

## 2 REPORT SUMMARY

This summary presents an overview of the analysis contained in this Environmental Assessment (EA). The chapter summarizes the following: 1) the potential future development, 2) areas of controversy, 3) significant impacts and mitigation measures, 4) unavoidable significant impacts, and 5) alternatives to the Plan Components. A complete description of the Plan Components is provided in Chapter 3, Project Description. For more information about future alternatives, see Chapter 5, Alternatives to the Proposed Plan Components.

### *A. Plan Components under Review*

This EA evaluates the proposed Housing Element Update, General Plan Consistency Update, and associated Zoning Ordinance amendments, together referred to as the “Plan Components,” which consists of the following.

#### **1. Housing Element Update**

The Plan Components include a comprehensive update to the City’s Housing Element, in compliance with Government Code Section 65580 *et seq.* The proposed Housing Element Update policies and programs are intended to guide the City’s housing efforts through the 2007 to 2014 Regional Housing Needs Allocation (RHNA) cycle. To meet its RHNA for the current (2007 to 2014) and prior (1999 to 2006) planning periods, the City needs to demonstrate that it can accommodate 1,975 units. The City has calculated an “adjusted” RHNA that accounts for units that can be credited to the City based on past construction activity, current zoning, buildout of existing plans, and implementation programs contained in the Housing Element. Based on these calculations, the City has identified a need to rezone sites to accommodate 454 housing units for lower income (very low income and low income) households at approximately 30 dwelling units per acre.<sup>1</sup> To meet this remaining RHNA, the City proposes to rezone sites to allow up to 500 units for lower income households, which is more than what is required, in the case that all rezoned parcels are not developed for low income housing. As part of this process, the City would amend its Zoning Ordinance and rezone five properties to accommodate up to 894 housing units.<sup>2</sup> In addition, implementation of housing programs to encourage the development of secondary dwelling units and more residential units on infill sites

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<sup>1</sup> All of the five identified housing sites are studied at 30 or more dwelling units per acre.

<sup>2</sup> The City has identified five potential housing sites for rezoning to higher density residential for up to 894 dwelling units. For the purpose of this EA, however, 900 units are being studied.

around downtown could accommodate up to 418 housing units, for a total of 1,318 new dwelling units<sup>3</sup> by buildout year 2035. The buildout of the proposed future development exceeds the minimum amount of housing units needed to meet the City's RHNA.

## **2. General Plan Consistency Update**

In order to maintain consistency between the Housing Element and other elements of the General Plan, and consistency between the General Plan and Zoning Ordinance, other General Plan elements would be amended at the same time that the Housing Element is adopted. Within 60 days of adopting this Housing Element Update, the City must complete all General Plan amendments required to make the General Plan consistent with the Housing Element. The proposed General Plan consistency update includes amendments to the following elements:

- ◆ Noise Element (adopted November 14, 1978)
- ◆ Seismic Safety and Safety Element (adopted June 22, 1976)
- ◆ Open Space and Conservation Element (adopted June 26, 1973)

## **3. Zoning Ordinance Amendments**

Five housing sites have been identified for their appropriateness for higher density housing (i.e. at 30 or more dwelling units per acre). The City will rezone these sites to meet the RHNA. In order to accomplish the rezoning, the City will need to amend the Zoning Ordinance and may need to modify the off-street parking requirements and other development standards.

### ***B. Areas of Controversy***

The following areas of controversy have been identified in the initial public meetings regarding the Plan Components held between June and December 2012 and through consultation with responsible agencies and districts, and City staff. The topics that would have physical impacts under CEQA are addressed in this EA. Comments on the appropriateness of the components of the Housing Element will be considered by the City Council during the review of the Housing Element.

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<sup>3</sup> The total number of proposed units under environmental review equals a maximum of 900 units on proposed housing sites plus 418 units through proposed housing programs for a total of 1,318 units at buildout.

- a. Hydrology and Water Quality
  - “ Evaluate flooding issues
  - “ Sea level rise
- b. Land Use and Planning
  - “ Consider providing a balance of higher density housing around the City of Menlo Park
  - “ Opportunities to provide housing for employees in the area
  - “ Mixed-use opportunities
  - “ Senior housing opportunities
- c. Public Services and Recreation
  - “ Preserve as much open space as possible
  - “ Minimize impacts to schools
- d. Transportation and Traffic
  - “ Creation of senior housing to generate fewer trips/ minimize traffic impacts
  - “ Transportation and access to services and activities

*C. Alternatives to the Proposed Plan Components*

This EA analyzes alternatives to the Plan Components that are designed to reduce the significant environmental impacts of the potential future development and feasibly attain some of the objectives identified. The following alternatives were analyzed in detail in Chapter 5 of this EA:

- “ **No Project Alternative.** Under this alternative, the City’s Housing Element would not be updated to fulfill the Regional Housing Needs Allocation (RHNA) for the current planning period (2007 to 2014) as well as the previous planning period (1999 to 2006). The policies and programs of the current General Plan would remain in effect and no associated Zoning Ordinance amendments would occur.
- “ **Reduced Density Alternative.** Under this alternative, the overall number of proposed housing units that would be permitted through adopting and implementing the proposed Housing Element Update,

General Plan Consistency Update, and associated Zoning Ordinances amendments would be reduced by 25 percent. All other aspects of the Plan Components would remain the same.

Please see Chapter 5, Alternatives to the Proposed Plan Components, for more information on these alternatives and on alternatives that were considered but not carried forward for detailed analysis.

As shown in the alternatives analysis in Chapter 5, the Reduced Density Alternative would be the environmentally superior alternative.

