FINAL

389 EL CAMINO REAL PROJECT ENVIRONMENTAL IMPACT REPORT RESPONSE TO COMMENTS DOCUMENT

STATE CLEARINGHOUSE NO. 2011022057

LSA

June 2012

FINAL

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STATE CLEARINGHOUSE NO. 2011022057

Submitted to:

City of Menlo Park
Community Development Department
701 Laurel Street
Menlo Park, CA 94025-3469

Prepared by:

LSA Associates, Inc.
2215 Fifth Street
Berkeley, CA 94710

LSA

June 2012

TABLE OF CONTENTS

I. INTRODUCTION 1
- A. PURPOSE OF THE RESPONSE TO COMMENTS DOCUMENT 1
- B. ENVIRONMENTAL REVIEW PROCESS 1
- C. DOCUMENT ORGANIZATION 2

II. LIST OF COMMENTING AGENCIES 3
- A. ORGANIZATION OF COMMENT LETTERS AND RESPONSES 3
- B. LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS COMMENTING ON THE DRAFT EIR 3

III. COMMENTS AND RESPONSES 7
- A. STATE, REGIONAL, AND LOCAL AGENCIES 8
- B. ORGANIZATIONS 22
- C. INDIVIDUALS 34
- D. PUBLIC HEARING COMMENTS 54

IV. DRAFT EIR TEXT REVISIONS 149

APPENDICES

Appendix B: Air Quality Data – Addendum
Appendix D: Transportation Impact Analysis (TIA)
Appendix E: County of San Mateo Health Department Letters

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I. INTRODUCTION

A. PURPOSE OF THE RESPONSE TO COMMENTS DOCUMENT

This Response to Comments (RTC) Document has been prepared to respond to comments received on the Draft Environmental Impact Report (Draft EIR) prepared for the 389 El Camino Real Project (project) and, where warranted, to augment or clarify the information contained in the Draft EIR. The Draft EIR identifies the likely environmental consequences associated with implementation of the proposed project, and recommends mitigation measures to reduce potentially significant impacts. This RTC document, together with the Draft EIR, constitutes the Final EIR for the proposed project.

B. ENVIRONMENTAL REVIEW PROCESS

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft EIR.

On February 14, 2011, the City of Menlo Park (City) circulated a Notice of Preparation (NOP) to help identify topics that should be evaluated in the Draft EIR, as well as potential areas of controversy. The NOP was mailed to public agencies (including the State Clearinghouse), organizations, and individuals likely to be interested in the project and its potential impacts, including those who requested to receive project notices. In addition, the NOP was posted on the City's website. A public scoping session for the Draft EIR was held as a public meeting before the Planning Commission on February 28, 2011. Comments received by the City on the NOP and at the public scoping meeting were taken into account during preparation of the Draft EIR.

The Draft EIR was made available for public and agency review on February 17, 2012. Copies of the Notice of Availability (NOA) of the Draft EIR were mailed to public agencies (including the State Clearinghouse), organizations, and individuals likely to be interested in the project and its potential impacts, including those who requested to receive project notices. In addition, copies of the Draft EIR were distributed to public agencies (including the State Clearinghouse). Copies of the Draft EIR were made available at the Community Development Department, at the Menlo Park Library, and on the City's website.

A public comment session on the Draft EIR was held as a public meeting before the Planning Commission on March 19, 2012. The CEQA-mandated 45-day public comment period for the Draft EIR ended on April 2, 2012. Copies of all written and verbal comments received on the Draft EIR during and immediately after the comment period are included in Chapter III of this comment.[1]

[1] Two letters were submitted after the close of the formal comment period by the State of California Public Utilities Commission and the State of California Department of Transportation. These letters are included in this RTC Document and responses to CEQA-related comments are provided.

C. DOCUMENT ORGANIZATION

This RTC Document consists of the following chapters:

- *Chapter 1: Introduction:* This chapter discusses the purpose and organization of this RTC Document and the Final EIR, and summarizes the environmental review process for the project.
- *Chapter II: List of Commenting Agencies, Organizations and Individuals:* This chapter contains a list of agencies, organizations, and persons who submitted written comments on the Draft EIR during the public review period, and the date of the public hearing at which verbal comments on the Draft EIR were submitted.
- *Chapter III. Comments and Responses:* This chapter contains reproductions of all comment letters received on the Draft EIR, as well as a transcript of the comments made at the public hearing on the Draft EIR (note that only the portion of the transcript pertaining to comments on the Draft EIR is provided). A written response for each CEQA-related comment received during the public review period is provided. Each response is keyed to the preceding comment.
- *Chapter IV. Draft EIR Revisions:* Corrections to the Draft EIR made in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft EIR, are contained in this chapter. Text in <u>underline</u> represents language that has been added to the Draft EIR; text with ~~strikeout~~ has been deleted from the Draft EIR.

II. LIST OF COMMENTING AGENCIES

This chapter presents a list of agencies, organizations, and individuals who commented on the Draft EIR, and describes the organization of the letters and comments that are included in Chapter III, Comments and Responses, of this document.

A. ORGANIZATION OF COMMENT LETTERS AND RESPONSES

Chapter III includes a reproduction of each comment letter received on the Draft EIR. The written and verbal comments are grouped by the affiliation of the commenter, as follows: State, regional and local agencies (A); organizations (B); individuals (C); and public hearing comments (D).

The comment letters and public hearing comments are numbered consecutively following the A, B, C, and D designations. The letters and the transcript are annotated in the margin according to the following code:

State, Regional, and Local Agencies	A1-#
Organizations	B1-#
Individuals	C1-#
Public Hearing Comments	D1-#

The letters and public hearing transcript are labeled and discrete comments are numbered consecutively after the hyphen.

B. LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS COMMENTING ON THE DRAFT EIR

The following comment letters were submitted to the City during the public review period. In addition, several individuals made comments on the Draft EIR at the March 19, 2012 Planning Commission hearing.

State, Regional, and Local Agencies

A1 San Mateo County Health System; Deno G. Milano, Hazardous Materials Specialist, Groundwater Protection Program (March 1, 2012)

A2 County of San Mateo Public Works; Mark Chow, Principal Civil Engineer (April 2, 2012)

A3 State of California, Department of Transportation; Gary Arnold, District Branch Chief, Local Development – Intergovernmental Review (April 2, 2012)

A4 State of California, Public Utilities Commission; Felix Ko, Utilities Engineer, Consumer Protection and Safety Division – Rail Transit and Crossing Branch (April 6, 2012)

A5 State of California, Department of Transportation; Gary Arnold, District Branch Chief, Local Development – Intergovernmental Review (April 13, 2012)

Organizations

B1 Allen Matkins Leck Gamble Mallory & Natsis LLP; David H. Blackwell, Partner (March 29, 2012)

B2 Meyers Nave; Timothy D. Cremin, Attorney at Law (April 2, 2012)

Individuals

C1 Kim Glenn (February 17, 2012)

C2 Peter Colby (February 29, 2012)

C3 Teresa Fu (March 6, 2012)

C4 Peter Colby (March 9, 2012)

C5 TJ Bianchi (March 19, 2012)

C6 David Roise (April 2, 2012)

Public Hearing Comments – City of Menlo Park Planning Commission, March 19, 2012

D1 Howie Dallmar

D2 Deborah Fitz

D3-D4 David Roise

D5 Pete Colby

D6 Karl Hutter

D7-D8 Margie Roginski

D9-D11 Commissioner Kadvany

D12-D13 Chairperson Ferrick

D14 Commissioner O'Malley

D15 Commissioner Kadvany

D16 Chairperson Ferrick

D17 Commissioner Bressler

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III. COMMENTS AND RESPONSES

Written responses to each comment received on the Draft EIR are provided in this chapter. Letters received during and immediately after the public review period on the Draft EIR are provided in their entirety. Each letter is immediately followed by responses keyed to the specific comments. The letters are grouped by the affiliation of the commenting entity as follows: State, local and regional agencies (A); organizations (B); individuals (C); and public hearing comments (D).

Please note that text within individual letters that has not been numbered does not raise environmental issues or relate to the adequacy of the information or analysis within the Draft EIR, and therefore no comment is enumerated or response required, per *CEQA Guidelines* Section 15132.

A. STATE, REGIONAL, AND LOCAL AGENCIES

Letter
A1

San Mateo County
Health System

March 1, 2012

SMCo Site #440041 / RO673
APN: 071-412-430

Matt Matteson
President/CEO
The Matteson Companies
1825 So. Grant Street, Suite 700
San Mateo, CA 94402

SUBJECT: PROPOSED DEVELOPMENT AT FORMER EXXON STATION 7-0225, 389 EL CAMINO REAL, MENLO PARK, CALIFORNIA

Dear Mr. Matteson:

San Mateo County Groundwater Protection Program staff have reviewed the draft Environmental Impact Report for the subject site. Our only requirement is that The Matteson Companies submit a soil management plan (SMP) for our review and approval prior to soil excavation. The SMP will pertain to the northwestern half of the planned development between El Camino Real and Alto Lane and will indicate how soils excavated from this area will be screened for potential hydrocarbon contamination and managed (segregation, storage, sampling, and disposal). The SMP will also describe the mitigation, notification, and sampling measures that will be implemented if hydrocarbon vapors or visual signs of contamination are encountered during soil grading and excavation. 1

Please note, the cost of our review and approval of the SMP will be billed to The Matteson Companies. Our invoice must be paid before we can notify the City of Menlo Park that the SMP requirement has been satisfied.

Please call me at (650) 372-6292 if you have any questions.

Sincerely,

Deno G. Milano, PG
Hazardous Materials Specialist
Groundwater Protection Program

cc: State GeoTracker database
Deanna Chow, City of Menlo Park (via dmchow@menlopark.org)
Jennifer Sedlachek, ExxonMobil (via jennifer.c.sedlachek@exxonmobil.com)
John Bobbitt, Cardno (via john.bobbitt@cardno.com)

COMMENTER A1
San Mateo County Health System
Deno G. Milano, Hazardous Materials Specialist, Groundwater Protection Program
March 1, 2012

Response A1-1: This comment describes provisions that would be imposed on the project sponsor by the San Mateo County Health System to meet regulatory requirements related to historic soil contamination on the project site. As discussed on page 216 of the Draft EIR, the project site is not expected to contain levels of soil or groundwater contamination that would result in significant environmental effects:

> "On May 12, 2006, a letter from TRC Lowney to the San Mateo County Environmental Health Services Division concluded that remedial efforts at the site 'appear to have successfully reduced petroleum hydrocarbon concentrations at the property to levels that would allow unrestricted reuse.' In particular, post-remediation soil sampling near previously-identified contaminated areas did not detect petroleum hydrocarbons that exceed laboratory detection limits, and none of the petroleum hydrocarbons detected in ground water exceed the environmental screening levels established by the Regional Water Quality Control Board (RWQCB) for evaluating risks associated with vapor intrusion into residential structures."

The project sponsor will prepare and implement the Soil Management Plan described in this comment, but no significant environmental impacts are expected to result from further soil management activities. An addendum to Appendix B contains the project Health Risk Assessment. Appendix E includes letters from the San Mateo County Health Department that indicate the closure of remediation activities on the site and recommended follow-up activities.

Letter
A2

Department of Public Works

BOARD OF SUPERVISORS
CAROLE GROOM
DON HORSLEY
ROSE JACOBS GIBSON
DAVE PINE
ADRIENNE J. TISSIER

COUNTY OF SAN MATEO

JAMES C. PORTER
DIRECTOR

555 COUNTY CENTER, 5TH FLOOR • REDWOOD CITY • CALIFORNIA 94063-1665 • PHONE (650) 363-4100 • FAX (650) 361-8220

April 2, 2012

Ms. Deanna Chow, Senior Planner
City of Menlo Park
Community Development Department
Planning Division
701 Laurel Street
Menlo Park, CA 94025

Dear Ms. Chow:

Re: Notice of Availability of a Draft Environmental Impact Report for 389 El Camino Real Project, Menlo Park (APNs: 071-412-220, 071-412-230, 071-412-170, 071-412-250, 071-412-430)

The San Mateo County Department of Public Works, in its capacity as the Administrator of the San Mateo County Flood Control District (District), which includes the San Francisquito Creek Flood Control Zone (Zone), has reviewed the Draft Environmental Impact Report (DEIR) dated February 2012 for the above-mentioned project and offers the following comments:

- Our records show that the proposed project site is located within the Zone. The City of Menlo Park's storm drain system maps also indicate runoff from the project site flows to San Francisquito Creek. The District requires that the storm waters from developments which ultimately drain into the District's flood control channel to not exceed the existing charge rate prior to development. Although the DEIR states that impervious surfaces will not substantially increase, drainage calculations showing existing and future discharge rates must be submitted for review and approval. If it is determined that the future discharge rate exceeds the existing rate, an on-site storm water detention system which would release surface runoff at a rate comparable to the existing flow rate of the site must be designed and incorporated into the project. 1

- The project must meet the requirements of the New Development and Redevelopment Performance Standard (Provision C.3) of the San Mateo Countywide Water Pollution Prevention Program.

- The District advocates that trash management measures be incorporated into the design elements of the storm drainage system and appurtenances. Please ensure that trash-collecting devices are installed at storm drain inlets and maintained by the owner.

Letter
A2
cont.

Please contact Edelzar Garcia or me at (650) 363-4100 regarding the above comments or if you have any questions.

Very truly yours,

Mark Chow
Principal Civil Engineer

MC:EVG:AS:cda
F:\users\admin\Utility\San Francisquito Creek\External Project Review\389 El Camino Real DEIR Response.doc
G:\users\utility\San Francisquito Creek\External Project Review\389 El Camino Real DEIR Response.doc

cc: Edelzar Garcia, P.E., Senior Civil Engineer, Utilities-Flood Control-Watershed Protection
America Sanchez, Associate Engineer, Utilities-Flood Control-Watershed Protection

COMMENTER A2
County of San Mateo Public Works
Mark Chow, Principal Civil Engineer
April 2, 2012

Response A2-1: This comment indicates that the project site is located within the San Francisquito Creek Flood Control Zone (Zone), within which property taxes are collected to fund area-wide flood control projects. However, the project is not located within a flood hazard zone, as discussed on page 216 of the Draft EIR. This comment reaffirms points made on pages 216 and 217 of the Draft EIR – namely, that the project would be required to adhere to existing regulations intended to protect stormwater quality and reduce stormwater runoff from the site. The project would adhere to these regulations, including those identified in the comment.

Letter
A3

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN JR., Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

April 2, 2011

SM082271
SM-82-0.3
SCH#2011022057

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

Dear Ms. Chow:

389 El Camino Real Project – Draft Environmental Impact Report

Thank you for including the California Department of Transportation (Department) in the environmental review process for the 389 El Camino Real project. The following comments are based on the Draft Environmental Impact Report (DEIR). Further comments may be forthcoming pending review of the Final Traffic Impact Analysis. 1

Trip Reductions
The project allocates 60 parking spaces for 26 housing units. This almost 2:1 ratio unnecessarily induces vehicle trips. In an effort to reduce what the City of Menlo Park calls significant and unavoidable traffic impacts, the Department recommends decoupling the parking from the sale of the housing units. Decoupling the cost of housing and parking offers buyers more choices at various costs with less impact. Also, encouraging bicycle transportation through the installation of bicycle parking areas and bicycle storage lockers are effective vehicle trip reduction measures. These Transportation Demand Management (TDM) measures integrated into the design and marketing of the project could reduce the vehicle traffic impacts. Given the project's proximity to SamTrans, Caltrain, and BART these TDM measures could be especially effective. 2

Cultural Resources
There are no known archaeological sites within the state right of way (ROW) in the project area. However, should ground disturbing activities take place as part of this project within the state ROW and there is an inadvertent archaeological or burial discovery, in compliance with California Environmental Quality Act, Public Records Code 5024.5, and the Caltrans Standard Environmental Reference, Chapter 2, at http://ser.dot.ca.gov, all construction within 50 feet of the find shall cease. The Department's Office of Cultural Resource Studies, District 4, shall be immediately contacted at (510) 622-1673. A staff archaeologist will evaluate the finds within one busness day after contact. Archaeological resources may consist of, but are not limited to, dark, 3

Letter
A3
cont.

friable soils, charcoal, obsidian or chert flakes, grinding bowls, shell fragments, or deposits of bone, glass, metal, ceramics, or wood. 3 cont.

Design

Before an encroachment permit can be issued, any work on the pedestrian path of travel (sidewalks, curb ramps, etc.) on El Camino Real (ECR) / State Route 82 needs to be compliant with the Americans with Disabilities Act (ADA) and consistent with the Department's Design Information Bulletin 82. At least four feet of unobstructed width must be maintained on sidewalks modified as part of your project. In addition, sidewalks must remain level when crossing driveway openings (with no more than a 2% cross-slope). If the driveways are at the street level, ramps with detectable warning surfaces must be provided where the sidewalk transitions to the driveway. For the southwest corner of the ECR/College Avenue intersection, an ADA compliant ramp with a detectable warning surface needs to be provided in conjunction with any sidewalk modification occurring at this corner. 4

Encroachment Permit

Work that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to the following address: Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information.
http://www.dot.ca.gov/hq/traffops/developserv/permits/

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

Lisa Carboni

for GARY ARNOLD
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

COMMENTER A3
State of California, Department of Transportation
Gary Arnold, District Branch Chief
Local Development – Intergovernmental Review
April 2, 2012

Response A3-1: This introductory comment, which notes that Caltrans may have additional comments on the Final Traffic Impact Analysis, is noted.

Response A3-2: This comment requests that parking spaces and residential units be "decoupled" (i.e., priced independently) and recommends that bicycle parking areas and bicycle storage lockers be provided as a potential means to reduce vehicle trips. The decoupling of parking from the residential units is not possible since the residential parking spaces are individual garage spaces within the property lines of each dwelling unit. In addition, occupants of these residential units would still be expected to own a car if on-site parking spaces are not provided as part of the project or are not purchased by the occupants (thus the decoupling of parking on the site would not be expected to substantially reduce the project's contribution to traffic congestion). In this case, occupants may utilize public on-street parking spaces along El Camino Real, College Avenue, or Partridge Avenue, reducing the available number of parking spaces. Also, as detailed on page 92 of the Draft EIR, it is assumed that bicycle parking would be accommodated within the individual units.

Response A3-3: This comment, which details protective measures that would be implemented in the event that archaeological resources are encountered during project construction activities in the vicinity of El Camino Real, is consistent with the archaeological resource best practices that are described on page 214 and 215 of the Draft EIR. These best practices, which would also be applied to discoveries of fossils and human remains, would be implemented as part of the project. The project sponsor would notify the Caltrans Office of Cultural Resources Studies in the event that potential resources are identified on the project site, as requested in this comment.

Response A3-4: This comment identifies permit and accessibility requirements that Caltrans would require in association with changes to sidewalks along El Camino Real. The project would adhere to these requirements (including through the provision of 6-foot-wide sidewalks along El Camino Real adjacent to the project site).

Letter
A4

STATE OF CALIFORNIA

Edmund G. Brown Jr., *Governor*

PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

April 6, 2012

Deanna Chow
Senior Planner
City of Menlo Park
701 Laurel St
Menlo Park, CA 94025

RECEIVED
APR 12 2012
CITY OF MENLO PARK
BUILDING

Re: Notice of Completion
389 El Camino Real Project
SCH#2011022057

Dear Ms. Chow,

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

The proposed project is located nearby numerous at-grade highway-rail crossings along the Caltrain line both within the City of Menlo Park as well as the City of Palo Alto. As part of the project, the CPUC recommends the lead agency review railroad pre-emption timing at the intersections adjacent to each of the rail crossings along El Camino Real to ensure proper configuration. **1**

It is recommend that as properties in the vicinity of a railroad crossing are developed, rezoned, or permitted for expanded use, the City ensure that sidewalks, driveways, parking, warning devices and median separation near the tracks are reviewed and improved to address pedestrian and motorist safety.

A significant concern of the Commission is how the City is addressing the cumulative traffic impacts at the rail crossings from proposed development projects, how the safety improvements will be mitigated and what funding mechanism will cover the costs if not currently in the General Plan Traffic Impact Fee program.

The City needs to consider an update to their City traffic impact fee program to include at-grade

Letter
A4
cont.

railroad crossings safety improvements for project specific and cumulative traffic impacts; otherwise each individual project will be responsible under CEQA for mitigation measures during the entitlement process. **1 cont.**

Thank you for your consideration of these comments. If you have any questions in this matter, please call me at (415) 703-3722 or email me at fko@cpuc.ca.gov.

Sincerely,

Felix Ko
Utilities Engineer
Consumer Protection and Safety Division
Rail Transit and Crossings Branch
505 Van Ness Ave
San Francisco, CA 94102

COMMENTER A4
State of California Public Utilities Commission
Felix Ko, Utilities Engineer
Consumer Protection and Safety Division, Rail Transit and Crossing Branch
April 6, 2012

Response A4-1: This comment, which requests that the City "review railroad pre-emption timing at the intersections adjacent to each of the rail crossings along El Camino Real to ensure proper configuration," is noted. As shown on Figure IV.B-9, Peak Hour Project Generated Trips, on page 86 of the Draft EIR, the project would contribute very few (one to two) peak hour trips to the Ravenswood Avenue railroad crossing, which is located approximately 0.5 miles from the project site. The Alma Street railroad crossing is slightly closer to the project site (approximately 0.4 miles from the site) but the project would contribute very few vehicle trips (up to two trips) to this crossing. Other crossings are located farther from the project site and would experience minimal project-related trip crossings. These trips would not represent a significant contribution to cumulative railroad-related safety hazards in the vicinity of the project site (and no mitigation would be required). The City will consider incorporating at-grade railroad crossing safety improvements into its traffic impact fee program.

Letter
A5

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN JR., Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
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TTY 711

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April 13, 2012

SM082271
SM-82-0.3
SCH#2011022057

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

Dear Ms. Chow:

389 El Camino Real Project – Final Traffic Impact Analysis

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the 389 El Camino Real project. The following comments are based on the Final Traffic Impact Analysis (TIA). 1

Highway Operations

1. Please provide a queuing analysis for the El Camino Real (ECR)/ Cambridge Avenue intersection so that we can determine if sufficient left-turn lane storage is available to accommodate the additional U-turn movements. 2

2. Final TIA, Section 8, Mitigation Measures, Long Term Plus Alternative 2 Condition (page 75) proposes to revise the signal timing plan at the intersections of ECR at Menlo Avenue/Ravenswood Avenue and ECR/Middle Avenue. Please specify how this mitigation will be funded. 3

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

GARY ARNOLD
District Branch Chief
Local Development – Intergovernmental Review

COMMENTER A5
State of California Department of Transportation
Gary Arnold, District Branch Chief
Local Development – Intergovernmental Review
April 13, 2012

Response A5-1: This introductory comment is noted.

Response A5-2: This comment requests a queuing analysis for the southbound left-turn/U-turn movement at the intersection of El Camino Real and Cambridge Avenue to determine the sufficiency of the vehicle storage available for this movement. The Traffix analysis results indicate the average queue length; a summary of those results is provided below:

El Camino Real and Cambridge Avenue Queue Analysis		
	AM Peak Hour Queue (feet)	**PM Peak Hour Queue (feet)**
Existing Condition	20	40
Near Term Condition	20	40
Near Term Plus Project Condition	20	40
Long Term Condition	20	40
Long Term Plus Project Condition	20	40

Source: DKS Associates, 2012.
Notes: Average queue length is reported as "vehicles" in Traffix. DKS has assumed 20 feet per vehicle.

As shown in the table, the average queue length would remain the same for all conditions and would be easily accommodated by the existing 100-foot southbound left-turn-only lane at the intersection of El Camino Real and Cambridge Avenue.

Response A5-3: This comment references the Final Transportation Impact Analysis (TIA) for the proposed project, which is included as Appendix D. The comment also requests clarification of funding responsibility for the signal timing revision mitigation measures identified at El Camino Real and Menlo Avenue/ Ravenswood Avenue and El Camino Real and Middle Avenue for Alternative 2 (the Baseline Zoning alternative). The Baseline Zoning alternative is discussed on pages 194 through 197 of the Draft EIR. The project applicant would be responsible for fully funding mitigation measures within Menlo Park but not under Menlo Park's jurisdiction, such as State-controlled intersections. However, signal timing revisions for the intersections of El Camino Real and Menlo Avenue/Ravenswood Avenue and El Camino Real and Middle Avenue are not expected to be required unless the City ultimately approves the Baseline Zoning alternative, which is not expected (as the alternative would result in additional significant environmental impacts beyond those identified for the project).

B. ORGANIZATIONS

Letter
B1

Allen Matkins

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law
200 Pringle Avenue, Suite 300 | Walnut Creek, CA 94596-7367
Telephone: 925.943.5551 | Facsimile: 925.943.5553
www.allenmatkins.com

David H. Blackwell
E-mail: dblackwell@allenmatkins.com
Direct Dial: 415.273.7463 File Number: 235234-00021/SF838863.03

Via Email/U.S. Mail

March 29, 2012

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

Re: 389 El Camino Real
Comments to DEIR
(State Clearinghouse No. 2011022057)

RECEIVED
APR 0 2 2012
CITY OF MENLO PARK
BUILDING

Dear Ms. Chow:

We represent The Matteson Companies and 389 El Camino Real, LLC, in connection with the above-referenced project ("Project"). Thank you for this opportunity to submit our comments on the Draft Environmental Impact Report ("DEIR") for the Project. After careful review, we commend the City and City Staff on a very well-prepared document. Our comments are limited to: (1) the Project's outstanding benefits; (2) the context of the significant unavoidable traffic impacts that are identified in the DEIR; and (3) the infeasibility of the DEIR's alternatives. 1

A. Project Benefits

The DEIR concludes that the Project will cause significant and unavoidable environmental impacts relating to cumulative traffic. The City may nonetheless approve the Project and adopt a statement of overriding considerations. (Pub. Res. Code § 21081.) The statement sets forth specific economic, legal, social, technological, or other benefits of the Project that outweigh the significant effects on the environment. (*Id.*) This letter assists the City by setting forth the Project's numerous and significant benefits.

First, and as recognized in the DEIR, development of the Project will benefit surrounding neighborhoods through the conversion of a parking lot into higher density residential uses that will increase pedestrian activity around El Camino Real, which should provide more potential customers for local businesses. The Project site, which is near downtown Menlo Park and the Caltrain station, is an appropriate location for higher-intensity land uses. Concentrating traffic-generating uses near transit nodes should minimize vehicle travel along minor roadways through established 2

Letter
B1
cont.

neighborhoods. The Project thus has the potential to enhance the physical relationship of the Project site with surrounding areas.

Second, the Project will further the General Plan's Land Use Element Goals and Policies related to residential development. The Project will help maintain and improve the character and stability of the City's existing residential neighborhoods while providing for the development of a variety of housing types (Goal I-A, Policies I-A-1, I-A-2, I-A-3), and will promote residential uses and urban development along El Camino Real (Policies I-A-5, I-B-4, II-B-2). The Project will contribute to the planned conversion of El Camino Real from an automobile-oriented commercial-style strip to a more compact urban/suburban-style land use pattern and is consistent with General Plan Policy I-A-5, which promotes the development of housing, including housing for smaller households, in commercially-zoned areas in and near downtown Menlo Park.

Third, the Project supports transportation-related policies that seek to strengthen the relationship between the transportation center, downtown, and El Camino Real and place as many activities as possible near transit.

2 cont.

Fourth, the Project assists the City in meeting its RHNA obligations and will provide both market-rate and affordable housing units, and will promote the General Plan Housing Element's Goals and Policies, including: Goal III.A (to promote the development of a balanced range of housing types and densities for all economic segments and all geographic areas of the community); Policy III.A.5 (promote development of higher-density residential along El Camino Real); Policy III.A.8 (providing below market rate housing opportunities in the City); Policy III.A.10 (targeting residential parcels for multi-family residential use, particularly near public transit and major transportation corridors in the City); Policy III.A.11 (promote the distribution of new, higher-density residential developments throughout the City, taking into consideration compatibility with surrounding existing residential uses, particularly near public transit and major transportation corridors in the City).

Thus, we respectfully submit that all of the foregoing Project benefits far outweigh the Project's significant effects on the environment, and provide more than enough justification for the City's Statement of Overriding Considerations.

B. Significance of Unavoidable Traffic Impacts

The DEIR determined that the Project's significant unavoidable impacts would be limited to the three traffic-related impacts below:

3

- TRANS-1: In the Near Term Plus Project Condition, the project would contribute trips to University Drive between Middle Avenue and Cambridge Avenue that would exceed the City's 25-trip threshold for local roadways with ADT greater than 1,350 vehicles.

Letter
B1
cont.

- TRANS-2: In the Long Term Plus Project Condition, the project would contribute trips to University Drive between Middle Avenue and Cambridge Avenue that would exceed the City's 25-trip threshold for local roadways with ADT greater than 1,350 vehicles.

- TRANS-3: In the Near Term Plus Project Condition, the project would contribute trips to Middle Avenue between University Drive and El Camino Real that would exceed the City's 50-trip threshold for local roadways with ADT greater than 9,000 vehicles.

For purposes of the DEIR and this comment letter, we accept the thresholds and methodology used to make the findings of significant unavoidable impacts because there is sufficient evidence to support a Statement of Overriding Considerations, but we also believe that the City's threshold is artificially low and triggers a finding of significance for impacts that are not truly significant in the practical sense. For the University Avenue segment referenced in TRANS-1 and TRANS-2, the applicable significance threshold is exceeded if a project adds more than 25 trips per day, and for the Middle Avenue segment referenced in TRANS-3, the applicable significance threshold is exceeded if a project adds more than 50 trips per day. (Table IV.B-3.)

Here, the DEIR analyzed the Project as if it had 27 units (what is allowed) instead of 26 units (what is proposed), yet still determined that the Project would generate only 155 daily net new trips, which includes 13 net new AM Peak Hour Trips and 17 net new PM Peak Hour trips. (Table IV.B-9). For the University Drive segment referenced above, the Project (+1 unit) would add only 68 daily trips, which is a 3.5% increase to the Near Term projections and a 2.8% increase to the Long Term projections. (Tables IV.B-11 and IV.B-15). For the Middle Avenue segment referenced above, the Project (+1 unit) would add only 52 daily trips, which is a 0.5% increase to the Long Term projections (Table IV.B-16); to put this impact into perspective, it is fair to assume that reducing the unit count to the Project's actual 26 units would result in less than 50 trips on Middle Avenue. Regardless, these minimal traffic increases for both segments are considered significant in the DEIR because of the City's low roadway segment Level of Service thresholds. **3 cont.**

Thus, the reality is that the Project -- even after adding a nonexistent residential unit to the traffic analysis -- will generate a total of 155 trips per day, equating to less than 13 trips per hour (ranging from 13-17 trips during Peak Hours). The actual effect on the roadways will simply not be discernible to anyone traveling near the Project. This is an example where an impact is "significant" in name only.

C. Impracticality of the Environmentally Superior Alternative

In its alternatives analysis, the DEIR provides an appropriate reasonable "range of alternatives" pursuant to CEQA, yet it is clear that the Project best promotes the Goals and Policies of the General Plan while fulfilling the Project objectives. As recognized in the DEIR, the "main objective of the project applicant is to develop a residential project that is economically feasible and contributes to the City's housing stock." (DEIR, p. 21.) Similarly, a key Project objective is to **4**

Letter
B1
cont.

develop this underutilized site "with a mixture of attached and detached single-family units" that are compatible with the surrounding neighborhood. (*Id.*) **4 cont.**

The DEIR determined that a 26-unit *senior housing* project in a single building would be the "environmentally superior alternative," as required by CEQA. (DEIR, pp. 204-205.) While the senior housing alternative would contribute to the City's attached residential unit housing stock, it would not satisfy the Project objective of adding detached single-family units or any market rate units. Moreover, the senior housing alternative is not feasible for several independent reasons. First, Matteson is not a senior housing developer, and is not capable of building a senior housing project on the Project site. Second, a market rate development for seniors that contains no services cannot succeed, and the Project site cannot accommodate the necessary services (*e.g.,* congregate dining facility/commercial kitchen, activity center, exercise/physical therapy). Third, in order to be cost effective, congregate services for seniors typically require a minimum of 100 – 150 units in order to make them financially viable, because there must be enough critical mass to spread the fixed cost of providing the services; everything cannot be economically done "a la carte." Fourth, in order to provide the critical mass of units while providing the living space in a manner that does not involve using stairs (critical for seniors), a project must either be located on very large site that accommodates one-story dwellings or has significant verticality with elevators, neither of which is possible on the Project site. Fifth, although the DEIR correctly notes that senior residents generate less traffic impacts than the general population, a senior project that achieved the necessary critical mass to operate would also require traffic-generated uses such as staff and delivery services. **5**

Similarly, the Reduced Residential Density alternative was proposed for the purpose of avoiding the traffic impacts discussed in Section B above. (DEIR, p. 197.) We recognize that CEQA focuses on environmental impacts, hence the DEIR analysis of this alternative. In determining what is best for the City, however, the City must recognize that this alternative would provide only 12 units (and only one affordable unit), and therefore would not promote the General Plan Goals and Policies discussed in Section A above regarding the provision of market and affordable housing units, and would impair the Project objective of contributing to the City's housing stock. This alternative would provide less than half of the residential units proposed by the Project, while minimally reducing the Project's traffic impacts that are, as discussed above, already *de minimus* for practical purposes. On balance, the Reduced Residential Density alternative is inferior to the Project. **6**

Letter
B1
cont.

