

# CHAPTER 2

---

## Summary

### 2.1 Specific Plan Overview

The City of Menlo Park, Lead Agency and project sponsor, proposes the Menlo Park El Camino Real/Downtown Specific Plan. The Specific Plan area is approximately 130 acres that includes El Camino Real, downtown, and the rail station, and the Specific Plan is intended to guide redevelopment over the next 30 years. The Plan Area is comprised of the El Camino Real corridor, the downtown area (Santa Cruz Avenue between El Camino Real and University Drive), and the rail station area on Alma Street between Oak Grove and Ravenswood Avenues.

The Specific Plan establishes the intensity and character of commercial and residential development, the location and character of streetscape and public space improvements; and the circulation pattern and parking strategy to support development and east-west connectivity.

The Specific Plan would effectively preempt the Menlo Park General Plan and Zoning Ordinance in the project area, with minor amendments to the Menlo Park General Plan and Zoning Ordinance required in order to implement the desired changes.

### 2.2 Environmental Impacts and Mitigation Measures

All potential impacts, recommended mitigation measures, residual impacts and levels of impacts after mitigation measures are implemented that are identified in this EIR are summarized in **Table 2-1** at the end of this chapter.

### 2.3 Alternatives

Chapter 5 of this EIR analyzes a range of reasonable alternatives to the proposed project. The alternatives to the project that are analyzed in detail in this Draft EIR are:

- **No Project Alternative.** The No Project Alternative is provided in this EIR to compare the impacts of approving the Specific Plan to not approving the Specific Plan (CEQA Guidelines, Section 15126.6[e]).
- **Reduced Project Alternative.** Reduced development in residential units, commercial and retail square footage, and hotel rooms.

- **Reduced Commercial/Retail Space Alternative.** Reduced commercial and retail square footage and hotel rooms, but with the same number of residential units as proposed under the Specific Plan.
- **Reduced Residential Units Alternative.** Reduced number of residential units, but with the same square footage for commercial and retail space and same number of hotel rooms as under the Specific Plan.

## 2.4 Areas of Controversy

CEQA Guidelines Section 15123 specifies that the EIR summary shall identify “areas of controversy” known to the Lead Agency, including issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

The following topics were raised in written and oral comments received in response to the NOP for this EIR. This summary list is compiled based on written comments received (which are included in Appendix A of this EIR) and comments stated during the City’s scoping meeting held by the Menlo Park City Council. The topics that would have physical impacts under CEQA are addressed in the EIR analysis. Comments on the appropriateness of other components of the Specific Plan, such as the suitability of a marketplace, will be considered by the City Council during the review of the Specific Plan.

Major areas of controversy (including some non-CEQA issues) include, but are not limited to, the following:

- Land Use Plans and Policies
  - Benefits of transit oriented development
  - Appropriateness and location of a permanent “market place”
  - Appropriateness of boutique hotel
- Aesthetic Resources
  - Appropriateness of height of proposed parking garages and mixed-use buildings
- Air Quality
  - Proposed project’s construction, operational, and cumulative air quality impacts
  - Toxic air contaminants
  - Dust emissions from construction activities
  - Greenhouse gas emissions
- Transportation, Circulation, and Parking
  - Traffic congestion at downtown intersections
  - Adequate parking for visitors and employees of local businesses
  - Parking for residents of proposed mixed-use buildings
  - Access to proposed parking structures
  - Vehicle safety at railroad crossings
  - Grade separation of rail and vehicle traffic
  - Bicycle safety and east-west bicycle routes
  - Maximum impact to parking

- East-west connectivity in terms of current road capacity
- Parking garage construction impacts to existing downtown businesses
- Population and Housing
  - Contention that the City is currently built-out
  - Potential negative impact of population growth
  - Increase/decrease in housing values
- Alternatives
  - Underground parking
  - Alternate locations for Specific Plan elements (such as street market and parking garages)
  - Parking supply scenarios for the new residential buildings

