



# Complete Streets Commission

## REGULAR MEETING AGENDA

**Date:** 6/8/2022  
**Time:** 7:00 p.m.  
**Location:** [Zoom.us/join](https://zoom.us/join) – ID# 845 2506 8381

### NOVEL CORONAVIRUS, COVID-19, EMERGENCY ADVISORY NOTICE

Consistent with Government Code section 54953(e), and in light of the declared state of emergency, and maximize public safety while still maintaining transparency and public access, members of the public can listen to the meeting and participate using the following methods.

- How to participate in the meeting
  - Access the meeting real-time online at:  
[Zoom.us/join](https://zoom.us/join) – Meeting ID 845 2506 8381
  - Access the meeting real-time via telephone at:  
(669) 900-6833  
Meeting ID 845 2506 8381  
Press \*9 to raise hand to speak

Subject to Change: Given the current public health emergency and the rapidly evolving federal, state, county and local orders, the format of this meeting may be altered or the meeting may be canceled. You may check on the status of the meeting by visiting the City's website [www.menlopark.org](http://www.menlopark.org). The instructions for logging on to the Zoom webinar and/or the access code is subject to change. If you have difficulty accessing the Zoom webinar, please check the latest online edition of the posted agenda for updated information ([menlopark.org/agenda](http://menlopark.org/agenda)).

### Regular Meeting ([Zoom.us/join](https://zoom.us/join) – ID# 845 2506 8381)

#### A. Call To Order

#### B. Roll Call

#### C. Reports and Announcements

Under "Reports and Announcements," staff and Commission members may communicate general information of interest regarding matters within the jurisdiction of the Commission. No Commission discussion or action can occur on any of the presented items.

#### D. Public Comment

Under "Public Comment," the public may address the Commission on any subject not listed on the agenda. Each speaker may address the Commission once under public comment for a limit of three minutes. Please clearly state your name and address or political jurisdiction in which you live. The Commission cannot act on items not listed on the agenda and, therefore, the Commission cannot respond to non-agenda issues brought up under public comment other than to provide general information.



## **E. Regular Business**

- E1. Accept the Complete Streets Commission minutes for May 11, 2022 ([Attachment](#))
- E2. Review and recommendation of General Plan Circulation Element and Zoning Map amendments to modify site access and circulation for the proposed Willow Village master plan project ([Staff Report #22-009-CSC](#))
- E3. Selection of vice chair
- E4. Evaluate commission subcommittees to support City Council priorities

## **F. Informational Items**

- F1. Update on major project status

## **G. Committee/Subcommittee Reports**

- G1. Update from Climate Action Plan Subcommittee (none)
- G2. Update from Downtown Access and Parking Subcommittee (Altman/Behroozi/Cole)
- G3. Update from Multimodal Metrics Subcommittee (Altman/Behroozi)
- G4. Update from Multimodal Subcommittee (Cebrian)
- G5. Update from Safe Routes to School Program Subcommittee (Behroozi/Cebrian/King)
- G6. Update from Transportation Master Plan Implementation Subcommittee (Altman/Behroozi/Cebrian)
- G7. Update from Zero Emission Subcommittee (Jensen)

## **H. Adjournment**

At every Regular Meeting of the Commission, in addition to the Public Comment period where the public shall have the right to address the Commission on any matters of public interest not listed on the agenda, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during the Commission's consideration of the item.

At every Special Meeting of the Commission, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during consideration of the item.

For appeal hearings, appellant and applicant shall each have 10 minutes for presentations.

If you challenge any of the items listed on this agenda in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Menlo Park at, or prior to, the public hearing.

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# Complete Streets Commission

## REGULAR MEETING MINUTES – DRAFT

**Date:** 5/11/2022  
**Time:** 7:00 p.m.  
**Location:** Zoom

### A. Call To Order

Chair Cole called the meeting to order at 7:02 p.m.

### B. Roll Call

**Present:** Altman, Behroozi, Cebrian, Cole, King, Kollmann  
**Absent:** Jensen  
**Staff:** Associate Transportation Engineer Esther Jung, Engineering Technician Patrick Palmer, Senior Transportation Engineer Kevin Chen

B1. Welcome new Commissioner Christopher Kollmann

### C. Reports and Announcements

Staff Chen reported on City Council actions related to transportation since the April 13, 2022 Commission meeting.

### D. Public Comment

None.

### E. Regular Business

E1. Accept the Complete Streets Commission minutes for April 13, 2022 (Attachment)

**ACTION:** Motion and second (King/ Cebrian), to accept the Complete Streets Commission minutes for April 13, 2022, passed 6--0 (Jensen absent, Kollmann abstaining).

E2. Receive a summary of community engagement effort for Middle Avenue Complete Streets Project and provide feedback on selection process for preferred improvement options for Middle Avenue (Staff Report #22-008-CSC)

Staff Jung made the presentation (Attachment).

- Aaron Meyers spoke in opposition of parking removal on both sides and in support of parking removal on one side.
- Bill Kirsch spoke in support of parking removal on both sides from El Camino Real to University Drive, parking removal on one side on remainder of Middle Avenue, and raised crosswalks at Blake Street, San Mateo Drive and in front of Jack W. Lyle Park at Arbor Road and Fremont Street.
- Ken Kershner spoke about traffic conditions at El Camino Real and Middle Avenue, the need for a new mid-block crossing in front of Safeway, and suggested using parking on Middle Avenue to



protect future bike lanes.

- Elschor spoke in support of no right turn on red lights at El Camino Real and Middle Avenue, traffic calming measures on Middle Avenue, including stop signs and traffic circles, and in spoke in support of additional evaluation and enforcement at Olive Street and Oak Avenue.
- Eduardo Arias spoke in support of parking removal from El Camino Real to University Drive and improving crossing at Arbor Road.
- Burcin Baytekin spoke in support of parking removal on both sides.
- Adina Levin spoke in opposition of part-time bike lanes but in support of traffic calming measures, improvements at El Camino Real and Middle Avenue and pedestrian access near Safeway.
- Gilles spoke in support of traffic calming measures to address speeding, parking removal on one side, and preserving Nealon Park parking.
- Randy Ferrando spoke in support of sidewalks.
- Misha Silin spoke in support of traffic calming measures such as raised crosswalks, traffic circles, and closure of Blake Street.
- Jessica Gronski spoke in support of no parking in front of Nealon Park and a residential parking permit program, if parking is removed.
- Ashley Callahan spoke in support of traffic calming measures on Olive Street and University Drive and Arbor Road and University Drive, closure of Blake Street, and in opposition of traffic circles.
- Dan Azagury spoke in support of physical safety improvements such as speed bumps.
- Sandy Napel spoke in support of improving Blake Street crossing at Middle Avenue and the closure of Blake Street.

The Commission discussed and provided feedback to staff:

- Return both bike lane/ parking removal options. Final recommendation should also consider: green bike lane treatment, property lot size, driveway length, distance to school, etc.
- Explore multiple traffic calming measures at key locations, including University Drive, Arbor Road, San Mateo Drive, and Olive Drive. Measures should include but not limited to: raised crosswalk, flashing beacons, speed humps, traffic circle, speed feedback signs.
- Evaluate circulations from Safeway and gas station driveways near El Camino Real and Middle Avenue.
- Conduct a Nealon Park parking demand evaluation and propose frontage parking configuration alternatives.
- Explore the possibility of eliminating westbound right turn lanes on Middle Avenue at University Drive and at Olive Drive, to improve pedestrian and bicycle safety.
- Evaluate feasibility and explore a temporary trial phase in response to resident request to close Blake Street.

Other considerations:

- Explore no right turn on red at El Camino Real and Middle Avenue.
- Continue to seek opportunities to complete missing sidewalk gaps.
- Publish survey results on project website.
- Coordinate with the police department for enforcement and education.

### E3. Selection of vice chair

- Adina Levin spoke about the vice chair's roles and responsibilities.

The Commission continued the selection of vice chair to a future meeting.



**F. Informational Items**

**F1. Update on major project status**

Staff Chen provided updates on the County's Ringwood Avenue/ Coleman Avenue transportation study and grant opportunities for the El Camino Real and Ravenswood Avenue crossing and the Willow Road Class IV bikeway improvements.

**G. Committee/Subcommittee Reports**

**G1. Update from Climate Action Plan Subcommittee**

None.

**G2. Update from Downtown Access and Parking Subcommittee**

None.

**G3. Update from Multimodal Metrics Subcommittee**

None.

**G4. Update from Multimodal Subcommittee**

None.

**G5. Update from Safe Routes to School Program Subcommittee**

None.

**G6. Update from Transportation Master Plan Implementation Subcommittee**

None.

**G7. Update from Zero Emission Subcommittee**

None.

**H. Adjournment**

Chair Cole adjourned the meeting at 9:44 p.m.

