Chapter 6
Alternatives

INTRODUCTION

The analysis of alternatives is necessary to ensure that a full range of options is examined, thus providing a complete understanding of the effects of full project implementation, partial project implementation, or no project. This chapter of the DEIR describes and evaluates alternatives to the Menlo Gateway project as proposed, including the No-Project Alternative, as required under CEQA.

The purpose of the discussion of alternatives in an EIR is to focus on project solutions which are capable of avoiding or substantially lessening any significant environmental effects of a project, even if those alternatives would impede to some degree the attainment of the project objectives or would be more costly.[1] The project sponsor's objectives for the proposed project are listed in Chapter 2, Project Description and included below.

- Rejuvenate the older industrial district east of US 101 near the Marsh Road interchange.
- Replace existing industrial buildings, for which there is no longer strong market demand, with a mixed-use business center containing office, hotel, and sports club uses, as well as ancillary retail, service, and restaurant uses, that are mutually supportive and that serve modern business needs and are in close proximity to one another.
- Locate higher-density uses in close proximity to major highways and transit routes.
- Enhance the image of the City's US 101/Marsh Road gateway by developing buildings and parking garages with a unified, high-quality architectural design and by adding public plazas and open space.
- Provide Class A office space that has sufficient floor area in market-supported configurations to support high-tech, knowledge-based, and corporate offices.
- Provide a major hotel that serves both business and non-business travelers.
- Provide a high-quality sports club that caters to not only office workers, but also local residents and hotel patrons.
- Use "green" design techniques that promote energy efficiency and resource conservation.
- Employ a stormwater management system that spreads out peak stormwater flows and filters stormwater through landscaping or mechanical means to improve water quality.
- Create a pedestrian-friendly environment that encourages office workers and visitors to walk throughout the project area.
- Allow adjacent office, hotel, and sports club uses to share parking, in order to allow for a reduction of the overall need for parking spaces and the overall size of parking garages.

[1] State CEQA Guidelines, Section 15126.6 (b).

- Provide new and diverse employment opportunities within the City.
- Generate new revenue for the City and other public entities, over and above existing or allowable development.

The range of alternatives is to include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects.[2] Among the factors that may be taken into account when addressing the feasibility of alternatives for inclusion in an EIR are site suitability, economic viability, availability of infrastructure, general plan consistency, or other plans or regulatory limitations, including jurisdictional boundaries.[3] An EIR should include sufficient information about each alternative to allow a meaningful evaluation, analysis and comparison with the project as proposed. The significant effects of Alternatives are to be discussed, but in less detail than the significant effects of the project as proposed. Any project approvals could be conditioned on the findings of the Alternatives analysis.

As listed in Chapter 5, Unavoidable Significant Adverse Impacts, project-specific and cumulative impacts that cannot be reduced to a less-than-significant level for the proposed project include those relating to noise, air quality, traffic, and water supply. All other identified significant and/or potentially significant impacts addressed in this DEIR can be mitigated to less-than-significant levels, as indicated in the individual technical sections of this DEIR. Accordingly, the range of alternatives presented in this section of the DEIR examines differing project development scenarios while seeking alternative and less involved or costly means of mitigating the identified significant and/or potentially significant impacts to less-than-significant levels. The proposed project alternatives include the following:

- Alternative 1 – Existing Buildings Reoccupied (No Project Alternative)
- Alternative 2 – Existing M-2 Build-Out with Maximum FAR of 45%
- Alternative 3 – M-2 Build-Out with Office at 45% FAR and Hotel, Health Club, Restaurant, Retail per proposed zoning
- Alternative 4 – Total FAR of 110% with Hotel, Office, Health Club, Restaurant, Retail per proposed zoning
- Alternative 5 –Total FAR of 117% and Hotel, Office, Health Club, Restaurant, Retail per proposed zoning

A comparison of the alternatives to the proposed project for non traffic-related significant and unavoidable impacts is shown in Table 6-1. A comparison of traffic-related significant and unavoidable impacts is shown in Tables 6-2, 6-3 and 6-4.

[2] State CEQA Guidelines, Section 15126.6 (c).

[3] Ibid, Section 15126.6 (f) (1).

Table 6-1
Project and Alternatives Data Table

	Project	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	
	Proposed M-3 Zoning	**No Project; Existing Buildings Re-Occupied**	**No Project; Existing M-2 Build-Out**	**Office at Current M-2 Maximum (45% FAR); Hotel/ Health Club per Proposed Zoning**	**Total FAR at 110%; Hotel/Health Club per Proposed Zoning**	**Total FAR at 117%; Hotel/Health Club per Proposed Zoning**	
Independence Site							
Lot Area	308,815	308,815	308,815	308,815	308,815	308,815	sf
Floor Area							
Office/R&D	200,000	85,057	138,967	138,967	200,000	127,500	sf
	64.8%	*27.5%*	*45.0%*	*45.0%*	*64.8%*	*41.3%*	*FAR*
Restaurant	6,947	0	0	6,947	6,947	6,947	sf
	2.2%	*0.0%*	*0.0%*	*2.2%*	*2.2%*	*2.2%*	*FAR*
Health Club	69,467	0	0	69,467	69,467	69,467	sf
	22.5%	*0.0%*	*0.0%*	*22.5%*	*22.5%*	*22.5%*	*FAR*
Hotel (230 rooms)	173,667	0	0	173,667	173,667	173,667	sf
	56.2%	*0.0%*	*0.0%*	*56.2%*	*56.2%*	*56.2%*	*FAR*
Retail/Community	3,000	0	0	3,000	3,000	3,000	sf
	1.0%	*0.0%*	*0.0%*	*1.0%*	*1.0%*	*1.0%*	*FAR*
Total	453,081	85,057	138,967	392,048	453,081	380,581	sf
	146.7%	*27.5%*	*45.0%*	*127.0%*	*146.7%*	*123.2%*	*FAR*
Constitution Site							
Lot Area	385,854	385,854	385,854	385,854	385,854	385,854	sf
Floor Area							
Office/R&D	494,669	133,694	173,660	173,660	303,677	426,542	sf
	128.2%	*34.6%*	*45.0%*	*45.0%*	*78.7%*	*110.5%*	*FAR*
Restaurant	0	0	0	0	0	0	sf
	0.0%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*FAR*
Health Club	0	0	0	0	0	0	sf
	0.0%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*FAR*
Hotel	0	0	0	0	0	0	sf
	0.0%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*FAR*
Retail/Community	7,420	0	0	7,420	7,420	7,420	sf
	1.9%	*0.0%*	*0.0%*	*1.9%*	*1.9%*	*1.9%*	*FAR*
Total	502,089	133,694	173,660	181,080	311,097	433,962	sf
	130.1%	*34.6%*	*45.0%*	*46.9%*	*80.6%*	*112.5%*	*FAR*

Table 6-1
Project and Alternatives Data Table

	Project	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	
	Proposed M-3 Zoning	**No Project; Existing Buildings Re-Occupied**	**No Project; Existing M-2 Build-Out**	**Office at Current M-2 Maximum (45% FAR); Hotel/ Health Club per Proposed Zoning**	**Total FAR at 110%; Hotel/Health Club per Proposed Zoning**	**Total FAR at 117%; Hotel/Health Club per Proposed Zoning**	
Total Project							
Lot Area	694,669	694,669	694,669	694,669	694,669	694,669	sf
Floor Area							
Office/R&D	694,669	218,751	312,627	312,627	503,677	554,042	sf
	100.0%	*31.5%*	*45.0%*	*45.0%*	*72.5%*	*79.8%*	*FAR*
Restaurant	6,947	0	0	6,947	6,947	6,947	sf
	1.0%	*0.0%*	*0.0%*	*1.0%*	*1.0%*	*1.0%*	*FAR*
Health Club	69,467	0	0	69,467	69,467	69,467	sf
	10.0%	*0.0%*	*0.0%*	*10.0%*	*10.0%*	*10.0%*	*FAR*
Hotel (230 rooms)	173,667	0	0	173,667	173,667	173,667	sf
	25.0%	*0.0%*	*0.0%*	*25.0%*	*25.0%*	*25.0%*	*FAR*
Retail/Community	10,420	0	0	10,420	10,420	10,420	sf
	1.5%	*0.0%*	*0.0%*	*1.5%*	*1.5%*	*1.5%*	*FAR*
Total	955,170	218,751	312,627	573,128	764,178	814,543	sf
	137.5%	*31.5%*	*45.0%*	*82.5%*	*110.0%*	*117.3%*	*FAR*
Total Net New Trips	**11,113**	**390**	**1,424**	**6,906**	**9,009**	**9,335**	
Reduction in Trips	_	*96%*	*87%*	*38%*	*19%*	*16%*	_

Table 6-2
Comparison of Alternatives for Non-Traffic Related Significant and Unavoidable Project Impacts[1]

	Near Term						Cumulative					
Impact[2]	**Project**	**Alt. 1**	**Alt. 2**	**Alt. 3**	**Alt. 4**	**Alt. 5**	**Project**	**Alt. 1**	**Alt. 2**	**Alt. 3**	**Alt. 4**	**Alt. 5**
3.2 Air Quality												
AQ-3.1: Exceeds standards for Nitrogen Oxide (NO_x) emissions.	SU	LTS	LTS	LTS	LTS	LTS	SU	LTS	LTS	LTS	LTS	LTS
AQ-3.2: Exceeds standards for particulate matter (PM_{10}) emissions.	SU	LTS	LTS	LTS	SU	SU	SU	LTS	LTS	LTS	SU	SU
3.8 Noise												
NO-1: Exceeds standards for noise exposure.	SU	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
NO-2: Exceeds ground-borne vibration standards associated with project construction	SU	SU	SU	SU	SU	SU	LTS	LTS	LTS	LTS	LTS	LTS
NO-3: Exceeds standards for ambient noise levels.	SU	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
3.12 Utilities												
UT-1 (Menlo Gateway Project): Exceeds water supply in dry and critical dry years.	LTS	LTS	LTS	LTS	LTS	LTS	SU	SU-	SU-	SU-	SU-	SU-
UT-1 (GPA/ZOA): Exceeds water supply in dry and critical dry years.[3]	SU	SU-	SU-	SU-	SU-	SU-	SU	SU-	SU-	SU-	SU-	SU-
UT-1 (Split Option): Exceeds water supply in dry and critical dry years.	LTS	LTS	LTS	LTS	LTS	LTS	SU	SU-	SU-	SU-	SU-	SU-

Legend: LTS = Less Than Significant SU = Significant and Unavoidable NA = Not Applicable
+ = Level of significance is greater compared to the proposed project
- = Level of significance is reduced compared to the proposed project, but not necessarily to a less-than-significant level

Notes:
1. All significance conclusions assume that all applicable mitigation measures for the proposed project would also apply to each alternative.
2. Impact descriptions are abbreviated in this summary table.
3. Impact is also significant and unavoidable impact during normal years.

Table 6-3
Intersection Impact Significance Summary

#	Potentially Significant Impacts - Intersections / Local Approaches	Near Term						Cumulative					
		Project	Alt. 1	Alt .2	Alt. 3	Alt. 4	Alt. 5	Project	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
2	Marsh Rd/Bohannon Dr							SU		SU	SU	SU	SU
5	Willow Rd/Newbridge Street	SU		SU	SU	SU	SU						
9	Bayfront Expressway/Willow Rd	SU		SU	SU	SU	SU	SU		SU	SU	SU	SU
10	Bayfront Expressway/University Ave							SU				SU	SU
11	Bayfront Expressway/Chilco St	SU					SU	SU				SU	SU
12	Bayfront Expressway/Chrysler Dr	SU					SU	SU	SU	SU	SU	SU	SU
13	Bayfront Expressway/Haven Ave	SU			SU	SU	SU	SU		SU	SU	SU	SU
15	Marsh Road and US 101 NB Off-Ramp							SU					
16	Marsh Rd/Middlefield Rd (Atherton)							SU			SU	SU	SU
18	Independence Dr/Constitution Dr	SU				SU	SU	SU				SU	SU
20	Constitution Dr /Chrysler Dr	LTS					LTS	LTS				LTS	LTS

Source: City of Menlo Park, *Menlo Gateway Development EIR,* Traffic Impact Analysis, June 24, 2009, page 141, Table 48.

Notes: LTS = Less Than Significant with the incorporation of mitigation measures
SU = Significant and Unavoidable
Blank = Less than significant impact without need for mitigation

Table 6-4
Roadway Segment Impact Significance Summary

Potentially Significant Impacts - Local Roadway Segments	Near Term						Cumulative					
	Project	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Project	Alt. 1	Alt .2	Alt. 3	Alt. 4	Alt. 5
Marsh Road (Bohannon to Bay)	SU		SU	SU	SU	SU	SU		SU	SU	SU	SU
Constitution Drive (Independence to Chrysler)	SU	SU	SU	SU	SU	SU	SU	SU	SU	SU	SU	SU
Constitution Drive (Chrysler to Chilco)	SU			SU	SU	SU	SU			SU	SU	SU
Independence Drive (Constitution to Chrysler)	SU		SU	SU	SU	SU	SU		SU	SU	SU	SU
Chrysler Drive (Bayfront to Constitution)	SU	SU	SU	SU	SU	SU	SU	SU	SU	SU	SU	SU
Chrysler Drive (Constitution to Jefferson)	SU	SU	SU	SU	SU	SU	SU	SU	SU	SU	SU	SU
Chilco Street (Constitution to Bayfront)	SU						SU					
Chilco Street (Constitution to Hamilton)	SU		SU	SU	SU	SU	SU		SU	SU	SU	SU

Source: City of Menlo Park, *Menlo Gateway Development EIR*, Traffic Impact Analysis, June 24, 2009, page 147, Table 50.

Notes: *LTS = Less Than Significant with the incorporation of mitigation measures*
SU = Significant and Unavoidable
Blank = Less than significant impact without need for mitigation

Table 6-5
Routes of Regional Significance Impact Significance Summary

Potentially Significant Impacts - Routes of Regional Significance	Near Term						Cumulative					
	Project	Alt .1	Alt. 2	Alt. 3	Alt. 4	Alt .5	Project	Alt. 1	Alt .2	Alt .3	Alt. 4	Alt. 5
SR 84 East of University Ave	SU				SU	SU	SU				SU	SU
US 101 South of Willow Rd	SU			SU	SU	SU	SU			SU	SU	SU
US 101 North of Marsh Rd	SU						SU					

Source: City of Menlo Park, Menlo Gateway Development EIR, Traffic Impact Analysis, June 24, 2009, page 150, Table 52.

Notes: LTS = Less Than Significant with the incorporation of mitigation measures
SU = Significant and Unavoidable
Blank = Less than significant impact without need for mitigation

Table 6-6
Traffic Significance Comparison

	Near Term						Cumulative					
	Project	**Alt. 1**	**Alt. 2**	**Alt. 3**	**Alt. 4**	**Alt. 5**	**Project**	**Alt. 1**	**Alt. 2**	**Alt. 3**	**Alt. 4**	**Alt. 5**
Intersections	6	0	2	3	4	6	9	1	4	5	8	8
Roadway Segments	8	3	6	7	7	7	8	3	6	7	7	7
Routes of Regional Significance	3	0	0	1	2	2	3	0	0	1	2	2
Total	17	3	8	11	13	15	20	4	10	13	17	17
Impacts Avoided	na	14	9	6	4	2	na	16	10	7	3	3

Alternatives to a proposed project can include a modified project or an alternate project location that would attain most of the basic objectives of the proposed project but would avoid or substantially lessen any of the significant effects of the project.[4] This section does not analyze an alternative location to the proposed project area because an alternate location would fail to achieve most of the project sponsor's site-specific objectives, including enhancing the visual character of a site which serves as a gateway to the City and locating the project near existing regional transportation infrastructure. In addition, the project sponsor currently owns the Independence site and Constitution site, and has submitted a site-specific proposal to renovate these parcels. It is not clear that a 16 acre off-site location exists within the City that could be feasibly controlled by the project sponsor and developed with the uses proposed by the project sponsor.

6.1 ALTERNATIVE 1 — EXISTING BUILDINGS REOCCUPIED (NO PROJECT)

Under Alternative 1, there would be no General Plan Amendment and Zoning Ordinance Amendment (GPA/ZOA) and the project area would remain designated for Limited Industry in the General Industrial M-2 zone. The existing office, research and development (R&D), and light industrial uses would continue in the existing one-, two- and three-story buildings. This alternative assumes that development on the Independence site would include approximately 85,000 square feet (s.f.) of office/R&D and approximately 134,000 s.f. of office/R&D would remain on the Constitution site. Per CEQA Guidelines Section 15126.6(e), Alternative 1 shall discuss the existing conditions at the time the NOP was prepared, as well as what would reasonably be expected to occur in the foreseeable future if the project was not approved.[5] Alternative 1 would not preclude the potential for a higher occupancy rate of the existing buildings than was present when the NOP for the proposed project was issued.

Under existing conditions in the project area, all buildings are not operating at full occupancy. As of June 2007, the Independence site and Constitution site collectively were approximately 16 percent vacant.[6] Alternative 1 assumes that existing buildings in the project area could be reoccupied or occupied at a higher level than current conditions. Therefore, under Alternative 1, certain environmental conditions could change from the existing conditions described in the technical sections of this DEIR; these areas include traffic, air, noise, population and housing, public services, and utilities. Conditions under Alternative 1 would be the same as the existing conditions for aesthetics, biological resources, cultural resources, flood hazards, hazardous materials, and land use because the footprint of the developed area would not change and the area disturbed would not change.

Because on-site employment could increase under Alternative 1, there could be environmental effects to the resources discussed below. However, the impacts to traffic, air, noise, population and housing, public services, and utilities would be less severe than under the proposed project because on-site employment would be well below the number of jobs expected to be generated by the proposed project.

4 Ibid, Section 15126.6 (a).

5 State CEQA Guidelines, Section 15126.6 (e).

6 Traffic Impact Analysis, DKS Associates, June 2009. p. 29. See Appendix G.

Transportation. Section 3.11, Traffic and Circulation, analyzed the traffic for the proposed project in both the Near Term and Cumulative conditions. The TIA (Appendix G) also analyzed the potential impacts of Alternative 1 in the Near Term and Cumulative conditions. Alternative 1 would generate an additional 390 daily trips (see Table 6-1), a 96 percent reduction in trips compared to the proposed project. Figures 6-1 and 6-2 show the peak hour volumes and the ADT under Near-Term plus Alternative 1. Figures 6-3 and 6-4 show the peak hour volumes and the ADT under Cumulative plus Alternative 1. A comparison of the impacts to intersections, roadway segments, and routes of regional significance are discussed below. Similar to the proposed project, all identified impacts discussed in the Alternatives section would remain significant and unavoidable because of either 1) the lack of a technically feasible mitigation measure due to right-of-way constraints and/or cost, or 2) the need for approval of or coordination with an outside agency.

Intersections

As summarized in Table 6-3, Alternative 1 would not result in any significant impacts to intersections in the Near Term condition, compared to six intersections with the proposed project. Under Cumulative conditions, Alternative 1 would result in a significant impact at the following intersection, compared to nine with the proposed project:

- Bayfront Expressway/Chrysler Drive (PM peak hour).

