



REGULAR MEETING MINUTES

Date: 1/23/2018
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call to Order

Mayor Ohtaki called Regular Session to order at 7:07 p.m.

B. Roll Call

Present: Cline, Keith, Ohtaki, Mueller
Absent: Carlton
Staff: City Manager Alex McIntyre, City Attorney Bill McClure, Deputy City Clerk Jelena Harada

C. Pledge of Allegiance

Mayor Ohtaki led the Pledge of Allegiance.

Mayor Ohtaki announced that the Santa Clara County Board of Supervisors recently denied the City of Menlo Park's appeal of the Stanford University Center for Academic Medicine Project at 453 Quarry Road.

D. Public Comment

- Marcy Abramowitz spoke in support of quad gate rail crossings.
- Andrew Boone spoke in support of bike lanes on El Camino Real.
- Pamela Jones spoke about traffic on Willow Road.

E. Presentations and Proclamations

E1. Presentation by "Get Us Moving" San Mateo County regarding transportation

San Mateo County Supervisors Don Horsley and Warren Slocum introduced the item. Cory Wolbach, Outreach Manager for "Get Us Moving" San Mateo County provided the presentation (Attached).

- Andrew Boone spoke in support of modern transportation systems.
- Jen Wolosin spoke in support of investments to our transportation systems.
- Pamela Jones spoke in support of including Santa Clara County, Mountain View, Palo Alto and Stanford in the planning process.

F. Consent Calendar

- F1. Waive the second reading and adopt an ordinance adding Chapter 2.55 to the Menlo Park Municipal Code requiring electronic filing of campaign statements and statements of economic interest (Staff Report #18-020-CC)
- F2. Authorize the Public Works Director to accept the work performed by Interstate Grading & Paving, Inc. for the 2017 Street Resurfacing Project (Staff Report #18-022-CC)
- F3. Adopt a resolution supporting the City's Shuttle Program for application for the San Mateo County Shuttle Program Fiscal Years 2018-19 and 2019-20 and authorizing the City Manager to enter into funding agreements (Staff Report #18-018-CC)
- F4. Authorize the City Manager to enter into an agreement with EOA, Inc. to perform business inspections per the City's stormwater municipal Regional Permit (Staff Report #18-016-CC)
- F5. Authorize the Public Works Director to accept the work performed by Stoloski & Gonzalez, Inc. for the Water Main Replacement Project (Staff Report #18-017-CC)
- F6. Authorize the City Manager to amend the contract with Gachina Landscape Management and appropriate \$100,000 from the General Fund Unassigned Fund Balance (Staff Report #18-023-CC)

ACTION: Motion and second (Keith/Cline) to approve all items on the Consent Calendar, passed 4-0-1 (Carlton absent).

G. Regular Business

- G1. Adopt a resolution to amend all City Salary Schedules adopted on or after November 10, 2015 (Staff Report #18-019-CC)

Human Resources Manager Lenka Diaz provided the staff report.

ACTION: Motion and second (Keith/Cline) to adopt a resolution, with changes, to amend all city salary schedules adopted between November 10, 2015, and December 5, 2018. The motion passed 4-0-1 (Carlton absent).

- G2. Approve a revised comment letter on the Draft Environmental Impact Report for the Stanford University 2018 General Use Permit Project (Staff Report #18-015-CC)

Assistant Public Works Director Nikki Nagaya introduced the item (Attached).

- Jen Wolosin suggested addition to the comment letter, related to school crossing guards.

ACTION: Motion and second (Ohtaki/Keith) to approve a revised comment letter and direct the subcommittee to review the letter on the Draft Environmental Impact Report for the Stanford University 2018 General Use Permit Project. The motion passed 4-0-1 (Carlton absent).

- G3. Discussion to prepare for the City Council goal setting meeting and 2018 Work Plan (Staff Report #18-024-CC)

City Manager Alex McIntyre introduced the item. Assistant City Manager Chip Taylor provided the presentation (Attached).

- Andrew Boone spoke in support of including a local minimum wage ordinance.
- Henry Riggs spoke in support of focusing on existing community needs.
- Jen Wolosin spoke in support of the safe routes to school program.
- Pamela Jones spoke about various projects and in support of Belle Haven visioning (Attached).