Kevin Chen, Senior Transportation Engineer



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# MIDDLE AVENUE COMPLETE STREETS PROJECT

Complete Streets Commission | May 11, 2022





## AGENDA

- Background
- Key Findings from Public Meeting
- Key Findings from Online Survey
- Commission Feedback
- Next Steps





## BACKGROUND



- 65' City right of way
- 42' wide curb to curb
- Edge lanes with parallel parking
- No separation for bicyclists
- Varying speed limit





## BACKGROUND: PLANNING HISTORY

Date	Description
October 2017	500 El Camino Real Development – Stanford University is responsible for bicycle facility design/implementation from El Camino Real to University Drive
October 2020	Speed Limit Survey – City Council directed staff to provide traffic calming options on Middle Avenue to achieve a 25 mph zone
November 2020	Transportation Master Plan – Adopted the plan for Class II bicycle lane on Middle Avenue between El Camino Real and Olive Street
March 2021	High Priority Project – City Council directed staff to add Middle Avenue traffic calming project to the work plan as a complete street project
March 2022	Community Meeting and Online Survey





## PUBLIC MEETING GOALS

- Inform residents about the project and opportunities to get involved
- Gather feedback from the community to shape potential bicycle and parking options
- Identify community needs and priorities for traffic calming measures
- Solicit input on current issues, opportunities, and barriers for walking and bicycling at El Camino Real intersection







## PUBLIC MEETING

- Publicity Efforts
  - More than 2000 postcards dropped at local businesses and residences throughout the project area
  - Changeable Message Signs
  - Social media campaign
  - Project website updates
  - City press release
  
- March 3, 2022 from 6pm to 8pm
  - In-person at Nealon Park tennis court
  - Virtually via Zoom







## PUBLIC MEETING KEY FINDINGS

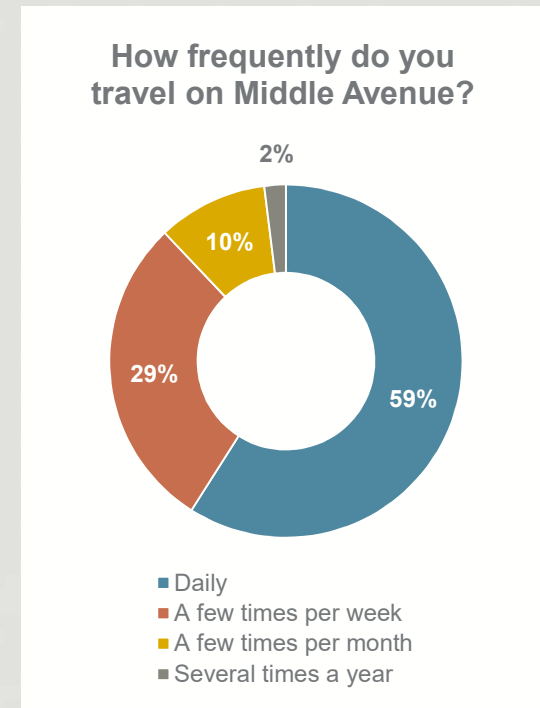
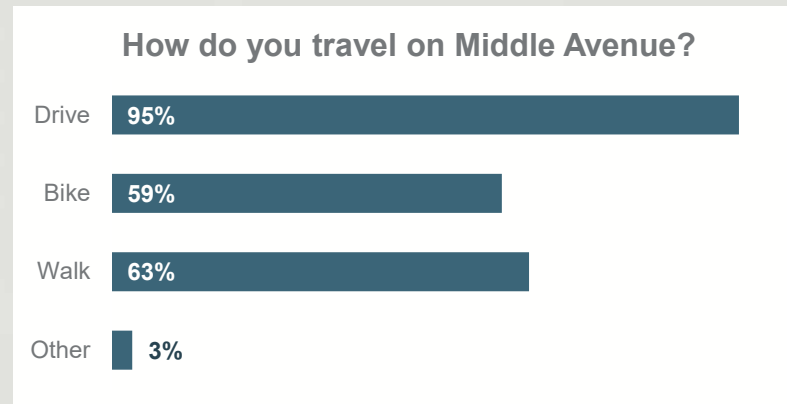
- Overall support for bicycle and pedestrian improvements
- Concerns about bicycling safety, especially for children
- Concerns about removal of street parking
- Concerns about speeding vehicles and the lack of traffic calming to slow down vehicles
- Concerns about number of larger trucks
- Opposition to back-in angle parking along Nealon Park frontage





## ONLINE SURVEY

- Over 600 survey respondents
  - 10 percent are residents on Middle Avenue
  - 80 percent live nearby
- Frequent users
- Travel modes



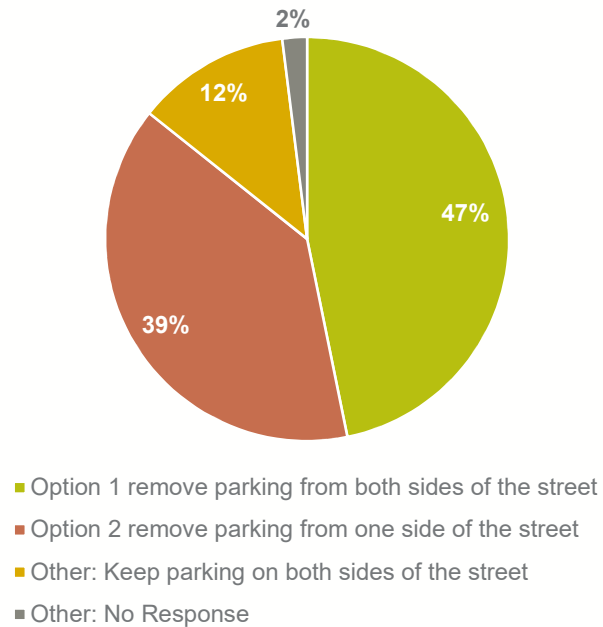




## ONLINE SURVEY – BICYCLING FACILITY AND PARKING IMPROVEMENTS



Preferred Parking Options



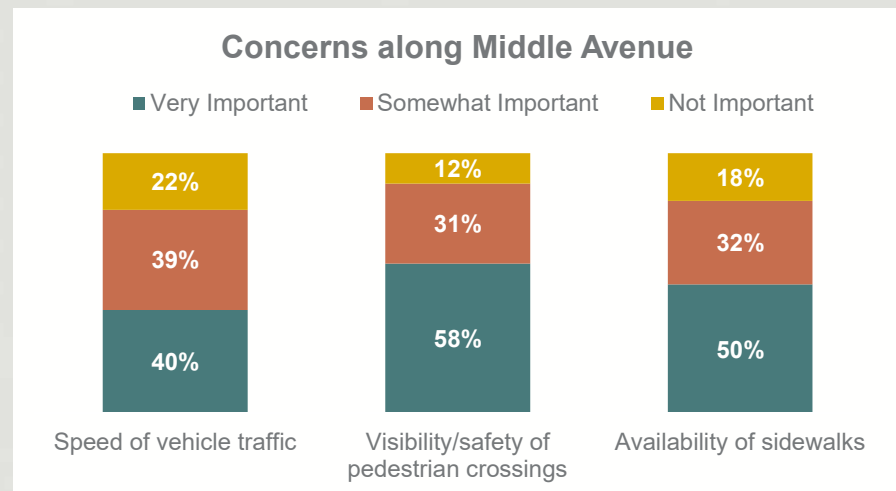
- Majority prefer removal of parking on either one or both sides of the street
- More support towards removal of parking on both sides
- Few support parking with partial restrictions
- Nealon Park frontage parking
  - Back-in angle parking
  - Reconfigure or Remove frontage parking
  - Resident-parking only





## ONLINE SURVEY – TRAFFIC CALMING MEASURES

- Speed of traffic, visibility of pedestrian crossings, and sidewalk availabilities are all concerns along Middle Avenue
- Need for safe pedestrian crossings
  - Nealon Park / Blake Street
  - Lyle Park / Arbor Road
  - San Mateo Drive
  - University Drive



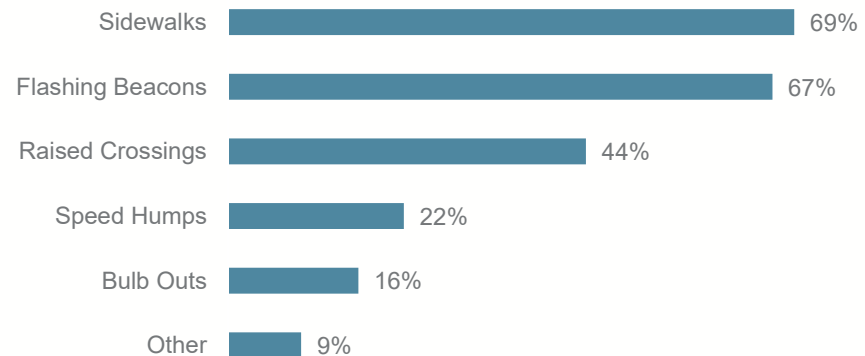




## ONLINE SURVEY – TRAFFIC CALMING MEASURES

- Majority support having traffic calming measures
- About 10 percent indicated no change is necessary and that some traffic calming features are not a good solution for Middle
- Other Suggestions:
  - Chicanes/Islands
  - Speed limit signs
  - Stop signs
  - Traffic enforcement
  - Bicycle education
  - Additional study on nearby streets