**TABLE 2-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.1 Aesthetic Resources</b>		
<b>Impact AES-1:</b> Implementation of the Specific Plan would alter views along certain corridors, but these changes would not be substantially adverse and so would be less than significant. (Less than Significant)	None required.	Less than Significant
<b>Impact AES-2:</b> Implementation of the Menlo Park El Camino Real/Downtown Specific Plan would not result in substantial adverse impacts to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within state scenic highways. (Less than Significant)	None required.	Less than Significant
<b>Impact AES-3:</b> Consistent with the objectives of the Specific Plan, implementation of the Plan would change the visual character of the Plan area, but would not substantially degrade the existing visual character or quality of the Plan area and its surroundings. (Less than Significant)	None required.	Less than Significant
<b>Impact AES-4:</b> Implementation of the Specific Plan would not result in shading of outdoor recreation facilities, other public open spaces, historic buildings, or a substantial number of properties to an extent that would substantially affect, in an adverse manner, their use. (Less than Significant)	None required.	Less than Significant
<b>Impact AES-5:</b> Construction of new buildings and street lighting within the Specific Plan area could increase light and glare. Adherence to the guidelines of the Specific Plan would reduce any light and glare impacts to less-than-significant levels. (Less than Significant)	None required.	Less than Significant
<b>Impact AES-6:</b> Implementation of the Menlo Park El Camino Real/Downtown Specific Plan, in combination with other past, present, and reasonably foreseeable future plans and projects, would not result in cumulatively considerable impacts to aesthetic resources. (Less than Significant)	None required.	Less than Significant
<b>4.2 Air Quality</b>		
<b>Impact AIR-1:</b> Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants associated with construction activities that could contribute substantially to an air quality violation. (Significant)	<b>Mitigation Measure AIR-1a:</b> During construction of individual projects under the Specific Plan, project applicants shall require the construction contractor(s) to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic dust control procedures required for construction sites. For projects for which construction emissions exceed one or more of the applicable BAAQMD thresholds, additional measures shall be required as indicated in the list following the Basic Controls.	Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
4.2 Air Quality (cont.)		
Impact AIR-1 (cont.)	<p><u>Basic Controls that Apply to All Construction Sites</u></p> <ol style="list-style-type: none"> <li>1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>4. All vehicle speeds on unpaved roads shall be limited to 15 mph.</li> <li>5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> <li>8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.</li> </ol> <p><u>Additional Measures for Development Projects that Exceed Significance Criteria</u></p> <ol style="list-style-type: none"> <li>1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</li> <li>2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.</li> <li>3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.</li> <li>4. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</li> </ol>	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.2 Air Quality (cont.)</b>		
<b>Impact AIR-1 (cont.)</b>	<ol style="list-style-type: none"> <li>5. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.</li> <li>6. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.</li> <li>7. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.</li> <li>8. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.</li> <li>9. Minimizing the idling time of diesel powered construction equipment to two minutes.</li> <li>10. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent nitrogen oxides reduction and 45 percent particulate matter reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.</li> <li>11. Use low volatile organic compound (VOC) (i.e., reactive organic gases) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).</li> <li>12. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of nitrogen oxides and particulate matter.</li> <li>13. Requiring all contractors use equipment that meets the California Air Resources Board's most recent certification standard for off-road heavy duty diesel engines.</li> </ol> <p><b>Mitigation Measure AIR-1b:</b> Each applicant for development projects to be implemented under the Specific Plan for projects that exceed the BAAQMD screening criteria shall develop an Exhaust Emissions Control Plan outlining how construction exhaust emissions will be controlled during construction activities. These plans shall be submitted to the City for review and approval and shall be distributed to all employees and construction contractors prior to commencement of construction activities. The plan shall describe all feasible control measures that will be implemented during construction activities. Feasible control measures may include, but not be limited to, those identified in Mitigation Measure AIR-1a.</p>	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.2 Air Quality (cont.)</b>		
<b>Impact AIR-2:</b> Implementation of the Specific Plan would result in increased long-term emissions of criteria pollutants from increased vehicle traffic and on-site area sources that would contribute substantially to an air quality violation. (Significant)	Mitigation Measure TR-2 of Section 4.13, Transportation, Circulation and Parking, identifies Transportation Demand Management (TDM) strategies to be implemented by individual project applicants, although the precise effectiveness of a TDM program cannot be guaranteed. As the transportation demand management strategies included in Mitigation Measure TR-2 represent the majority of available measures with which to reduce VMT, no further mitigation measures are available and this impact is considered to be significant and unavoidable.	Significant and Unavoidable
<b>Impact AIR-3:</b> Implementation of the Specific Plan would increase levels of project generated toxic air contaminants (TACs) which may lead to adverse health effects. (Less than Significant)	None required.	Less than Significant
<b>Impact AIR-4:</b> Implementation of the Specific Plan would expose persons to increased levels of project generated PM <sub>2.5</sub> which may lead to adverse health effects. (Less than Significant)	None required.	Less than Significant
<b>Impact AIR-5:</b> Implementation of the Specific Plan would locate sensitive receptors in an area of elevated concentrations of toxic air contaminants associated with roadway traffic which may lead to considerable adverse health effects. (Potentially Significant)	<b>Mitigation Measure AIR-5:</b> The final Specific Plan shall include an overlay zone, as recommended by BAAQMD, of 200 feet on either side of the outermost traffic lane of El Camino Real. The overlay zone shall require that all residential and/or mixed use developments including sensitive receptors such as residential units that is proposed within the Plan area that would be located within 200 feet of the edge of El Camino Real or within 100 feet of the edge of Ravenswood Avenue, Oak Grove Avenue east of El Camino Real, or Santa Cruz Avenue west of University Avenue shall undergo, prior to project approval, a screening-level health risk analysis to determine if cancer risk, hazard index, and/or PM <sub>2.5</sub> concentration would exceed BAAQMD thresholds. If one or more thresholds would be exceeded at the site of the subsequent project, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 14 or higher. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration. Alternatively, if the project applicant can prove at the time of development that health risks at new residences due to DPM (and other TACs, if applicable) would be less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD for health risks, or that alternative mitigation measures reduce health risks below any other adopted threshold of significance, such filtration shall not be required.	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.2 Air Quality (cont.)</b>		
<p><b>Impact AIR-6:</b> Implementation of the Specific Plan would locate new sensitive receptors in an area of elevated concentrations of PM<sub>2.5</sub> associated with roadway traffic which may lead to considerable adverse health effects. (Potentially Significant)</p>	<p><b>Mitigation Measure AIR-5.</b></p>	Less than Significant
<p><b>Impact AIR-7:</b> Implementation of the Specific Plan would expose sensitive receptors to elevated concentrations of Toxic Air Contaminants (TACs) associated with Caltrain operations which may lead to considerable adverse health effects. (Potentially Significant)</p>	<p><b>Mitigation Measure AIR-7:</b> The final Specific Plan shall include an overlay zone, as recommended by BAAQMD, of 200 feet on either side of the outermost traffic lane of El Camino Real. The overlay zone shall require that all residential and/or mixed use developments including sensitive receptors such as residential units that is to be constructed within the Plan area that would be located within approximately 960 feet of the edge of the Caltrain right-of-way shall undergo, prior to project approval, a screening-level health risk analysis to determine if cancer risk, hazard index, and/or PM<sub>2.5</sub> concentration would exceed BAAQMD thresholds. If one or more thresholds would be exceeded at the site of the subsequent project, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 14 or higher. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration. Alternatively, if the project applicant can prove at the time of development that health risks at new residences due to DPM (and other TACs, if applicable) would be less than 10 in one million, or less than any other threshold of significance adopted by BAAQMD for health risks, or that alternative mitigation measures reduce health risks below any other adopted threshold of significance, such filtration shall not be required.</p>	Less than Significant
<p><b>Impact AIR-8:</b> Implementation of the Specific Plan would expose new sensitive receptors to elevated concentrations of PM<sub>2.5</sub> associated with Caltrain operations which may lead to considerable adverse health effects. (Less than Significant)</p>	None required.	Less than Significant
<p><b>Impact AIR-9:</b> The Specific Plan is fundamentally consistent with the growth assumptions of the <i>Bay Area 2010 Clean Air Plan</i>. (Less than Significant)</p>	None required	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.2 Air Quality (cont.)</b>		
<p><b>Impact AIR-10:</b> Implementation of the Specific Plan would locate new sensitive receptors near sources of toxic air contaminants which may lead to cumulatively considerable adverse health effects. (Potentially Significant)</p>	<p><b>Measure AIR-10:</b> The final Specific Plan shall include an overlay zone of 1,000 feet around the SRI International campus. The overlay zone shall require that all residential and/or mixed use developments including sensitive receptors such as residential units that is to be constructed within the Plan area that would be located within the zone undergo, prior to project approval, a screening-level health risk analysis to determine if cancer risk, hazard index, and/or PM<sub>2.5</sub> concentration would exceed BAAQMD thresholds. If one or more thresholds would be exceeded at the site of the subsequent project, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 14 or higher. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration.</p>	Less than Significant
<p><b>Impact AIR-11:</b> Implementation of the Specific Plan would locate new sensitive receptors near sources of PM<sub>2.5</sub> which may lead to cumulatively considerable adverse health effects. (Less than Significant)</p>	None required.	Less than Significant
<b>4.3 Biological Resources</b>		
<p><b>Impact BIO-1:</b> The Specific Plan could result in the take of special-status birds or their nests. (Potentially Significant)</p>	<p><b>Mitigation Measure BIO-1a: Pre-Construction Special-Status Avian Surveys.</b> No more than two weeks in advance of any tree or shrub pruning, removal, or ground-disturbing activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist will conduct pre-construction surveys of all potential special-status bird nesting habitat in the vicinity of the planned activity. Pre-construction surveys are not required for construction activities scheduled to occur during the non-breeding season (August 31 through January 31). Construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way). Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered.</p> <p><b><i>If pre-construction surveys indicate that no nests of special-status birds are present or that nests are inactive or potential habitat is unoccupied:</i></b> no further mitigation is required.</p>	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.3 Biological Resources (cont.)</b>		
<b>Impact BIO-1 (cont.)</b>	<p><i>If active nests of special-status birds are found during the surveys:</i> implement Mitigation Measure BIO-1b.</p> <p><b>Mitigation Measure BIO-1b: Avoidance of active nests.</b> If active nests of special-status birds or other birds are found during surveys, the results of the surveys would be discussed with the California Department of Fish and Game and avoidance procedures will be adopted, if necessary, on a case-by-case basis. In the event that a special-status bird or protected nest is found, construction would be stopped until either the bird leaves the area or avoidance measures are adopted. Avoidance measures can include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds, or seasonal avoidance. If buffers are created, a no disturbance zone will be created around active nests during the breeding season or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted will take into account factors such as the following:</p> <ol style="list-style-type: none"> <li>1. Noise and human disturbance levels at the Plan area and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity;</li> <li>2. Distance and amount of vegetation or other screening between the Plan area and the nest; and</li> <li>3. Sensitivity of individual nesting species and behaviors of the nesting birds.</li> </ol>	
<b>Impact BIO-2:</b> Project construction and operations, as well as the final building structures, have the potential to affect migratory and breeding special-status birds through building collisions. (Less than Significant)	None required.	Less than Significant
<b>Impact BIO-3:</b> Impacts to migratory or breeding special-status birds and other special-status species due to lighting conditions. (Potentially Significant)	<p><b>Mitigation Measure BIO-3a: Reduce building lighting from exterior sources.</b></p> <ol style="list-style-type: none"> <li>a. Minimize amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features;</li> <li>b. Installing motion-sensor lighting;</li> <li>c. Utilize minimum wattage fixtures to achieve required lighting levels;</li> <li>d. Comply with federal aviation safety regulations for large buildings by installing minimum intensity white strobe lighting with a three-second flash interval instead of continuous flood lighting, rotating lights, or red lighting;</li> <li>e. Use cutoff shields on streetlight and external lights to prevent upwards lighting.</li> </ol> <p><b>Mitigation Measure BIO-3b: Reduce building lighting from interior sources.</b></p> <ol style="list-style-type: none"> <li>a. Dim lights in lobbies, perimeter circulation areas, and atria;</li> </ol>	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.3 Biological Resources (cont.)</b>		
<b>Impact BIO-3 (cont.)</b>	<ul style="list-style-type: none"> <li>b. Turn off all unnecessary lighting by 11pm thorough sunrise, especially during peak migration periods (mid-March to early June and late August through late October);</li> <li>c. Use gradual or staggered switching to progressively turn on building lights at sunrise.</li> <li>d. Utilize automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present;</li> <li>e. Encourage the use of localized task lighting to reduce the need for more extensive overhead lighting;</li> <li>f. Schedule nightly maintenance to conclude by 11 p.m.;</li> <li>g. Educate building users about the dangers of night lighting to birds.</li> </ul>	
<b>Impact BIO-4:</b> Noise from project construction and operational activities could affect migrating and breeding special-status birds, and other special-status species, but not to a degree that would be considered substantial or adverse. (Less than Significant)	None required.	Less than Significant
<b>Impact BIO-5:</b> The Specific Plan could result in the take of special-status bat species. (Potentially Significant)	<p><b>Mitigation Measure BIO-5a: Preconstruction surveys.</b> Potential direct and indirect disturbances to special-status bats will be identified by locating colonies and instituting protective measures prior to construction of any subsequent development project. No more than two weeks in advance of tree removal or structural alterations to buildings with closed areas such as attics, a qualified bat biologist (e.g., a biologist holding a California Department of Fish and Game collection permit and a Memorandum of Understanding with the California Department of Fish and Game allowing the biologist to handle and collect bats) shall conduct pre-construction surveys for potential bats in the vicinity of the planned activity. A qualified biologist will survey buildings and trees (over 12 inches in diameter at 4.5-foot height) scheduled for demolition to assess whether these structures are occupied by bats. No activities that would result in disturbance to active roosts will proceed prior to the completed surveys. If bats are discovered during construction, any and all construction activities that threaten individuals, roosts, or hibernacula will be stopped until surveys can be completed by a qualified bat biologist and proper mitigation measures implemented.</p> <p><b><i>If no active roosts present:</i></b> no further action is warranted.</p> <p><b><i>If roosts or hibernacula are present:</i></b> implement Mitigation Measures BIO-2b through 2e.</p> <p><b>Mitigation Measure BIO-5b: Avoidance.</b> If any active nursery or maternity roosts or hibernacula of special-status bats are located, the subsequent development project may be redesigned to avoid impacts. Demolition of that tree or structure will commence after young are flying (i.e., after July 31, confirmed by a qualified bat biologist) or before</p>	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.3 Biological Resources (cont.)</b>		
<p><b>Impact BIO-5 (cont.)</b></p>	<p>maternity colonies forms the following year (i.e., prior to March 1). For hibernacula, any subsequent development project shall only commence after bats have left the hibernacula. No-disturbance buffer zones acceptable to the California Department of Fish and Game will be observed during the maternity roost season (March 1 through July 31) and during the winter for hibernacula (October 15 through February 15).</p> <p>Also, a no-disturbance buffer acceptable in size to the California Department of Fish and Game will be created around any roosts in the Project vicinity (roosts that will not be destroyed by the Project but are within the Plan area) during the breeding season (April 15 through August 15), and around hibernacula during winter (October 15 through February 15). Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary. However, the "take" of individuals is prohibited.</p> <p><b>Mitigation Measure BIO-5c: Safely evict non-breeding roosts.</b> Non-breeding roosts of special-status bats shall be evicted under the direction of a qualified bat biologist. This will be done by opening the roosting area to allow airflow through the cavity. Demolition will then follow no sooner or later than the following day. There should not be less than one night between initial disturbance with airflow and demolition. This action should allow bats to leave during dark hours, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight. Trees with roosts that need to be removed should first be disturbed at dusk, just prior to removal that same evening, to allow bats to escape during the darker hours. However, the "take" of individuals is prohibited.</p>	
<p><b>Impact BIO-6:</b> BIO-6: The Specific Plan could result in the take of special-status amphibians and reptiles; California red-legged frog, California tiger salamander, and western pond turtle. (Potentially Significant)</p>	<p><b>Mitigation Measure BIO 6a:</b> The following measures shall be implemented to mitigate the effects of the project on special-status amphibians and reptiles:</p> <ul style="list-style-type: none"> <li>• The project sponsor shall install exclusionary fencing, such as silt fences, along San Francisquito Creek and around all construction areas that are within 100 feet of or adjacent to potential California red-legged frog, California tiger salamander, or western pond turtle habitat. Once fencing is in place, it shall be maintained by the project sponsor until completion of construction within or adjacent to the enclosure.</li> <li>• Prior to commencement of any earthmoving activities, the project sponsor shall retain a qualified monitoring biologist to train all construction personnel and work crews on the sensitivity and identification of the California red-legged frog, California tiger salamander, and western pond turtle and the penalties for the "take" of these species. In addition, species identification cards shall be provided to all construction personnel. Training sessions shall be conducted for all new employees before they access the Plan area and periodically throughout project construction.</li> </ul>	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.3 Biological Resources (cont.)</b>		
<b>Impact BIO-6 (cont.)</b>	<ul style="list-style-type: none"> <li>• During project construction the qualified monitoring biologist who is familiar with the identification and life history of California red-legged frog, California tiger salamander, and western pond turtle, and with the appropriate agency authorization, shall be designated to periodically inspect onsite compliance with all mitigation measures, consistent with the training sessions.</li> <li>• The qualified monitoring biologist shall perform a daily survey of the San Francisquito Creek within 100 feet of the Plan area during initial ground-breaking activities and during the rainy season. During these surveys, the qualified monitoring biologist shall inspect the exclusion fencing for individuals trapped within the fence and determine the need for fence repair. After ground-breaking activities and during the non-rainy season, the qualified monitoring biologist shall continue to perform daily fence surveys and compliance reviews at the Plan area.</li> <li>• All stormwater runoff from the Plan area shall be monitored and follow best management practices, stormwater pollution prevention plan protocols, and National Pollutant Discharge and Elimination System permit provisions.</li> <li>• Staging areas, and all fueling and maintenance of vehicles and other equipment and staging areas shall be at least 100 feet from any riparian habitat.</li> <li>• If a California red-legged frog or California tiger salamander is identified in the project work area, all work in the immediate area shall cease and the U.S. Fish and Wildlife Service shall be contacted. Work shall not begin again until so authorized by the U.S. Fish and Wildlife Service.</li> </ul>	
<b>Impact BIO-7:</b> The Specific Plan may result in damage to, or removal of, protected trees that are within or adjacent to the Plan area. (Less than Significant)	None required.	Less than Significant
<b>Impact BIO-8:</b> Construction activities could impact creeks and riparian areas, but impacts would be limited by existing statutes and permitting requirements, as well as distance from the creek to likely development sites. (Less than Significant)	None required.	Less than Significant
<b>Impact BIO-9:</b> Project construction activity and operations, in conjunction with other past, current, or foreseeable development in similar urbanized areas in eastern San Mateo County, could result in impacts on special-status species, habitats, wetlands, and other waters of the U.S. (Less than Significant)	None required.	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.4 Cultural Resources</b>		
<p><b>Impact CUL-1:</b> The proposed Specific Plan could have a significant impact on historic architectural resources. (Potentially Significant)</p>	<p><b>Mitigation Measure CUL-1: Site Specific Evaluations and Treatment in Accordance with the Secretary of the Interior's Standards:</b></p> <p><b>Site-Specific Evaluations:</b> In order to adequately address the level of potential impacts for an individual project and thereby design appropriate mitigation measures, the City shall require project sponsors to complete site-specific evaluations at the time that individual projects are proposed at or near buildings that are at least 50 years old to determine the if the project is subject to completion of a site-specific historic resources study. The following are steps typically taken to assess and mitigate potential impacts to architectural resources for the purposes of CEQA:</p> <p style="padding-left: 40px;">When individual projects are proposed at or immediately adjacent to a building or structure that is in excess of 50 years old at the time of the proposal, the project sponsor shall be required to complete a site-specific historic resources study performed by a qualified architectural historian meeting the Secretary of the Interior's Standards for Architecture or Architectural History. At a minimum, the evaluation shall consist of a records search, an intensive-level pedestrian field survey, an evaluation of significance using standard National Register Historic Preservation and California Register Historic Preservation evaluation criteria, and recordation of all identified historic buildings and structures on California Department of Parks and Recreation 523 Site Record forms. The evaluation shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and recommendations for management of identified resources. Certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), have specific requirements for inventory areas and documentation format.</p> <p><b>Treatment in Accordance with the Secretary of the Interior's Standards.</b> Any future proposed project in the Plan Area that would affect previously recorded historic resources, or those identified as a result of site-specific surveys and evaluations, shall conform to the <i>Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings</i> (1995). The <i>Standards</i> require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures. Individual projects that would demolish or substantially alter historic resources would be required to undergo separate CEQA environmental review.</p>	<p>Less than Significant</p>
<p><b>Impact CUL-2:</b> The proposed Specific Plan could impact currently unknown archaeological resources. (Potentially Significant)</p>	<p><b>Mitigation Measure CUL-2a:</b> When specific projects are proposed that involve ground disturbing activity, a site-specific cultural resources study shall be performed by a qualified archaeologist or equivalent cultural resources professional that will include an updated records search, pedestrian survey of the project area, development of a historic context, sensitivity assessment for buried prehistoric and historic-period deposits, and preparation of a technical report that meets federal and state requirements. If historic or</p>	<p>Less than Significant</p>