Roadway Segments

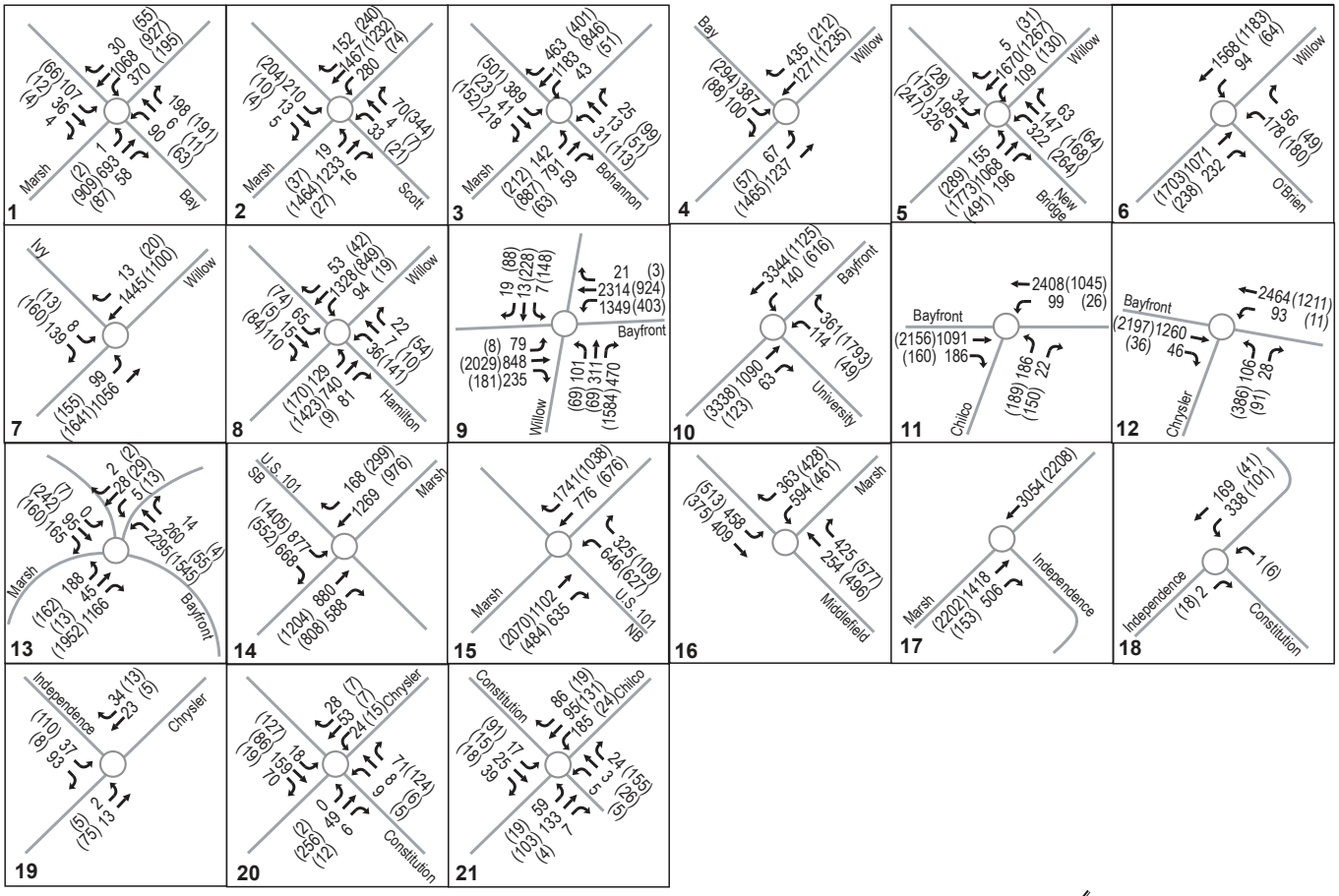
As summarized in Table 6-4, Alternative 1 would result in significant impacts to the following three roadway segments, compared to eight roadway segments for the proposed project in the Near Term condition:

- Constitution Drive between Independence Drive and Chrysler Drive;
- Chrysler Drive between Constitution Drive and Bayfront Expressway; and
- Chrysler Drive between Constitution Drive and Jefferson Drive.

Under the Cumulative conditions, Alternative 1 would result in significant impacts to the same three segments as the Near Term condition, compared to eight roadway segments for the proposed project.

Routes of Regional Significance

As summarized in Table 6-5, Alternative 1 would not result in significant impacts to routes of regional significance in the Near Term and Cumulative conditions, whereas the proposed project would result in significant impacts to all three routes under both Near Term and Cumulative conditions.



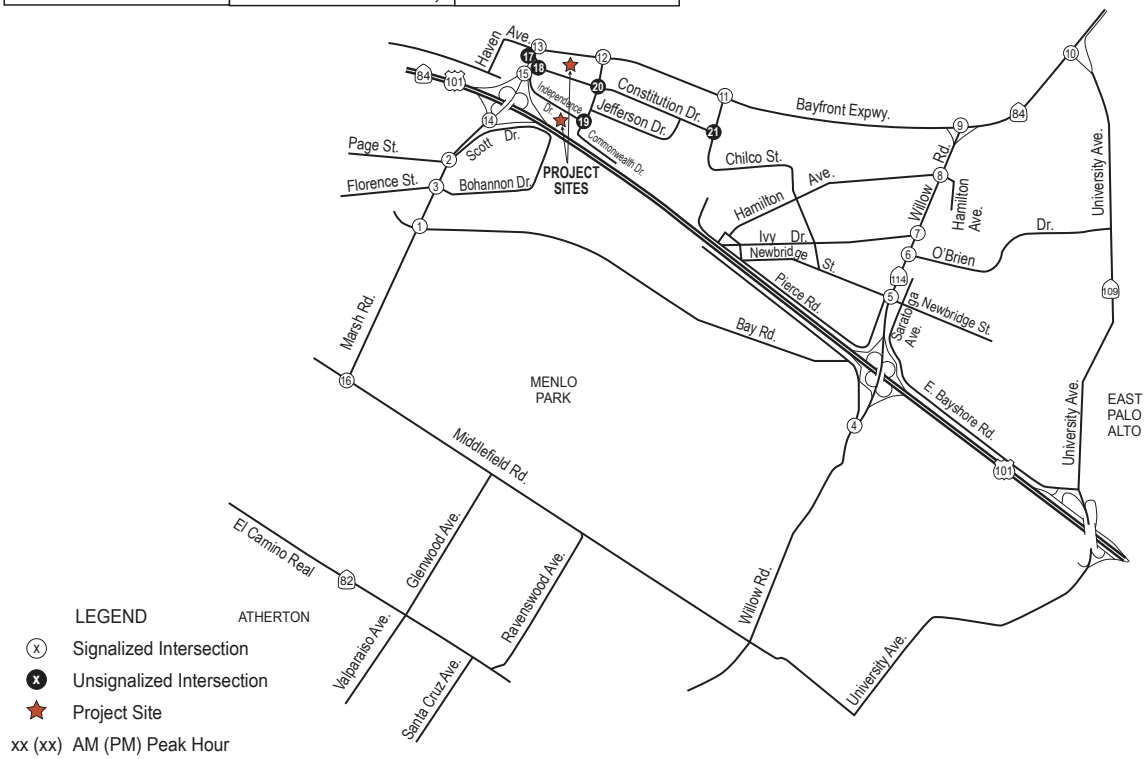


FIGURE 6-1
Near-Term Plus Alternative 1 Peak Hour Volumes

***Source*: DKS Associates, 2009**

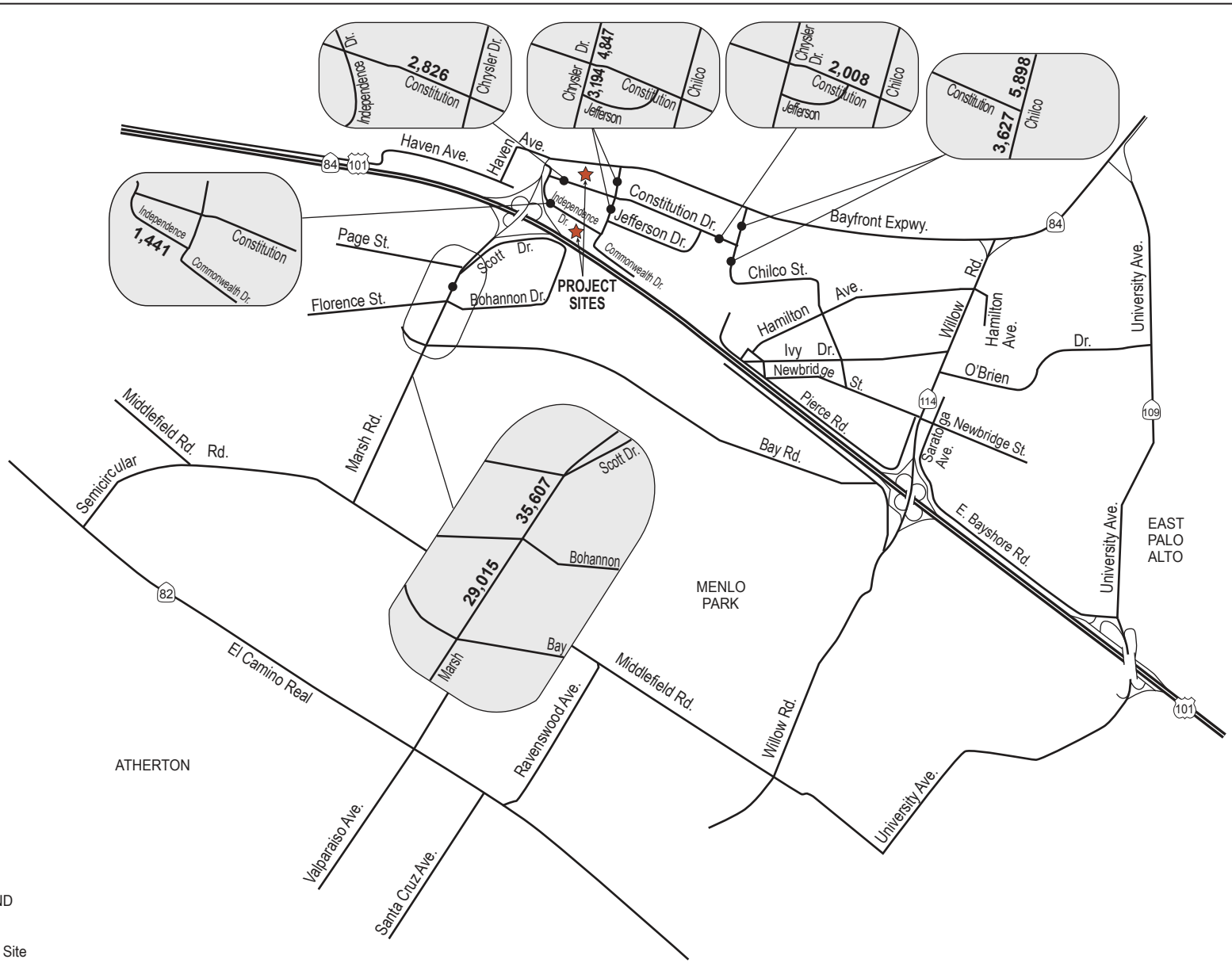
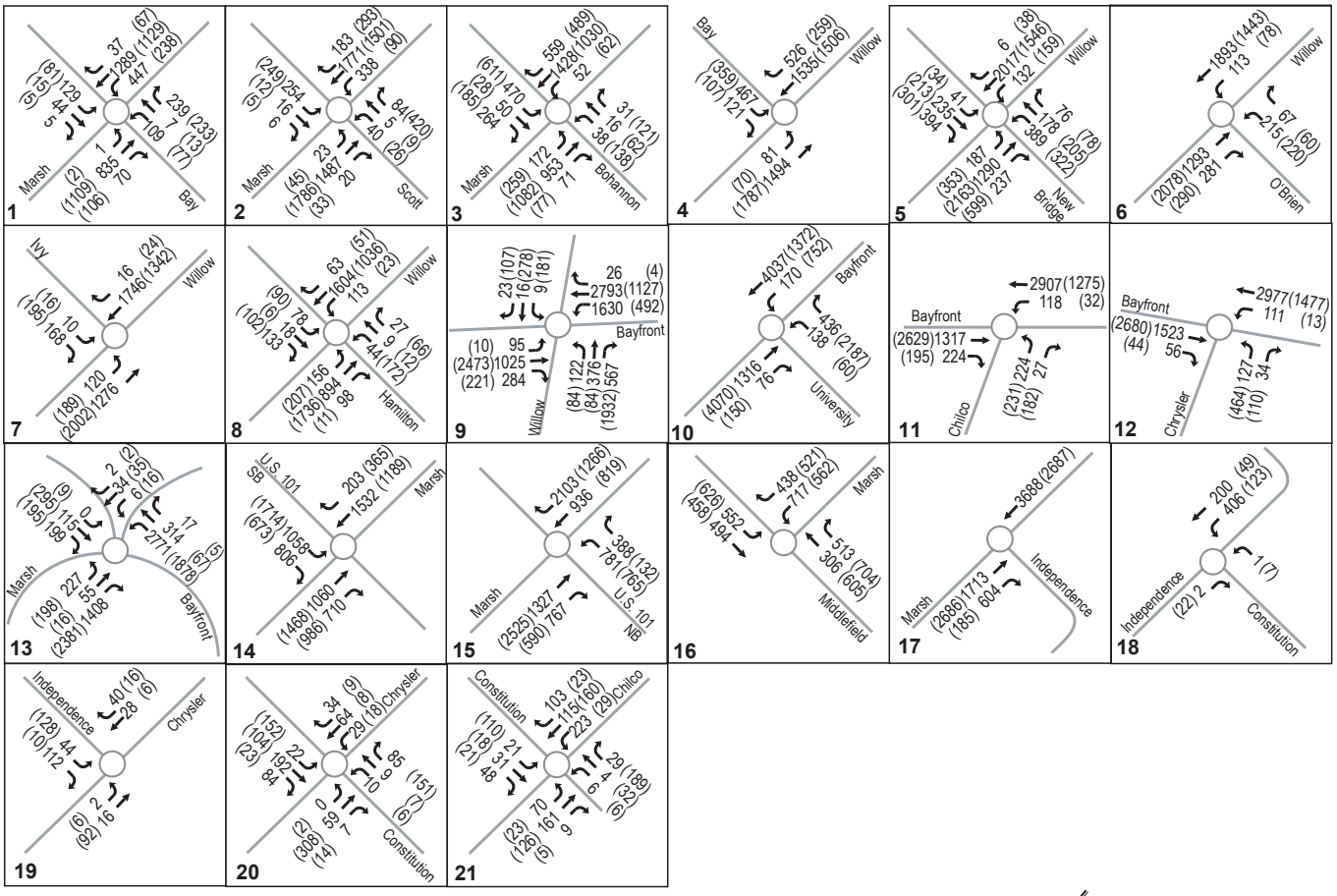
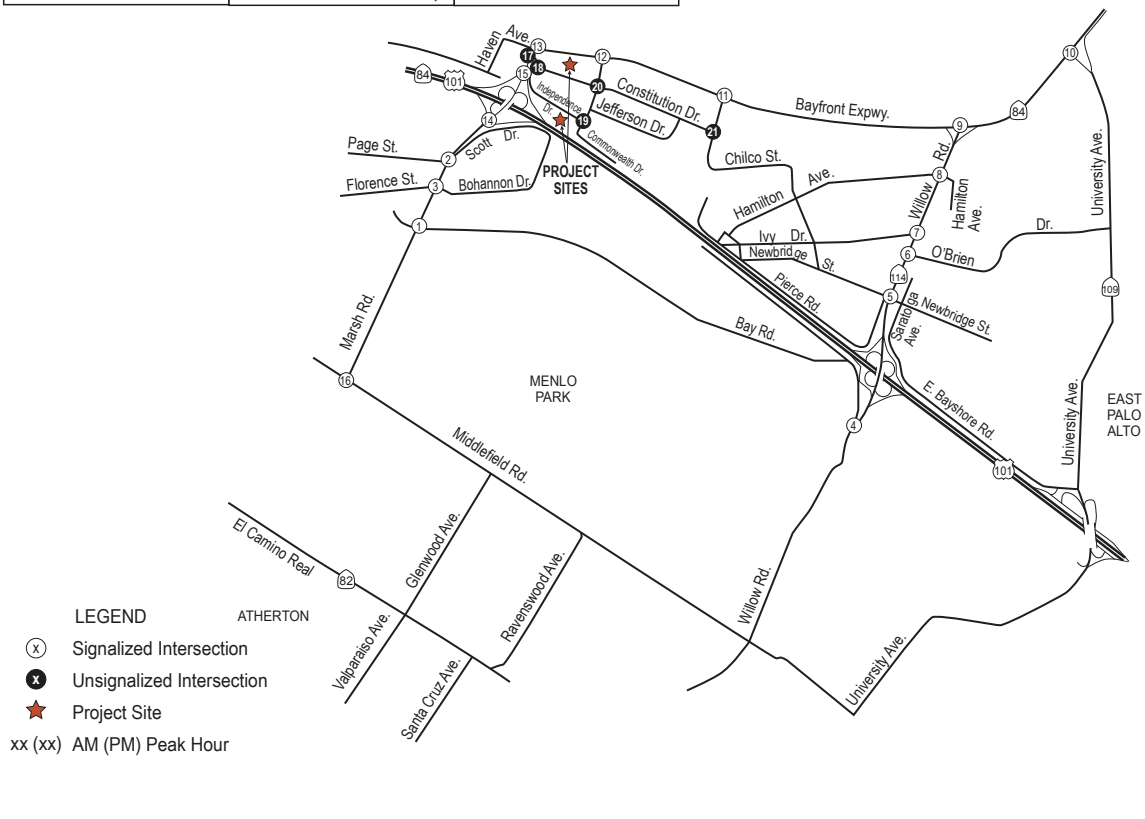


FIGURE 6-2
Cumulative Plus Alternative 1 Average Daily Traffic (ADT)

Source: DKS Associates, 2009





Source: DKS Associates, 2009

FIGURE 6-3
Cumulative Plus Alternative 1 Peak Hour Volumes

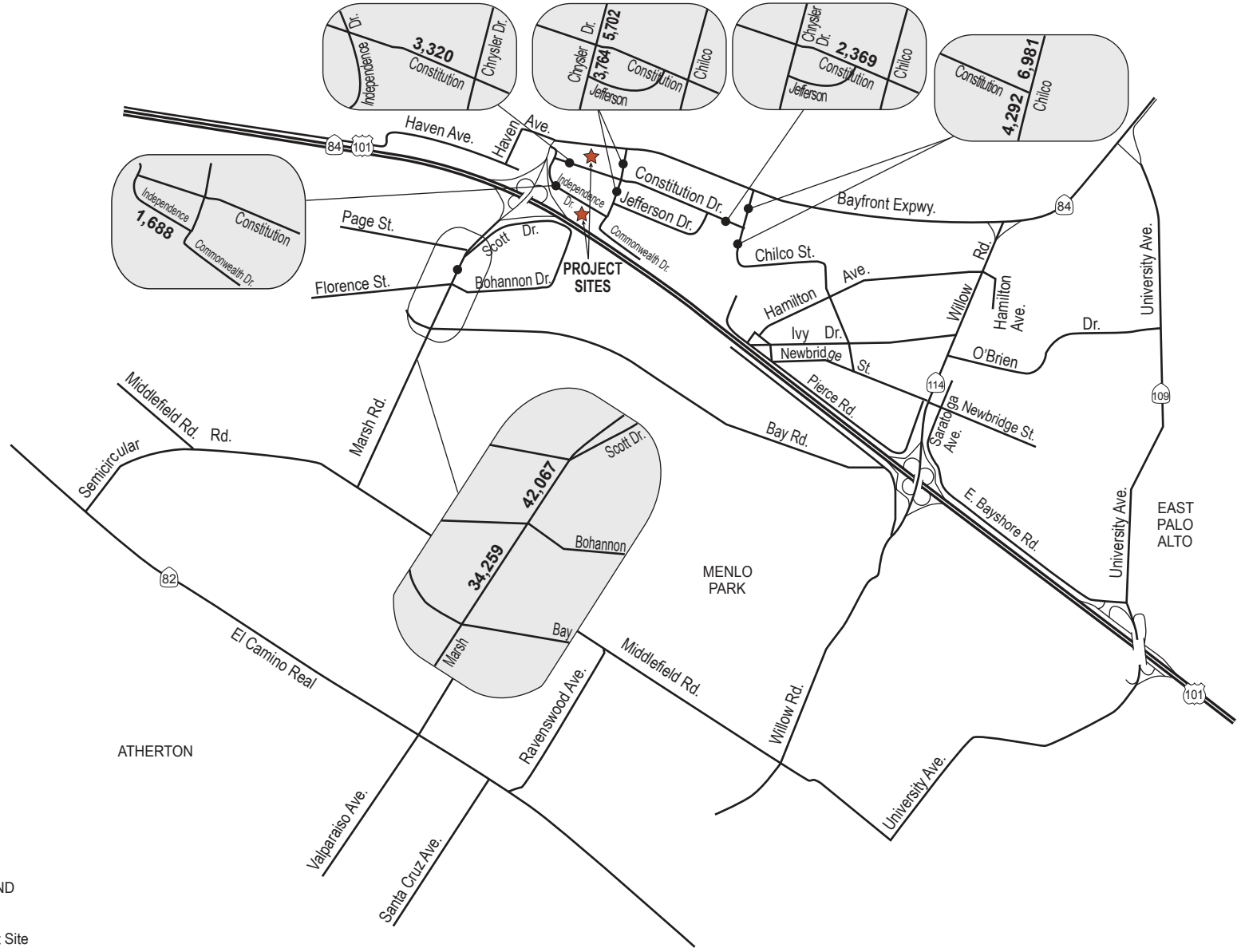


FIGURE 6-4
Cumulative Plus Alternative 1 Average Daily Traffic (ADT)

Source: DKS Associates, 2009

Summary

As summarized in Table 6-1, Alternative 1 would have less of a traffic impact compared to the proposed project because a total of 14 traffic impacts would be avoided compared to the proposed project in the Near Term condition and a total of 16 impacts would be avoided in the Cumulative condition.