### Complete Streets Features

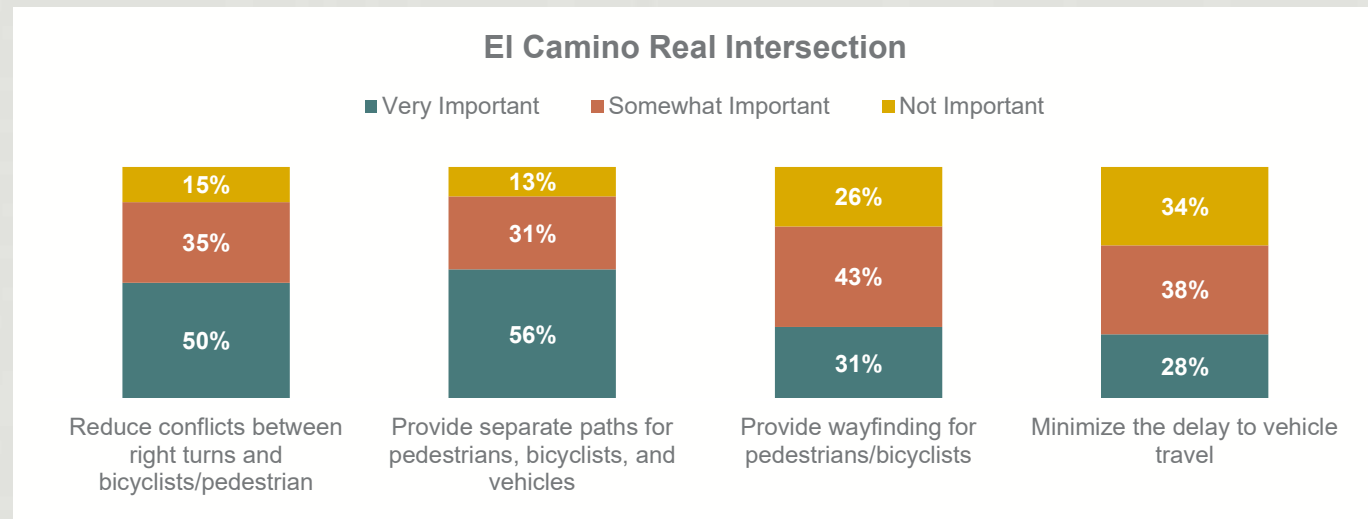






## ONLINE SURVEY – EL CAMINO REAL INTERSECTION IMPROVEMENTS

- Safety of pedestrians and bicyclists crossing is major concern
- Protected paths for pedestrians, bicyclists and vehicles at the intersection
- Traffic delays and safety issues at Safeway and Shell driveways







## COMMISSION FEEDBACK

- Bicycle facility and parking
  - Should staff bring forward both parking removal options?
  - What other metrics/criteria to consider for both options before making the final selection?
- Traffic calming measures
  - Staff intends to bring forward a set of recommended traffic calming improvements, potentially including a raised crosswalk at Blake Street and a stop sign at San Mateo Drive.
  - Are there any other specific locations or treatments that staff should consider?





## COMMISSION FEEDBACK

- Should the City consider restricting turning movements at Safeway and Shell driveways?
- Should the City consider removing or reconfiguring to parallel parking at Nealon Park frontage as a design options?
- Should the City explore changing the striping of westbound Middle Avenue at University Drive and Olive Street to remove the separate right turn lanes?



## COMMISSION FEEDBACK

- Staff has received a petition from Blake Street residents to close the street at Middle Avenue to through traffic. Should staff incorporate this concept or an alternate approach into a design option?







## NEXT STEP

- Incorporate Commission feedback and develop design options
- Present preferred alternatives to Commission in summer
- If recommended by the Commission, Staff will present final recommendations to the City Council





**THANK YOU**



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# Community Development



## STAFF REPORT

### Complete Streets Commission

**Meeting Date:** 6/8/2022  
**Staff Report Number:** 22-009-CSC

**Regular Business:** Review and recommendation of General Plan Circulation Element and Zoning Map amendments to modify site access and circulation for the proposed Willow Village master plan project

### Recommendation

Staff recommends that the Complete Streets Commission review and recommend approval of the applicant's requested new site access and modified site circulation associated with General Plan Circulation Element and Zoning Map amendments for a mixed-use masterplan to comprehensively redevelop an existing 59 acre site with up to 1,730 dwelling units, a 1.6 million square foot office campus (up to 1.25 million square feet of office and the balance accessory space), a 193 room hotel, and up to 200,000 square feet of retail, restaurant, and entertainment uses (Project).

### Policy Issues

The City Council will ultimately decide whether to certify the environmental impact report (EIR) and adopt the associated ordinances and resolutions for the Project entitlements. This will include the applicant's request to amend the General Plan Circulation Element and Zoning Map to modify the locations of the adopted street connections and paseos within the main Project site, and the request to create a new vehicular access point to the main project site from O'Brien Drive (at the southeastern corner of the main Project site). The Complete Streets Commission is charged with evaluating the proposed site circulation and site access in relation to the requested amendments to the Circulation Element and Zoning Map.

### Background

The proposed Project is located within the Bayfront Area of Menlo Park. The City's 2016 General Plan and Circulation Element Update (known as ConnectMenlo) focused on land use changes within the Bayfront Area and circulation changes city-wide. The Bayfront Area is generally located north of US 101 and/or the Dumbarton Corridor. The proposed Project is located along the eastern side of Willow Road, generally between Ivy Drive and the Dumbarton rail corridor. For purposes of this staff report, US 101 is considered to traverse the City in an east to west orientation and Willow Road is considered to travel in a north to south direction. These compass directions were used in the EIR, with the exception of the transportation impact analysis, and are used here to allow for consistent references to the EIR project description.

### Project site location

The proposed Project includes a main Project site, the realignment of Hamilton Avenue and the associated parcels on the north and south sides of Hamilton Avenue, and the tunnel access on the Meta (formerly Facebook) West Campus adjacent to Building 20 along Willow Road. Each component is discussed below for reference. The location map in Attachment A includes the overall Project site and addresses.



### Main project site

The approximately 59-acre main Project site is located on Willow Road between Hamilton Avenue and Ivy Drive, previously referred to as the ProLogis Menlo Science and Technology Park. The main Project site contains 20 existing buildings with approximately 1 million square feet of gross floor area. The property is generally bordered by the San Francisco Public Utilities Commission (SFPUC) Hetch Hetchy right of way and Mid-Peninsula High School to the south, the Dumbarton Corridor to the north, and properties within the Menlo Park Labs (formerly Menlo Business Park) to the east.

The proposed Project also includes the realignment of Hamilton Avenue west of Willow Road, a proposed connection to the Meta West Campus by an undercrossing, and a proposed elevated parkway that would connect to Hamilton Avenue Parcel North to the west. The proposed masterplan plan set is included as a link in Attachment B. This report focuses on the main Project site.

### ***Adopted General Plan Circulation Element and Zoning Map***

The City's adopted Circulation Element includes the addition of new roadways and paseos on the main Project site (Attachment C). The approved zoning map (Attachment D) also identified a new connection through the main Project site between Adams Court and the Hamilton Avenue right of way (ROW) and a future ROW alignment along the southern edge of the main Project site that would link with an extended terminus of Hamilton Avenue. These adopted ROWs were identified as mixed-use collectors in Circulation Element Figure 2 (Attachment C).

The main Project site includes adopted paseos along the eastern portion of the southern edge of the site and a shared paseo along the eastern edge of the site connecting O'Brien Drive with the Dumbarton Corridor. There are two other adopted paseo locations within the main Project site. The adopted paseos were identified in the adopted Circulation Element and Zoning Map. The City's Zoning Ordinance allows for new connections, including street ROWs and paseos, to be shifted in location up to 50 feet.

### **Analysis**

The proposed masterplan would comprehensively redevelop the main Project site. As part of the comprehensive redevelopment of the main Project site, the applicant proposes to abandon all existing public right-of-ways and create a new comprehensive site circulation network, reestablishing public right-of-ways and identifying new private streets within the main project site. The proposed circulation network includes comprehensive pedestrian and bicycle facilities within the main Project site and connections to existing bicycle and pedestrian infrastructure within the vicinity of the Project site.