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.4 Cultural Resources (cont.)</b>		
<b>Impact CUL-2 (cont.)</b>	<p>unique resources are identified and cannot be avoided, treatment plans will be developed in consultation with the City and Native American representatives to mitigate potential impacts to less than significant based on either the Secretary of the Interior's Standards described in Mitigation Measure CUL-1 (if the site is historic) or the provisions of Public Resources Code Section 21083.2 (if a unique archaeological site).</p> <p><b>Mitigation Measure CUL-2b:</b> Should any archaeological artifacts be found during construction, all construction activities within 50 feet shall immediately halt and the City must be notified. A qualified archaeologist shall inspect the findings within 24 hours of the discovery. If the resource is determined to be a historical resource or unique resource, the archaeologist shall prepare a plan to identify, record, report, evaluate, and recover the resources as necessary, which shall be implemented by the developer. Construction within the area of the find shall not recommence until impacts on the historical or unique archaeological resource are mitigated as described in Mitigation Measure CUL-2a above. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifact is prohibited by law.</p>	
<b>Impact CUL-3:</b> The proposed Specific Plan may adversely affect unidentifiable paleontological resources. (Potentially Significant)	<p><b>Mitigation Measure CUL-3:</b> Prior to the start of any subsurface excavations that would extend beyond previously disturbed soils, all construction forepersons and field supervisors shall receive training by a qualified professional paleontologist, as defined by the Society of Vertebrate Paleontology (SVP),<sup>1</sup> who is experienced in teaching non-specialists, to ensure they can recognize fossil materials and will follow proper notification procedures in the event any are uncovered during construction. Procedures to be conveyed to workers include halting construction within 50 feet of any potential fossil find and notifying a qualified paleontologist, who will evaluate its significance. Training on paleontological resources will also be provided to all other construction workers, but may involve using a videotape of the initial training and/or written materials rather than in-person training by a paleontologist. If a fossil is determined to be significant and avoidance is not feasible, the paleontologist will develop and implement an excavation and salvage plan in accordance with SVP standards.<sup>2</sup></p>	Less than Significant
<b>Impact CUL-4:</b> Implementation of the Plan may cause disturbance of human remains including those interred outside of formal cemeteries. (Potentially Significant)	<p><b>Mitigation Measure CUL-4:</b> If human remains are discovered during construction, CEQA Guidelines 15064.5(e)(1) shall be followed, which is as follows:</p> <ul style="list-style-type: none"> <li>• In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken: <ol style="list-style-type: none"> <li>1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</li> </ol> </li> </ul>	Less than Significant