The City Council directed staff to replace the term “over hire” with “overlap” in regards to the management of institutional knowledge by overlapping management and executive positions. The City Council directed staff to update the policy manual to include that the City Council will make every effort to take action on issues of community interest at reasonable hour. The City Council will take action to extend a public meeting beyond midnight by 11:30 p.m. or defer items to the next regularly scheduled meeting.

After the discussion, the City Council highlighted work items to be considered at the Work Plan open session on January 29, 2018.

H. Informational Items

- H1. Update on the Water System Master Plan (Staff Report #18-021-CC)

I. City Manager's Report

There was no report.

J. Councilmember Reports

Mayor Ohtaki reported that East Palo Alto Councilmember Larry Moody invited the City Council to the League of California Cities event on January 25, 2018, McKenzie Room, Huang Engineering Center, Stanford.

K. Adjournment

Mayor Ohtaki adjourned the meeting at 9:40 p.m.

Jelena Harada, Deputy City Clerk

These minutes were approved at the City Council meeting of March 13, 2018.



Community Outreach on Transportation Priorities

Why Do We Need Get Us Moving?

We know we need to invest more in transportation

- We're identifying solutions
- Funding options are available
- BUT we need public input to decide where to start
- The **Get Us Moving** effort lets anyone in San Mateo County make their voice heard.
- GUM is led by the San Mateo County Transit District, and San Mateo County Board of Supervisors, with help from cities & community partners.



Background: County Transportation Agencies

San Mateo County Transit District

- Operates SamTrans bus and paratransit services
- Manages Caltrain system
- Administers local transportation funding programs (SMCTA Measure A)

City/County Association of Governments (C/CAG)

- Approves countywide plans & strategies to address traffic congestion
- Receives local, regional and state funding

Commute.org

- Collaborates with transit agencies, employers and cities to promote alternatives to driving alone
- Funded by local and regional sources



Projected Growth in San Mateo County



Projections

- Population expected to grow to over 900,000 people by 2040 (26% increase between 2010 and 2040)
- Population age 65 and over expected to grow 137% by 2040
- Thousands of new housing units being built, many geared towards public transit riders
- Paratransit ridership is projected to grow from over 320,000 rides in 2010 to over 1 million expected rides in 2040



Transportation Challenges

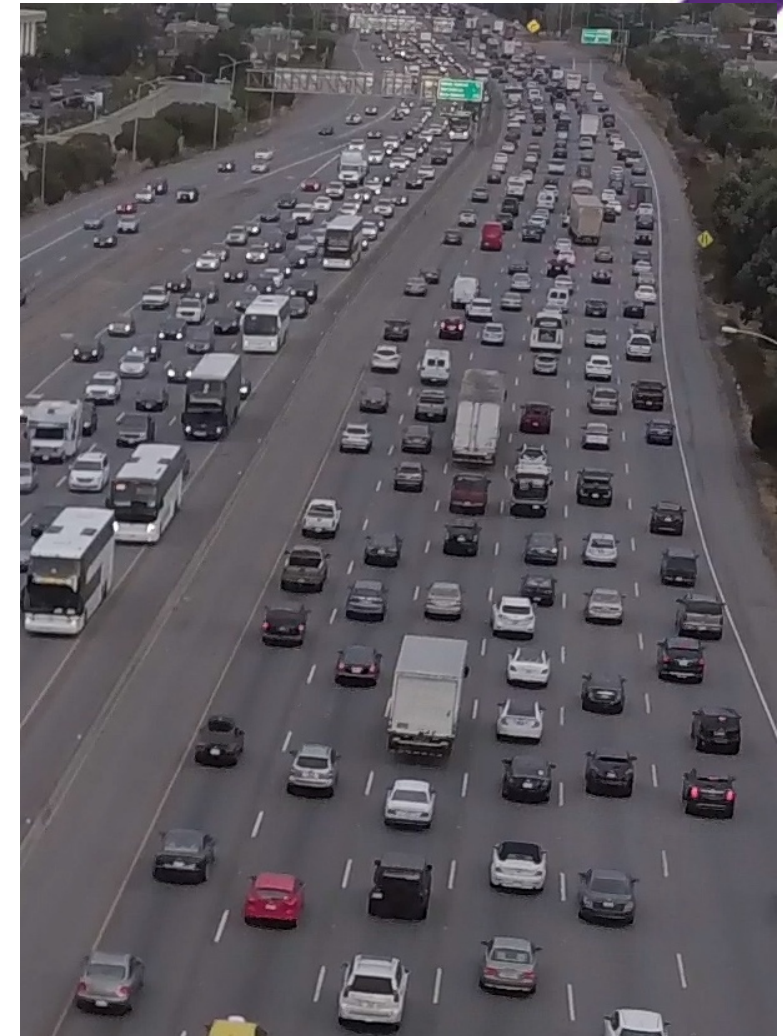
Just some of our transportation needs

- Transportation systems are aging
- Some of the worst traffic in the country
- We need to fix roads
- Caltrain is packed
- Bridges are clogged
- Bicyclists and pedestrians require direct routes
- Seniors and people with disabilities need support



Ideas to Relieve Congestion, Improve Transit & Help the Environment...