Again, we commend the City and City Staff for a very well-prepared document. We appreciate this opportunity to comment on the DEIR, and look forward to the approval and construction of a Project that is the product of years of collaboration with the City and nearby residents.

Very truly yours,

David H. Blackwell

cc: Matt Matteson
Adam Weinstein, LSA

COMMENTER B1
Allen Matkins Leck Gamble Mallory & Natsis LLP
David H. Blackwell, Partner
March 29, 2012

Response B1-1: This introductory comment is noted.

Response B1-2: This comment, which discusses the merits of the project and not the adequacy of the Draft EIR, is noted. The points raised in this comment will be considered when the City prepares a Findings of Fact and Statement of Overriding Considerations for the project.

Response B1-3: This comment identifies the significant unavoidable impacts that would result from the proposed project on area roadways, as discussed in Section IV.B, Transportation, Circulation and Parking, of the Draft EIR. The comment also notes acceptance of "the thresholds and methodology used to make the findings of significant unavoidable impacts," but offers the opinion that "the City's threshold [for significant traffic-related impacts] is artificially low and triggers a finding of significance for impacts that are not truly significant in the practical sense." This comment is noted. The City's thresholds of significance – which were used to prepare the EIR – are applied in accordance with *CEQA Guidelines* Section 15064.7, which states: "Each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects." These criteria, which are applied to all development projects in the City, are intended to be protective of the circulation system such that a significant impact may be identified for a project even though the change in congestion may not be perceptible to the average driver.

Response B1-4: This comment, which notes that the Draft EIR "provides an appropriate 'reasonable range of alternatives' pursuant to CEQA," also suggests that the proposed project "best promotes the Goals and Policies of the General Plan while fulfilling the Project objectives." This comment, which pertains to the merits of the project and not the adequacy of the environmental review, is noted.

Response B1-5: This comment notes that the Senior Housing alternative (identified as the environmentally superior alternative in the Draft EIR) would not achieve one of the key project objectives identified on page 21 of the Draft EIR: "Redevelop an underutilized site with a mixture of attached and detached single-family units that is compatible with the surrounding neighborhood." This point is raised on page 205 of the Draft EIR, in the discussion of the selection of the Senior Housing alternative as the environmentally superior alternative. The comment also notes that the alternative would not be feasible for the following reasons: 1) the project applicant's lack of interest or experience in

building senior residential projects; 2) the site would not be able to accommodate congregate services for seniors; 3) the alternative would not be financially viable; 4) the site would be unable to accommodate one-story dwellings or multi-story buildings with elevators; and 5) the alternative would generate traffic-related impacts from staff and delivery services.

The City acknowledges that the Senior Housing alternative would be difficult to develop at the project site, and that the proposed number of residential units may compromise the economic viability of the development. However, although the Senior Housing alternative may not be feasibly developed by the project sponsor, it remains a potentially feasible alternative as defined by CEQA and would also meet the primary objectives of an alternative considered in an EIR, as established by the *CEQA Guidelines*, including: 1) feasibly attain most (but not necessarily all) of the basic project objectives and 2) avoid or substantially lessen any of the significant effects of the project (*CEQA Guidelines* Section 15126.6). The basic feasibility of the Senior Housing alternative is evidenced by the existence of senior housing developments in the area that range in size from approximately 30 units to over 100 units.[1] Therefore, the Senior Housing alternative (which, as described on pages 204 and 205 of the Draft EIR, would achieve most of the project objectives and would avoid the project's significant unavoidable effects on the roadway network) is appropriately considered in the Draft EIR as a potentially feasible alternative to the proposed project.

Response B1-6: This comment states that the Reduced Residential alternative would not increase the City's housing supply to the extent of the project and could conflict with certain policies in the General Plan that seek to encourage housing production. This conclusion is consistent with the discussion on page 198 of the Draft EIR, which states that the Reduced Residential alternative "would do less to promote General Plan policies seeking to intensify uses within the El Camino Real corridor compared to the proposed project. In addition, the alternative would not promote the expansion of the City's housing supply (including affordable housing) to the extent of the project."

Response B1-7: This concluding comment is noted.

[1] Lin, Jean, 2012. Associate Planner, City of Menlo Park. Personal communication with LSA Associates, Inc. May 30.

Letter
B2

555 12th Street, Suite 1500
Oakland, California 94607
tel 510.808.2000
fax 510.444.1108
www.meyersnave.com

Timothy D. Cremin
Attorney at Law
tcremin@meyersnave.com

meyers | nave

VIA E-MAIL AND US MAIL

April 2, 2012

Community Development Department
ATTN: Deanna Chow, Senior Planner
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025
dmchow@menlopark.org

Re: ***389 El Camino Real Project Draft EIR***
Menlo Park Fire Protection District Comment Letter on Draft EIR

Dear Ms. Chow:

This letter is submitted on behalf of the Menlo Park Fire Protection District (Fire District or District) and sets forth its comments on the Draft Environmental Impact Report (EIR) for the 389 El Camino Real Residential Project (Project). The Fire District appreciates the opportunity to review and comment on the Draft EIR. The Fire District wants to ensure that it can provide high quality emergency services and response to the Project's new residents and homes. 1

The District believes that the 62 new residents from the Project and the taller buildings (3 stories and 35 feet) will contribute to the need for larger fire suppression apparatus (including a ladder truck), new specialized equipment, more personnel, or expansion or relocation of District Fire Stations in order to maintain Fire District standards of service. As the City is aware, the Fire District plans to conduct a fire impact fee study to establish a fee to impose on new development throughout the Fire District to address cumulative impacts. The Fee will likely not be adopted before approval of the Project. Therefore, the Fire District requests that the City include the following condition of approval to address the Project's contribution to cumulative impacts from new development within the District: 2

"Prior to the issuance of the first building permit, the Project applicant shall either (1) pay the "fair share" of the costs of new facilities, equipment and personnel for which Project impacts contribute to the need as established by a nexus study which has been provided to the City for review and comment and approved by the Fire District <u>or</u> (2) pay any applicable fire impact fee that covers these costs, approved by the Fire District and adopted by the City of Menlo Park, that is in effect at the time the first building permit is issued."

Letter
B2
cont.

In order to determine the impacts on fire services from development projects, the Fire District evaluates whether the project creates the need for additional fire safety personnel to maintain current staffing levels. Fire safety personnel are positions involved in providing emergency life safety and property protection services. The District currently is staffed at the minimum levels needed to provide adequate fire services. The current number of fire safety personnel is 96. The current District ratio for fire safety personnel is 1.03 position per 1,000 residents or .83 positions per 1,000 service population. The evaluation of the need for additional personnel to serve demand from new residents from the Project is the proper basis for evaluating impacts under CEQA. CEQA authorizes the use of acceptable service ratios or other performance standards to evaluate fire services impacts. The 62 new Project residents will create the need for an additional .62 fire safety personnel position to maintain existing service levels. In addition, specific project components can create particular impacts on fire services. For this Project, the 2-3 story buildings with a height of 35 feet will require a ladder truck to effectively fight fires. The Fire District only has one ladder truck in service which is insufficient to serve the firefighting needs of multi-story structures located throughout the District. 3

The District believes that the Project's contribution to cumulative impacts on fire services will be significant. Significant new development will occur in the Fire District boundaries, including, but not limited to, the following projects: Menlo Park Downtown Specific Plan, Facebook campus, North Fair Oaks Specific Plan (County of San Mateo), Ravenswood/4 Corners Specific Plan (East Palo Alto) and Gateway Project. The combined impact of these projects will result in a large increase in residents and employees in the Fire District area and result in taller buildings and more dense development. These changes will cause the need for larger fire suppression apparatus, new specialized equipment, more personnel or expansion or relocation of District Fire Stations in order to maintain Fire District standards of service. The Fire District believes that the Project will have a significant contribution to this cumulative impact. Therefore, the District requests that the City include the condition of approval described above to address the Project's contribution to cumulative impacts.

We appreciate the opportunity to review the Draft EIR. If there are any questions about the information in this letter, please contact the undersigned.

Sincerely,

Timothy D. Cremin

c: Harold Schapelhouman, Fire Chief, Menlo Park Fire Protection District
Steve Meyers, District Counsel

1832619.1

COMMENTER B2
Meyers Nave
Timothy D. Cremin, Attorney at Law
April 2, 2012

Response B2-1: This comment, which introduces the following comments on behalf of the Menlo Park Fire Protection District, is noted.

Response B2-2: This comment states that the proposed project would contribute to the need for a "larger fire suppression apparatus (including a ladder truck), new specialized equipment, more personnel, or expansion or relocation of District Fire Stations in order to maintain Fire District standards of service." This comment also notes that the Fire District plans to conduct a study to establish a fee to impose on new development throughout the Fire District to address cumulative impacts on fire services. The comment requests that the following measure be made a condition of project approval to address the project's contribution to cumulative costs associated with new development within the Fire District:

> "Prior to issuance of the first building permit, the project applicant shall either (1) pay the "fair share" of the costs of new facilities, equipment and personnel for which project impacts contribute to the need as established by a nexus study which has been provided to the City for review and comment and approved by the Fire District, <u>or</u> (2) pay any applicable fire impact fee that covers these costs, approved by the Fire District and adopted by the City of Menlo Park, that is in effect at the time the first building permit is issued."

Any fees that would be imposed on new development in Menlo Park to fund the acquisition of new fire suppression facilities or personnel would need to be approved by the City. If such a fee is approved by the City prior to the issuance of a building permit for the project, the fee may be applied to the project. However, it should be noted that the project would not result in significant physical impacts related to Fire District services (e.g., the need for new facilities that would themselves result in environmental impacts). Therefore, the imposition of a fire suppression fee on the project would not be required to reduce significant environmental effects.

Response B2-3: The comment states that the project would create the need for 0.62 fire safety personnel, and require a ladder truck. The comment also states that CEQA authorizes the use of acceptable service ratios or other performance standards to evaluate fire services impacts. Based on the Fire District's ratio of 1.03 personnel per 1,000 residents, the 62 additional residents added by the proposed project would require 0.064 fire safety personnel. This expected incremental need for new personnel would not require the construction or

expansion of new facilities that would themselves result in environmental effects. The addition of one or two new fire safety personnel would likely be accommodated in existing facilities such that no environmental new impact would result.

Fire Station 1, located at 300 Middlefield Road, has a ladder truck that could serve the site. Fire Station 1 is located approximately 1.6 miles northeast of the project site (an acceptable distance for emergency responses is 2.5 miles) and could reach the site in approximately 5 minutes (an acceptable time is 8 minutes). In addition, the Palo Alto Fire Department has an automatic aid agreement with Menlo Park to assist in responding to a major fire. Fire Station 6, which is located at 711 Serra Street in Palo Alto (approximately 2.6 miles south of the site), could reach the site in approximately 7 minutes, and has a ladder truck that could serve the site if mutual aid is required. Therefore, sufficient ladder trucks are available to assist with the potential need for fire suppression on the project site and no related physical environmental impacts would result.

In addition, page 157 of the Draft EIR states that the creation of the need for new fire services is not an environmental impact in and of itself, and if an increase in demand for fire services requires the construction of new facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire services, such new facilities would not be expected to result in significant environmental effects, as they would be constructed primarily in already-developed areas with few sensitive environmental resources.

The comment states the Fire District believes that the project's contribution to cumulative impacts on fire services will be significant. The Draft EIR evaluates the project's contribution to cumulative impacts related to public services (see pages 212-213). Due to the relatively small size of the project and its design in accordance with Fire District standards, the proposed project would not result in significant impact on fire services, and as a result this impact would not be cumulatively considerable. As noted in Comment B2-2, the Fire District plans to conduct a fire impact fee study that would address the costs of increased demand for fire services associated with new development. If the City approves a fire impact fee based on the study prior to issuance of a building permit for the project, the fee may be imposed on the project.

C. INDIVIDUALS

Letter
C1

Chow, Deanna M

Subject: FW: Matteson Condo Project on El Camino

From: Kimberly Glenn [kimglenn@me.com]
Sent: Friday, February 17, 2012 6:59 AM
To: _CCIN
Subject: Matteson Condo Project on El Camino

Dear City Council,

I'm delighted to see that there is forward motion on a residential - for that matter any- development in Menlo Park. My family and I are 21 year residents of MP and resided on Valparaiso Avenue before moving to Sharon Heights 2 years ago. I cannot begin to express my sadness and disappointment as I traveled El Camino several times daily and witnessed the ugly, fallow buildings and land. To think this beautiful town we chose to move to from Marin was so blighted was dismaying, to say the least!

Granted, I do not reside next to the Matteson proposed project but I believe a thoughtful and attractive development is much preferred to the lot that is there now! I've been to the Matteson San Carlos project and it's beautiful, sensitive to its environs and adds so much to the area while providing necessary residences. I trust they will build the same in MP, with guidance from our city staff and your council, without unnecessary delays so we can enjoy a resurgence of the town we all care about. 1

Being an official can be trying, I'm sure, and I thank you for your service and commitment to me and other town residents.

Warm regards,

Kim Glenn
1105 Trinity Drive
Menlo Park, CA
Kimglenn@mac.com

Sent from Ipad typos a given!

COMMENTER C1
Kim Glenn
February 17, 2012

Response C1-1: This comment, which pertains to the merits of the project and not the adequacy of the environmental review, is noted.

Letter
C2

FEB. 29, 2012

COMMUNITY DEVELOPMENT
DEPARTMENT
CITY OF MENLO PARK

RECEIVED

By PLANNING

389 EL CAMINO REAL
SITE PLAN

PETER COLBY

Letter
C2
cont.

Fb
Feb.29,'12

Community Development Dep't.

City of Menlo Park

In reference to the Draft E. I. R. for a project at 389 El camino I submit Public comment.

El Camino Real has a slight curve to the right at the nexus with College Avenue in the southbound direct,on.Historically, a gas statio with generous, wide driveway cuts was located there. El Camino could be exitted at gentle, sweeping angles to promptly access the business 1

The 389 El Camino Real is considered Professional- Retail- Commercial, according to the E. I. R.

In my thirty years of residing on Partridge Aven , I will profess that the same entrance and egress curves and pattern should serve any development there.

You at the planner position should block such disruptive and massiva proposals as would intrude and take away the views of tree and sky. Notably, the peripheral view for traffic is on approach of Stanford. 2

I assume that the hopes of increased housing units has propped up the Proponent's expectations. Higher politicians in State Goverance may try to entice a zone with extra homes. We in a democracy have citizen planners to regulate if they see a need to be harmonious with the status quo. 3

The E. I. R. made no mention of, or consideration for garbage and recycling collection. I cringe at the thought of the big, lumbering garbage trucks trying to mensuver into such dense housing. There is bound to be frustration on both sides of that service. Eventually, contract for that service could be too costly. 4

Letter
C2
cont.

I feel that the real opportunity here is to return to the sweeping access driveway off El Camino which was in place for the Exxon gas pumps back in the 1980's- 1990's.

More set-back from El Camino would allow better views for the motoring Public. I am really looking for more compatibility with bicyclists and pedestrians.

Who can deny that the massive facade on College with the sudden height along El Camino will be a shock to our neighborhood and City? Visibility will diminish with shadow and safety to pedestrian will wane. The need for more Street Lighting will come up. **5**

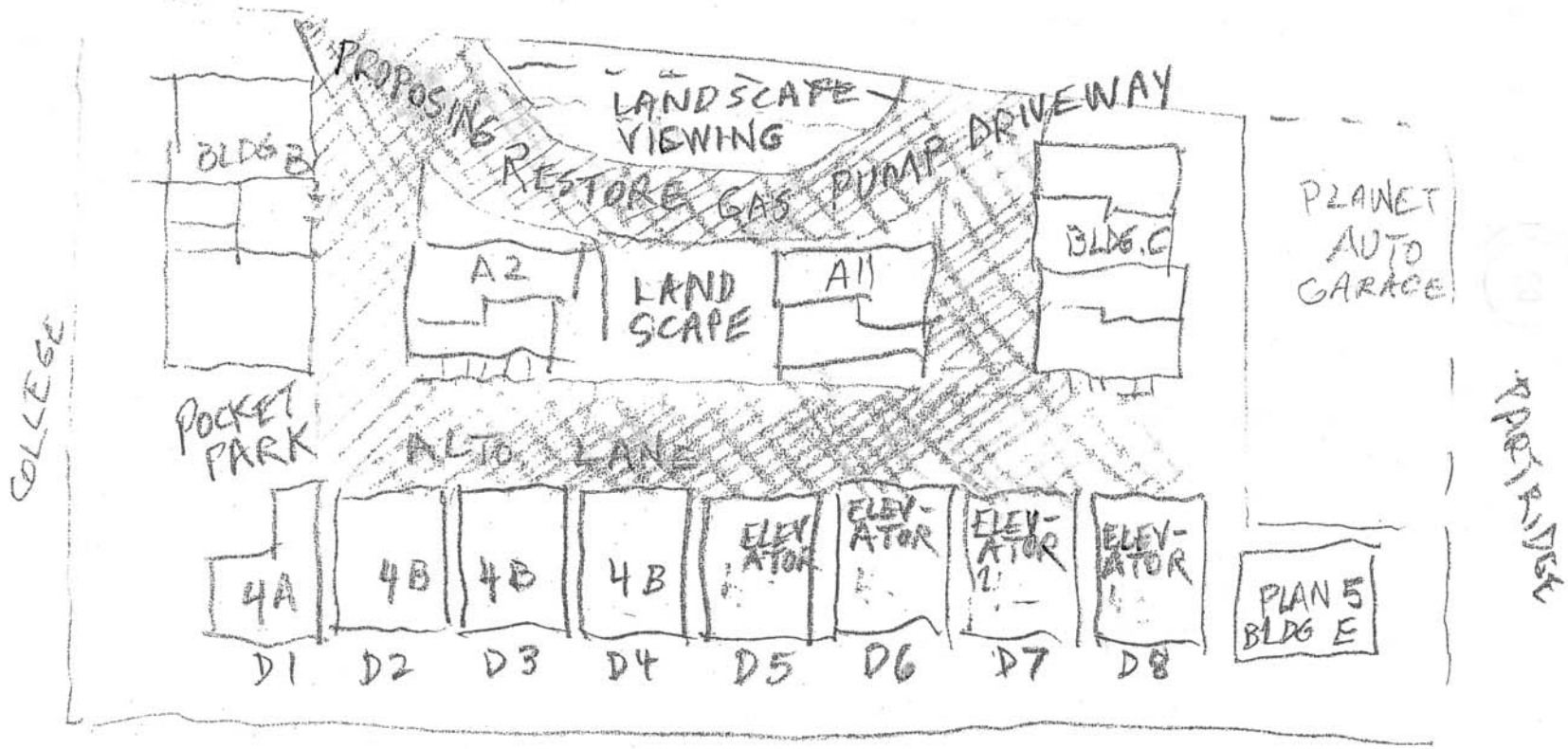
Please consider taking out the front halves of buildings A-1 and A-2 to allow the extra circulating driveway on the eastern front of that address. See Included drawing.

Peter Colby
726 Partridge Ave.

CONSIDERING GARBAGE TRUCKS AND FIRETRUCKS-
INCREASE THE EXIT AND ENTRANCE
TRAFFIC FLOW FOR PROPORTIONAL SAFETY

SIGNIFIES PAVED DRIVEWAY SURFACE

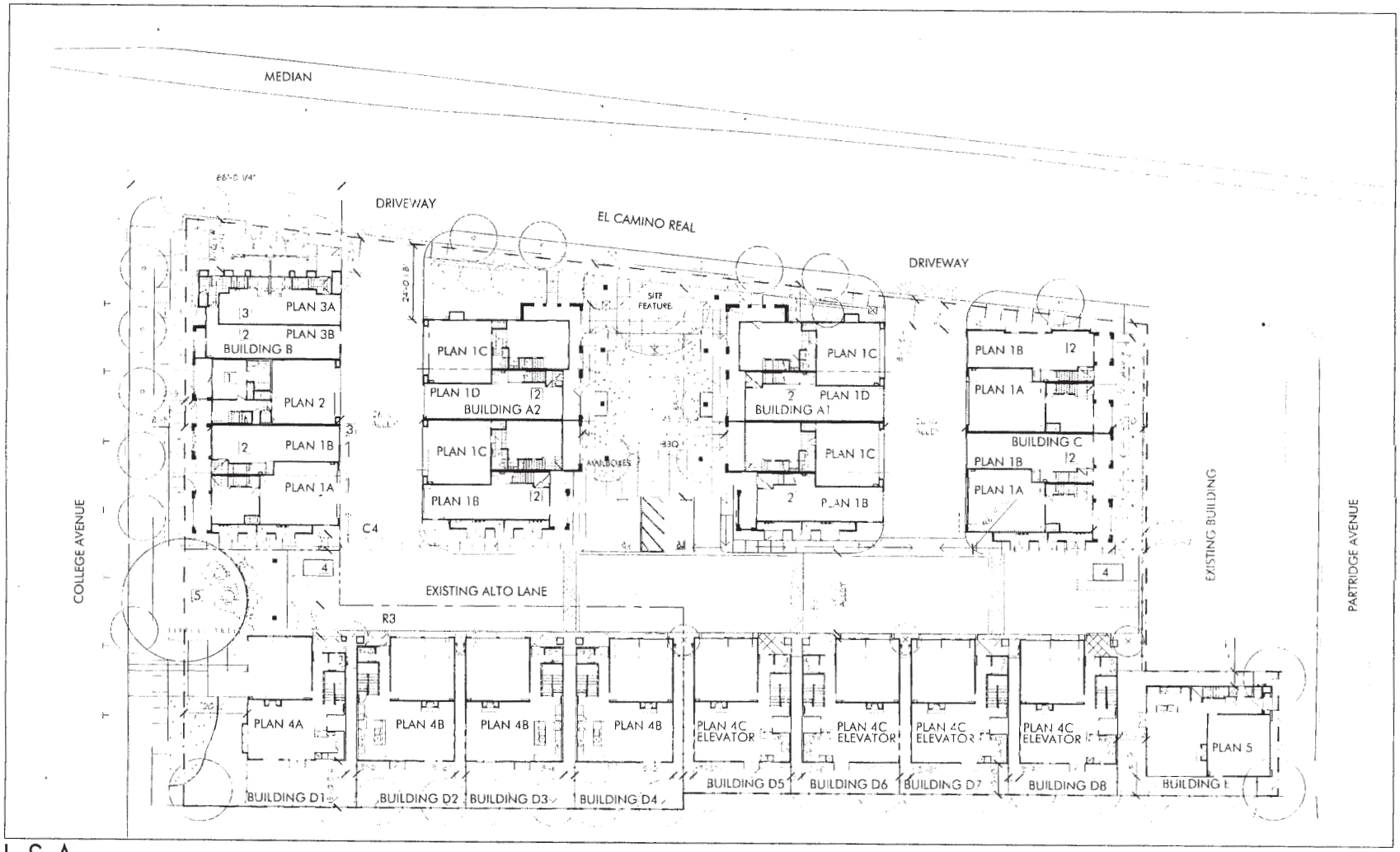
EL CAMINO



ELIMINATE THE TWO STREET HALVES
OF BOTH BLDG A1 AND A2.

FROM FIG. III-3
389 EL CAMINO REAL
SITE PLAN

Letter
C2
Attach.



LSA

FIGURE III-3

0 32 64
FEET

← ACCESSIBLE ROUTE
& ACCESSIBLE STALL PER CBC 11.09A.5
1 ACCESSIBLE UNIT PER CBC 11.02A.3.1 EXCEPTION
2 CARRIAGE UNIT PER CBC 1107A.1.A
3 ACCESSIBLE ROUTE TO PRIVATE GARAGE PER CBC 11.09A.2.1 EXCEPTION 3
4 TRANSFORMER
5 EXISTING REDWOOD TREE

SOURCE: DAHLIN GROUP, 2011

I:\CMK1001 389 El Camino Real\figures\Fig_III3.ai (12/28/11)

389 El Camino Real Project EIR
Site Plan

Letter
C2
Attach.

COMMENTER C2
Peter Colby
February 29, 2012

Response C2-1: This comment, which suggests that the historic access pattern on the site be restored, is noted. The access pattern referenced in the comment is illustrated on the diagram attached to Letter C2. Based on this diagram, it appears that the proposed access pattern would require the elimination of at least several residential units. In addition, the proposal could result in additional adverse environmental effects compared to the project, such as an increase in impervious surfaces on the site (and additional stormwater runoff) compared to the project. While such modifications to the site access pattern will be considered by the project sponsor, they would not be necessary to reduce the project's environmental effects. As per the discussion on page 92 of the Draft EIR, the site access plan proposed as part of the project would be sufficient to provide safe access for residents, visitors, and emergency vehicles.

Response C2-2: This comment pertains to views that would be affected by the project and suggests that the project should be rejected due to anticipated changes to "views of trees and sky." This comment is noted. As discussed on pages 180 and 187 of the Draft EIR, the project would change views along public streets in the vicinity of the project site, but these changes would not be considered substantial and adverse, as they would not affect scenic vistas or degrade the visual quality of the area.

Response C2-3: This comment, which pertains to the merits of the project and not the adequacy of the environmental review, is noted.

Response C2-4: The potential less-than-significant impacts of the project on solid waste collection are discussed on page 170 of the Draft EIR. In addition, the internal driveways (which would be approximately 26 feet in width) would be sufficient to allow for garbage truck access.

Response C2-5: This comment generally pertains to the merits of the project and suggests that the height of the proposed buildings along El Camino Real be reduced to allow for enhanced views and less shadow. It is unclear why the commenter believes the proposed setbacks along El Camino Real would not be sufficient to allow for adequate bike and pedestrian visibility. However, as discussed on page 92 of the Draft EIR, the project would not be expected to adversely affect bike and pedestrian facilities in the vicinity of the site. The shadow patterns that would result from the project are shown on Figures IV.F-3a through IV.F-3f on pages 181 through 187 of the Draft EIR. As shown in these diagrams and as discussed on page 188 of the Draft EIR, the most extensive shadow coverage along El Camino Real would occur during late afternoons around the winter solstice, when shadow would extend approxi-

mately 125 feet into the roadway. However, shadow coverage associated with the project would be more limited during the spring, summer, and fall, and would not substantially interfere with public use of the road. Please refer to Response C2-1 for a discussion of the proposed changes to the site access and circulation plan.

Letter
C3

Chow, Deanna M

From: Teresa F. <teresa.fu@gmail.com>
Sent: Tuesday, March 06, 2012 12:54 PM
To: Chow, Deanna M
Subject: Re: proposed 389 ECR development

Dear Ms. Chow,

My husband and I live one street over from the proposed development site and received the fliers regarding the 389 ECR project. After reading through the EIR, I would like to register a couple of comments. **1**

Over the last 3-6 months we have noticed a substantial increase in traffic volume along ECR, especially during peak commute times - the flow from Cambridge Ave through Oak Grove is stop and go in both directions, and it often takes 15-20+ minutes to get through that short stretch of road (0.7 miles) with the multiple stoplights. I am a resident physician training in Redwood City, and have to drive this every day. The time consumed is annoying, but so is the amount of exhaust from all the idling vehicles. I suspect part of the increase is increasing numbers of new jobs as well as Facebook moving to MP. All of which is great. However, adding 26 new houses to the proposed site will, as the EIR states, have a "significant and unavoidable" impact on traffic volume, both in terms of trips, and also with occupants turning in and out of the driveways onto ECR. **2**

The EIR uses traffic count numbers generated in 2009, when the economy wasn't quite what is it today. So it seems that the traffic effect will be even greater than what the EIR estimates. We would like the council to consider the significant effect this project will have on an already very heavily-congested roadway, and the environmental impact from increased traffic volume, idling vehicles, etc. This isn't even accounting for the 14 month construction period, when heavy trucks moving in and out of the site will affect traffic on ECR at exactly the wrong times. **3**

I do agree that the existing fenced-off parking lot isn't pretty, and the illustrations of the proposed project are quite nice. However, improving the aesthetics of this area of ECR and meeting the Menlo Park development goals are easily achieved with some of the proposed alternatives. The Reduced Residential option seems optimal, as it would provide new housing units, with much less traffic impact. The Senior Housing alternative also appears attractive. **4**

We'd appreciate any updates as the Council moves forward. Thank you for your consideration.

Best,

Teresa Fu

COMMENTER C3
Teresa Fu
March 6, 2012

Response C3-1: This introductory comment is noted.

Response C3-2: This comment notes vehicle congestion along El Camino Real between Cambridge Avenue and Oak Grove Avenue. The Draft EIR includes an analysis of four intersections along El Camino Real near the project site. This analysis indicates that the proposed project would not significantly increase traffic along El Camino Real (including between Cambridge Avenue and Menlo Avenue/Ravenswood Avenue) or result in any potentially significant impacts at the four evaluated intersections. The significant and unavoidable traffic impacts identified in the Draft EIR would be to roadway segments along University Drive and Cambridge Avenue (and not along El Camino Real).

Response C3-3: As discussed on page 69 of the Draft EIR, intersection traffic volumes used in the Draft EIR transportation analysis are from 2009. These intersection volumes did not change between 2009 and 2011 (when the project transportation analysis was completed) such that the project's anticipated impacts to the transportation system would be substantially more severe than identified in the Draft EIR. All construction-period traffic impacts would be considered less than significant because they would occur only temporarily and would not result in a permanent change to the local or regional transportation network.

Response C3-4: This comment, which expresses support for two of the project alternatives evaluated in the Draft EIR, is noted.

Letter
C4

Deanna Chow - Planner
389 El Camino Draft EIR

March 9, 2012

The neighborhood within the project will get uncomfortable whenever various sizes of cars and trucks enter from El Camino.

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The present design offers a complex sort of access. El Camino will be a busy and dangerous hub. Inthe event of a garbage collection or Delivery truck, even Repair trucks would clog up the traffic.

Using this land on busy El Camino is proposing increase of the risk to drivers. The new Safeway Pedestrians are indeed safe to walk that corridor in the one light. Let us keep it that way.

Something should be done to allow better access by vehicle into these residences. If no other entrance is allowed, traffic will forever be impeded. 1

Menlo Park has already committed millions of tax dollars to synchronize green light flow on El Camino corridor. The ease of the passage through town reduces pollution and gives drivers a program for smooth commutes.

My pride in our home town rests here with this accomodation to our neighbors to the north and south who pass through

Surely, Planners can see that the Designs planned on paper for 389 El Camino will interrupt the safe flow of traffic. Just try to picture the huge garbage truck pulling into or out of the proposed driveway

I urge all involved to remember yesterday's planning. We have zoning in place to caution against harm to the wider city. There are common economic hardships worldwide. We are seeing economic refugees. Wise planning would afford safe auto parking, and a course for gradual speed reductions at access points.

Peter Colby

COMMENTER C4
Peter Colby
March 9, 2012

Response C4-1: This comment suggests that project-generated vehicles accessing El Camino Real from the project site could disrupt southbound traffic flow along El Camino Real. The project design provides two access points to El Camino Real and permits only right-in, right-out access; this design feature would minimize the disruption to mainline southbound El Camino Real traffic. In addition, garbage trucks or other large trucks that would access the site would not use these access points to a degree that would substantially disrupt traffic flow.

Letter
C5

Chow, Deanna M

From: TJ Bianchi <tj@deerfieldrealty.net>
Sent: Monday, March 19, 2012 3:06 PM
To: Chow, Deanna M
Subject: 389 ECR, MP

Dear Deanna,

I am writing in support of Matt Matteson and his proposed project on El Camino Real. I have known Matt for years, both professionally and personally. He and his firm boast a track record of impeccable integrity, consistently producing high quality projects.

In regards to his proposed housing development, his plan really represents a good microcosm of what is happening to our beleaguered El Camino corridor. Here is a lot that used to be the site for truck sales, hardly a public benefit for neighbors. The Matteson Company has pursued an approval for six years. During those six years, they have met with the surrounding community members on many occasions. The result of those meetings is a revised plan that is much less dense in terms of number of residences, of lower height in some key locations and of increased open spaces throughout. The project, as currently planned, represents a true collaboration between the neighbors and the developer. And yet, the Developer is still awaiting his approvals.

1

The neighbors support the project, the Developer is willing to risk private funds on the deal… even the Almanac wrote a positive piece. As is typical in our City, every proposed project is polarizing. I read one comment complaining about how new housing will lead to increased traffic. I would like to know what sort of use does not cause at least some traffic, other than allowing the parcel to remain a vacant eyesore? Retail or office development would cause more trips than a housing development. People cannot have it both ways. Residents cannot expound on the virtues of retail while at the same time complaining about the traffic generated by housing.

This City needs to move forward and allow developers to take the risks that the market may or may not bear. This is a project that has been in the works for years and is the result of significant compromise. As an involved Menlo Park resident, I'd like to see it approved.

Please do not hesitate to call me Deanna if you have any questions.

Regards,

TJ Bianchi
Bay Laurel Drive

TJ Bianchi
Deerfield Realty
3715 Haven Ave., #210
Menlo Park, CA 94025

COMMENTER C5
TJ Bianchi
March 19, 2012

Response C5-1: This comment, which expresses support for the project, is noted.