### Vehicular circulation

The applicant is proposing the following on-site vehicle circulation, including a mix of public and private streets that provide access to the residential buildings, office campus, and retail/hotel land uses, including:

- New east to west street that would connect Willow Road to Main Street within the Project site (identified as Park Street). This street would function similar to the connection on the adopted Zoning Map that provides access between Willow Road and University Avenue.
- A connection from Willow Road/Hamilton Avenue (northwest portion of the main project site) diagonally to the southeast corner of the Project site (and a new site access to O'Brien Drive). Hamilton Avenue/Main Street and Willow Road would provide the main site access along Willow Road. The majority of Main Street would be a private street.
- A connection to Adams Court at East Loop Road that would link to Main Street/Park Street to provide cross-site access. Adams Court would continue to be used for access on the eastern edge on the site.



- Internal streets overlaid in a grid-like pattern within main Project site.
- A new loop road (identified as East Loop and North Loop Roads) would connect the eastern edge, the north edge, and the town square portions of the site. The new loop road would contain both private and public ROWs.

The City's adopted street classifications are included in Table 1 of the Circulation Element (Attachment C). The proposed cross-site access functions similarly to the access identified on the adopted Zoning Map and Circulation Element but locates it in the southern portion of the main project site. The applicant prepared a diagram showing the relationship of the proposed street and paseo network to the adopted network (Attachment E). City staff is evaluating the proposed vehicle circulation to determine the appropriate street classifications. As the analysis continues, staff will provide a recommendation on the street classifications for each public and private ROW for City Council consideration with the requested Circulation Element amendment.

#### Pedestrian and bicycle circulation

The adopted Zoning Map and Circulation Element identify multiple paseos for bicycle and pedestrian circulation throughout the main project site (Attachments C and D). Attachment F includes the Zoning Ordinance excerpt of the design standards and guidelines for paseos. The adopted Zoning Map identified the following four paseo locations:

- A north to south paseo along the eastern edge of the main project site (shared with adjacent parcels);
- A paseo connecting O'Brien Drive with the Hamilton Avenue extension and new street connection along the southern edge of the site;
- A north to south connection from the existing bend in Hamilton Avenue to the Dumbarton Corridor; and
- A mid-site connection from Willow Road to the existing terminus of Hamilton Avenue within the project site.

The applicant is proposing the following bicycle and pedestrian infrastructure:

- Inclusion of a multi-use bicycle/pedestrian pathway on the eastern edge of the site and an extension of this pathway along the northern edge of the main project site. While this multi-use pathway would provide bicycle and pedestrian infrastructure in an adopted paseo location, the design of this pathway would not meet the requirements of the Zoning Ordinance since the pathway would not have active building entrances/storefronts along the edge of the paseo.
- An enhanced bicycle and pedestrian zone along Main Street, including a promenade for bicyclists and pedestrians outside of the vehicular circulation lanes and a Class IV separated bikeway
- A publicly accessible tunnel between the main Project site, the West and East Meta Campuses, and the Bay Trail (that would also connect with the multi-use pathway around the north and east edges of the main project site)
- An elevated park that would provide an east to west bicycle and pedestrian connection from the Belle Haven shopping center on Hamilton Avenue to the northeast corner of the main Project site

This infrastructure deviates from the adopted paseo locations from the Zoning Map and Circulation Element. However, the proposed infrastructure would provide a network of bicycle and pedestrian infrastructure that connects with the City's broader bicycle and pedestrian network, including routes traveling both through and around the site and a new grade separated connection to the Bay Trail. As part of the City's Transportation Master Plan, additional bicycle and pedestrian infrastructure is planned for O'Brien Drive that would connect the multi-use pathway with infrastructure to the south of the Project site.



The proposed Project also includes an elevated park that would extend from the Belle Haven shopping center through the northern portion of the Project site, terminating at the northeast corner of the main Project site. This connection is not identified on the adopted Zoning Map or the Circulation Element. The facility would provide publicly accessible open space, a grade-separated bicycle and pedestrian connection from the Belle Haven Shopping center over Willow Road, and public access at the hotel, the Town Square, and the east loop pathway.

### Street Classification

Table 1 identifies the streets within the project site, staff's preliminary general plan designation, and key design features. Proposed street cross sections and designs are included in Attachment B, Sheets G5.02 to G5.11.

Table 1: Proposed site circulation				
Project street	Preliminary general plan classification	Mode priority (preliminary general plan classification)	Description and guidelines	Project street summary/key features
Park Street	Mixed-use collector	Bicycle (high), pedestrian (high), transit (medium), vehicle (medium)	Mixed-use street that serves a significant destination. Prioritizes walking and bicycling. Accommodates intra-city trips while also distributing local traffic to other streets and areas.	Four travel lanes with parking on one side; sidewalks separated from roadway; separated multi-use bike/ped path on first block from Willow Rd to West St; on-street bicycle circulation on remaining blocks.
Main Street	Main street	Bicycle (medium), pedestrian (high), transit (medium), vehicle (medium)	High intensity, pedestrian-oriented retail street. Provides access to all travel modes in support of Downtown, includes on-street parking. Service to pedestrian-oriented retail is of prime importance. Vehicle performance indicators may be lowered to improve the pedestrian experience. Bicycle priority may be lower where appropriate parallel bicycle corridors exist.	Four travel lanes between Willow Rd. and West St.; Class III bikeway between Willow Rd. and West St.; Multi-use pathway provided between Willow Rd. and West St.  Two travel lanes between West St. and Park St.; separated bicycle and pedestrian facilities along East side of Main Street (Class IV bikeway and separate pedestrian zone);
East Loop Road (Main St. to Adams Ct.)	Neighborhood connector	Bicycle (High) Pedestrian (High) Transit (Low) Vehicle (Medium)	Low-medium volume residential through street. Primarily serves residential neighborhoods. Provides high quality conditions for walking and bicycling and distributes vehicle, pedestrian, and bicycle trips to and from other streets.	Four vehicle travel lanes; separated multi-use bike/ped path; Connects Adams Court to Main St./Park St.; provides main access to south garage.



Table 1: Proposed site circulation

Project street	Preliminary general plan classification	Mode priority (preliminary general plan classification)	Description and guidelines	Project street summary/key features
East Loop/North Loop Roads (Adams Ct. to West St.)	Local access	Bicycle (High) Pedestrian (High) Transit (Low) Vehicle (Medium)	Low volume residential street, serving mostly local traffic. Provides access primarily to abutting uses. These streets should offer safe and inviting places to walk and bike	Two travel lanes mainly providing access to office campus north garage, building services; pedestrians and bicycles accommodated in multi-use pathway along outside of ROW.
Center street	Local access	Bicycle (High) Pedestrian (High) Transit (Low) Vehicle (Medium)	Low volume residential street, serving mostly local traffic. Provides access primarily to abutting uses. These streets should offer safe and inviting places to walk and bike	Two travel lanes; parking on-street parking; 7-foot wide sidewalks separated from street with planting zone
West street	Local access	Bicycle (High) Pedestrian (High) Transit (Low) Vehicle (Medium)	Low volume residential street, serving mostly local traffic. Provides access primarily to abutting uses. These streets should offer safe and inviting places to walk and bike	Two travel lanes; parking on-street parking; sidewalks separated from street with planting zone; sidewalk width ranges from 6.5 feet to 8 feet.

At a high level, the proposed site circulation includes a comprehensive set of vehicle, transit, bicycle and pedestrian facilities throughout the main project site, including the separated Class IV pathway along Main Street that would provide access through the main project site and the multi-use pathway along East and North Loop Roads (Attachment G).

The proposed circulation network also includes a new site access point on O'Brien Drive. This access is currently proposed as a roundabout and requires approval from the San Francisco Public Utilities Commission (SFPUC) and the participation of adjacent property owners. The applicant is coordinating with the SFPUC and adjacent property owners to ensure the proposed roundabout is feasible. The proposed site access requires an amendment to the City's Circulation Element and has been studied in the transportation impact analysis and Draft EIR for the proposed project. Those analyses did not identify any significant impacts associated with the proposed site access and trip distribution changes that could result from the new site access.

#### Staff analysis

The applicant is proposing a comprehensive new circulation network within the main Project site that would provide facilities for vehicles, bicyclists, and pedestrians. While the proposed network would deviate from the City-adopted right-of-way and paseo locations, the proposed network would provide comparable circulation through the main project site.

