

ES.1 Project Overview

Stanford University (Project Sponsor) is proposing to redevelop six parcels of land along the east side of El Camino Real into a mixed-use development. The Caltrain right-of-way is located to the east of the Project site. The Project site includes 300 El Camino Real (two parcels totaling 2.5 acres), 350 El Camino Real (0.9 acres), 444 El Camino Real (1.7 acres), 550 El Camino Real (1.6 acres), and a 1.7-acre parcel with no address, which add up to approximately 8.4 acres. These parcels generally consist of vacant and occupied commercial buildings as well as surface parking lots.

The Middle Plaza at 500 El Camino Real Project (Project) would demolish the existing structures and construct up to 459,013 square feet (sf) of mixed uses at the Project site. The publicly-accessible plaza at the Project site would be approximately 120 feet wide and approximately 0.5 acre in size. The five new buildings at the Project site would include approximately 305,000 sf of residential space (215 housing units); approximately 144,000 sf of non-medical office space; and approximately 10,000 sf of ground floor retail/restaurant space. The Project would also provide approximately 960 parking spaces within underground parking garages and surface parking lots, although a reduction in the number of parking spaces may be proposed pending a parking study which will account for the proposed mixture of uses on site.

The entire Project site is in the El Camino Real/Downtown Specific Plan General Plan land use designation, which supports a variety of retail uses, personal services, business and professional offices, and residential uses. The Project site is zoned SP-ECR/D (El Camino Real/Downtown Specific Plan) and is within the ECR SE (El Camino Real South-East) District. The ECR SE District is on the east side of El Camino Real and extends from Ravenswood Avenue to Creek Drive, and is currently characterized by a mix of larger office developments, hotel, and retail uses. The area is bordered by the Caltrain railroad tracks to the east, beyond which are Alma Street, Burgess Park, and residential neighborhoods. The Specific Plan outlines the maximum amount of building intensity permitted in the ECR SE District.

The Project site is identified in Plan Bay Area, the Bay Area's Sustainable Communities Strategy, as within a planned Priority Development Area (PDA) and a Transit Priority Project eligible area. PDAs are defined as "transit-oriented, infill development opportunity areas within existing communities that are expected to host the majority of future development."¹ PDAs are expected to accommodate 78 percent of the Bay Area's residential growth and 62 percent of its job growth over the next 20 years. A mixed-use development of the sort represented by the Project, located approximately 0.4 mile south of the Menlo Park Caltrain Station, is consistent with the purpose of the PDA designation.

ES.2 Infill Environmental Checklist

As discussed above, the Project site is within the El Camino Real/Downtown Specific Plan area. Since the Project's site plan and development parameters are consistent with the development anticipated by the Specific Plan, the programmatic Specific Plan EIR is applicable to this Project. Therefore, an Infill Environmental Checklist (Infill Checklist) for the Project was prepared by the City, in conformance with

¹ Association of Bay Area Governments. 2013. *Plan Bay Area*.

Section 15183.3 and Appendix N of the CEQA Guidelines and Section 21094.5 of the Public Resources Code (PRC), adopted per Senate Bill (SB) 226 (Appendix 1.1). SB 226 was developed by the California legislature to eliminate repetitive analysis of effects of a project that were previously analyzed in an EIR certified for a planning-level decision and that are substantially mitigated by uniformly applied development policies. The Infill Checklist was used to limit the scope of the EIR.

The Infill Checklist determined that the Project would have effects that either have not been analyzed in the prior Specific Plan EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. Therefore, since these impacts could be significant, this Infill EIR is required to analyze those effects.

ES.3 Areas of Controversy

CEQA Guidelines Section 15123(b)(2) specifies that a draft EIR summary must identify “areas of controversy” known to the lead agency, including issues raised by agencies and the public, and issues to be resolved.

The Project’s Infill Environmental Checklist (Appendix 1-1) and Notice of Preparation (NOP) (Appendix 1-2) were released on June 22, 2016, for a 30-day public review period. The NOP noted that the Project may have a significant effect on the environment and that an EIR would be prepared for the Project. Letters received from agencies and members of the public in response to the NOP are included in Appendix 1-2. Areas of controversy include those listed below.

Project Description

- Desire for additional dwelling units proposed as part of the Project.
- Reduction in the number of proposed parking spaces, as recommended by a draft shared parking analysis, to account for the proposed mixture of uses on site.

Hazards and Hazardous Materials

- Open fuel leak cases within the Project site (three open cases were identified by the commenter but only one case at 550 El Camino Real remains open²).

Public Services

- Impacts of traffic congestion on fire and emergency vehicle access and response times.
- Cumulative impacts on fire protection services.
- Consideration of the Emergency Services and Fire Protection Impact Fee Nexus Study and time-based performance standards.

Transportation/Traffic

- Impacts of traffic congestion on emergency access routes.

² State Water Resources Control Board. 2017. *GeoTracker*. Available: <https://geotracker.waterboards.ca.gov/>. Accessed February 16, 2017.

- Although an analysis of the increase in vehicle miles traveled (VMT) is not required, consideration of the increase in VMT per capita under the Project compared to a development with increased intensification of uses.

ES.4 Impacts and Mitigation Measures

Table ES-1 presents a summary of the impacts of the Project, proposed mitigation and improvement measures, and each impact's level of significance after mitigation. The environmental impacts are identified and classified as "Significant," "Less than Significant," or "No Impact." According to the CEQA Guidelines Section 15382, a significant impact is "... a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project..." CEQA Guidelines Section 15126.4(a)(1) also states that an EIR "... shall describe feasible mitigation measures that could minimize significant adverse impacts..."

