanford University Medical Campus (SUMC)	Hospital/Medical Office	854,970/24,330	SF/SF

Note: Units are provided in terms of square feet (SF), dwelling units (DU) and Rooms (Rms).
Source: City of Menlo Park, 2011.

(1) **Traffic Volumes and Levels of Service.** Figure IV.B-13 shows the Long Term Condition traffic volumes. The corresponding intersection LOS and delay for the Long Term Condition are shown in Table IV.B-13. For the Long Term Condition, the El Camino Real/Menlo Avenue/Ravenswood Avenue intersection would operate at LOS F for the AM and PM Peak Hours and all other intersections would operate at acceptable LOS. All of the critical movements for local approaches to State-controlled intersections would operate at LOS D or worse for both peak hours.

Table IV.B-13: Long Term Condition Levels of Service

Study Intersection	AM Peak Hour		PM Peak Hour	
	Delay ^a	LOS ^b	Delay	LOS
1. El Camino Real/Menlo Ave./Ravenswood Ave.	104.2	F	169.8	F
Critical Local Approaches ^c	119.4/151	F/F	235.4/239	F/F
2. El Camino Real/Roble Ave.	11.6	B	19.8	B
Critical Local Approaches	64.2/54.8	E/D	104.9/59.8	F/E
3. El Camino Real/Middle Ave.	35.4	D	32.5	C
Critical Local Approaches	71.8/NA^d	E/NA	93.9/NA	F/NA
4. El Camino Real/Cambridge Ave.	12.5	B	14.3	B
Critical Local Approaches	69.7/62.1	E/E	68.3/63.0	E/E

Notes:

^a Delay = average for signalized intersections.

^b LOS = Level of service, represents average for signalized intersections.

^c Average delay for eastbound/westbound critical movements for local approaches.

^d NA denotes not applicable.

Bold delays and LOS indicate an unacceptable LOS E or F condition.

Source: DKS Associates, 2011.

(2) **Roadway Segment Analysis.** For the Long Term Condition roadway analysis, background growth and proposed and planned projects would result in increases in ADT volumes. Table IV.B-14 indicates that the background growth would increase daily roadway traffic by between 42 and 1,808 vehicles in 2030. Figure IV.B-14 shows the daily ADT volumes on the study area roadway network. With these traffic increases, daily roadway traffic would still be below the overall capacity for each analyzed roadway, with the exception of Middle Avenue between University Drive and El Camino Real and Cambridge Avenue between University Drive and El Camino Real.