#### *D. Summary of Impacts and Mitigation Measures*

Consistent with CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

The potential future development has the potential to generate significant environmental impacts in a number of areas. In Chapters 4.1 through 4.14, significant impacts that have been identified for the potential future development are numbered. Each numbered impact is considered significant prior to mitigation, unless it is specifically identified as less than significant. Mitigation measures have been suggested to reduce the effects of significant impacts. As shown in Table 2-1, most of the significant impacts would be reduced to a less-than-significant level if the mitigation measures recommended in this report were implemented. However, in some instances the mitigation measure that is recommended would not be sufficient to reduce a significant impact to a less-than-significant level (for example, Impact AQ-1); these impacts are identified as significant and unavoidable after mitigation.

CEQA allows environmental issues for which there is no likelihood of a significant impact to be “scoped out” during the scoping process, and not analyzed further in the EA. Through the preparation of an Initial Study (see Appendix A), it was determined that the potential future development would have no impact on agricultural, forestry, or mineral resources due to existing conditions. These issues have therefore not been analyzed further in this EA.

Table 2-1 presents a summary of impacts and mitigation measures identified in this report. It is organized to correspond with the environmental issues discussed in Chapter 4.

The table is arranged in four columns: 1) environmental impacts, 2) significance prior to mitigation, 3) mitigation measures, and 4) significance after mitigation. A series of mitigation measures is noted where more than one measure may be required to achieve a less-than-significant impact. For a complete description of potential impacts and suggested mitigation measures, please refer to the specific discussions in Chapter 4.

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>AIR QUALITY</b>			
<b>Impact AQ-1:</b> Subsequent environmental review of the Plan Components may identify that construction and operational phase emissions would exceed BAAQMD’s Project-Level significance thresholds.	S	<p><u>Mitigation Measure AQ-1:</u> Applicants for future development projects shall comply with the following Bay Area Air Quality Management District Basic Control Measures for reducing construction emissions of PM<sub>10</sub>:</p> <ul style="list-style-type: none"> <li>“ Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.</li> <li>“ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer).</li> <li>“ Pave, apply water twice daily or as often as necessary, to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.</li> <li>“ Sweep daily (with water sweepers using reclaimed water if possible), or as often as needed, with water sweepers all paved access roads, parking areas and staging areas at the construction site to control dust.</li> <li>“ Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.</li> <li>“ Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.</li> <li>“ Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).</li> <li>“ Limit vehicle traffic speeds on unpaved roads to 15 mph.</li> <li>“ Replant vegetation in disturbed areas as quickly as possible.</li> </ul>	SU