- Dumbarton Hwy/Rail Plan Recommendations
- Caltrain Modernization: Fast, Frequent, Electric Train Service
- US 101 Managed Lanes and US 101/92 Interchange Improvements
- Senior and Youth Mobility Plans Recommendations
- Fix Local Streets and Roads
- Railroad crossings (Separate roads from rail lines “Grade Separation”)
- Bike/Ped Increase in Options
- Express Bus Service
- Electric Bus Fleet Conversion
- Coastside Transit Study Recommendations
- Expanded Ferry Service



...But Solutions Require Investment

A few estimates

- Caltrain Ops./SOGR (\$20M per year)
- SamTrans Ops./SOGR (\$25M per year)
- Dumbarton Corridor (\$2B total)
- Caltrain Modernization 2.0 (\$400M San Mateo County Share)
- US 101 Managed Lanes (\$500M total)
- US 101/92 Interchange (\$16-\$160M total)



How Can We Support These Solutions?

Today, we have a new opportunity to fund solutions

- AB 1613 (Mullin) allows ½-cent sales tax
- Could provide \$80 million/year
 - Over 10 years ~ \$800 million
 - Over 30 years ~ \$2.4 billion
- Will need approval from the SamTrans Board and the County Board of Supervisors
- Needs 2/3 approval from county voters
- Could be placed on November 2018 ballot



We're Developing an Expenditure Plan, and We Want You to Help Us Build it

Get Us Moving San Mateo County

- Gets everyone involved
- Online Survey
- Surveys mailed to homes
- Outreach to every city council
- Meetings with community groups
- TV spots
- Social Media



Expert Input and Community-Led Process

- Technical Advisory Group (TAG)

- City/County Public Works
- Transportation Agency Partners

- Stakeholder Advisory Group (SAG)

- Community Groups
- Private Sector

- Process

- Identify Goals
- Work with Stakeholders to Identify Candidates for Projects/Programs
- Develop Recommended Expenditure Plan
- SamTrans Board Puts Measure on Ballot in with Concurrence of SMC Board of Supervisors



What is the Final Expenditure Plan?



TBD



How Can You Help Get Us Moving?

- Help us get more county residents to take our online survey!
- Leverage your network!
 - Email, like, share, and promote our website and social media
- Tell us YOUR priorities for transportation spending in SMC!
- Suggestions to connect in-person – Where should we be?
 - Events, farmers markets, community groups, meetings, etc.

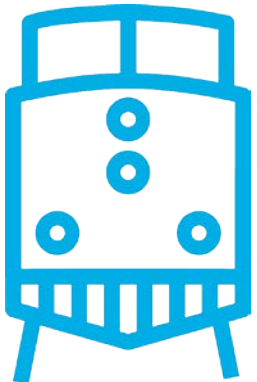


Come to our Town Hall Meetings

- San Mateo – Thurs. Jan. 25, 6:30 p.m.
 - Oak Room, San Mateo Public Library, 55 W. 3rd Ave, San Mateo
- Pacifica – Thurs. Feb. 1, 6:00 p.m.
 - Auditorium, Pacifica Community Center, 540 Crespi Drive, Pacifica
- Menlo Park – Thurs. Feb 15, 6:30 p.m.
 - Ballroom, Menlo Park Senior Center, 110 Terminal Ave, Menlo Park
- South San Francisco – Thurs. Feb. 22, 6:30 p.m.
 - Council Chambers, Municipal Services Building, 33 Arroyo Dr., South San Francisco



Spread the Word and Get Us Moving!