LSA

FIGURE IV.B-13

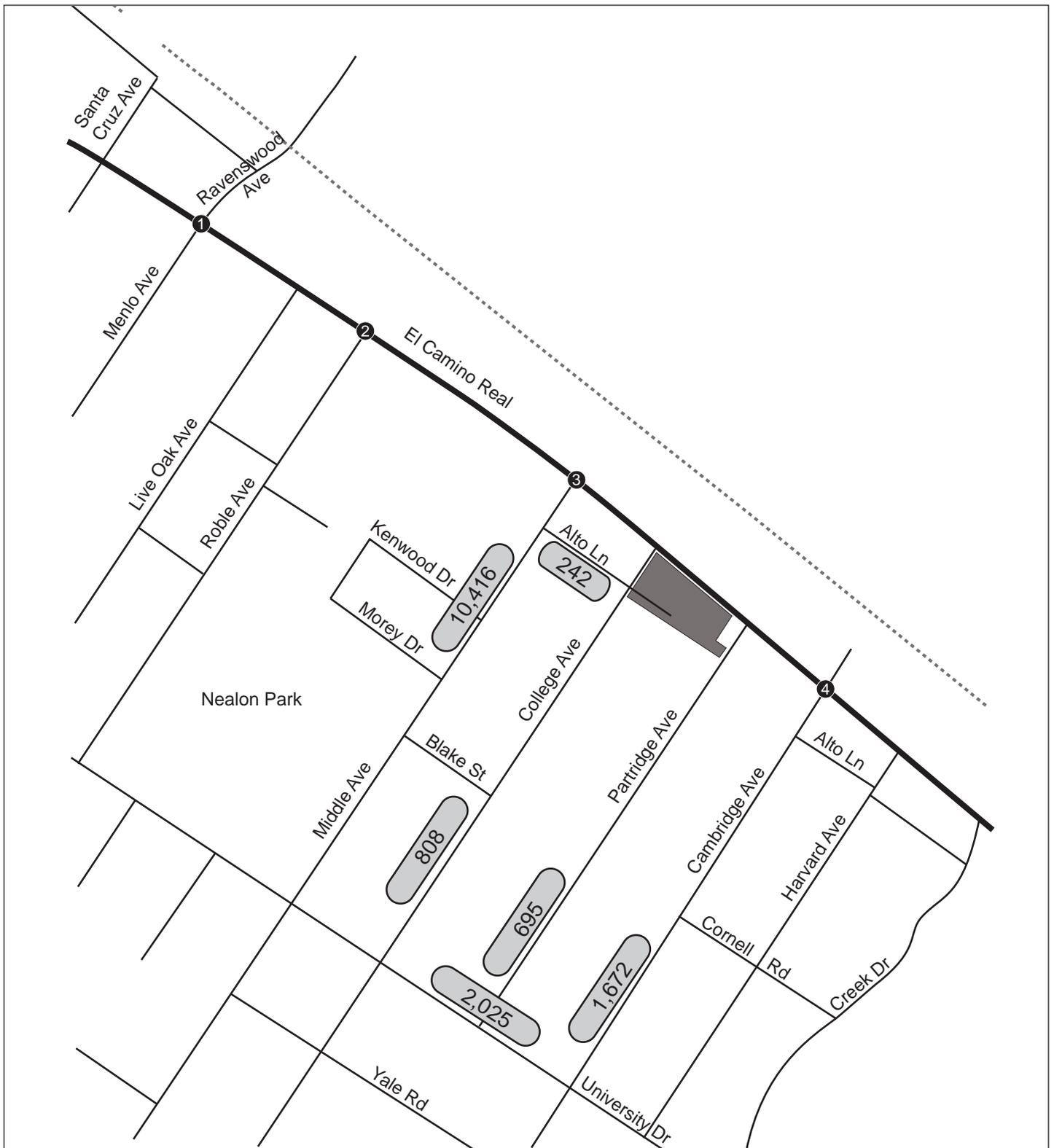


- Study Intersection
- XX (XX) AM (PM) Peak Hour Volumes
- Project Site

NOT TO SCALE

SOURCE: DKS ASSOCIATES, 2011.

389 El Camino Real Project EIR
Long Term Condition Peak Hour Volumes



LSA

FIGURE IV.B-14



NOT TO SCALE

- Study Intersection
- Project Site
- 668 Average Daily Traffic

SOURCE: DKS ASSOCIATES, 2011.

389 El Camino Real Project EIR
 Long Term Condition Average Daily Traffic

Table IV.B-14: Long Term Condition Average Daily Traffic Summary

	Roadway Class	Capacity	Existing Volume	Long Term Condition		
				ADT	Volume Added for Long Term	% Change From Existing
Middle Ave. (University Dr. to El Camino Real)	Collector	10,000	8,608	10,416	1,808	21.0%
College Ave. (University Dr. to El Camino Real)	Local	1,500	668	808	140	21.0%
Partridge Ave. (University Dr. to El Camino Real)	Local	1,500	574	695	121	21.0%
Cambridge Ave. (University Dr. to El Camino Real)	Local	1,500	1,382	1,672	290	21.0%
University Dr. (Middle Ave. to Cambridge Ave.)	Local	1,500	1,921	2,324	403	21.0%
Alto Ln. (Middle Ave. to College Ave.)	Local	1,500	200	242	42	21.0%

Bold numbers indicate an unacceptable condition.

Source: City of Menlo Park, 2009.

(3) Parking. Off-street and on-street parking conditions would remain the same as under the Existing Condition and Near Term Condition. The parking supply along El Camino Real may change if the Draft El Camino Real/Downtown Specific Plan is adopted. Changes in the parking supply could include additional parking garages, sidewalk widening, and new bike lanes in downtown Menlo Park centered around Santa Cruz Avenue, approximately 0.5 mile north of the project site. However, these potential changes in parking conditions would not be likely to affect the vicinity of the project site.

(4) Transit, Bicycle, and Pedestrian Facilities. The 2005 Menlo Park Comprehensive Bicycle Development Plan identifies Middle Avenue, College Avenue, and University Drive as roadways for Class II bike lanes. These lanes were programmed as a mid-term project, and may be implemented by the Long Term Condition. In addition, a Class III bike route along El Camino Real is programmed as a long term project and may be implemented by the Long Term Condition.