<sup>1</sup> SVP, 1995.

<sup>2</sup> SVP, 1996.

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.4 Cultural Resources (cont.)</b>		
<b>Impact CUL-4 (cont.)</b>	<ul style="list-style-type: none"> <li>a) The San Mateo County coroner must be contacted to determine that no investigation of the cause of death is required; and</li> <li>b) If the coroner determines the remains to be Native American:               <ul style="list-style-type: none"> <li>1. The coroner shall contact the Native American Heritage Commission within 24 hours;</li> <li>2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American;</li> <li>3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or</li> </ul> </li> <li>2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.               <ul style="list-style-type: none"> <li>a) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the Commission.</li> <li>b) The descendant identified fails to make a recommendation; or</li> <li>c) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.</li> </ul> </li> </ul>	
<b>Impact CUL-5:</b> The Specific Plan, in combination with past, present, existing, approved, pending, and reasonably foreseeable future development in the vicinity of the Plan area that would involve demolition of historical resources, could form a significant cumulative impact to historical resources. (Less than Significant)	None required.	Less than Significant
<b>Impact CUL-6:</b> Construction under the Specific Plan in combination with construction from other past, present, existing, approved, pending, and reasonably foreseeable future development in the vicinity could cause a significant cumulative impact to currently unknown cultural resources at the site, potentially including an archaeological resource pursuant to CEQA Guidelines Section 15064.5 or CEQA Section 21083.2(g), or the disturbance of any human remains, including those interred outside of formal cemeteries, as well as paleontological resources. (Less than Significant)	None required.	Less than Significant.

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.5 Geology and Soils</b>		
<b>Impact GEO-1:</b> In the event of a major earthquake in the region, surface fault rupture, ground shaking, localized liquefaction, and/or seismic-related landsliding could cause damage, destruction or injury to development anticipated under the proposed Specific Plan. (Less than Significant)	None required.	Less than Significant
<b>Impact GEO-2:</b> New development or redevelopment anticipated under the proposed Specific Plan would involve grading and other ground disturbing construction activities which could expose soils to erosion and loss of topsoil. (Less than Significant)	None required.	Less than Significant
<b>Impact GEO-3:</b> New development or redevelopment anticipated under the proposed Specific Plan could be located on unstable soils or become unstable resulting in landslides, lateral spreading, subsidence or collapse. (Less than Significant)	None required.	Less than Significant
<b>Impact GEO-4:</b> New development or redevelopment anticipated under the proposed Specific Plan could be located on expansive soils creating substantial risks to life or property. (Less than Significant)	None required.	Less than Significant
<b>Impact GEO-5:</b> Implementation of the proposed Specific Plan along with potential development in the surrounding region would result in cumulative impacts to geologic and seismic hazards. (Less than Significant)	None required.	Less than Significant
<b>4.6 Greenhouse Gases and Climate Change</b>		
<b>Impact GHG-1:</b> The Specific Plan would generate GHG emissions, both directly and indirectly, that would have a significant impact on the environment. (Significant)	<p><b>Mitigation Measure GHG-1: Implement feasible BAAQMD-identified GHG Mitigation Measures and Proposed City CALGreen Amendments.</b> BAAQMD has identified a menu of over 100 available mitigation measures for the purposes of addressing significant air quality impacts, including GHG impacts that arise from implementation of plans including Specific Plans. Many of the GHG reduction measures are already part of the proposed Specific Plan and discussed in the Project Description. Several BAAQMD identified mitigation measures are not applicable to a Specific Plan as they are correlated to specific elements of a general plan. As an example, Table 4.6-5 presents the mitigation measures contained in the BAAQMD CEQA Guidelines related to Land Use elements and either correlates each to a specific element of the project, explains why it is inapplicable to the proposed project or identifies it as a mitigation measure to be implemented by the proposed project. This method was used in consideration of all BAAQMD identified GHG mitigation measures for plans to develop the following list of available mitigation measures (with BAAQMD-identified category) for the proposed Specific Plan:</p> <ul style="list-style-type: none"> <li>Facilitate lot consolidation that promotes integrated development with improved pedestrian and vehicular access (Land Use Element: Compact Development);</li> </ul>	Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.6 Greenhouse Gases and Climate Change (cont.)</b>		
<b>Impact GHG-1 (cont.)</b>	<ul style="list-style-type: none"> <li>• Ensure that new development finances the full cost of expanding public infrastructure and services to provide an economic incentive for incremental expansion (Land Use Element: Compact Development);</li> <li>• Ensure new construction complies with California green Building Code Standards and local green building ordinances (Land Use Element: Sustainable Development);</li> <li>• Provide permitting incentives for energy efficient and solar building projects (Land Use Element: Sustainable Development);</li> <li>• Support the use of electric vehicles; where appropriate. Provide electric recharging facilities (Circulation Element: Local Circulation; see also Mitigation Measure GHG-2 below).</li> <li>• Allow developers to reach agreements with auto-oriented shopping center owners to use commercial parking lots as park-and-ride lots and multi-modal transfer sites (Circulation Element: Regional Circulation);</li> <li>• Eliminate [or reduce] parking requirements for new development in the Specific Plan area (Circulation Element: Parking);</li> <li>• Encourage developers to agree to parking sharing between different land uses (Circulation Element: Parking);</li> <li>• Require developers to provide preferential parking for low emissions and carpool vehicles (Circulation Element: Parking);</li> <li>• Minimize impervious surfaces in new development and reuse project in the Specific Plan area (Conservation Element: Water Conservation);</li> <li>• Require fireplaces installed in residential development to be energy efficient in lieu of open hearth. Prohibit the installation of wood burning devices (Conservation Element: Energy Conservation); and</li> <li>• Sealing of HVAC ducts. This is a project level BAAQMD measure that requires the developer to obtain third party HVAC commissioning to ensure proper sealing of ducts and optimal heating and cooling efficiencies. BAAQMD estimated that this measure reduces air conditioning electrical demand by 30 percent. The California Energy commission estimates that air conditioning electrical demand represents approximately 20 percent of total demand for a single family residence and this measure would reduce electrical-related GHG emissions by approximately 100 metric tons/year of CO<sub>2</sub>e.</li> </ul> <p>Additionally, the City of Menlo Park is planning its own amendments to the CALGreen building code (California Green Building Standards Code, Title 24, Part 11). These amendments will be designed to require a further 15 percent reduction over baseline Title 24 green building standards requirements for all new development in the City, as well as mandatory duct testing (discussed above) and cool roof materials. As these amendments are only in the planning stages, they are identified here as further</p>	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.6 Greenhouse Gases and Climate Change (cont.)</b>		
<b>Impact GHG-1 (cont.)</b>	<p>mitigation. Reductions in GHG emissions from these amendments were calculated using the mitigations tab in the BGM model.</p> <p>While BAAQMD also identifies use of cool roof materials as a potential GHG mitigation measure, per CAPCOA3, reflective roofs are covered under Title 24 Part 6 and the electricity savings is therefore incorporated in savings due to Title 24 (CALGreen) and no further reduction was taken for this measure as reductions up to 15 percent beyond Title 24 have already been included.</p>	
<b>Impact GHG-2:</b> The Specific Plan could conflict with applicable plans, policies or regulations of an agency with jurisdiction over the Specific Plan adopted for the purpose of reducing the emissions of GHGs. (Significant)	<p><b>Mitigation Measure GHG-2a:</b> All residential and/or mixed use developments of sufficient size to require LEED certification under the Specific Plan shall be shall install one dedicated electric vehicle/plug-in hybrid electric vehicle recharging station for every 20 residential parking spaces provided. Per the Climate Action Plan the complying applicant could receive incentives, such as streamlined permit processing, fee discounts, or design templates.</p> <p><b>Mitigation Measure GHG-2b:</b> The City could implement a pilot program in the Specific Plan area to require mandatory commercial recycling, either at all buildings or, at a minimum, at newly constructed buildings. Such a program, identified in the AB 32 Scoping Plan and included in the City's Climate Action Plan as a measure for future study, could reduce GHG emissions in the Plan area and, if successful, could be implemented citywide.</p>	Significant and Unavoidable
<b>4.7 Hazards and Hazardous Materials</b>		
<b>Impact HAZ-1:</b> Disturbance and release of contaminated soil during demolition and construction phases of the project, or transportation of excavated material, or contaminated groundwater could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling. (Potentially Significant)	<b>Mitigation Measure HAZ-1:</b> Prior to issuance of any building permit for sites where ground breaking activities would occur, all proposed development sites shall have a Phase I site assessment performed by a qualified environmental consulting firm in accordance with the industry required standard known as ASTM E 1527-05. If the Phase I assessment shows the potential for hazardous releases, then Phase II site assessments or other appropriate analyses shall be conducted to determine the extent of the contamination and the process for remediation. All proposed development in the Plan area where previous hazardous materials releases have occurred shall require remediation and cleanup to levels established by the overseeing regulatory agency (San Mateo County Environmental Health (SMCEH), Regional Water Quality Control Board (RWQCB) or Department of Toxic Substances Control (DTSC) appropriate for the proposed new use of the site. All proposed groundbreaking activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a licensed professional in accordance with Cal/OHSA regulations (contained in Title 8 of the California Code of Regulations) and approved by SMCEH prior to the commencement of groundbreaking.	Less than Significant