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<i>AQ-2 continued</i>		.. Install sandbags or other erosion control measures to prevent silt runoff from public roadways  Mitigation Measure AQ-1 would require adherence to Bay Area Air Quality Management District’s (BAAQMD) Basic Control Measures for fugitive dust control. An analysis of emissions generated operation and construction of subsequent Plan Components would be required to evaluate emissions compared to BAAQMD’s Project-Level significance thresholds during individual environmental review. It should be noted that the identification of this program-level impact does not preclude the finding of future less-than-significant impact for subsequent projects that comply with BAAQMD screening criteria or meet applicable thresholds of significance. However, due to the programmatic nature of the Plan Components, no additional mitigating policies are available and the impact is considered <i>significant and unavoidable</i> .	
<b>Impact AQ-2:</b> Under the Plan Components, future residential development is proximate to substantial pollutant concentration.	S	<u>Mitigation Measure AQ-2:</u> Prior to issuing building permits, the City shall evaluate all new residential development pursuant to current guidelines (e.g. Bay Area Air Quality Management District CEQA Guidelines), including a risk assessment of all stationary and mobile emission sources within a 1,000-foot radius of the proposed project that emit sources of toxic air contaminants.	LTS
<b>Impact AQ-3:</b> While the potential future residential development would not release TACs, various industrial and commercial processes (e.g. manufacturing, dry cleaning) allowed under the existing General Plan would be expected to release TACs resulting in community risk and hazards from placement of new sources of air toxics near sensitive receptors.	S	<u>Mitigation Measure AQ-3:</u> Prior to issuing building permits, the City shall evaluate all new industrial development pursuant to current guidelines (e.g. Bay Area Air Quality Management District CEQA Guidelines) to determine its potential to emit toxic air contaminants and impact sensitive receptors (e.g. residences, day care centers, schools, or hospitals) within a 1,000-foot radius of the project site.	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>CULTURAL RESOURCES</b>			
<p><b>Impact CULT-1:</b> Future development on potential infill sites around downtown and future second units could lead to demolition and alteration that has the potential to change the historic fabric or setting of historic architectural resources such that the resource's ability to convey its significance may be materially impaired</p>	S	<p><u>Mitigation Measure CULT-1:</u> At the time that individual projects are proposed for residential development on any infill or second unit housing sites around the downtown area with a building more than 50 years old or any site adjoining a property with a building more than 50 years old, the City shall require the project applicant to prepare a site-specific evaluations to determine if the project is subject to completion of a site-specific historic resources study. If it is determined that a site-specific historic resources study is required the study shall be prepared by a qualified architectural historian meeting the Secretary of the Interior's Standards for Architecture or Architectural History. At a minimum, the study shall consist of a records search of the California Historical Resources Information System, an intensive-level pedestrian field survey, an evaluation of significance using standard National Register Historic Preservation and California Register Historic Preservation evaluation criteria, and recordation of all identified historic buildings and structures on California Department of Parks and Recreation 523 Site Record forms. The study shall describe the historic context and setting, methods used in the investigation, results of the evaluation, and recommendations for management of identified resources. If applicable, the specific requirements for inventory areas and documentation format required by certain agencies, such as the Federal Highway Administration and California Department of Transportation (Caltrans), shall be adhered to.</p> <p>If the project site or adjacent properties are found to be eligible for listing on the California Register, the project shall be required to conform to the current <i>Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, and Restoring Historic Buildings</i>, which require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.</p>	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>GREENHOUSE GAS EMISSIONS</b>			
<p><b>Impact GHG-1:</b> Ongoing activities in the City would conflict with Executive Order S-03-05’s goal to reduce GHG emissions by 80 percent below 1990 levels by 2050. The majority of the reductions needed to reach the 2050 target will likely come from State measures (e.g. additional vehicle emissions standards), but the City does not have authority over such measures. The State has not identified plans to reduce emissions beyond 2020. As stated above, implementation of the Plan Components, which would integrate the policies identified in the City’s CAP to the General Plan would reduce community-wide GHG emissions and all feasible measures have been included.</p>	S	<p>No additional mitigating policies are available, and the impact is considered significant and unavoidable.</p>	SU
<p><b>Impact GHG-2:</b> The future residential development would conflict with Executive Order S-03-05’s goal to reduce GHG emissions by 80 percent below 1990 levels by 2050. The Plan Components do not consist of one or more actual development projects involving the physical construction of dwelling units, but rather provides policies and implementing programs under which new housing development would be allowed. Accordingly, new residential development in the EA Study Area, it would be subject to the policies identified in the City’s CAP to the General Plan, which would reduce community-wide GHG emissions.</p>	S	<p>As with the community-wide GHG emissions discussed under Impact GHG-1, no additional mitigating policies are available and the impact is considered significant and unavoidable.</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>HAZARDS AND HAZARDOUS MATERIALS</b>			
<b>Impact HAZ-1:</b> Potential housing Site 5 is site with known exposure to hazardous materials in the past and at the time of writing this EA has restrictions related to hazardous waste remediation under the authority of the San Mateo County.	S	<u>Mitigation Measure HAZ-1:</u> Prior to issuing building permits for residential development on potential housing Site 5 (Haven Avenue) the applicant shall assess exposure to hazardous materials through the preparation of a focused Phase 1 Environmental Site Assessment (ESA). The ESA shall include an initial screening level analysis followed by a detailed, quantitative human risk assessment analysis, if necessary, per the approval of the San Mateo County Environmental Health Services Division. The applicant shall also prepare and implement a Soil Management Plan and companion Sampling and Analysis Plan during and following soil excavation and compaction activities. As part of the Soil Management Plan, the applicant shall retain an experienced, independent environmental monitor to observe all significant earth-moving activities. The monitor shall observe the operations, remaining watchful for stained or discolored soil that could represent residual contamination. The monitor shall also be empowered to alert the City and regulatory agencies, when appropriate, and provide direction to the grading contractor.	LTS
<b>TRANSPORTATION AND TRAFFIC</b>			
<b>Impact TR-1:</b> As shown in Table 4.13-10, eight intersections have <i>significant</i> impacts with the addition of trips from future residential development during both AM or PM peak hours under Near-Term 2014 plus Plan Components conditions. Figure 4.13-9 illustrates the recommended geometry improvements to reduce these impacts.	S	<u>Mitigation Measure TR-1a:</u> At the intersection of Alpine Road/Santa Cruz Avenue and Junipero Serra Boulevard, the necessary mitigation measure is to re-stripe the northbound approach on Alpine Road from two through lanes and one right turn lane to one through lane, one shared through/right turn lane and one right turn lane. A bike lane is currently striped between the right-most thru lane and the right turn lane.  With the mitigation measure, the intersection level of service improves to LOS D during the AM peak hour, under the Near-Term 2014 plus Plan Components conditions. However, the re-striping for the northbound approach may not be feasible since this may create a challenge by placing bicyclists between two right turn lanes and may, therefore, require further analysis for the existing bike lane.	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TR-1 <i>continued</i>	S	<p><u>Mitigation Measure TR-1b:</u> At the intersection of Middlefield Road and Willow Road, the necessary mitigation measure is to re-stripe the northbound approach on Middlefield Road from one left turn lane, two through lanes and one right turn lane to one left turn lane, one through lane, one shared through/right turn lane and one right turn lane.</p> <p>With the mitigation measure, the intersection level of service improves to LOS D during the AM peak hour and improves to LOS E during the PM peak hour, under the Near-Term 2014 plus Plan Components conditions. According to the 1601 Willow Road Development Agreement for the Facebook East Campus Project (FECPPDA), Facebook is responsible for implementing this necessary mitigation measure.</p>	LTS
	S	<p><u>Mitigation Measure TR-1c:</u> At the intersection of Bohannon Drive/Florence Street and Marsh Road, the necessary mitigation measure is to add one exclusive westbound right turn lane on Marsh Road.</p> <p>With the mitigation measure, the intersection level of service improves to LOS D during the AM peak hour, under the Near-Term 2014 plus Plan Components conditions. Through the Development Agreement for the Menlo Gateway Project (MGDA), Bohannon Development Agreement is responsible for implementing the necessary mitigation measure.</p>	LTS
	S	<p><u>Mitigation Measure TR-1d:</u> At the intersection of Scott Drive/Rolison Road and Marsh Road, the necessary mitigation measure is to re-stripe the westbound approach on Marsh Road from two left turn lanes, one through lane and one shared through/right turn lane to one left turn lane, two through lanes and one right turn lane.</p> <p>With the mitigation measure, the intersection level of service improves to LOS D while the average queue for the westbound left turn movement remains as one vehicle during the PM peak hour, under the Near-Term 2014 plus Plan</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TR-1 <i>continued</i>	S	<p>Components conditions. The improvements may appear feasible in the existing right-of-way, but the intersection is under both City and Caltrans jurisdiction and coordination between the two jurisdictions would be required. As such, the City cannot guarantee implementation of the mitigation measure.</p> <p><b>Mitigation Measure TR-1e:</b> At the intersection of Newbridge Street and Willow Road, the necessary mitigation measure is to re-stripe the southbound approach on Newbridge Street from one left turn lane, one through lane and one right-turn lane to one shared left turn/through lane, one shared through/right turn lane and one right turn lane, and to add one additional receiving lane on the south leg on Newbridge Street accordingly.</p> <p>With the mitigation measure, the intersection still operates at LOS F during both the AM and PM peak hours, but the delay for the most critical movements are reduced to be less than under the Near-Term 2014 plus Plan Components conditions. However, the improvements may not be feasible due to right-of-way constraints on the south leg of the intersection, which would impact private property in East Palo Alto. In addition, this intersection is under Caltrans jurisdiction, and the City cannot guarantee implementation of the mitigation measure.</p> <p>It should be noted that FECFDA also suggests a mitigation measure for this intersection, which includes an additional eastbound left-turn lane, an additional northbound receiving lane for the eastbound left turning traffic, an additional westbound through/right-turn lane, and an additional receiving lane for the westbound through traffic. With this mitigation measure, the intersection still operates at LOS F during both the AM and PM peak hours. The delay for the most critical movements are reduced to be less than under the Near-Term condition during the PM peak hour; however, during the AM peak hour, the delay for the eastbound through critical movement is 70 seconds higher than under</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TR-1 <i>continued</i>		the Near-Term 2014 plus Plan Components condition even though the overall delay of the intersection was reduced. Therefore, this potential FPDA mitigation measure could be considered as a partial mitigation measure, under the Near-Term 2014 plus Plan Components conditions.	
	S	<p><u>Mitigation Measure TR-1f:</u> At the intersection of Bayfront Expressway and Willow Road, the necessary mitigation measure is to add a third right turn lane for the eastbound approach on Willow Road.</p> <p>With the mitigation measure, the intersection still operates at LOS F during the PM peak hour, but the delay for the most critical movements are reduced to be less than under 2014 plus Plan Components condition. According to the FECPDA, Facebook is responsible for implementing this mitigation measure. However, since this intersection is under Caltrans jurisdiction and the City cannot guarantee implementation of the mitigation measure.</p>	SU
	S	<p><u>Mitigation Measure TR-1g:</u> At the intersection of Bayfront Expressway and Marsh Road, the necessary mitigation measure is to re-stripe the southbound approach on Bayfront Expressway from one shared left turn/through lane, one through lane and one right turn lane to one left turn/through lane, one through/right turn lane and one right turn lane and to add a third right turn lane for the eastbound approach on Marsh Road.</p> <p>With the mitigation measure, the intersection operates at LOS D during both AM and PM peak hours, under the Near-Term 2014 plus Plan Components conditions. However, this intersection is included in the City's TIF Program and the improvements to each approach may appear feasible in the existing right-of-way. Since the intersection is under Caltrans jurisdiction, the City cannot guarantee implementation of the mitigation measure.</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TR-1 <i>continued</i>	S	<p><u>Mitigation Measure TR-1h:</u> At the intersection of US 101 NB Ramps and Marsh Road, the necessary mitigation measure is to widen the northbound off-ramp on the western side of the approach and add an additional left-turn lane along with adding a second right-turn lane by restriping one of the existing left-turn lanes. This improvement will require relocation of existing traffic signal poles, utility relocation, and reconstruction of the curb ramp on the southwest corner of the intersection.</p> <p>With the mitigation measure, the intersection operates at LOS D during the AM peak hour, under the Near-Term 2014 plus Plan Components conditions. According to the FECPDA, Facebook is responsible for implementing this mitigation measure. However, since this intersection is under Caltrans jurisdiction, the City cannot guarantee implementation of the mitigation measure.</p>	SU
<p><b>Impact TR-2: 2035 Plus Plan Components Condition.</b> EA Study Area intersections would have significant impacts with the addition of project trips to 2035 plus Plan Components Condition during the AM or PM peak hours.</p>	S	<p><u>Mitigation Measure TR-2a:</u> At the intersection of Addison Wesley and Sand Hill Road, the necessary mitigation measure is to restripe the eastbound approach on Sand Hill Road from one left turn lane, two through lanes and one right turn lane to one left turn lane, two through lanes and one shared through/right turn lane. One additional receiving lane on Sand Hill Road is recommended to be added accordingly. A bike lane currently exists between the right-most through lane and the right turn lane.</p> <p>With the mitigation measure, the intersection level of service improves to LOS B during the AM peak hour, under the 2035 plus Plan Components conditions. However, the improvements may not be feasible due to right-of-way constraints affecting private property. In addition, the re-striping for the eastbound approach is not be feasible since this could result in increased safety hazards to bicyclist by placing bicyclists between two through lanes.</p>	