Air Quality. As discussed in Section 3.2, Air Quality, the proposed project would generate approximately 11,113 daily vehicle trips. To estimate operational emissions that the net new vehicle trips would generate, the daily vehicle trips were entered into the URBEMIS 2007 (Version 9.2.4) computer model. The modeling determined that the proposed project's average daily emissions of 180.6 pounds per day of PM_{10} and 114.6 pounds per day of NO_x would exceed BAAQMD's threshold of 80 pounds per day. Alternative 1 is projected to generate an additional 390 daily vehicle trips. It is estimated that the 390 additional vehicle trips created by Alternative 1 would generate an average daily PM_{10} emission of 33.48 pounds per day, which is under the BAAQMD threshold of 80 pounds per day. In addition, NO_x generated by the 390 additional trips would also be under the 80 pound threshold. Therefore, unlike the proposed project, Alternative 1 would not have a significant impact on air quality.

Noise. Unlike the proposed project, Alternative 1 would not have significant noise level impacts. Using the traffic volume information from the TIA for Alternative 1, under fully occupied conditions, local traffic noise levels would increase by a maximum of 0.9 dBA L_{dn}. The increase in noise would not exceed the Federal Transit Administration's (FTA) significance threshold of 1 dBA L_{dn} for residential uses. Therefore, this would be a less-than-significant impact, as there would not be a substantial increase in ambient noise as a result of full occupation of the existing buildings. There would be no impact associated with vibration from pile driving because there would be no new construction.

Utilities and Service Systems. As with the proposed project, Alternative 1 would have a significant impact on the City's water supply. The San Francisco Public Utilities Commission (SFPUC) has plans to supply the water demands projected by its member agencies during normal rainfall years. In normal years, SFPUC can reliably deliver the purchase request submitted by the member agencies (assumes implementation of the SFPUC's Water System Improvement Plan or increased annual average diversions from the Tuolumne River under CCSF existing water rights).[7] Compared to current conditions, Alternative 1 would increase the number of people occupying the project site and would, therefore, increase the existing on-site water demand. Water demands in Menlo Park, with the additional demand generated by Alternative 1, are greater than the purchase requests submitted by the City. Therefore, the SFPUC may not be able to supply the increased water demand for Alternative 1 under Cumulative conditions and the SFPUC would only be able to supply water above the purchase request amount if another member agency used less water than they projected. Because this cannot be estimated or relied upon, the City could have insufficient water supplies available to serve Alternative 1 from existing entitlements and resources under Cumulative conditions. However, compared to the proposed project, this alternative would reduce the amount of development on the project site, and

[7] PBS&J, Draft Water Supply Assessment for the Menlo Gateway Project, June 2009 (see Appendix H).

therefore, would require less water and have less of a significant impact on the City's water supply. Hence, Alternative 1 would still have a significant impact on the City's water supply under Cumulative conditions, but to a lesser degree than the proposed project.

Conclusion. Alternative 1 would not achieve any of the project objectives, including developing the site with a hotel to serve the demands of business travelers, generating new revenue for the City, providing complimentary retail, restaurant, and health club uses, rejuvenating an older industrial district, and providing office spaces with sufficient square footage to attract intellectual and corporate headquarters.

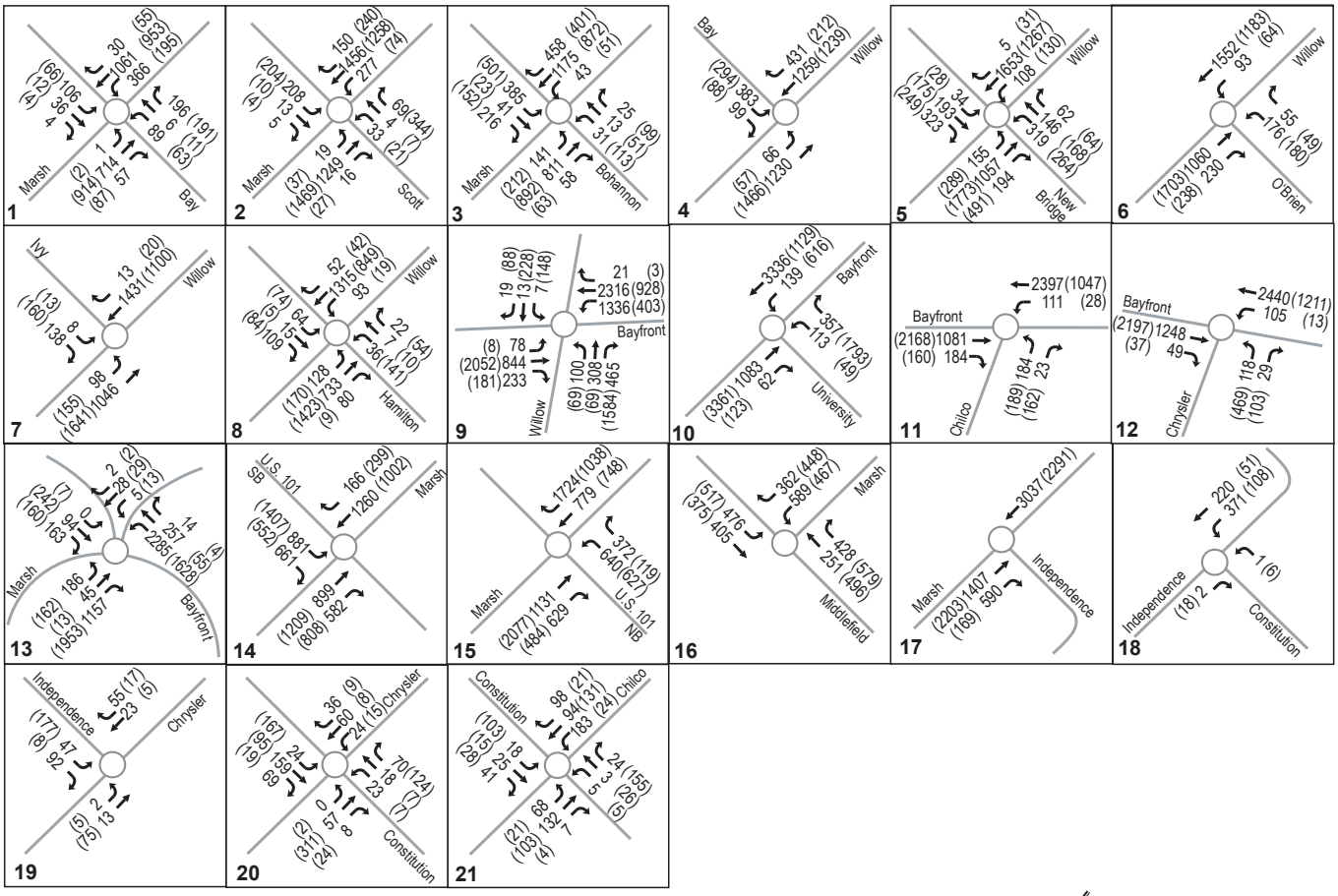
6.2 ALTERNATIVE 2 — EXISTING M-2 BUILD-OUT MAXIMUM FAR OF 45 PERCENT

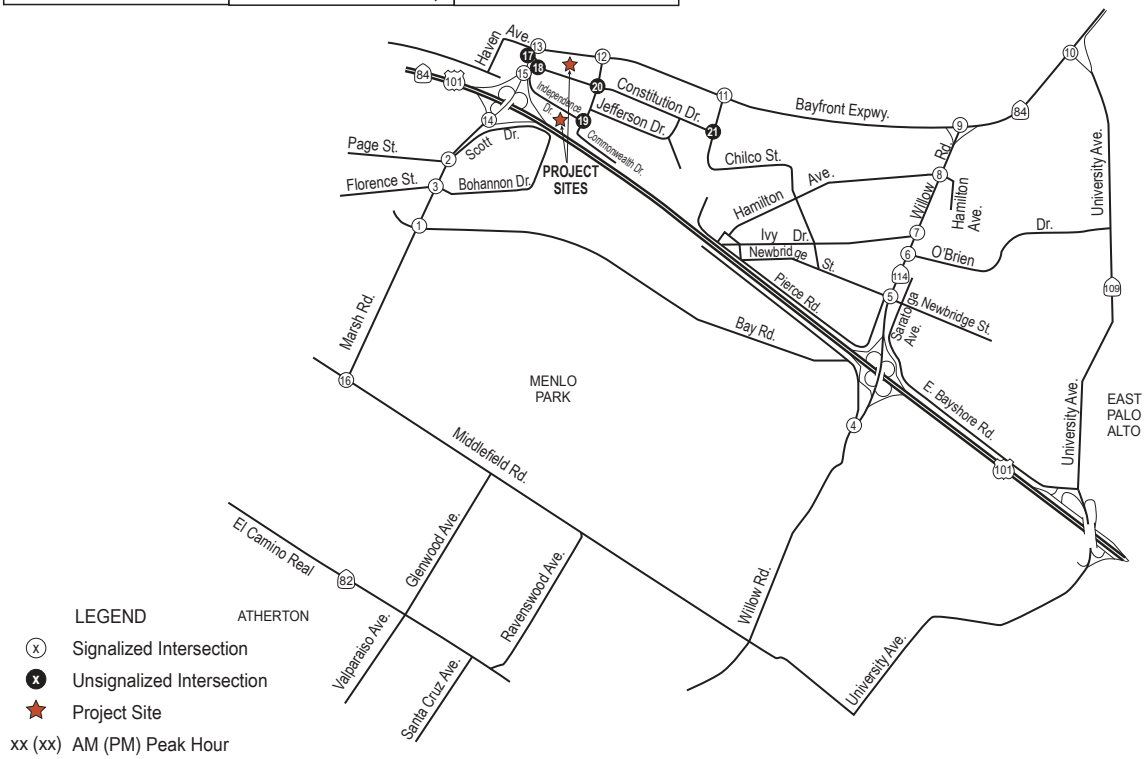
Alternative 2 seeks to lessen the project's significant and unavoidable impacts. Under Alternative 2, the maximum FAR would remain at 45 percent, rather than increasing it to 137.5 percent, under the proposed GPA/ZOA. Under this alternative, the office components of the proposed project would be reduced from 200,000 s.f. to 138,967 s.f. at the Independence site, and from 494,669 s.f. to 173,660 s.f. at the Constitution site. This alternative represents a 45 percent reduction in floor area. The restaurant, health club, retail, and hotel components are not included in Alternative 2.

The existing FARs on the Independence site and Constitution site are approximately 30 percent. To accommodate an increased FAR of 45 percent, demolition and new project construction could occur under Alternative 2 to achieve the allowable FAR buildout. Any increase above the existing FAR to 45 percent would increase onsite population, resulting in operational impacts to traffic, utilities, public services, air quality, and noise.

The physical impacts associated with construction and demolition (air quality, noise, aesthetics, biological resources, cultural resources, traffic and hazardous materials) would be similar to those identified for the proposed project in the technical sections of this DEIR and would essentially result in the same impacts. Therefore, impacts associated with project construction are not further analyzed in the analysis. However, operational impacts associated with Alternative 2 would differ from the proposed project and are addressed below.

Transportation. Section 3.11, Traffic and Circulation, analyzed the traffic for the proposed project in both the Near Term and Cumulative conditions. The TIA (Appendix G) also analyzed the potential impacts of Alternative 2 in the Near Term and Cumulative conditions. Alternative 2 would generate an additional 1,424 daily trips (see Table 6-1), a 87 percent reduction in trips compared to the proposed project. Figures 6-5 and 6-6 show the peak hour volumes and the ADT under Near-Term plus Alternative 2. Figures 6-7 and 6-8 show the peak hour volumes and the ADT under Cumulative plus Alternative 2. A comparison of the impacts to intersections, roadway segments, and routes of regional significance are discussed below. Similar to the project, all identified impacts discussed in the Alternatives section would remain significant and unavoidable because of either 1) the lack of a technically feasible mitigation measure due to right-of-way constraints and/or cost, or 2) the need for approval of or coordination with an outside agency.





Source: DKS Associates, 2009

FIGURE 6-5
Near-Term Plus Alternative 2 Peak Hour Volumes

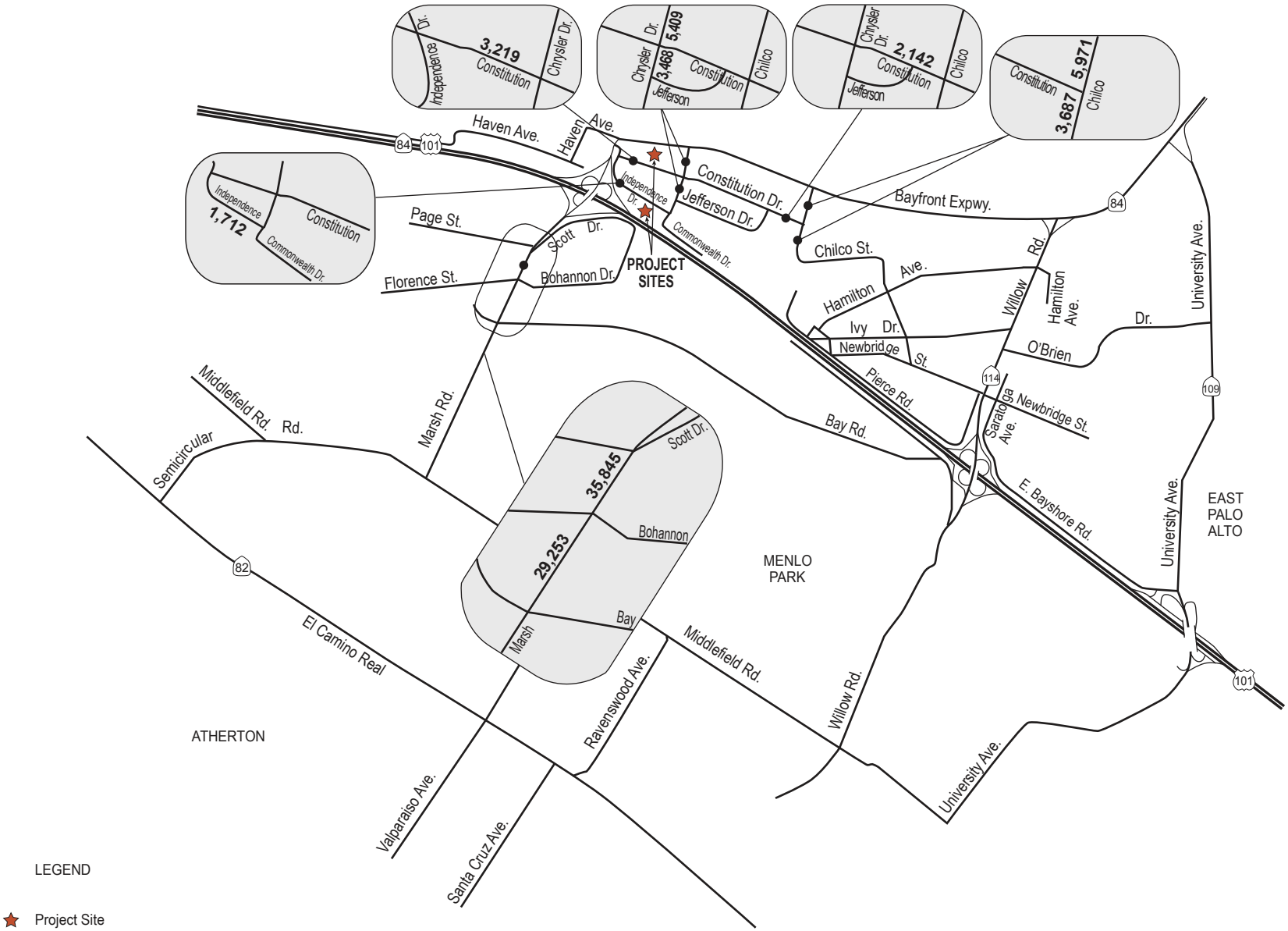
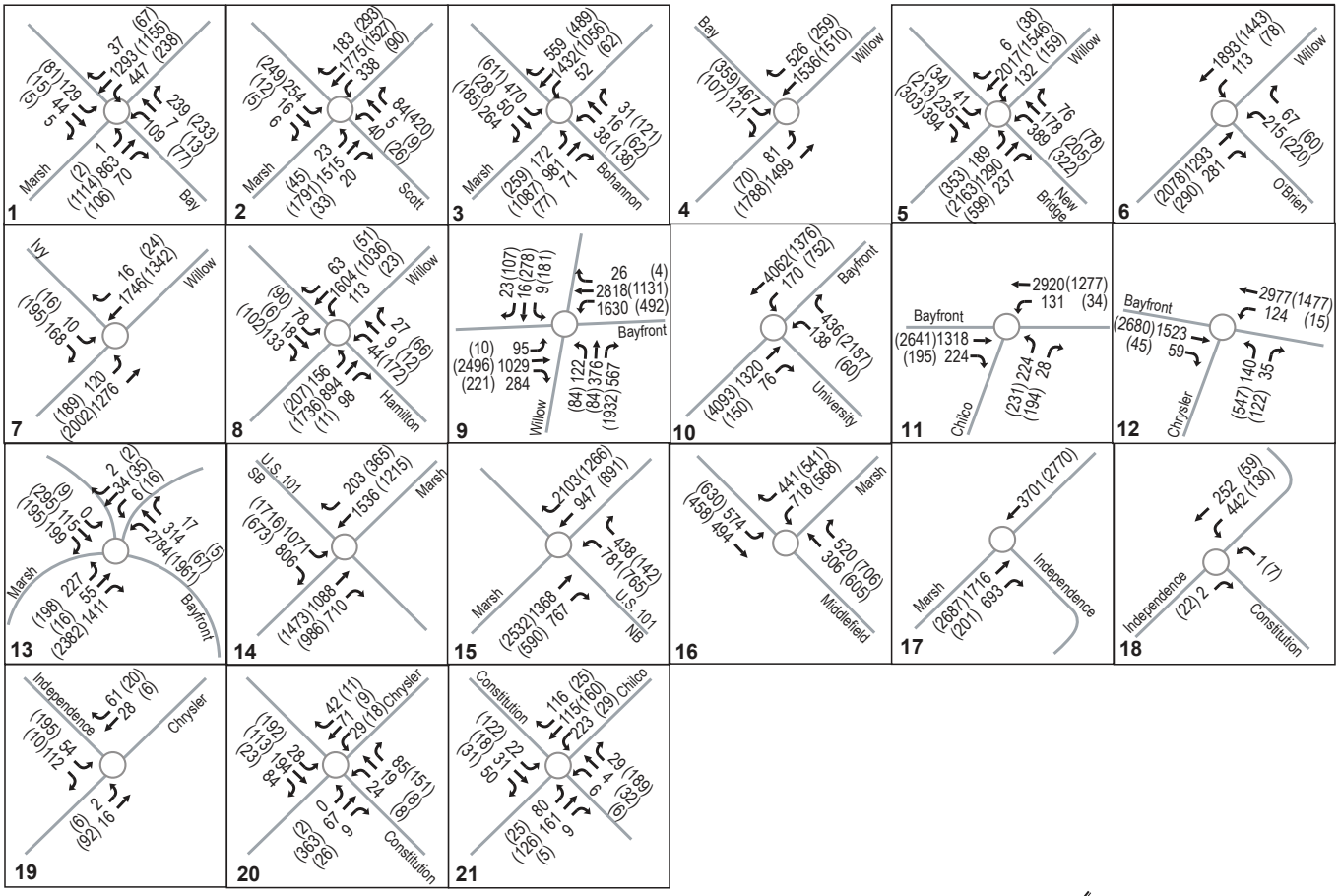
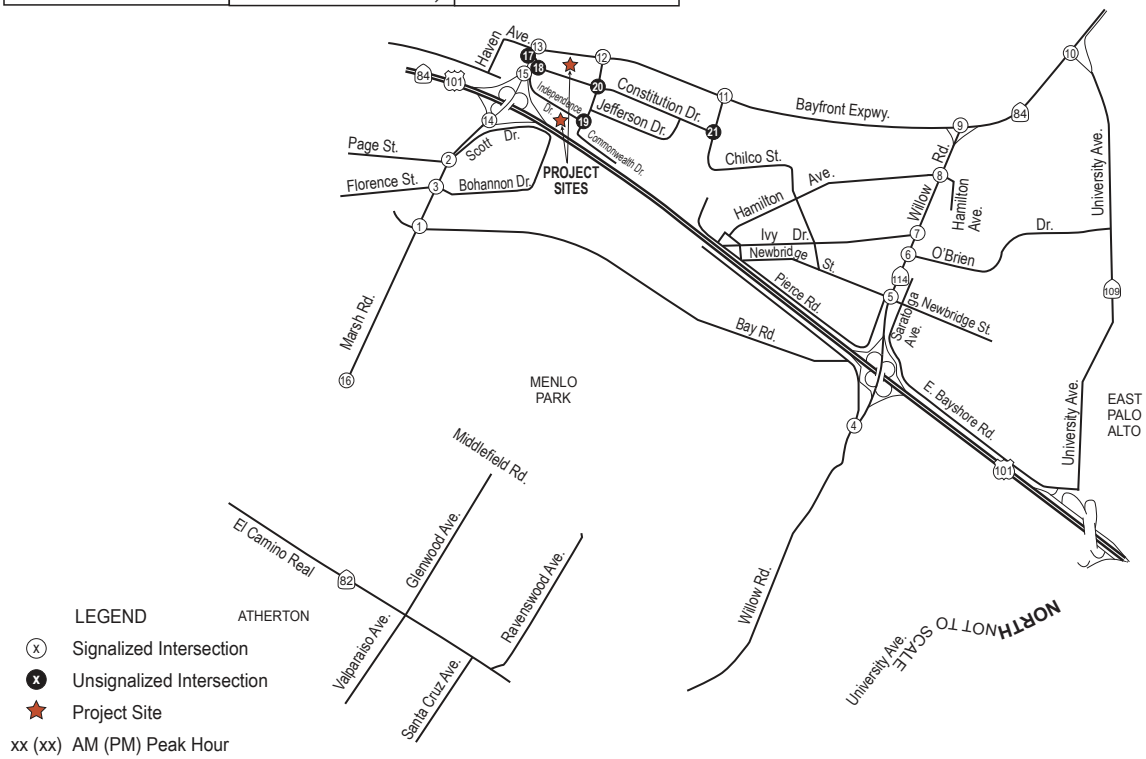