ES.5 Draft EIR Conclusions

In accordance with CEQA Guidelines Section 15123(b)(3), a summary section must identify issues to be resolved, including whether or how to mitigate significant effects. Because the Project is an infill project under CEQA Section 21094.5, this Infill EIR is not required to consider project alternatives that would change the location, densities, or building intensities of the Project. Because any alternative to the Project that could reduce its environmental impacts would change the Project location, densities, or building intensities, project alternatives are not analyzed in this Infill EIR. Chapter 3, *Environmental Impact Analysis*, of the Draft Infill EIR presents mitigation measures, in addition to the mitigation measures adopted with approval of the Specific Plan, to reduce or avoid the significant impacts that have been identified for the Project. In some instances, the Draft Infill EIR identifies mitigation options that address specific impacts. During the CEQA environmental review process, the City will need to determine which mitigation measures are suitable and whether they can effectively reduce impacts to a less-than-significant level. A Mitigation Monitoring and Reporting Program (MMRP) will be prepared to define the timing for implementation of the measures, the parties who will be responsible for implementation, and the parties who will be responsible for reporting and verifying implementation.

The Draft Infill EIR identifies impacts that will remain significant and unavoidable, even after implementation of the proposed mitigation measures. Consequently, the City will need to determine whether to approve the Project as proposed and, if so, provide its rationale in a Statement of Overriding Considerations.

ES.6 How to Comment on This Draft EIR

This Draft Infill EIR is considered a draft under CEQA because it must be reviewed and commented upon by public agencies, organizations, and individuals before being finalized. This document is being distributed for a minimum of a 45-day public review and comment period. Readers are invited to submit written comments on the document. Written comments should be submitted to:

Jean Lin, Senior Planner
City of Menlo Park
Community Development Department, Planning Division
701 Laurel Street
Menlo Park, CA 94025
Email: jplin@menlopark.org

A public hearing to take oral comments on the Draft Infill EIR will be held before the Planning Commission on March 27, 2017. Hearing notices will be mailed to responsible agencies and interested individuals.

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
3.1 Air Quality			
<p>Impact AQ-1: Exposure of Sensitive Receptors to Adverse Health Risks in Excess of BAAQMD Thresholds Associated with Localized Diesel Particulate Matter (DPM) Concentrations during Construction. The Project would not expose sensitive receptors to adverse health risks associated with localized DPM concentrations during construction.</p>	LTS	None Required.	N/A
<p>Impact AQ-2: Exposure of Sensitive Receptors to Localized PM2.5 Concentrations during Construction. The Project would not expose sensitive receptors to localized PM2.5 concentrations in excess of BAAQMD thresholds during construction.</p>	LTS	None Required.	N/A
<p>Impact C-AQ-1: Exposure of Sensitive Receptors to Cumulative Health Risks during Construction. Cumulative development in the Project vicinity would not expose sensitive receptors to substantial health risks during construction.</p>	LTS	None Required.	N/A
3.2 Noise			
<p>Impact NOI-1: Exposure of Off-site Noise-Sensitive Land Uses to Increased Traffic Noise. The Project would not result in traffic noise levels in excess of thresholds at nearby noise-sensitive land uses, nor would it result in a substantial permanent increase in ambient noise levels at existing noise-sensitive uses in the project vicinity above levels existing without the Project.</p>	LTS	None Required.	N/A
3.3 Transportation/Traffic			
<p>Impact TRA-1: Impacts on Intersections under Near-Term 2021 Plus Project Conditions. Increases in traffic associated with the Project under Near-Term 2021 Plus Project would result in increased peak-hour delays at eight intersections. Intersection impacts at all eight intersections would remain significant and unavoidable because improvements would require obtaining additional rights-of-way, would violate existing City/town policies, or would be outside the City's jurisdiction.</p>	PS	<p><i>TRA-1.1: Implement Intersection Improvements to Address Near-Term 2021 Plus Project Effects.</i> Operations at several intersections could be improved by modifying the intersection geometry to provide additional capacity. However, impacts remain significant and unavoidable because the improvements would require obtaining additional rights-of-way, and as described below some intersections are not under the City's jurisdiction. Conceptual schematics of the</p>	SU

recommended feasible mitigation measures are provided in Appendix 3-3G. A summary of the intersection analysis with mitigation measures is provided in Table 3.3-13.

a. Middlefield Road/Marsh Road (#1)

Impacts on this intersection were noted in the Specific Plan EIR. Acceptable operations could be achieved at Middlefield Road/Marsh Road with the addition of a second westbound left-turn lane and corresponding southbound receiving lane. This mitigation measure would be consistent with Mitigation Measure TR-7e noted in the Specific Plan EIR. No additional mitigation measures beyond those identified in the Specific Plan EIR would be required to achieve acceptable operations at this intersection. This mitigation measure is specified in the Supplemental Transportation Impact Fee.

Although the impact would be reduced to a less-than-significant level with implementation of this intersection improvement, acquisition of additional right-of-way would be required. Furthermore, this measure would require coordination with, and approval by, the Town of Atherton, which cannot be guaranteed. Therefore, the impact would remain significant and unavoidable.

The Project is required to pay the Supplemental Transportation Impact Fee and to contribute a proportional share of 1.6 percent towards the improvements.

The funds provided to the Supplemental Transportation Impact Fee would be available to the Town of Atherton for a 5-year period.

b. Middlefield Road/Glenwood Avenue-Linden Avenue (#3)

Impacts on this intersection were noted in the Specific Plan EIR. Acceptable operations could be achieved at Middlefield Road/Glenwood Avenue-Linden Avenue with signalization of the intersection. This mitigation measure would be consistent with Mitigation Measure

TR-1b noted in the Specific Plan EIR. No additional mitigation measures beyond those identified in the Specific Plan EIR would be required to achieve acceptable operations at this intersection. This mitigation measure is specified in the Supplemental Transportation Impact Fee.