<sup>3</sup> CAPCOA, Quantifying Greenhouse Gas Mitigation Measures, August 2010, p. 456.

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.7 Hazards and Hazardous Materials (cont.)</b>		
<b>Impact HAZ-2:</b> Disturbance and release of hazardous structural and building components (i.e., asbestos, lead, PCBs, underground storage tanks, and above ground storage tanks) during demolition and construction phases of development or transport of these materials could expose construction workers, the public, or the environment to adverse conditions related to hazardous materials handling. (Less than Significant)	None required.	Less than Significant
<b>Impact HAZ-3:</b> Hazardous materials used on any individual site during construction activities (i.e., fuels, lubricants, solvents) could be released to the environment through improper handling or storage. (Potentially Significant)	<b>Mitigation Measure HAZ-3:</b> All development and redevelopment shall require the use of construction Best Management Practices (BMPs) to control handling of hazardous materials during construction to minimize the potential negative effects from accidental release to groundwater and soils. For projects that disturb less than one acre, a list of BMPs to be implemented shall be part of building specifications and approved of by the City Building Department prior to issuance of a building permit.	Less than Significant
<b>Impact HAZ-4:</b> Future development would include land uses that would handle various commercial, transportation and household hazardous materials in a range of quantities, and could cause an adverse effect on the environment through accidental upset. (Less than Significant)	None required.	Less than Significant
<b>4.8 Hydrology and Water Quality</b>		
<b>Impact HYD-1:</b> Construction associated with the proposed Specific Plan projects could adversely affect water quality and drainage patterns in the short term due to erosion and sedimentation. (Less than Significant)	None required.	Less than Significant
<b>Impact HYD-2:</b> Implementation of the Specific Plan could adversely affect water resources in the long term by reducing permeable surfaces, which could degrade water quality in receiving waters, increase runoff volume and associated downstream flood potential, decrease groundwater recharge, or alter drainage patterns. (Less than Significant)	None required.	Less than Significant
<b>Impact HYD-3:</b> Implementation of the Specific Plan would not place housing or other structures that would impede or redirect floodflows within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map (Less than Significant)	None required.	Less than Significant
<b>Impact HYD-4:</b> Implementation of the Specific Plan would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Less than Significant)	None required.	Less than Significant
<b>Impact HYD-5:</b> Concurrent implementation of the proposed Specific Plan and projected regional development could contribute to degradation of regional water quality, reduction of groundwater recharge, or result in increased flooding hazards. (Less than Significant)	None required.	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.9 Land Use Planning and Policies</b>		
<b>Impact LU-1:</b> Implementation of the Menlo Park El Camino Real/Downtown Specific Plan would not physically divide an established community. (Less than Significant)	None required.	Less than Significant
<b>Impact LU-2:</b> Implementation of the Specific Plan would alter the type and intensity of land uses in the Plan area, but not in a manner that would cause them to be substantially incompatible with surrounding land uses or neighborhood character. (Less than Significant)	None required.	Less than Significant
<b>Impact LU-3:</b> Implementation of the Menlo Park El Camino Real/and Downtown Specific Plan would not substantially conflict with the General Plan, Zoning Ordinance, or other land use plans or policies adopted for the purpose of mitigating an environmental effect. (Less than Significant)	None required.	Less than Significant
<b>Impact LU-4:</b> Implementation of the Menlo Park El Camino Real/Downtown Specific Plan, in combination with other past, present, and reasonably foreseeable future plans and projects, would not result in cumulatively considerable impacts to land use. (Less than Significant)	None required.	Less than Significant.
<b>4.10 Noise</b>		
<b>Impact NOI-1:</b> Construction activities associated with implementation of the Specific Plan would result in substantial temporary or periodic increases in ambient noise levels in the Specific Plan area above levels existing without the Specific Plan and in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Potentially Significant)	<p><b>Mitigation Measure NOI-1a:</b> Construction contractors for subsequent development projects within the Specific Plan area shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, etc.) when within 400 feet of sensitive receptor locations. Prior to demolition, grading or building permit issuance, a construction noise control plan that identifies the best available noise control techniques to be implemented, shall be prepared by the construction contractor and submitted to the City for review and approval. The plan shall include, but not be limited to, the following noise control elements:</p> <ul style="list-style-type: none"> <li>• Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler shall achieve lower noise levels from the exhaust by approximately 10 dBA. External jackets on the tools themselves shall be used where feasible in order to achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible;</li> <li>• Stationary noise sources shall be located as far from adjacent receptors as possible and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible; and</li> </ul>	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.10 Noise (cont.)</b>		
<b>Impact NOI-1 (cont.)</b>	<ul style="list-style-type: none"> <li>When construction occurs near residents, affected parties within 400 feet of the construction area shall be notified of the construction schedule prior to demolition, grading or building permit issuance. Notices sent to residents shall include a project hotline where residents would be able to call and issue complaints. A Project Construction Complaint and Enforcement Manager shall be designated to receive complaints and notify the appropriate City staff of such complaints. Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and day and evening contact numbers, both for the construction contractor and City representative(s), in the event of problems.</li> </ul> <p><b>Mitigation Measure NOI-1b:</b> Noise Control Measures for Pile Driving: Should pile-driving be necessary for a subsequently proposed development project, the project sponsor would require that the project contractor predrill holes (if feasible based on soils) for piles to the maximum feasible depth to minimize noise and vibration from pile driving. Should pile-driving be necessary for the proposed project, the project sponsor would require that the construction contractor limit pile driving activity to result in the least disturbance to neighboring uses.</p> <p><b>Mitigation Measure NOI-1c:</b> The City shall condition approval of projects near receptors sensitive to construction noise, such as residences and schools, such that, in the event of a justified complaint regarding construction noise, the City would have the ability to require changes in the construction control noise plan to address complaints.</p>	
<b>Impact NOI-2:</b> Increased traffic from implementation of the Specific Plan would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. (Less than Significant)	None required.	Less than Significant
<b>Impact NOI-3:</b> The Specific Plan would introduce sensitive receptors to a noise environment with noise levels in excess of standards considered acceptable under the City of Menlo Park Municipal Code. (Potentially Significant)	<b>Mitigation Measure NOI-3:</b> Interior noise exposure within homes proposed for the Specific Plan area shall be assessed by a qualified acoustical engineer to determine if sound rated walls and windows would be required to meet the Title 24 interior noise level standard of 45 dBA, L <sub>dn</sub> . The results of each study shall be submitted to the City showing conceptual window and wall assemblies with Sound Transmission Class (STC) ratings necessary to achieve the noise reductions for the project to satisfy the interior noise criteria within the noise environment of the Plan area.	Less than Significant
<b>Impact NOI-4:</b> The Specific Plan would expose sensitive receptors to substantial levels of groundborne vibration. (Potentially Significant)	<b>Mitigation Measure NOI-4:</b> Prior to project approval for development within 200 feet of the mainline track, a detailed vibration design study shall be completed by a qualified acoustical engineer to confirm the ground vibration levels and frequency content along the Caltrain tracks and to determine appropriate design to limit interior vibration levels to 75 VdB for residences and 78 VdB for other uses. If required, vibration isolation techniques could include supporting the new building foundations on elastomer pads similar to bridge bearing pads.	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.10 Noise (cont.)</b>		
<b>Impact NOI-5:</b> Implementation of the Specific Plan, together with anticipated future development in the area in general, would result in a significant increase in noise levels in the area. (Significant)	<b>Mitigation Measures NOI-1 and NOI-3.</b>	Significant and Unavoidable
<b>Impact NOI-6:</b> Anticipated future development of California's High Speed Rail Project would have the potential to expose sensitive receptors within the Specific Plan area to excessive noise levels and groundborne vibration. (Potentially Significant)	<b>Mitigation Measures NOI-3 and NOI-4.</b>	Less than Significant
<b>4.11 Population and Housing</b>		
<b>Impact POP-1:</b> The project would not displace existing housing or people such that construction of replacement facilities elsewhere would be required. (Less than Significant)	None required.	Less than Significant
<b>Impact POP-2:</b> The project would not induce substantial population growth, either directly by proposing new housing, or indirectly through infrastructure improvements and job growth. (Less than Significant)	None required.	Less than Significant
<b>Impact POP-3:</b> Implementation of the Menlo Park El Camino Real/Downtown Specific Plan, in combination with other past, present, and reasonably foreseeable future plans and projects, would not result in cumulatively considerable impacts to population and housing. (Less than Significant)	None required.	Less than Significant
<b>4.12 Public Services and Utilities</b>		
<b>Impact PUB-1:</b> Implementation of the Specific Plan would not result in the need for new or physically altered police facilities. (Less than Significant)	None required.	Less than Significant
<b>Impact PUB-2:</b> Implementation of the Specific Plan would not result in the need for new or physically altered fire and emergency service facilities. (Less than Significant)	None required.	Less than Significant
<b>Impact PUB-3:</b> Implementation of the Specific Plan would increase public school enrollment. (Less than Significant)	None required.	Less than Significant
<b>Impact PUB-4:</b> Implementation of the Specific Plan would increase the use of parks. (Less than Significant)	None required.	Less than Significant
<b>Impact PUB-5:</b> Implementation of the Specific Plan would increase the demand for water supply. (Less than Significant)	None required.	Less than Significant