Website: www.GetUsMovingSMC.com

Facebook: Get Us Moving SMC

Email: info@getusmovingSMC.com





January 23, 2018

City Council

Mr. David Rader
County of Santa Clara
Department of Planning and Development
County Government Center
70 West Hedding St.
San Jose, CA 95110

RE: Stanford University "2018 General Use Permit", Draft EIR Comments

Dear Mr. Rader,

Please find attached the City of Menlo Park's comments on the Draft Environmental Impact Report (DEIR) for the Stanford University "2018 General Use Permit" (GUP) Project (File #: 7165-16P-16GP-16Z-16EIR).

The attached comments highlight several significant deficiencies in the Draft EIR that must be addressed in a recirculated Draft EIR with sufficient mitigation measures to mitigate any impacts identified prior to the County considering the 2018 GUP for approvals. The City appreciates the opportunity to comment on the proposed project. Please contact Assistant Public Works Director, Nikki Nagaya at 650-330-6770 or nhnagaya@menlopark.org with any questions.

Sincerely,

Peter Ohtaki
Mayor

Enclosure

- b. Provide a direct roadway connection from Campus Drive West to I-280 between Page Mill Road and Alpine Road without a connection at Junipero Serra Boulevard, ~~or at encourage~~ Also force traffic to use Page Mill Road over Alpine Road since there are limited residences along Page Mill frontage
- c. Add locations for traffic monitoring at gateways to Stanford Land beyond the cordon locations that are specific to unincorporated Santa Clara County to account for development in the Quarry, Lathrop and San Juan districts (see comment 6.i.ii. below)
- d. Require trip credits to have some spatial or geographic relevance based on Gateways and cordon limits around the Stanford campus

Transportation

6. The transportation analysis shows several deficiencies with respect to¹:

- a. Existing congested conditions are not reflected in the intersection analysis.

The existing conditions analysis does not reflect congested conditions on the Bayfront Expressway, Willow Road, University Avenue, El Camino Real, and Sand Hill Road corridors as of the time the existing counts were taken in 2016. The reported results at the following locations do not reflect field observed conditions:

- i. Bayfront Expressway/University Avenue
- ii. Bayfront Expressway/Willow Road
- iii. Willow Road intersections
- iv. Sand Hill Road/Santa Cruz Avenue-Alpine Road

The existing congested conditions on the corridors and intersections listed above are not taken into account by isolated intersection analysis. As summarized in the City of Menlo Park's General Plan (ConnectMenlo) Draft Environmental Impact Report published in 2016, isolated intersection analysis does not account for the queue spillback between intersections on the approaches to the Dumbarton Bridge, including those on Bayfront Expressway, Willow Road, and University Avenue. The TRAFFIX 8.0 software that was used for the analysis is not sufficient to reflect the existing or future (2018 or 2035) congestion levels. The TIA (Section 4.8, page 94-95) describes the observed queues and congested conditions on El Camino Real and Sand Hill Road, but does not use this information to validate the calculated existing levels of service (Figure 4-2 on page 54 and Table 4-1 on pages 55-60) on the corridors. Field observed conditions are not described on Willow Road and the Dumbarton Bridge approaches. These level of service calculations need to be updated in order to present an accurate existing scenario to assess impacts of the 2018 GUP. Otherwise,

¹ All page number references within this comment point to the Transportation Impact Analysis, Part 2 in Appendix TIA of the Draft EIR. Similar comments apply to the same content shown in the Draft EIR.

appropriate mitigation measures be identified. ~~Alternatively, the~~ mitigation program ~~eshould~~ could be expanded to limit any new impacts from reverse commute trips by including them in the No Net New Trips program, and no growth in such ~~strips~~ should be allowed over existing conditions. This analysis should be prepared and the DEIR recirculated with this significant new information.