Traffic volumes at this intersection would satisfy peak-hour traffic signal warrant criteria, as summarized in Appendix 3-3H. The impact would be reduced to a less-than-significant level with implementation of this mitigation measure. However, this mitigation measure may require the acquisition of additional rights-of-way to install traffic signal equipment and modification of the Glenwood Gate, a physical gate at the east Linden Avenue leg of the intersection that restricts the Linden Avenue approach to a two-way, one-lane road. Additionally, because the measure would require approval from the Town of Atherton, its implementation cannot be guaranteed; therefore, the impact would be significant and unavoidable.

The Project is required to pay the Supplemental Transportation Impact Fee and to contribute a proportional share of 3.2 percent towards the improvements. The funds provided to the Supplemental Transportation Impact Fee would be available to the Town of Atherton for a 5-year period.

c. Middlefield Road/Willow Road (#7)

Impacts on this intersection were noted in the Specific Plan EIR and the City's TIF schedule. Acceptable operations could be achieved at Middlefield Road/Willow Road by widening the southbound Middlefield Road approach to add an exclusive through lane and re-striping the existing shared through/left-turn lane to a left-turn-only lane. This mitigation measure is consistent with the improvement measure noted in the City's TIF program.

This measure would potentially affect bicyclists because it would require them to cross additional lanes of traffic to make a left turn or proceed through the intersection. This improvement would also affect

pedestrians by increasing the crossing distance, exacerbating the multiple-threat scenario (where vehicles block sight lines between drivers in adjacent lanes and crossing pedestrians), and increasing their exposure time to vehicles. This improvement would therefore be required to include enhancements to bicycle and pedestrian infrastructure. These enhancements would include modifications to signal timing to provide adequate time for crossings as well as the installation of warning signs and markings to comply with the California Manual on Uniform Traffic Control Devices (CA-MUTCD).

Although the impact would be reduced to a less-than-significant level with implementation of this intersection improvement, acquisition of additional right-of-way may still be required even though the design can be accommodated within the available space with narrowed lanes. Therefore, the impact would remain significant and unavoidable.

d. El Camino Real/College Avenue (#19)

Acceptable operations could be achieved at the intersection of El Camino Real/College Avenue with signalization of the intersection. Although the impact would be reduced to a less than significant level with the implementation of this improvement, a traffic signal is not recommended because it is infeasible given the proximity of nearby traffic signals along El Camino Real. Installation of a traffic signal would result in reduced queuing capacity along El Camino Real at the adjacent intersections and would affect traffic operations at neighboring traffic signals. Additionally, traffic volumes at this intersection would not satisfy peak-hour signal warrant criteria as summarized in Appendix 3-3H. The impacts would be primarily to the right-turn movements. Under the near-term scenarios, the number of vehicles from College Avenue to El Camino Real analyzed is no more than 40 vehicles in any peak hour, resulting in at most 5.5 seconds of delay. Furthermore, the measure would require coordination with and approval from Caltrans, which

cannot be guaranteed. No other feasible mitigation measures were identified that would fully mitigate the impact. Therefore the impact would be significant and unavoidable.

e. El Camino Real/Partridge Avenue (#20)

Acceptable operations could be achieved at the intersection of El Camino Real/Partridge Avenue with signalization of the intersection. Although the impact would be reduced to a less than significant level with the implementation of this improvement, a traffic signal is not recommended because it is infeasible given the proximity of nearby traffic signals along El Camino Real. Installation of a traffic signal would result in reduced queuing capacity along El Camino Real at the adjacent intersections and would affect traffic operations at neighboring traffic signals. Additionally, traffic volumes at this intersection would not satisfy peak-hour signal warrant criteria as summarized in Appendix 3-3H. From Partridge Avenue to El Camino Real, the right-turn volumes from Partridge Avenue under the near-term scenarios are about 50 vehicles in any peak hour, resulting in at most 3.2 seconds of delay. Furthermore, the measure would require coordination with and approval from Caltrans, which cannot be guaranteed. No other feasible mitigation measures were identified that would fully mitigate the impact. Therefore, the impact would be significant and unavoidable.

f. El Camino Real/Harvard Avenue (#22)

Acceptable operations could be achieved at the intersection of El Camino Real/Harvard Avenue with signalization of the intersection. Although the impact would be reduced to a less than significant level with the implementation of this improvement, a traffic signal is not recommended because it is infeasible given the proximity of nearby traffic signals along El Camino Real. Installation of a traffic signal would result in reduced queuing capacity along El Camino Real at the adjacent intersections and would affect traffic operations at neighboring traffic signals. Additionally,

traffic volumes at this intersection would not satisfy peak-hour signal warrant criteria as summarized in Appendix 3-3H. The impacts would be primarily to the right-turn movements from Harvard Avenue. Under the near-term scenarios, the number of vehicles from Harvard Avenue to El Camino Real analyzed is at most about 70 vehicles during any peak hour, resulting in at most 3.9 seconds of delay. Furthermore, the measure would require coordination with and approval from Caltrans, which cannot be guaranteed. No other feasible mitigation measures were identified that would fully mitigate the impact. Therefore, the impact would be significant and unavoidable.

g. El Camino Real/Creek Drive (#23)