Letter
C6

Chow, Deanna M

From: David A. Roise <david@roise.com>
Sent: Monday, April 02, 2012 1:55 PM
To: Chow, Deanna M
Subject: 389 El Camino Real - Comments on Draft EIR

Dear Ms. Chow,

Thank you for the opportunity to provide comments in connection with the draft Environmental Impact Report for the proposed development at 389 El Camino Real, which was released on February 17, 2012. I live on Creek Drive in the Allied Arts neighborhood of Menlo Park, and I am therefore very familiar with the project location. I am also a former member of the Menlo Park Bicycle Commission and am a League Certified Instructor of the League of American Bicyclists, so I am also very interested in, and aware of, the importance of city planning and policy in the encouragement of walking and bicycling in areas like this. I attended the Planning Commission's public hearing on March 19, 2012 regarding this project, and I have carefully reviewed the draft EIR. My comments here are in addition to the comments I provided at the Planning Commission meeting. **1**

I should say from the outset that I am very disappointed with the basic nature of this project, and indeed, I think it will be a major missed opportunity for smart redevelopment of the El Camino Real corridor if the project is allowed to go forward. While I agree that the previous proposal for a large office complex at this site would have been inappropriate for the location, construction of a suburban-style residential development on what has traditionally been a commercial strip would be equally inappropriate. Given all the effort that has gone into the crafting of the Downtown/El Camino Real Specific Plan currently under review in Menlo Park, it would be a shame if a large project so contrary to the goals of that plan were to be built just before the plan was implemented.

I was also troubled by the attitude of the project's developer at the March 19 Planning Commission meeting. Based on comments provided at that meeting, he seems to believe that his negotiations with the immediate neighbors of the project should somehow control and trump the entire review process, and that those neighbors' apparent approval of the proposal should be the end of the story. For a project of this scale and significance, however, I think it is critical to remember that the interests of the entire city, and not just the immediate neighbors, need to be considered. It would be bad precedent for a developer and a small group of neighbors to dictate a decision of this magnitude. Keep in mind that the developer is asking a lot from the city, including the construction of residential units in what has traditionally been a commercial zone and the abandonment of an existing public street easement. These requests need to be considered in a broader city context, not just within the narrow view of the personal interests of the immediate neighbors. **2**

With respect to the draft EIR itself, I think the analysis at the bottom of page 61 relating to the inconsistency of the project with the draft El Camino Real/Downtown Specific Plan is of particular relevance and importance:

"The project would not be consistent with the development standards and guidelines for the ECR SW zoning district, which seek to encourage the development of multi-story residential buildings with ground-floor retail uses facing El Camino Real and below-grade parking. The proposed project, characterized by a more suburban-style urban form along El Camino Real, could impede the goals of the Draft Specific Plan as they relate to walkability and the development of a higher-density, mixed-use environment along the corridor." **3**

Also important is the paragraph at the top of page 61:

"From a design perspective, the project would not encourage the use of public transportation even though it would be located within walking distance of the Menlo Park Caltrain station and near SamTrans bus stops. The relatively large

number of parking spaces on the site would tend to encourage the use of private motor vehicles for transportation instead of alternative forms of transportation, including walking, bicycling, and transit."

In these passages, the draft EIR highlights just how inappropriate this project is for the location. In particular, and as I noted in my comments at the March 19 Planning Commission meeting, the design of this project, with double garages covering almost the entire ground floor of each of the units, looks like something that might have been proposed in the 1960s or 70s. Indeed, the developer noted in his comments at the Planning Commission meeting that his goal was to cram as much parking as possible into the project, because the immediate neighbors did not want any cars from the new development to park on "their" streets. Leaving aside the fact that Menlo Park streets are free and open to the public for all legal uses, and that the current limits on overnight parking would prevent anyone from leaving their cars on the neighboring streets for long periods of time, the design of the project clearly places the importance of car parking above all else. As any urban planner would tell you, and indeed as stated explicitly in the above-quoted sections of the draft EIR, such a design will weaken the connection of the new residents to their neighboring community and will encourage the reliance of the residents on their cars. **3 cont.**

It should be kept in mind that there are many creative approaches for developing properties along El Camino Real that would minimize the reliance of residents on their cars and that would promote the goals of creating a vibrant, human-scale environment along this corridor. For example, section F of the draft El Camino Real/Downtown Specific Plan describes various strategies for accommodating all travel modes in the Downtown and El Camino Real areas, and in particular, in encouraging pedestrians, bicyclists, and transit users. Updated parking standards and management, particularly as applied to infill and mixed-use development, can significantly decrease the requirement for on-site parking in such developments. For example, the construction of smaller and less expensive apartment-type housing is ideal for mixed-use development and is especially attractive for single or young married residents with no children. These residents are more inclined to rely on alternative transportation modes or shared-car services. Unfortunately, the draft EIR for this project did not take such traffic alternatives into account in its analysis of a mixed-use development alternative at this location. Unbundling parking from the price of residential units, as described on page F32 of the Specific Plan, is another creative approach for encouraging less dependence of residents on private automobiles. **4**

It is also worth noting that the loss of the Alto Lane public easement is a more significant concession to the developer than was considered in the draft EIR. Although the current configuration of the property does not allow for passage between Partridge and College Avenues on the Alto Lane easement, a mixed-use development at this location could create such a passage. As a bicyclist, I find the lack of a mid-block connection between Partridge and Cambridge in this block to be inconvenient and in some cases unsafe. Indeed, many bicyclists currently ride on the sidewalk along El Camino Real in this block because it is so difficult to cross El Camino Real at this location. The alternative of riding all the way to University Drive, just to cross between Partridge and Cambridge, is extremely inconvenient. A mixed-use development could open up the Alto Lane connection, much as it is currently open in most of the other blocks between Creek Drive and Middle Avenue. Such a development could therefore provide alternative routes for bicyclists through this area. **5**

I can certainly understand that the developer wants to maximize his return on the property, and that jamming the maximum number of large, expensive, single-family houses and townhouses onto the site is a great way to do that, especially since none of the parking will be constructed underground. The immediate neighbors also benefit from the conversion of a former commercial strip, including a property that was previously a gas station, to single-family housing. Let us not forget, however, that El Camino Real is now, and has always been, a highly-traveled, commercial thoroughfare. Although a housing development, such as the one proposed here, might be a great use of property elsewhere in the city, it is not a good use of commercial property along El Camino Real. I strongly believe that it is not in the best interests of the city of Menlo Park to convert this property from commercial to residential use, and I strongly urge the Planning Commission and the City Council to prevent this from happening. **6**

In closing, I think it is also worth noting that the highly-desirable, young, hip, and well-paid individuals who would be most interested in living in a Menlo Park that has attractive and vibrant mixed-use development along El Camino Real

are also the least likely to attend Planning Commission meetings and to comment on new developments such as this one. Unfortunately, those folks will continue to ride the train to San Francisco, Redwood City, Palo Alto, Mountain View or any of the other peninsula communities that are developing projects appealing to a younger and more forward-thinking demographic. Until the decision-makers in Menlo Park realize they have been living in the past, and that they have been beholden to a small group of residents who value convenient parking and suburban-style living at the expense of everything else, nothing will change here. I urge you to give our next generation of younger residents a reason to stay in Menlo Park and to help bring our community into the 21st century. **6 cont.**

Sincerely,

David Roise
Creek Drive
Menlo Park

COMMENTER C6
David Roise
April 2, 2012

Response C6-1: This introductory comment is noted.

Response C6-2: This comment, which pertains to the merits of the project, is noted.

Response C6-3: This comment, which references the analysis in Chapter IV.A, Land Use and Planning Policy, of the Draft EIR, also pertains to the merits of the project and is noted.

Response C6-4: This comment suggests that certain configurations of uses on the project site could reduce the traffic-related impacts of the proposed project. This concept is reflected in the Senior Housing alternative described on pages 202 to 204 of the Draft EIR. As discussed in the subsequent analysis, this alternative would avoid the significant traffic impacts that would be associated with the project, primarily because the occupants of the Senior Housing alternative would use motor vehicles at relatively low rates. The Mixed Use alternative described on pages 200 to 202 of the Draft EIR (similar to the alternative described by the commenter) was originally intended to reduce vehicle trips – but on further examination was found to exacerbate the traffic impacts associated with the project.

While the measures identified in the comment ("unbundling" parking from the cost of housing and designing smaller apartments) would incrementally reduce the traffic generated by this alternative, these reductions would likely not be sufficient to avoid or substantially reduce the traffic impacts expected to be generated by the project. Please refer to Response A3-2.

Response C6-5: This comment generally pertains to the merits of the project, and suggests that an extension of Alto Lane through the project site could provide enhanced access between College Avenue and Partridge Avenue (and points beyond). The removal of the existing segment of Alto Lane within the project site was not considered a significant impact on the transportation system in the Draft EIR because the existing roadway segment does not connect College Avenue and Partridge Avenue. In the absence of additional right-of-way acquisition within the site, the existing Alto Lane segment does not function as a useful public thoroughfare in the existing condition (as required by CEQA, the existing condition is the primary focus of environmental review).

Response C6-6: This comment, which pertains to the merits of the project, is noted.

D. PUBLIC HEARING COMMENTS

Letter
D1

CITY OF MENLO PARK

PLANNING COMMISSION

RE: 389 EL CAMINO REAL,)
LLC PROJECT)
_____)

REGULAR MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

MONDAY, MARCH 19, 2012

MENLO PARK CITY COUNCIL CHAMBERS

Reported by: MARK I. BRICKMAN, CSR RPR
License No. 5527

Letter
D1
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ATTENDEES

THE PLANNING COMMISSION:

Katie Ferrick - Chairperson
John Kadvany - Vice Chairperson
Vince Bressler
Ben Eiref
John O'Malley
Henry Riggs
Peipei Yu

THE CITY STAFF:

Deanna Chow - Senior Planner
Jean Lin - Associate Planner
Kyle Perata - Assistant Planning
Leigh Prince - Assistant City Attorney

SUPPORT CONSULTANTS:

Adam Weinstein - LSA Associates
Carolyn Park - LSA Associates
Paul Stannis - DKS Associates

THE APPLICANT:

Matt Matteson

BE IT REMEMBERED that, pursuant to Notice of the Meeting, and on March 19, 2012, 7:18 PM at the Menlo Park City Council Chambers, 701 Laurel Street, Menlo Park, California, before me, MARK I. BRICKMAN, CSR No. 5527, State of California, there commenced a Planning Commission meeting under the provisions of the City of Menlo Park.

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Letter
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MEETING DETAILS (re 389 El Camino Real LLC)

	Page
Presentation by Deanna Chow	4
Presentation by Adam Weinstein	8
Public Comments	22, 113
Commission Questions	35, 119
Commission Comments	69
Presentation by Matt Matteson	73
Adjourned	177

Letter
D1
cont.

800-331-9029 emerickfinch@emerickfinch.com

CHAIRPERSON FERRICK: Moving along, next we're going to review and comment on the draft Environmental Impact Report for the Use Permit, Architectural Control, Major Subdivision, Below Market Rate Housing Agreement and Environmental Review for 389 El Camino Real, which is right now a request to demolish the existing single family house at 612 Partridge Avenue, residential triplex at 603 to 607 College Avenue and construct 26 residential units and associated site improvements on the subject parcels in the C-4(ECR) (General Commercial Applicable to El Camino) and the R-3 Zoning District.

The application included the following requests: A Use Permit, Architectural Control, Major Subdivision, Below Market Rate Housing Agreement and Environmental Review.

Can I turn it over to staff for any additional information? Oh, thank you for coming back, Commissioner O'Malley. I forgot to summon you.

MS. CHOW: Thank you, Chair Ferrick and members of the Planning Commission.

As you mentioned, the subject site of the proposed project is commonly referred to as 389 El Camino Real. The project site consists of parcels address 321 to 389 El Camino Real, 603 to 607 College Avenue and 612

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Partridge Avenue and a zone C-4 General Commercial, R-3 Apartment District.

The applicant is proposing to demolish the existing single family residence and triplex located at 612 Partridge Avenue from 603 to 608 College Avenue respectively and construct 26 -- 26 residential units consisting of a mix of attached, semi-attached and not attached single family dwelling units.

The proposed project would require approval of the following items with the Planning Commission serving as the recommending body and the City Council is the final decision-making body on the project.

The project applications are the following: One, a Use Permit for construction of three or more units in the R-3 Zoning District and new construction of residential units in the C-4(ECR) Zoning District; two, Architectural Control for design review of the new buildings in the site improvements.

Three, a tentative map to merge seven lots into two lots, abandon the public street easement for Alto Lane and create 26 residential condominium units.

Four, a Below Market Rate Housing Agreement to provide three onsite below market rate units in accordance with the City's below market rate housing program and the State Density Bonus Law.

Letter
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Five, application with the State Density Bonus Law so allow one incentive and six development standard waivers; and six, environmental review to review the proposed project for potential environmental impacts.

The purpose of tonight's Planning Commission meeting on the project at 389 El Camino Real consists of two components. No formal action on the project will be taken this evening.

The first component is a public hearing on the Draft Environmental Impact Report, also known as EIR. During this part of the meeting, the Planning Commission and the members of the public will have an opportunity to provide comments on the Draft EIR.

Comments from this evening, as well as those previously submitted in items submitted to the Planning Division by 5:30 PM on Monday, April 2nd, will be addressed as part of the Final EIR prepared for the project.

The second component of tonight's meeting is a study session on the proposed project, particularly highlighting the changes since the last study session.

At this time, the Planning Commission and members of the public will have an opportunity to comment on the revised project.

Again, no action will be taken on this project

Letter
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at tonight's meeting.

To help facilitate the meeting, Staff would recommend that the Planning Commission follow the meeting procedures as outlined on page 4 of the staff report.

Tonight's meeting would proceed with the following: First, the EIR public hearing with introductions by staff; then address the overview of the Draft EIR presented by Adam Weinstein of LSA Associates, who is the consulting firm that prepared the Draft EIR, following by Planning Commission opening the public hearing to receive comments from the public on the Draft EIR.

Then Commission questions of staff, LSA and the project sponsor on the document, and Commission comments on the Draft EIR, and then close the public hearing.

Following that, we would move on to the second component of tonight's meeting, which will be the study session on the project.

That would be -- there would be a presentation by the project applicant and public comments on the proposed project, Commission questions of staff and the project sponsor on the proposed project, and then Commissioner projects on the proposed project.

At this point, I would like to introduce other

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staff members and consultants here to help present and address questions. We have Jean Lin, also from Planning Department, Leigh Prince from the City Attorney's office, Adam Weinstein and Carolyn Park of LSA Associates and Paul Stannis with DKS Associates, transportation consultant.

The applicant, Mike Matteson and team are also here tonight to present and address questions.

This concludes staff comments, and now I would like to suggest that the Planning Commission have Mr. Adam Weinstein of LSA provide us an overview of the Draft EIR and the purpose of tonight's meeting.

CHAIRPERSON FERRICK: Without further adieu, Mr. Weinstein.

MR. WEINSTEIN: Good evening, Chair Ferrick and Commissioners. As Miss Chow mentioned, my name is Adam Weinstein. I'm the EIR project manager. Pleased to be here tonight to present the results of the Draft EIR. I'll try to keep it short.

I just wanted to take a few minutes to provide an overview of an environmental review process -- process in California, talk about where we are at this point and the environmental review process of this specific project, and then just summarize very briefly the key conclusions of the Draft EIR, and then also our project

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alternatives analysis, which I know is a topic of interest, and if you have any questions or want clarification about anything, feel free to interrupt.

So CEQA, California Environmental Quality Act, is often called the foundation of planning in California in that it requires public agencies to A, evaluate the environmental impacts of a project, and then -- then B, decide whether to approve the project or plan based on that environmental review.

And we can talk about CEQA for hours in all of its complexity, but I just want to boil it down to a couple of key points. Two key points, actually.

The first is that CEQA's purpose is to disclose the environmental impacts of projects to decision-makers and the public, and then also to provide a public forum to mitigate impacts and then also identify project alternatives.

So CEQA doesn't dictate approval or rejection of a project. It doesn't actually dictate an outcome. It only requires that a project's environmental impacts be disclosed and presented to decision-makers so that they can make an informed decision about the project. So that's CEQA in about thirty seconds.

In terms of the EIR process for this project, we should just take a quick look to see where we are in

Letter
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that process.

The first -- the first step in the CEQA process is that the project is initiated, the application for the project is submitted, the so-called lead agency, which in this case is the City of Menlo Park, then makes a determination regarding what type of CEQA review is needed, and in this case, that would be an EIR, and at that point, also the City selected a consultant, LSA Associates, us, to work with the City to prepare the EIR.

The EIR is the most comprehensive form of CEQA documentation, and it's designed for projects that may have what's called a significant environmental impact.

I should mention to you that we conducted quite a bit of preliminary environmental review work in determining the level of environmental review for this project.

During those early stages of CEQA start-up, we prepared several background technical reports for the project site and reviewed a couple, as well, including a hazardous materials report.

We performed an evaluation of buildings on the site to determine whether they are considered historic resources, and with that information in hand, we were able to focus the EIR on several key environmental topics of concern.

Emerick And Finch, Certified Shorthand Reporters
389 El Camino Real LLC Project

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So as you've noticed probably in reading the EIR, this EIR did not include the full slate of topics that you often see and what you get in Environmental Impact Reports.

It's intended to be a focused EIR that looks only at issues that were a detailed analysis.

So after determining that the EIR was needed, the City issued a Notice of Preparation which essentially states that the lead agency is preparing the EIR for the project and wants to hear from public and agencies their thoughts on what topics should be analyzed in the EIR.

Next, there was a scoping of environmental issues which helped determine what environmental topics should be addressed in the EIR and then also what alternatives should be evaluated in the EIR.

And at this point, in response to the comments that you offered as a Planning Commission and also comments from the public, we added a couple of new environmental topics to the EIR that we weren't actually going to analyze initially.

Those topics included public services and utilities, aesthetics, air quality and noise. So we listened to your comments and changed the scope of work of the EIR accordingly.

We also added a senior housing alternative,

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which was the recommendation that you made, as well, to evaluate an EIR. It's all reflected in the first draft.

After the scoping session, collected your comments, modified the scope of the EIR and then we actually conducted the research and analysis to do the EIR, drafted the document and then published the Draft EIR.

The Draft EIR was then circulated for public comment, and right now we're getting towards the end of that 45-day public comment period when you can read the EIR, submit comments on the adequacy of the document, and that's really actually the purpose of the meeting tonight.

But the first part of the meeting, anyway, is for us to hear your comments and then not respond to them tonight, but respond to them in the form of a response to comments document will which will be released after the end of that 45-day review period.

The response to comments document also will include any revisions to the Draft EIR if any are necessary in regard to the comments that we receive.

And then together, the Draft EIR which you have in front of you and the response to comments document will comprise what's called the Final EIR. That's the document that you as decision-makers make

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389 El Camino Real LLC Project

Letter
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decisions on at the very end of the process.

So as that final step, you, the Commission and the City Council will review and decide whether to certify that Final EIR, and then as a separate action and with the environmental review in hand, with that Final EIR in hand, the Commission and the Council will then decide whether to approve the project.

So certification of the EIR and project approval of the project are two separate things in this case.

So now I'll just briefly summarize the key conclusions of the Draft EIR, and again for the sake of time, I'll go through these pretty fast. There's obviously a lot more detail in the EIR.

Land use and planning policy, the very first topics that we analyzed. These are kind of the most broad-based projects in the EIR where we look at things like whether the project is consistent with applicable General Plan policies and how the project will affect the physical arrangement of the community.

And so in this analysis, we found that the project would not divide an established community. That's something that we have to look at in the EIR.

The existing residential sites -- the existing residential units on the project would be demolished as

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part of this proposal, but we didn't find that this residential uses to be a community as traditionally defined.

And then in addition, Alto Lane on the site is currently used to provide access mainly to the existing triplex on the site, and therefore the abandonment of Alto Lane would not impair mobility within Menlo Park.

The project would also -- we found in the EIR -- to be generally compatible with surrounding uses. The intensity of the project would be appropriate from an environmental review perspective, at least, along El Camino Real.

So in -- in that urban context, the intensity of the project seemed appropriate.

The auto repair shop and the gas station to the south of the site have operational characteristics that are obviously different than residential uses, but these characteristics are not in our minds, at least, basically incompatible with the proposed residential uses.

We also found that the project would be generally compatible with the General Plan and the Zoning Ordinance, including policies that promote the development of housing and the intensification of uses along the El Camino Real.

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389 El Camino Real LLC Project

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We also as part of this analysis looked at the project's consistency with the Draft El Camino Real Downtown Specific Plan and found that the project would actually not be consistent with the Specific Plan's development standards and guidelines because it would not be -- it would not include ground floor retail uses, below residential uses.

However, because the Specific Plan is not yet adopted, this potential inconsistency with the Specific Plan does not rise to the level of a significant environmental impact.

The Transportation Circulation and Parking Analysis looks at the entire circulation -- the entire circulation system to identify impacts on travel around Menlo Park and the region using lots of different modes, from bikes to walking to traveling by car.

As you know, the City has a very stringent criteria of significance which are used to determine whether a project would have significant impacts on traffic volumes.

So even though this is a relatively small project and would generate only about 155 daily trims and a very small number of peak hour trips during the AM and PM peak hours, it would result in significant impacts to two roadway segments along University Drive and Middle

Letter
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Avenue, and mitigating these impacts would require both roadway widening and then that would also require right-of-way acquisition.

Those things are not acceptable to the City, and therefore this impact would be significant and unavoidable.

Lastly, we found that the project would not compromise bike, pedestrian or transit infrastructure in the area, and obviously there's a lot more detail in the EIR on those subjects.

In the related analysis, the air quality analysis, we look at the effects of the project on air pollution levels, primarily due to vehicle emissions, but we also look at other things, as well, including construction period emissions.

We found that the project would not generate any Significant operational emissions, for instance for people driving to and from work. Yeah, emissions resulting from vehicles being driven around.

But we found that construction of the project would generate dust and other pollutants, and these pollutants could affect residents around the project site.

Now this impact is primarily a function of the proximity of proposed construction activities to

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389 El Camino Real LLC Project

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surrounding uses, not necessarily the scale of project construction activities, because this is a relatively small project site, and to mitigate that impact, we proposed a measure that would require the construction contractor to implement a variety of dust and emission control measures on the site while the construction -- while construction activities are happening.

Another analysis that -- or another part of the analysis that's related to traffic is the noise analysis, and in that analysis, we look at the effects of the existing noise environment on the project in addition to the way that the project itself will affect community noise levels around the project site, and we found that the project would incrementally increase noise during the construction period.

That would be a significant impact, and again this is primarily a function of the proximity of residential uses around the site for the project site, and that impact would be mitigated through the implementation of a noise reduction program for any performance standards, very strict performance standards are specified in the EIR.

Operational period noise impacts outside the project site from vehicle traffic would not be significant. No mitigation would be required for that.

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cont.

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However, the project buildings themselves would need to be built with appropriate insulation to reduce noise levels occurring from vehicle traffic on El Camino Real, and that's a mitigation measure that's also identified in the EIR.

The Public Services and Utilities Analysis, that was another topic that we added in response to your comments at the scoping session.

In that evaluation, we look at the potential effects of the project on police, fire, schools and park services, and as part of that analysis, we contact all the affected agencies, including school districts, and that correspondence comprised the really large part of our analysis.

And just in summary, due to the relatively modest population increases that we're looking at as part of this project, the project would not result in significant physical impacts on those services.

They would increase demand for those services, but no physical environmental impacts would result, and along the same lines, the project would generate demand for water, wastewater treatment, waste disposal and energy, but not such a great increase in demand that environmental impacts would result.

In the aesthetics analysis, we look at how the

project will change the visual character of an area and then also views around the development site, and in response to your comments at the scoping session, we added in an evaluation of how the project could change shadow patterns around the project site.

So if you -- when you're reading through the aesthetics analysis, you can see some diagrams that show how shadow patterns on the site would change with the project seasonally.

We found that the project would change the visual character of the site by developing a vacant lot and removing existing residential uses. You know, those are kind of obvious visual changes.

However, because the project would develop new residential uses that are similar in height that are similar in type to those located to the west of the site, the change in visual character would not be considered significant or averse, particularly in the context of the shadow analysis that we did and the -- the visual simulation analysis that we did, as well.

We found that the project would cast new shadow on residential properties across College Avenue and El Camino Real. However, the new shadow generated by the project would not fall an adjacent commercial and residential buildings, and therefore would not be

Letter
D1
cont.

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considered significant from a CEQA perspective.

Last but not least, I'll talk really briefly about alternatives. As you know, CEQA requires an EIR to include an analysis of a range of alternatives to the project, including alternatives that are specifically designed to reduce environmental impacts.

So in this case, we looked at five alternatives in detail in the EIR. The first is what's required in CEQA, which is the no project alternative.

Under that alternative, the site would essentially remain in its existing condition. So residential uses and then a -- a vacant lot on most of the site.

We looked at a baseline zoning alternative, under which the site would be developed with three residential units and about 23,000 square feet of commercial space, and we looked at worked on a reduced residential alternative, which is essentially a resi -- all residential project on the site were developed, particularly to reduce the significant traffic impacts on the project.

So the density of the project was reduced to such an extent that no significant effects to the roadway segments would result.

And then we also looked at the mixed use --

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389 El Camino Real LLC Project

Letter
D1
cont.

what we're calling the mixed use alternative, under which the project would be developed with a single building containing about 22 multi-family residential units and 13,400 square feet of commercial space, and this alternative is similar to what could be developed under the site -- on the site under the specific plan.

And then the senior housing alternative. This is the one that you guys requested. The project would be developed with -- the project site would developed with 26 senior residential units, and actually we found that very last alternative, that senior housing alternative to be what's called the environmentally superior alternative.

It -- that's something that's required to be identified in -- in the EIR. That alternative would result in the least environmental impacts compared to the all the other alternatives, and we found that senior housing alternative to be the environmentally superior one, namely because it would allow for a maximum amount of residential development on the site, fulfilling the need for housing in the area, while avoiding all of the traffic impacts that would result from the project, and that's primarily a function of very low trip generation rates from a senior housing project.

People who live in senior housing projects

Letter
D1
cont.

tend not to drive all that much.

So that's the -- the Draft EIR in kind of a nutshell, and again the purpose of this hearing is really for you to comment on the adequacy of the Draft EIR, for us to take those comments and prepare a detailed response to comments document with our technical staff.

But if you have any comments on actual matters in the EIR, EIR procedural questions, I'm happy to answer them, and we also have Carolyn Park, who's my colleague at LSA, and then Paul Stannis from DKS who worked on the traffic analysis, as well.

So thanks for your time.

CHAIRPERSON FERRICK: Thank you.

So next up would be public comment on the Draft E -- EIR. If you would like to comment on this item, please complete a speaker card and we'd be happy to take you all in succession up to the microphone.

I don't have any cards yet. Okay, there's one, and then do you have any over there yet? Okay. And actually if you could go that way, it will come up through this direction and I'll just call you all in the order in which the cards are received.

Public comment is typically limited to three minutes, and it looks like we'll be able to easily fit you all in. Don't get too comfortable over there. I'm

Letter D1 cont.

1 going to call one of you up here.
2 Let's go with Howie Dallmar first, please.
3 MR. DALLMAR: Good evening.
4 CHAIRPERSON FERRICK: Good evening.
5 MR. DALLMAR: How are you guys doing? I'm
6 Howie Dallmar. I live at 1390 Garden Lane in Menlo Park.
7 I grew up in Menlo Park in the late '50s and '60s and
8 '70s and went away to college and then came back in the
9 mid-'80s with my family and I've lived here since then.
10 So Menlo Park's been a great place to raise
11 our family. I really love the town, and -- and I've
12 known the Matteson family for about 25 years.
13 The Matteson family live in Menlo Park, and
14 they're really quality people that have a great
15 reputation for building excellent developments in
16 Northern California.
17 So I am here on behalf of myself, actually, to
18 say that I -- I support this project. I think it's going
19 to be a great project. I think it's been well thought
20 out. It's a responsible development.
21 The Mattesons went to the neighbors in the
22 area, listened to their concerns and have made
23 concessions limiting the house -- the size of the houses.
24 This development provides needed housing to
25 Menlo Park as well as providing below market homes, too.

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Letter D1 cont.

1 The homes fit the character of the
2 neighborhood. They're attractive with nice finishes,
3 open areas and I think there'll be a nice amenity.
4 Amenities will be provided, too.
5 This is a project that I think we all can be
6 proud of. There are too many vacant buildings and empty
7 lots on El Camino Real. It's really been an eyesore for
8 the City of Menlo Park and it's gone on for years.
9 I think this project will be a vast
10 improvement. I think there's a need for it, and I urge
11 you to vote for this project.
12 Thank you.
13 CHAIRPERSON FERRICK: Thank you, Mr. Dallmar.
14 Up next, we have Deborah Fitz.
15 MS. FITZ: Hi, everyone. I'm Deborah Fitz.
16 I live at 299 Menlo Oaks Drive, and I'm here also in
17 support of this project and to urge you to vote in favor
18 when -- or to urge you to whatever action you take in
19 support of the project, and I offer you two perspectives.
20 The first perspective is that of having been
21 on the School Board for the Menlo Park City School
22 District for 2006 to 2010, and, you know, as a result of
23 that, I think I understand the challenges that a growing
24 enrollment in our local public schools has -- has
25 presented to this community.

1 cont.

2

That being said, I've also looked at the student genera -- student generation rates that this project suggests, and from what I can tell, it's really a de minimis effect on enrollment in the local public schools.

And I actually also am not aware of and checked with the current board of any objections from the current school board to this project.

The second perspective I offer you is just as a resident, and I would echo a lot of what Mr. Dallmar just -- just said.

I, too, have known the Mattesons for many, many years and I know Matt has been -- has lived here his whole life, attended the Menlo Park schools, has been an active supporter of this community and has worked really hard over the past several years to build consensus around this project.

I, too, think that it would really improve our city and the look of our city and provide needed housing. So I -- I am here in support of the project tonight.

Thank you.

CHAIRPERSON FERRICK: Thank you, Miss Fitz.

And next we'll have David Roise. Sorry if I'm mispronouncing it. Just to be sure everyone knows, we're commenting on the EIR tonight. We won't be taking any

2 cont.

action tonight.

MR. ROISE: My name's Dave Roise. I live at 1016 Creek Drive in Allied Arts. I'm a relatively close neighbor to the project, and I have a couple comments just on sort of the general project, and then a final comment on the Draft Environmental Impact Statement, maybe a question about that.

And I'm here actually to -- to voice my disappointment with the design and the fact that it's inconsistent with the Draft El Camino Downtown Specific Plan.

I would very much prefer having some sort of mixed use retail/residential development in the area.

I'm very much in favor of alternative transportation, and I think this design is basically going to continue the use -- the requirement that people who live there use cars for pretty much every trip.

A huge amount of space is devoted to parking, which I realize is something that needs to be included, but I was hoping that -- that parking could be put underground as much as possible, which doesn't seem to be the case here.

I just wanted to read from the -- the Specific Plan a couple points -- sorry. From the Environmental Impact Statement.

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Letter
D1
cont.

"Although the project will be located in close proximity to transit, it is not designed in a way that is oriented to transit." I agree with that.

"From a design perspective, the project would not encourage the use of public transportation even though it would be located within walking distance of the Menlo Park Caltrans station and near samTrans bus stops. A relatively large number of parking spaces on the subject tends to increase the use of private motor for transportation instead of alternative forms of transportation, including walking, bicycling and transit."

And then finally "the project would not be consistent with the development standards and guidelines for the draft plan. It seems to encourage development of multi-story residential buildings and ground floor retail uses" and so forth.

"The proposed project characterized by more suburban style urban form along El Camino could impede the goals of the Draft Specific Plans as they relate to walkability and the development of higher mixed use development along the corridor.

So I'd just like to highlight those points because I think -- you know, looking at the traffic, it's something that could have been built in the Southeast.

3 cont.

Letter
D1
cont.

It's nice that you designed in a way, but there's a lot of cars and a lot of parking.

And I guess my question about the EIR specifically is why the impact of Sand Hill Road intersection with El Camino wasn't considered?

I realize that's become a long shot, but we live on Creek Drive and it's very difficult to get out of Creek Drive on El Camino. I find it surprising that that wouldn't have been an intersection that should be considered since the cars back up during commute hours twice a day certainly past Creek Drive and a lot of times past -- what is the next street? Almost all the way to Cambridge.

So I would hope that they would address that question.

Thanks.

CHAIRPERSON FERRICK: Thank you, Mr. Roise.

And just for the record, did Mr. -- Mr. Weinstein, did you get -- or whoever's taking notes -- the specific address or the intersection that they would like to have addressed in the EIR, which was Creek and El Camino?

MR. WEINSTEIN: Sand Hill Road.

CHAIRPERSON FERRICK: Thank you.

Next up we have Pete Colby. Good evening,

4

Letter
D1
cont.

Mr. Colby.

MR. COLBY: I wrote a letter in earlier on and I don't know if I'm a great typist, so I just wanted to express that I've walked past the property for about thirty years and I knew it as a gas station most of the time I've been living here, and I -- I just have a concern about the way traffic flows through town because I've seen bicyclists that are -- that are struck by cars along that change in -- in the alignment of El Camino.

It moves off to the right, and it's not going to be a possibility to realign El Camino for this project.

So I think -- I'm just hoping that the developer considers what I've proposed in my letter that maybe they could slim it down to eliminate one or two -- two or four, actually is what I'm hoping for, the central street side units to allow for the kind of traffic escape route, I call it.

It's like a buffer from the speed of the normal flow of traffic, because as I expressed in my letter, I've been in front of the chamber before where they discussed the million dollars in contracts to coordinate street lights and get the flow of traffic through town, principally to keep the pollution low and let people get on their way if they don't have business

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Letter
D1
cont.

here.

And I think if you had a way to give more of landscaping and more of a place for a staging area is what I think of it is.