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TR-2 <i>continued</i>	S	<p><u>Mitigation Measure TR-2b:</u> At the intersection of Sharon Park Drive and Sand Hill Road, the necessary mitigation measure is to add one exclusive westbound right turn lane on Sand Hill Road.</p> <p>With the mitigation measure, the intersection level of service improves to LOS D during the PM peak hour, under the 2035 plus Plan Components conditions. However, the improvements may not be feasible due to right-of-way constraints and the presence of a dozen mature evergreen trees. Even though this impact remains <i>significant and unavoidable</i>, it should be noted that the width of the westbound bike lane of 10.5 feet enables this lane to function as a right turn lane in compliance with the California Manual on Uniform Traffic Control Devices (California MUTCD).</p>	SU
	S	<p><u>Mitigation Measure TR-2c:</u> At the intersection of Alpine Road/Santa Cruz Avenue and Junipero Serra Boulevard, the necessary mitigation measure is to re-stripe the northbound approach on Alpine Road from two through lanes and one right turn lane to one through lane, one shared through/right turn lane and one right turn lane. In addition, a second westbound right turn lane is recommended to be added on Junipero Serra Boulevard.</p> <p>With the mitigation measure, the intersection level of service improves to LOS D during the AM peak hour, under the 2035 plus Plan Components conditions; and remains LOS E during PM peak hour, with the delay for the most critical movements reduced to be less than under the 2035 plus Plan Components conditions. However, the re-striping for the northbound approach may not be feasible since this may create a challenge by placing bicyclists between two right turn lanes and may, therefore, require further analysis for the existing bike lane.</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TR-2 <i>continued</i>	S	<p><u>Mitigation Measure TR-2d:</u> At the intersection of Santa Cruz Avenue and Sand Hill Road, the necessary mitigation measure is to re-stripe both westbound and eastbound approaches on Sand Hill Road from two left turn lanes, two through lanes and one right turn lane to two left turn lanes, two through lanes and one shared through/right turn lane. One additional receiving lane is recommended to be added on Sand Hill Road for the westbound direction.</p> <p>With the mitigation measure, the intersection level of service remains LOS E during the AM peak hour, with the delay for the most critical movement reduced to be less than under the 2035 plus Plan Components conditions; and improves to LOS D during the PM peak hour, under the 2035 plus Plan Components conditions. However, the improvements may not be feasible due to right-of-way constraints, with the northwest corner of the intersection under the control of San Mateo County. Also, the re-striping for the eastbound and westbound approaches may not be feasible since this could result in increased safety hazards to bicyclist by placing bicyclists between two through lanes.</p>	SU
	S	<p><u>Mitigation Measure TR-2e:</u> At the intersection of Middlefield Road and Marsh Road, the necessary mitigation measure is to add a second southbound left turn lane on Middlefield Road and to add one receiving lane on Marsh Road accordingly.</p> <p>With the mitigation measure, the intersection level of service improves to LOS D during the AM peak hour and LOS E during the PM peak hour, under the 2035 plus Plan Components conditions. However, this intersection is under the jurisdiction of Town of Atherton. Based on prior consultation with the Town of Atherton, the improvements may require covering Atherton Channel and removing numerous heritage trees.</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TR-2 <i>continued</i>	S	<p><u>Mitigation Measure TR-2f:</u> At the intersection of Laurel Street and Ravenswood Avenue, the necessary mitigation measure is to add one exclusive east-bound right turn lane on Ravenswood Avenue.</p> <p>With the mitigation measure, the intersection level of service improves to LOS D during the AM peak hour, under the 2035 plus Plan Component conditions.</p> <p>Both the City’s TIF Program and the El Camino Real/Downtown Specific Plan project suggest the mitigation measures for this intersection, which are consistent with the necessary mitigation measure suggested for the Plan Components. However, the improvements may not be feasible due to right-of-way constraints.</p>	SU
	S	<p><u>Mitigation Measure TR-2g:</u> At the intersection of Middlefield Road and Ravenswood Avenue, the necessary mitigation measure is to add one exclusive southbound right turn lane on Middlefield Road.</p> <p>With the mitigation measure, the intersection level of service improves to LOS D during both the AM and the PM peak hours, under the 2035 plus Plan Components conditions. However, this intersection is included in the City’s TIF Program and could be constructed over the long term. However, the improvements may not be feasible due to right-of-way constraints affecting private property in Atherton and would involve coordination with the Town of Atherton.</p>	SU
	S	<p><u>Mitigation Measure TR-2h:</u> At the intersection of Middlefield Road and Willow Road, the necessary mitigation measure is to re-stripe the northbound approach on Middlefield Road from one left turn lane, two through lanes and one right turn lane to one left turn lane, one through lane, one shared through/right turn lane and one right turn lane.</p> <p>With the mitigation measure, the intersection level of service remains LOS F during both the AM and the PM peak hours, with the delay for the most critical movement reduced to be less than under the 2035 plus Plan Components</p>	LTS