Potential major changes to transit and pedestrian facilities in the Long Term Condition include the completion of the High Speed Rail project and bicycle and pedestrian crossings near the Caltrain Station and the intersection of El Camino Real and Middle Avenue. Both of these undercrossing projects do not currently have funding. The undercrossing at the Caltrain Station would be constructed in conjunction with the improvements to the station proposed as part of the High Speed Rail project. The second undercrossing at El Camino Real and Middle Avenue would be funded by the Transit Improvement Fee.

e. Transportation System in the Long Term Plus Project Condition. This section discusses the operation of the transportation system in the Long Term Plus Project Condition.

The Long Term Plus Project Condition follows similar assumptions as the Near Term Plus Project Condition, with the exception of a longer background growth period. Net trips generated by the proposed project that were detailed in the Near Term Plus Project section have been applied to the Long Term Condition volumes to determine the Long Term Plus Project Condition volumes.

(1) Traffic Volumes and Levels of Service. Figure IV.B-15 shows Long Term Plus Project Condition traffic volumes. The resulting intersection LOS and delay are presented in Table IV.B-15. The project-related traffic would not increase delay at critical movements to local approaches to

State-controlled intersections by more than the 0.8 second threshold. As a result, the project would not result in any potentially significant impacts to the study area intersections.

(2) Roadway Segment Analysis. For the roadway analysis, the number of daily trips added in the future Long Term Plus Project Condition due to the project would be the same as in the Near Term Plus Project Condition. Figure IV.B-16 shows the Long Term Plus Project Condition ADT. Table IV.B-16 shows the comparison between the Existing Condition, Long Term Condition, and Long Term Plus Project Condition, and the corresponding ADT increases.

As in the Near Term Plus Project Condition, University Drive between Middle Avenue and Cambridge Avenue would experience a potentially significant impact in the Long Term Plus Project Condition. On this segment, the project would add 68 vehicles, which is more than the 25-trip threshold for local roadways with ADT greater than 1,350 vehicles.

In addition, Middle Avenue between University Drive and El Camino Real would experience a potentially significant impact in the Long Term Plus Project Condition. On this segment, the project would add 52 vehicles, which is more than the 50-trip threshold for collector roadways with ADT great than 9,000 vehicles.

Impact TRANS-2: In the Long Term Plus Project Condition, the project would contribute trips to University Drive between Middle Avenue and Cambridge Avenue that would exceed the City's 25-trip threshold for local roadways with ADT greater than 1,350 vehicles. (S)

The only feasible mitigation measure for reducing this impact to a less-than-significant level would involve adding additional roadway capacity to University Drive. However, this measure would be infeasible because up to approximately 12 feet of additional right-of-way would be required along each side of the street segment in this predominantly residential area. This acquisition of right-of-way would diminish residential front yards along this segment of University Avenue, could adversely affect property owners, and is deemed infeasible by the City. Therefore, the impact would remain significant and unavoidable.

Mitigation Measure TRANS-2: Implement Mitigation Measures TRANS-1a and TRANS-1b.
(SU)

Impact TRANS-3: In the Long Term Plus Project Condition, the project would contribute trips to Middle Avenue between University Drive and El Camino Real that would exceed the City's 50-trip threshold for local roadways with ADT greater than 9,000 vehicles. (S)

The only feasible mitigation measure for reducing this impact to a less-than-significant level would involve adding additional roadway capacity to Middle Avenue. However, this measure would be infeasible because up to approximately 12 feet of additional right-of-way would be required along each side of the street segment in this predominantly residential area. This acquisition of right-of-way would diminish residential front yards along this segment of Middle Avenue and could adversely affect property owners. In addition, Nealon Park would diminish in size. Therefore, the impact would remain significant and unavoidable.