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.12 Public Services and Utilities (cont.)</b>		
<b>Impact PUB-6:</b> Implementation of the Specific Plan would not require or result in the construction of new water treatment facilities or expansion of existing facilities. (Less than Significant)	None required.	Less than Significant
<b>Impact PUB-7:</b> Implementation of the Specific Plan would not exceed wastewater treatment requirements or require construction of new wastewater facilities or expansion of existing facilities. (Less than Significant)	None required.	Less than Significant
<b>Impact PUB-8:</b> The Specific Plan would be served by a landfill with sufficient permitted capacity to accommodate the Specific Plan's solid waste disposal needs, and would comply with federal, State, and local statutes and regulations related to solid waste. (Less than Significant)	None required.	Less than Significant
<b>Impact PUB-9:</b> The Specific Plan would not exceed existing gas and electric supplies. (Less than Significant)	None required.	Less than Significant
<b>Impact PUB-10:</b> Implementation of the Specific Plan in combination with other past, present, and reasonably foreseeable plans and projects would not result in cumulative impacts with respect to public services or utility service systems. (Less than Significant)	None required.	Less than Significant
<b>Impact PUB-11:</b> The proposed project, in combination with other development within the City of Menlo Park, could have insufficient water supplies available to serve the project from existing entitlements under normal, dry and multiple dry years. (Less than Significant)	None required.	Less than Significant
<b>Impact PUB-12:</b> The proposed project, in combination with other development within the City of Menlo Park, would not require or result in the construction of new water treatment facilities or the expansion of existing facilities, which could cause significant environmental effects. Therefore, this impact would be less than significant. (Less than Significant)	None required.	Less than Significant
<b>4.13 Transportation, Circulation and Parking</b>		
<b>Impact TR-1:</b> Traffic from future development in the Plan area would adversely affect operation of area intersections. (Significant)	<p><b>Mitigation Measure TR-1a:</b> The individual project applicant(s) shall contribute fair-share funding towards the following improvements at the intersection of University Drive (North) and Santa Cruz Avenue:</p> <ul style="list-style-type: none"> <li>• Signalization when investigation of the full set of traffic signal warrants indicate that signalization is warranted; and</li> <li>• Interconnecting the new signal with the existing signal at the University Drive (South) and Santa Cruz Avenue.</li> </ul>	Significant and Unavoidable (University Drive and Santa Cruz Avenue)



