

ENVIRONMENTAL IMPACT REVIEW

PROPOSED PROJECT

Proposed Project Buildout = Current General Plan + New Development Potential in the M-2 Area per ConnectMenlo

- 4.1 million square feet of non-residential space
- 400 hotel rooms
- 5,500 residential units

For up to 14,150 new residents and 9,900 new employees

Also includes updates of the General Plan Land Use and Circulation Elements, as well as the Zoning Ordinance to implement several programs from these General Plan Elements.

ALTERNATIVES STUDIED

1. “No Project”

- No zoning changes in M-2 Area; continue current General Plan
- Highest impact alternative

2. Reduced Nonresidential Development

- 50% less than per ConnectMenlo
- Lowest impact alternative

3. Reduced Overall Development

- 25% less than per ConnectMenlo
- Similar impacts to Proposed Project

ALTERNATIVES COMPARISON

Category	Proposed Project			No Project Alternative Total	50% Reduced Non-Residential Intensity Alternative Total	25% Reduced Intensity Alternative Total
	Current General Plan	+ Connect Menlo	= Proposed Project Total			
BAYFRONT AREA						
Non-Residential Square Feet	1.4 million	+ 2.3 million	= 3.7 million	1.4 million	2.6 million	3.1 million
Hotel Rooms	n/a	+ 400	= 400	n/a	200	300
Residential Units	150	+ 4,500	= 4,650	150	4,650	3,525
Population	390	+ 11,570	= 11,960	390	11,960	9,068
Employees	3,400	+ 5,500	= 8,900	3,400	6,150	7,525
REMAINDER OF CITY						
Non-Residential Square Feet	355,000	+ n/a	= 355,000	355,000	355,000	355,000
Hotel Rooms	n/a	+ n/a	= n/a	n/a	n/a	n/a
Residential Units	850	+ n/a	= 850	850	850	850
Population	2,190	+ n/a	= 2,190	2,190	2,190	2,190
Employees	1,000	+ n/a	= 1,000	1,000	1,000	1,000
CITYWIDE TOTALS						
Non-Residential Square Feet	1.8 million	+ 2.3 million	= 4.1 million	1.8 million	2.9 million	3.5 million
Hotel Rooms	0	+ 400	= 400	0	200	300
Residential Units	1,000	+ 4,500	= 5,500	1,000	5,500	4,375
Population	2,580	+ 11,570	= 14,150	2,580	14,150	11,258
Employees	4,400	+ 5,500	= 9,900	4,400	7,150	8,525

ALTERNATIVES' IMPACT COMPARISON

		COMPARED TO THE PROJECT		
Areas of Significant & Unavoidable Impact	Project	No Project	Reduced Nonresidential	Reduced Overall
Air Quality	Significant & Unavoidable	Higher	Lower*	Lower*
Greenhouse Gas Emissions	Significant & Unavoidable	Higher	Lower*	Similar
Population & Housing	Significant & Unavoidable	Lower*	Similar	Lower*
Transportation & Circulation				
Roadway & Intersection Level of Service	Significant & Unavoidable	Higher	Lower*	Similar
Bike & Pedestrian Connections	Significant & Unavoidable	Higher	Lower*	Similar
Transit Demand	Significant & Unavoidable	Lower*	Similar	Similar

*Does not imply a less-than-significant impact



ENVIRONMENTAL IMPACT REVIEW FINDINGS

LESS THAN SIGNIFICANT WITH MITIGATION

CATEGORIES	IMPACTS	PROPOSED MITIGATIONS
BIOLOGICAL RESOURCES	<ul style="list-style-type: none"> •Special-status species •Active-use bird nests •Riparian and/or wetland habitat •Wildlife corridors •Stanford Habitat Conservation Plan 	Requires site-specific biological resources assessments on a project-by-project level.
CULTURAL RESOURCES	Unknown cultural resources, including historic structures and archaeological, paleontological, and Native American resources.	<ul style="list-style-type: none"> •Requires site-specific historic building evaluations and Native American consultation. •Protects unknown cultural resources that could be uncovered during the construction phase.
HAZARDOUS MATERIALS	Development on sites with known hazardous materials could create a significant hazard to the public or the environment.	Requires clean-up of sites with hazardous contaminants.
LAND USE	Consistency with General Plan policies and Zoning standards	Requires project applicants to demonstrate consistency with the General Plan and supporting Zoning standards prior to project approval.
NOISE	<ul style="list-style-type: none"> •Exceed noise limits required under State law (i.e., Title 24) and the City's regulations. •Expose people to or generate excessive groundborne vibration or groundborne noise levels. 	Requires projects to meet current noise standards, including construction noise standards.
UTILITIES	Result in lack of landfill capacity under cumulative impacts due to Ox Mountain Landfill proposed closure by 2034.	Requires project applicants to demonstrate consistency with the General Plan and supporting Zoning standards.

SIGNIFICANT AND UNAVOIDABLE

CATEGORIES	IMPACTS	PROPOSED MITIGATIONS
AIR QUALITY	The net increase in criteria air pollutant emissions would exceed the Bay Area Quality Management District regional significance thresholds during construction and operational activities.	Requires reduced hazardous operational and construction-related air contaminants and the preparation of health risk assessments on a project-by-project level.
GREENHOUSE GAS EMISSIONS	<ul style="list-style-type: none"> •Would not achieve the 2040 efficiency target which is based on a trajectory to the 2050 goal of an 80 percent reduction from 1990 levels. •Additional state and federal actions are necessary to ensure that state and federally regulated sources (i.e., sources outside the City's jurisdictional control) take similar aggressive measures to ensure the deep cuts needed to achieve the 2050 target. 	Requires the City Climate Action Plan to be maintained to remain in compliance with State Law as conditions and standards change over time.
POPULATION & HOUSING	Exceed the Association of Bay Area Government's <i>Projections 2013</i> regional growth projections.	The City has no jurisdiction over the regional growth projections based on region-wide long-term planning, which are updated every two to four years; no mitigations are available.
TRANSPORTATION & CIRCULATION	<ul style="list-style-type: none"> •Exceed the City's current impact thresholds under the "2040 Plus Project" conditions at some roadway segments in the study area. •Generate substantial increase in transit riders. 	<ul style="list-style-type: none"> •Requires roadway improvements to accommodate increased capacity. •Requires updates to impact fees to support needed improvements to multi-modal circulation infrastructure. •Follows Circulation Element policies to reduce demand and provide options. •Requires ongoing support of the Dumbarton Corridor Study.