FIGURE 6-6
Near-Term Plus Alternative 2 Average Daily Traffic (ADT)

Source: DKS Associates, 2009





LEGEND

- (x) Signalized Intersection
- (x) Unsignalized Intersection
- Project Site
- xx (xx) AM (PM) Peak Hour

NORTH
NOT TO SCALE

Source: DKS Associates, 2009

FIGURE 6-7
Cumulative Plus Alternative 2 Peak Hour Volumes

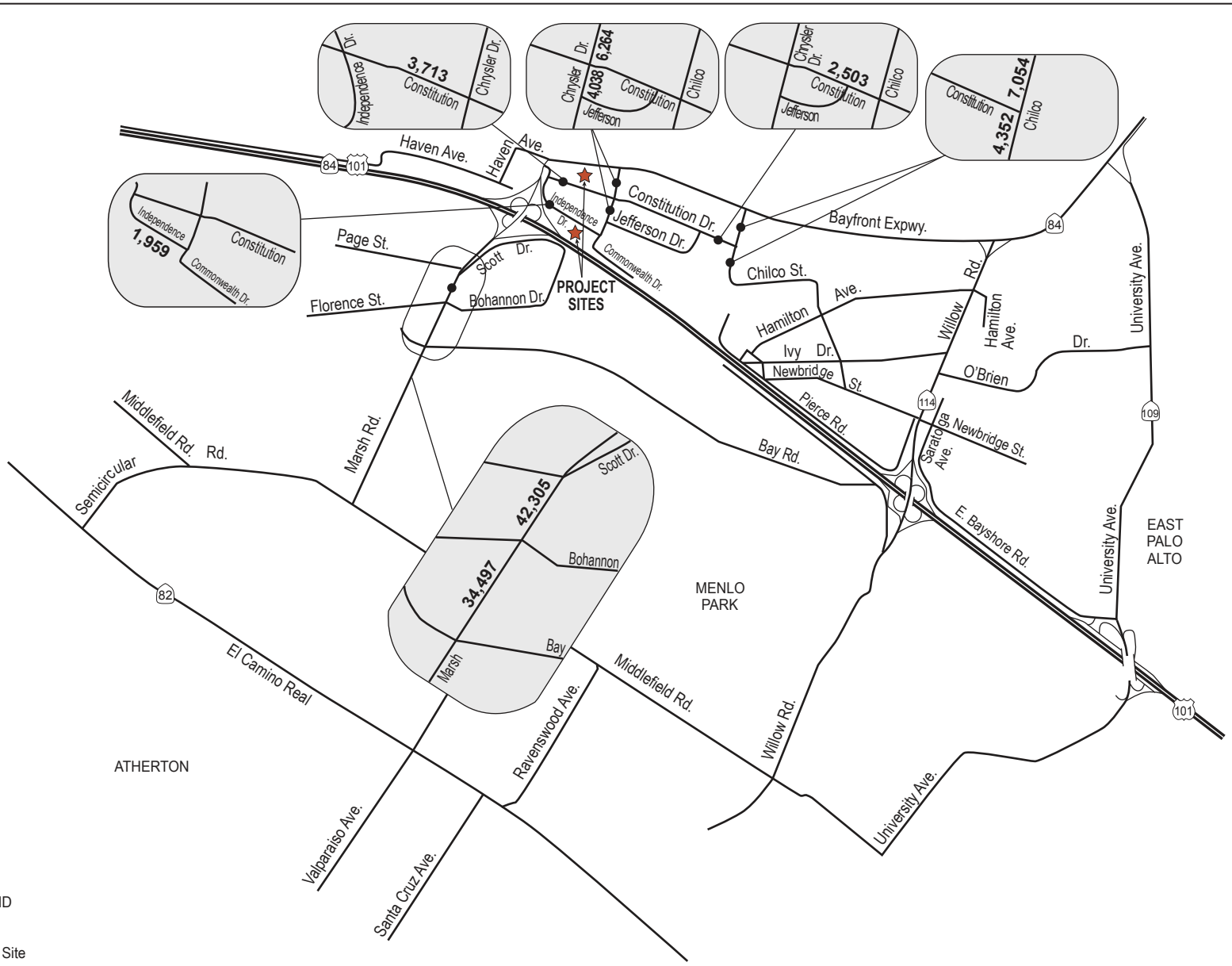


FIGURE 6-8
Cumulative Plus Alternative 2 Average Daily Traffic (ADT)

Source: DKS Associates, 2009

Intersections

As summarized in Table 6-3, Alternative 2 would result in significant impacts to the following two intersections in the Near Term condition, compared to six intersections with the proposed project.

- Willow Road/Newbridge Street (AM peak hour); and
- Bayfront Expressway/Willow Road (PM peak hour).

Under Cumulative conditions, Alternative 2 would result in a significant impact at the following four intersections compared to nine with the proposed project:

- Marsh Road/Bohannon Drive (PM peak hour);
- Bayfront Expressway/Willow Road (PM peak hour);
- Bayfront Expressway/Chrysler Drive (AM peak hour); and
- Bayfront Expressway/Haven Avenue (AM peak hour).

Roadway Segments

As summarized in Table 6-4, Alternative 2 would result in significant impacts to the following six roadway segments, compared to eight roadway segments for the proposed project in the Near Term condition:

- Marsh Road between Bohannon Drive and Bay Road;
- Constitution Drive between Independence Drive and Chrysler Drive;
- Independence Drive between Constitution Drive and Chrysler Drive;
- Chrysler Drive between Constitution Drive and Bayfront Expressway;
- Chrysler Drive between Constitution Drive and Jefferson Drive; and
- Chilco Street between Constitution Drive and Hamilton Avenue.

Under Cumulative conditions, Alternative 2 would result in significant impacts to the same six segments as the Near Term condition, compared to eight roadway segments for the proposed project.

Routes of Regional Significance

As summarized in Table 6-5, Alternative 2 would not result in significant impacts to routes of regional significance in the Near Term and Cumulative conditions, whereas the proposed project would result in significant impacts to all three routes under both Near Term and Cumulative conditions.

Summary

As summarized in Table 6-1, Alternative 2 would have less of a traffic impact compared to the proposed project because a total of nine traffic impacts would be avoided compared to the proposed project in the Near Term condition and a total of 10 impacts would be avoided in the Cumulative condition.

Air Quality. The proposed project's average daily emissions would not exceed BAAQMD's PM_{10} and NO_x threshold of 80 pounds per day. It is estimated that 1,424 vehicle trips would be created under Alternative 2. The number of trips was modeled using the URBEMIS 2007 model, which would generate an average daily PM_{10} emission of 47.8 pounds; this is below the BAAQMD threshold of 80 pounds per day. The increase in NO_x would also be below the 80 pound threshold as well. Therefore, unlike the proposed project, Alternative 2 would not have a significant impact on air quality.

Noise. Similar to the proposed project, Alternative 2 would have a short-term significant and unavoidable noise impact associated with construction-related vibration. However, under this alternative there would be no traffic-related noise impacts. Using the traffic volume information from the TIA for Alternative 2, proposed development would increase local traffic noise levels by a maximum of 0.9 dBA L_{dn}. The increase in noise would not exceed the FTA significance threshold of 1 dBA L_{dn} for residential uses. Therefore, this would be a less-than-significant impact as there would not be a substantial increase in ambient noise as a result of Alternative 2.

Utilities and Service Systems. As with the proposed project, Alternative 2 would have a significant impact on the City's water supply. The SFPUC has plans to supply the water demands projected by its member agencies during normal rainfall years. In normal years, SFPUC can reliably deliver the purchase request submitted by the member agencies.[8] Compared to current conditions, Alternative 2 would increase the number of people occupying the project site and would, therefore, increase the on-site water demand. Demands in Menlo Park, with the additional demand generated by Alternative 2, are greater than the purchase requests submitted by the City for dry or multiple dry years. Therefore, the SFPUC may not be able to supply the increase in water demand and the SFPUC would only be able to supply water above the purchase request amount if another member agency used less water than they projected. Because this cannot be estimated or relied upon, the City could have insufficient water supplies available to serve Alternative 2 from existing entitlements and resources under Cumulative conditions, the same as the proposed project. However, compared to the proposed project, this alternative would reduce the amount of development on the project site and therefore, would require less water and have slightly less of an impact on the City's water supply under Near Term conditions. Hence, Alternative 2 would have a significant impact on the City's water supply under Cumulative conditions, but to a lesser degree than the proposed project.

6.3 ALTERNATIVE 3 —M-2 BUILD-OUT WITH OFFICE AT 45 PERCENT FAR WITH OFFICE, AND HOTEL/HEALTH CLUB/RESTAURANT/RETAIL

Alternative 3 also would seek to lessen the project's significant and unavoidable impacts. Under Alternative 3, the maximum FAR would remain at 45 percent, rather than increase to 137.5 percent under the GPA/ZOA. Under this alternative, the office components of the proposed project would be reduced from 200,000 s.f. to 138,967 s.f. at the Independence site, and from 494,669 s.f. to 173,660 s.f. at the Constitution site. This represents 45 percent of the maximum FAR for the office

[8] PBS&J, Draft Water Supply Assessment for the Menlo Gateway Project, June 2009.

uses. Alternative 3 would also include the restaurant, health club, retail, and hotel components of the proposed project.

As mentioned above, the existing FARs on the Independence site and Constitution site are approximately 30 percent. The increased FAR would increase onsite population, resulting in operational impacts associated with traffic, air quality, water supply, and noise.

The physical impacts associated with construction and demolition (air quality, noise, aesthetics, biological resources, cultural resources, traffic and hazardous materials) would be similar to those identified for the proposed project in the technical sections of this DEIR and would essentially result in the same impacts. Therefore, impacts associated with project construction are not further analyzed in the analysis. However, operational impacts associated with Alternative 3 would differ from the proposed project and are addressed below.

Transportation. Section 3.11, Traffic and Circulation, analyzed the traffic for the proposed project in both the Near Term and Cumulative conditions. The TIA (Appendix G) also analyzed the potential impacts of Alternative 3 in the Near Term and Cumulative conditions. Alternative 3 would generate an additional 6,906 daily trips (see Table 6-1), a 38 percent reduction in trips compared to the proposed project. Figures 6-9 and 6-10 show the peak hour volumes and the ADT under Near-Term plus Alternative 3. Figures 6-11 and 6-12 show the peak hour volumes and the ADT under Cumulative plus Alternative 3. A comparison of the impacts to intersections, roadway segments, and routes of regional significance are discussed below. Similar to the project, all identified impacts discussed in the Alternatives section would remain significant and unavoidable because of either 1) the lack of a technically feasible mitigation measure due to right-of-way constraints and/or cost, or 2) the need for approval of or coordination with an outside agency.

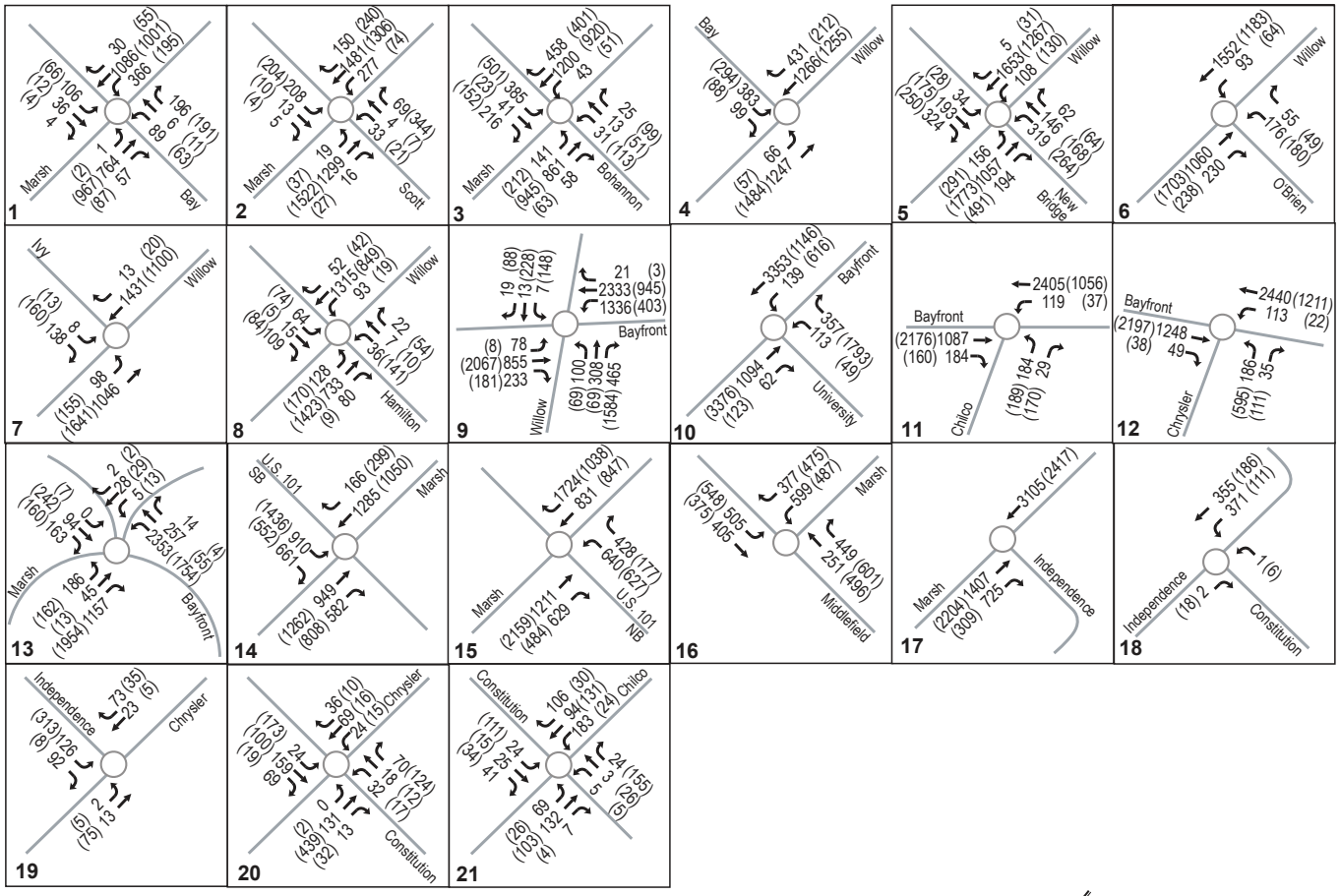
Intersections

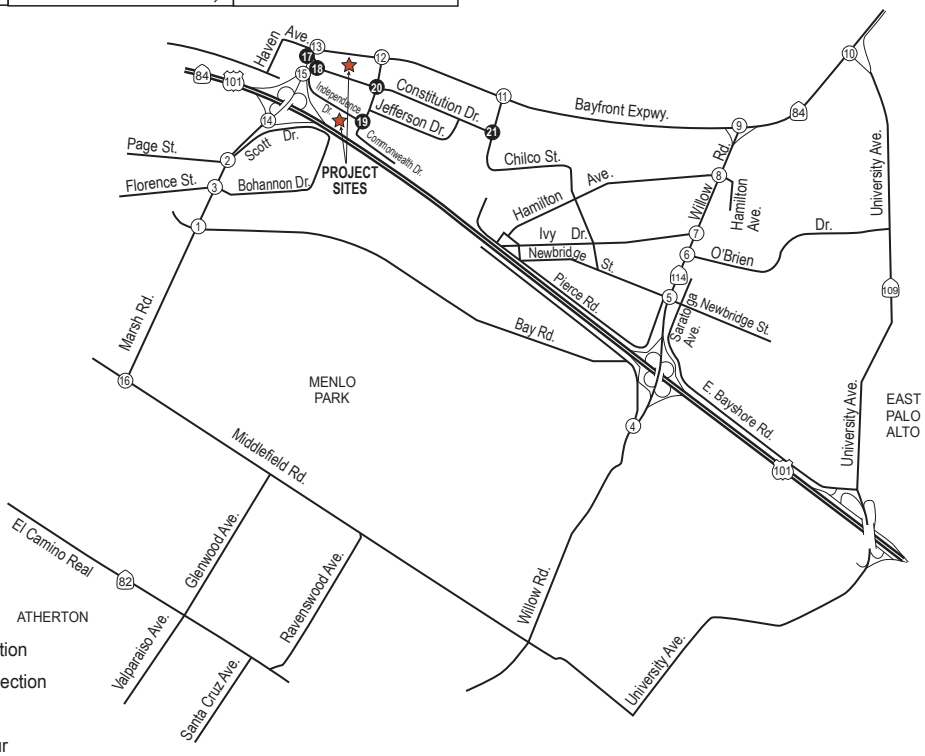
As summarized in Table 6-3, Alternative 3 would result in significant impacts to the following three intersections in the Near Term condition, compared to six intersections with the proposed project.