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TR-2 <i>continued</i>		conditions. According to the 1601 Willow Road Development Agreement for the Facebook East Campus Project (FECPPDA), Facebook is responsible for implementing this necessary mitigation measure.	
	S	<p><u>Mitigation Measure TR-2i:</u> At the intersection of Gilbert Avenue and Willow Road, the necessary mitigation measure is to add one exclusive eastbound right turn lane and a second westbound left turn lane on Willow Road and to add one additional receiving lane on Gilbert Avenue accordingly.</p> <p>With the mitigation measure, the intersection level of service improves to LOS D during the AM peak hour, under the 2035 plus Plan Components conditions; and remains LOS E during the AM peak hour, with the delay for the most critical movement reduced to be less than under the 2035 plus Plan Components conditions. However, the improvements may not be feasible due to right-of-way constraints due to impacts to private property.</p>	SU
	S	<p><u>Mitigation Measure TR-2j:</u> At the intersection of Coleman Avenue and Willow Road, the necessary mitigation measure is to add one exclusive southbound left turn lane on Coleman Avenue and a second eastbound through lane on Willow Road and to add one receiving lane on Willow Road accordingly.</p> <p>With the mitigation measure, the intersection level of service improves to LOS C during the AM peak hour and LOS D during the PM peak hour, under the 2035 plus Plan Components conditions. The installation of one exclusive southbound left turn lane on Coleman Avenue may be accomplished in the existing right-of-way by re-striping work, but it may require the removal of one or two parking spaces.</p> <p>The other improvements to Willow Road do not appear feasible due to right-of-way constraints affecting private property. Although the restriping on Coleman would partially mitigate the impact, this impact remains <i>significant and unavoidable</i>.</p>	SU