If you imagine the construction people coming in and trying to get this place built, they need a place to sweep out of El Camino gracefully, and I think you can understand my point and, you know, I -- I respect the fact that people think that some of these developers are working really hard.

I've worked with really hard working people most of my life, and the garbage collection is going to be real problem.

They are hard working people. You have think of Recology trying to service the new units and having a place to do that without causing so much noise down in our neighborhood.

I don't mind hearing and knowing what it is, but there's this 24-hour Safeway and you just have to give traffic a place to -- to sort of get off the road gently and not have to stop all the traffic behind them to wait for somebody else to get out and then go in or -- you know, I really think they need a place.

Anybody that has to show up on that property, they could make it into kind of a little village right

5 cont.

there and have a place where people visit there, but don't really come in, you know, and they could have more trees and more creation there. **5 cont.**

If you had a place with more land. I mean, they're asking people to pay a million dollars to get in a box and hear that noise all night. They have to crack the windows. They have to have fresh air.

That's all I had to say.

CHAIRPERSON FERRICK: Thank you, Mr. Colby.

Next up we have Karl Hutter.

MR. HUTTER: Good evening. I'm Karl Hutter and live at 1221 Hobart Street in Menlo Park.

I -- I support this project. I've lived in Menlo Park about twenty years and have seen El Camino -- I used to take my car to the GMC dealership.

That's probably been closed eight or ten years now, but that whole area of El Camino has become, you know, just not what we want to represent Menlo Park. **6**

Just go look at Laurel street in San Carlos or Sequoia Station in Redwood City. It's the regeneration of a downtown area.

This is a relatively minor project relative to that whole area there, but it's time that we got going and do something for this neighborhood.

The Yogurt Stop -- I'm a big fan of the Yogurt

Stop. You can probably tell right here. I should spend less time at the Yogurt Stop.

You know, maybe there's going to be a little longer lines there because the businesses are going to be ben -- benefitting from the increased, you know, flow through there, but it's a -- you know, it's time for us to really change the look of Menlo Park.

I had some friends here, some business colleagues a couple weeks ago from Madrid and I drove them -- after being around Stanford and walking around Stanford in the shopping center and such, driving back down El Camino, and they said in broken English "what is going on here? Why is there -- why is there asphalt? Why is there just vacancy? This is the Silicon Valley," and that just says it all. **6 cont.**

It just told me that we can do better, and I think we need to take a step forward, and this is that step forward.

Thank you.

CHAIRPERSON FERRICK: Thank you, Mr. Hutter.

All right. Margie Roginski is my last card. If anyone else wants to speak on this issue, if you can fill out a card and hand it over to our able Planning staff, that would be great.

MS. ROGINSKI: Hi. I'm Margie Roginski. I **7**

live at 761 College Avenue, and I -- I have been a member of the task force, but I'm speaking on my own here and not on behalf of the task force. By fast "task force," I mean a group of neighborhood folks that have worked with Matteson on this project.

So -- so I will say that we had a number of meetings with Matteson and he did make a number of concessions in terms of the look and feel of the development. I think it looks much nicer now than it originally did.

I personally, however, feel that it never really came down enough in height or density for me. I have pretty grave concerns over the traffic increase that we're going to see on University Ave, on Middle Ave, which is just constantly backed up.

I already observe many cars that cut off at Middle, so as they're coming down Middle going to El Camino, it's backed up there at the Safeway and they cut over and they do come down College Avenue.

I've monitored this. I see it all the time. In fact, a great deal of our traffic on College during the 3:00 to 6:00 PM time frame, which is when I've watched, is due to those folks cutting over on to College.

So I have big concerns about the traffic on El

7 cont.

Camino, as well.

I'm also not in favor of the three-story height along College Avenue. I over and over requested in the meetings that we bring that down.

I just think it's a massive three-story wall on College Avenue that doesn't really fit at all with the neighboring houses, but that was something that they just -- they continually said they could not make concessions on.

And I also finally want to say that I do encourage the development of the project as a senior housing development. I think this would cause some changes that would basically improve some of the things that I'm bothered by, in particular the traffic and the impact on our school system, as well.

I think making it into a senior housing project development would really have a very good overall effect, and it would also benefit Menlo Park, because my impression is that that's the type of housing that we actually need.

Thank you.

CHAIRPERSON FERRICK: Thank you so much.

And just so anyone else in the public knows, there is a second option for public comment later on during our study session on this same item.

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8

Letter
D1
cont.

That's the last of the cards I have at the moment. Anyone else?

All right. Great. So we'll move on, then, to Commission questions to staff, consultant, project sponsor on the Draft EIR.

So this is not on -- we'll have another chance on the study session later to comment more on specifics of the project, but this is on the Environmental Impact Report.

Anyone? Commissioner Bressler.

COMMISSIONER BRESSLER: Okay. Why was an EIR required for this project? What were the real -- was it traffic mostly?

MS. CHOW: Yeah. It's basically traffic started is probably the biggest impact. You can see there are significant unavoidable impacts that necessitated the need to prepare an Environmental Impact Report, and then as Mr. Weinstein noted earlier during the scoping session, there was another items that the Commission wanted to see put into the document so the scope of the project expanded to other sections.

But it is considered somewhat of a focused EIR in that not all of the items have been considered -- all of the items have been considered, but not to the fullest extent in the EIR.

Letter
D1
cont.

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COMMISSIONER BRESSLER: I heard mentioned the difference between this and the Specific Plan.

Is that really an EIR issue or not?

MS. CHOW: It -- it could be from a land use perspective, but really the Specific Plan in this document was more for reference because it is -- the project was deemed complete prior to the adoption of the Specific Plan.

It's not subject to the Specific Plan. It's more of a reference tool, but it's not anything that should be raised for an environmental impact or even for review of the project, it shouldn't be used to review the project for consistency.

COMMISSIONER BRESSLER: Thanks.

CHAIRPERSON FERRICK: Sorry. I'm new at this. I think -- you had your light on, but not anymore.

Commissioner Yu.

COMMISSIONER YU: I wonder if you could explain the numbers that were used to determine whether the schools were impacted.

MS. CHOW: The schools are discussed in the public facilities section, and that is starting on page 160.

And so these numbers are based upon student generation rates in which you received from the school

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389 El Camino Real LLC Project

Letter
D1
cont.

1 district, and so depending upon the type of unit and
2 student generation rate, it included a -- a number of
3 students, and so that is what is used in this document.
4 The mitigation measure for school impacts is
5 the payment of a school impact fee, and so as long as the
6 applicant is paying the school impact fee, there is not
7 an environmental impact at the school and the school
8 impact fee is to be determined by the school district.
9 COMMISSIONER YU: So when you say that, does
10 that mean, for instance, on the staff report on page 12,
11 there's a chart that provides unit information.
12 So I guess I'm trying to understand in
13 layman's terms. Does that mean that for any -- for any
14 unit that's three or four bedrooms, then you would assume
15 like a one point whatever number of students per unit?
16 I'm trying to understand, because I remember
17 for a different project, the number came out very low
18 just based on my intuition, so I'm just kind of curious
19 to hear like how you determine students based on a per
20 unit basis.
21 MR. WEINSTEIN: Adam Weinstein again from
22 LSA. Just to answer your question, Commissioner Yu. So
23 what we did is we called the school districts up directly
24 and they provided us with student generation rates.
25 So for the Menlo Park City School District,

Letter
D1
cont.

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1 they recommended use of a rate that varied from 0.28 to
2 0.39 elementary and middle school students per single
3 family residence unit.
4 Now they don't -- those aren't -- those rates
5 aren't differentiated based on the number of bedrooms per
6 residential unit. They're based on this kind of loose
7 definition that the school district uses based on high or
8 low value of homes.
9 So it's a range that they don't really have
10 defined all that well.
11 And then the Sequoia High School District has
12 used generation rates that's flat, 0.2 high school
13 districts per residential unit.
14 So for the Menlo Park City School District, we
15 used the higher of the rates, 0.39 to calculate the
16 number of students that we generated from the project,
17 and then we use the 0.2 rate from that from the Sequoia
18 High School District.
19 When we applied those rates to the project, we
20 get up to fifteen school-aged all together.
21 COMMISSIONER YU: And you provided that per
22 unit, then?
23 MR. WEINSTEIN: Yeah. We've applied 0.39.
24 The 0.39 rate for elementary and middle school students
25 and then 0.2 rate for high school students.

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389 El Camino Real LLC Project

Letter
D1
cont.

COMMISSIONER YU: Okay. You're counting both high school and elementary. So you're almost double counting those units.

MR. WEINSTEIN: Essentially, yeah.

COMMISSIONER YU: Thank you.

CHAIRPERSON FERRICK: Kadvany.

COMMISSIONER KADVANY: Thank you.

I think this is a question -- question for Adam again. Good evening.

Could you just say a little bit quickly about the trip generation rates? I -- they seemed a little -- a tad low to me. It might be just because they're quoting our hourly rates.

Like for the senior option, I think it said one in and one out at the peak, peak hour. People are sleeping in late or something, not too much action going on there in the morning.

MR. WEINSTEIN: I might call on Jan to talk about this, but I'm just really generally speaking. These are -- these are kind of average rates that are applied for different land uses that we get from a collection of trip generation rates produced by the Institute of Transportation Engineers.

So these are those kinds of rates, and there's not really great localized data for trip generation, so

Letter
D1
cont.

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we have kind of aggregated data, so it comes from the transportation engineers.

It averages out among senior residential uses, in this case in lots of different places. Because we don't have really great data -- really great trip generation data for senior residential uses in Menlo Park.

So again, this us aggregate data. It may not be exactly precise.

COMMISSIONER KADVANY: Still, for example, you could have a couple visitors. It would be typical.

MR. WEINSTEIN: These are average, again. I think what you're probably looking at, too, is -- is peak hour trip generation, as well.

COMMISSIONER KADVANY: Yes.

MR. WEINSTEIN: Because a lot of these uses, including senior residential uses, don't necessarily peak at the conventional AM/PM peak period.

Because their work schedules are there. Their entertainment schedules might not be an exactly 9:00 to 5:00 schedule that we use to evaluate typical peak hour trips.

COMMISSIONER KADVANY: So -- so there's some uncertainty in using those rates.

MR. WEINSTEIN: Yeah. They're the best --

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389 El Camino Real LLC Project

Letter
D1
cont.

they're the best data that we have.

COMMISSIONER KADVANY: Okay.

MR. WEINSTEIN: We use those.

COMMISSIONER KADVANY: A question on the retail -- on the retail alternative. That assumed 13,400 square feet of retail space.

Now, suppose you had smaller amounts of retail space. Could you roughly scale that downward just proportionately? So if you had 6,000 square feet, 3,000 square feet or something, would that be a fair assumption to make to get a reasonable estimate of the --

MR. WEINSTEIN: I think I'll refer that question to Paul. He's a transportation engineer.

COMMISSIONER KADVANY: All right.

MR. WEINSTEIN: I'll butcher that, actually.

COMMISSIONER KADVANY: Thank you.

MR. STANNIS: Good evening. I'm Paul Stannis from DKS Associates.

To your question, that's an accurate statement. In some cases, there is an equation that goes to this calculation, but generally speaking, and given the size of this portion of this development, that would be an accurate statement.

COMMISSIONER KADVANY: Right.

MR. STANNIS: So you could scale it back

Letter
D1
cont.

proportionately.

COMMISSIONER KADVANY: Even down to as low as something as 3,000 square feet?

MR. STANNIS: Yes, you could.

COMMISSIONER KADVANY: There may be an Adam -- well, maybe it's for both of you. I'll ask the question.

So here -- so a lot of these, the traffic counts are for streets with no -- you know, no sidewalks or no sidewalks on considerable sections of them. So that includes University, Partridge, Cambridge and College.

Does the -- do you all take account of that? I mean, because it really, you know -- you know, even a car every ten minutes in Allied Arts is a lot different from a car, you know, every ten minutes in other -- other streets.

It doesn't sound like much, but maybe you would notice this, but if this happened with another project, I mean, we may be much closer to limits of sustainability for what these types of streets can handle.

I mean, if for no other reason than for safety reason. You have people walking in the streets here you don't typically have elsewhere.

Letter
D1
cont.

So I'm wondering if that's at all taken into account here in your --

MR. STANNIS: Are you asking if pedestrian counts are taken?

COMMISSIONER KADVANY: No. The -- it's sort of the -- the disutility of an additional vehicle trip on these -- on these roads as opposed to other -- other roads.

I mean -- I mean, I guess these are just based on the capacity -- I mean, whether or not we hit a unmitigatable impact or depend simply on the capacity of these roadways, right?

It has nothing to do with the fact that there are no sidewalks there.

MR. STANNIS: That's correct.

COMMISSIONER KADVANY: Right?

So that's, you know -- I guess that's something for us all to think about.

Okay. Another traffic question. Given that there -- we've got some numbers, like 68 additional vehicles on University, 32 on College, College does filter down.

As one of the commenters said there is traffic, you know, cut-through traffic in this area.

Would it be possible for you to estimate --

9

Letter
D1
cont.

not that it would make a big difference, but just to know what the residual increase is lower -- lower on College Avenue below to the west of University?

I ask that because once you come past University, there are two intersections which are T intersections with no stop signs.

So again, a situation with just few extra cars is worth paying attention to, because it's a riskier situ -- situation, and there is cut-through. People zoom through there already.

Can we -- is that possible to easily get that estimate from your model or would it be a total --

MR. STANNIS: No. That -- that's possible.

COMMISSIONER KADVANY: Just so it's like another one of these light gray reports.

MR. STANNIS: And you're asking for College west of University.

COMMISSIONER KADVANY: West of University to Arbor, to include those and the intersections.

Okay. That's great. That's wonderful.

So this may be -- this is definitely an Adam question.

One of the -- one of the project goals that's listed -- and this reflects on one of the comments that came earlier -- says, you know, one of the project goals

9 cont.

Letter
D1
cont.

is to allow for a vibrant mix of land uses.

You know, often in the EIR, there's a discussion of well, does an alternative meet the project objectives or not.

So I'm wondering, you know, if we're -- we have an idea of whether this -- the proposed project meets that project objective.

So on page 21, it's mentioned, for example. It's one -- I think that's one of the bullet points there. Maybe this is something we'll discuss later when we get to the project.

But it is part of the EIR. The EIR does mention project goals. Encourage infill development in the City and allow for a more vibrant mix of density of land uses.

So it's much -- I guess that's maybe a more judgmental question, but I thought it would be nice to have you weigh in on that.

MR. WEINSTEIN: Yes. These objectives were crafted with us and City Staff and then the applicant also had input, as well, because it's their project after all.

I think this particular objective was crafted in mind to an overall mix of land uses along El Camino Real in the project area, not necessarily the project

Letter
D1
cont.

site.

So this project is intended to create a greater mix of land uses, including residential uses that would fit in with the commercial uses and other uses on El Camino Real.

So I think this objective is meant to be used more of a bird's eye view on El Camino Real than just kind of focused on the project site.

COMMISSIONER KADVANY: Well, I guess that bird -- that bird has sharp vision and can see that vibrant mix.

Anyways, okay. We can talk about that later.

I -- let's see. Oh, this is the last -- this may be another traffic question. This is my last -- last question.

When you come out -- if you're driving along College, for example -- College coming out to El Camino and you want to turn right on to El Camino, which is the only thing you can do this there, the visibility is pretty bad when there are cars parked there in front of the yogurt shop, and yet you got to make a right turn and you got to inch out and cars are coming by pretty quickly. That's kind of a -- you know, a parking issue here.

Another parking issue is as -- so the question

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Letter D1 cont.

is: Are there any plans for any red parking zones in front of the driveways to facilitate turning in off of El Camino?

I mean, so I just mention the fact that turning off College can be a problem and I'm wondering, you know, is there -- has consideration being given to what it's going to be like to drive into those driveways from El Camino when there's pretty fast traffic?

And if you have parking all the way, it can include where the driveway is, somebody slows down even more. Whatever you guys have to offer on that would be great.

MR. STANNIS: Well, I believe that in the areas where there is parking along El Camino, that would remain.

So we wouldn't be removing any parking spaces along the western side of El Camino, except for where the -- the driveway is to be located.

COMMISSIONER KADVANY: Okay. So as far as you're concerned, there's no safety -- safety issue?

MR. STANNIS: There's something we can take under consideration.

COMMISSIONER KADVANY: Okay.

MS. CHOW: Through the Chair.

COMMISSIONER KADVANY: All right.

10 cont.

Letter D1 cont.

MS. CHOW: On El Camino Real, I think there will be any parking permitted. I think that's still being worked out with the Fire District to obtain access into the site.

It may be no parking on El Camino along the project site, and in terms of College Avenue, the only driveway would be where the one single family resident that has the garage access fee.

Other townhome units that are facing College take access from the internal road.

COMMISSIONER KADVANY: Oh, okay. Yeah. I know, I was thinking completely about El Camino Real.

So no parking at all in front of the whole --

MS. CHOW: That is what's being discussed with the Fire District right now.

COMMISSIONER KADVANY: So follow-up question. Is the loss of those spaces included -- counted somewhere? Should that be part of the EIR that's going to occur or where do we count that?

MS. CHOW: All required parking for this project is to be onsite. So that's how it's going be to be used.

COMMISSIONER KADVANY: Yeah, but it's loss of public parking spaces; correct? I mean, there's parking.

You can park there now, right? Park all along

11

Letter
D1
cont.

that.

So if you work on College -- you know, any of those streets, if you work on, you know -- the bike shop, wherever, you can walk there or walk across the street to Tesla or whatever. Anyway, that's a question we can find out about.

Okay. Thanks very much.

CHAIRPERSON FERRICK: Ben. Go ahead.

COMMISSIONER EIREF: This is for Adam. This is at aesthetic question. This came up actually at the original working session, which is the very, very small setbacks on the back of the property.

I know in the -- in the R-3 zoning, I think normally they proposed three in commercial -- it looks like roughly or a third or half of that, the length of the project back and then the commercial -- it's actually zero feet, I think.

But at least in the R-3 zoning segment where you're kind of -- kind of maxing out the height of this building very dramatically into what normally would be a setback, how does that impact aesthetics?

MR. WEINSTEIN: So we look at that issue from a couple of different perspectives. We look at -- again, we're focused here on physical impacts, not necessarily on the design of the project.

11 cont.

Letter
D1
cont.

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For design reasons, we're looking at how the design of the project impacts things like light, use, just the overall character of the project site. We look at all three of those things.

You look at is the building site going to block scenic views on the site. There aren't really that many available scenic views. You know, it's a developed area. There are lots of trees, lots of buildings.

So the building height, although it might not be in exact conformance with the zoning requirements, is not -- it's not going to actually obstruct a view.

We look at the overall visual character, how the project is changing the visual character of the site. And again, in the context of -- this is -- this is a more dense project than the residential neighborhood generally speaking to the west of the project site.

Is that a significant adverse change to the visual character of the area?

We didn't think it was, actually. We felt yes, it is more intense, but it's not compromising the overall control qualities of the area, because it's primarily a residential neighborhood fronting on the El Camino Real.

And lastly we look at shadow patterns, how -- how are those building heights affecting shadow patterns,

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and we saw -- looking at these diagrams that were generated using -- you know, as part of our modeling effort that the shadow would generally speaking not be cast over the residential uses to the west of the site or even the commercial uses to the north of the site.

The shadow is -- new shadow would be generated by these taller buildings would generally fall on -- on parking areas or streets, and therefore we also did not think that that was a significant impact, as well.

So we kind of explore the issue of height through the prism of -- of physical impacts.

COMMISSIONER EIREF: Okay. I mean, to me, aesthetics include in if I'm sitting in my backyard, I don't know exactly what's there, but perception of a mask.

It's a huge aesthetic parameter I would think for people. Maybe even more so than light, although light's important, too.

But anyway, thank you.

CHAIRPERSON FERRICK: Commissioner Riggs.

COMMISSIONER RIGGS: Adam, we're going to keep you moving back and forth, so you might just -- I think this would be for you.

In the back of my mind is the possibility that the applicant may choose either now or subsequently to

Letter
D1
cont.

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replace one of the units with maybe a coffee shop or a convenience store.

Is the fact that the EIR looked at mixed use with retail, albeit with significantly more retail, 25,000 square feet, a larger version, 15,000, does that cover -- does that cover the project in terms of having done its CEQA diligence.

MR. WEINSTEIN: So on a typical process for something like that where there's a change to the project, and let's say this happened after certification of the EIR or -- yeah. Let's just say it happened after certification of the EIR for the sake of answering this question.

What would generally be done is that we'd have to look at -- we'd have to figure out what changes in impact there would be resulting from that specific development scenario compared to the project, and if there weren't any new impacts -- if that analysis found there would not be any new or significant environmental impacts beyond the ones that we identified in this EIR, then no supplemental environmental review would be required.

We could essentially rely on this EIR with that additional analysis that elaborates on impacts of that scenario.

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389 El Camino Real LLC Project

If that scenario would result in new impacts beyond what we have in here, then there would be need to be something, a supplemental or subsequent EIR, that would again go out for public review, because it would be considered a substantial change to the project that people would need to comment on.

So it would require another round of CEQA review.

Does that answer your question?

COMMISSIONER RIGGS: I think so.

You're saying the alternatives are here for conference, but they aren't being studied.

MR. WEINSTEIN: Yeah. I mean, they're -- they're evaluated at a lower level of detail than the project, and if, you know, the Commission, the applicant and the City Council were to decide to go with one of those alternatives, there would likely be at least an additional amount of analysis to be done to kind of flush out some of the details in the analysis.

But, you know, depending on what the actual impacts of that alternative was, there might not have to be a ton more analysis. We could rely on, you know, the work that was in the EIR to the extent feasible.

COMMISSIONER RIGGS: For example, we have maybe a twelve or 1,500 square foot coffee shop in

another neighborhood. It appears to do okay with three parking spaces because most people walk there.

Would that kind of coffee shop and that kind of use be consistent, then, or would it -- or would it trigger a traffic concern because somebody from Middle Avenue might drive down for coffee?

MR. WEINSTEIN: I think that in that case, if we put like a 3,000 square foot coffee shop on there, we'd have to actually look at the traffic patterns, the vehicle patterns generated by that specific coffee shop.

Every use has a unique trip generation pattern. So we'd have to really look -- you know, we'd have to have a customized analysis looking at that specific use.

But again, I mean, there's lots -- there's lots we can rely on in the EIR, but for that specific thing, we need to look at that separately.

COMMISSIONER RIGGS: So it would be supplemental.

MR. WEINSTEIN: Mm-hmm.

COMMISSIONER RIGGS: All right. Thank you.

CHAIRPERSON FERRICK: All right. I have a couple questions for you.

Looking back to the school impacts on page 163 of the EIR, the last paragraph of that page talks about

Letter
D1
cont.

that "the project applicant can either negotiate directly with the affected school districts or pay a school impact fee of $2.97 per square feet of residential unit.

Do you know what this applicant plans to do in that regard?

MR. WEINSTEIN: I don't know actually in that regard.

CHAIRPERSON FERRICK: And does the Environmental Impact Report -- I know you're just -- I know you're not in control of what that per square foot fee is, but complete rough math, I'm thinking if there's about 40,000 square foot of residential, that's around $120,000.

Is that roughly accurate?

MR. WEINSTEIN: We -- we didn't actually calculate the overall payment. It's something that's dictated -- you know, it's something that's developed independently of any given project and I suppose a universally special fee is negotiated. So --

CHAIRPERSON FERRICK: That was apparently, according to this bill, construct new facilities. So I'm just -- I had thought that construction costs for a classroom was significantly higher than $120,000.

So I was wondering if -- you know, just if there's approximately three-quarters of a classroom's

Letter
D1
cont.

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worth of kids expected to be generated from here. I'd like to get a little deeper into the financial impacts of the school districts that are impacted by this.

MR. WEINSTEIN: I think there -- I think there's a fiscal analysis. Miss Chow, correct me if I'm wrong, but I believe there's a fiscal analysis that's being currently prepared that will look at that exact question.

MS. CHOW: That is correct. There is a fiscal impact analysis that is being prepared for this project looking at school districts as well as other facilities that should be available for release within the next couple of weeks, and we will make that available to the Planning Commission and members of the public and it will be available at the library, available online. So we will make that definitely available.

CHAIRPERSON FERRICK: Okay. Great.

And then another one that is also just based on the -- I know that the figures were provided by the school district as far as their calculation, but do you just know if the -- if that's calculated from -- the .28 to .39 is based on single family housing across the City and that's the generation rate across the City or is that new residential building?

I'm thinking of like -- you know how

12

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389 El Camino Real LLC Project

Letter D1 cont.

neighborhoods and the lifecycle of our city, you know, there is -- it kind of just ebbs and flows, but right now, we're at a growth period for younger families, and there's of course sometimes a contraction.

So I'm trying to figure out how they came up with that, that as a figure. So I guess that would be something I'd be curious about to address in the Final EIR.

MR. WEINSTEIN: Yeah. I mean, again, these numbers come from the school district, and yeah, based on our experience working in other cities, other places, these generation rates are pretty consistent with ones that we've seen elsewhere.

I believe they are collected from empirical data. I believe that that empirical data is generally focused on new residential development in places as opposed to existing residential development.

But we can try to get more information from the district.

CHAIRPERSON FERRICK: Great. And to also be curious, I'm wondering if it's possible to figure out how many students have been generated from the newish development off of Linfield Drive. Because those homes are approximately the same size and square footage as many of these units are, and they were -- it would just

12 cont.

13

Letter D1 cont.

be a good data point to have for the Final EIR as far as the student generation rate.

MR. WEINSTEIN: Yeah. We can try to get more data from the district.

CHAIRPERSON FERRICK: Okay. Thank you.

Commissioner Yu. Go ahead.

COMMISSIONER YU: I just wanted to comment that with regards to that neighborhood, I have several friends there and it might be hard to get that. It might be a future to be looking for.

CHAIRPERSON FERRICK: Got it. Commissioner Bressler.

COMMISSIONER BRESSLER: I just had a follow-up on something.

Deanna, you were talking about the fiscal impact report. I don't remember ever seeing a fiscal impact report that talked about things like how many school rooms would actually need to be built as a result of this development.

It seems like they always talk about ongoing per capita per year expenses, not capital expenses.

Is that -- I mean -- would that be addressed?

MS. CHOW: The fiscal impact analysis should be looking at what are the cost implications for the -- for this development on the school district, not

13 cont.

1 necessarily projecting how many new classrooms are going
2 to be required and what are the financial impacts.
3 COMMISSIONER BRESSLER: Let's just be
4 specific. What you're saying, I think, is how many new
5 teachers would need to be hired, what fraction of a new
6 teacher would need to be hired as a result of this and
7 what the incremental cost of that is, but not capital
8 costs.
9 MS. CHOW: I don't think it gets to that
10 level. How many new teachers need to be hired I think
11 is -- it's more broad-based on --
12 COMMISSIONER BRESSLER: There's -- there's a
13 distinction here, though. It doesn't matter. I'm just
14 trying to be a little more specific.
15 It's -- it's a rate, not a capital outlay to
16 increase capacity that is analyzed by these --
17 MS. CHOW: Right. It does not describe
18 capital improvements.
19 COMMISSIONER BRESSLER: I don't think we're
20 going to get an answer to that question.
21 CHAIRPERSON FERRICK: Well --
22 COMMISSIONER BRESSLER: We do have -- that's
23 one of the things you wanted to get at and the answer was
24 will be in there or won't it.
25 CHAIRPERSON FERRICK: You know, actually to

Letter
D1
cont.

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1 your point, on page 163 in the school impacts, it says:
2 "The project would have a significant impact on school
3 services if it would require construction of new
4 facilities in order to maintain acceptable service
5 ratios." So I read that to mean -- to mean, in fact,
6 capital improvement.
7 It's not saying it has that. I'm saying that
8 that's what this Environmental Impact Report is looking
9 at, not the ongoing operating costs of the, you know,
10 accumulated costs over many years.
11 MS. CHOW: I mean, this doc -- the EIR is
12 stating that this amount of students that are being
13 generated would not create the need for an additional
14 capital improvement, so therefore, it would not have a
15 physical impact.
16 CHAIRPERSON FERRICK: Okay. Commissioner --
17 do you know who put your light on first down that way?
18 COMMISSIONER RIGGS: I actually was the first
19 one before.
20 CHAIRPERSON FERRICK: Oh, sorry about that.
21 Commissioner Riggs, go right ahead.
22 COMMISSIONER RIGGS: One second. Oh, first I
23 just wanted to observe that if I understand it from
24 having spoken to -- he just retired from Sequoia, but
25 that -- I believe when you ask the school district, they

give you the net number without your having to know how many roles of toilet paper were bought, if you know what I mean, so -- as opposed to how much is capital improvement, how much is teacher salary, how much is more air conditioning and so forth.

I also wanted to just go back to a response to your question, and Adam, we'll get you up again.

The conclusion from what you said was that there would be fifteen school-aged children as a result of this project.

Is that actually the conclusion or is it that fifteen school-aged units were used for analyzing the impact?

MR. WEINSTEIN: Um, it's the -- it's the former, that fifteen school-aged students would be generated from the project.

And just to clarify here just how we did the impact, to elaborate a bit on what Miss Chow said. We're not necessarily only looking at whether the project is going to result in new capital improvements or going to require new capital improvements, but whether if those capital improvements would even be required, whether those would result in secondary impacts, environmental impacts like the development of a wetland or the removal of a historic building.

Letter
D1
cont.

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So it's thresholds for significant impacts for school facilities is very, very high.

If we were dealing with a new community out in the Central Valley somewhere maybe where there are lots of greenfield sites and lots of wetlands and ag -- productive farmland and a project was resulting in lots of new students that would require a new school facilities, then school facilities might be built on farmland, for instance.

In the case of Menlo Park, which is a largely built out community, a very urbanized community, there are limited development sites for school facilities, and the likely places that new facilities will be built are generally ones that are not going to have a significant environmental impact.

They're on existing school sites there. They're not historic buildings that will be demolished as part of those projects likely.

So that's kind of the threshold that we're looking at, and again, we're only dealing with fifteen new school students in this case. It's unlikely that just those fifteen students would result in new facilities that would have an significant effects.

COMMISSIONER RIGGS: All right. We're dutifully reminded that this is about the environment,

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not about the school district. All right.

MR. WEINSTEIN: Sorry to keep bringing that up.

COMMISSIONER RIGGS: That's all right. Somebody needs to. Thank you.

CHAIRPERSON FERRICK: Commissioner O'Malley. Go ahead.

COMMISSIONER O'MALLEY: I'm back to the schools thing. I'm curious about how these numbers get generated.

To give you an example, the street on which I live has twelve homes and they're reasonably large homes, and over the years, we've had a maximum of twelve children in school -- that's at all grades -- and a minimum of three. Right now, we have three.

So basically when you're looking at a new project and saying to yourself only younger people with families will move in, or do you get that number by averaging out the years as people grow and as changes take place to the neighborhood?

MR. WEINSTEIN: Yeah. As I mentioned, in regard to Commissioner Ferrick's question, we'll try to get more data on how the school district's actually crafted these generation rates.

But my understanding of them, based on

14

Letter
D1
cont.

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discussions we've had at LSA with the school districts, is that this is not a snapshot in time. These are average numbers within lots of new developments within any school district.

COMMISSIONER O'MALLEY: But over a period of time or just at a point in time is what I'm saying.

MR. WEINSTEIN: I think the sense that at any -- any given time, this project could -- that people who are living in this project would have fifteen students enrolled in the public schools in the area on average.

Yes, some -- there might be a couple of residents that don't have any students at any given time, and then ten years later, they might have students.

But just for this kind of an average, this is an average understanding of the students that are generated at any given point in time.

COMMISSIONER O'MALLEY: See, the reason I ask is just from my experience, I think the number that you've generated is probably on the high side rather than on the low side, and that's why I was asking.

MR. WEINSTEIN: Okay.

CHAIRPERSON FERRICK: Commissioner Yu.

COMMISSIONER YU: This is a question I think for staff.

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389 El Camino Real LLC Project

Letter
D1
cont.

Where -- where do we look at aggregate impacts, whether they be schools or environmental? Obviously specifically schools, but generally where do we look at aggregate impacts of projects that are happening in close proximity to each other? Could you help on that?

Is there a menu for that where we kind of look at EIR visits or is the next project, Linfield Oaks versus here? Is there a place where we do that?

MS. CHOW: So the document does look at cumulative impacts at the back of the document. So that kind of gives you an overall picture of what projects are -- have been approved or are in the queue.

So for example, traffic. We look at projects and take into consideration projects that are in the pipeline. So that it is cumulative, that does look citywide.

So like in other -- in other sections, we do look at a cumulative approach. So it does address that in the document.

COMMISSIONER YU: Okay.

CHAIRPERSON FERRICK: Any other ques -- Commissioner Kadvany.

COMMISSIONER KADVANY: One last question to Adam, please. About project construction. Some EIR,

15

Letter
D1
cont.

there's some look at that, noise levels and so on.

From our discussion of parking, I thought well, there -- I don't think -- there's no room on College and probably not on Partridge for additional parking during the construction project.

In fact, it gets very -- could be very congested there because of the Yogurt Stop and so on. It's quite unserved, the parking.

Is -- is it assumed that this pro -- it's an acre and a quarter site.

Is it assumed it can be completely staged internally so everybody comes into the site and kind of builds this thing outward?

Kind of what -- did you all think about what were the assumptions here for basically how the local streets would deal with the construction project for the impact?

MR. WEINSTEIN: Yeah. This may actually be a better question for City Staff, but, you know, my understanding is that the City has established a protocol for dealing with construction period, traffic patterns.