LSA

FIGURE IV.B-15



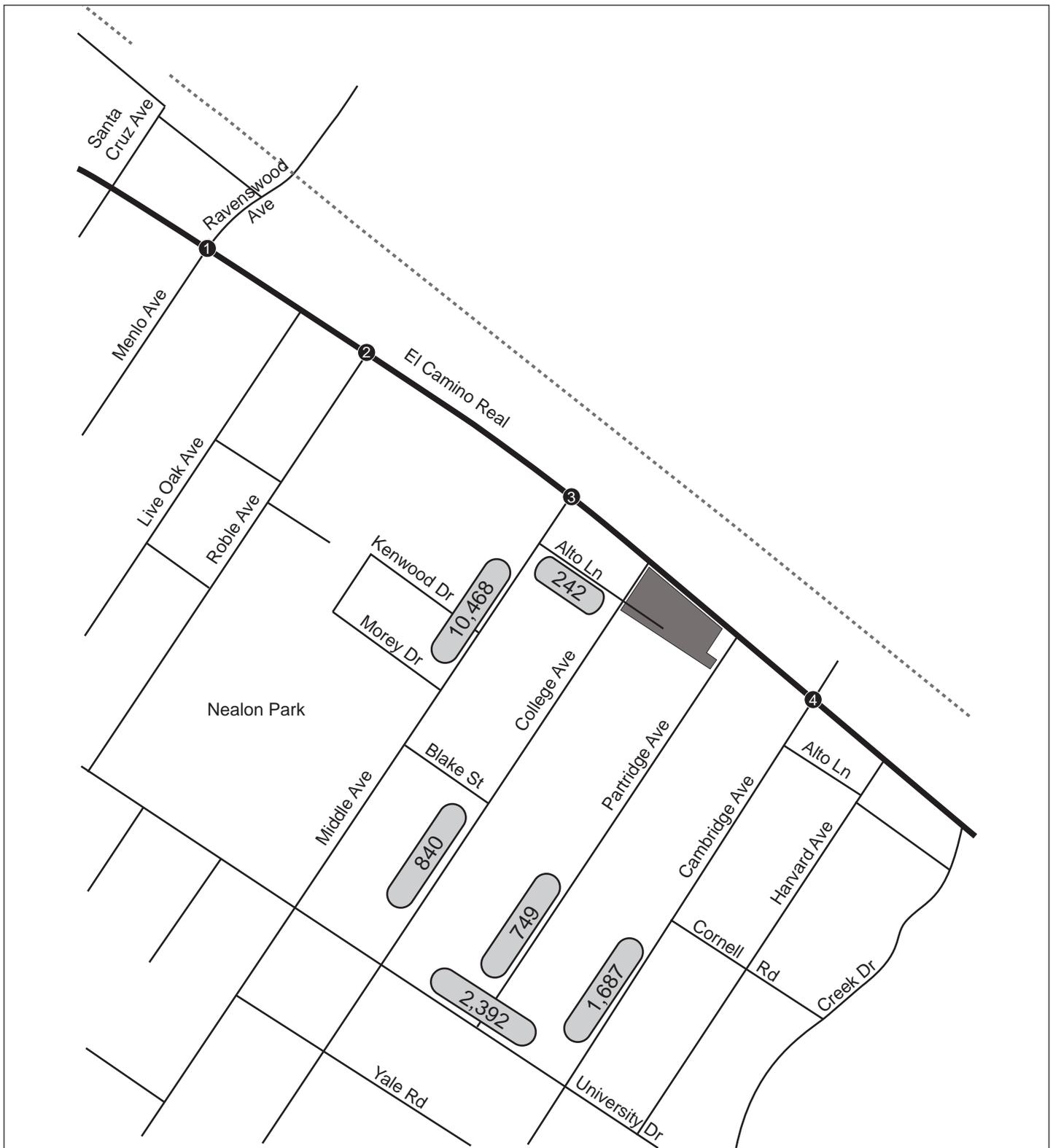
- Study Intersection
- XX (XX) AM (PM) Peak Hour Volumes
- Project Site

NOT TO SCALE

SOURCE: DKS ASSOCIATES, 2011.

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389 El Camino Real Project EIR
 Long Term Plus Project Condition
 Peak Hour Volumes



LSA

FIGURE IV.B-16



NOT TO SCALE

- Study Intersection
- Project Site
- 668 Average Daily Traffic

SOURCE: DKS ASSOCIATES, 2011.