Acceptable operations could be achieved at the intersection of El Camino Real/Creek Avenue Drive with signalization of the intersection. Although the impact would be reduced to a less than significant level with the implementation of this improvement, a traffic signal is not recommended because it is infeasible given the proximity of nearby traffic signals along El Camino Real. Installation of a traffic signal would result in reduced queuing capacity along El Camino Real at the adjacent intersections and would affect traffic operations at neighboring traffic signals. Additionally, traffic volumes at this intersection would not satisfy peak-hour signal warrant criteria as summarized in Appendix 3-3H. The impacts would be primarily to the right-turn movements from Creek Drive. Under the near-term scenarios, the number of vehicles from Harvard Avenue to El Camino Real analyzed is at most 21 vehicles during any peak hour, resulting in at most 1.9 seconds of delay. Furthermore, the measure would require coordination with and approval from Caltrans, which cannot be guaranteed. No other feasible mitigation measures were identified that would fully mitigate the impact. Therefore, the impact would be significant and unavoidable.

h. University Avenue/Middle Avenue (#31)

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>Acceptable operation could be achieved by modifying the intersection geometry to provide additional capacity by reconfiguring the southbound and eastbound approaches to have a left-turn lane and a shared through/right-turn lane. However, this measure would have potentially significant secondary effects on the efforts to add bicycle lanes on University Avenue and Middle Avenue. Namely provide a connected bicycle network from the neighborhood communities west of El Camino Real to the Caltrain station through the planned grade separated crossing at Middle Avenue and El Camino Real intersection. There are no other feasible mitigation measures that would fully mitigate the impact on the intersection of El Camino Real/Middle Avenue, and this impact remains significant and unavoidable.</p> <p><i>TRA-1.2: Implement Transportation Demand Management (TDM) Program to Partially Reduce Near-Term 2021 Plus Project Effects.</i> A partial mitigation measure to reduce the impacts of the Project at several intersections under the Near-Term 2021 Plus Project conditions would be to implement a TDM program as required by Specific Plan Mitigation Measure TR-2. The proposed TDM program could reduce peak-hour and daily trip generation. However, although the TDM program could reduce the number of vehicular trips by three to 15 percent and reduce the intersection impacts, the effectiveness of the TDM program cannot be reliably predicted. Furthermore, the maximum 15 percent would not be enough to reduce impacts to a less-than-significant level. Therefore, the impacts would remain significant and unavoidable.</p>	

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact TRA-2: Impacts on Roadway Segments under Near-Term 2021 Plus Project Conditions. Increases in traffic associated with the Project under Near-Term 2021 Plus Project conditions would result in increased ADT volumes on area roadway segments.</p>	PS	<p><i>TRA-2.1: Implement Roadway Segment Improvements to Address Near-Term 2021 Plus Project Effects.</i> The mitigation measures below are recommended to reduce potentially significant impacts on study area roadway segments.</p> <p>a. Middle Avenue between University Drive and El Camino Real (#5)</p> <p>A mitigation measure to reduce the impact on this roadway segment would be to, at a minimum, implement a Class III bicycle facility (a bicycle route) on Middle Avenue between University Drive and El Camino Real. This improvement was identified in the City’s Bicycle Development Plan. Alternatively, in the Specific Plan, a Class II bicycle facility (bicycle lanes) were identified for this segment to provide a connection to the future pedestrian and bicycle separated crossing at the intersection of El Camino Real/Middle Avenue. The Project Sponsor will work with the City to implement either Class II or Class III bicycle facilities on this segment. This mitigation measure would only partially mitigate the impact.</p> <p>b. Transportation Demand Management</p> <p>Impacts on roadway segments would be partially reduced by implementing the trip reduction measures proposed in the Project’s TDM program, as required by the Specific Plan. The TDM program could reduce the number of vehicular trips by three to 15 percent, but even at the maximum of 15 percent, although reduced, would still remain significant and unavoidable.</p>	SU
<p>Impact TRA-3: Impacts on Routes of Regional Significance under Near-Term 2021 Plus Project Conditions. Increases in traffic associated with the Project under Near-Term 2021 Plus Project conditions could result in significant impacts on several Routes of Regional Significance.</p>	PS	<p><i>TRA-3.1: Implement Routes of Regional Significance Improvements to Address Near-Term 2021 Plus Project Effects.</i> The mitigation measures below were</p>	SU

considered to reduce potentially significant impacts on Regional Routes of Significance.

Routes of Regional Significance could be widened to add travel lanes; however, the routes are under the jurisdiction of Caltrans. Although adding a travel lane would increase capacity, constructing additional lanes is not a feasible mitigation measure because of right-of-way constraints. Therefore, impacts at the following locations would remain significant and unavoidable:

- Willow Road – US 101 to Bayfront Expressway (eastbound)
- Bayfront Expressway – University Avenue to Willow Road (westbound)
- Bayfront Expressway – Willow Road to University Avenue (eastbound)

Mitigation measures are identified to partially reduce impacts of the Project on Routes of Regional Significance under Near-Term 2021 Plus Project conditions. The Project includes a TDM program that could reduce its peak-hour and daily trip totals. Impacts on Routes of Regional Significance would be partially reduced by implementing the trip reduction measures proposed in the Project’s TDM program, as required by the Specific Plan. The TDM program could reduce the number of vehicular trips by three to 15 percent, but even at the maximum of 15 percent, there would be impacts on these segments, although reduced, would still remain significant. With a full 15 percent trip reduction, the TDM program would reduce the impact on eastbound Bayfront Expressway between Willow Road and University Avenue to a less-than-significant level. However, because the reduction cannot be quantified and the effectiveness of the TDM program is uncertain, impacts to all three of the Routes of Regional Significance would remain significant and unavoidable.