- Willow Road/Newbridge Street (AM peak hour);
- Bayfront Expressway/Willow Road (PM peak hour); and
- Bayfront Expressway/Haven Avenue (AM peak hour).

Under Cumulative conditions, Alternative 3 would result in a significant impact to the following five intersections compared to nine with the proposed project:

- Marsh Road/Bohannon Drive (PM peak hour);
- Bayfront Expressway/Willow Road (PM peak hour);
- Bayfront Expressway/Chrysler Drive (AM peak hour);
- Bayfront Expressway/Haven Avenue (AM peak hour); and
- Marsh Road/Middlefield Road (PM peak hour).





LEGEND

- (x) Signalized Intersection
- (x) Unsignalized Intersection
- Project Site
- xx (xx) AM (PM) Peak Hour

NORTH
NOT TO SCALE

FIGURE 6-9
Near-Term Plus Alternative 3 Peak Hour Volumes

***Source*: DKS Associates, 2009**

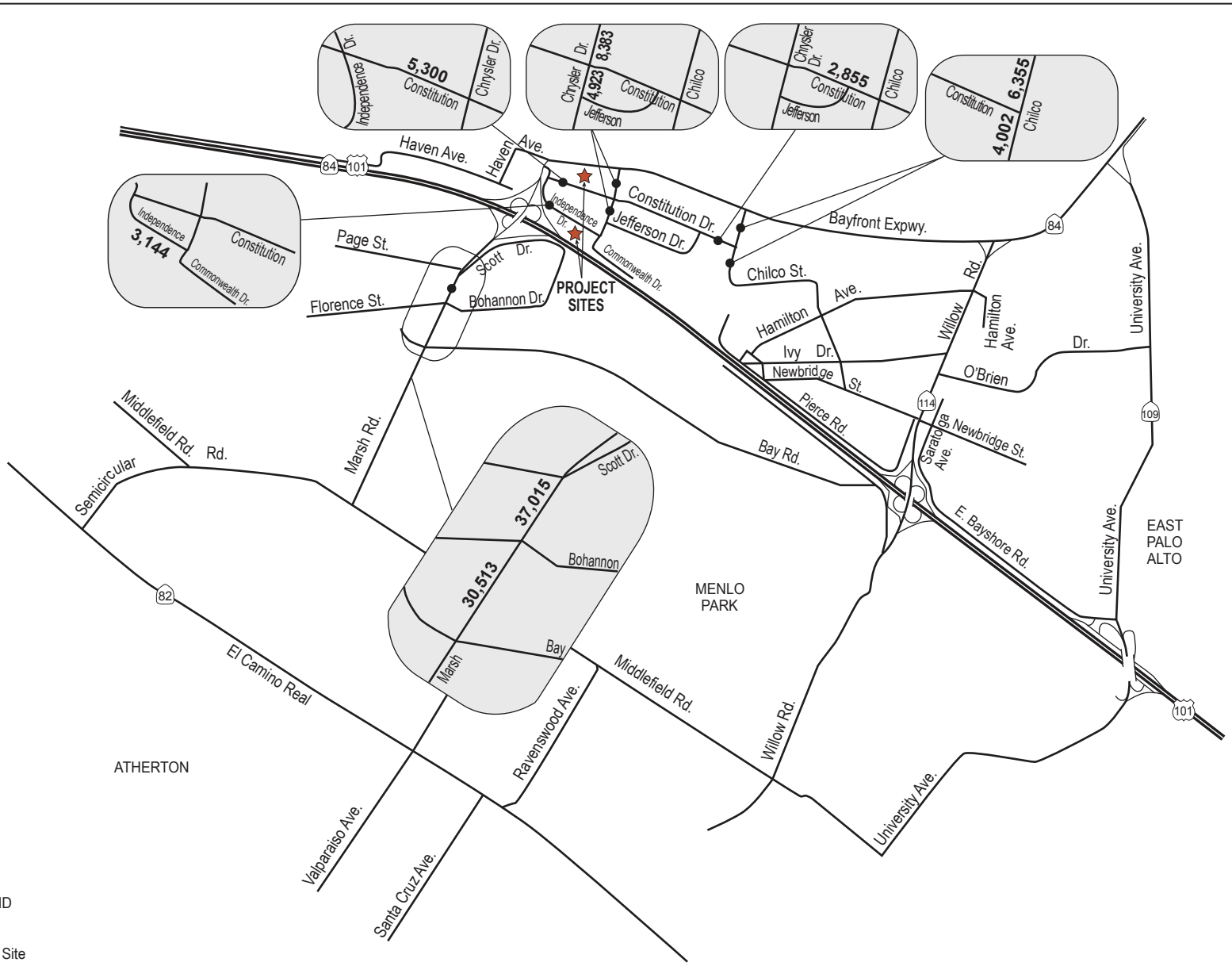
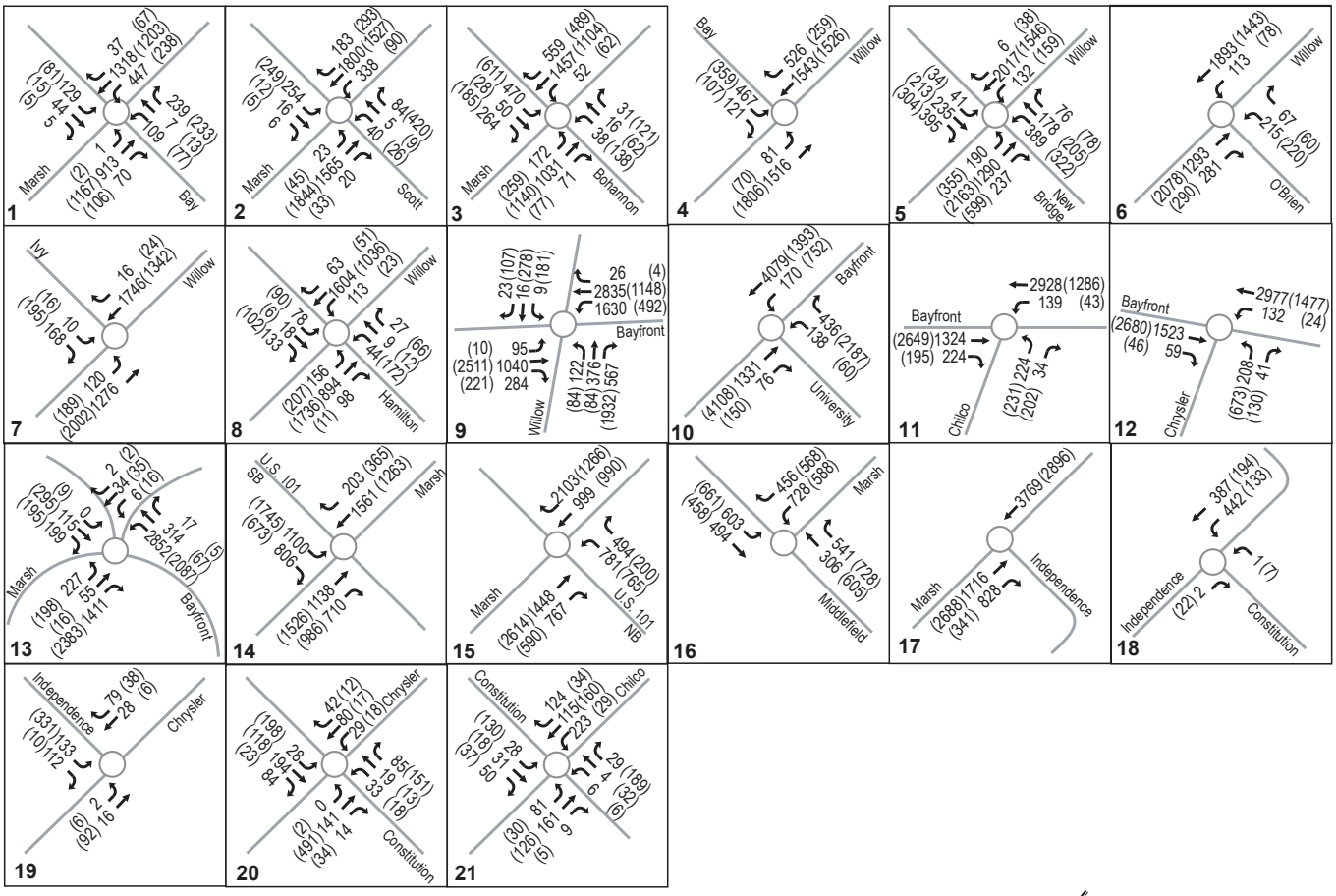
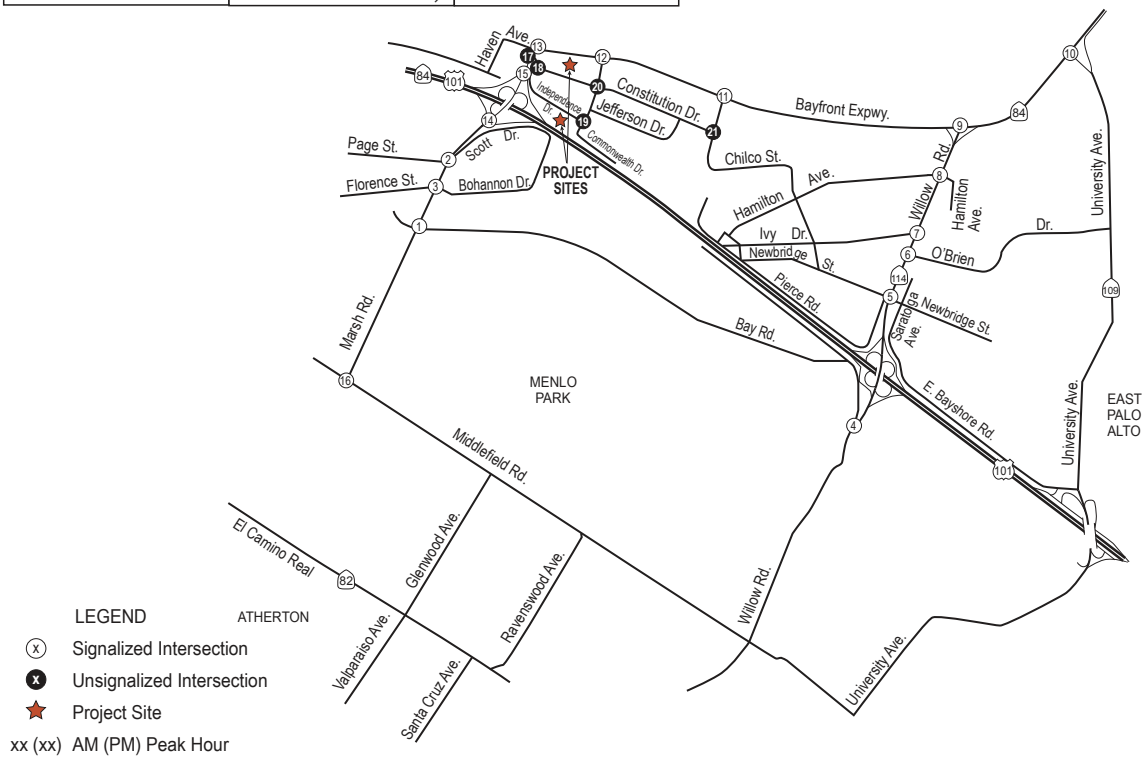


FIGURE 6-10
Near-Term Plus Alternative 3 Average Daily Traffic (ADT)

Source: DKS Associates, 2009





Source: DKS Associates, 2009

FIGURE 6-11
Cumulative Plus Alternative 3 Peak Hour Volumes

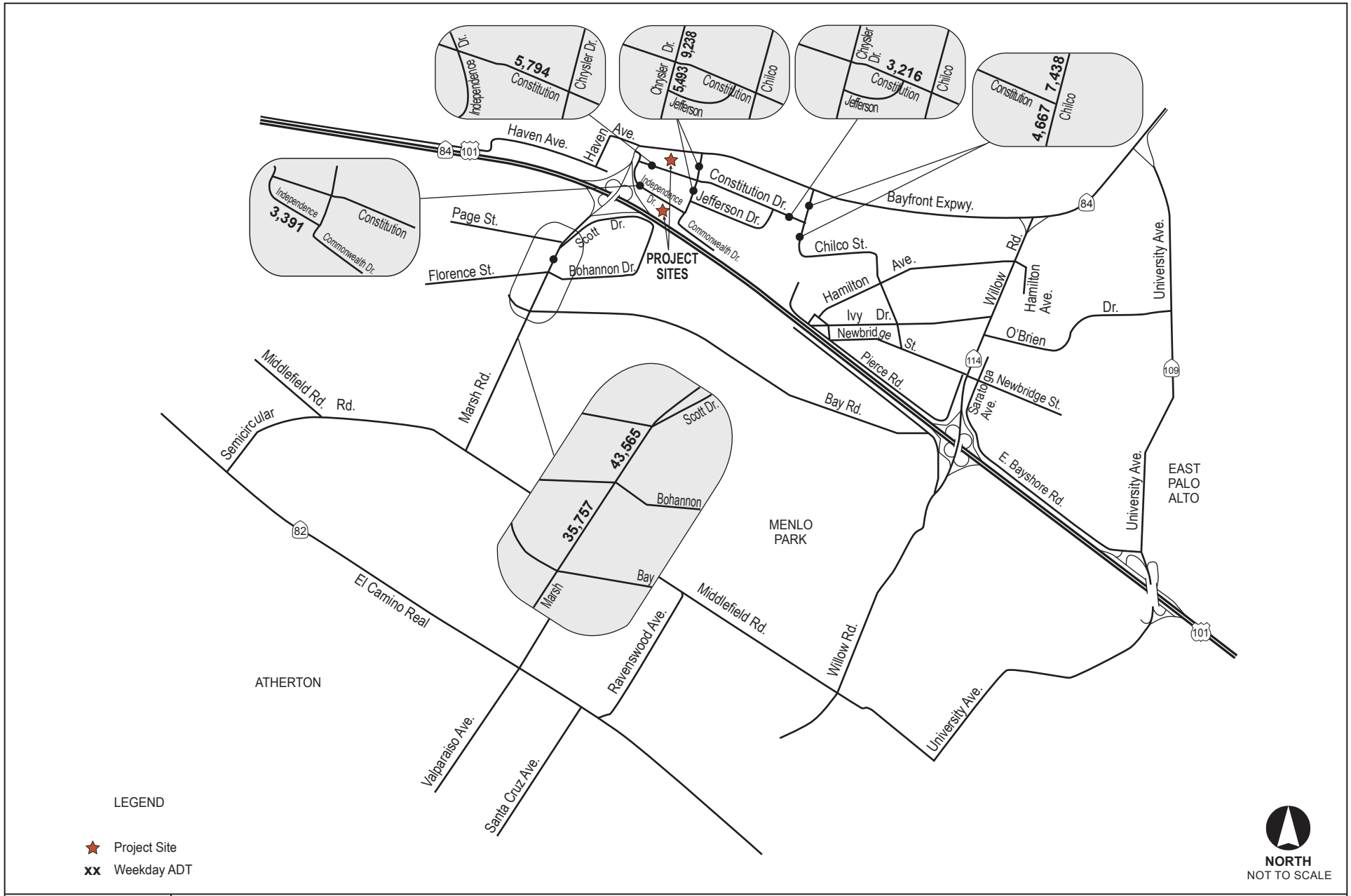


FIGURE 6-12
Cumulative Plus Alternative 3 Average Daily Traffic (ADT)

Source: DKS Associates, 2009

D411048.01

Menlo Gateway Draft EIR

06253 | JCS | 09

Roadway Segments

As summarized in Table 6-4, Alternative 3 would result in significant impacts to the following seven roadway segments, compared to eight roadway segments for the proposed project in the Near Term condition:

- Marsh Road between Bohannon Drive and Bay Road;
- Constitution Drive between Independence Drive and Chrysler Drive;
- Constitution Drive between Chrysler Drive and Chilco Street;
- Independence Drive between Constitution Drive and Chrysler Drive;
- Chrysler Drive between Constitution Drive and Bayfront Expressway;
- Chrysler Drive between Constitution Drive and Jefferson Drive; and
- Chilco Street between Constitution Drive and Hamilton Avenue.

Under the Cumulative conditions, Alternative 3 would result in significant impacts to the same seven segments as the Near Term condition, compared to eight roadway segments for the proposed project.

Routes of Regional Significance

As summarized in Table 6-5, Alternative 3 would result in a significant impact to the following route of regional significance in the Near Term and Cumulative conditions, whereas the proposed project would result in significant impacts to all three routes under both Near Term and Cumulative conditions:

- US 101 South of Willow Road.

Summary

As summarized in Table 6-1, Alternative 3 would have less of a traffic impact compared to the proposed project because a total of six traffic impacts would be avoided compared to the proposed project in the Near Term condition and a total of seven impacts would be avoided in the Cumulative condition.

Air Quality. As discussed above, the proposed project's average daily emissions would exceed BAAQMD's PM_{10} threshold of 80 pounds per day. Alternative 3 is projected to generate an additional 6,906 daily vehicle trips. It is estimated that 6,906 vehicle trips would be created by Alternative 3, which would generate an average daily PM_{10} emission of 113.6 pounds; this is greater than the BAAQMD threshold of 80 pounds per day. The increase in NO_x would not exceed the 80 pound threshold. Therefore, as with the proposed project, Alternative 3 would have a significant unavoidable impact on air quality associated with PM_{10}, but not NO_x, unlike the proposed project.

Noise. Alternative 3 would have a significant impact associated with ground-born vibration from pile driving, the same as the proposed project. However, under Alternative 3 there would be no significant impacts associated with traffic noise. Using the traffic volume information from the TIA for

Alternative 3, the proposed development would not increase local traffic noise levels by more than 1 dBA L_{dn}. Under Cumulative conditions, the noise levels at this location would increase, from existing conditions, by less than 1 dBA L_{dn} and would be below the significance threshold, resulting in a less-than-significant impact.

Utilities and Service Systems. As with the proposed project, Alternative 3 would have a significant impact on the City's water supply. The SFPUC has plans to supply the water demands projected by its member agencies during normal rainfall years. In normal years, SFPUC can reliably deliver the purchase request submitted by the member agencies.[9] Compared to current conditions, Alternative 3 would increase the number of people occupying the project site and would therefore, increase the on-site water demand. Demands in Menlo Park, with the additional demand generated by Alternative 3, are greater than the purchase requests submitted by the City for dry and multiple dry years. Therefore, the SFPUC may not be able to supply the increase in water demand and the SFPUC would only be able to supply water above the purchase request amount if another member agency used less water than they projected. Because this cannot be estimated or relied upon, under Cumulative conditions, the City could have insufficient water supplies available to serve Alternative 3 from existing entitlements and resources. However, compared to the proposed project, this alternative would reduce the overall amount of development within the project area, and therefore, would require less water and have slightly less of a significant impact on the City's water supply. Hence, Alternative 3 would have a significant impact on the City's cumulative water supply, but to a lesser degree than would the proposed project.