**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.13 Transportation, Circulation and Parking (cont.)</b>		
<b>Impact TR-1 (cont.)</b>	<p>not be feasible due to ROW acquisition needs (constrained by the presence of buildings). Therefore, the impact is considered to be significant and unavoidable.</p> <p><b>Mitigation Measure TR-1d:</b> The individual project applicant(s) shall contribute fair-share funding towards the following improvements at the intersection of Orange Avenue/Santa Cruz Avenue and Avy Avenue/Santa Cruz Avenue:</p> <ul style="list-style-type: none"> <li>• Signalization when investigation of the full set of traffic signal warrants indicate that signalization is warranted.</li> </ul> <p>Signalizing the intersection of Orange Avenue/Santa Cruz Avenue and Avy Avenue/Santa Cruz Avenue would improve the level of service to LOS C during both the a.m. and p.m. peak hours under Existing Plus Project conditions. Therefore, the impact would be less than significant level, if the City can guarantee its implementation.</p> <p>This improvement is not in the City's TIF. Therefore, the City could consider adding it to the TIF. Without a funding mechanism, this impact is considered to be significant and unavoidable.</p>	Significant and Unavoidable (Orange Avenue/Santa Cruz Avenue and Avy Avenue/Santa Cruz Avenue)
<b>Impact TR-2:</b> Traffic from future development in the Plan area would adversely affect operation of local roadway segments. (Significant)	<p><b>Mitigation Measure TR-2:</b> The Specific Plan includes provisions for new developments within the Specific Plan area, regardless of the amount of new traffic they would generate, to have in-place a City-approved Transportation Demand Management (TDM) program prior to project occupancy. TDM programs could include the following measures for site users (taken from the C/CAG CMP), as applicable:</p> <ul style="list-style-type: none"> <li>• Commute alternative information;</li> <li>• Bicycle storage facilities;</li> <li>• Showers and changing rooms;</li> <li>• Pedestrian and bicycle subsidies;</li> <li>• Operating dedicated shuttle service (or buying into a shuttle consortium);</li> <li>• Subsidizing transit tickets;</li> <li>• Preferential parking for carpoolers;</li> <li>• Provide child care services and convenience shopping within new developments;</li> <li>• Van pool programs;</li> <li>• Guaranteed ride home program for those who use alternative modes;</li> <li>• Parking cashout programs; and/or</li> <li>• Car share programs.</li> </ul> <p>However, because the effectiveness of a TDM program cannot be guaranteed, the impact to roadway segments is considered to be significant and unavoidable.</p>	Significant and Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.13 Transportation, Circulation and Parking (cont.)</b>		
<b>Impact TR-3:</b> Traffic from future development in the Plan area would increase traffic volumes on local freeway segments. (Less than Significant)	None required.	Less than Significant
<b>Impact TR-4:</b> Transit ridership generated by future development in the Plan area would affect transit operations. (Less than Significant)	None required.	Less than Significant
<b>Impact TR-5:</b> Future development in the Plan area would affect pedestrian and bicycle operations and safety. (Less than Significant)	None required.	Less than Significant
<b>Impact TR-6:</b> Development under the Plan area would affect parking supply in the downtown, but would not result in inadequate parking capacity. (Less than Significant)	None required.	Less than Significant
<b>Impact TR-7:</b> Cumulative development, along with development in the Plan area, would adversely affect operation of local intersections. (Significant)	<p><i>El Camino Real and Glenwood Avenue/Valparaiso Avenue</i></p> <p><b>Mitigation Measure TR-7a:</b> The project applicant(s) shall contribute fair-share funding towards the following improvements at the intersection of El Camino Real and Glenwood Avenue/Valparaiso Avenue included in the City's Transportation Impact Fee program:</p> <ul style="list-style-type: none"> <li>• Add a westbound right-turn lane; and</li> <li>• Modifying the westbound approach to a left-turn lane, a through lane, and a right-turn lane.</li> </ul> <p>These modifications would improve overall vehicular operations of this state-controlled intersection to LOS D in the p.m. peak hour under Cumulative Plus Project Conditions. This geometric modification would reduce the cumulative impact to a less-than-significant level.</p> <p>The additional westbound right-turn lane will increase the crosswalk distance and duration of pedestrian and bicyclist exposure to motor vehicle traffic. This lane would also require ROW acquisition on the north side of Glenwood Avenue. In addition, the intersection modification would require coordination with, and approval by, Caltrans. Because of these constraints, and because the mitigation measure is not in the control of the City to implement, the impact is considered to be significant and unavoidable.</p> <p><i>El Camino Real and Menlo Avenue/Ravenswood Avenue</i></p> <p><b>Mitigation Measure TR-7b:</b> The individual project applicant(s) shall contribute fair-share funding towards the following improvements at the intersection of El Camino Real and Menlo Avenue/Ravenswood Avenue:</p> <ul style="list-style-type: none"> <li>• Add a second southbound left-turn lane;</li> <li>• Modifying the southbound right-turn lane to a shared through/right-turn lane;</li> <li>• Create a southbound receiving lane;</li> </ul>	<p>Significant and Unavoidable (El Camino Real and Glenwood Avenue/Valparaiso Avenue)</p> <p>Significant and Unavoidable (El Camino Real and Menlo Avenue/Ravenswood Avenue)</p>

**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
4.13 Transportation, Circulation and Parking (cont.)		
<b>Impact TR-7 (cont.)</b>	<ul style="list-style-type: none"> <li>• Add a third northbound through lane;</li> <li>• Add an eastbound left-turn lane, an eastbound right-turn lane, and modify the eastbound approach to one left-turn lane, two through lanes, and one right-turn lane; and</li> <li>• Change the signal phasing on the eastbound and westbound approaches from split phasing to protected left-turn phasing.</li> </ul> <p>This mitigation would not reduce the average intersection delay to an acceptable level of service. However, these improvements reduce the increase in average critical movement delay to less than 0.8 seconds, thereby reducing this impact to a less-than-significant level. All modifications are identified in the City's TIF program, except adding the third northbound through lane, which has been identified as mitigation for other pending development projects in the city.</p> <p>For conditions where the southbound right-turn lane is removed to accommodate a sidewalk extension, the mitigation measure would include:</p> <ul style="list-style-type: none"> <li>• Add a second southbound left-turn lane;</li> <li>• Add a third northbound through lane;</li> <li>• Add an eastbound left-turn lane, an eastbound right-turn lane, and modify the eastbound approach to one left-turn lane, two through lanes, and one right-turn lane; and</li> <li>• Change the signal phasing on the eastbound and westbound approaches from split phasing to protected left-turn phasing.</li> </ul> <p>This mitigation would not reduce the average intersection delay to an acceptable level, and would not reduce the increase in average critical movement delay to less than 0.8 seconds, thereby not reducing this impact to a less-than-significant level.</p> <p>The additional southbound left-turn lane, northbound through lane, and eastbound lanes would increase the crosswalk distances and duration of pedestrian and bicyclist exposure to motor vehicle traffic. Also, the addition of the eastbound turn lanes could require ROW acquisition and parking space removal along Menlo Avenue. The second southbound left-turn and third northbound through lanes would require ROW acquisition on the east side of El Camino Real. Converting the southbound right-turn lane to a shared through/right-turn lane and adding the southbound receiving lane may require parking removal. In addition, the intersection modification would require coordination with, and approval by, Caltrans. Because of these constraints, and because the mitigation measure does not completely mitigate the impact, and the mitigation measure is not in the control of the City to implement, the impact is considered to be significant and unavoidable.</p>	

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.13 Transportation, Circulation and Parking (cont.)</b>		
<b>Impact TR-7 (cont.)</b>	<p><i>Laurel Street and Ravenswood Avenue</i></p> <p><b>Mitigation Measure TR-7c:</b> The individual project applicant(s) shall contribute fair-share funding towards the following improvement at the intersection of Laurel Street and Ravenswood Avenue identified in the City's TIF program:</p> <ul style="list-style-type: none"> <li>• Add an eastbound right-turn lane.</li> </ul> <p>This modification would improve the p.m. peak-hour level of service to LOS D under Cumulative plus Project conditions. The additional eastbound lane would increase the crosswalk distance and duration of pedestrian and bicyclist exposure to motor vehicle traffic. Also, the addition of the eastbound right-turn lane would require ROW acquisition and tree removal along Ravenswood Avenue, the precise feasibility of which cannot be determined until detailed project design is completed. Because of these constraints and uncertainties, the impact is considered to be significant and unavoidable.</p>	Significant and Unavoidable (Laurel Street and Ravenswood Avenue)
	<p><i>University Drive (North) and Santa Cruz Avenue</i></p> <p><b>Mitigation Measure TR-7d:</b> Implement Mitigation Measure TR-1a (contribute fair-share funding towards signalization of the intersection of University Drive (North) and Santa Cruz Avenue [when investigation of the full set of traffic signal warrants indicate that signalization is warranted] and interconnection of the new signal with the existing signal at the University Drive (South) and Santa Cruz Avenue).</p> <p>With Mitigation TR-1a, the intersection improves the level of service to LOS C during the a.m. peak hour under Cumulative Plus Project Conditions, and the impact would be reduced to a less-than-significant level. This improvement is not in the City's TIF. Therefore, the City could consider adding it to the TIF. Without a funding mechanism, this impact is considered to be significant and unavoidable.</p>	Significant and Unavoidable (University Drive (North) and Santa Cruz Avenue)
	<p><i>Middlefield Road and Marsh Road</i></p> <p><b>Mitigation Measure TR-7e:</b> The individual project applicant(s) shall contribute fair-share funding towards the following improvements at the intersection of Middlefield Road and Marsh Road:</p> <ul style="list-style-type: none"> <li>• Add a second westbound left-turn lane; and</li> <li>• Provide a second receiving lane on the southern leg of the intersection.</li> </ul> <p>This modification would improve the level of service to LOS D during the p.m. peak hour. However, the modification would increase the crosswalk distance and duration of pedestrian and bicyclist exposure to motor vehicle traffic. Also, the addition of the westbound left-turn lane and associated receiving lane may require ROW acquisition and tree removal along both Middlefield Road and Marsh Road. In addition, the intersection is under the City of Atherton's jurisdiction. Because of these constraints, and because the mitigation measure is not in the control of the City to implement, the impact is considered to be significant and unavoidable.</p>	Significant and Unavoidable (Middlefield Road and Marsh Road)