- iii. Monitoring of the program is infrequent and does not assure neighboring jurisdictions that the program achieves its goals on a typical basis. Monitoring occurs twice per year, and while conducted in typical traffic conditions, this limited frequency allows the potential for ongoing violations. The City requests the County modify the monitoring program to provide consistent, daily monitoring. Such monitoring and enforcement is conducted by the City for the Facebook Campus site in Menlo Park, and provides assurances that the trip limits are met on a daily basis throughout the year. This increased frequency is enabled more readily, since under the current proposal, Stanford and the County propose to use automated technology to conduct the counts in the future. The City requests that no new development be allowed beyond the 2000 GUP until such automated equipment and increased monitoring is in place.
- iv. The used of "cordon credits" and a campus-wide monitoring methodology allow Stanford to offset peak hour, peak direction vehicle trips occurring anywhere in the cordon area at the expense of other potentially affected roadways. In particular, the Sand Hill Road and El Camino Real (north of Stanford) corridors have not seen investment in infrastructure or program support to reduce vehicle traffic levels approaching the University from these directions, and traffic congestion has increased since the 2001 GUP analysis. The City requests that the cordon trip limits be established by sub-area or district to ensure that the levels of traffic in any one corridor are not adversely affected at the expense of others.
- v. Chapter 8 of the TIA details the tiered mitigation program steps if Stanford does not achieve the No Net New Commute Trips goal. However, as described in Section 8.1.1.3 through 8.1.1.5, Stanford would fund infrastructure changes and programs to reduce vehicle trips in the vicinity of the campus if the No Net New Commute Trip goal is not successful. This shifts the burden of mitigation to neighboring cities, when the mitigation is necessitated by Stanford's non-compliance with the mitigation measure. Stanford should instead assume responsibility, in collaboration with neighboring agencies to design and construct physical infrastructure and provide resources to help implement necessary programs to reduce trips as identified in these sections. ~~If Stanford does not achieve the No Net New Trips goals, with revisions as requested above, it~~ sections. The City requests that a contribution towards the Middle Avenue Pedestrian/Bicycle Crossing, Dumbarton Rail Corridor, and Sand Hill Road-Santa Cruz Avenue-Alameda de las Pulgas-Alpine Road corridor improvements be prioritized for mitigation.

Commented [NNH4]: Expand and strengthen this section based on January 23, 2018 Center for Academic Medicine public hearing discussion.

Commented [NNH5]: Need penalties

does not address bicycle and pedestrian demand and facility needs as a result of this Project. Key access routes to the Campus were recently evaluated as part of the Bicycle Access Plan, and gaps in the existing networks should be evaluated and mitigated appropriately. Similar efforts for the pedestrian network should also be completed. The City requested such an analysis in its NOP letter, an analysis of a 5-mile commute shed around the proposed General Use Permit development area. As noted in the permit application, Stanford owns land throughout the mid-Peninsula, including proposed development sites in Menlo Park and an approved project site in Redwood City. The City requested that the DEIR assess walking, bicycling, and traffic conditions across Stanford properties located across these multiple jurisdictions. This comment on the NOP was not addressed and the DEIR should be revised to include such an analysis and recirculated.

Further, Section 8.4.2 on page 218 discloses that the Project does not conflict with a planned facility or local agency policy. The City's El Camino Real/Downtown Specific Plan, and follow up work through the El Camino Real Corridor Study, identify potential bicycle lanes on El Camino Real. The proposed mitigation conflicts with these plans. This is not addressed in the DEIR and the analysis should be revised and DEIR recirculated with identification of appropriate mitigation.

h. Neighborhood street impacts are not fully addressed

Neighborhood street impacts (Section 8.3 on page 199) in the Willows and Belle Haven neighborhoods in Menlo Park are not addressed. The Crescent Park neighborhood in Palo Alto was evaluated, and cut-through traffic from that area also directly impacts the Willows, across the Pope-Chaucer bridge over San Francisquito Creek. Additional traffic added to Bayfront Expressway, Willow Road and University Avenue will also lead to additional cut-through in the Belle Haven neighborhood as commuters seek out alternative routes. Both of these should be addressed. The City of Menlo Park has adopted standards and thresholds of significance that should be used to evaluate increases in daily roadway traffic volumes on local streets in lieu of the TIRE Indices Analyses prepared following the City of Palo Alto standards. Based on Table 8-5 on page 217, cut-through volumes on Lytton Avenue and Hamilton Avenue near Pope-Chaucer are between 76 and 145 daily trips. These increases in traffic through the Willows would be considered significant following City of Menlo Park impact standards, and need to be evaluated and mitigated accordingly in a recirculated DEIR.

i. The DEIR does not address the NOP comments the City provided as listed below.

- i. Stanford is requesting continuation of a program to provide trip credit for off-campus transportation infrastructure improvements within the Cordon Credit Area, which includes properties owned by Stanford outside of Santa Clara County, including 500 El Camino Real and 2131 Sand Hill Road. The City requests that any required measures to reduce

estimated because 215 units associated with the 2000 General Use Permit have been approved for construction in Menlo Park at the Middle Plaza at 500 El Camino Real site.