Conclusion. Alternative 3 would achieve some project objectives. For example, development under this alternative could be aesthetically pleasing, creating a gateway to Menlo Park, and could create an appealing environment for employees and visitors. In addition, Alternative 3 would also permit a hotel, restaurant, retail, and health club land uses.

6.4 ALTERNATIVE 4 — TOTAL FAR OF 110 PERCENT WITH OFFICE, AND HOTEL/HEALTH CLUB/RESTAURANT/RETAIL

As with the other alternatives, Alternative 4 seeks to lessen the project's significant and unavoidable impacts. The square footage of the office components at the Independence site would remain unchanged at 200,000 s.f. and would decrease from 494,669 s.f. to 303,677 s.f. at the Constitution site. This would account for a total of 110 percent of the FAR when both sites are combined. This equals a total reduction from the proposed project of approximately 200,000 s.f. and represents a maximum FAR of 110 percent for the office uses. Alternative 4 would also include the restaurant, retail, health club, and hotel components of the proposed project.

As mentioned above, the existing FARs on the Independence site and Constitution site are approximately 30 percent. The increased FAR would increase onsite population, resulting in operational impacts to traffic, air quality, and noise, and water supply.

[9] PBS&J, Draft Water Supply Assessment for the Menlo Gateway Project, June 2009.

The physical impacts associated with construction and demolition (air quality, noise, aesthetics, biological resources, cultural resources, traffic and hazardous materials) would be similar to those identified for the proposed project in the technical sections of this DEIR and would essentially result in the same impacts. Therefore, impacts associated with project construction are not further analyzed in the analysis. However, operational impacts associated with Alternative 4 would differ from the proposed project and are addressed below.

Transportation. Section 3.11, Traffic and Circulation, analyzed the traffic for the proposed project in both the Near Term and Cumulative conditions. The TIA (Appendix G) also analyzed the potential impacts of Alternative 4 in the Near Term and Cumulative conditions. Alternative 4 would generate an additional 9,009 daily trips (see Table 6-1), a 19 percent reduction in trips compared to the proposed project. Figures 6-13 and 6-14 show the peak hour volumes and the ADT under Near-Term plus Alternative 4. Figures 6-15 and 6-16 show the peak hour volumes and the ADT under Cumulative plus Alternative 4. A comparison of the impacts to intersections, roadway segments, and routes of regional significance are discussed below. Similar to the proposed project, all identified impacts discussed in the Alternatives section would remain significant and unavoidable because of either 1) the lack of a technically feasible mitigation measure due to right-of-way constraints and/or cost, or 2) the need for approval of or coordination with an outside agency.

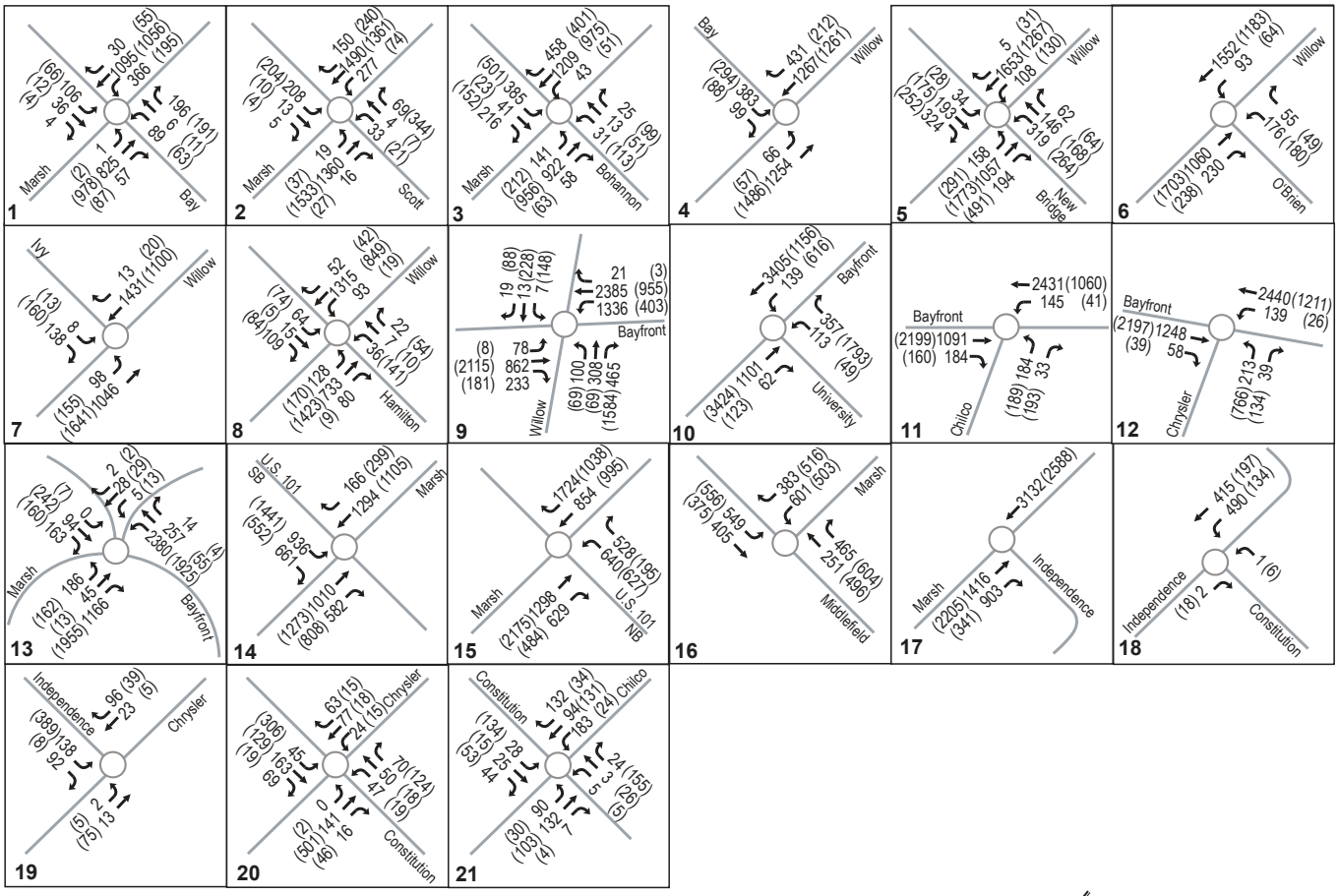
Intersections

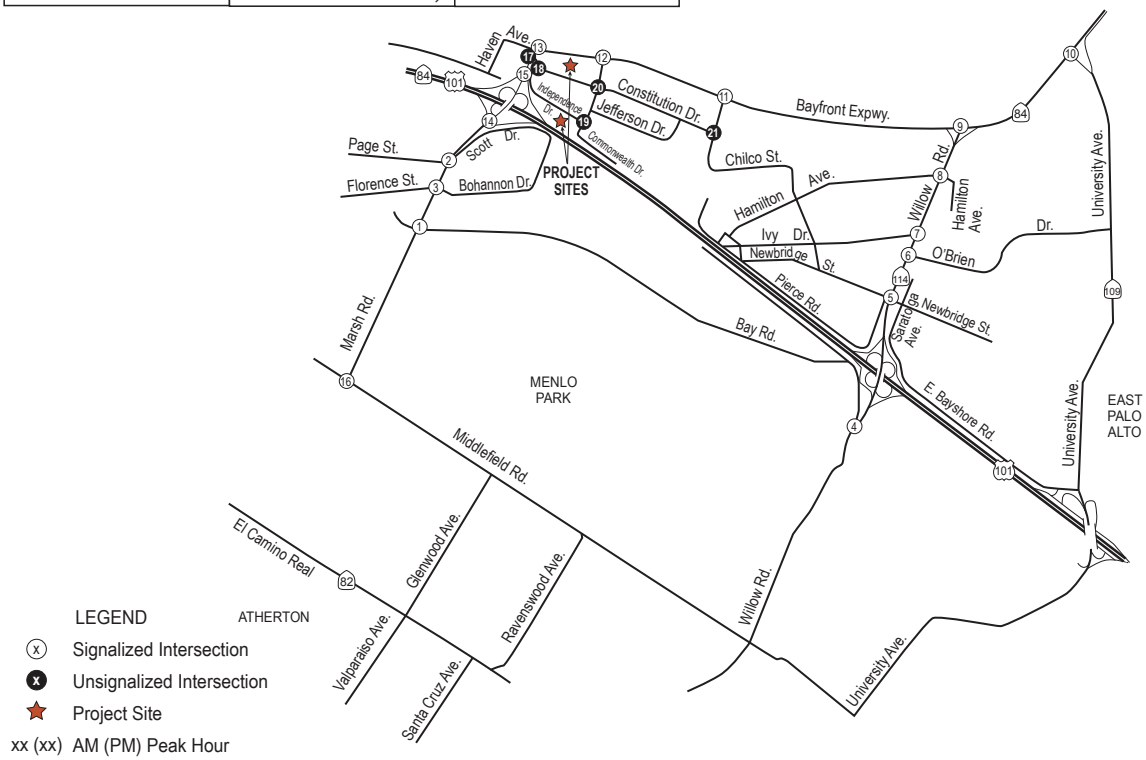
As summarized in Table 6-3, Alternative 4 would result in significant impacts to the following four intersections in the Near Term condition, compared to six intersections with the proposed project.

- Willow Road/Newbridge Street (AM peak hour);
- Bayfront Expressway/Willow Road (PM peak hour);
- Bayfront Expressway/Haven Avenue (AM peak hour); and
- Independence Drive/Constitution Drive (AM peak hour).

Under Cumulative conditions, Alternative 4 would result in a significant impact at the following eight intersections compared to nine with the proposed project:

- Marsh Road/Bohannon Drive (PM peak hour);
- Bayfront Expressway/Willow Road (PM peak hour);
- Bayfront Expressway/University Avenue (PM peak hour);
- Bayfront Expressway/Chrysler Drive (AM peak hour);
- Bayfront Expressway/Haven Avenue (AM peak hour);
- Marsh Road/Middlefield Road (PM peak hour); and
- Independence Drive/Constitution Drive (AM peak hour).





LEGEND

- (x) Signalized Intersection
- (x) Unsignalized Intersection
- Project Site
- xx (xx) AM (PM) Peak Hour

NORTH
NOT TO SCALE

FIGURE 6-13
Near-Term Plus Alternative 4 Peak Hour Volumes

***Source*: DKS Associates, 2009**

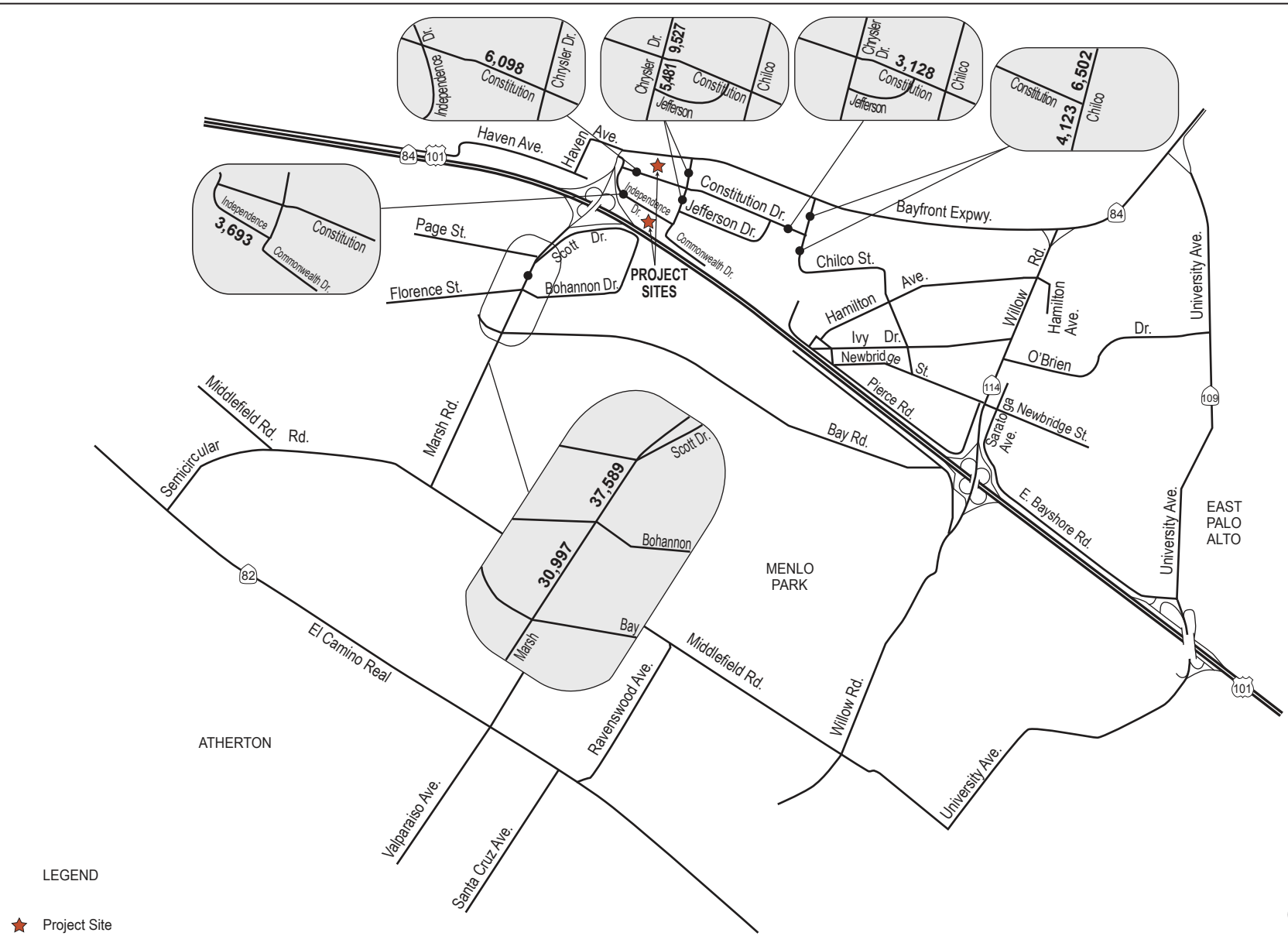
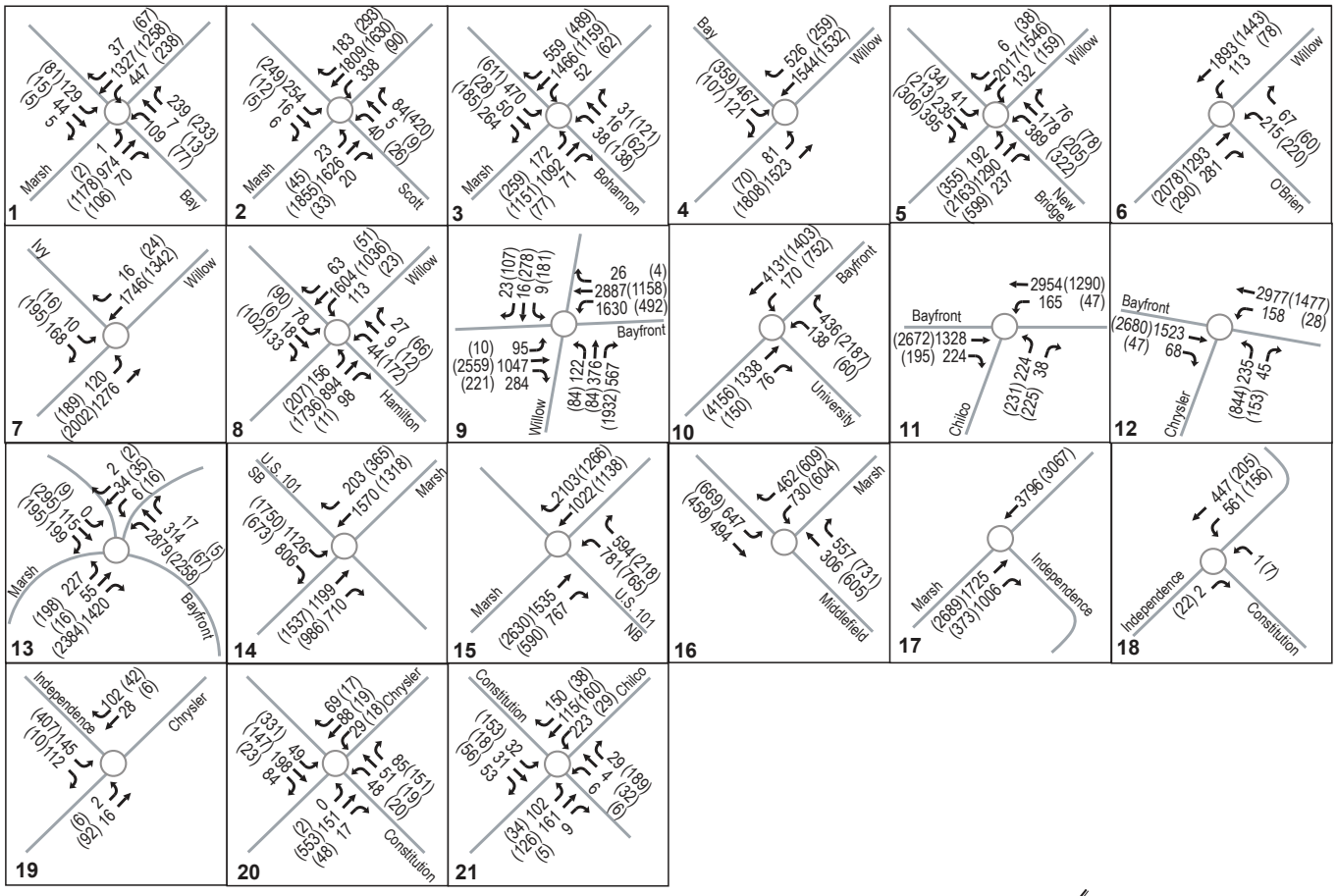
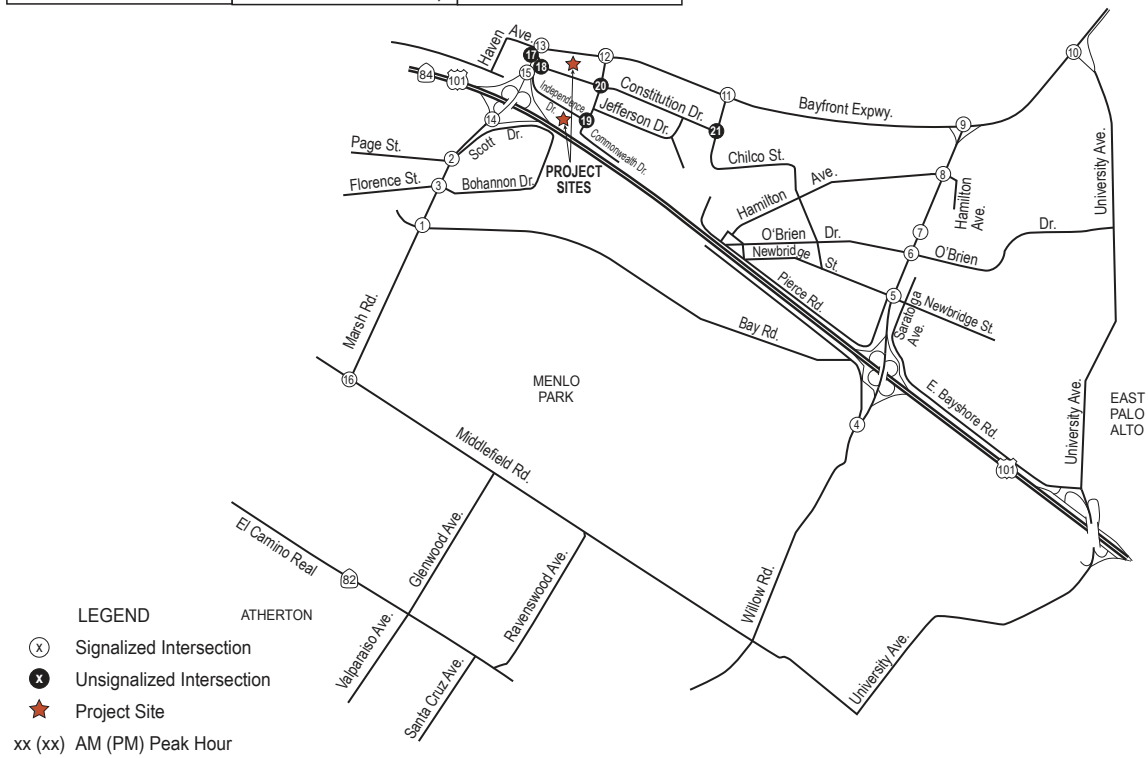