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389 El Camino Real Project EIR
 Long Term Plus Project Condition
 Average Daily Traffic

Table IV.B-15: Long Term Plus Project Condition Levels of Service

Study Intersection	Long Term Condition				Long Term Plus Project Condition				Difference in Delay	
	AM Peak Hour Delay ^a	LOS ^b	PM Peak Hour Delay	LOS	AM Peak Hour Delay	LOS	PM Peak Hour Delay	LOS	AM Peak Hour	PM Peak Hour
1. El Camino Real/Menlo Ave./Ravenswood Ave.	104.2	F	160.2	F	104.6	F	170.2	F	0.4	0.4
Critical Local Approaches ^c	119.4/151	F/F	217.8/222.9	F/F	120/151	F/F	236.0/240.0	F/F	0.6/0.0	0.6/1.0
2. El Camino Real/Roble Ave.	11.6	B	18.6	B	11.6	B	19.8	B	0.0	0.0
Critical Local Approaches	64.2/54.8	E/D	95.9/58.9	F/E	64.3/54.8	E/D	105.2/59.8	F/E	0.1/0.0	0.3/0.0
3. El Camino Real/Middle Ave.	35.4	D	32.2	C	35.5	D	32.7	C	0.1	0.2
Critical Local Approaches	71.8/NA^d	E/NA	91.4/NA	F/NA	71.9/NA	E/NA	94.2/NA	F/NA	0.1/NA	0.3/NA
4. El Camino Real/Cambridge Ave.	12.5	B	14.2	B	12.6	B	14.4	B	0.1	0.1
Critical Local Approaches	69.7/62.1	E/E	68.1/63.0	E/E	69.7/62.1	E/E	68.3/63.0	E/E	0.0/0.0	0.0/0.0

Notes:

^a Delay = average for signalized intersections.

^b LOS = Level of service, represents average for signalized intersections.

^c Average delay for eastbound/westbound critical movements for local approaches.

^d NA denotes not applicable.

Bold delays and LOS indicate an unacceptable LOS E or F condition.

Source: DKS Associates, 2011.

Table IV.B-16: Long Term Plus Project Condition Average Daily Traffic Summary

	Roadway Class	Capacity	Existing Volume	Long Term Condition			Long Term Plus Project Condition			Potentially Significant Impact?
				ADT	Volume Added for Long Term	% Change from Existing	ADT	Project Volume Added for Long Term	% Change from Long Term	
Middle Ave. (University to El Camino Real)	Collector	10,000	8,608	10,416	1,808	21.0%	10,468	52	0.5%	Y
College Ave. (University to El Camino Real)	Local	1,500	668	808	140	21.0%	840	32	3.6%	N
Partridge Ave. (University to El Camino Real)	Local	1,500	574	695	121	21.0%	749	54	7.2%	N
Cambridge Ave. (University to El Camino Real)	Local	1,500	1,382	1,672	290	21.0%	1,687	15	0.9%	N
University Dr. (Middle to Cambridge)	Local	1,500	1,921	2,324	403	21.0%	2,392	68	2.8%	Y
Alto Ln. (Middle to College)	Local	1,500	200	242	42	21.0%	242	0	0.0%	N

City of Menlo Park Segment Criteria:

- (1) Local Street. Impact if ADT is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.
- (2) Collector Street. Impact if ADT is >9,000 vehicles and project adds >50 trips, or ADT is >5,000 and project increases ADT by 12.5%, or ADT is <5,000 and project increases ADT by 25%.

Bold numbers indicate an unacceptable condition.

Source: City of Menlo Park, 2009.

Mitigation Measure TRANS-3: Implement the following two-part mitigation measure:

Mitigation Measure TRANS-3a: Additional roadway capacity would reduce this impact to a less-than-significant level. Middle Avenue between University Drive and El Camino Real currently has one travel lane in each direction and obtaining additional roadway capacity would include constructing an additional travel lane in one or both travel directions. However, this measure would require right-of-way acquisition, which is infeasible. As such, the impact would remain significant and unavoidable.

Mitigation Measure TRANS-3b: Implement Mitigation Measure TRANS-1b. (SU)

(3) Parking, Transit, Bicycle, and Pedestrian Facilities. As described in the Near Term Plus Project Condition subsection, sufficient parking would be provided on the project site. Therefore, the project would not contribute to a shortage of parking in the area. In addition, the proposed project would contribute to increased demand for transit services, but because the increase in transit ridership would be modest, the projected long term transit system would be able to accommodate this increase in demand. In addition, the project would not conflict with bicycle facilities planned in the Long Term Condition, including a Class II bike route along El Camino Real.

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