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Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

July 18, 2016

RECEIVED

JUL 25 2016

Deanna Chow
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

CITY OF MENLO PARK
BUILDING

Subject: ConnectMenlo: General Plan Land Use & Circulation Elements and M-2 Area Zoning Update
SCH#: 2015062054

Dear Deanna Chow:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on July 15, 2016. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2015062054) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures

cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015062054
Project Title ConnectMenlo: General Plan Land Use & Circulation Elements and M-2 Area Zoning Update
Lead Agency Menlo Park, City of

Type EIR Draft EIR

Description The proposed land use and circulation elements replace the City's existing Land Use and Circulation Elements, which were last comprehensively update din 1994. The proposed Land Use and Circulation Elements are intended to guide development and conservation in Menlo Park through the 2040 buildout horizon of this General Plan. These two elements are central components of the general plan because they describe which land uses should be allowed in the city, where those land uses should be located, how those land uses may be accessed and connected, and how development of those uses should be managed so as to minimize impacts and maximize benefits to the city and its residents. The land use element frames the type and scale of potential development that may occur over the next 24 years, particularly in the Bayfront Area. The Circulation Element addresses transportation issues throughout the city. Both updated elements have been written to be consistent with the other General Plan Elements and the 2012 El Camino Real/Downtown Specific Plan.

Lead Agency Contact

Name Deanna Chow
Agency City of Menlo Park
Phone 650-330-6733 **Fax**
email
Address 701 Laurel Street
City Menlo Park **State** CA **Zip** 94025

Project Location

County San Mateo
City Menlo Park
Region
Lat / Long 37° 27' 10" N / 122° 11' 0" W
Cross Streets Citywide
Parcel No. various
Township

<i>Range</i>	<i>Section</i>	<i>Base</i>
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Proximity to:

Highways I-280, US 101, SR-84
Airports Palo Alto
Railways CalTrain, UPRR
Waterways San Francisco Bay, San Francisquito Creek, Ravenswood
Schools MPCSD, Belle Haven
Land Use citywide

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 3; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Department of Housing and Community Development; Regional Water Quality Control Board, Region 2; Native American Heritage Commission; Public Utilities Commission

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN, Jr., Governor

DEPARTMENT OF TRANSPORTATION

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July 15, 2016

Governor's Office of Planning & Research

Jul 18 2016

SMGen085
SCH#2015062054

STATE CLEARINGHOUSE

Ms. Deanna Chow
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Dear Ms. Chow:

ConnectMenlo – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the ConnectMenlo (Plan). Caltrans new mission, vision, and goals signal a modernization of our approach to the State Transportation Network (STN), in which we seek to reduce statewide vehicle-miles-traveled (VMT) and increase non-auto modes of active transportation by 2020. Caltrans targets are to triple bicycle, and double pedestrian and transit. These targets support the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy, which promotes the increase of non-auto mode shares by ten percentage points and a decrease in automobile VMT per capita by ten percent. Our Notice of Preparation letter dated July 20, 2015 is incorporated by reference. Future comments may be forthcoming pending final review.

Project Understanding

The proposed Plan is an update to the Land Use and Circulation Elements to the City of Menlo Park's (City) General Plan and a zoning change to the M-2 Area. The City is located at the southern edge of San Mateo County. It is generally bounded by San Francisco Bay; the cities of East Palo Alto and Palo Alto and Stanford University to the southeast; Atherton, unincorporated North Fair Oaks, and Redwood City to the northwest. The City is accessed by Interstate (I)-280, US-101, Caltrain, and State Route (SR) 84. The M-2 Area contains major regional transportation links, including SRs 84, 114, and 109, and the Dumbarton Bridge. The proposed updates frame the type and scale of potential development that may occur over the next 20 years and their potential impact to the local, regional and state transportation system.

Project of Statewide, Regional, or Areawide Significance

Since this project has the potential for causing significant effects, e.g., traffic, extending beyond

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Ms. Deanna Chow, City of Menlo Park
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the City limits, it meets the criteria of a Project of Statewide, Regional, or Arcawide Significance as stated in the *2016 California Environmental Quality Act (CEQA) Statutes and Guidelines*, under section 15206 on pages 224 to 225. The Plan should be submitted also to the appropriate metropolitan area council of governments for review and comment.

Mitigation

The Transportation and Circulation section states that segments the following State Routes of Regional Significance would continue to operate at below their level-of-service (LOS) threshold under 2040 Plus Project conditions:

- SR 84 (Bayfront Expressway) from US 101 to Willow Road.
- SR 84 (Bayfront Expressway) from Willow Road to University Avenue.
- SR 84 (Bayfront Expressway) from University Avenue to the Alameda County line.
- SR 109 (University Avenue) from SR 84 to Kavanaugh Drive.
- SR 114 (Willow Road) from US 101 to SR 84.
- US 101 from Whipple Avenue to Santa Clara County Line.

The proposed Land Use plan should consider restricting the magnitude of future development in the City in order to reduce future VMT demand on the STN.

The City as Lead Agency is responsible for pursuing options that would ensure that the Plan traffic impacts are mitigated to a less than significant level. Specifically, mitigation measures, policies, and goals that include the requirements of Responsible Agencies such as Caltrans are fully enforceable through permit conditions, agreements or other legally-binding instruments under the City's control. We look forward to hearing from the City and its collaboration with San Mateo County Transportation Authority and Caltrans to ensure adequate mitigation funding.

Please also identify traffic impact fees to be used for project mitigation. Development plans should require traffic impact fees based on projected traffic and / or based on associated cost estimates for public transportation facilities necessitated by development. Please refer to the California Office of Planning and Research (OPR) *2003 General Plan Guidelines*, page 163, which can be accessed on-line at the following website:
<http://www.opr.ca.gov/index.php?a=planning/gpg.html>.

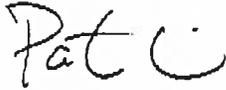
Scheduling and costs associated with planned improvements on State right-of-way should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Caltrans also encourages the City to contribute to a multi-modal fee program to plan for further growth by improving transit and regional transportation. Contributions would be used to help fund regional transportation programs that improve the STN and improve mobility.

Ms. Deanna Chow, City of Menlo Park
July 15, 2016
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Should you have any questions regarding this letter, please contact Keith Wayne at
510-286-5737 or keith_wayne@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

Date Received 06/01/2016

Start of Review 06/01/2016

End of Review 07/15/2016