FIGURE 6-14
Near-Term Plus Alternative 4 Average Daily Traffic (ADT)

Source: DKS Associates, 2009





Source: DKS Associates, 2009

FIGURE 6-15
Cumulative Plus Alternative 4 Peak Hour Volumes

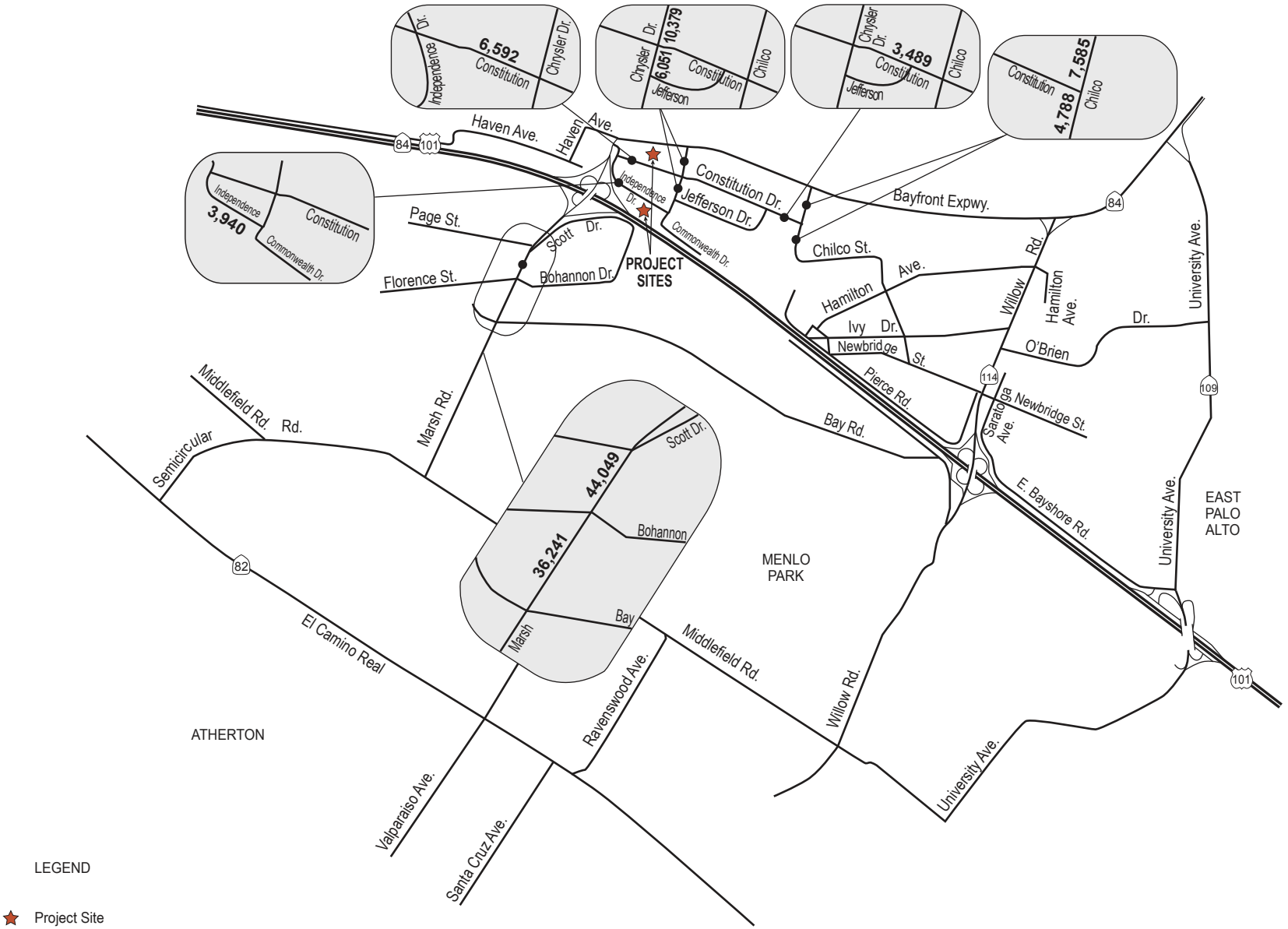


FIGURE 6-16
Cumulative Plus Alternative 4 Average Daily Traffic (ADT)

Source: DKS Associates, 2009

Roadway Segments

As summarized in Table 6-4, Alternative 4 would result in significant impacts to the following seven roadway segments, compared to eight roadway segments for the proposed project in the Near Term condition:

- Marsh Road between Bohannon Drive and Bay Road;
- Constitution Drive between Independence Drive and Chrysler Drive;
- Constitution Drive between Chrysler Drive and Chilco Street;
- Independence Drive between Constitution Drive and Chrysler Drive;
- Chrysler Drive between Constitution Drive and Bayfront Expressway;
- Chrysler Drive between Constitution Drive and Jefferson Drive; and
- Chilco Street between Constitution Drive and Hamilton Avenue.

Under the Cumulative conditions, Alternative 4 would result in significant impacts to the same seven segments as the Near Term condition, compared to eight roadway segments for the proposed project.

Routes of Regional Significance

As summarized in Table 6-5, Alternative 4 would result in a significant impact to the following two routes of regional significance in the Near Term and Cumulative conditions, whereas the proposed project would result in significant impacts to all three routes under both Near Term and Cumulative conditions:

- SR 84 East of University Avenue; and
- US 101 South of Willow Road.

Summary

As summarized in Table 6-1, Alternative 4 would have less of a traffic impact compared to the proposed project because a total of four traffic impacts would be avoided compared to the proposed project in the Near Term condition and a total of three impacts would be avoided in the Cumulative condition.

Air Quality. As discussed above, the proposed project's average daily emissions would exceed BAAQMD's PM_{10} threshold of 80 pounds per day. Alternative 4 is projected to generate an additional 9,009 daily vehicle trips. It is estimated that 9,009 vehicle trips would be created by Alternative 4 which would generate an average daily PM_{10} emissions load of 172 pounds; this is over the BAAQMD threshold of 80 pounds per day. The amount of NO_x generated would not be over the 80 pound threshold. Therefore, like the proposed project, Alternative 4 would have a significant, unavoidable impact to air quality associated with PM_{10}, but not NO_x, unlike the proposed project.

Noise. Alternative 4 would result in a significant impact associated with vibration related to pile driving, the same as the proposed project. However, under this alternative there would be no noise

impacts associated with the increase in traffic noise. Using the traffic volume information from the TIA for Alternative 4, the development would increase local traffic noise levels by less than 1 dBA L_{dn}. Under Cumulative conditions the noise levels at this location would increase, from existing conditions, by less than 1 dBA L_{dn} and would be below the significance threshold, resulting in a less than significant impact.

Utilities and Service Systems. As with the proposed project, Alternative 4 would have a significant impact on the City's cumulative water supply. The SFPUC has plans to supply the demands projected by its member agencies during normal rainfall years. In normal years, SFPUC can reliably deliver the purchase request submitted by the member agencies.[10] Alternative 4 would increase the number of people occupying the project site, compared to current conditions, and would, therefore, increase the on-site water demand. Demands in Menlo Park, with the additional demand generated by Alternative 4, are greater than the purchase requests submitted by the City for dry and critical dry years. Because the SFPUC may not be able to supply the increase in water demand, the SFPUC would only be able to supply water above the purchase request amount if another member agency used less water than they projected. However, this cannot be estimated or relied upon. Therefore, the City could have insufficient water supplies available to serve Alternative 4 from existing entitlements and resources. However, compared to the proposed project, this alternative would reduce the amount of development on the project site and therefore, would require less water and have less of a significant impact on the City's water supply. Hence, Alternative 4 would have a significant impact on the City's cumulative water supply, but to a lesser degree than would the proposed project.

Conclusion. Alternative 4 would achieve some project objectives. For example, development under this alternative could be aesthetically pleasing, creating a gateway to Menlo Park, and could create an appealing environment for employees and visitors. Alternative 4 would also permit a hotel, restaurant, retail, and health club land uses.

6.5 ALTERNATIVE 5 —TOTAL FAR OF 117 PERCENT WITH OFFICE, AND HOTEL/HEALTH CLUB/RESTAURANT/RETAIL

As with the other alternatives, Alternative 5 seeks to lessen the project's significant and unavoidable impacts. Under this alternative, the total amount of office space would be reduced by approximately 20 percent. This results in a reduction from 494,669 s.f. to approximately 426,542 s.f. on the Constitution site. On the Independence site, the amount of office space would be reduced from 200,000 s.f. to 127,500 s.f. Alternative 5 also includes the restaurant, retail, health club, and hotel components of the proposed project.

As mentioned above, the existing FARs on the Independence site and Constitution site are approximately 30 percent. To accommodate the increased FAR, building demolition and construction could occur under Alternative 5, the same as the other alternatives. The increased FAR would increase onsite population, resulting in operational impacts to traffic, air quality, and noise.

[10] PBS&J, Draft Water Supply Assessment for the Menlo Gateway Project, June 2009.

The physical impacts associated with construction and demolition (air quality, noise, aesthetics, biological resources, cultural resources, traffic and hazardous materials) would be similar to those identified for the proposed project in the technical sections of this DEIR and would essentially result in the same impacts. Therefore, impacts associated with project construction are not further analyzed in the analysis. However, operational impacts associated with Alternative 5 would differ from the proposed project and are addressed below.

Transportation. Section 3.11, Traffic and Circulation, analyzed the traffic for the proposed project in both the Near Term and Cumulative conditions. The TIA (Appendix G) also analyzed the potential impacts of Alternative 5 in the Near Term and Cumulative conditions. Alternative 5 would generate an additional 9,335 daily trips (see Table 6-1), a 16 percent reduction in trips compared to the proposed project. Figures 6-17 and 6-18 show the peak hour volumes and the ADT under Near-Term plus Alternative 5. Figures 6-19 and 6-20 show the peak hour volumes and the ADT under Cumulative plus Alternative 5. A comparison of the impacts to intersections, roadway segments, and routes of regional significance are discussed below. Similar to the proposed project, all identified impacts discussed in the Alternatives section would remain significant and unavoidable because of either 1) the lack of a technically feasible mitigation measure due to right-of-way constraints and/or cost, or 2) the need for approval of or coordination with an outside agency.

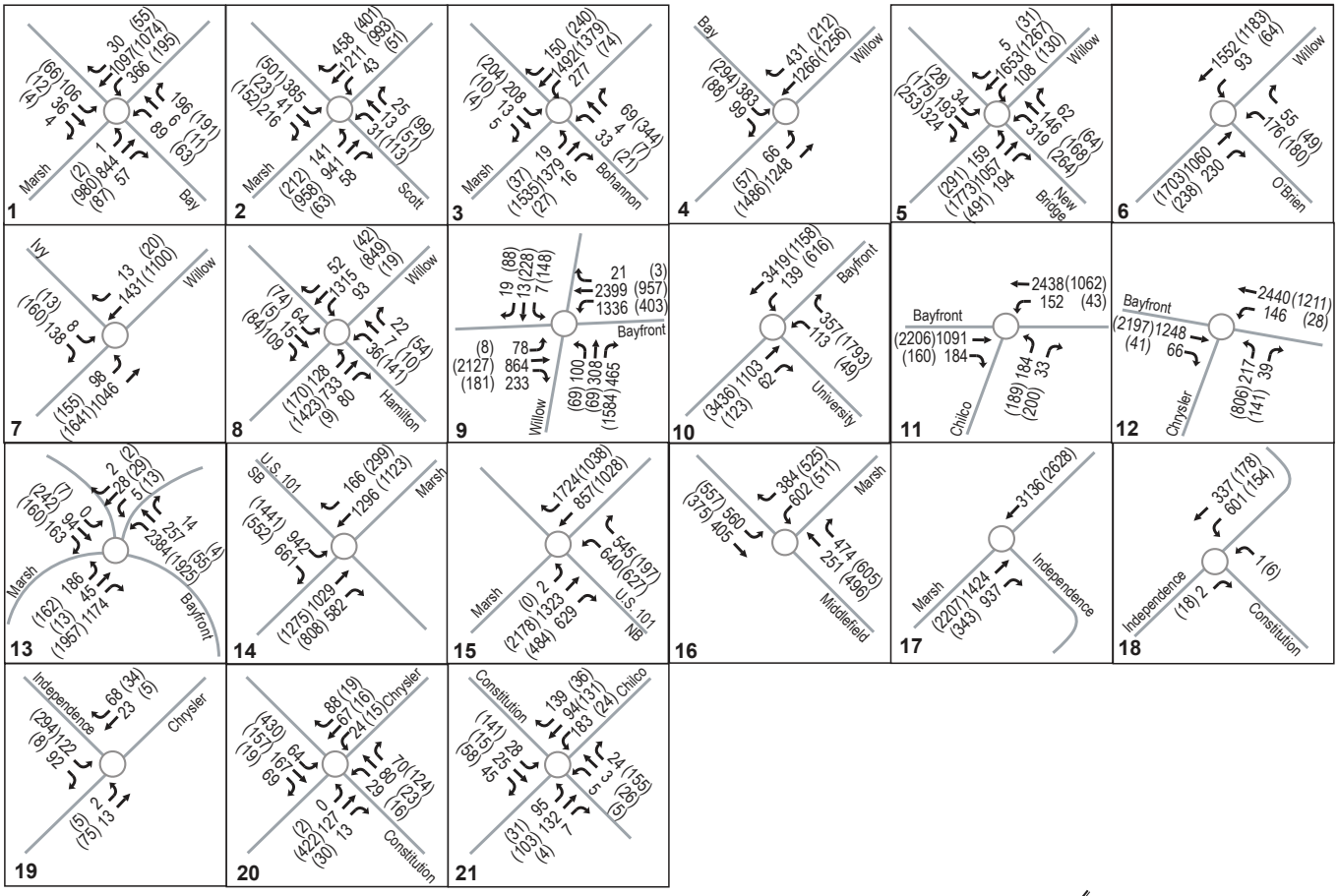
Intersections

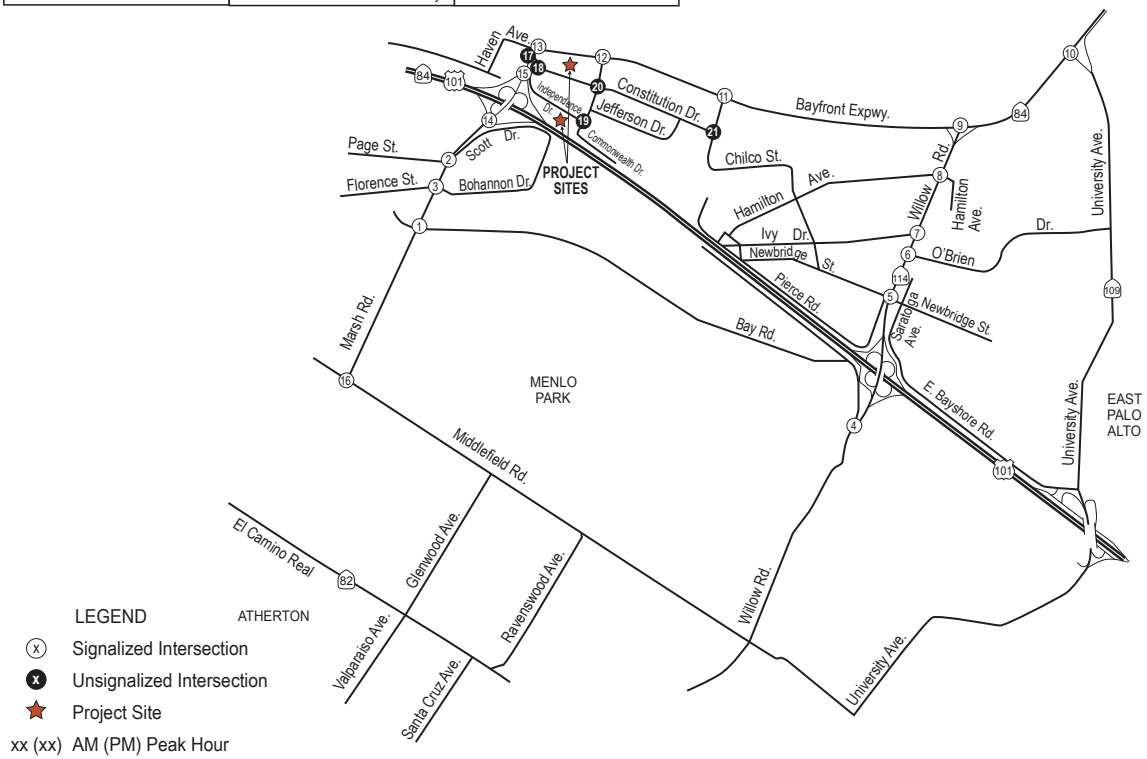
As summarized in Table 6-3, Alternative 5 would result in significant impacts to the following six intersections in the Near Term condition, the same as the proposed project.

- Willow Road/Newbridge Street (AM peak hour);
- Bayfront Expressway/Willow Road (PM peak hour);
- Bayfront Expressway/Chilco Street (AM peak hour);
- Constitution Drive/Chrysler Drive (PM peak hour);
- Bayfront Expressway/Haven Avenue (AM peak hour); and
- Independence Drive/Constitution Drive (AM peak hour).

Under Cumulative conditions, Alternative 5 would result in a significant impact at the following eight intersections compared to nine with the proposed project:

- Marsh Road/Bohannon Drive (PM peak hour);
- Bayfront Expressway/Willow Road (PM peak hour);
- Bayfront Expressway/University Avenue (PM peak hour);
- Bayfront Expressway/Chrysler Drive (AM peak hour);
- Bayfront Expressway/Haven Avenue (AM peak hour);
- Marsh Road/Middlefield Road (PM peak hour); and
- Independence Drive/Constitution Drive (AM peak hour).