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TR-2 <i>continued</i>	S	<p><u>Mitigation Measure TR-2k</u>: At the intersection of Durham Street/VA Driveway and Willow Road, the necessary mitigation measure is to add one exclusive westbound right turn lane on Willow Road.</p> <p>With the mitigation measure, the intersection level of service improves to LOS D during the PM peak hour, under the 2035 plus Plan Components conditions. The improvements does not appear feasible due to right-of-way constrains. Therefore, this impact remains <i>significant and unavoidable</i>.</p> <p>It should be noted that the El Camino Real/Downtown Specific Plan project also suggests a mitigation measure for this intersection, which includes adding a southbound left turn at the VA Driveway. With this mitigation measure, the intersection still operates at LOS E during the PM peak hour, with the delay for the southbound left turn and the westbound through critical movements about 11 seconds higher than under the 2035 plus Plan Components conditions. However, the average delay for the intersection, as well as the delay of the critical movements, is all reduced by about 1 to 3 seconds, compared to without any mitigation measures under the 2035 plus Plan Components conditions. Therefore, this potential El Camino Real/Downtown Specific Plan mitigation measure could be considered as a partial mitigation measure.</p>	SU
	S	<p><u>Mitigation Measure TR-2l</u>: At the intersection of Bay Road and Marsh Road, the necessary mitigation measure is to add one exclusive eastbound right turn lane on Marsh Road.</p> <p>With the mitigation measure, the intersection level of service improves to LOS D during the AM peak hour, under the 2035 plus Plan Components conditions. However, the improvements are not feasible due to right-of-way constraints and would require the approval of the County of San Mateo and Town of Atherton.</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TR-2 <i>continued</i>	S	<p><u>Mitigation Measure TR-2m:</u> At the intersection of Bohannon Drive/Florence Street and Marsh Road, the necessary mitigation measure is to add one exclusive westbound right turn lane on Marsh Road.</p> <p>With the mitigation measure, the intersection level of service improves to LOS D during the AM peak hour and LOS E during the PM peak hour, under the 2035 plus Plan Components conditions. Through the Development Agreement for the Menlo Gateway Project (MGDA), Bohannon Development Agreement is responsible for implementing the necessary mitigation measure. Therefore, after applying the mitigation measures, this impact is <i>less than significant</i>.</p>	LTS
	S	<p><u>Mitigation Measure TR-2n:</u> At the intersection of Scott Drive/Rolison Road and Marsh Road, with the necessary mitigation measures suggested for the Near-Term 2014 plus Plan Components conditions (Mitigation Measure TR-1d), the intersection level of service remains LOS E during the AM peak hour and LOS F during the PM peak hours, and the delay for the critical movement was reduced to be lower than under the 2035 plus Plan Components conditions during the PM peak hour; however, during the AM peak hour, the westbound left turn critical movement delay is 54 seconds higher than under the Cumulative conditions. Therefore, such mitigation measures could only be considered as partial mitigation.</p> <p>Under the 2035 plus Plan Components condition, the necessary mitigation measure is to add one exclusive westbound right turn lane on Marsh Road.</p> <p>With the mitigation measure, the intersection level of service improves to LOS D during the AM peak hour, under the 2035 plus Plan Components conditions; and remains LOS F during the PM peak hour, with the delay for the most critical movement reduced to be less than under the 2035 plus Plan Components conditions. The improvements may appear feasible in the existing right-of-way, but the intersection is under both City and Caltrans jurisdiction and coordination between the two jurisdictions would be required. As such, the City cannot guarantee implementation of the mitigation measure.</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<i>TR-2 continued</i>	S	<p><u>Mitigation Measure TR-2o</u>: At the intersection of I-280 NB Off Ramp/Sand Hill Circle and Sand Hill Road, the necessary mitigation measure is to add one exclusive westbound left turn lane and a third eastbound through lane on Sand Hill Road. In addition, one additional receiving lane is recommended to be added on Sand Hill Road accordingly.</p> <p>With the mitigation measure, the intersection level of service improves to LOS C for the south part of the intersection of I-280 NB Off Ramp and Sand Hill Road, during the AM peak hour, under the 2035 plus Plan Components conditions; and remains LOS F for the north part of the intersection of Sand Hill Circle and Sand Hill Road during the PM peak hour, with the delay for the most critical movement reduced to be less than under the 2035 plus Plan Components conditions. However, the improvements may not be feasible due to right-of-way constraints and would require the approval of Caltrans.</p>	SU
	S	<p><u>Mitigation Measure TR-2p</u>: At the intersection of El Camino Real and Valparaiso Avenue/Glenwood Avenue, the necessary mitigation measure is to add one exclusive westbound right turn lane on Glenwood Avenue.</p> <p>With the mitigation measure, the intersection level of service remains LOS E during the PM peak hour, with the delay for the most critical movement reduced to be less than under the 2035 plus Plan Components conditions. This intersection is included in the City's TIF program, and improvements could be constructed over time. However, the improvements may not be feasible in the short term due to right-of-way constraints. In addition, this intersection is under Caltrans jurisdiction.</p>	SU
	S	<p><u>Mitigation Measure TR-2q</u>: At the intersection of El Camino Real and Ravenswood Avenue/Menlo Avenue, the necessary mitigation measure is to add one exclusive eastbound right turn lane on Menlo Avenue.</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TR-2 <i>continued</i>		<p>With the mitigation measure, the intersection level of service improves to LOS E during the A.M peak hour, under the 2035 plus Plan Components conditions; and remains LOS F during the PM peak hour, with the delay for the most critical movement reduced to be less than under the 2035 plus Plan Components conditions. This intersection is included in the City’s TIF program and improvements could be constructed over time. However, the improvements may not be feasible in the short term due to right-of-way constraints. In addition, this intersection is under Caltrans jurisdiction.</p>	
	S	<p><u>Mitigation Measure TR-2r:</u> At the intersection of El Camino Real and Middle Avenue, the necessary mitigation measure is to add one exclusive southbound right turn lane and a second northbound left turn lane on El Camino Real.</p> <p>With the mitigation measure, the intersection level of service remains LOS F during the PM peak hour, with the delay for the most critical movement reduced to be less than under the 2035 plus Plan Components conditions. The City’s TIF program includes this intersection and suggests the same intersection improvements. However, these improvements may not be feasible due to right-of-way constraints. In addition, this intersection is under Caltrans jurisdiction.</p>	SU
	S	<p><u>Mitigation Measure TR-2s:</u> At the intersection of Bay Road and Willow Road, the necessary mitigation measure is to re-stripe the southbound approach from one left turn lane and one right turn lane to one left turn lane and one shared left turn/right turn lane.</p> <p>With the mitigation measure, the intersection level of service improves to LOS C during the AM peak hour, under the 2035 plus Plan Components conditions. However, since this intersection is under Caltrans jurisdiction, this impact remains <i>significant and unavoidable</i>.</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TR-2 <i>continued</i>	S	<p data-bbox="932 488 1717 667"><u>Mitigation Measure TR-2t:</u> At the intersection of Newbridge Street and Willow Road, the necessary mitigation measure is to re-stripe the southbound approach on Newbridge Street from one left turn lane, one through lane and one right-turn lane to one shared left turn/through lane, one shared through/right turn lane and one right turn lane, and to add one additional receiving lane on the south leg on Newbridge Street accordingly.</p> <p data-bbox="932 683 1717 927">With the mitigation measure, the intersection remains LOS F during both the AM and PM peak hours, with the delay for the most critical movement reduced to be less than under the 2035 plus Plan Components conditions. However, the improvements may not be feasible due to right-of-way constrains on the south leg of the intersection, which would impact private property in East Palo Alto. In addition, this intersection is under Caltrans jurisdiction, and the City cannot guarantee implementation of the mitigation measure. Therefore, this impact remains <i>significant and unavoidable</i>.</p> <p data-bbox="932 943 1717 1336">It should be noted that FPDA also suggests a mitigation measure for this intersection, which includes an additional eastbound left-turn lane, an additional northbound receiving lane for the eastbound left turning traffic, an additional westbound through/right-turn lane, and an additional receiving lane for the westbound through traffic. With this mitigation measure, the intersection still operates at LOS F during both the AM and PM peak hours. The delay for the most critical movements are reduced to be less than under the 2035 plus Plan Components conditions during the PM peak hour; however, during the AM peak hour, the delay for the eastbound through critical movement was over 100 seconds higher than under the Cumulative condition even though the overall delay of the intersection was reduced. Therefore, this potential Facebook mitigation measure could be considered as a partial mitigation measure, under the 2035 plus Plan Components conditions.</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TR-2 <i>continued</i>	S	<p><u>Mitigation Measure TR-2u:</u> At the intersection of Hamilton Avenue and Willow Road, the necessary mitigation measure is to add one exclusive southbound right turn lane on Hamilton Avenue and a second eastbound left turn lane on Willow Road and to add one receiving lane on Hamilton Avenue.</p> <p>With the mitigation measure, the intersection level of service improves to LOS C during both the AM and PM peak hours, under the 2035 plus Plan Components conditions. The installation of one exclusive southbound right turn lane on Hamilton Avenue may be done by re-striping work, but it would require the removal of on-street parking spaces. Since the other improvements along Willow Road may not be feasible due to right-of-way constraints and the intersection is under Caltrans jurisdiction, this impact remains <i>significant and unavoidable</i>.</p>	SU
	S	<p><u>Mitigation Measure TR-2v:</u> At the intersection of Bayfront Expressway and Willow Road, the necessary mitigation measure is to add a third right turn lane on Willow Road.</p> <p>With the mitigation measure, the intersection still operates at LOS F, but the delay for the most critical movements are reduced to be less than under the 2035 plus Plan Components conditions. According to the FECPPDA, Facebook is responsible for implementing this mitigation measure. However, since this intersection is under Caltrans jurisdiction and the City cannot guarantee implementation of the mitigation measure, this impact remains <i>significant and unavoidable</i>.</p>	SU
	S	<p><u>Mitigation Measure TR-2w:</u> At the intersection of Bayfront Expressway and Marsh Road, the necessary mitigation measure is to re-stripe the southbound approach on Bayfront Expressway from one shared left turn/through lane, one through lane and one right turn lane to one left turn/through lane, one through/right turn lane and one right turn lane and to add a third right turn lane for the eastbound approach on Marsh Road.</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TR-2 <i>continued</i>		<p>With the mitigation measure, the intersection level of service improves to LOS E during both the AM and PM peak hours, under the 2035 plus Plan Components conditions. However, this intersection is included in the City’s TIF Program and the improvements to each approach may appear feasible in the existing right-of-way. Since the intersection is under Caltrans jurisdiction, the City cannot guarantee implementation of the mitigation measure. Therefore, this impact remains <i>significant and unavoidable</i>.</p>	
	S	<p><u>Mitigation Measure TR-2x:</u> At the intersection of US 101 SB Ramps and Marsh Road, the necessary mitigation measure is to add one southbound shared left turn/right turn lane on US 101 SB ramp and one additional receiving lane on Marsh Road accordingly.</p>	SU
		<p>With both mitigation measures, the intersection level of service improves to LOS E during the AM peak hour and LOS D during the PM peak hour, under the 2035 plus Plan Components conditions. However, the improvements may not be feasible due to right-of-way requirements. In addition, this intersection is under Caltrans jurisdiction.</p>	
	S	<p><u>Mitigation Measure TR-2y:</u> At the intersection of US 101 NB Ramps and Marsh Road, the necessary mitigation measure is to widen the northbound off-ramp on the western side of the approach and add an additional left-turn lane along with adding a second right-turn lane by restriping one of the existing left-turn lanes. This improvement will require relocation of existing traffic signal poles, utility relocation, and reconstruction of the curb ramp on the southwest corner of the intersection.</p>	SU
		<p>This mitigation measure is suggested for the Near-Term 2014 plus Plan Components conditions (Mitigation Measure TR-1h), which according to the FECPDA, Facebook is responsible for implementing. With this mitigation measure, the intersection level of service remains LOS F during both the AM and PM peak hours, and the delay for the northbound left turn and the</p>	