The City's transportation consultant evaluated the site circulation of the proposed project for conformance with adopted goals, policies, and programs and determined the design of the proposed project would be consistent with the adopted goals, policies, and programs that were adopted to reduce environmental effects of projects. The summary table from the Draft EIR is included in Attachment H. City staff will further evaluate the proposed internal street network to ensure that bicyclists and pedestrians are prioritized and continue to evaluate the circulation plan in more detail to determine compliance with all applicable general plan goals, policies, and programs. As staff continues to evaluate the proposed Project modifications to the



proposed circulation design may be required.

The City's transportation impact analysis consultant studied the proposed circulation network to determine if there would be queuing issues or site hazards for users. The analysis determined that the proposed network would provide adequate capacity for vehicles to limit potential queuing issues. The analysis identified a potential significant impact related to hazards based on the design of the vehicle access to the north garage. The draft EIR identified a mitigation measure that the applicant would be required to implement through design modifications that would reduce this potential hazard to less than significant. The Transportation Chapter of the Draft EIR and transportation impact analysis are available on the city-maintained project page. (Attachment I).

City staff recommends that the Complete Streets Commission review and recommend approval of the applicant's proposed site circulation plan and direct staff to initiate the appropriate amendments to the General Plan Circulation Element and Zoning Map for review and consideration by the Planning Commission and City Council as part of the broader land use entitlements for the proposed project. The Complete Streets Commission may choose to make additional recommendations about the location and design of the bicycle, pedestrian, and vehicle circulation in relation to the adopted Circulation Element.

### **Impact on City Resources**

The applicant is required to pay Planning, Building and Public Works permit fees, based on the City's Master Fee Schedule, to fully cover the cost of staff time spent on the review of the proposed project. The applicant is also required to fully cover the cost of work by consultants performing environmental review and additional analyses to evaluate potential impacts of the project.

### **Environmental Review**

A Draft EIR has been prepared for the proposed project. Following the close of the comment period, staff and its consultant will compile the response to comments document, and will consider and respond to substantive comments received on the Draft EIR. Repeat comments may be addressed in Master Responses, and portions of the EIR may be revised in strikethrough (deleted text) and underline (new text) format. Once the responses and revisions are complete, the Final EIR will be released, consisting of the Response to Comments document plus the Draft EIR. The Final EIR will be considered for certification in compliance with CEQA by the City Council, with the Planning Commission providing a recommendation, prior to the final project actions.

### **Public Notice**

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Individual outreach to key stakeholders were conducted.

### **Attachments**

- A. Project location map
- B. Hyperlink to Project plans: [menlopark.org/files/sharedassets/public/community-development/documents/projects/under-review/willow-village/masterplan-plan-set-december-2021.pdf](https://menlopark.org/files/sharedassets/public/community-development/documents/projects/under-review/willow-village/masterplan-plan-set-december-2021.pdf)
- C. Hyperlink to Circulation Element: [menlopark.org/DocumentCenter/View/15015/Circulation-Element\\_adopted-112916\\_final\\_figures?bidId=](https://menlopark.org/DocumentCenter/View/15015/Circulation-Element_adopted-112916_final_figures?bidId=)
- D. Hyperlink to ConnectMenlo Zoning Map: [menlopark.org/files/sharedassets/public/community-development/documents/approved-m-2-zoning-map.pdf](https://menlopark.org/files/sharedassets/public/community-development/documents/approved-m-2-zoning-map.pdf)



- E. Approved and Proposed Site Circulation
- F. Zoning Ordinance Excerpt for Paseo Requirements
- G. Regional bicycle facilities and main Project site
- H. Table 3.3-4 (Project compliance with applicable transportation plans, ordinances, and policies)
- I. Hyperlink to city-maintained project page: [menlopark.org/Government/Departments/Community-Development/Projects/Under-review/Willow-Village](https://menlopark.org/Government/Departments/Community-Development/Projects/Under-review/Willow-Village)

Report prepared by:

Kyle Perata, Acting Planning Manager

Report reviewed by:

Kevin Chen, Senior Transportation Engineer

Kristiann Choy, Senior Transportation Engineer



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# CITY OF MENLO PARK

## LOCATION MAP

### WILLOW VILLAGE

Scale: 1:5,000 | Drawn By: THR | Checked By: KTP | Date: 5/17/2022





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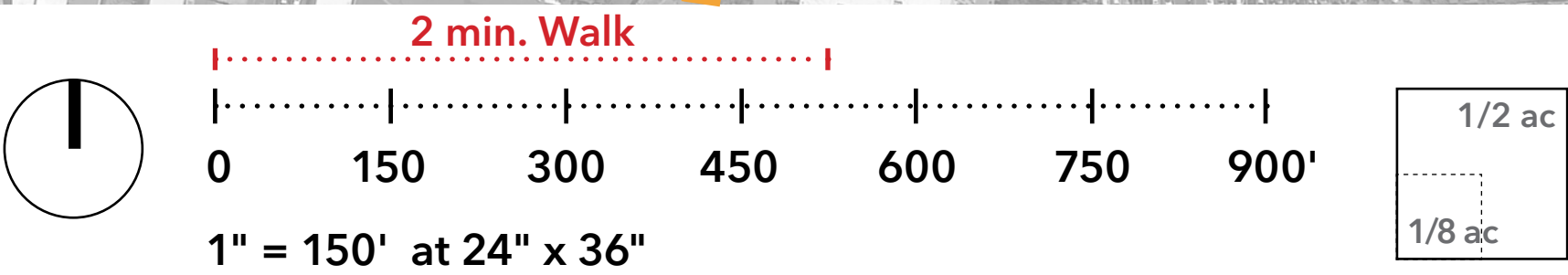
CURRENT GENERAL PLAN



PROPOSED MASTER PLAN



LEGEND	
	Boulevard
	Mixed Use Collector
	Mixed Use Collector - Future
	Neighborhood Collector
	Local Access
	Multi-use Pathway - Future
	Paseo - Future





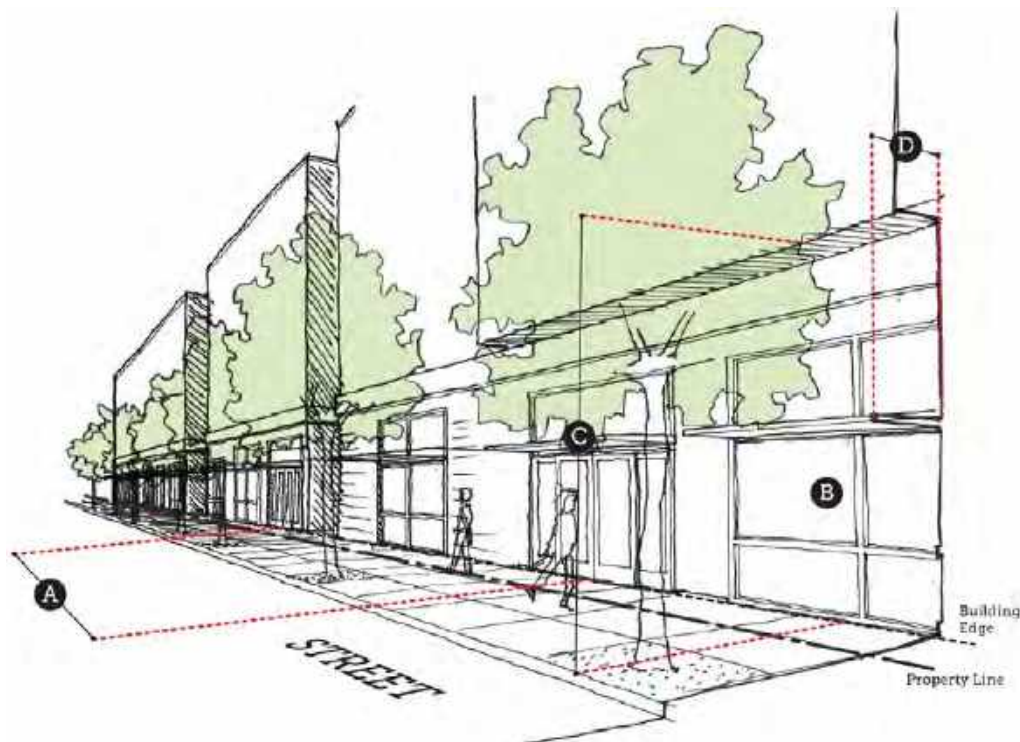
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Standard	Definition	Base Level	Bonus Level Fronting a Local Street*	Bonus Level Fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood Street*	Notes/Additional Requirements
Awnings, Signs, and Canopies <b>Figure 4, label D</b>	The maximum depth of awnings, signs, and canopies that project horizontally from the face of the building.	7 feet	7 feet	7 feet	Horizontal projections shall not extend into the public right-of-way. A minimum vertical clearance of 8 feet from finished grade to the bottom of the projection is required.

\* See the general plan circulation element street classification map for street types.