LEGEND

- (x) Signalized Intersection
- (x) Unsignalized Intersection
- Project Site
- xx (xx) AM (PM) Peak Hour

NORTH
NOT TO SCALE

FIGURE 6-17
Near-Term Plus Alternative 5 Peak Hour Volumes

***Source*:** DKS Associates, 2009

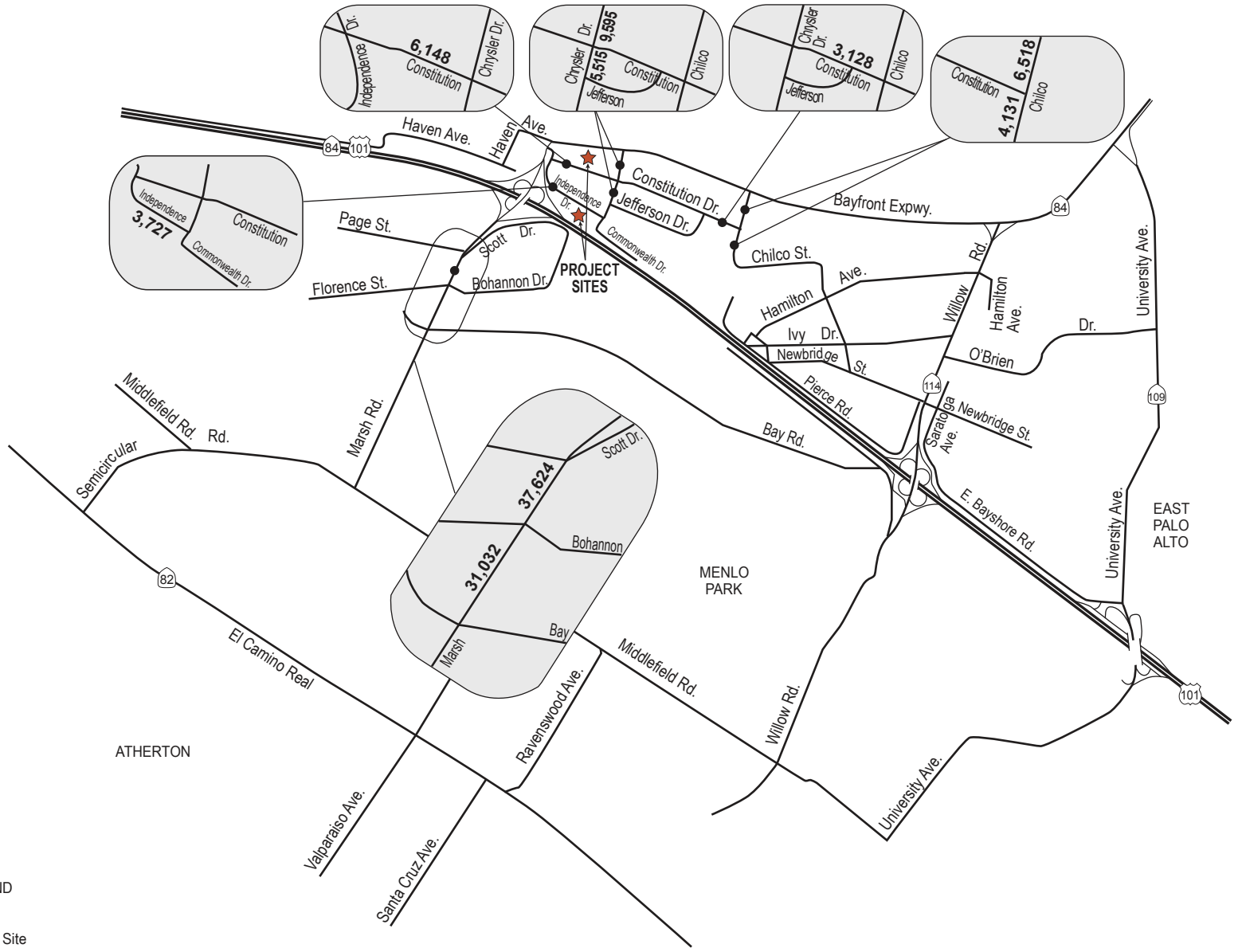
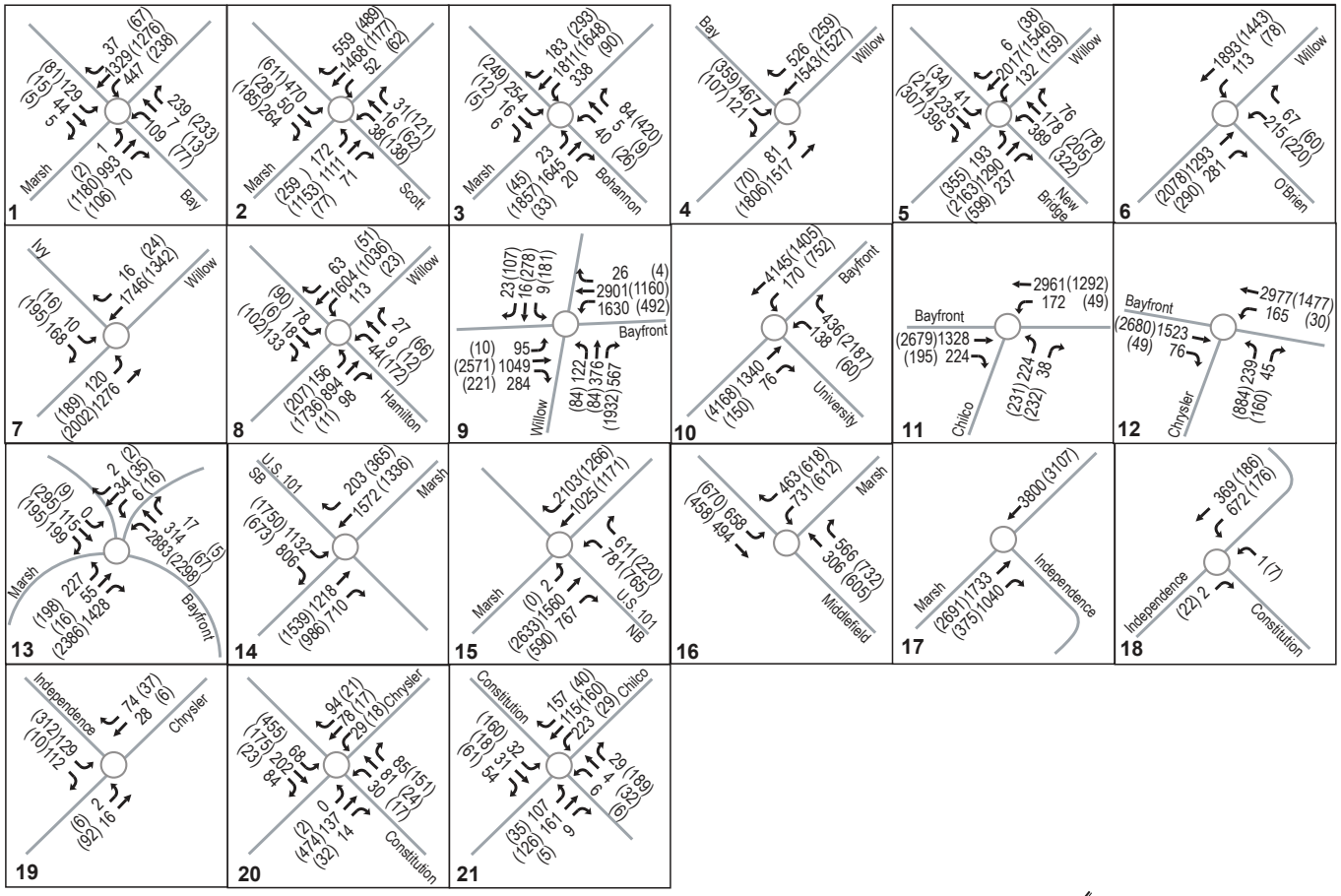
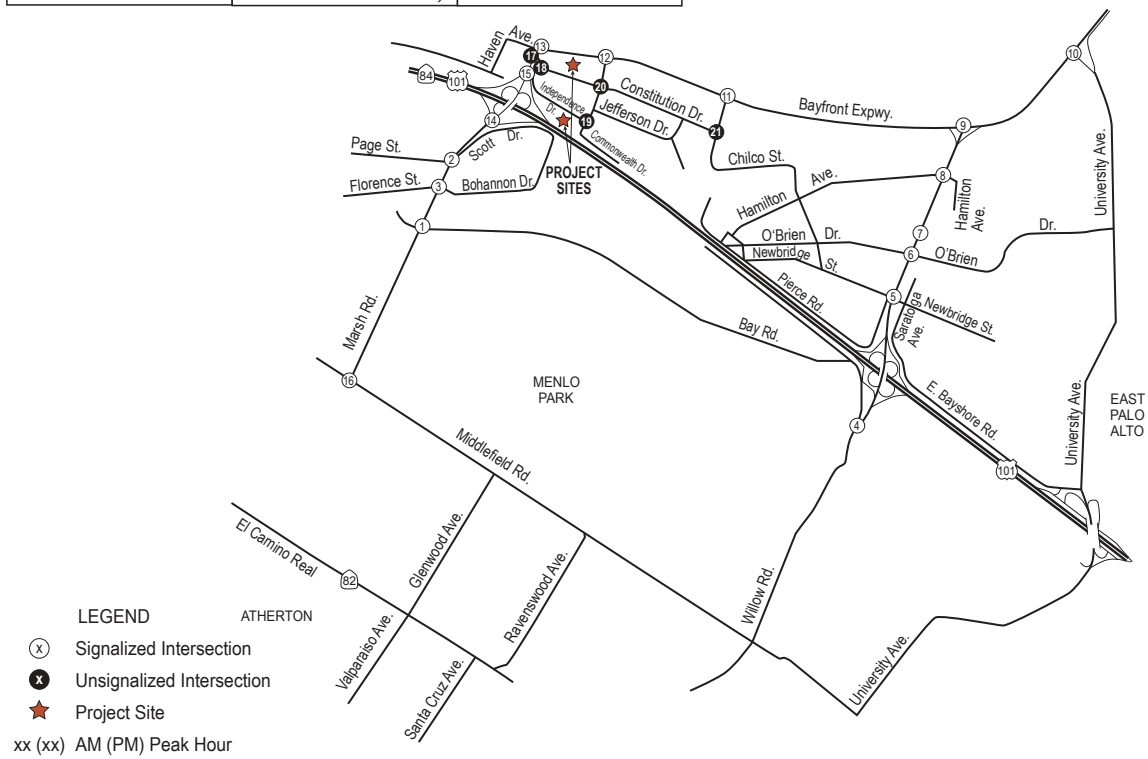


FIGURE 6-18
Near-Term Plus Alternative 5 Average Daily Traffic (ADT)

Source: DKS Associates, 2009





Source: DKS Associates, 2009

FIGURE 6-19
Cumulative Plus Alternative 5 Peak Hour Volumes

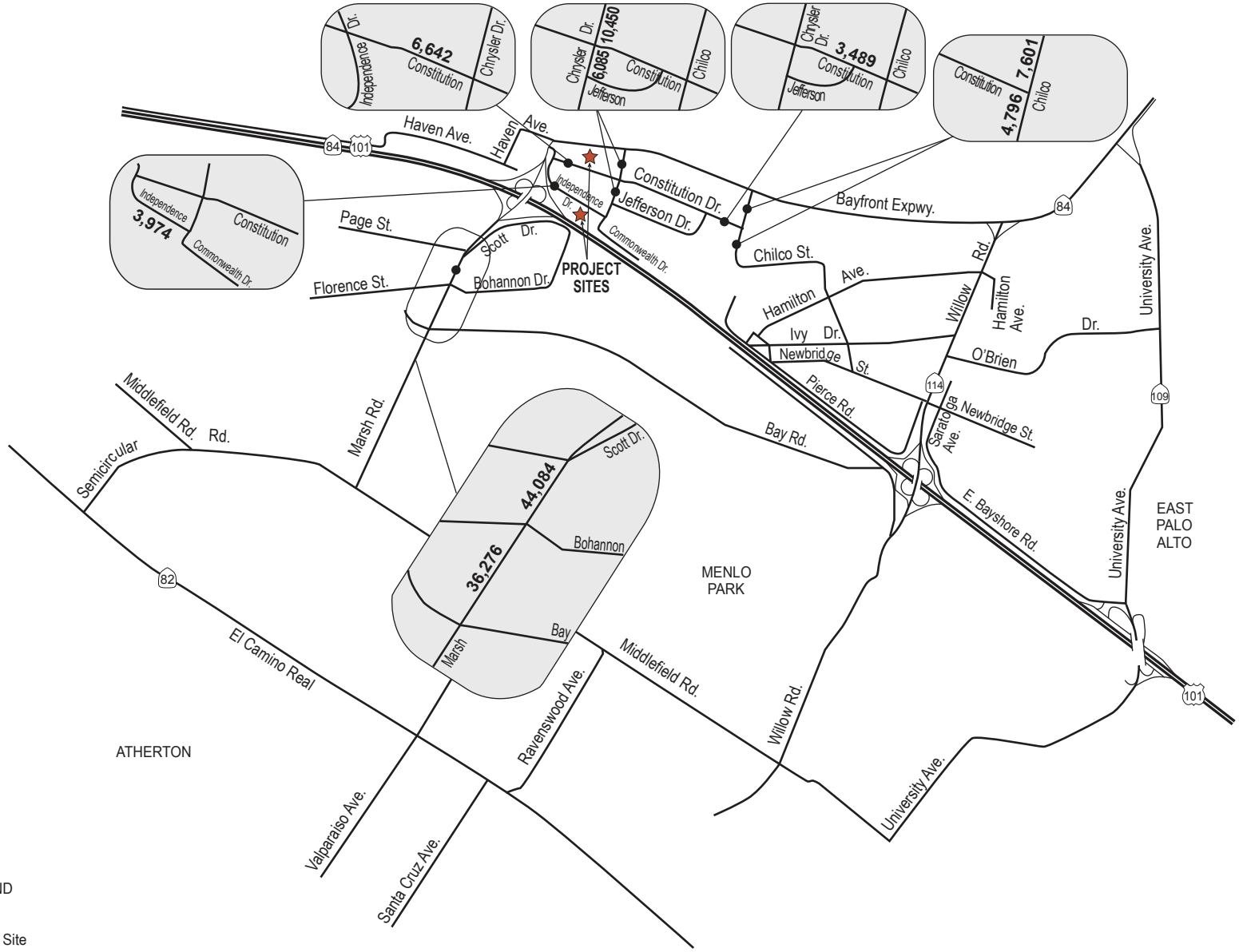


FIGURE 6-20
Cumulative Plus Alternative 5 Average Daily Traffic (ADT)

Source: DKS Associates, 2009

Roadway Segments

As summarized in Table 6-4, Alternative 5 would result in significant impacts to the following seven roadway segments, compared to eight roadway segments for the proposed project in the Near Term condition:

- Marsh Road between Bohannon Drive and Bay Road;
- Constitution Drive between Independence Drive and Chrysler Drive;
- Constitution Drive between Chrysler Drive and Chilco Street;
- Independence Drive between Constitution Drive and Chrysler Drive;
- Chrysler Drive between Constitution Drive and Bayfront Expressway;
- Chrysler Drive between Constitution Drive and Jefferson Drive; and
- Chilco Street between Constitution Drive and Hamilton Avenue.

Under Cumulative conditions, Alternative 5 would result in significant impacts to the same seven segments as the Near Term condition, compared to eight roadway segments for the proposed project.

Routes of Regional Significance

As summarized in Table 6-5, Alternative 5 would result in a significant impact to the following two routes of regional significance in the Near Term and Cumulative conditions, whereas the proposed project would result in significant impacts to all three routes under both Near Term and Cumulative conditions:

- SR 84 East of University Avenue; and
- US 101 South of Willow Road.

Summary

As summarized in Table 6-1, Alternative 5 would have less of a traffic impact compared to the proposed project because a total of two traffic impacts would be avoided compared to the proposed project in the Near Term condition and a total of three impacts would be avoided in the Cumulative condition.

Air Quality. The proposed project's average daily emissions would exceed BAAQMD's PM_{10} threshold of 80 pounds per day. Alternative 5 is projected to generate an additional 9,335 daily vehicle trips which would generate an average daily PM_{10} emissions load of greater than the BAAQMD threshold of 80 pounds per day. The amount of NO_x generated would not be over the 80 pound threshold. Therefore, like the proposed project, Alternative 5 would have a significant, unavoidable impact to air quality associated with PM_{10}, but not NO_x, unlike the proposed project.

Noise. As discussed under the prior alternatives, Alternative 5 would result in a significant impact associated with the increase in vibration from pile driving activities. The impact would be the same as under the proposed project. However, Alternative 5 would not have significant noise impacts associated with traffic. Using the traffic volume information from the TIA for Alternative 5, the development would not increase local traffic noise levels by more than 1 dBA L_{dn}. Under Cumulative conditions, the noise levels at this location would increase, from existing conditions, by less than 1 dBA L_{dn} and would be below the significance threshold, resulting in a less than significant impact. However, in the Near Term, there is no feasible mitigation available to minimize this impact. Therefore, the impact would remain significant and unavoidable.

Utilities and Service Systems. Similar to the proposed project, Alternative 5 would have a significant impact on the City's cumulative water supply. The SFPUC has plans to supply the demands projected by its member agencies during normal rainfall years. In normal years, SFPUC can reliably deliver the purchase request submitted by the member agencies.[11] Alternative 5 would increase the number of people occupying the project site, compared to current conditions, and would, therefore, increase the on-site water demand. Demands in Menlo Park, with the additional demand generated by Alternative 5, are greater than the purchase requests submitted by the City for dry and critical dry years. Because the SFPUC may not be able to supply the increase in water demand, the SFPUC would only be able to supply water above the purchase request amount if another member agency used less water than they projected. However, this cannot be estimated or relied upon. Therefore, the City could have insufficient water supplies available to serve Alternative 5 from existing entitlements and resources. However, compared to the proposed project, this alternative would slightly reduce the amount of development on the project site and therefore, would require less water and have less of a significant impact on the City's water supply. Hence, similar to Alternatives 2, 3, and 4, Alternative 5 would have a significant impact on the City's cumulative water supply, but to a lesser degree than the proposed project.

Conclusion. Under this alternative, most of the project objectives would be achieved. For example, similar to Alternative 4, development under this alternative could be aesthetically pleasing, creating a gateway to Menlo Park, and could create an appealing environment for employees and visitors. It would also help to rejuvenate an older area of the City and create a more pedestrian-friendly environment. Also, hotel, restaurant, retail, and health club land uses would be included under this alternative.

6.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As described above, under Alternative 1, there would be no physical change in the project area, although the existing buildings could reach full occupancy. There would be environmental impacts associated with the potential increase in employees under this alternative, although those potential impacts would be significantly less than the proposed project. Mitigation measures could be required

[11] PBS&J, Draft Water Supply Assessment for the Menlo Gateway Project, June 2009.

to reduce potential traffic impacts resulting under Alternative 1; it is likely, however, that Alternative 1 would avoid some, if not all, significant and unavoidable traffic impacts identified for the proposed project and, by extension, air quality and noise impacts as well. In addition, this alternative proposes the least amount of on-site population, and therefore, this alternative would generate the least amount of water demand and would impact the City's water supply the least. However, the impact on the City's water supply would still remain significant and unavoidable for dry and critical dry years. Therefore, Alternative 1 would appear to be the Environmentally Superior Alternative. However, under CEQA, if the Environmentally Superior Alternative is the "No Project" alternative (Alternative 1), then at least one of the other alternatives must be designated as the Environmentally Superior Alternative.

Under Alternative 2, it was determined that similar construction-related impacts could occur, although they would be less severe than the proposed project, because this alternative would require the least amount of construction other than Alternative 1. However, impacts associated with pile driving for new construction would still occur under this alternative, the same as the project. Similarly, operational impacts would be less severe with Alternative 2 because onsite population would not reach the levels predicted for the proposed project. Additionally, the traffic impact analysis (see Appendix G) found that Alternative 2 would have less of a traffic impact compared to the proposed project because a total of nine traffic impacts would be avoided, compared to the proposed project in the Near Term condition, and a total of 10 traffic impacts would be avoided in the Cumulative condition. Alternative 2 would not have a significant unavoidable impact on air quality. Because Alternative 2 proposes less development, it would generate fewer daily vehicle trips, and therefore, it would generate less NO_x and PM_{10} emissions. Therefore, the Environmentally Superior Alternative for the purposes of CEQA is Alternative 2.