Air Quality and Noise

11. Given the comments regarding peak spreading, the air quality and greenhouse gas analysis should be reevaluated to determine the continued accuracy of the conclusions relative to reductions in pollutants, especially since a full 1/3 of emissions are anticipated from transportation sources.
12. Stanford is proposing to construct up to 40,000 net new square feet of child care centers and other services on campus. However, in the chapter regarding air quality (see Figure 5.2-1), the DEIR does not consider on-site sensitive receptors like the new proposed day care centers and should be revised to reflect this change.
13. Noise impacts on the Sand Hill Road corridor should be mitigated near residential uses.

Hydrology/Water Quality

14. The DEIR did not adequately respond to the City request that Stanford continue to work with the City of Menlo Park and other jurisdictions to develop a specific proposal for the detention of floodwaters on Stanford land that will result in a significant and measurable reduction in floodwaters reaching the floodplain areas within Menlo Park and neighboring jurisdictions. The City requests that existing and proposed runoff calculations from the project area for both the 10-year and 100-year storm event be provided for the City to review and that the impact be evaluated in a revised and recirculated DEIR. In addition, the City requests that any plans that show existing and proposed impervious improvements and potential alteration of drainage patterns be provided. Combined with the improvements downstream within San Francisquito Creek, the detention on Stanford land shall result in containment of flows from the 10-year and 100-year storm events within the detention site(s) and within the Creek to the extent feasible. The detention plan shall be designed and implemented by Stanford within a specific time line that is relative to the proposed development.
15. In addition, the City requests that the proposed General Use Permit include measures that either mitigate for increase flows and/or create no net increase in storm water runoff to the neighboring downstream communities that are located within the San Francisquito Creek Watershed Area.

Commented [NNH6]: Add reference to San Francisquito Creek Joint Powers Authority and request Stanford help fund improvements necessary.

Other Issues

16. The DEIR dismisses the impact of new students, faculty and staff on neighboring library facilities positing that Stanford is an academic university with libraries and visiting a local library is not necessary. However, there are many reasons to visit a library--a college student's reason may



CITY COUNCIL GOAL SETTING PREPARATION

January 23, 2018

AGENDA

- Upcoming timeline
- Proposed Budget Principles amendments
- Proposed City Council Procedures Manual amendments
- 2018 City Council Work Plan Preparation
 - Remaining and ongoing Work Plan items
 - Potential Work Plan items
- Review City Council Goal Setting Agenda



UPCOMING TIMELINE

- **Tonight, January 23**
 - Discussion
 - Proposed Budget Principles
 - Proposed City Council Procedures Manual
 - Proposed 2018 Work Plan items
- **Monday, January 29**
 - Milestones
 - Overall capacity
 - Goal setting discussion
 - Prioritize top items
- **Tuesday, February 6 (tentative)**
 - Adopt Work Plan, Budget Principles and City Council Procedures Manual



PROPOSED BUDGET PRINCIPLES

- Narrowed focus
 - Promote the City's long-term fiscal sustainability
 - Enhance and maintain core City services and infrastructure
 - Manage staff capacity to efficiently deliver services to the community
 - Communicate the City's financial position



CITY COUNCIL PROCEDURES MANUAL

- Proposed amendments – effective administration and facilitate sound decisions
 - Chapter 3, City Council Meetings, Meeting Schedule:
Remotely participating in City Council meetings by telephone conference call shall be by exception only
 - Chapter 3, City Council Meetings, Discussion Rules, item 8:
The City Council believes that late night meetings deter public participation, can affect the City Council's decision-making ability and can negatively affect staff performance for the remainder of the business week



CITY COUNCIL 2017 WORK PLAN

- Completed 12 Work Plan items
 - Solid Waste Rate Schedule
- Some projects postponed
 - Address housing element implementation programs
 - Council-directed work on expansion of EV chargers
 - Gatehouse fence replacement
 - Pending Library siting analysis
- Many multiyear projects
 - Transportation Master Plan
 - In progress and working on a draft list of strategies and recommendations



CITY COUNCIL 2018 WORK PLAN, CONT.