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<i>TR-2 continued</i>		<p>eastbound through critical movements is about 23 seconds and 14 seconds higher than under the Cumulative conditions, during the AM peak hour and PM peak hour, respectively. Therefore, such mitigation measures could only be considered as partial mitigation.</p> <p>Under the 2035 plus Plan Components conditions, in addition to the mitigation measures suggested for the Near-Term 2014 plus Plan Components conditions, the additional necessary mitigation measure is to add a third eastbound through lane on Marsh Road and an additional receiving lane on Marsh Road would be necessary as well.</p> <p>With the mitigation measure, the intersection level of service improves to LOS C during the AM peak hour and LOS B during the PM peak hour, under the 2035 plus Plan Components conditions. However, the improvements may not be feasible due to right-of-way requirements. In addition, this intersection is under Caltrans jurisdiction and the City cannot guarantee implementation of the mitigation measure.</p>	
<p><b>Impact TR-3:</b> Roadway segment impacts under Near-Term 2014 plus Plan Components conditions would exceed City thresholds.</p>	S	<p><u>Mitigation Measure TR-3:</u> Measures for roadway segment impacts under Near-Term 2014 plus Plan Components conditions would require reducing traffic volumes and improving quality of life and could include transportation demand management (TDM) measures. Such measures may include encouraging car-pooling and vanpooling, promoting transit and bicycle/pedestrian mode shares, etc. Even though such TDM measures collectively have the potential to reduce added future development trip totals to less than significant levels, the City cannot guarantee that these measures may be implemented and may reduce the impacts to less than significant.</p>	SU