**Figure 4. Ground Floor Exterior**



- (4) Open Space. All development in the office district shall provide a minimum amount of open space equal to thirty percent (30%) of the total lot area, with a minimum amount of publicly accessible open space equal to fifty



percent (50%) of the total required open space area.

(A) Publicly accessible open space consists of areas unobstructed by fully enclosed structures with a mixture of landscaping and hardscape that provides seating and places to rest, places for gathering, passive and/or active recreation, pedestrian circulation, or other similar use as determined by the planning commission. Publicly accessible open space types include, but are not limited to, paseos, plazas, forecourts and entryways, and outdoor dining areas. Publicly accessible open space must:

- (i) Contain site furnishings, art, or landscaping;
- (ii) Be on the ground floor or podium level;
- (iii) Be at least partially visible from a public right-of-way such as a street or paseo;
- (iv) Have a direct, accessible pedestrian connection to a public right-of-way or easement.

(B) Quasi-public and private open spaces, which may or may not be accessible to the public, include patios, balconies, roof terraces, and courtyards.

(C) All open spaces shall:

- (i) Interface with adjacent buildings via direct connections through doors, windows, and entryways;
- (ii) Be integrated as part of building modulation and articulation to enhance building facade and should be sited and designed to be appropriate for the size of the development and accommodate different activities, groups and both active and passive uses;
- (iii) Incorporate landscaping design that includes:
  - a. Sustainable stormwater features;
  - b. A minimum landscaping bed no less than three (3) feet in length or width and five (5) feet in depth for infiltration planting;
  - c. Native species able to grow to their maximum size without shearing.

(D) All exterior landscaping counts towards open space requirements.

(5) Paseos. A "paseo" is defined as a pedestrian and bicycle path, as shown on the adopted city of Menlo Park zoning map, that provides a member of the public access through one (1) or more parcels and to public streets and/or other paseos. Paseos must meet the following standards:

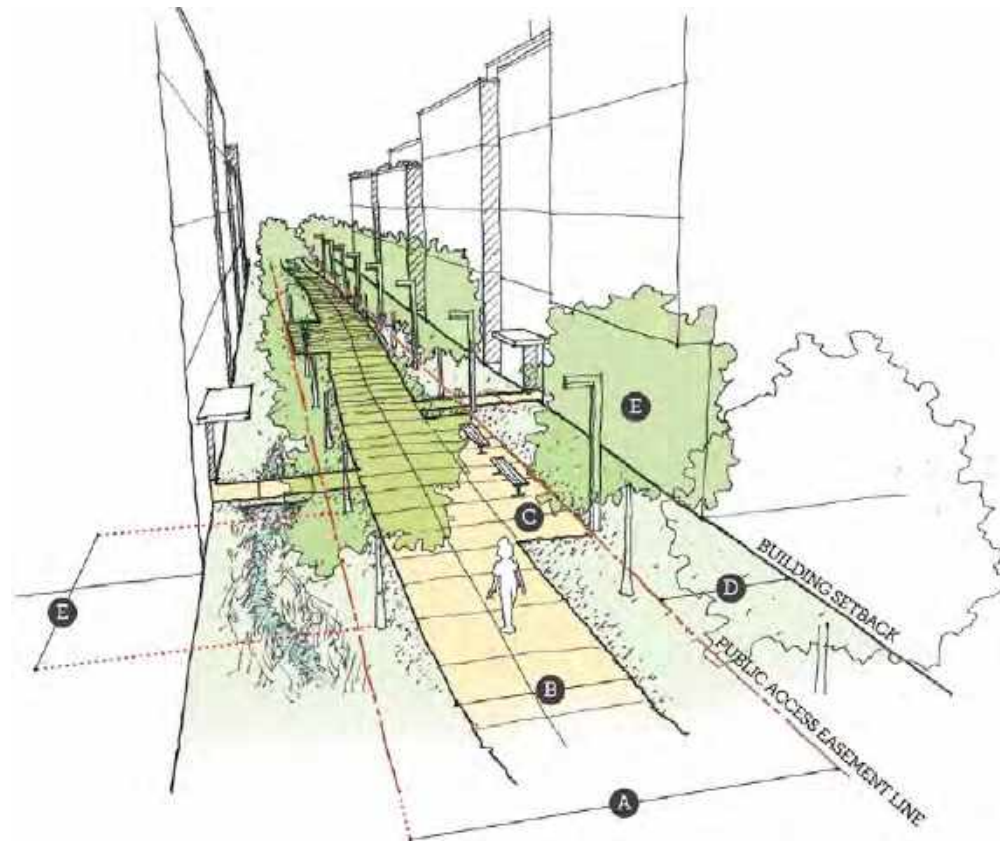
- (A) Paseos must be publicly accessible, established through a public access easement, but they remain private property;
- (B) Paseos count as publicly accessible open space.



Standard	Definition	Base and Bonus Levels	Notes/Additional Requirements
Paseo Width <b>Figure 5, label A</b>	The minimum dimension in overall width of the paseo, including landscaping and hardscape components.	20 feet	
Pathway Width <b>Figure 5, label B</b>	The minimum and maximum width of the paved, hardscape portion of the paseo.	10 feet minimum; 14 feet maximum	The paseo pathway shall be connected to building entrances with hardscaped pathways. Pathways may be used for emergency vehicle access use and allowed a maximum paved width exemption to accommodate standards of the Menlo Park Fire Protection District with prior approval by transportation manager.
Furnishing Zones <b>Figure 5, label C</b>	Requirements for pockets of hardscape areas dedicated to seating, adjacent to the main pedestrian pathway area.	Minimum dimension of 5 feet wide by 20 feet long, provided at a minimum interval of 100 feet	Furnishing zones must include benches or other type of seating and pedestrian-scaled lighting.
Paseo Frontage Setback <b>Figure 5, label D</b>	The minimum setback for adjacent buildings from the edge of the paseo property line.	10 feet	A minimum of 50% of the setback area between the building and paseo shall be landscaped (50% of which should provide on-site infiltration of stormwater runoff.) Plants should be climate-adapted species up to 3 feet in height.
Trees <b>Figure 5, label E</b>	The size and spacing of trees that are required along the paseo.	Small canopy trees with a maximum mature height of 40 feet and canopy diameter of 25 feet, planted at maximum intervals of 40 feet	Trees must be planted within the paseo width, with the tree canopy allowed to overhang into the setback.



Standard	Definition	Base and Bonus Levels	Notes/Additional Requirements
Landscaping	The minimum percentage of the paseo that is dedicated to vegetation.	20%	On-site infiltration of stormwater runoff is required.
Lighting	Pedestrian-oriented street lamps.	One light fixture every 40 feet	Use energy-efficient lighting per Title 24. Lights shall be located a minimum of 20 feet from trees.

**Figure 5. Paseos****(6) Building Design.**

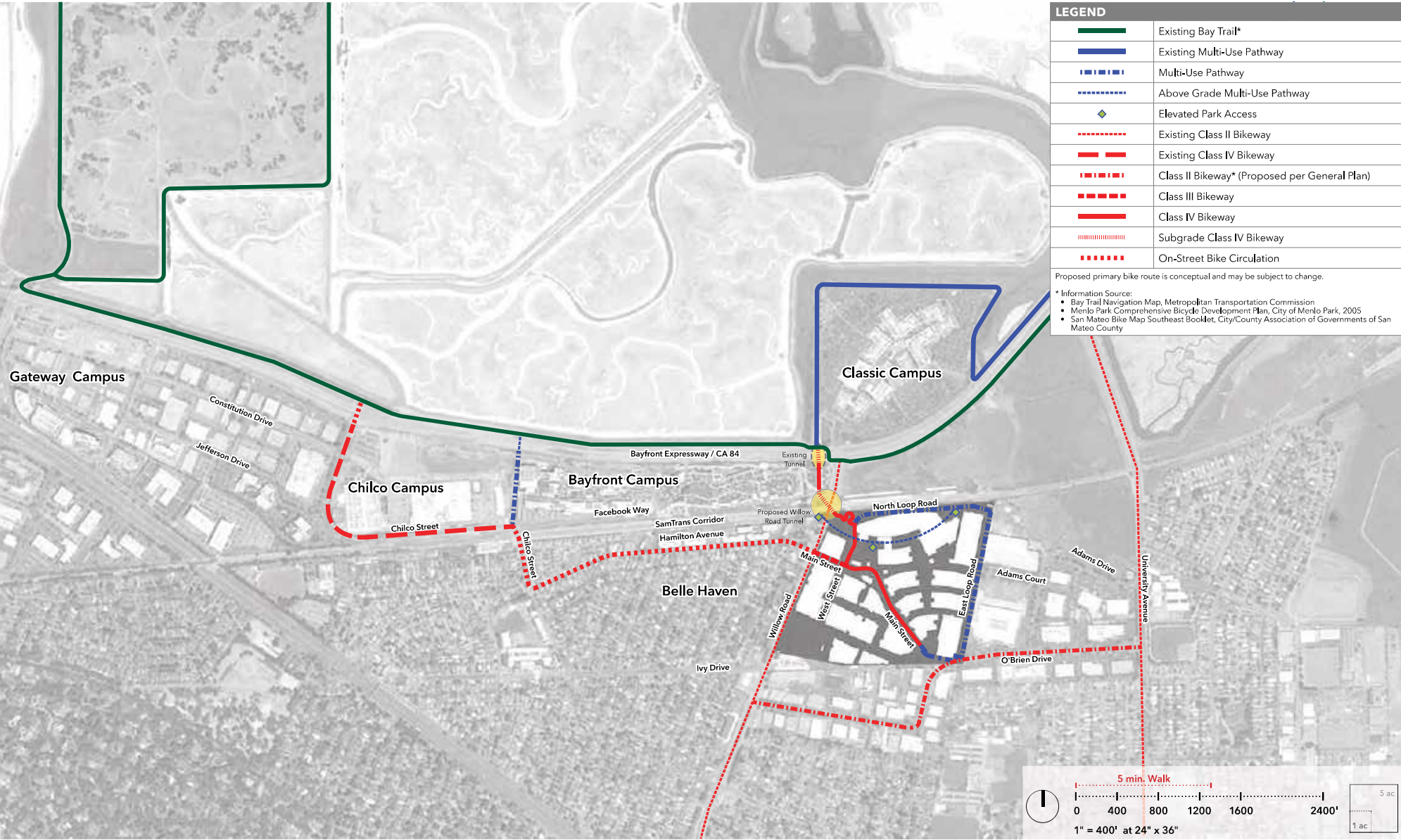
(A) Main building entrances shall face the street or a publicly accessible courtyard. Building and/or frontage landscaping shall bring the human scale to the edges of the street. Retail building frontage shall be parallel to the street.