Is that --

COMMISSIONER KADVANY: Okay. That will be great. Is there any assumptions in place that the neighbors can know about?

15 cont.

MS. CHOW: We haven't established that yet, but there should -- as part of project conditions approval, there can be a construction staging plan that would need to be approved and approved by the Building Division and our Transportation Department to make sure that it is not blocking traffic, but there is a plan to accommodate new vehicles on site?

COMMISSIONER KADVANY: Is there such a concept like I made -- kind of made up here of kind of internal staging where you tend to build outward?

I mean, it is a pretty constrained site with El Camino on one side -- this very busy road on one side and then to -- two roads that are also congested with parking and a very quiet road.

MS. CHOW: I haven't had that conversation with the applicant, but I'm sure he wants to make his construction as efficient as possible, as well, and however it -- it moves around the site or move your construction trailer, move your trucks to -- to build it, I think that will become more evident as we get through the phasing plan and a detailed construction staging plan.

COMMISSIONER KADVANY: Well, the construction impacts are part of the EIR. This could be a significant one, so --

Letter
D1
cont.

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MR. WEINSTEIN: Just to answer that question in particular, generally speaking, we do look at -- we do look at construction period impacts across all the topics that we analyze in the EIR. It's primarily -- it's primarily an air qual -- construction period impacts are primarily air quality or noise impacts.

Transportation changes in the short-term, generally speaking, construction period traffic generated during a -- by a project during a construction period is generally A, very short. It doesn't result in any health related impacts similar to air quality or air pollutant emissions, and typically, especially for a project of this size, the volumes of construction period traffic, even though they might increase by a lot during the construction period are not such that they would result in, you know, substantial periods of congestion or areas of congestion on city streets.

COMMISSIONER KADVANY: Okay. I understand. So it's not really a CEQA topic. It's a building department topic.

MR. WEINSTEIN: Exactly.

COMMISSIONER KADVANY: That clarifies it. Okay. Great.

CHAIRPERSON FERRICK: Great. I don't see any other lights. So that will include the Commissioner

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389 El Camino Real LLC Project

Letter
D1
cont.

1 questions.
2 I think we incorporated Commissioner comments
3 with that. So --
4 COMMISSIONER RIGGS: Through the chair, I
5 withheld my comments until you asked for them.
6 CHAIRPERSON FERRICK: All right. Well, let's
7 open Commissioner comments on the Draft EIR.
8 COMMISSIONER RIGGS: I just wanted to make
9 some observations so far. We may get back more.
10 So I wanted to -- I wanted to start by just
11 confirming that we will have had additional roadway
12 segment that was requested by a speaker. I see a nodded
13 of yes, and I thought that was a great idea from the
14 chair to ask about the school impact from the recent
15 construction on Linfield and on Willow.
16 I assume you want to include on Willow, and I
17 wondered if we could also include -- except that I can't
18 remember the name of it. Is it Menlo Station? Is that
19 the condos that are above --
20 MS. CHOW: I believe that's Menlo Square.
21 COMMISSIONER RIGGS: Menlo Square. Thank
22 you. I still won't get them right. Ask me next week.
23 If we could also check Menlo Square. They
24 have I think less landscaping than this project, but then
25 the Linfield and Willow projects have more landscaping.

Letter
D1
cont.

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1 So it might be a good balance.
2 CHAIRPERSON FERRICK: It might be, but they
3 do have less density because they adhered to the
4 requirements of the City of 18.5.
5 COMMISSIONER RIGGS: Right, but I mean in
6 children per unit. Although it's such a small project,
7 it may be somewhere between zero and three on that one
8 and a scientific value of zero.
9 Yes. Regarding impacts on El Camino Real, and
10 particularly traffic since this is the focused concern,
11 I'm not particularly thrilled with that because I've been
12 stuck in traffic on El Camino morning, lunchtime and
13 evening.
14 That's what happens when you have three lanes
15 of traffic going through two lanes, so it's not as if I'm
16 surprised.
17 On the other hand, if we were going to
18 concentrate development and have impacts, I think they
19 are more manageable on El Camino than they are, say,
20 on -- on smaller streets throughout Menlo Park.
21 Also, I think prompted by this EIR is the
22 observation that the provision of parking sixty spaces
23 would discourage people from walking through town. I
24 think that's something we might discuss in the next --
25 next item.

Letter
D1
cont.

I did also want to just observe -- I think there was concern about entering and exiting traffic, which I'm very sensitive to partly because I don't want to delay the traffic behind me and then also I don't particularly want to get hid by the traffic behind me, and I just wanted to observe that the driveways on this project are quite wide and that you don't turn into a driveway and have a parking space in play immediately as you get in, which of course is what goes on at Trader Joe's, and that this compares very well in getting in and out of Oasis, for example.

I would say these driveways are at least twice as wide or at least they appear to be.

So my overall feeling is that while traffic is not ideal with regard to this project, at 26 units and the way it's designed for the flow in and out of the two driveways respectively, that this looks like a relatively low impact project.

CHAIRPERSON FERRICK: Thank you, Commissioner Riggs.

Anyone else want further comments on this?

I will. I -- I also had a few that I was tucking away.

I just wanted to comment that I really preferred the senior housing alternative. We do indeed

16

Letter
D1
cont.

have a housing shortage in Menlo Park, but the -- I don't believe we have a single family 2,000 square foot plus housing shortage in Menlo Park.

So that would be my strong preference based on the EIR findings. There's no traffic impacts with the senior housing. It satisfies the need for senior housing or it wouldn't satisfy it, but it would make good progress on it.

16 cont.

And then -- and it's -- it's good to see that the EIR in general doesn't have terribly significant impacts like we -- like Commissioner Riggs had just noted on, you know, too many items, and I look forward to seeing the numbers that we discussed earlier when the Final EIR's prepared.

Commissioner Bressler?

COMMISSIONER BRESSLER: I like the senior housing alternative, also. I'd like to see some retail on this site. So, anyway.

I -- I don't -- I don't really like the look of these kind of houses on El Camino. I see them in Palo Alto. It's not our vision for the downtown.

17

It may not be relevant to our discussion here, but I think it's going to be pretty important to how this goes down.

CHAIRPERSON FERRICK: All right. Seeing no

Letter
D1
cont.

further comments, I'm going to move us along to the next little stage here. Closing this public hearing on the EIR, however, don't get up just yet because we're going to move on to this project proposal study session and we'll have a project overview presentation by the project sponsor.

So before that, Deanna, do we have any staff reporting of any items that you need to?

MS. CHOW: We may want to take a break. I know the applicant has a presentation and would like to set up some boards, and then I will be passing around the color material boards for the Commission, as well.

CHAIRPERSON FERRICK: Great. Thank you.

We'll take just about four to five minutes at the most. If you want to see those colorful presentation, don't leave.

Oh, just as a point of information, we will be holding public comments on the proposal after the presentation.

(Recess taken).

CHAIRPERSON FERRICK: Go ahead. Mr. Matteson.

MR. MATTESON: I'm Matt Matteson. First of all, thank you for the time you took to review and get ready for tonight. I know that takes a while, and thank

Letter
D1
cont.

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you for the time we're going to take tonight and for the subsequent hearings. You're here as volunteers, so I thank you.

I also want to say a thanks to Deanna Chow and City Staff. They put in a lot of months of work helping us analyze all of this and get to this point, and I want to thank the neighborhood task force, all of them for their time.

They really did act as a positive contribute for the for the project and gave us a lot of suggestions, and they spent time away from their work. So I want to thank them.

My goal tonight so highlight for you the changes that have happened to the project since we were last before you.

I think the EIR and the staff report do a lot of good job of summarizing a lot of things, but some things very clearly be highlighted, and some of that also deals with process.

I was also asked tonight to cover a little bit of the project's evolution, particularly for some Planning Commissioners who may not have been involved six years and -- and more.

So let me do that. I'm going to go as quickly as I can, and -- but it's perfectly okay to interrupt me

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389 El Camino Real LLC Project

if you want to ask a question. We don't have to wait to the end. Whatever makes sense for you.

The project in our mind began six years ago, and it -- it came forth under different economic conditions and different political conditions in Menlo Park.

It started out as a 48 unit, what we call a stacked flat development, which would be condominiums over a -- an underground garage, three and four stories with -- with what you would call sort of common services in the sense of common garbage dumpsters, common parking areas, some of those types of things.

That was brought forth, as I said, different economic environment, different -- a different political one. We -- we brought it to a Council study session and to some neighborhood meetings and it was clear at the time that both our neighbors and -- and the City favored a less dense project.

This was buttressed by what happened to everybody in 2008 and that -- that type of project really vanished from viability.

We went back to the drawing board, and after really significant analysis, it took a while to figure out how to reformulate the project on this site.

We came up with what I would call the first

version of what we're seeing tonight, a townhouse and -- and small single lot -- home development containing 26 homes.

It was always our intention to have the small lot single family homes on the rear of the project abutting our neighbors with the townhome component focused closer to El Camino Real.

The project brought forth then, utilized the existing zoning and made use, as the current project does, of the State Density Bonus Law.

This was the project that was the June 28, 2010 study session with the Planning Commission. So when we talk about that -- that study session, that was the project at that time.

You want to go to the -- go down a couple, Paula. There you go. We're on the next page. There we go.

Okay. When we came to the study session, we were really looking for the first time at this project together, and the initial reaction from the Commission and the neighbors was -- was twofold.

One, it was we were on the right track. We liked this a whole lot better than the 48 unit flat stack four-story version, but we have a lot of things that we want to -- we want to work on.

Letter
D1
cont.

1 Some of the issues that we talked about at
2 that -- at that study session were density. We talked
3 about open space. We talked about the project
4 architecture. We talked about the College Avenue
5 elevation, setbacks. We got into height, single family
6 homes, which at that time were three stories along the
7 back row.
8 We talked about marketability to seniors and
9 to handicapped, how many kids would be going to school
10 there, as we have tonight. We talked about a site layout
11 and access. We talked about landscaping. We talked
12 about parking. I mean, these are all issues you would
13 expect we would get into.
14 One of the things that clear -- clearly
15 evolved from that study session was the Planning
16 Commissioners were not very familiar with the State
17 Density Bonus Law and its application, and in hindsight,
18 we wish that we had had time to either do a study session
19 on that first or have the City Attorney representatives
20 there at that meeting to help us get through that,
21 because that was not really our place to educate the
22 Commission on the State Density Bonus Law.
23 And so I think it actually made that study
24 session somewhat challenging, but we kind of cured that
25 when -- when the City Attorney did a study session on

Letter
D1
cont.

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1 65915. My suspicion is that will be helpful knowledge at
2 other sides of the City. It's good to have knowledge
3 about it. And we don't have to get into all the nuances
4 about that tonight, but that happened then.
5 So we had our study session and we -- and we
6 got feedback from Planning Commissioners and what got
7 feedback from -- from residents. What did we do?
8 Really the first thing that we came away with
9 was -- and I think a clear direction of the Planning
10 Commission was go meet with your neighbors. Go talk to
11 your neighbors. Go see if you all can -- can come up
12 with -- change the project that makes sense for you and
13 for them.
14 We also met with City Staff regularly and
15 fairly frequently to have them give us feedback from city
16 departments, other city officials, their ideas and other
17 suggestions from the community.
18 And finally, we did significant work with our
19 project architects, our engineers, our landscape
20 consultants and we also worked with city departments.
21 We had to spend a fair amount of time with --
22 with the Fire Department. We had to spend a fair amount
23 of time with Public Works on all kinds of things, making
24 sure that if we were going to make change to the project,
25 we didn't screw up the site facilities and the fire

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389 El Camino Real LLC Project

Letter
D1
cont.

1 trucks could still come and go, and interestingly, there
2 was a comment, I think, by Commissioner Riggs about our
3 wide driveways.
4 They're a key lead-out from our Fire
5 Department, because we can accommodate the longest,
6 largest ladder truck in this site.
7 Even though we don't have buildings tall
8 enough to need it, were told that at times that's the
9 only truck available, so it's got to be able to come and
10 go. So our project can accommodate that.
11 So we worked with neighbors, we worked with
12 City Staff, we worked with the departments and then we
13 worked with our own team.
14 What were some of the requests that came out
15 of that set of meetings with the City, set of meetings
16 with the neighbors.
17 First of all, shift height and mass from --
18 toward El Camino Real and away from the neighbors. I
19 mean, that was number one, number one, number one.
20 Can we get rid of three stories along the back
21 property line? Can we move that toward El Camino? We
22 don't want to have three stories staring in at us.
23 It might seem like an easy thing to do, but
24 when you're trying to accommodate parking, you're trying
25 to accommodate the -- the great rooms, the living rooms,

Letter
D1
cont.

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1 the kitchens and the bedrooms and do it all in a confined
2 space, lopping a story off is rather challenging. So it
3 took us a while. That was one key thing.
4 Reduce the number of curb cuts on El Camino
5 Real. The project as submitted in the first study
6 session had three curb cuts.
7 You know, sometimes these things just evolve.
8 That's the design that your designers come up with, and
9 you look at it for weeks and don't realize that you don't
10 need three and why is there three, and it takes somebody
11 finally looking at you in a meeting and going, "You know,
12 we don't need three."
13 Well, beautiful, because when we took out the
14 third curb cut, we got huge open space and landscape
15 amenities that we didn't have. So fortunately that
16 request came through.
17 Pretty exciting amenities for project
18 residents and for the neighborhood. Everyone was looking
19 for gee, how do we make this a better place to live and
20 how do we create opportunities for Partridge and College
21 Avenue neighbors to -- to be happy and do that, too.
22 Reorient some of the -- the units to face El
23 Camino. There had always been, I think, a desire on the
24 City Staff's part, less so from the neighbors, but the
25 City Staff really wanted the project to engage more with

Letter
D1
cont.

El Camino.

And so we looked at that and thought okay. Well, rather than turning our side to El Camino, maybe we can turn our front to El Camino. And so we looked at that issue.

Increase the setbacks from El Camino Real and College Avenue. Clearly there's a desire to provide more landscape buffer, wider sidewalks, get the -- get the buildings back from the street, and -- and clearly as the project continues, College Avenue up to El Camino, moving those buildings back was -- was a key focus of the neighbors.

Increase the size and amenities in the College pocket park. The College pocket park I'll go into a little bit more on a future slide. We have some boards for you to see, too. You can come up and see afterward. I hope you will.

We have a large tall heritage tree on College. It's a tall redwood, and around that tree, which we're reserving, we had placed what we call the pocket park.

It's a green space. It's not allocable to any particular unit. It's just for all to enjoy.

The residents were asking for us to include more amenities there, so it could actually be a place they could come and not just a place to walk past.

Letter
D1
cont.

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Provide elevator access and ADA features for some of the units. Clearly we're looking at a time in Menlo Park when a number of empty nesters are trying to exit large homes.

This is part of the Downtown Plan visioning. They want to be down in areas where they can access public services, shopping and transportation, and we found this particularly true at a project we just finished in San Carlos on Laurel street, ninety condominium units.

Our original marketing staff told us we wouldn't have any empty nesters. 45 percent of the project was empty nesters. These were all people from the San Carlos/Belmont/redwood City area, sold their homes, moved down walking distance to shops and restaurants.

So the theory works. This does happen, but in this case, having units that are desirable for them was a key of -- of revising some of the units.

Revised project architecture to avoid uniformity and to blend more appropriately with the neighborhood.

I think our first -- our first foray in architecture on the project missed the mark. It was -- it was not reminiscent enough of Allied Arts. It was not

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389 El Camino Real LLC Project

Letter
D1
cont.

1 reminiscent enough of the quality projects that have come
2 to Menlo Park, and that comment came through loud and
3 clear.
4 Along that line, we were asked to take style and
5 material variety cues from the nearby Clarewin, Linfield
6 and Summerhill Developments. Summerhill, both down on
7 Willow Road as well as the Summerhill project south of
8 Forest in Palo Alto.
9 Our neighbors actually provided us photographs
10 of another pro -- a number of projects around town that
11 they had taken.
12 The funny thing was we showed up at a -- at a
13 meeting and we had done the same thing, and our boards
14 looked almost identical. We had taken pictures of a lot
15 of the same projects that we -- now that we realize we
16 needed to address the issue.
17 And finally, both City Staff and our -- our
18 neighbors said higher quality materials, higher quality
19 finishes. They wanted stone. They wanted copper
20 gutters. They wanted stylized railings. They wanted
21 articulation on the buildings.
22 They wanted them not to look like monolithic
23 buildings, but -- but actually more higher quality
24 residences reminiscent of some of the developments we
25 talked about.

Letter
D1
cont.

800-331-9029 emerickfinch@emerickfinch.com

1 So that was a long list, and it took us a
2 number of months to figure out how to -- how to do that.
3 As I mentioned before, the hardest, as you see
4 in the top of the slide, third story eliminated from the
5 single family residences and the heights of the townhomes
6 reduced.
7 We worked long and hard and week after week to
8 find out how we could do this, but we ultimately came up
9 with a plan, and we took all of the homes on the rear
10 property line, the nine single family homes and took them
11 from three stories to two.
12 That made them completely compatible in height
13 with all of the other neighbors in the neighborhood. In
14 fact, our two immediate neighbors on College both are
15 two-story homes.
16 We also brought down the heighth of the
17 townhomes themselves. So everything dropped, but the
18 rear homes dropped the most.
19 College Avenue home. The -- the home on the
20 end that faces College Avenue next to the pocket park,
21 and again I'll get to that on the site plan soon, went
22 from five bedrooms to four and was significantly reduced
23 in size, both in height as well as in -- in size.
24 Overall, the project as a whole shrunk by
25 almost the size of one home, 1,500 feet. Setbacks were

dramatically increased. College Avenue setbacks went from five feet in the C-4, we took them to twenty. Big, big, big change.

Setbacks from El Camino Real went from very little, almost near the sidewalk to now they range from nine to 24 feet, plus the sidewalk plus the planting strip between the sidewalk and El Camino.

So the homes are now really set back from El Camino, we provides for a lot of landscaping, porches, things that we were looking to achieve.

The center drive aisle on El Camino was eliminated. That was a -- a watershed moment for the project, I think, because we got new common space on El Camino.

It's a great amenity for homeowners and neighbors and city residents. We have now a fountain on El Camino with a trellis and stone structure that's going to have seating and a place to really sit and enjoy being there.

Behind that is a large green lawn with barbecues and a lot of flowering trees and shrubs and more seating.

So great project amenity, facing El Camino, open to El Camino. In fact, it's highlighted to be very visible from El Camino and it's possible by eliminating

Letter
D1
cont.

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what was going to be asphalt, so we're -- we're thrilled.

The size of the College Avenue pocket park we increased as we were requested to do, and we also added seating and trellises over there.

So now it is a place to come sit, read. College Avenue neighbors, Partridge Avenue neighbors well welcome to do that. It's not a place to walk by. You actually can stop and sit.

We were asked to orient some units toward El Camino Real, so we actually took four unit entrances and now they and their porches face El Camino Real.

And finally, in response to the need to try and accommodate empty nesters and those who are handicapped, we included elevator shafts in five of the nine homes on the rear of the project.

These are pretty ingenious design. The shafts are built into the home when it's constructed. The resident can elect to install the elevator equipment then, or the electrical and everything is stubbed in.

They can turn the ground floor shaft into a pantry and the second floor shaft into a large closet, and then later they can add the elevator when they want. They don't have to do it first.

But it provides a really wonderful option for five of those homes. And so we -- we got that done, as

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389 El Camino Real LLC Project

well.

Turning real quick to aesthetic modifications. We spent quite a bit of time on that, and I won't spend a lot of time on it now because I think pictures say a thousand words, but all the exterior elevations changed. New architecture, more articulation. It just -- it completely redid them all, stem to stern.

We upgraded the exterior finishes on the all the homes, and again, you'll see a list in a moment.

The College Avenue home -- and I call it the College Avenue home. You have townhouses starting at El Camino up to the pocket park. Then we have the pocket park and then there's one home before we meet our neighbors.

That home we changed to a stand-alone design. It doesn't look like anything else in the garage. It's a craftsman home. It's a two-story craftsman home.

Like a lot of other homes in that neighborhood, it blends now with that architecture and it's specifically made not to look like part of the project.

And finally, on a similar vein, we have a single family home on Partridge which has its driveway facing Partridge, and we too -- I'm delighted with this. We took photographs throughout the Allied Arts

development itself, the -- the Spanish style architecture of Allied Arts, and that's the architecture for the Partridge home.

And finally, we -- we put in enhanced layer of landscaping throughout. We really went nuts on that. We had a lot of specific photographs the neighbors gave us. We had taken some of our own, as well.

We set our landscape designers on it, and I think what they came up with was great.

So that's an overview textually. Let's look at some pictures, and I think this will help bring it all to light.

First of all, this is 389 El Camino Real today. The largest portion of it is a vacant auto lot. The triplex you see in the lower left-hand corner of the site entering off of College, and there's a home that is kind of wedged in behind that, Planet Auto.

As you can see from the staff's report, Alto Lane basically disappears into the triplex parking area. So that's kind of where it has ended for years.

Fun trick of technology. We had our architect superimpose the project site plan over that aerial photo. I think the actual site plan we have is a little easier to use, but this gives you a little bit of an orientation.

Letter
D1
cont.

What you can see from the slide there, you can see the big new project amenity at the center facing El Camino. That's the green and the fountain you see up near the sidewalk.

You see a lot of the tree screen and landscaping that we added along College along the townhouse buildings on the left corner of College and -- and El Camino.

You see another great green patch past the large redwood, and that's the front yard setback of the College Avenue home, and one other thing to note from there -- we'll get into that a little bit further -- is we have designed in a row of -- of large mature screen trees all on the back fence line with the neighbors, and that's another thing we had talked with them about in our -- in our meetings, and those would be planted.

Regardless of what other landscaping the owners of those homes want to put in, those trees will go in as part of our original construction.

This is the site plan from, you know, more sterile look, and again, I think this is probably best viewed in your packets when you want to look for details.

One of the things that -- you note on there and you'll be able to see is noted on there are the five homes that have elevator options. We note the floor

Letter
D1
cont.

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plans and you can see the new site ingress and egress.

We now have two entrances off of El Camino. You can come in and out either one. You don't just have to make the loop in and out the other. You can come in the south entrance if your home was near to that.

Very wide mouth entrances on to El Camino. It can accommodate all the emergency vehicles. Full, full widths on all the drive aisles.

We've used what we call pervious paving whenever possible, which is -- enables percolation of water and reduces storm drain-off. And we've incorporated more parking into the site.

Every home on the site has a two-car garage and there's visitor parking. I want to stop there for a minute and talk about parking.

This is one of those areas where current what you would call transit oriented housing and planning vernacular runs right into your neighbors and they're in complete conflict.

The way a project these days tends to be called transit oriented is if you get parking so low that people have to ride the bus.

That was exactly the opposite of what our neighbors wanted us to do. They took one look at us and they said, "We can't care what you -- you know, what you

1 think about transit orientation. These people will have
2 cars. They will need to park them somewhere, and if they
3 can't park them in their own garage, they're going to
4 come down our street and park them on our street, and
5 that's not where we want them." That's what they said
6 strongly and in great numbers.
7 So the project may not technically be called
8 transit oriented in the EIR because we did not drop
9 parking well below where you would normally want it. We
10 did that in deference to our neighbors who said more
11 parking, more parking, more parking, more parking.
12 So every unit has a two-car garage no matter
13 its size, plus we have ten visitor spaces on top of that.
14 That's intentional. That's more than the State Density
15 Bonus Law requires and it's certainly more than what the
16 Downtown El Camino Plan is going to require by -- I think
17 it's 49 spaces there. We have 62.
18 That's intentional. Even if we can't be
19 called transit oriented, we're going to provide enough
20 parking onsite so we don't have spillover effects to our
21 neighbors. Very critical and important to us.
22 Next slide.
23 Now you get to look real quick at what it used
24 to look like. Don't look long. It's not going to be
25 there.

1 Next slide.
2 This is -- these are looks at El Camino under
3 the June 2010 plan. Very different architecture now.
4 Stop. This is the way we look today. Why don't you go
5 back a slide.
6 That was the prior version. New slide. Lower
7 profile, completely different finishes. Much higher
8 level of quality from our point of view and from our
9 neighbors. This is precisely tracking what they were
10 looking to see.
11 Why don't we go to the next slide. We have
12 some before and after views. This is kind of fun stuff
13 here. This is the way it looks today with nothing on it,
14 and this is the way it looks with the townhouse
15 buildings.
16 That's facing south. You're probably --
17 you're across the street. The overage stop is on the
18 right of the slide.
19 Next slide.
20 Looking north, Planet Auto's on your left and
21 there it is with the project.
22 By the way, these street trees that you see in
23 these renderings are not fake. These are actual
24 photographs taken of the actual street trees and they
25 will stay. So we've just superimposed the buildings

Letter **D1** *cont.*

behind them.

Go ahead. Next slide.

This is an interesting slide. This shows the stand-alone home on College Avenue, the craftsman style home. You'll note it's right next to another new two-story building that was built in the last couple of years on College Avenue, and it's designed to again not look like a townhouse buildings, but more blend right with the neighborhood.

Okay. Let's talk a little bit about the changes. First change. The house on the left is the College Avenue house that you just saw, and the house on the right is the Partridge house. Those two houses don't look anything like the rest of the project.

Go ahead, next slide, Paula.

This is take Partridge house. Balcony details, door archways, the doors themself, red tile roof, chimney details, everything from Allied Arts. They were mimicked straight out of there.

Okay. Next one.

This is the College Avenue house. Interesting thing here. You're looking at the side of the house. The entrance actually opens from our central driveway because it's a -- it's a -- a house in a row of houses that are all similar, but its architecture, trim and

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Letter **D1** *cont.*

details are different, and its garage, instead of being oriented into our center drive is actually oriented toward College.

So the outside appearance of the house has been designed to appear as if this is the front of the house, fronting on College with its driveway. The front door's actually around the corner on the left.

The front yard on -- on this home is significant. Twenty foot setback from the sidewalk, again another about five to eight feet setback from the street, and the yard in front of this home will be fully landscaped by us and maintained by the HOA.

That was a request of the homeowners, so we could be sure we can assure them that it would be high quality and -- and maintained well no matter who owned the house.

Okay. Next slide.

This slide shows you the architecture on the townhouse buildings. A little hard to read for everybody, but we also have this on a board, as well.

Noted on the slide, copper gutters and downspouts, lowered roofs. We added decorative corporals and braces, what we call spider railings. Those are the railings with the concentric design on them, very high end. You see those a bit in Palo Alto.

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389 El Camino Real LLC Project

Letter **D1** *cont.*

A lot of additional stone were added to the base of the buildings to both unify the buildings and to create again that -- that high quality feel.

Tapered columns, lowered roof lines, divided light windows and shingle siding. Again, these were -- were brought into play with tremendous feedback from the neighbors and City Staff.

Next slide.

This shows the homes in addition to the two on the end that we just dealt with that are the stand-alones. These seven homes went from three stories to two.

One interesting impact of this -- and we'll talk about this a little later because it feeds directly into a couple of the development standard waivers that we need.

When you go from three stories to two and you're still trying to incorporate most of the same features in the home, including a garage, living room, dining area, kitchen and bedrooms, the footprint of the houses got a little bigger when they shrunk from three stories to two.

As a result, in the R-3 zone only, and that's the left zone, the three houses that you see on the left of that row plus the single family home facing Partridge,

Letter **D1** *cont.*

though -- that area is the R-3 zoning area. The rest of it's all C-4.

In that R-3 area we're slightly under on our landscaped area and we're slightly over on our lot coverage. Both solvable if we take those seven homes back to three stories.

We've committed to the neighbors that we don't want to do that. We don't think that's appropriate. In fact, we think it's appropriate that we commit to the neighborhood that those be two-story homes.

The small impact is our lot coverage is slightly higher and our landscaping area is slightly lower. We think the tradeoff's appropriate and that's why we've done it this way.

Next slide.

Elevators. This is a slide that in your book and for those who want to see the board later and can see this, we've pointed out five locations in five homes where -- where those elevator shafts are.

Next slide.

This talks a little bit about our landscaping. Again, a lot of detailed layers. We started the sidewalk between the street and the sidewalk with -- with low grasses and low flowering ground cover. Higher shrubs and hedges, small trees, large trees.

Letter **D1** *cont.*

The layering is all intended to create a lush look and to mimic what's -- what's present all throughout this very lush neighborhood behind us. So that's a look there.

Next slide.

Four entrances, there you see them facing El Camino as requested. Those four units have enough setback for us to incorporate a porch and their walk from the sidewalk on El Camino.

So we were pleased to do that. Didn't have quite enough room on the far right unit, but we did get those four units to have their entries facing and their direction facing El Camino.

Next slide.

We talked about increased setbacks. You see it on the left, College in front of the home there, that's gone now from five to twenty feet, and then increased setbacks all along El Camino where we had -- where we had indicated.

There is -- before we go to the next slide, do you want to go back to that one? There was some confusion, I think, in the presentation or the discussion earlier about setbacks.

I think it was Commissioner Eiref, but I may not be pronouncing your name right, but you were

Letter **D1** *cont.*

concerned about setbacks and you were worried about three foot setback. I'm going to show you where that is.

It doesn't adjoin the neighbors. It adjoins two of our own homes, and the neigh -- the setbacks along the rear property line are all fifteen feet, and it's a minimum of five feet on the other side of the fence between their houses and the fence.

Some have more than that, but they can build up to five feet -- up to within five feet.

So the minimum distance between the rear of our home and the homes behind us is twenty feet. So we fully respected that. In fact, have adhered to it.

Some of the lost, the four on the left in the R-3 zone actually is the larger setback than fifteen. Just the way the land works, and there's a little jog in the fence line there. So I wanted to clear that up.

I'll show you where the three foot setback is. It's in an odd place.

This is the -- the new amenity on El Camino which we talked about before.

Let's go to the next slide.

That's the tree screen I talked about on the back, and then this is the area where we really poured on the coals with the -- with the landscape enhancements along College to really mimic Allied Arts.

Letter
D1
cont.

So some of the Allied Arts are just drop dead beautiful landscaping and we're trying to really make sure that there's no falloff when you get to our project.

Okay. Next slide.

Okay. This is a site plan view. This shows the site plan of the project now with all of the landscaping on it.

I'd probably invite you to have a look in your book and have a look at the board up here that we have, but key elements we talked about, the heritage Redwood City on the left side on College that we're preserving.

Very enhanced landscaping all along that, big setbacks. We added the tree screen in the back, the big side amenity up front and then a lot of landscaping on El Camino as we set back a bit per the City Staff and neighbors' requests.

The three-story portion of the project on the townhomes along El Camino, I know a comment was made earlier about, you know, where this begins.

And so just so you're clear, we are two stories all along the bottom part of this, and where we abut residential neighbors, either next to us or across the street, we're two stories or we're a park.

The three-story townhouse building on the left on College on the corner faces directly over the Yogurt

Letter
D1
cont.

Stop. It does not face the neighbors. That's really pretty key.

We tried to keep the three-story portion only next to the commercial uses and not next to the residential ones.

Next slide.

This slide just shows you a little bit more detail. You can see on the top left, there is the fountain near El Camino and the turf area, trellis area seating toward the bottom of that area below the lawn next to the handicapped parking area there is barbecues and some seating.

To the right, in the middle of the slide is the pocket park around the redwood tree with -- with seating and trellis, and then to the right of that is the driveway for the College Avenue home and to the right of that is its landscaped front yard.

Again, all of that area to the right and left of that driveway are going to be maintained by the homeowners's association.

Next slide.

Talk a minute about development standard waivers. I know this is going to come up, so let's talk about it briefly.

What they are is a reality that the state

Letter
D1
cont.

1 realized when it said, "We're going to give you bonus
2 density if you provide affordable housing."
3 To add more units into a site that are
4 affordable, you're not -- you're not going to be
5 necessarily get that in and still conform to everything
6 that the local jurisdiction needs you to conform to.
7 So we need to -- to say to a local
8 jurisdiction a developer who's providing this housing may
9 ask for development standard waivers which would be
10 height, setbacks, FAR, open space, et cetera, these types
11 of things that -- that are necessary in order to -- to
12 basically allow for the increased density that you're
13 putting in.
14 So in this case, in our project, it's three
15 affordable units and five total additional units, and --
16 and that's why development standard waivers come into
17 play.
18 One of the biggest things we did during the --
19 the year and nine months since we were last before you
20 was reduce the number of development standard waivers we
21 need.
22 We worked really hard at this.
23 Now, the staff report I think says twelve to
24 six. Our slide here says thirteen to five. There's a
25 little confusion in that in a couple of places, the

Letter
D1
cont.

1 development standard waiver is counted twice because you
2 need it in the R-3 zone and the C-4 zone.
3 So we apologize for that seeming inconsistent,
4 but we dramatically reduced them, and our architects
5 worked very hard. We met the setbacks. We met roof
6 height. We met all kinds of things that we weren't able
7 to do in the first go-round.
8 So there were thirteen on our chart here in
9 first go-round, and those we cut to five, and -- and let
10 me tell you a little bit about those.
11 So first, before we go to the next slide, in
12 the middle of the site plan, you see it says: "Rear yard
13 setback for R-3."
14 Commissioner Eiref, this is the three foot
15 issue, and it is between our four homes on the left and
16 our five homes on the right.
17 The five homes on the right are in the C-4
18 district. The four homes on the left are in the R-3.
19 There's three feet between the home on the
20 left and -- and the boundary of the R-3, and there's
21 three feet to the right of that line between the home and
22 the right on the boundary of the C-4.
23 There's six feet between those three homes,
24 but because there's only three feet between each of them
25 and zoning district line, it's called a rear setback of

Letter
D1
cont.

three feet.