- Three distinct categories
 - Top five priority items (18 listed to prioritize)
 - Ongoing Work Plan items
 - Potential initiatives/Work Plan items



TOP PRIORITIES LIST

- Water System Master Plan
- Downtown Parking Garage
- Chrysler Pump Station
- Willow Road/U.S. 101 Interchange
- Transportation Master Plan
- Chilco Streetscape and Sidewalk
- Downtown/ECR Specific Plan Biennial Review
- San Francisquito Creek Upstream
- Information Technology Master Plan
- Ravenswood Caltrain Grade Separation
- Middle Avenue Caltrain Crossing Study
- Stanford University 2018 GUP Review
- Org. Study for Public Works Maintenance Services
- Org. Study for Development Services
- Employee Engagement/Organizational Development
- District Elections
- Emergency Water Supply
- Library Improvements



ONGOING WORK PLAN ITEMS

- 2017 multiyear items
- Capital Improvement Plan (CIP)
 - Projects that moved forward from five-year CIP



POTENTIAL WORK PLAN ITEMS

- Dumbarton Corridor Coordination
- Middlefield Road and Linfield Drive Crosswalk
- West Menlo Park Triangle Annexation
- Charter City
- Quiet Zone
- Public Art
- Schools Initiative
- Revenue Initiatives (voter-approved ballot measures)
- Sharon Road Sidewalk Installation



CITY COUNCIL GOAL SETTING AGENDA (JAN. 29 & FEB. 6)



- Goal setting agenda – January 29
 - Financial update
 - Staffing discussion
 - Overall capacity
 - Discuss the fiscal year 2018-19 Budget Principles
 - Discuss the City Council Procedures Manual
 - Discuss the overall City Council Work Plan
 - Prioritize top five priority work plan items
- City Council meeting – February 6 (tentative)
 - Adopt
 - Fiscal year 2018-19 Budget Principles
 - City Council Procedures Manual
 - City Council 2018 Work Plan



TONIGHT'S DISCUSSION

- Questions and comments
 - Proposed fiscal year 2018-19 Budget Principles
 - Proposed amendments to City Council Procedures Manual
 - Work Plan categories and process

Monday, January 29, lunch (12-1pm)

Goal setting meeting (1-5pm)

**Arrillaga Family Recreation Center, Oak Room
700 Alma St.**

Staff Priority Work Plan Items	
Project	Summary
Willow Road/U.S. 101 Interchange	Soundwalls adjacent to U.S. 101 as recommended by Belle Haven Vision Plan and Connect Menlo process March/April 2015
2018 Work Plan Items	
Responding to the development needs of private residential and commercial property owners	
Update accessory dwelling unit (ADU) ordinance to comply with State guidelines for both adu and junior ADU	
Stakeholder involvement in defining single family residential requirements and guidelines including public hearings	
Improving Menlo Park's multimodal transportation system to move people and goods through Menlo Park more efficiently	
Implement Belle Haven Neighborhood Complete Streets as recommended by Belle Haven Vision Plan and Connect Menlo process March/April 2015 and current study	
Complete streets for all neighborhoods effected by cut-through traffic	
Willow Road and Hamilton Avenue traffic signals modification	
Willow Road and Newbridge Traffic Signals modification	
Willow Road and Ivy Drive Traffic Signals modification	
Maintaining and enhancing Menlo Park's municipal infrastructure and facilities	
Increase the senior services at the Senior Center to include more aides and programs as recommended by Belle Haven Vision Plan and Connect Menlo process March/April 2015	
Add restroom at Onetta Harris Community Center as recommended by Belle Haven Vision Plan and Connect Menlo process March/April 2015	
Providing high-quality resident enrichment, recreation, and discovery	
Belle Haven Neighborhood Library site and funding study as recommended by Belle Haven Vision Plan and Connect Menlo process March/April 2015	
Job Training programs and education center for young adults as recommended by Belle Haven Vision Plan and Connect Menlo process March/April 2015	
Tree planting along streets and parks as recommended by Belle Haven Vision Plan and Connect Menlo process March/April 2015	
Expand space for community to plant produce and flowers gardens as recommended by Belle Haven Vision Plan and Connect Menlo process March/April 2015	
Realizing Menlo Park's vision of environmental leadership and sustainability	
Incentives for private home energy upgrades, renewable energy, and water conservation as recommended by Belle Haven Vision Plan and Connect Menlo process March/April 2015	
Planned 2018-2019 Capital Improvement Projects	
Belle Haven Neighborhood Library site and funding study	
Add restroom at Onetta Harris Community Center as recommended by Belle Haven Vision Plan and Connect Menlo process March/April 2015	
Incentives for private home energy upgrades, renewable nergy, and water conservation as recommended by Belle Haven Vision Plan and Connect Menlo process March/April 2015	
Install awning for outdoors activities at the Senior Center	