Impact TRA-4: Impacts on Intersections under Cumulative 2040 Plus Project Conditions. Increases in traffic associated with the Project under Cumulative 2040 Plus Project conditions would result in increased peak-

PS

TRA-4.1: Implement Intersection Improvements to Reduce Cumulative 2040 Plus Project Effects. Operations at several intersections could be improved

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Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>hour delays at 12 intersections. Impacts at all 12 of the intersections would be significant and unavoidable because improvements would require obtaining additional rights-of-way, would violate existing City/town policies, or would be outside the City’s jurisdiction.</p>		<p>by modifying intersection geometry to provide additional capacity. However, impacts would remain significant and unavoidable because the improvements would require obtaining additional rights-of-way, and some intersections are not under the City’s jurisdiction. Conceptual schematics of the recommended feasible mitigation measures are provided in Appendix 3-3G. A summary of the intersection analysis with mitigation measures is provided in Table 3.3-21.</p> <p>a. Middlefield Road/Marsh Road (#1)</p> <p>Impacts on this intersection were noted in the Specific Plan EIR. Acceptable operations could be achieved at Middlefield Road/Marsh Road with the addition of a second southbound and westbound left-turn lanes and corresponding receiving lanes. The additional southbound left-turn lane is not identified as part of the mitigation measure noted in the Specific Plan EIR. The second westbound left-turn lane is specified in both the Specific Plan EIR and in the Supplemental Transportation Impact Fee.</p> <p>Although the impact would be reduced to a less-than-significant level with implementation of this intersection improvement, acquisition of additional right-of-way would be required. Furthermore, this measure would require coordination with, and approval by, the Town of Atherton, which cannot be guaranteed. Therefore, the impact remains significant and unavoidable. The Project is required to pay the Supplemental Transportation Impact Fee and contribute a proportional share. Since the impact is first identified in the near-term, the proportional share would be 1.6 percent of the improvements’ cost identified under the near-term scenario. In addition,</p>	

the proportional share toward the additional southbound left-turn lane, which wasn't identified in the Specific Plan EIR mitigation measure, would be 1.1 percent under the cumulative scenario. The funds would be available to the Town of Atherton for a 5-year period.

b. Middlefield Road/Glenwood Avenue-Linden Avenue (#3)

(See TRA-1.1.b, which is copied below for reference)

Impacts on this intersection were noted in the Specific Plan EIR. Acceptable operations could be achieved at Middlefield Road/Glenwood Avenue-Linden Avenue with signalization of the intersection. This measure would be consistent with the Mitigation Measure TR-1b noted in the Specific Plan EIR. No additional mitigation measures beyond those identified in the Specific Plan EIR would be required to achieve acceptable operations at this intersection. This mitigation measure is specified in the Supplemental Transportation Impact Fee.

Traffic volumes at this intersection would satisfy peak-hour traffic signal warrant criteria, as summarized in Appendix 3-3H. The impact would be reduced to a less-than-significant level with implementation of this mitigation measure. However, this mitigation measure may require the acquisition of additional rights-of-way to install traffic signal equipment and modification of the Glenwood Gate, a physical gate at the east Linden Avenue leg of the intersection that restricts the Linden Avenue approach to a two-way, one-lane road. Additionally, because the measure would require approval from the Town of Atherton, its implementation cannot be guaranteed; therefore, the impact would be significant and unavoidable.

The Project is required to pay the Supplemental Transportation Impact Fee and to contribute a proportional share of 3.2 percent towards the improvements. The funds provided to the Supplemental Transportation Impact Fee would be available to the Town of Atherton for a 5-year period.

c. Middlefield Road/Ravenswood Avenue (#5)
Impacts on this intersection were noted in the Specific Plan EIR. Acceptable operations could be achieved at Middlefield Road/Ravenswood Avenue with the addition of a second northbound left-turn lane and a corresponding receiving lane on the west leg. This measure would require coordination with the Town of Atherton. Although this mitigation measure differs from Mitigation Measure TR-7g noted in the Specific Plan EIR, this measure is specified in the City's TIF program. The Project Sponsor would pay traffic impact fees per the TIF schedule.

This measure has potential effects on bicyclists because it would require them to cross additional lanes of traffic to make a left turn or proceed through the intersection. This improvement would also affect pedestrians by increasing the crossing distance, exacerbating the multiple-threat scenario (where vehicles block sight lines between drivers in adjacent lanes and crossing pedestrians), and increasing their exposure time to vehicles. This improvement would therefore be required to include enhancements to bicycle and pedestrian infrastructure. These enhancements would include adding a "jughandle" left turn for bikes on the east side of the intersection, adding a bicycle signal for crossing Middlefield Road, and making modifications to signal timing to provide adequate time for crossings. The modifications would also include warning signs and markings to comply with the CA-MUTCD. The Project is required to contribute a proportional share of 11.1 percent toward enhancements to bicycle and pedestrian infrastructure noted above, which are not included in the City's TIF program.

The impact would be reduced to a less-than-significant level with this measure. However, this measure would require coordination with and approval by the Town of Atherton, which cannot be guaranteed. Therefore, this intersection would experience a significant and unavoidable impact.

d. Middlefield Road/Willow Road (#7)

Impacts on this intersection were noted in the Specific Plan EIR. Impacts would be partially mitigated at Middlefield Road/Willow Road with the following improvements:

- Widening the eastbound Willow Road approach to provide an additional through lane.
- Widening the westbound Willow Road approach to provide an additional left-turn lane and re-striping the existing shared through/left-turn lane to a through-only lane.
- Widening the southbound Middlefield Road approach to include an exclusive through lane and re-striping the existing shared through/left-turn lane to a left-turn-only lane.