It impacts our two homes and not the neighbors, and that's why we didn't feel it was -- it's the same distance between all the homes, but because that's the artificial place where the R-3 and C-4 lines get drawn between those two homes, we end up with what's called a three foot setback. So I wanted to be sure you understood that point.

So that's one of the development standard waivers that remains.

Let's go to the next slide.

Okay. So we just talked about that. Rear setback issues between the R-3 and the C-4 does not impact the project neighbors.

Next item, the building coverage waiver. Again, I mentioned this before when. We took the rear homes from three stories to two. We got a little bigger on our footprint.

The building coverage waivers for the R-3 zone only. So again, we took back a bit, Paula? There you go.

It's -- this only affects the four homes in the lower left corner of the project, this development standard waiver. It doesn't affect any of the rest of the site, and what it says there is that our building

Letter
D1
cont.

coverage would ideally be thirty. It's 44.

We can solve it by taking the homes back to three stories, but we and our neighbors want to, and so we've put in a lot of landscaped area in the back behind the homes and on College, and the site overall meets its landscape coverage when you combine it with the C-4. It's just in that one area.

Okay, Paula. Let's go. Yeah. Let's get to the third point. There we go.

The landscaped area waiver again is for that R-3 zone only. It doesn't impact the C-4 zone. Again, we can have a little bit more landscaped area if those homes became taller and they had a -- had a slimmer footprint, but we still hit almost 43 percent landscaped area versus the target of fifty.

So we felt the tradeoff again by giving the neighbors two-story houses instead of three, it was better to go this route, and -- and we think the impact is really negligible. And again, it's only in that small R-3 area of the project.

I should clarify here. Heighth is not the issue. We can do the rear nine homes in three stories and be within the height limit of the city and not need a development standard waiver. They could be three stories.

Letter
D1
cont.

1 We're asking for them to be two, and I think
2 that's an important point.
3 Next slide.
4 All right. Let's talk about the last
5 development standard waiver, which I think is -- is one
6 that's very intuitive, but it's helpful to talk about a
7 little bit.
8 FAR, by the way, on our list of five
9 development standard waivers, it's listed as two because
10 you need it in the C-4 and the R-3 zone.
11 So I kind of think of it as one and I kind of
12 think of the development standard waivers as four, but
13 anyway, it's listed twice.
14 FAR is the one development standard waiver
15 that is really the most directly linked to the -- to the
16 State Density Bonus.
17 If you stop and think about the fact that you
18 design a project with a zoning that accommodates 21
19 units, and because you providing three of those units or
20 you're providing three units at low income levels, the
21 State Density Bonus Law says you're entitled to -- to
22 build five additional units, not just the three.
23 So you're able to go to -- well, in this case,
24 you're actually able to go six more to 27. We're going
25 to 26, so it's important to note that we're one unit

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Letter
D1
cont.

1 below what the State Density Bonus Law would -- would
2 give us permission to do.
3 If you're going to have 26 homes or 21 homes,
4 you obviously need additional FAR in order to accommodate
5 the five additional homes, the three that are affordable
6 plus the other two that you get as bonus.
7 So this is really the one development standard
8 waiver that virtually every project needs. We -- go
9 ahead to the next point.
10 We aren't asking for development standard
11 waivers for height, perimeters, setbacks, paving, lot are
12 width, depth or parking. It really is an FAR issue.
13 And interestingly, when we get into a look at
14 what the Downtown El Camino Plan looks like, we are lower
15 density than what that would call for.
16 Next slide.
17 A word about traffic. We talked a lot about
18 traffic before in the EIR part. I want to talk about
19 traffic for a minute.
20 This issue was even brought up I think by a
21 couple of Commissioners. Really the focus here in Menlo
22 Park is that the way Menlo Park defines significant, it
23 does it differently than other communities.
24 It is the most hair trigger standard of any of
25 the communities we develop in on the Peninsula. Just so

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389 El Camino Real LLC Project

Letter
D1
cont.

you're aware, and I think a lot of people are.

The one -- the one street in what we call the near-term condition plus the project, which is the project plus whatever's kind of being developed right now, the one place we go over the -- over the -- the significant standard is on University Drive between Cambridge and Middle, and that's a 68 additional trips per day standard -- no. It's 68 additional trips generated. The actual threshold's 25 cars a day.

So next point there.

Important to note. Our EIR was done on 27 units 'cause we didn't know for certain when we started the process whether we'd be at 27 or 26.

So we're going to be less than 68 additional trips per day. I'm not a traffic consultant, but I just did the math and it's about a four percent reduction if every unit generates the same traffic. Maybe they won't, but we'll be less than 68.

But let's use 68 for -- for all purposes here. If we take those 68 trips, we know they're in a 24-hour period, but let's say we know that likely they're going to be in the 12-hour period between 7:00 AM and 7:00 PM.

I mean, 7:00 AM and 7:00 AM, the wee hours of the night and people are out driving around.

Let's say the averages they're going to be in

Letter
D1
cont.

that 12-hour period. That's going to be six per hour. It's going to be one trip every ten minutes.

Now I'm not here to say that's nothing, but I am here to say there's almost nothing you can put on this site that's not going to generate a car every ten minutes, and -- and if we're going to redevelop El Camino and we're going to do it with economically viable uses, it's very difficult to do that in a way that doesn't have at least a car every ten minutes or so.

Frankly, if you look at retail uses on this site, as we have and as the traffic study does in detail, far more. Far more.

So we are the lowest traffic generator of any of the alternatives except senior housing, which we'll talk about in a minute, no project or downzone by half, and that's kind of a reality.

So let's go to the next slide.

Helpful to compare this to the Draft El Camino Real plan. We're not subject to it. We've been in for six years doing this and we had this project application complete and we're still I know working through the El Camino plan, but it keeps coming up.

In fact, we had a resident comment about it tonight, actually wanting more density and more retail and -- and -- and taller buildings.

Letter D1 cont.

And I told you all that after a year and a half of meetings with College and Partridge neighbors, that's not going to sit with them.

So we can all talk about gee, we should be denser and taller, and, you know, as a developer, I should love that, but I -- but I've got -- I've got an agreement with my neighbors and I'm not thinking this is where we want to head.

But let's look at what the comparison would be. So first of all, FAR, overall FAR on the project's 87 percent.

What does the El Camino Plan do? 110, and it may be up to 150 if you add public benefits. So we're certainly less dense on a -- on an FAR basis than what the draft plan would to do.

Next item. 21.2 units per acre density on our site. Downtown Plan, 25 units per acre density may be increased up to 40 units per acre.

So again, we're certainly less than -- than the Draft El Camino Plan.

Next item. Let's look at heights. We're now 28 to thirty foot throughout the project. Downtown Plan, heights up to 38 feet.

Yeah, there's some setbacks and step-ups to that, but they'll let you go to 38. Okay.

Letter D1 cont.

Next -- parking 62 spaces. Again, Downtown Plan wants you to be transit oriented, so 49 spaces. So I guess we put more heighth, more units, more FAR and we park fewer cars, and that's exactly what the Partridge Avenue and College Avenue neighbors didn't like.

Let me point out something that I think is really important. Our site is not on the east side of El Camino. We abut Allied Arts and we abut two residential streets.

I'm not for a minute going to say that these FAR and density and -- and parking things might not be just great across between the railroad tracks and El Camino.

You can probably do building heights there. You don't have neighbors. You got a railroad track for a neighbor. You got El Camino for a neighbor. You got a hotel on one end and who knows what on the other.

West side of El Camino Real is just different, and on all those parcels on the west side, it's going to be different and you're going to have neighbors behind who care what goes there.

So by all measures, we're -- we're less dense and less intensive and less impactful than the Downtown Plan.

All right. Next slide.

Letter **D1** *cont.*

And the end. You know what? I missed the last thing.

Open space on our project's 33 and a half and Downtown Plan calls for thirty. So we're also higher on open space.

I think they're really contemplating taller denser projects than ours.

So conclusions. The first conclusion. We spent considerable efforts to achieve project consensus with neighbors and City Staff. We have. We've worked hard.

We took lists that we thought we couldn't accommodate even half of and we got them done and we traded off and the neighbors came up with great suggestions, and somehow our architects found a way to do it.

You know, we had -- we had a lot of requests that oftentimes were inconsistent, but what we did was just keep the dialogue going and we kept our consultants coming and taking notes and listening.

I hope everybody understands this is the way this all needs to work and that the City Staff really helped facilitate our working with the neighbors, but the neighbors really grabbed the bull by the horns, too.

And finally, you know, it's important the

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Letter **D1** *cont.*

project meet the criteria under State Density Bonus Law, but it also is doing things the City Staff and the neighbors wanted done, too.

So there was a way to accommodate all three, and so my conclusion really is -- and it's the last point -- time to make this the reality. It's time to move forward.

We're happy to be before you. I want to answer your questions. I certainly have some thoughts about senior housing, which I know sounds attractive.

It came up with the EIR, gosh, it's low impact. I wish I could tell you I thought it was your panacea, and I actually have personal experience with it.

But for now I'm going to stop and open it to questions. I hope you found this summary helpful. We tried to highlight with change and what we come out with.

So I thank you for your patience.

CHAIRPERSON FERRICK: Thank you so much. That was very comprehensive. So thank you.

Actually, before we go to our questions, though, the next item that -- if we're adhering to this would be the public comments on the project, so I'm going to take it out to the audience first.

If anyone would like to comment on this project proposal separate from the EIR -- so you can

Letter **D1** *cont.*

comment again if that's your preference because it's not on the same agenda item -- please feel free to fill out a speaker card and make your way up to the staff table and I'll call your name.

I can't see over the signs. Sorry. Is anyone moving in this direction?

We have one coming up. Do you mind going first? You can come right on up to the front. You can come right up to the podium

Okay.

MR. COOK: So good evening. My name's Peter Cook. I live at 620 Partridge Avenue, also own it, four houses down from El Camino.

First of all, I'd just like to say I'm really impressed with the presentation we just saw and all the hard work that's obviously gone into this. I hate to say it, but I'm impressed.

And also, to those members of my neighborhood and the task force, I hope what I say -- you know, it's just my personal opinion and I appreciate all the work that you guys have done towards minimizing and making this project a part potentially of our community.

So I've lived in Menlo Park and grew up at 620 Partridge for 35 years. I grew up than on Oasis cheeseburgers, so I appreciate the ability to go down and

Letter **D1** *cont.*

take advantage of the commercial opportunities there, whether it's the Yogurt Stop or the O or what not.

I guess I have two major things to talk about here. I understand a lot of my neighbors are against retail being put in -- into the project.

I think that's almost asking a leopard to change its spots. El Camino is a commercial thoroughfare and it's gotten busier and busier over the 35 years that I've lived there, and I think, you know, there used to be a gas station there, so apparently -- I don't know what kind of impact that used to have to College.

Obviously not much of one to Partridge, but I think that it's unrealistic to expect there not to be retail on -- on El Camino.

And so originally when I got up here, I was going to say, you know, that I would like the project to be inclusive of retail, but like I said, it was a good presentation.

So I'm a little more ambivalent, but I guess what the main point that I want to get to was that I believe that -- that the intent of all the documentation, the Draft Plan, the General Plan is that we maintain the village -- village smalltown community feel of Menlo Park, and there's just something that rubs me wrong about extending a neighborhood into a commercial zone.

Letter
D1
cont.

I don't think it's safe or a good environment for children, which these are all single family homes, and, you know, to that point, I don't think it's safe for seniors, and -- but I have to say that I think there have been great strides made for it, but I think just in general, I have a problem with that, and I think they're selling Allied Arts, but they're selling it twenty feet from El Camino, and I think that that's a little concerning to me.

The other point I'd like to make is just on driving and thinking about how people move around.

I know that there will be a lot of cars coming out of this and, you know, I'm not a traffic consultant, but just from personal experience, you come out. If you want to go to Safeway, if you want to go to Hillview or Oak Knoll, the first thing you're going to do, unless you want to go all the way across and go down El Camino, you it's kind of slow. You're going to turn down Partridge and head back to the western part of the city.

And I suppose the same effect would happen if you wanted to get there, you go down College and make a right and turn back in.

So if there's a way to creatively address those issues -- because I think that would be something to really address and, you know, I'd even thought of

Letter
D1
cont.

making them one-way streets to kind of avert that circulation of traffic.

So the residents of this project do have to use El Camino as the main thoroughfare and Middle when they're working back there rather than coming down University and then being able to circulate and get to there.

So that's just my comment. Thank you very much.

CHAIRPERSON FERRICK: Thank you.

Anyone else? Great. Thanks.

And if anyone else has a desire to speak, you're welcome to fill out a card and turn it in. You don't have to wait until all the speakers are done.

MS. BERLIN: I'm Annie Berlin. I live at 657 College Avenue, and I had the kind of unintended pleasure of representing the task force on this project.

So tonight I have a couple thank-yous and a couple maybe forward looking statements.

Thank you, number one, to all the people that participated on the task force. It took much longer than we thought, and maybe -- maybe they thought we were going to go away. We just kind of didn't, and I really want to thank Matt and his team because they really -- they really did come to the party and they really did help us

Letter
D1
cont.

1 look at this in a real critical fashion, and I also want
2 to thank the City, and the City really facilitated most
3 of the initial meetings until the task force started
4 meeting together.
5 So those are my thank-yous.
6 Next, I'd like for us to think about, number
7 one, let's support this project. Let's get it done, and
8 I'm going to ask the City's help on construction
9 mitigation as we look forward to completing the project.
10 And then lastly, I think I'd like to leave you
11 with -- you know, if this is a model that works, and I
12 think it is, I don't think that this project is going to
13 be our challenge.
14 I think we have to look across the street,
15 because I think that part of El Camino is really going to
16 be the challenge for all of us together.
17 Thank you.
18 CHAIRPERSON FERRICK: Thank you so much.
19 Did any other cards come in that I missed?
20 MR. COLBY: I'd like to just say one more
21 thing.
22 CHAIRPERSON FERRICK: Oh, sure. Come up.
23 MR. COLBY: Peter Colby again.
24 I just don't think anything has been mentioned
25 about what he's planning to do to the business of the

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Letter
D1
cont.

1 Planet Auto Auto Shop. They may have taken advantage for
2 a while of his generosity for having so many cars
3 squeezed in, but the reality is we're going to put
4 somebody out of business. That's just one consideration.
5 And I did go out of my way to try to show that
6 I thought it should be reduced in the number of units
7 because I think people walking -- you know, pedestrians
8 is the alternative transportation sometimes, especially
9 for seniors, and if you're walking along, you know, he's
10 saying he's trying to increase it to twenty feet way down
11 by the Yogurt Stop, but you could consider having him
12 modify it the way I showed you and have a couple of
13 middle units reduced so that you can look out into the
14 area of it like an amphitheater like Christ might have
15 done with the amphitheaters of Rome and see the trees and
16 the sky, whatever it is.
17 He's saying he's putting landscaping in, but
18 all you're hearing on the other side of you is all the
19 traffic's going by you as you walk.
20 So our -- our city did a great things with the
21 trees, though, on El Camino, and McKinney -- Mr.
22 Kinney -- Kinney, sorry. The Councilmember had a great
23 idea to have trees all ago the sidewalks, and I think
24 that's great.
25 But I don't see why we have to bow to the

Letter **D1** *cont.*

1 greed of buying an old gas station that's trying to
2 maximize the profits from using State Density Laws and,
3 you know, putting people that are desperate to live near
4 here, to put them in a -- in a compound.
5 I mean, it's pretty, but you could do more
6 with the space if you were really generous and you
7 thought you'd be satisfied with the profits from the real
8 estate value. You could open it up more.
9 That was my -- my problem.
10 CHAIRPERSON FERRICK: Thank you so much.
11 MR. COLBY: Thanks for your time.
12 CHAIRPERSON FERRICK: Anyone else?
13 All right. I'm going to close public comment
14 for this item and bring it back up here to Commission
15 questions for staff or project sponsor on the project
16 proposal.
17 Commissioner Bressler.
18 COMMISSIONER BRESSLER: This question is for
19 staff. The FAR of 110 percent, these kind of numbers
20 that we've been hearing, does that actually apply to that
21 area or is that across the street that they're talking
22 about?
23 25 units per acre, et cetera. I mean, that
24 sounds like the train station area.
25 Is this actually the parcel that this thing is

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Letter **D1** *cont.*

1 being built on where these numbers come from?
2 MS. CHOW: Right. Those figures are for the
3 El Camino southwest. It would be this side of the
4 street.
5 COMMISSIONER BRESSLER: It would be this
6 side. Would it be actually this parcel?
7 MS. CHOW: Yes. It would be applicable to
8 this parcel.
9 COMMISSIONER BRESSLER: This parcel.
10 Okay. The -- the five additional units and
11 the three affordable, is this in addition to BMR
12 requirements and what not? How does that come together?
13 MS. CHOW: So the State Density Bonus Law
14 exceeds the BMR requirements of the City. So it's not in
15 addition to what the applicant would be entitled to the
16 State Density Bonus Law.
17 COMMISSIONER BRESSLER: Okay. So we already
18 have BMR, but -- and this is a little more than what the
19 BMR would be.
20 MS. CHOW: It would be a little bit more than
21 what the BMR --
22 COMMISSIONER BRESSLER: A little bit more.
23 MS. CHOW: Right. For BMR, for a project of
24 this size, it would be required -- I need to look at
25 my -- 52 percent of the number of units that would be

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1 required for the BMR units.
2 MS. PRINCE: If I could jump in really
3 quickly. So what would be required on the BMR would be
4 three moderate income units and what they're offering is
5 three low income units.
6 So by offering the lower level of
7 affordability, that's how they're exceeding the BMR
8 ordinance.
9 COMMISSIONER BRESSLER: Can we quantify that?
10 MS. PRINCE: What do you mean by quantify?
11 COMMISSIONER BRESSLER: Well, you used two
12 terms and I'd like a definition for those terms.
13 MS. PRINCE: So moderate income -- and I'm
14 going to forget the exact. I think it's like 110 percent
15 of area median income, and area median income is
16 something that the county publishes annually.
17 And then a low income unit, I believe, is --
18 if I'm remembering correctly -- eighty percent of area
19 median income.
20 So the target person who's going to purchase
21 the low income unit as opposed to a moderate income unit
22 makes less.
23 COMMISSIONER BRESSLER: Okay. So what we're
24 getting for the -- for the five additional units is a
25 change from 110 percent median on the three to eighty

1 percent median on the three. That's if one actually does
2 the delta.
3 MS. PRINCE: Okay.
4 COMMISSIONER BRESSLER: Okay. Thanks.
5 CHAIRPERSON FERRICK: Can I just follow up
6 before you move to you, John?
7 What -- do you know what our median income is?
8 MS. PRINCE: I haven't looked in a while, so
9 I can't speak to that exactly, but it is available on a
10 county -- San Mateo County website.
11 CHAIRPERSON FERRICK: Okay. Do you know,
12 Mr. Matteson? It doesn't have to be the dollar, but is
13 it eighty? Is it sixty, is it 110?
14 MR. MATTESON: It's defined by size of
15 family, so it would -- it would change depending on
16 whether you were a family of one, two, three or four, and
17 I think the eighty percent's correct in terms of the --
18 of the median.
19 But it changes every year, so like, for
20 example, what it was in 2011 --
21 CHAIRPERSON FERRICK: Different.
22 MR. MATTESON: -- will be different in 2012.
23 They publish the figures.
24 CHAIRPERSON FERRICK: Do you have an
25 approximate? I won't hold you to it.

MR. MATTESON: I wish I could -- I don't want to jump out with a dollar figure, but it's tough for a family of four to live on it.

CHAIRPERSON FERRICK: Great. Thank you.

COMMISSIONER RIGGS: Madam Chair, I can give you an approximation if you want.

CHAIRPERSON FERRICK: Please.

COMMISSIONER RIGGS: A family of four, median income in our area was -- it fell somewhat below a hundred thousand over the last four years. It was previously right about a hundred thousand.

CHAIRPERSON FERRICK: Thank you.

MS. PRINCE: So our environmental consultant just handed me a note saying 86,500 is median income for a family of four.

CHAIRPERSON FERRICK: Thank you. Got it. Okay. Thanks.

MR. MATTESON: So you would be taking eighty percent of that.

CHAIRPERSON FERRICK: Thanks. That helps me just put it into context, and before I go on to my questions, Commissioner Kadvany.

COMMISSIONER KADVANY: Thank you.

Mr. Matteson, I have a couple -- I have a couple questions. I think I have a lot of questions, but

I'll try to keep it to two.

MR. MATTESON: Go ahead. I'm used to answering questions.

COMMISSIONER KADVANY: The first question is a little -- maybe you covered this in the history, but how did the retail -- how is the retail component dealt with? How was it completely dropped out of the project? Were there --

MR. MATTESON: Why did it drop out?

COMMISSIONER KADVANY: How? Why?

MR. MATTESON: It dropped out the minute we dropped the stack flat plan.

COMMISSIONER KADVANY: Because?

MR. MATTESON: The neighbors were incensed.

COMMISSIONER KADVANY: Okay.

MR. MATTESON: And that's a lot of neighbors.

COMMISSIONER KADVANY: And why? What was the problem with retail?

MR. MATTESON: Traffic, parking, delivery trucks, garbage trucks, all the things that they experience with the retail from Yogurt Stop, Safeway and others.

They -- it was -- it was -- it was a real threshold issue for them.

COMMISSIONER KADVANY: So not retail, per se,

Letter
D1
cont.

but any volume, a certain volume of the side-effects of certain types of retail shopping; right? Because --

MR. MATTESON: Well, you're nuancing -- you're nuancing a discussion that wasn't nuanced. So, you know, they didn't talk about gee, we'd like a little or a lot. It was, "We don't want it."

I have to tell you, I'm a major skeptic of the Pendleton style retail where you got a stand-alone store, you know.

We do a lot of retail investing in our industry and my sense is that they want to be in grocery anchored centers where there's a lot of traffic.

So this notion of this stand-alone retail piece making real economic sense is a tough sell for a lot of people, but the neighbors understand the impact of the retail on the traffic and the parking and the noise and they were adamant that we eliminate retail.

And that's -- so we want to go talk about putting retail back in, I'll turn it back over the Annie.

COMMISSIONER KADVANY: Well, you're here now.

MR. MATTESON: Okay.

COMMISSIONER KADVANY: Everything you're saying has to do with certain impacts having to do with the type and scale of the retail; correct?

If you have a one hundred square foot retail,

Letter
D1
cont.

you know, not -- just to exaggerate it -- wouldn't the impacts be considerably less?

MR. MATTESON: Sure, but I don't know any one hundred -- that's a ten-by-ten room.

COMMISSIONER KADVANY: Just to be clear --

MR. MATTESON: Sure.

COMMISSIONER KADVANY: -- about the outcome since we're talking about the outcomes and that there are -- there are differences -- there's zero retail and there's 13,000 square feet, too. There's a lot --

MR. MATTESON: Yeah. We didn't have 3,000 feet in the original proposal. I think it was around three, and it was a big reaction.

COMMISSIONER KADVANY: Three?

MR. MATTESON: Thousand feet.

COMMISSIONER KADVANY: 3,000 square feet.

MR. MATTESON: Because that's what staff told us we had to put in there.

COMMISSIONER KADVANY: Well --

MR. MATTESON: That was a prior staff, prior Council, prior Commission, prior economy. I mean, you know, like I said, we're six years ago.

COMMISSIONER KADVANY: Okay. But again, it's -- we're only talking about, for example, traffic impacts or the garbage truck noise or whatever it is.

It's not -- there's not something wrong with retail, per se. It's there a place for retail.

MR. MATTESON: Well, when you live next to retail, it can be the wrong place for retail.

I mean, you have to understand. I've been involved in a lot of mixed use developments, so I get this.

I mean, I've got one in San Carlos and we have one in El Cerrito and, you know, it sounds magical. It's wonderful. Gee, it will be like Europe or San Francisco and we'll have stacked flats over this great ground floor retail for starters.

COMMISSIONER KADVANY: I'm not saying that. Please don't put those words in my mouth.

MR. MATTESON: Okay. That's what's been discussed in the context of the project.

COMMISSIONER KADVANY: I'm going to make it clear. I'm trying to make clear that, you know, we shouldn't deal in stereotyped exaggerations, please. You know, or indirect -- what --

MR. MATTESON: That's fine. And a hundred square foot retail is also -- you know, I don't know a hundred square foot retail.

So I'll talk -- I'll talk to whatever point you'd like me to talk to.

COMMISSIONER KADVANY: Okay. All right. I was just trying to get --

MR. MATTESON: The neighbors were adamant about no retail. We didn't get into nuances about how big or how little. They just didn't want it.

COMMISSIONER KADVANY: You know, it's really not a nuanced detail between a couple thousand square feet and 13,000 square feet. That's not a nuance. That's a huge difference.

In fact, it's comparable to when we look right on the next block where we have the Yogurt Stop and UPS store and Menlo Velo, which are all very lovely neighborhood shops, okay.

Does it add up to 13,000 square feet, those three places? I don't know. I don't think so.

Let's drop it for that -- drop that.

Second question. So what you -- you said in the neighborhood discussion that the -- the idea was -- your argument was no matter what, people would have to -- you know, their cars and end up parking on the streets, right?

MR. MATTESON: Well, the way the College Avenue neighbors in particular presented it, they have a permit parking system in their neighborhood already. They -- They consider that they're underparked on their

street. That they don't have enough off-street parking on their street already.

COMMISSIONER KADVANY: Please, really. I just want to clarify that's what you -- how you saw it.

MR. MATTESON: So they wanted -- they wanted the most parking possible.

COMMISSIONER KADVANY: Okay. But we don't have overnight parking in Menlo Park, right?

MR. MATTESON: I think they do on College. No. You got to be off street?

COMMISSIONER KADVANY: You know, I live on -- I live on College -- I'm a College Avenue resident myself and I live a little west of University. I've gotten a lot of $40 tickets.

MR. MATTESON: Okay. I guess they can't park at night, but they're permitted during the day, too.

COMMISSIONER KADVANY: So did anyone bring up the fact in these discussions that there is no overnight parking in all of Allied Arts?

MR. MATTESON: Yeah.

COMMISSIONER KADVANY: And then -- so how do people get these extra cars on to -- was this brought up? I mean, I don't understand the logic of it.

MR. MATTESON: The logic of?

COMMISSIONER KADVANY: Where are these cars

going to go at nighttime?

MR. MATTESON: Which cars are these?

COMMISSIONER KADVANY: The cars that people have if they don't have you know, their two-car garages. You said they're going to park the car on the street that they own.

MR. MATTESON: No, no. What I said was we needed to accommodate them on the site rather than reduce parking to create what people might consider a more transient -- transit oriented situation.

If you talk to the consultants, they consider this project not transit oriented because we have too much parking, too much.

COMMISSIONER KADVANY: Well --

CHAIRPERSON FERRICK: Can I clarify, John?

COMMISSIONER KADVANY: Yeah. Please do.

MR. MATTESON: I don't understand the question.

COMMISSIONER KADVANY: I don't -- I don't understand what the logic is for the additional parking spaces. Okay.

CHAIRPERSON FERRICK: So I think -- tell me if I'm wrong, John, but I think you're trying to find out what the neighbors' fear was that the parking could spill out on to their street when it's not allowed to park

1 overnight.
2 MR. MATTESON: It might not be overnight.
3 It might just be during the day.
4 CHAIRPERSON FERRICK: I see. Okay.
5 MR. MATTESON: They have permit parking
6 during the day on their street. They have to have
7 permits to park. You can't just park there as just an
8 average person from what I'm told.
9 CHAIRPERSON FERRICK: Okay.
10 COMMISSIONER KADVANY: It's still confusing,
11 then, because, I mean, the garage parking, it's kind of
12 hard to use garage parking for just kind of incidental
13 parking for people who are visiting.
14 MR. MATTESON: No. If you have a two-car
15 garage and you're only using one space and you have a
16 visitor, they park in there.
17 COMMISSIONER KADVANY: Yeah. I guess so. So
18 it's visitor parking.
19 MR. MATTESON: We have ten visitor spaces
20 and every unit has a two-car garage whether they need to
21 -- whether they have two cars or not, they're going to
22 have a two-car garage.
23 COMMISSIONER KADVANY: So visitors -- well,
24 okay. I mean, I'm sorry to belabor this, but I really
25 just -- I really just don't quite understand the

1 connection between the number of -- the garage spaces and
2 West Menlo, because there is no overnight parking.
3 You can't have -- you can't have an extra car.
4 That's what I thought I heard you -- heard you say.
5 MR. MATTESON: No.
6 COMMISSIONER KADVANY: You can't park it on
7 the street. You cannot do that.
8 MR. MATTESON: I understand.
9 COMMISSIONER KADVANY: So I don't --
10 MR. MATTESON: But you could do it -- you
11 could do it between 6:00 PM and 1:00 in the morning. The
12 ordinance takes effect at 2:00.
13 COMMISSIONER KADVANY: Well, sure.
14 MR. MATTESON: So you have a dinner party.
15 COMMISSIONER KADVANY: People are allowed to
16 park on the streets, always, but --
17 MR. MATTESON: Right.
18 COMMISSIONER KADVANY: -- to have -- you
19 couldn't have an extra car --
20 MR. MATTESON: No. I didn't say anything
21 about having an extra car.
22 COMMISSIONER KADVANY: Whose cars are we
23 talking about?
24 MR. MATTESON: It's all visitors, I'm sure.
25 COMMISSIONER KADVANY: So -- visitors. So

we're imagining visitors will be parking in extra garages.

MR. MATTESON: Well, certainly the residents themselves won't be parking in the ten visitor spaces onsite if they already have a two-car garage.

That's part of why we did not shrink the parking down. The State Density Bonus Law provided a lower amount, and in order to be transit oriented and under the Draft El Camino Plan, we could have met a lower parking standard.

We decided to meet the highest standard we could and we have extra spaces, so I'm not sure what issue we're covering here.

COMMISSIONER KADVANY: Okay. Well, I really don't -- I really don't understand the logic of the relationship between the number of parking garages that you guys have in the project -- not of course visitor parking, but the number of garage spaces and basically preventing overflow into the streets, because there's permitted -- permitted parking there locally and there's not any overnight parking.

MR. MATTESON: Well, if we had one-car garages, and most residents -- many residents have two, then we instantly create a parking problem, because somebody's got to put that second car somewhere.

And so what they do is they'll use the visitor parking until all the visitor spaces are gone and then visitors will show up and they have nowhere to go.

So -- but the notion was we accommodated every house with a two-car garage, even the smallest floor plans.

COMMISSIONER KADVANY: I really find it implausible that a project like this could not manage the use of visitor parking by residents. I really don't think that's plausible. I beg your pardon.

MR. MATTESON: They won't have management staff onsite.

COMMISSIONER KADVANY: I'm going to stop. I'm going to stop. I'm going to stop because, you know, maybe you don't understand me or I don't understand you, but we'll leave it at that. We'll maybe come back to it.

MR. MATTESON: All right.

COMMISSIONER KADVANY: But, you know, I don't think -- you know, I think whatever this decision was, I think it was based more perhaps on some perceptions and concerns of unusual scenarios rather than the way things work in Menlo Park generally with pretty restrictive parking on our streets, and speaking as a College Avenue resident.

MR. MATTESON: Well, it would be wonderful

Letter **D1** *cont.*

if you want to talk to Annie about it. She was part of all the discussions. So maybe she'll do a better job than I have.

COMMISSIONER KADVANY: Well, I don't know what the nature of a neighborhood task force was. This was basically a -- nobody on the west side of College Avenue was told about it, and it wouldn't have been appropriate for me as a Planning Commissioner, anyways, but that's fine.

So let's go on, please.

CHAIRPERSON FERRICK: Commissioner Riggs, go ahead.

COMMISSIONER RIGGS: I don't know. I think we should get Matt a cup of tea first before we move on.

Sorry. We have good parks, and I'm going to ask you a couple park questions, too, though I hope what I ask you won't require the task force background to answer.

But I share John's interest in having an element of retail.

I -- I happen to accept the concept that mixed use doesn't all have to happen stacked within one property line, that it can be sideways and next to you can be a retail, and when it's on the next block to you, then that is mixed use. I think that's what we called

Letter **D1** *cont.*

bird's eye view earlier.

But on the other hand, you do have a full block there, and I can't help but wonder about in building A-1, unit 5, I think that's a plan C, it's the closest one to El Camino that doesn't leave its first floor for garage only. It actually has living space on the first floor.

And how do you see that filling someone's needs or being a -- a choice that a future resident would make?

MR. MATTESON: Let me grab my book, if I might.

COMMISSIONER RIGGS: And I think it's sheet A-3.1 -- no, sorry. A-2.1A.

MR. MATTESON: Okay. So you're to the right of the landscaped area, to the left of the side driveway. Am I right?

COMMISSIONER RIGGS: Looking at it from this plan orientation, it's not right of the landscaped area, left of the south driveway.

MR. MATTESON: Right. Okay. Now I'm sorry. I'm with you now, so your question.

COMMISSIONER RIGGS: Okay. So that's the only plan that has live space on the first floor, and yet it's within a dozen feet of the El Camino curb.

Letter **D1** *cont.*

MR. MATTESON: Well, where the -- to the right where it comes off the south driveway, that's garage.