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.13 Transportation, Circulation and Parking (cont.)</b>		
<b>Impact TR-7 (cont.)</b>	<p><i>Middlefield Road and Glenwood Avenue/Linden Avenue</i></p> <p><b>Mitigation Measure TR-7f:</b> Implement Mitigation Measure TR-1b (contribute fair-share funding towards signalization of the intersection of Middlefield Road and Glenwood Avenue/Linden Avenue [when investigation of the full set of traffic signal warrants indicate that signalization is warranted]).</p> <p>With Mitigation TR-1b, the intersection improves the level of service to LOS B and LOS C during the a.m. and p.m. peak hour, respectively under Cumulative Plus Project Conditions, and the impact would be reduced to a less-than-significant level.</p> <p>However, as noted in the discussion of Mitigation TR-1b, this intersection is under the City of Atherton's jurisdiction, therefore the City cannot guarantee its implementation and the impact remains significant and unavoidable.</p> <p><i>Middlefield Road and Ravenswood Avenue</i></p> <p><b>Mitigation Measure TR-7g:</b> The individual project applicant(s) shall contribute fair-share funding towards the following improvements at the intersection of Middlefield Road and Ravenswood Avenue, as identified in the City's TIF program:</p> <ul style="list-style-type: none"> <li>• Add a southbound right-turn lane; and</li> <li>• Modify the approach to a through lane and a right-turn lane.</li> </ul> <p>These modifications would improve the level of service to LOS D during both the a.m. and p.m. peak hours. The addition of the southbound right-turn lane may require ROW acquisition and tree removal along Ravenswood Avenue, the precise feasibility of which cannot be determined until detailed project design is completed. Because of these constraints and uncertainties, the impact is considered to be significant and unavoidable.</p> <p><i>Middlefield Road and Linfield Drive</i></p> <p><b>Mitigation Measure TR-7h:</b> The individual project applicant(s) shall contribute fair-share funding towards the following improvement at the intersection of Middlefield Road and Linfield Drive:</p> <ul style="list-style-type: none"> <li>• Signalization when investigation of the full set of traffic signal warrants indicate that signalization is warranted.</li> </ul> <p>Signalizing the intersection of Middlefield Road and Linfield Drive would improve the level of service to LOS B during the a.m. peak hour and LOS C during the p.m. peak hour under Cumulative Plus Project conditions. Therefore, the impact would be reduced to a less-than-significant level, if the City could guarantee its implementation.</p> <p>This improvement is not in the City's TIF. Therefore, the City could consider adding it to the TIF. Without a funding mechanism, this impact is considered to be significant and unavoidable.</p>	<p>Significant and Unavoidable (Middlefield Road and Glenwood Avenue/Linden Avenue)</p> <p>Significant and Unavoidable (Middlefield Road and Ravenswood Avenue)</p> <p>Significant and Unavoidable (Middlefield Road and Linfield Drive)</p>

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.13 Transportation, Circulation and Parking (cont.)</b>		
<b>Impact TR-7 (cont.)</b>	<p>This intersection meets peak-hour warrants. However, as mentioned previously, the peak-hour signal warrant analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on a thorough study of traffic and roadway conditions. The decision to install a signal should not be based solely upon the warrants, because the installation of signals can lead to certain types of collisions. Regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants should be considered to prioritize and program intersections for signalization.</p> <p><i>Middlefield Road and Willow Road</i></p> <p><b>Mitigation Measure TR-7i.1:</b> Implement Mitigation Measure TR-1c (contribute fair-share funding towards adding a second westbound left-turn lane; modifying the westbound approach to two left-turn lanes, one through lane, and one right-turn lane; and changing the signal phasing on the eastbound and westbound approaches from split phasing to protected left-turn phasing at the intersection of Middlefield Road and Willow Road, as identified in the City's TIF program).</p> <p>These improvements are identified in the City's TIF program and would reduce the average intersection delay to an acceptable level. However, the improvements may not be feasible due to ROW acquisition needs (constrained by the presence of buildings). Therefore, the impact is considered to be significant and unavoidable.</p> <p><i>Middlefield Road and Willow Road</i></p> <p><b>Mitigation Measure TR-7i.2:</b> In addition to Mitigation Measure TR-1c, the individual project applicant(s) shall contribute fair-share funding towards the following improvements at the intersection of Middlefield Road and Willow Road, as identified in the City's TIF program:</p> <ul style="list-style-type: none"> <li>• Add a second southbound left-turn lane;</li> <li>• Modify the southbound approach to two left-turn lanes, one through lane, and one through/right-turn lane; and</li> <li>• Change the signal phasing on the northbound and southbound approaches from split phasing to protected left-turn phasing.</li> </ul> <p>These improvements are identified in the City's TIF program and would reduce the average intersection delay to an acceptable level under Cumulative Plus Project Conditions. The additional southbound and westbound left-turn lanes would increase the crosswalk distance and duration of pedestrian and bicyclist exposure to motor vehicle traffic. Also, the addition of the left-turn lanes may require ROW acquisition. However, the improvements may not be feasible due to ROW acquisition needs. Because of these constraints, the impact is considered to be significant and unavoidable.</p>	<p>Significant and Unavoidable (Middlefield Road and Willow Road)</p> <p>Significant and Unavoidable (Middlefield Road and Willow Road)</p>

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.13 Transportation, Circulation and Parking (cont.)</b>		
<b>Impact TR-7 (cont.)</b>	<p><i>Coleman Avenue and Willow Road</i></p> <p><b>Mitigation Measure TR-7j:</b> The individual project applicant(s) shall contribute fair-share funding towards the following improvement at the intersection of Coleman Avenue and Willow Road:</p> <ul style="list-style-type: none"> <li>• Restripe the southbound approach to one left-turn lane and one through/right-turn lane.</li> </ul> <p>This modification would improve the level of service to LOS D during both the a.m. and p.m. peak hours.</p>	Less than Significant (Coleman Avenue and Willow Road)
	<p><i>Durham Street and Willow Road</i></p> <p><b>Mitigation Measure TR-7k:</b> The individual project applicant(s) shall contribute fair-share funding towards the following improvement at the intersection of Durham Street and Willow Road:</p> <ul style="list-style-type: none"> <li>• Add a southbound left-turn lane.</li> </ul> <p>This mitigation would not reduce the average intersection delay to an acceptable level. However, this improvement would reduce the increase in average critical movement delay to less than 0.8 seconds, thereby reducing this impact to a less-than-significant level. The addition of the southbound left-turn lane may require ROW acquisition and tree removal along the VA Hospital Driveway, which is not under the control of the City. Because of these constraints, and because the proposed mitigation measure would not reduce impacts to a level of insignificance, the impact is considered to be significant and unavoidable.</p>	Significant and Unavoidable (Durham Street and Willow Road)
	<p><i>Bay Road and Willow Road</i></p> <p><b>Mitigation Measure TR-7l:</b> The individual project applicant(s) shall contribute fair-share funding towards the following improvement at the intersection of Bay Road and Willow Road:</p> <ul style="list-style-type: none"> <li>• Add a second southbound left-turn lane.</li> </ul> <p>This modification would improve the level of service to LOS C during the a.m. peak hour under Cumulative Plus Project conditions. The addition of the second southbound left-turn lane may require ROW acquisition and tree removal. Because of these constraints, the impact is considered to be significant and unavoidable.</p>	Significant and Unavoidable (Bay Road and Willow Road)
	<p><i>Orange Avenue/Santa Cruz Avenue and Avy Avenue/Santa Cruz Avenue</i></p> <p><b>Mitigation Measure TR-7m:</b> Implement Mitigation Measure TR-1d (contribute fair-share funding towards signalization of the intersection of Orange Avenue/Santa Cruz Avenue and Avy Avenue/Santa Cruz Avenue, when investigation of the full set of traffic signal warrants indicate that signalization is warranted).</p>	Significant and Unavoidable (Orange Avenue/Santa Cruz Avenue and Avy Avenue/Santa Cruz Avenue)

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES AND RESIDUAL IMPACTS**

Environmental Impact	Mitigation Measures	Level of Significance after Mitigation
<b>4.13 Transportation, Circulation and Parking (cont.)</b>		
<b>Impact TR-7 (cont.)</b>	<p>Signalizing the intersection of Orange Avenue/Santa Cruz Avenue and Avy Avenue/Santa Cruz Avenue would improve the level of service to LOS C during both the a.m. and p.m. peak hours under Cumulative Plus Project conditions. Therefore, the impact would be less than significant level, if the City can guarantee its implementation.</p> <p>This improvement is not in the City's TIF. Therefore, the City could consider adding it to the TIF. Without a funding mechanism, this impact is considered to be significant and unavoidable.</p>	
<b>Impact TR-8:</b> Cumulative development, along with development in the Plan area would adversely affect operation of local roadway segments. (Significant)	<b>Mitigation Measure TR-8:</b> Implement TR-2 (TDM Program).	Significant and Unavoidable
<b>Impact TR-9:</b> Cumulative development, along with development in the Plan area would increase traffic volumes on local freeway segments. (Less than Significant)	None required.	Less than Significant