(B) Utilities, including meters, backflow prevention devices, etc., shall be concealed or integrated into the building design to the extent feasible, as determined by the public works director.

(C) Projects shall include dedicated, screened, and easily accessible space for recycling, compost, and solid waste storage and collection.

(D) Trash and storage shall be enclosed and attractively screened from public view.







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## Project Impacts

This section analyzes potential Proposed Project-specific and cumulative impacts to the transportation and circulation network in the study area.

### **TRA-1. The Proposed Project would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. (LTS)**

This section discusses the Proposed Project's impacts related to conflicts with applicable plans, ordinances, and policies. As discussed in more detail below, for CEQA purposes, the Proposed Project would be consistent with applicable plans, ordinances, and policies that address the circulation system as shown on Table 3.3-4; therefore, impacts would be *less than significant (LTS)*.

**Table 3.3-4. Project Compliance with Applicable Transportation-Related Plans, Ordinances, and Policies**

<b>Plan/Ordinance/Policy</b>	<b>Proposed Project Consistency</b>
<b>Plan Bay Area 2040 and 2050<sup>14</sup></b>	<i><b>Consistent.</b></i> The Proposed Project would be consistent with the Plan Bay Area 2040 and 2050 goals and performance targets for transportation system effectiveness. Specifically, the Proposed Project would increase non-auto mode share. The Proposed Project is mixed-use and would develop a new office, residential, retail, hotel, and public park, reducing the demand for travel by single occupancy vehicles. The Proposed Project would also develop and implement a TDM plan to provide trip reduction measures and reduce vehicle traffic in and around the Project Site. In addition, the Project area is served by public transit facilities and would provide bicycle and pedestrian facilities, which would also help to reduce the demand for travel by single occupancy vehicles.
<b>C/CAG Congestion Management Program</b>	<p><i><b>Consistent.</b></i> The Proposed Project is evaluated in this section for compliance with the C/CAG CMP roadway LOS and freeway segment capacity standard. As summarized in the TIA, the Proposed Project would contribute to deficiencies in CMP intersections and freeway segments near the Project Site. The Project would pay TIF and fair-share payments to address its contribution to these deficiencies. These are no longer CEQA thresholds and this analysis is provided for informational and planning purposes only.</p> <p>The Proposed Project would generate more than 100 peak-hour trips. Therefore, it is required to implement a TDM Plan, which it has proposed to do as shown in Table 3.3-5 and Table 3.3-6.</p>

<sup>14</sup> Plan Bay Area 2050 was adopted by the MTC and ABAG in October 2021; however, the 2050 plan has been challenged in court. This EIR evaluates both Plan Bay Area 2040 and Plan Bay Area 2050.



Plan/Ordinance/Policy	Proposed Project Consistency
<b>San Mateo County Comprehensive Bicycle and Pedestrian Plan</b>	
<b>Policy 2.6:</b> Serve as a resource to county employers and residents on promotional information and resources related to bicycling and walking.	<b>Consistent.</b> The Proposed Project would implement TDM plans for the Campus District and mixed-use components that include measures such as an online kiosk with transportation information, carpool/vanpool matching services, bike storage and lockers, showers/changing rooms, subsidized transit tickets (Caltrain), shuttle program, and preferential carpool parking. As such, the Proposed Project would serve as a resource to employers and residents on promotional information and resources related to bicycling and walking.
<b>Policy 4.1:</b> Comply with the complete streets policy requirements of Caltrans and the Metropolitan Transportation Commission concerning safe and convenient access for bicyclists and pedestrians and assist local implementing agencies in meeting their responsibilities under the policy	<b>Consistent.</b> The Proposed Project would provide safe and convenient access for bicyclists and pedestrians and comply with the complete streets policy requirements of Caltrans and MTC.
<b>City of Menlo Park Circulation Element of the General Plan</b>	
<b>Circ-1.7:</b> Bicycle Safety. Support and improve bicyclist safety through roadway maintenance and design efforts.	<b>Consistent.</b> The Proposed Project would provide safe and convenient access for bicyclists and improve bicyclist safety through design efforts, including provision of secure short- and long-term on-site parking.
<b>Circ-1.8:</b> Pedestrian Safety. Maintain and create a connected network of safe sidewalks and walkways within the public right of way ensure that appropriate facilities, traffic control, and street lighting are provided for pedestrian safety and convenience, including for sensitive populations.	<b>Consistent.</b> The Proposed Project would provide safe and convenient access for pedestrians and improve pedestrian safety through design efforts. Within the Project Site, pedestrian walkways would be incorporated around the buildings to connect the Project Site with the public streets.
<b>Circ-2.1:</b> Accommodating All Modes. Plan, design and construct transportation projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists, people with mobility challenges, and persons of all ages and abilities.	<b>Consistent.</b> The Proposed Project would plan, design, and construct site access and circulation to provide safe and convenient access for pedestrians, bicyclists, transit riders, drivers, people with mobility challenges, and people of all ages and abilities. The Proposed Project includes a subgrade pedestrian, bicycle, and tram connection between the Project Site and the Meta Bayfront Campus known as the Willow Road Tunnel. It also proposes high visibility crosswalks, wider sidewalks, wider medians, increased pedestrian crossing time, curb ramps, bulbouts, bike signals, bikes lanes and protected bike lanes in the vicinity of the Project Site. The Proposed Project also would include an elevated park across Willow Road that would provide pedestrians and bicyclists grade-separated access between the Belle Haven community and the Project site.