This mitigation measure adds to the mitigation measure noted in the Specific Plan EIR as well as the City's TIF schedule. Although the improvements to the westbound and eastbound approaches are beyond the scope of the mitigation measures identified in the Specific Plan, these improvements are specified in the City's TIF program. The Project Sponsor would be responsible for implementation of the measure and paying traffic impact fees per the current TIF schedule. Additional mitigation measures that would fully mitigate the impact at Middlefield Road/Willow Road are not feasible due to the need for additional right-of-way. No other mitigation measures were identified that would fully mitigate the impact.

This measure would potentially affect bicyclists because it would require them to cross additional lanes of traffic to make a left turn or proceed through the intersection. This improvement would also affect pedestrians by increasing the crossing distance, exacerbating the multiple-threat scenario (where vehicles block sight lines between drivers in adjacent lanes and crossing pedestrians), and increasing their exposure time to vehicles. This improvement would therefore be required to include enhancements to

bicycle and pedestrian infrastructure. These enhancements would include modifications to signal timing to provide adequate time for crossings as well as the installation of warning signs and markings to comply with the CA-MUTCD.

Although the impact would be reduced to a less-than-significant level with implementation of this intersection improvement, acquisition of additional right-of-way may be required. Therefore, the impact would remain significant and unavoidable.

The Project Sponsor will be providing a financial contribution for the Middle Avenue grade separated crossing as part of a Development Agreement, which could reduce the vehicle demand at this intersection.

e. El Camino Real/Ravenswood Avenue-Menlo Avenue (#15)

Impacts on this intersection were noted in the Specific Plan EIR. Improvements to partially mitigate the impact at El Camino Real/Ravenswood Avenue-Menlo Avenue include:

- Widening the eastbound Menlo Avenue approach to provide an exclusive left-turn lane,
- Widening the northbound El Camino Real approach to provide an additional through lane, and
- Re-striping the existing southbound El Camino Real right-turn lane to become a through/right-turn lane.

All improvements listed above are consistent with Mitigation Measure TR-7b noted in the Specific Plan EIR and specified in the City's TIF program. The Project Sponsor should pay traffic impact fees per the current TIF schedule.

This measure would have potentially significant secondary effects on bicyclists because it would require them to cross additional lanes of traffic to make a left turn or proceed through the intersection. This improvement would also affect pedestrians by increasing the crossing distance, exacerbating the

multiple-threat scenario (where vehicles block sight lines between drivers in adjacent lanes and crossing pedestrians), and increasing their exposure time to vehicles. This improvement would therefore be required to include enhancements to bicycle and pedestrian infrastructure. These enhancements would include modifications to signal timing to provide adequate time for crossings as well as installing warning signs and markings to comply with the CA-MUTCD.

In addition, significantly widening the northbound El Camino Real approach would likely require removal of the trees located at the southeast corner of the intersection and affect access to the 1000 El Camino Real property. Improvements at the intersection should coordinate with the El Camino Real corridor study improvements which are currently being designed.

Because the intersection is controlled by Caltrans, this measure would require coordination with and approval by Caltrans, which cannot be guaranteed. Furthermore, because of the mitigation measures' secondary impacts and right-of-way acquisition needs, it is considered infeasible. There are no other feasible mitigation measures that would fully mitigate the impact on the intersection of El Camino Real/Ravenswood Avenue-Menlo Avenue, and this impact remains significant and unavoidable.

f. El Camino Real/Live Oak Avenue (#16)

Acceptable operations could be achieved at the intersection of El Camino Real/Live Oak Avenue with signalization of the intersection. Although the impact would be reduced to a less than significant level with the implementation of this improvement, a traffic signal is not recommended because it is infeasible given the proximity of nearby traffic signals along El Camino Real. Installation of a traffic signal would result in reduced queuing capacity along El Camino Real at the adjacent intersections and would affect traffic operations at neighboring traffic signals. Additionally,

traffic volumes at this intersection would not satisfy peak-hour signal warrant criteria as summarized in Appendix 3-3H. The impacts would be primarily to the right-turn movements. Under the cumulative scenarios, the number of vehicles from Live Oak Avenue to El Camino Real analyzed is no more than 90 vehicles during any peak hour, resulting in at most 5.5 seconds of delay. Furthermore, the measure would require coordination with and approval from Caltrans, which cannot be guaranteed. No other feasible mitigation measures were identified that would fully mitigate the impact. Therefore, the impact would be significant and unavoidable.

g. El Camino Real/Middle Avenue (#18)

Impacts on this intersection were noted in the Specific Plan EIR. Acceptable operations could be achieved at El Camino Real/Middle Avenue with the following improvements:

- Widening the northbound El Camino Real approach to provide an additional left-turn lane.
- Providing an exclusive southbound right-turn lane.

Although the improvements to the southbound approaches are beyond the scope of Mitigation Measure TR-7n identified in the Specific Plan, these improvements are specified in the City's TIF program. The Project Sponsor should pay traffic impact fees per the current TIF schedule. This measure would have potentially significant secondary effects on bicyclists because it would require them to cross additional lanes of traffic to make a left turn or proceed through the intersection. This improvement would also affect pedestrians by increasing the crossing distance, exacerbating the multiple-threat scenario (where vehicles block sight lines between drivers in adjacent lanes and crossing pedestrians), and increasing their exposure time to vehicles. In addition, this intersection would connect to a future grade separated crossing of the Caltrain tracks along the Project site's eastern boundary. The Project should include enhancements to the bicycle and pedestrian infrastructure at this

intersection. The enhancements may include modifications to signal timing and phasing, bicycle boxes, and other markings that comply with the CA-MUTCD.