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TABLE 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONTINUED)

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Impact TR-4:</b> Freeway segment impacts under Near-Term 2014 plus Plan Components conditions would exceed City thresholds.	S	<u>Mitigation Measure TR-4:</u> The mitigation measure for freeway segments under Near-Term 2014 plus Plan Components conditions normally requires adding additional travel lanes and increasing the capacity of the roadway, to accommodate the additional trips generated by the Plan Components. However, widening roadways/adding additional travel lanes would require right-of-way and may not be feasible. In addition, SR 84 is under Caltrans jurisdiction.	SU
<b>Impact TR-5:</b> Roadway segment impacts under 2035 Plus Plan Components conditions would exceed City thresholds.	S	<u>Mitigation Measure TR-5:</u> The mitigation measures for roadway segment impacts under 2035 Plus Plan Components conditions would require reducing traffic volumes and improving quality of life and could include TDM measures. Such measures may include encouraging carpooling and vanpooling, promoting transit and bicycle/pedestrian mode shares, etc. Even though such TDM measures collectively have the potential to reduce added project trip totals to less than significant levels, the City cannot guarantee that these measures may be implemented and may reduce the impacts to less than significant.	SU
<b>Impact TR-6:</b> Freeway segment impacts under 2035 Plus Plan Components conditions would exceed City thresholds.	S	<u>Mitigation Measure TR-6:</u> The mitigation measure for freeway segments under 2035 Plus Plan Components conditions normally requires adding additional travel lanes and increasing the capacity of the roadway, to accommodate the additional trips generated by the Plan Components. However, widening roadways/adding additional travel lanes would require right-of-way and may not be feasible. In addition, SR 84 is under Caltrans jurisdiction.	SU

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CITY OF MENLO PARK  
HOUSING ELEMENT UPDATE, GENERAL PLAN CONSISTENCY UPDATE,  
AND ZONING ORDINANCE AMENDMENTS ENVIRONMENTAL ASSESSMENT  
REPORT SUMMARY