COMMISSIONER RIGGS: Right, and the other half, although it's a somewhat smaller half because of the shape of the unit is -- I don't know whether it's a great room --

MR. MATTESON: Yeah. That's a great room, that's correct. That's a porch area as it surrounds from El Camino and wraps to the green space.

COMMISSIONER RIGGS: Yeah.

MR. MATTESON: And that is the kitchen -- no. I'm sorry, no. That's a bonus room. Am I right, Glenn? Is that a bonus room? Bonus room.

It's like a den, family room --

COMMISSIONER RIGGS: All right.

MR. MATTESON: -- on that ground floor level, and then the great room is on second level.

COMMISSIONER RIGGS: So that's 200 square feet of sort of semi-programmed space.

MR. MATTESON: Yeah. Call it family room/den, TV room, media room, you know, kid's room, whatever. Play room. Because on the second floor is where the living room and the kitchen is.

Letter **D1** *cont.*

COMMISSIONER RIGGS: Okay. So that will be less a family gathering place and more a -- I guess if you think of it as a -- as a basement that has ground level, that may be a part of it.

What was tempting was to ask could plan 1-C become a two-bedroom walkup where the first floor is a small retail space like something that would serve this area, which you don't have enough demand probably to do more than a coffee shop.

But is there any interest in doing that? And I'll just ask that question and it's probably something you'd want to think about before you'd answer that, anyway.

MR. MATTESON: Well, if it's -- if it's something we need to explore, we can explore it. It -- it sort of by its nature changes the nature of the development because at least according to current city regulations, we'd have to incorporate parking for it.

We'd have to invite the public to it, and I don't really know what all the other ramifications would be, but it would require site modifications.

So in order to comment, but I can't.

COMMISSIONER RIGGS: But your parking is covered in terms of the City because you're parked beyond what the City requires.

Letter **D1** *cont.*

MR. MATTESON: Well, but it's not configured on the site to where it would need to be to accommodate retail there.

With a clear path of travel and handicap that they have to provide there, so -- but as I said, if it's something I have to consider, I have to look at it, but at this point, it would require site modifications and some study.

COMMISSIONER RIGGS: Okay. Well, it's something I wanted to ask about. So fair answers.

We've sort of danced around the issue a little bit, and I'm going to actually borrow this from having spoken to Commissioner Yu the other day who asked who -- gee, I wonder who the target customer is for this complex, and I would say in particular for the townhouse units.

MR. MATTESON: Well, you have townhouse units kind of all over Sharon Heights. You've got them up by Safeway in Sharon. You've got them in a number of locations throughout town.

I mean, the same type of demographic that you'd have in townhouse units there is what would be here.

COMMISSIONER RIGGS: But a townhouse unit surrounded by a dozen acres of landscaping is different

Letter **D1** *cont.*

from a townhouse unit on El Camino, so --

MR. MATTESON: I'm also referring to the townhouse units. There's things developed like in around Draeger's, which is in a neighborhood near the downtown.

They're also over north of -- north of Valparaiso on the east side of El Camino over in that area.

So, I mean, I see the demographic as somewhat similar.

And then I'm looking at the young couples. Some of them are going to be doctors who work at Stanford and need to be close. Some of them are going to be a couple of teachers who are married and -- and team up in housing, maybe starting a small family before they move to a larger home.

You'll have empty nesters who want to stay in Menlo Park. You'll have families who've lived in Menlo Park for years who -- who try and get their 30-something kids to move back here and help them buy something.

We see all kinds of different people in the townhouses in particular.

COMMISSIONER RIGGS: That is very enlightening. That was what I was hoping to hear.

Not that we -- not that we control it, but it's nice for us to at least have a clearer picture of

Letter
D1
cont.

who the people are. Otherwise, we just make guesses that aren't always very good.

You've included a lot of four bedrooms. Is that part of the market of empty nesters, some doctors and young couples and what you buy your kids?

MR. MATTESON: Well, in terms of the four bedrooms, which primarily are contained in the -- in the rear homes, what you find is that a lot of people automatically take a bedroom as an office, particularly today.

There's a lot of people working out of their homes and telecommuting. What that tends to leave people is with three, and one's a master, so the owner of the house lives in one, and then they've got two others, and they may have a couple of high school kids. They may have kids in college who come back to visit. They may have a need for a guest room and they still have another relative living with them.

But we find often that one room -- one room either goes to an office or it goes to a TV room, because not everybody wants their main living room to be where they watch TV.

And so we find that in a four-bedroom plan, three bedrooms are getting used as bedrooms and one is typically used for something else.

Letter
D1
cont.

COMMISSIONER RIGGS: That happens to me with my older brother and sister-in-law.

And then just a couple of material questions. It says in your copper downspouts. You're not really going to make your downspouts out of copper. You're going to give them a copper coating?

MR. MATTESON: Well, you know what? I haven't gotten to that point of -- of detail. They're either going to have copper or they'll be patina'd copper.

They're clearly not going to be your basic sheet metal gutters and downspouts.

COMMISSIONER RIGGS: Okay.

MR. MATTESON: Fairly artistic.

COMMISSIONER RIGGS: And again, we're probably not at that level, but you may have heard we've got this obsession up here with real divided lights if the wind is going.

MR. MATTESON: I've heard about that early on.

COMMISSIONER RIGGS: That and oak trees. They probably know about us in Sacramento on that one.

And then this -- others up here may not agree with me, but I -- I -- well, I'll first say that I very much like the materials and the architecture, and this

Letter **D1** *cont.*

isn't the first time Dahlin Group has done a design that's impressed. I don't think it will be the last time.

I am not terribly thrilled personally with dry stack stone on the exterior of a building. I think it's very trendy, which means that it will be out of style in ten or fifteen years.

It also does not stay clean very well, particularly on the north side of the building. It collects real greeny growy stuff and then they drool.

I would just recommend something a little bit more flush and traditional grout for those two reasons.

MR. MATTESON: Duly noted.

COMMISSIONER RIGGS: All right. Now getting back to more serious planning issues. Something that John sort of touched on.

When I saw you have visitor parking, I thought that is great in concept, but most every development that I have visited, the visitor parking is taken. It's taken by the person who decides oh, what the heck. I'll keep Jason's car even while he's away at college and just park in the visitor's spot for the next four years.

It's taken when you buy a new car and you haven't decided what to do with the old car for a year or two, and it's taken when you just never got around to

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Letter **D1** *cont.*

cleaning out your garage after the movers were here and you park in the visitor's spot.

So will you potentially have or ask the homeowner's association to have some kind of limitation on that? I think that might --

MR. MATTESON: We do. We do, and we put it in the CC&Rs. One of the things we've typically done in CC&Rs is prohibit garages from being storage spaces.

In other words, you can't store your boat or your -- whatever it is in your garage. It's for cars.

We create regulations about visitor spaces like that that's not for use by -- for permanent use by existing residents.

There's always a policing issue, but typically developments like this hire a -- a -- a management company that helps them run the development in terms of things like making sure that all the landscaping's done right and what not, and they come up with systems, but it requires them to police each other.

I do think you kind of have a sense when your neighbor has parked his third car in the visitor space. But yeah, they're there for visitor use and -- and people will have to police themselves.

But we think people do generally a pretty good job of that.

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Letter **D1** *cont.*

COMMISSIONER RIGGS: Neighbors tend to be shy, but if it's in the CC&Rs, that helps a whole lot.

MR. MATTESON: Yeah, and it helps to have the management company be the cop.

COMMISSIONER RIGGS: Matt, that gives me a good sense or it also confirms the details in which you've looked at these things.

Thank you.

CHAIRPERSON FERRICK: Thank you.

Commissioner Yu?

COMMISSIONER YU: Hi.

MR. MATTESON: Hi.

COMMISSIONER YU: I have a question. I will say thank you for the presentation. It was very clear and thorough.

I really appreciate what you're trying to do, which is activate El Camino, and I'm wondering what considerations you guys have made about keeping it open and also protected for young children.

So I imagine there may be a number of young children who live here and they want to use that space, and so I don't -- I mean, I certainly wouldn't want to create something that was a gated community.

MR. MATTESON: Right.

COMMISSIONER YU: But when I first saw that

Letter **D1** *cont.*

being the mother of a young child who listens to me whenever she please he, the first I thought of her is getting on her little whatever, trike or whatever little whatever and just going straight into the street and have no concerns, you know.

And so I do think it's great to activate El Camino. I do think it's great to invite more people in and out, but I think I'm worried about safety.

MR. MATTESON: Well, clearly, you know, parents are the -- the key to the whole thing, but one of the things that we have done sometimes -- and we gave some thought to this -- is you can make some things a little less than easy.

For example, your -- your paving stones and things right near El Camino may not be conducive to trikes. We might make it a little more bumpy. So it will take you longer to get there.

Putting landscaping kind of low level in between them and the street. So they've got to go around in order to get there. They can't do a B line going straight, but we don't interrupt the sight lines off of El Camino. We keep things low.

But for a toddler, it's still a barrier. So we tend to try to use that sort of thing.

I think what you see now is a concept plan,

Letter **D1** *cont.*

and as we get into the real details, up close, planning exactly what's going to be in exactly five or six foot period, I take the comment to heart and safety's a good reason to think about that.

But we want -- we want the project to -- to be viewed from El Camino as open. We want the fountain to be visible, but that doesn't mean there can't be two or three foot high hedges and things that make it tough for a toddler to make a B line for the bus route.

COMMISSIONER YU: Great, yeah. I would definitely -- I would support taking consideration in ways to create barriers that make it to like not only condense on El Camino, but now a gated community there, you know.

And I do think -- I will note that, you know, I think aesthetically this is certainly higher quality and better than the previous version, which to me, I thought a little bit more fabricated and Disney.

This one felt -- feels a little more upscale. So I feel the change and I appreciate that.

But I do want to ask about building E. Where -- what is the inspiration for the wall? The facade feels a little bit massive to me.

MR. MATTESON: I'm sorry. For what?

COMMISSIONER YU: Building E.

Letter **D1** *cont.*

CHAIRPERSON FERRICK: The Partridge.

MR. MATTESON: The Partridge home?

COMMISSIONER YU: Yeah. The Partridge home.

MR. MATTESON: Okay. So tell me what your concern is.

COMMISSIONER YU: I know there's a lot of elements for Allied Arts. Even for a Spanish villa, the front is so massive because the villa's so small. So I wonder if the intention was to have ivy crawl up the wall. Maybe that was meant.

MR. MATTESON: Yeah. You know what? It was. It was bougainvillea, but it didn't translate to this rendering.

But yeah, they're supposed to -- you can see a little of it to the left of the garage near the window. That was sort of an attempt of a wisteria vine, I think.

But the idea -- that wrought iron would be wrapped with flowers and be more inviting in that regard.

I think the windows are dictated by what the floor plans are on the inside, but we have a -- we have a fairly narrow window on -- on Partridge.

You know, you have Planet Auto here and you have another house right here. So we have a fairly narrow window.

So that's why we kind of have everything out

Letter **D1** *cont.*

there right in the front. But we tried to really give it a flare architecturally, and it is intended to be more landscaped in terms of vines, because we don't have a lot of yard there, either, to work with.

COMMISSIONER YU: Thank you.

CHAIRPERSON FERRICK: Vince, go ahead.

COMMISSIONER BRESSLER: I have a couple questions.

MR. MATTESON: Sure.

COMMISSIONER BRESSLER: First I want to say is I appreciate you working with the neighbors. I can see the effort that went into that, and I do acknowledge that.

One question I had was -- well, when we -- when this was last presented to us, I don't believe you were here. There was somebody else, and is this a project that you picked up in the last couple of years?

MR. MATTESON: No. There was another partner here who presented last time.

COMMISSIONER BRESSLER: Okay.

MR. MATTESON: So Now you have me.

COMMISSIONER BRESSLER: Yeah.

MR. MATTESON: Yeah.

COMMISSIONER BRESSLER: The real disappointment for me here is just -- because this is a

Letter **D1** *cont.*

function of this being a product of the process with the neighborhood group, obviously, and, you know, that's a big part of what we want to do is make the neighbors happy.

On the other hand, doesn't -- this is not -- this isn't retail facing El Camino at all, and, I mean, I don't really see any reconciliation to that, and I think we're just going to have to see how that plays out.

But it really is bringing -- bringing these condos right up to El Camino. I do see it other places on El Camino and it's definitely something that I was hoping that we could avoid with the Specific Plan.

Of course this predates the Specific Plan, but the Specific Plan hasn't been approved yet or anything like that, but I guess the other -- these sort of half measures about turning one or two of these units into retail doesn't work for me.

And that's -- I'm kind of stuck with it, you know. I just kind of want to get that out. I don't know what else is going to come out of this process.

But if you want to say anything about it.

MR. MATTESON: I'm not unsympathetic. From my perspective now -- and I've said, I've been at this now for a long time, and during the last couple of years, we've been listening to a lot of people.

Letter **D1** *cont.*

The -- a push for retail hasn't been part of that message. So that's not been coming from staff and it's not been coming from neighbors.

And so as a result, we've been focusing on making the project otherwise the absolute best we can.

Yes, this is part of the process and that's why we're here tonight, and -- you know, so I -- you know, I take the comments to heart.

I'm a little chagrined because I'm so long into this planning, and if I'd heard this six months ago, I might be in a better position to react to you tonight, but it's noted and, you know, I -- I don't know what else to say other than I -- I hear ya.

COMMISSIONER BRESSLER: Yeah. I've kind of had the feeling that's about where we're at. I appreciate it.

Thank you.

CHAIRPERSON FERRICK: Before you go, Ben, Jack is not feeling so hot and he wants to get a few comments.

COMMISSIONER O'MALLEY: I'm having a little trouble, a little stiffness in the leg.

I had comments, not questions, okay. First of all, I appreciate very much the time you've taken to meet with the neighbors and the negotiations that have taken

Letter **D1** *cont.*

place which has led to so many changes into this new -- new project. Essentially it's a completely different project than the old one.

I do not have the feeling that you need to have a retail space. Some of the other members of the commissioners do. I do not.

But I like the project. I think it's fine, and I tend to agree that we should move with this as quickly as possible.

I'm tired of looking at that space for many, many years, and I can see us if we delay something as nice as this waiting many, many more years before we have something there. So I'm supportive of your project.

I think your presentation was excellent, one of the best I've seen in the years I've been up here, and I thank you.

And that's -- that's my speech.

CHAIRPERSON FERRICK: Thank you, Jack. Thanks for staying for that. You need to go, of course.

COMMISSIONER O'MALLEY: I have to go, yeah. Thank you.

MS. CHOW: It's 10:30. If we want to extend past 11:30, we should take a vote of the Commission now or if there's consensus that we're going to end by 11:30.

CHAIRPERSON FERRICK: I would like to start

Letter **D1** *cont.*

some consensus. In fact, I'm hoping to wrap it up by 11:00.

Does that sound good? Okay.

All right. Moving along, Commissioner Eiref.

COMMISSIONER EIREF: Yes. With regard to this whole retail, I have to say I -- I feel like we're opening up a -- we're going to kind of an area that nobody wishes.

When I look up at like Burlingame, for example, I don't know whether that was planned that way, but they have mile long stretches of El Camino with no retail fronts of anything like that.

I don't think we're going there, by the way, in Menlo Park, but it does open up the question of where we're going to go, what is the goal ultimately, was it to have lots of retail and more hotels, things like that.

Having said that, I think it's up to us as Planning Commissioners that as future projects come up, think about it with that in mind, not necessarily encumber one project with the collective vision.

I thought the presentation was excellent. I think the -- the whole dynamic for me personally was completely different than it was a year or two ago, and it really does seem like you have a tremendous number of changes, so I appreciate that. I feel good about it. I

Letter **D1** *cont.*

think it's really solid.

And I kind of share Jack's position, actually. we should kind of encourage moving ahead on this with the notion that there are some -- you know, there are some concerns that we have in terms of things that aren't there.

I think it was a peer, a former resident made the statement. We're extending Allied Arts right up to El Camino. That's kind of an odd concept, but it is what it is. It's a solid looking plan, with that in mind.

So that's my opinion.

CHAIRPERSON FERRICK: So I guess we've moved into the comment period.

So I haven't asked a couple questions yet. I have a couple questions for you.

MR. MATTESON: Okay.

CHAIRPERSON FERRICK: Your San Carlos project, is that 400 Laurel?

MR. MATTESON: 1001 Laurel. It's between -- it's on Laurel/El Camino and the cross street is Morse.

CHAIRPERSON FERRICK: Yeah. I've seen that, both in person and some of the units online.

What -- it seemed like those were much smaller units. What is the kind of average or predominant unit size and bedroom counts and square footage?

Letter **D1** *cont.*

MR. MATTESON: Those units were -- the majority of the units were two-bedroom flats that were around 1,100 feet. There were some threes and there were some ones.

CHAIRPERSON FERRICK: Okay. Yeah. That's what I thought. So that kind of makes more sense with the demographic that ended up locating there.

And also just curiosity, not -- because I didn't know, but what effect, if any, homes property value in this type of development would there be if you were on the R-3 side versus the C-4 side? Is there --

MR. MATTESON: None.

CHAIRPERSON FERRICK: None. Okay.

MR. MATTESON: The reason why we distinguish still is because there are two separate zoning districts that bisect our site, and the process to unwind that is worse than just working with it.

CHAIRPERSON FERRICK: Got it. All right. And then what -- if you had 27 units that were predominantly one and two bedroom, so 1,100 to 1,200 square feet, would you name that FAR waiver, that FAR increase?

MR. MATTESON: Well, I couldn't make the project work with 27 units of 1,100 feet.

CHAIRPERSON FERRICK: Oh, financially?

Letter **D1** *cont.*

MR. MATTESON: Right.

CHAIRPERSON FERRICK: Got it. So it's a financial reason? It's not really the -- I mean, you can get the density bonus and have smaller units.

MR. MATTESON: But the state -- but the State Density Bonus Law's really clear. The court decision's been that you're not -- you have a project and you -- you get your density bonus of similar units.

You're not -- in order to get the additional affordable units and the density bonus, you're not required to make them all studios. Just so you can get -- get the increased units.

You're allowed units similar to what you have. Follow me?

CHAIRPERSON FERRICK: Yes.

But it's not --

MR. MATTESON: We don't shrink them to get the extra ones. Otherwise, we're basically defeating the purpose, because we're not actually providing the affordable units like what we're providing everybody else.

We're actually saying, okay. Everybody's going to shrink to a studio so we can provide some affordable units.

CHAIRPERSON FERRICK: Well, no. Absolutely.

Letter **D1** *cont.*

I know the BMR can't be different than the other units, but I'm just saying of your 1001 Laurel, I think your affordable units are still in the 600 to 700,000 range?

MR. MATTESON: No. They were 200.

CHAIRPERSON FERRICK: Oh.

MR. MATTESON: Yeah, they were. My one bedrooms were in the 200s. My twos were in the fours. Affordable, yeah.

CHAIRPERSON FERRICK: Then what -- do you have the units, like which size units are going to be in in this project that would be designated affordable?

MR. MATTESON: What we picked on the affordables was the most predominant floor plan, which is a three-bedroom, three-bath townhouse.

CHAIRPERSON FERRICK: And what price range do you think that will fall into?

MR. MATTESON: You know, I haven't done the density -- the affordable housing calculation because it involves picking which size family and then what are the income limits.

So I haven't gotten that far. I don't have a price for you, but it's dramatic. It's dramatically less than what it would sell for.

CHAIRPERSON FERRICK: Well, yeah. If you're going for the low, then it would be --

Letter **D1** *cont.*

MR. MATTESON: It's huge.

CHAIRPERSON FERRICK: If 86,000 is their income level and a calculation based on that.

MR. MATTESON: Yeah. You should look upon it as the subsidy for -- in other words, the loss on those units, what it cost to build them versus what you're going to sell them for is probably half a million each.

CHAIRPERSON FERRICK: Okay.

MR. MATTESON: Yeah. It's really huge.

CHAIRPERSON FERRICK: Yeah. So I guess that's also -- I was trying to determine. It still seems that it must be offset okay, though, because that could beg the question why not just two all two-bedroom 1,100 square feet.

MR. MATTESON: Right. You have to have some bigger homes to offset that one to two-million-dollar subsidy that you're providing for the -- for the low income housing.

CHAIRPERSON FERRICK: Okay. And then since we're beyond questions now, I'll have -- I do have some comments.

Go ahead. Commissioner Yu.

COMMISSIONER YU: I was wondering if -- if you could tell us how much these units would go for on

the market, not the -- not the below market ones.

MR. MATTESON: You know, it's hard to say. I think the best way to look at that is if you look around, you look around town when you get your local paper or what not and you see what some of these other units are selling for.

We expect to be comparable, but I don't know exactly yet because we'll be the first one on El Camino.

So we have -- you know, we're going to have to -- to work with some marketing folks to help us know exactly where we'll be on that.

But we'd expect to make them as nice as the ones that were built up by Draeger's. There's four right on University Drive there across from Draeger's. There's another one up on Fremont right next to Santa Cruz Avenue with black trim that was really well done.

I mean, we want to make them that nice, but what they'll sell for, I don't know yet.

COMMISSIONER RIGGS: Those were two million up on Fremont, right?

MR. MATTESON: Did they really?

COMMISSIONER RIGGS: I don't know what they sold for, but --

COMMISSIONER KADVANY: 1.8.

CHAIRPERSON FERRICK: Commissioner Kadvany.

COMMISSIONER KADVANY: I wanted to agree with -- with David and others that the difference between this version and the last is considerable.

The aesthetics are excellent, and I had some discussions with Henry about the materials and so on, you know. There's a lot of good stuff here.

About -- I mean, my -- my mindset this evening is really in terms of people living there. This is where they're going to be, living on El Camino.

So one question I have is -- it sounded like from the staff report, it's hard to tell from the plans, no change to the El Camino Real sidewalk from this project.

MR. MATTESON: If anything, they've gotten wider, but --

COMMISSIONER KADVANY: I thought the staff report said there was no change to the sidewalks.

MR. MATTESON: How wide are they, the El Camino sidewalks? Give the architect a movement. He's sitting in the second row.

While he's doing that, I'll -- I'll tell you exactly, but we tried to make them what the City wanted, what staff wanted and increase the landscaping on other side of them.

They're five. The sidewalk is five.

COMMISSIONER KADVANY: Staff, help me out here.

MS. CHOW: That is correct. I do not believe that the configuration of the sidewalk is changing along El Camino Real.

COMMISSIONER KADVANY: Right.

MR. MATTESON: We have those street trees that wer --

COMMISSIONER KADVANY: The project will maintain the existing sidewalk, per se.

MR. MATTESON: They may get repoured, but they're going to be in the same size.

COMMISSIONER KADVANY: Okay.

MR. MATTESON: Yeah.

COMMISSIONER KADVANY: Walking El Camino -- you know, the Specific Plan -- we talked about the Specific Plan a lot. To my mind, it's not rules and regs, numbers -- numbers to be just hard guys in the City.

MR. MATTESON: Right.

COMMISSIONER KADVANY: It's because they're principles and ideas, and the idea of El Camino is on the east side, it's going to be very wide and on the west side, wider enough -- not as wide as on the east side, but wider enough to make it really adequate for sort of

really easement pedestrian -- pedestrian traffic, and wider -- you know, wider than it is now.

If you try to go like on a wheelchair going, you know, along there, pretty scary even if it's smooth.

MR. MATTESON: That's absolutely doable. Because we have added landscape area.

COMMISSIONER KADVANY: The width matters. So if people going out of here -- the reason it matters is because if El Camino -- if sidewalk's going to be there. There's no retail there. Their route out into the neighborhood is going to be by El Camino or Alto, Alto Lane.

If it's on El Camino and it's still that pretty narrow sidewalk.

The Specific Plan is not a crazy, you know, wild eyed, you know, giant boulevard there. It's trying to be -- just trying to make it better.

So I think that's --

MR. MATTESON: Do we have a width that -- that we think what we're looking for, Deanna?

COMMISSIONER KADVANY: Well, it's complicated. It's complicated, because of the setbacks.

MR. MATTESON: We can explore that.

COMMISSIONER KADVANY: Okay. It gets into -- I mean, partly why -- this is why retail can work better

on -- you know, on the frontage because retail can do -- can deal with that somewhat better, I think, than -- at least some can, you know, than a home. But forgetting that.

The -- when you brought in the open space and the fountain, that was really nice that you were able to do that. It's beautifully done, lots of nice selections of plants and everything.

I was just wondering. Did you have discussions about the siting there right on El Camino of the fountain and seating area and having that open space there?

It's pretty much on El Camino as opposed to being back inside the project, kind of a backyard.

MR. MATTESON: Yeah.

COMMISSIONER KADVANY: You're -- not to put a fine point on it, but if you're sitting at that fountain, you're kind of buffeted by El Camino Real, and I'd be a little concerned about it being kind of a dead zone there because of that.

MR. MATTESON: Well, I think there's three ways we look at it.

One was that we were consistently encouraged -- at our last Council study session, we were encouraged to try and open the project more to El Camino,

to have not it not feel like it was a gated off behind big walls and, you know, the buses zoom by and no one can see inside. Open it to El Camino.

So that was one -- one need we were focusing on.

Secondly, we were -- we were delighted with the fact that the two buildings, A and A-2 that were in the middle of the project that face that green area now, and they were going to be close to El Camino and they weren't going to have an amenity next to them.

So, you know, they were going to face driveway and on the end El Camino, and -- and now instead, the buildings closest to El Camino have the nicest green space next to them.

So at least their porches and their balconies and what not look out over that lawn area. It was great to have that aspect of it.

And then I think finally, it -- it was going to serve well as a gathering spot, because the rest of the drive aisles really accommodate the garage doors, but this is the one place where the project itself, the residents can gather, which is why we add the barbecues and the tables and things.

I'm hopeful that it will not only the project residents will gather, but College/ partridge residents

Letter **D1** *cont.*

will come.

I know El Camino's there, but I think we're going to make it lovely enough. People gather at Barone and El Camino's there. Keppler's, you know, people do sit out there.

COMMISSIONER KADVANY: Sure enough, and that's exactly my point. Barone has a giant setback. So if you equate it, that that means you're got a useful area, it really kind of starts back to where people feel comfortable because they've got a buffer.

MR. MATTESON: Yeah.

COMMISSIONER KADVANY: My concern is that that front area, its main function is just going to be as buffer rather than useful, useful space.

MR. MATTESON: Okay.

COMMISSIONER KADVANY: Just -- my -- you know, my -- if I knew -- if I was designing this project from scratch and I knew I could have that much contiguous open space, I would really like to get it as far away from El Camino and really more -- I'm going to differ with Council.

Letter **D1** *cont.*

800-331-9029 emerickfinch@emerickfinch.com

I don't think they understand how -- I walked the site today and went behind the gate on Alto and I checked it out.

It makes a big difference what kind of shielding you have in front of you.

One of the most pleasant places is walking on Alto Lane toward the gas station. You have so many buildings in front of you. The buildings help on El Camino because they buffer El Camino.

My feeling is I'd be a lot -- the comfort of a quiet zone on that noisy, noisy street, big difference, and again, I'm just speaking as someone -- I'm thinking about if I was living there.

MR. MATTESON: And that's --

COMMISSIONER KADVANY: Okay.

MR. MATTESON: -- one of the reasons why I insisted on a fountain, because fountains -- fountains wash car noise.

COMMISSIONER KADVANY: A little bit.

MR. MATTESON: The bigger they are, the bitter they are at that, but that's one of the reasons why you put them in.

The noise issue's one where we were saying also to the folks behind us. These buildings are going to shield the neighbors who now basically have a vacant

Letter
D1
cont.

car lot between them and El Camino.

COMMISSIONER KADVANY: Okay. Well, just -- that's my opinion on that, on that.

MR. MATTESON: Okay.

COMMISSIONER KADVANY: On that interior -- interior space. I wish -- you know, I wish it could be elsewhere.

In terms of -- you know, on this retail thing -- this is kind of a comment question. My sense again, as someone who's living there, suppose there's nothing there, no cafe, no nothing and I want to go out. I want to be with -- be with people, I have two choices.

I walk out to El Camino and walk down. Not great right now because of the narrow sidewalk and generally not that great of walk, or I walk down -- I walk down Alto Lane.

If I do that, I'm probably going to keep going through the alley behind the -- all the way past the karate store, karate studio, gas station and maybe jaywalk across Middle Avenue and zip into Peet's.

It's a quick walk. I think a bunch of people would do that. I checked out that alley today. It's pretty smooth. You can put a cart -- you know, a baby cart through there.

I'm not sure we want, you know, not to have

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Letter
D1
cont.

incentives for people to do other stuff like stay -- kind of be able to stay kind of where they are.

That's what I see the retail as providing in -- in the project is some reason -- you know, like a concierge dry cleaning, small cafe, maybe even a place where you can get a quart of milk, you know, just small stuff, and also stuff that provides another reason for people to be together.

If you're living there -- you're living there and your kid comes home and they -- after school and they forgot their key. Where do they go?

Well, they might go to the neighbor, but it would be great if there's like kind of an anchor spot they go to where the barrista is there and some tiny little cafe, they can go there, a place where a package is left off.

You know, that's what I -- what I care about. I don't see it as being -- you know, it's really for people there, and also because as I said, I think the services that are there on the next part of the street, the small services help the neighborhood behind quite -- quite a bit.

I don't know if we want to get -- I'm just going to mention this, and we don't need to talk about it, because other people should talk.

There is this kind of funky thing going on with the trusses between buildings D-1, 2, 3 and 4, I think to unify them definitionally as a single building.

MR. MATTESON: Mm-hmm.

COMMISSIONER KADVANY: And it does something with the setbacks. I don't know. I'm not sure how that's going to look.

The breaks between those buildings are only something like three-feet-six inches if I read that right.

MR. MATTESON: It's six feet, but I believe -- I believe, but --

COMMISSIONER KADVANY: Yeah.

MR. MATTESON: The reason why we do that is twofold. One, they are close together. There is no common wall, but there's -- there is a structural connection, and the reason is is because they are condominiums and the whole site's going to be condominiums basically because of the way the site lays out and because the way R-3 and C-4 ends up.

And by structurally unifying those, basically then -- it actually prevents having to move them even further apart.

You move them further apart, then you're coping with normal setbacks.

COMMISSIONER KADVANY: I guessed that. Another alternative would be to bring them together as unified buildings.

MR. MATTESON: We could. We could have done that. I think we were attempting to -- you know, to put some space between them. It's a healthful slides. Side yards are where people put things like recycling and trash, those types of things.

COMMISSIONER KADVANY: I just want to throw one fast idea out and then let others talk here. Parking, our favorite issue. My thought is parking, for all the parking you have, what I would -- what I would like to see is -- one of the speakers, you know, asked why aren't we doing something transit or -- how would you make this transit oriented.

Well, you could have more units if you could fit them in where people have one car and you could get your more -- you'd get more units.

MR. MATTESON: Mm-hmm.

COMMISSIONER KADVANY: I have no problem with people. I like having people. Density per se doesn't mean anything to me if we can keep the cars down.

That's the whole idea of the Specific Plan. Bring people in but, but keep the cars down. To me, that seems sound, and I really wish we could do something like

that here.

You know, the underground -- the underground parking thing is partly to consolidate cars and just make it more efficient to have cars.

You don't have wasted walls and stuff, and we'd get more bang for the buck.

MR. MATTESON: I wish it was cheap enough. I agree with you.

COMMISSIONER KADVANY: Okay.

MR. MATTESON: I wish I could do it.

COMMISSIONER KADVANY: So we've got above-ground parking here, fine. I -- I just don't understand why we're re-creating basically this kind of a suburban cul-de-sac with parking where everybody has two-car garages.

That's kind of -- it's nowhere near infill that I think people would recognize. What's your model here? How are you managing the people and the cars? You're -- you're -- you know, you're taking away from Peter to pay Paul.

Anyways, that's what -- the answer could be keep the parking, consolidate, maybe have more units. So -- thanks.

CHAIRPERSON FERRICK: Commissioner Yu.

COMMISSIONER YU: I just want to make a

comment. No questions.

I think when I first read this, I felt conflicted because I remember when we were talking about five years, but just what we've been doing with Commissioners, I felt good because I imagined that this would be a spot where maybe people would be excited to live by Caltrain because they can walk to work, they can bike to work, they can hop on the train, come back, get in the car.

And so I felt conflicted because I had this vision and I was so excited by it and I still think it's possible.

But I thought I would try to keep an open mind. I wanted to have an open mind here to applicant, as well, and I felt bad the neighbors' desires.

I think you can't prescribe what people want. I can't tell you that's not right, but balance that again, I feel the real need for housing. Looking at houses, you know, schools, and it concerns me that the school -- everybody has the same idea. All right. I can't be selfish. There's a real need, more young professionals for various reasons.

And, you know, I think lastly, we have like a real project that's going to address an area of blight, you know. Aesthetically it might not be exactly my

Letter **D1** *cont.*

personal taste, but I think I can objectively say high quality, beautiful.

They've really transformed it from, you know, previous iterations. They've done a great job of reaching out to the community, and I think most importantly it's real and it's here and the Downtown Plan isn't.

So I -- I was conflicted, I kept an open mind and I think I feel more certain as to how I would vote, but I just wanted to comment on that because I did feel very conflicted when I opened this up.

CHAIRPERSON FERRICK: Thank you.

And I guess I'll go last with my comments.

I wanted to note that --

COMMISSIONER RIGGS: Unless you want to get me out of the way.

CHAIRPERSON FERRICK: I didn't see your light on, Henry.

COMMISSIONER RIGGS: It's the hardest one to see.

CHAIRPERSON FERRICK: Yeah, okay. Please.