As part of the Project, a southbound left-turn lane would be added to the El Camino Real leg. The length available in the existing median is limited by a corresponding northbound left-turn lane into the Safeway Shopping Center parking lot. If the storage for the Safeway Shopping Center northbound left-turn lane remains the same at 225 feet, then the storage length for the southbound left-turn lane would be about 100 feet, or about four vehicles. The queuing analysis is based on the 95th percentile queue, which is the length that the queue is expected to be at, or less than, 95th percent of the time. Based on the analysis, the 95th percentile queue, during the evening peak hour, 76 feet or about three vehicles, would be adequately accommodated; however during the morning peak hour, the 95th percentile queue is expected to be about 150 feet, about six vehicles, and exceed the available storage capacity. With the available storage space, it is expected vehicles would queue and extend into the southbound through lanes. The Project would be required to evaluate whether adjustments can be made to the Safeway Shopping Center northbound left-turn lane to provide more storage for the southbound left-turn lane.

Because the intersection is controlled by Caltrans, this measure would require coordination with and approval by Caltrans, which cannot be guaranteed. Furthermore, because of the mitigation measures' secondary impacts and right-of-way acquisition needs, it is considered infeasible. There are no other feasible mitigation measures that would fully mitigate the impact on the intersection of El Camino Real/Middle Avenue, and this impact remains significant and unavoidable.

h. El Camino Real/College Avenue (#19)

Acceptable operations could be achieved at the intersection of El Camino Real/College Avenue with signalization of the intersection. Although the impact would be reduced to a less than significant level with the implementation of this improvement, a traffic signal is not recommended because it is infeasible given the proximity of nearby traffic signals along El Camino Real. Installation of a traffic signal would result in reduced queuing capacity along El Camino Real at the adjacent intersections and would affect traffic operations at neighboring traffic signals. Additionally, traffic volumes at this intersection would not satisfy peak-hour signal warrant criteria as summarized in Appendix 3-3H. The impacts would be primarily to the right-turn movements. Under the cumulative scenarios, the number of vehicles from College Avenue to El Camino Real analyzed is no more than 50 vehicles during any peak hour, resulting in at most 9.2 seconds of delay. Furthermore, the measure would require coordination with and approval from Caltrans, which cannot be guaranteed. No other feasible mitigation measures were identified that would fully mitigate the impact. Therefore, the impact would be significant and unavoidable.

i. El Camino Real/Partridge Avenue (#20)

Acceptable operations could be achieved at the intersection of El Camino Real/Partridge Avenue with signalization of the intersection. Although the impact would be reduced to a less than significant level with the implementation of this improvement, a traffic signal is not recommended because it is infeasible given the proximity of nearby traffic signals along El Camino Real. Installation of a traffic signal would result in reduced queuing capacity along El Camino Real at the adjacent intersections and would affect traffic operations at neighboring traffic signals. Additionally, traffic volumes at this intersection would not satisfy peak-hour signal warrant criteria as summarized in Appendix 3-3H. The impacts would be primarily to the right-turn movements. Under the cumulative scenarios, the number of vehicles from Partridge

Avenue to El Camino Real analyzed is no more than 53 vehicles during any peak hour, resulting in at most 5.4 seconds of delay. Furthermore, the measure would require coordination with and approval from Caltrans, which cannot be guaranteed. No other feasible mitigation measures were identified that would fully mitigate the impact. Therefore, the impact would be significant and unavoidable.

j. El Camino Real/Harvard Avenue (#22)

Acceptable operations could be achieved at the intersection of El Camino Real/Harvard Avenue with signalization of the intersection. Although the impact would be reduced to a less than significant level with the implementation of this improvement, a traffic signal is not recommended because it is infeasible given the proximity of nearby traffic signals along El Camino Real. Installation of a traffic signal would result in reduced queuing capacity along El Camino Real at the adjacent intersections and would affect traffic operations at neighboring traffic signals. Additionally, traffic volumes at this intersection would not satisfy peak-hour signal warrant criteria as summarized in Appendix 3-3H. The impacts would be primarily to the right-turn movements from Harvard Avenue. Under the cumulative scenarios, the number of vehicles from Harvard Avenue to El Camino Real analyzed is at most 72 trips, resulting in at most 8.2 seconds of increased delay. Furthermore, the measure would require coordination with and approval from Caltrans, which cannot be guaranteed. No other feasible mitigation measures were identified that would fully mitigate the impact. Therefore, the impact would be significant and unavoidable.

k. El Camino Real/Creek Drive (#23)

Acceptable operations could be achieved at the intersection of El Camino Real/Creek Drive with signalization of the intersection. Although the impact would be reduced to a less than significant level with the implementation of this improvement, a traffic signal is not recommended because it is infeasible

given the proximity of nearby traffic signals along El Camino Real. Installation of a traffic signal would result in reduced queuing capacity along El Camino Real at the adjacent intersections and would affect traffic operations at neighboring traffic signals. Additionally, traffic volumes at this intersection would not satisfy peak-hour signal warrant criteria as summarized in Appendix 3-3H. The impacts would be primarily to the right-turn movements from Creek Drive. Under the cumulative scenarios, the number of vehicles from Creek Drive to El Camino Real analyzed is at most 23 vehicles, resulting in at most 2.9 seconds of increased delay. Furthermore, the measure would require coordination with and approval from Caltrans, which cannot be guaranteed. No other feasible mitigation measures were identified that would fully mitigate the impact. Therefore, the impact would be significant and unavoidable.

I. University Avenue/Middle Avenue (#31)

Acceptable operation could be achieved by modifying the intersection geometry to provide additional capacity by reconfiguring the southbound and eastbound approaches to have a left-turn lane and a shared through/right-turn lane. However, this measure would have potentially significant secondary effects on the efforts to add bicycle lanes on University Avenue and Middle Avenue. Namely provide a connected bicycle network from the neighborhood communities west of El Camino Real to the Caltrain station through the planned grade separated crossing at Middle Avenue and El Camino Real intersection. There are no other feasible mitigation measures that would fully mitigate the impact on the intersection of El Camino Real/Middle Avenue, and this impact remains significant and unavoidable.