Plan/Ordinance/Policy	Proposed Project Consistency
	The Proposed Project would make no change to existing public transit facilities. However, by adding vehicle trips and increasing delay at intersections along bus routes, it would increase bus travel time. Bus services that would be affected in the vicinity of the Project Site include bus routes (DB, M2 Belle Haven Shuttle, M4 Willow Road Shuttle, SamTrans Route 81) along Willow Road, University Avenue, and O'Brien Drive. There are planned intersection improvements on the corridor that would improve intersections and reduce bus delay. However, the bus delay would still be higher than existing conditions. SamTrans and the City of Menlo Park do not have any standards for transit delay.
<b>Circ-2.2:</b> Livable Streets. Ensure that transportation projects preserve and improve the aesthetics of the city.	<b>Consistent.</b> The Proposed Project would plan, design, and construct site improvements that preserve and improve the aesthetics of the Project Site.
<b>Circ-2.7:</b> Walking and Biking. Provide for the safe, efficient, and equitable use of streets by pedestrians and bicyclists through appropriate roadway design and maintenance, effective traffic law enforcement, and implementation of the Transportation Master Plan.	<b>Consistent.</b> The Proposed Project would provide for the safe, efficient, and equitable use of streets by pedestrians and bicyclists through appropriate design and maintenance. The Proposed Project would provide safe and convenient access for bicyclists and improve bicyclist safety through design efforts, including provision of short- and long-term on-site parking. The Proposed Project would provide safe and convenient access for pedestrians and improve pedestrian safety through design efforts. Within the Project Site, pedestrian walkways and bicycle facilities would be incorporated around the main Project Site to connect the Project Site with the public streets.
<b>Circ-2.8:</b> Pedestrian Access at Intersections. Support full pedestrian access across all legs of signalized intersections.	<b>Consistent.</b> The Proposed Project would not introduce features that preclude or interfere with pedestrian access at signalized intersections. The Proposed Project would add high visibility crosswalks, wider sidewalks, wider medians, increased pedestrian crossing time, curb ramps, and bulbouts at intersections along Willow Road.
<b>Circ-2.11:</b> Design of New Development. Require new development to incorporate design that prioritizes safe pedestrian and bicycle travel and accommodates senior citizens, people with mobility challenges, and children.	<b>Consistent.</b> The Proposed Project would plan, design, and construct site access and circulation to provide safe and convenient access for pedestrians, bicyclists, transit riders, drivers, people with mobility challenges, and people of all ages and abilities.
<b>Circ-2.14:</b> Impacts of New Development. Require new development to mitigate its impacts on the safety (e.g., collision rates) and efficiency (e.g., VMT per service population or other efficiency metric) of the circulation system. New development should minimize cut-through and high-speed vehicle traffic on residential streets; minimize the number of vehicle trips; provide appropriate bicycle, pedestrian, and transit connections, amenities and	<b>Consistent.</b> The Proposed Project is evaluated in this EIR for impacts on safety through an assessment of site access and circulation for all modes and for impacts on VMT, as well as emergency response times. As discussed, impacts on VMT would be considered less than significant with mitigation (implementation of a TDM program achieving 19% active TDM trip reduction) for the residential land use, and less than significant for the other land uses (office, retail, and hotel). Impacts on safety would be considered less than significant. The Proposed Project would implement TDM plans to provide trip reduction measures and reduce vehicle traffic in and around the Project Site. The Proposed Project would provide shuttle, bicycle and pedestrian facilities, which would also help to reduce the demand for travel by single occupancy vehicles.



Plan/Ordinance/Policy	Proposed Project Consistency
improvements in proportion with the scale of Proposed Projects; and facilitate appropriate or adequate response times and access for emergency vehicles.	
<b>Circ-3.1:</b> Vehicle Miles Traveled. Support development and transportation improvements that help reduce per service population (or other efficiency metric) vehicle miles traveled.	<b>Consistent.</b> The Proposed Project would be mixed-use and would locate employees near residential and commercial uses, reducing the demand for travel by single occupancy vehicles. The Proposed Project would also develop and implement TDM plans to provide trip reduction measures and reduce vehicle traffic in and around the Project Site. In addition, the Proposed Project would provide shuttle, bicycle and pedestrian facilities, which would also help to reduce the demand for travel by single occupancy vehicles.
<b>Circ-3.2:</b> Greenhouse Gas Emissions. Support development, transportation improvements, and emerging vehicle technology that help reduce per capita (or other efficiency metric) greenhouse gas emissions.	<b>Consistent.</b> The Proposed Project is evaluated for compliance with SB 375 requirements through an analysis of greenhouse gas emissions in Section 4.4, Greenhouse Gas Emissions of this EIR. All impacts related to greenhouse gas emissions would be less than significant.
<b>Circ-3.3:</b> Emerging Transportation Technology. Support efforts to fund emerging technological transportation advancements, including connected and autonomous vehicles, emergency vehicle pre-emption, sharing technology, electric vehicle technology, electric bikes and scooters, and innovative transit options.	<b>Consistent.</b> The Proposed Project would provide electric vehicle charging stations on site.
<b>Circ-3.4:</b> Level of Service. Strive to maintain level of service (LOS) D at all City-controlled signalized intersections during peak hours, except at the intersection of Ravenswood Avenue and Middlefield Road and at intersections along Willow Road from Middlefield Road to US 101. The City shall work with Caltrans to ensure that average stopped delay on local approaches to State-controlled signalized intersections does not exceed LOS E.	<b>Consistent.</b> The Proposed Project is evaluated for compliance with the Level of Service policy. As summarized in the TIA, some intersections surrounding the Project Site would exceed the applicable LOS level under existing, near term, near term plus Project, and cumulative conditions. However, the Project would pay the TIF and fair-share payments and/or construct improvements to address its contribution to these deficiencies. Further, LOS is no longer a CEQA threshold, and this analysis is provided for informational purposes.
<b>Circ-4.1:</b> Global Greenhouse Gas Emissions. Encourage the safer and more widespread use of nearly zero-emission modes, such as walking and biking, and lower emission modes like transit, to reduce greenhouse gas emissions.	<b>Consistent.</b> The Proposed Project would develop and implement TDM plans and provide shuttle, bicycle and pedestrian facilities to encourage the safer and more widespread use of nearly zero-emission modes, such as walking and biking, and lower emission modes like transit, to reduce greenhouse gas emissions.



Plan/Ordinance/Policy	Proposed Project Consistency
<b>Circ-4.2:</b> Local Air Pollution. Promote non-motorized transportation to reduce exposure to local air pollution, thereby reducing risks of respiratory diseases, other chronic illnesses, and premature death.	<b>Consistent.</b> The Proposed Project would develop and implement TDM plans and provide bicycle and pedestrian facilities to promote non-motorized transportation to reduce exposure to local air pollution, thereby reducing risks of respiratory diseases, other chronic illnesses, and premature death.
<b>Circ-4.3:</b> Active Transportation. Promote active lifestyles and active transportation, focusing on the role of walking and bicycling, to improve public health and lower obesity.	<b>Consistent.</b> The Proposed Project would develop and implement TDM plans and provide bicycle and pedestrian facilities to promote active lifestyles and active transportation, focusing on the role of walking and bicycling, to improve public health and lower obesity.
<b>Circ-4.4:</b> Safety. Improve traffic safety by reducing speeds and making drivers more aware of other roadway users.	<b>Consistent.</b> The Proposed Project would include multiple bicycle and pedestrian connections. It would include a network of new paths for pedestrian access throughout all three districts, including sidewalks and internal intersection crossings. The pedestrian walkways and bicycle facilities would be incorporated around the Project Site to connect to the public streets and would be constructed to increase visibility of people walking and improve traffic safety. The Proposed Project also would include an elevated park across Willow Road that would provide pedestrians and bicyclists grade-separated access between the Belle Haven community and the Project site.
<b>Circ-5.2:</b> Transit Proximity to Activity Centers. Promote the clustering of as many activities as possible within easy walking distance of transit stops, and locate any new transit stops as close as possible to housing, jobs, shopping areas, open space, and parks.	<b>Consistent.</b> The Proposed Project is mixed-use and would develop a new office, residential, retail, hotel, and public park. It is located within ¼ mile of bus stops servicing the Dumbarton Express Lines, SamTrans Route 81, and Menlo Park Belle Haven and Willow Road shuttles.
<b>Circ 6.3:</b> Shuttle Service. Encourage increased shuttle service between employment centers and Downtown Menlo Park Caltrain Station.	<b>Consistent.</b> The Proposed Project would develop and implement a TDM plan to provide trip reduction measures and encourage the use of public transit. These measures include an online kiosk which will provide information on nearby transit services and subsidized transit tickets.
<b>Circ-6.4:</b> Employers and Schools. Encourage employers and schools to promote walking, bicycling, carpooling, shuttles, and transit use.	<b>Consistent.</b> The Proposed Project would develop and implement TDM plans that include measures encouraging employees to walk, bike, carpool, and use transit.
City of Menlo Park Municipal Code, Sections 16.43.100 and 16.45.090	<b>Consistent.</b> The Proposed Project would develop and implement TDM plans that reduce vehicle trips to at least 20 percent below standard generation rates for uses on the Project Site and include measures such as: an online kiosk with transportation information, carpool services, long-term bicycle parking spaces in secured bike storage rooms, short-term bicycle parking spaces outdoors, subsidized transit tickets, showers and changing rooms, shuttle services, and new sidewalks with street trees along the Proposed Project's internal streets.



Plan/Ordinance/Policy	Proposed Project Consistency
	The City Council will determine whether the Project as proposed is consistent with the Code sections and can be approved as proposed or will require additional TDM.
City of Menlo Park Transportation Master Plan	<b>Consistent.</b> The proposed Project does not include any modifications that would conflict with projects and recommendations identified in the Transportation Master Plan. At locations where the proposed project would cause an intersection to operate in non-compliance with General Plan Policy CIRC-3.4, modifications are identified consistent with recommendations identified in the Transportation Master Plan.
City of Menlo Park Transportation Impact Fee	<b>Consistent.</b> The Proposed Project is subject to the TIF to contribute to the cost of new transportation infrastructure associated with the development.