TRA-4.2: Implement Transportation Demand Management Program to Partially Reduce Cumulative 2040 Plus Project Effects. A partial mitigation measure, to reduce the impacts of the Project at several intersections under the Cumulative

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact TRA-5: Impacts on Roadway Segments under Cumulative 2040 Plus Project Conditions. Increases in traffic associated with the Project under the Cumulative 2040 Plus Project conditions would result in increased daily traffic volumes on area roadway segments, resulting in a potentially significant impact.</p>	PS	<p>2040 Plus Project conditions, would be to implement a TDM program, as required by the Specific Plan. The proposed TDM program could reduce peak-hour and daily trip generation. However, although the TDM program could reduce the number of vehicular trips by three to 15 percent and reduce the intersection impacts, the effectiveness of the TDM program cannot be reliably predicted. Furthermore, the maximum 15 percent would not be enough to reduce impacts to a less-than-significant level. Therefore, the impacts would remain significant and unavoidable.</p> <p><i>TRA-5.1: Implement Roadway Segment Improvements to Address Cumulative 2040 Plus Project Effects.</i> The mitigation measures below are recommended to reduce potentially significant impacts on study area roadway segments.</p> <p>a. Middle Avenue between University Drive and El Camino Real (#5)</p> <p>A mitigation measure to reduce the impact on this roadway segment, at a minimum, would be to implement a Class III bicycle facility, bicycle route, on Middle Avenue between University Drive and El Camino Real. This improvement was identified in the City’s Bicycle Development Plan. In the Specific Plan, Class II bicycle facility, bike lanes, were identified for this segment to provide a connection to the future pedestrian and bicycle separated crossing at the intersection of El Camino Real/Middle Avenue. The Project Sponsor shall work with the City to implement either Class II or Class III bicycle facilities on this</p>	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact TRA-6: Impacts on Routes of Regional Significance under Cumulative 2040 Plus Project Conditions. Increases in traffic associated with the Project under Cumulative 2040 Plus Project conditions could result in significant impacts on several Routes of Regional Significance.</p>	PS	<p>segment. This mitigation measure would only partially mitigate the impact.</p> <p>b. Transportation Demand Management Impacts on roadway segments would be partially reduced by implementing the trip reduction measures proposed in the Project’s TDM program, as required by the Specific Plan. The TDM program could reduce the number of vehicular trips by three to 15 percent, but even at the maximum of 15 percent, although reduced, would still remain significant and unavoidable.</p> <p>TRA-6.1: Implement Routes of Regional Significance Improvements to Address Cumulative 2040 Plus Project Effects. The mitigation measures below were considered to reduce potentially significant impacts on Regional Routes of Significance.</p> <p>Routes of Regional Significance could be widened to add travel lanes; however, the routes are under the jurisdiction of Caltrans. Although adding a travel lane would increase capacity, constructing additional lanes is not a feasible mitigation measure because of right-of-way constraints. Therefore, impacts at the following locations would remain significant and unavoidable:</p> <ul style="list-style-type: none"> • Willow Road – US 101 to Bayfront Expressway (eastbound) • Willow Road – Bayfront Expressway to US 101 (westbound) • Bayfront Expressway – University Avenue to Willow Road (westbound) • Bayfront Expressway – Willow Road to University Avenue (eastbound) <p>Mitigation measures are identified to partially reduce impacts of the Project on Routes of Regional</p>	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
		<p>Significance under Cumulative 2040 Plus Project conditions. The Project includes a TDM program that could reduce its peak-hour and daily trip totals. Impacts on Routes of Regional Significance would be partially reduced by implementing the trip reduction measures proposed in the Project’s TDM program, as required by the Specific Plan. The TDM program could reduce the number of vehicular trips by three to 15 percent, but even at the maximum of 15 percent, impacts on three of the four segments, although reduced, would still remain significant. With a full 15 percent trip reduction, the TDM program would reduce the impact on eastbound Bayfront Expressway between Willow Road and University Avenue to a less-than-significant level. However, because the reduction cannot be quantified and the effectiveness of the TDM program is uncertain, impacts to all four of the Routes of Regional Significance would remain significant and unavoidable.</p>	
<p>Impact TRA 7: Consistency with Existing Bicycle and Pedestrian Policies. The Project would be consistent with established policies pertaining to bicycle and pedestrian facilities.</p>	LTS	None Required.	N/A
<p>Impact TRA-8: Impacts on Transit Facilities. Existing transit service would adequately serve the Project’s transit service demand and potential additional demand.</p>	LTS	None Required.	N/A
<p>Impact TRA-9: Impacts on Ravenswood Avenue railroad crossings. The Project would result in added traffic to railroad crossings.</p>	PS	<p><i>TRA-9.1: Contribute to design of the Ravenswood Avenue Grade Separation project to address Near-Term 2020 Plus Project and Cumulative 2040 Plus Project Effects.</i></p> <p>Grade separation of the railroad tracks and Ravenswood Avenue would eliminate any queuing on the railroad tracks and the gate downtime, which affects traffic patterns and creates delays when trains</p>	SU

Table ES-1. Summary of Impacts and Mitigation Measures

Impacts	Impact Significance without Mitigation	Mitigation Measures	Impact Significance with Mitigation
<p>Impact TRA-10: Impacts to emergency vehicle access and response times. The Project would contribute to increased congestion along El Camino Real and other streets in the vicinity of the Project site, which could affect emergency vehicle response times.</p>	LTS	None Required.	N/A