COMMISSIONER RIGGS: I know there's value to being last, and I just had three quick things to say, really.

There are a lot of specifics that you've heard

Letter **D1** *cont.*

tonight, but overall, I see a project that -- I see a project process that's been responsive to the neighborhood, responsive to the Planning Commission from fifteen months ago, twenty months ago, and responsive to Council, and to actually do those three is a bit of a challenge, as you have found.

This is a project that actually has BMRs in it. We get BMR funds all the time. We don't get BMRs, and for this kind of project, their density is intentional and it's necessary to make it fly.

This is very attractive and it has especially attractive elements. So I'm very pleased where this is going.

CHAIRPERSON FERRICK: Thank you.

All right. I'll just wrap it up real quick. I wanted to note your presentation was -- and particularly the waiver analysis part was really laid out and explained, and I appreciated pointing out on the schematics all the different things.

Like the one Commissioner Eiref had brought up, that was really, really helpful, and I know it took a long time to work with the neighbors, but I think we all will get a much better product as a result, and so I think it's well worth it.

I think it's -- we can all look around at

other communities that are so friendly, you know, quotation marks, but we get better projects, and so thank you for sticking with it.

So -- and then regarding the retail question, in general, yes, I'd love to see retail along El Camino, but I also that there will be a mix of frontage types with El Camino.

So residential with a fountain and a small green space, I think it will be a nice break from all the commercial.

So I actually think it's nice if you're out for an El Camino stroll going from shop to shop to maybe pop into the fountain area and eat your sandwich. So I don't mind that part at all.

And that's -- that's all I was going to say. Everyone else -- and I wanted to note -- concur with Commissioner Riggs that it is really exciting to see actual BMR units and not money going into a fund and no units in sight.

Thank you. Oh, sure.

COMMISSIONER EIREF: One quick last comment, and John made a lot of great comments. The one I resonated with was the sidewalks. I thought about and forgot to mention.

Yeah, if we could look at the sidewalk. I

have spent the last three and a half years with my son now 3 and a half walking, weaving around the trees and over the curbs and through the cracks of the sidewalk down there, just even trying to get a Bob stroller, which is not exactly the worlds's largest stroller through there.

MR. MATTESON: You have room. You can do it.

COMMISSIONER EIREF: That would be fantastic.

CHAIRPERSON FERRICK: Great public amenity, too.

I think that would conclude our study session for this evening, and my, it was thorough.

So I will close public hearing on the -- let's see. I want to say this correctly. The study session for 389 El Camino Real and move along to item F, Commission business, none.

So I will -- unless anyone has any objections, I'll move to adjourn this meeting.

COMMISSIONER RIGGS: Second.

All right. Adjourned.

(The meeting concluded at 10:57 PM).

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Letter
D1
cont.

1 STATE OF CALIFORNIA)
2 COUNTY OF SAN FRANCISCO)
3
4 I, the undersigned, hereby certify that the
5 discussion in the foregoing meeting was taken at the
6 time and place therein stated; that the foregoing is a
7 full, true and complete record of said matter.
8 I further certify that I am not of counsel or
9 attorney for either or any of the parties in the
10 foregoing meeting and caption named, or in any way
11 interested in the outcome of the cause named in said
12 action.
13
14 IN WITNESS WHEREOF, I have
15 hereunto set my hand this
16 _____day of _____,
17 2012.
18 _____
19 MARK I. BRICKMAN CSR 5527
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PUBLIC HEARING COMMENTERS D1
City of Menlo Park Planning Commission
March 19, 2012

The entire transcript of the March 19, 2012 Planning Commission hearing is provided in the preceding pages. However, only comments pertaining to the adequacy of the environmental review (for which answers were not provided verbally during the hearing) are enumerated and responded to in the following responses.

Howie Dallmar

Response D1-1: This comment, which pertains to the merits of the project and not the adequacy of the environmental review, is noted.

Deborah Fitz

Response D1-2: This comment, which pertains to the merits of the project and not the adequacy of the environmental review, is noted. The comment regarding the project's anticipated impact on schools is also consistent with the analysis in Section IV.E, Public Services and Utilities, in the Draft EIR, which indicates that the project would not result in a significant physical effect on school facilities.

David Roise

Response D1-3: These comments were also raised in David Roise's April 2, 2012, letter (Letter C6). Please refer to Responses C6-1 through C6-6.

Response D1-4: This comment requests an analysis of the potential effects of the project on the operation of two additional intersections beyond the four that were evaluated in the Draft EIR: El Camino Real/Sand Hill Road and El Camino Real/Creek Drive. The intersection of El Camino Real/Sand Hill Road is within the City of Palo Alto and under the jurisdiction of Caltrans. The project would have a significant impact if the intersection level of service (LOS) deteriorates from LOS E or better to LOS F, or if the intersection is already operating at LOS F and the average control delay for the critical movements increases by 4 seconds or more and the critical volume-to-capacity (v/c) ratio increases by 0.01 or more. The following tables indicate the LOS at the intersection of El Camino Real/Sand Hill Road (in the Near Term and Long Term Conditions), without and with the project. As shown, the project would not result in potentially significant impacts to the intersection of El Camino Real/Sand Hill Road. See Appendix D for additional detail.

The intersection of El Camino Real and Creek Drive is a three-leg intersection with a free-flow northbound leg, a southbound leg that intersects with Creek Drive, and a western leg. The intersection is unsignalized and only permits southbound right turns from El Camino Real to westbound Creek Drive and eastbound right turns from eastbound Creek Drive to southbound El Camino Real. This configuration substantially reduces the utility of the intersection for drivers that originate at or are destined for the vicinity of the project site. Based on the geometry of the intersection, the unsignalized control, and the conclusion that no potentially significant impacts would occur at the nearby intersection of El Camino Real and Sand Hill Road, the project would not be expected to result in significant effects at El Camino Real/Creek Drive.

Near Term Plus Project Levels of Service

	Near Term Condition				Near Term Plus Project Condition			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Study Intersection	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
5. El Camino Real/ Sand Hill Rd	23.0	C	24.6	C	23.0	C	24.6	C
Critical Local Approaches	39.9/NA	D/NA	42.2/NA	D/NA	40.0/NA	D/NA	42.2/NA	D/NA

Delay = Average for signalized intersections; Average delay for eastbound/westbound critical movements for local approaches.
LOS = Level of service, represents average for signalized intersections.
NA = not applicable
Bold delays and LOS indicate an unacceptable LOS E or F condition
Source: DKS Associates, 2012.

Long Term Plus Project Levels of Service

	Long Term Condition				Long Term Plus Project Condition			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Study Intersection	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
5. El Camino Real/ Sand Hill Rd	27.4	C	28.7	C	27.4	C	28.7	C
Critical Local Approaches	50.1/NA	D/NA	52.5/NA	D/NA	50.2/NA	D/NA	52.6/NA	D/NA

Delay = Average for signalized intersections; Average delay for eastbound/westbound critical movements for local approaches.
LOS = Level of service, represents average for signalized intersections.
NA = not applicable
Bold delays and LOS indicate an unacceptable LOS E or F condition
Source: DKS Associates, 2012.

Pete Colby

Response D1-5: These comments were also raised in Peter Colby's February 29, 2012 and March 9, 2012 letters (Letters C2 and C4). Please refer to Responses C2-1 through C2-5 and C4-1.

Karl Hutter

Response D1-6: This comment, which pertains to the merits of the project and not the adequacy of the environmental review, is noted.

Margie Roginski

Response D1-7: This comment, which pertains to the merits of the project and not the adequacy of the environmental review, is noted. The comment makes reference to the significant unavoidable impacts on the roadway system (including University Drive between Middle Avenue and College Avenue, and on Middle Avenue between University Drive and El Camino Real) that would result from the project, as discussed in Section IV.B, Transportation, Circulation and Parking.

The comment also suggests the height of the proposed buildings along College Avenue be reduced to be more compatible with the visual character of adjacent residences. As discussed on page 187 of the Draft EIR, although the proposed project would introduce higher-intensity residential uses adjacent to lower intensity residential uses, the two- to-three story building elements proposed as part of the project would not result in significant adverse changes to the visual character of the area that would require mitigation. This less-than-significant impact is illustrated in the visual simulation shown on Figure IV.F-2a of the Draft EIR.

Response D1-8: This comment, which expresses support for the environmentally superior alternative (the Senior Housing alternative) identified in Chapter V, Alternatives, is noted.

Commissioner Kadvany

Response D1-9 This comment expresses concern about the presence of cut-through traffic along College Avenue and other roadways in the area west of University Drive near the project site. Based on the model that has been used for the transportation analysis, very few project trips would be expected to use College Avenue west of University Drive (as the use of that roadway segment would not offer time, convenience, or ease of travel benefits compared to other routes). All of the project-related vehicle trips utilizing College Avenue would be expected to turn at University Drive. A few drivers may occasionally travel west of University Avenue on College Avenue, but these few trips would not noticeably affect congestion levels on that roadway segment.

Response D1-10: This comment seeks clarification on whether parking spaces along El Camino Real adjacent to the site would remain with implementation of the project, and whether these parking spaces would affect sight lines for drivers turning onto El Camino Real from College Avenue. Under the proposed project, on-street parking would not be permitted along the western side of El Camino Real for the length of the project site. Therefore, the project would not adversely affect sight lines to the south. However, it should be noted that sight lines to the north (i.e., those most critical to a driver turning southbound on El Camino Real from College Avenue) would be unaffected by the project. It should be noted that these existing sight lines are not considered hazardous.

Response D1-11: Restricting parking along the west side of the segment of El Camino Real immediately adjacent to the project site would remove approximately four on-street parking spaces (as much of the roadway frontage adjacent to the project site is a no parking zone). However, on-street parking is available on adjacent blocks, and project-related parking demand would be met on-site. Therefore, the removal of the parking spaces along the west side of El Camino Real as part of the project would not result in a local shortage of parking.

Chairperson Ferrick

Response D1-12: This comment requests additional information on the Menlo Park City School District student generation rates presented in Table IV.E-3 on page 161 of the Draft EIR. The student generation rates are derived from an enrollment forecast study conducted for the Menlo Park City School District in October 2009. The sample student generation rates are based on student enrollment over a 3-year period (2006-2009) generated by existing detached single-family residences within the Menlo Park City School District. As described in the Draft EIR, the three tiers of single-family residences (Moderate Value, Middle Value, and High Value) are loosely defined based on property characteristics, including parcel square footage, house size, amenities, and location. These tiers are qualitatively assigned by District staff. The student generation rate is thus a tool designed to help predict increases in student enrollment resulting from new residential development. However, actual student enrollment for an individual project would likely vary from the number calculated through application of a student generation rate.

Response D1-13: This comment requests additional information on the student generation rates applied to the Linfield Drive Project, which would result in the construction of 56 single-family detached residences (22 units at 110 Linfield Drive and 34 units at 175 Linfield Drive). Based on the EIR prepared for the project, the Linfield Drive Project was expected to increase student enrollment by a total of 48 students (including 28 elementary/middle school students and 20 high school students).[2] According to the Menlo Park City School and the Sequoia Union High School Districts, a total of 15 students (13 elementary/middle school students and 2 high school students) currently reside within the Linfield Drive Project site.[3,4]

Commissioner O'Malley

Response D1-14: As discussed in Response D1-13, student generation rates are designed to assist in identifying the impact of a project on school enrollment at a specific

[2] Impact Sciences, Inc., 2005. *110 and 175 Linfield Drive Project Initial Study*. March 25.

[3] White, Diane, 2012. Chief Business Official, Menlo Park City School District. Personal communication with LSA Associates, Inc. May 24.

[4] Navas, Enrique, 2012. Assistant Superintendent, Sequoia Union High School District. Personal communication with LSA Associates, Inc. May 30.

point in time (although the data are typically assembled by reviewing student generation data over at least a few consecutive years). Actual student generation may vary over time; the student generation rates are thus intended to provide a "snapshot" identification of expected student enrollment to determine if adequate school facilities would exist to serve a project.

Commissioner Kadvany

Response D1-15: This comment requests additional information about project construction activities. The City of Menlo Park requires a construction staging plan to be prepared by the project sponsor, reviewed by the Transportation Department, and approved by the Building Division to ensure that transportation facilities would not be disrupted. Implementation of the construction staging plan would ensure that temporary construction activities would not create substantial construction or vehicle-related hazards. Therefore, the temporary project construction period would not result in significant traffic-related impacts.

Chairperson Ferrick

Response D1-16: This comment, which expresses support for the environmentally superior alternative (the Senior Housing alternative) identified in Chapter V, Alternatives, is noted.

Commissioner Bressler

Response D1-17: This comment expresses support for the Senior Housing alternative and generally pertains to the merits of the project.

IV. DRAFT EIR TEXT REVISIONS

Chapter IV presents specific changes to the text of the Draft EIR that are being made to clarify any errors, omissions, or misinterpretation of materials in the Draft EIR. These changes were initiated by City staff and in no case do these revisions identify a new impact or increase the significance of an already-identified impact. Where revisions to the text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with underlining. Text deleted from the Draft EIR is shown in ~~strikeout~~. Pages numbers correspond to the page numbers of the Draft EIR.

A. DRAFT EIR TEXT REVISIONS

Following are pages of the Draft EIR that have been revised:

Page 7 of the Draft EIR is hereby revised as follows:

- The **No Project alternative** assumes the project site would generally remain in its existing condition. The existing buildings, infrastructure, and fenced parking lot would remain with minimal or no changes.

Page 19 of the Draft EIR is hereby revised as follows:

> The project site comprises seven parcels including Alto Lane (a public right-of-way comprising approximately 0.7 acre), which are assigned five Assessor's Parcel Numbers (APNs): 071-412-220, 071-412-230, 071-412-170, 071-412-250, and 071-412-430. The site is generally flat and is located at an elevation of approximately 65 feet above mean sea level.

Table IV.A-2 on page 49 of the Draft EIR is hereby revised as follows:

Table IV.A-2: Development Regulations in R-3 District

Regulation	Design Standard	Project Consistency with Zoning Ordinance
Minimum Lot Area	7,000 square feet	Yes
Minimum Lot Dimensions	80 feet width, 100 feet depth for lots 10,000 square feet or more; 70 feet width, 100 feet depth for lots less than 10,000 square feet	Yes
Setbacks	• Front yard: 15% of total lot width at front property line; no less than 20 feet • Side yard: interior, 10 feet; corner: 15 feet from street side • Rear yard: 15% of total lot width at front property line; no less than 15 feet • Distance between buildings: ½ the sum of height; no less than 20 feet on site; 20 feet to buildings on adjacent properties	Rear Yard: No, 3 feet 4 inches (requested development standard waiver) Distance Between Buildings: No, 6 feet 5 inches (requested development standard waiver)
Maximum Land Coverage	30%	No, 44% (requested development standard waiver)
Minimum Landscaping	50% of lot area	No, 44% (requested development standard waiver)
Maximum Height	35 feet	Yes
Floor Area Ratio (FAR)	45% of total lot area	No, FAR is 71% (requested development standard waiver)
Maximum Dwelling Unit Density	In accordance with Section 16.20.030, 3,333 square feet per lot (7,000 to 19,999 square feet)	Yes (with application of State Density Bonus)
Parking	In accordance with Section 16.72.020(1), two independently accessible spaces per unit, one of which must be covered.	Yes ~~(with application of State Density Bonus)~~

Source: Menlo Park Zoning Ordinance, 2010.

Page 89 of the Draft EIR is hereby revised as follows:

As shown in the table, the project would have little effect on the average delay at the study intersections in the Near Term Plus Project Condition. The increases in delay for the critical movements for local approaches to State-controlled intersections would be below the acceptable 0.8 second threshold for both the AM and PM peak hours. As such, the project would not result in any potentially significant impacts to the study area intersections in the Near Term Plus Project Condition.

Page 92 of the Draft EIR is hereby revised as follows:

Mitigation Measure TRANS-1b: The project sponsor shall develop and implement a Transportation Demand Management (TDM) Program to encourage the use of alternative modes of transportation and reduce the daily number of vehicles generated by the project. The TDM Program shall be consistent with the City of Menlo Park TIA Guidelines. Potential TDM measures include the following:

- A commute assistance kiosk. A kiosk or bulletin board that provides information on alternative modes of transportation available in the area;

- Subsidized public transit passes. As part of homeowners or membership fees, a subsidized pass for public transit may be provided to residents;
- Carpool matching assistance. A person or database to link residents traveling to similar locations, to allow for carpooling;
- Vanpools. Vanpools are generally privately-sponsored and provide pick-up and drop-off services for commuters who work and live in the same general area;
- Shuttle service to area transit hubs. Privately-sponsored vehicles transport residents between dwelling units and area transit hubs such as SamTrans bus stops, BART Stations, and the Menlo Park Caltrain Station; and
- Bicycle facilities. For residential projects, these facilities would generally include bicycle racks and bicycle lockers (although residents would be expected to store bicycles in their residences).

Page 97 of the Draft EIR is hereby revised as follows:

Impact TRANS-3: In the Long Term Plus Project Condition, the project would contribute trips to Middle Avenue between University Drive and El Camino Real that would exceed the City's 50-trip threshold for collector ~~local~~ roadways with ADT greater than 9,000 vehicles. (S)

Page 164 of the Draft EIR is hereby revised as follows:

(2) Significant School Impacts. The proposed project would not result in any significant impacts related to schools and mitigation measures are not required since the school~~s~~ districts are responsible for implementing the specific methods of mitigating school impacts under State law (through the establishment of development fees).

Page 201 of the Draft EIR is hereby revised as follows:

b. Transportation, Circulation and Parking. No detailed evaluation of the effects on the transportation system of the Mixed Use alternative has been conducted as part of this analysis as only the "worst case" alternative (Baseline Zoning alternative) and Reduced Residential alternative were evaluated in detail. However, based on the trip generation analysis prepared for the alternative (see Table V-3), it is expected that the impacts of the Mixed Use alternative would resemble those resulting from the Baseline Zoning alternative. In the Near Term Condition and Long Term Condition, the alternative would be expected to result in impacts at local approaches to State-controlled intersections that would not occur with implementation of the proposed project. In addition, impacts would occur to roadway~~s~~ segments beyond the University Avenue and Middle Avenue segments that would be substantially adversely affected by the proposed project.

Page 205 of the Draft EIR is hereby revised as follows:

H. ALTERNATIVES SUMMARY

Table V-5 compares the relative significance of the alternatives evaluated in detail in this chapter.

Table V-5: Comparison of Alternatives

Environmental Topics	Project		Relative Level of Impact Compared to the Project (Without Mitigation)				
	Significant Impact	Level With Mitigation	No Project Alternative	Baseline Zoning Alternative	Reduced Residential Alternative	Mixed Use Alternative	Senior Housing Alternative
Land Use and Planning Policy	None	NA	=	=	=	=	=
Transportation, Circulation and Parking	TRANS-1: In the Near Term Plus Project Condition, the project would contribute trips to University Drive between Middle Avenue and Cambridge Avenue that would exceed the City's 25-trip threshold for local roadways with ADT greater than 1,350 vehicles.	SU	<	=	<	=	<
	TRANS-2: In the Long Term Plus Project Condition, the project would contribute trips to University Drive between Middle Avenue and Cambridge Avenue that would exceed the City's 25-trip threshold for local roadways with ADT greater than 1,350 vehicles.	SU	<	=	<	=	<
	TRANS-3: In the Long Term Plus Project Condition, the project would contribute trips to Middle Avenue between University Drive and El Camino Real that would exceed the City's 50-trip threshold for collector roadways with ADT greater than 9,000 vehicles.	SU	<	=	<	=	<
	Other intersections/roadway segments	NA	=	>	=	>	=
Air Quality	AIR-1: Construction of the proposed project would generate air pollutant emissions that could expose sensitive receptors to substantial pollutant concentrations.	LTS	<	=	<	=	=
	AIR-2: Construction of the proposed project would generate air pollutant emissions that could expose sensitive receptors to substantial toxic air contaminants.	LTS	<	=	<	=	=
Noise	NOISE-1: Noise levels from project construction activities could result in a substantial temporary or periodic increase in ambient noise levels in the project site vicinity above levels existing without the project.	LTS	<	=	=	=	=
	NOISE-2: Implementation of the proposed project would expose future residents of the proposed project to noise levels that exceed the "normally acceptable" standard for new residential development established in the City's Land Use Compatibility Standards for Community Noise Environments.	LTS	<	=	=	=	=
	NOISE-3: Implementation of the proposed project could expose nearby existing land uses to unacceptable noise levels in violation of the City's Noise Ordinance (Chapter 8.06).	LTS	>	=	=	=	=

Table V-5 *Continued*

Environmental Topics	Project		Relative Level of Impact Compared to the Project (Without Mitigation)				
	Significant Impact	Level With Mitigation	No Project Alternative	Baseline Zoning Alternative	Reduced Residential Alternative	Mixed Use Alternative	Senior Housing Alternative
Public Services and Utilities	None	NA	<	<	<	<	=
Aesthetics	AES-1: The proposed project could increase the amount of light and glare in Menlo Park.	LTS	<	=	=	=	=

Notes:

SU = Significant and Unavoidable impact = the impact is similar to the proposed project
LTS = Less Than Significant impact < the impact is less than proposed project
NA = Not Applicable > the impact is greater than proposed project

Source: LSA Associates, Inc., 2012.

Page 218 of the Draft EIR is hereby revised as follows:

E. SIGNIFICANT UNAVOIDABLE IMPACTS

The proposed project would result in three significant unavoidable impacts: 1) in the Near Term Plus Project Condition, the proposed project would add 68 vehicles to the roadway segment of University Drive between Middle Avenue and ~~College~~ Cambridge Avenue; 2) in the Long Term Plus Project Condition, the proposed project would add 68 vehicles to the roadway segment of University Drive between Middle Avenue and ~~College~~ Cambridge Avenue; and 3) in the Long Term Plus Project Condition, the proposed project would add 52 vehicles to the roadway segment of Middle Avenue between University Drive and El Camino Real. These contributions to roadway traffic volumes would be considered significant because they would exceed the City's average daily trip thresholds for those roadways. No feasible mitigation measures have been identified that would reduce these significant impacts to a less-than-significant level. Therefore, the impacts would remain significant and unavoidable and the City would need to adopt a Statement of Overriding Considerations to approve the project, consistent with *CEQA Guidelines* Section 15093.

Appendix B, Air Quality Data:

The construction-period Health Risk Assessment prepared for the project was inadvertently not included in Appendix B. The complete Health Risk Assessment is included as an addendum to Appendix B.

APPENDIX B

AIR QUALITY DATA - ADDENDUM

Screening Health Risk From Diesel Exhaust Particulate and $PM_{2.5}$ Worksheet

Construction Parameters

14	months duration
8	hrs/day
5	days/week
50	weeks/year
3.3	lbs/day
1,497	gm/day

Inhalation cancer risk = ((Cair * DBR * A * EF * ED * $1x10^{-6}$) / AT) * Inhalation Cancer Potency factor

Health Risk Parameters

DBR	303	Daily breathing rate	(L/kg-day)
A	1	Inhalation absorption factor	
EF	250	Exposure frequency	(days/yr)
ED		Exposure duration	(years)
AT	25,550	Avg. time period of exposure	(days)
Diesel PM_{10}	1.1	Inhalation Cancer Potency factor	$(mg/kg\text{-}d)^{-1}$
Diesel PM_{10}	5.0	Inhalation Chronic REL	(ug/m^3)

CRAF 1.7

SCREEN3 Input parameters:

```
SIMPLE TERRAIN INPUTS:
   SOURCE TYPE              =      VOLUME
   EMISSION RATE (G/S)      =     1.00000
   SOURCE HEIGHT (M)        =      3.0000
   INIT. LATERAL DIMEN (M)  =      4.6500
   INIT. VERTICAL DIMEN (M) =      4.6500
   RECEPTOR HEIGHT (M)      =     2.0000
   URBAN/RURAL OPTION       =      URBAN
```

1hr to Annual conversion	0.08	(from EPA)
1-hr to 24-hr conversion	0.4	(from EPA)
raction of PM_{10}	0.92	(from ARB)

Construction Health Risks

				70-Year Adult					
	Unitized 1-Hr conc.	Scaled Concentrations 1-Hr	Annual	Inhalation Cancer Risk	Inhalation Chronic	PM_{10} Concentrations (ug/m3)		$PM_{2.5}$ Concentrations (ug/m3)	
Dist (m)	ug/m^3	ug/m^3	ug/m^3	# in a million	Risk Factor	24-Hr	Annual	24-Hr	Annual
20	129.9	6.8	0.12	8.0	0.025	2.7	0.049	2.5	0.046
25	190.4	9.9	0.18	12	0.036	4.0	0.072	3.6	0.066
30	241.7	12.6	0.23	15	0.046	5.0	0.092	4.6	0.084
35	279.5	14.5	0.27	17	0.053	5.8	0.11	5.3	0.097
40	303.8	15.8	0.29	19	0.058	6.3	0.12	5.8	0.11
45	320.1	16.6	0.30	20	0.061	6.7	0.12	6.1	0.11
50	340.9	17.7	0.32	21	0.065	7.1	0.13	6.5	0.12
60	359.2	18.7	0.34	22	0.068	7.5	0.14	6.9	0.13
70	356.1	18.5	0.34	22	0.068	7.4	0.14	6.8	0.12
80	340.9	17.7	0.32	21	0.065	7.1	0.13	6.5	0.12
90	346	18.0	0.33	21	0.066	7.2	0.13	6.6	0.12
100	343.4	17.8	0.33	21	0.065	7.1	0.13	6.6	0.12
200	263.7	13.7	0.25	16	0.05	5.5	0.10	5	0.091
300	217.6	11.3	0.21	13	0.041	4.5	0.083	4.2	0.077
400	169.4	8.8	0.16	10	0.032	3.5	0.064	3.2	0.058
500	133.5	6.9	0.13	8.0	0.025	2.8	0.051	2.6	0.047

CRAF= 10

Screening Health Risk From Diesel Exhaust Particulate and $PM_{2.5}$ Worksheet

Construction Parameters

14	months duration
8	hrs/day
5	days/week
50	weeks/year
1.8	lbs/day
823	gm/day

Inhalation cancer risk = ((Cair * DBR * A * EF * ED * $1x10^6$) / AT) * Inhalation Cancer Potency factor

SCREEN3 Input parameters:

```
SIMPLE TERRAIN INPUTS:
   SOURCE TYPE              =      VOLUME
   EMISSION RATE (G/S)      =     1.00000
   SOURCE HEIGHT (M)        =      3.0000
   INIT. LATERAL DIMEN (M)  =      4.6500
   INIT. VERTICAL DIMEN (M) =      4.6500
   RECEPTOR HEIGHT (M)      =     2.0000
   URBAN/RURAL OPTION       =       URBAN
```

Health Risk Parameters

DBR	303	Daily breathing rate	(L/kg-day)
A	1	Inhalation absorption factor	
EF	250	Exposure frequency	(days/yr)
ED		Exposure duration	(years)
AT	25,550	Avg. time period of exposure	(days)
Diesel PM_{10}	1.1	Inhalation Cancer Potency factor	$(mg/kg\text{-}d)^{-1}$
Diesel PM_{10}	5.0	Inhalation Chronic REL	(ug/m^3)

CRAF 10

1hr to Annual conversion	0.08	(from EPA)
1-hr to 24-hr conversion	0.4	(from EPA)
Fraction of PM_{10}	0.92	(from ARB)

Construction Health Risks

				70-Year Adult					
	Unitized 1-Hr conc.	Scaled Concentrations 1-Hr	Scaled Concentrations Annual	Inhalation Cancer Risk	Inhalation Chronic	PM_{10} Concentrations (ug/m3)		$PM_{2.5}$ Concentrations (ug/m3)	
Dist (m)	ug/m^3	ug/m^3	ug/m^3	# in a million	Risk Factor	24-Hr	Annual	24-Hr	Annual
20	129.9	3.7	0.07	2.6	0.014	1.5	0.027	1.4	0.026
25	190.4	5.4	0.10	3.8	0.02	2.2	0.04	2	0.037
30	241.7	6.9	0.13	4.8	0.025	2.8	0.05	2.5	0.046
35	279.5	8.0	0.15	5.6	0.029	3.2	0.058	2.9	0.053
40	303.8	8.7	0.16	6	0.032	3.5	0.063	3.2	0.058
45	320.1	9.2	0.17	6.4	0.033	3.7	0.067	3.4	0.062
50	340.9	9.7	0.18	6.8	0.036	3.9	0.071	3.6	0.066
60	359.2	10.3	0.19	7.1	0.038	4.1	0.075	3.8	0.069
70	356.1	10.2	0.19	7.1	0.037	4.1	0.074	3.7	0.068
80	340.9	9.7	0.18	6.8	0.036	3.9	0.071	3.6	0.066
90	346	9.9	0.18	6.9	0.036	4.0	0.072	3.6	0.066
100	343.4	9.8	0.18	6.8	0.036	3.9	0.072	3.6	0.066
200	263.7	7.5	0.14	5.2	0.028	3.0	0.055	2.8	0.051
300	217.6	6.2	0.11	4.3	0.023	2.5	0.045	2.3	0.042
400	169.4	4.8	0.09	3.4	0.018	1.9	0.035	1.8	0.033
500	133.5	3.8	0.07	2.7	0.014	1.5	0.028	1.4	0.026

02/15/11
15:24:23

*** SCREEN3 MODEL RUN ***
*** VERSION DATED 96043 ***

Construction Equipment Exhaust

SIMPLE TERRAIN INPUTS:
SOURCE TYPE = VOLUME
EMISSION RATE (G/S) = 1.00000
SOURCE HEIGHT (M) = 3.0000
INIT. LATERAL DIMEN (M) = 4.6500
INIT. VERTICAL DIMEN (M) = 4.6500
RECEPTOR HEIGHT (M) = 2.0000
URBAN/RURAL OPTION = URBAN

THE REGULATORY (DEFAULT) MIXING HEIGHT OPTION WAS SELECTED.
THE REGULATORY (DEFAULT) ANEMOMETER HEIGHT OF 10.0 METERS WAS ENTERED.

BUOY. FLUX = .000 M**4/S**3; MOM. FLUX = .000 M**4/S**2.

*** FULL METEOROLOGY ***

****
*** SCREEN AUTOMATED DISTANCES ***
****

*** TERRAIN HEIGHT OF 0. M ABOVE STACK BASE USED FOR FOLLOWING DISTANCES ***

DIST (M)	CONC (UG/M**3)	STAB	U10M (M/S)	USTK (M/S)	MIX HT (M)	PLUME HT (M)	SIGMA Y (M)	SIGMA Z (M)	DWASH
20	129.9	1	1	1	320	3	10.99	9.59	NO
25	190.4	1	1	1	320	3	12.56	10.84	NO
30	241.7	1	1	1	320	3	14.14	12.09	NO
35	279.5	1	1	1	320	3	15.71	13.35	NO
40	303.8	1	1	1	320	3	17.28	14.62	NO
45	320.1	3	1	1	320	3	14.38	13.65	NO
50	340.9	3	1	1	320	3	15.45	14.65	NO
60	359.2	3	1	1	320	3	17.59	16.65	NO
70	356.1	3	1	1	320	3	19.71	18.65	NO
80	340.9	3	1	1	320	3	21.83	20.65	NO
90	346	4	1	1	320	3	18.64	16.96	NO
100	343.4	4	1	1	320	3	20.16	18.31	NO
200	263.7	5	1	1	10000	3	25.48	17.68	NO
300	217.6	5	1	1	10000	3	35.35	23.25	NO
400	169.4	5	1	1	10000	3	44.88	28.34	NO
500	133.5	5	1	1	10000	3	54.11	33.06	NO

MAXIMUM 1-HR CONCENTRATION AT OR BEYOND 20. M:
63. 360.1 3 1.0 1.0 320.0 3.00 18.44 17.45 NO

DWASH= MEANS NO CALC MADE (CONC = 0.0)
DWASH=NO MEANS NO BUILDING DOWNWASH USED
DWASH=HS MEANS HUBER-SNYDER DOWNWASH USED
DWASH=SS MEANS SCHULMAN-SCIRE DOWNWASH USED
DWASH=NA MEANS DOWNWASH NOT APPLICABLE, X<3*LB

****
*** SCREEN DISCRETE DISTANCES ***
****

****
*** SUMMARY OF SCREEN MODEL RESULTS ***
****

CALCULATION PROCEDURE	MAX CONC (UG/M**3)	DIST TO MAX (M)	TERRAIN HT (M)
SIMPLE TERRAIN	360.1	63.	0.

Title : San Francisco Air Basin Avg Annual CYr 2011
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2010/06/30 15:36:41
Scen Year: 2011 -- All model years in the range 1967 to 2011 selected
Season : Annual
Area : San Francisco
****

Year: 2011 -- Model Years 1967 to 2011 Inclusive -- Annual
Emfac2007 Emission Factors: V2.3 Nov 1 2006

San Francisco Basin Average Basin Average

Table 1: Running Exhaust Emissions (grams/mile; grams/idle-hour)

Pollutant Name: Total Organic Gases Temperature: 50F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	3.584	9.476	0	0	0.682
1	0.512	0.718	0.684	5.847	3.486	5.945	0.851
5	0.414	0.584	0.581	5.847	3.486	5.945	0.745
10	0.281	0.4	0.392	3.393	2.431	4.609	0.49
15	0.201	0.288	0.277	1.801	1.764	3.751	0.331
20	0.151	0.218	0.206	1.074	1.331	3.202	0.241
25	0.119	0.172	0.16	0.856	1.044	2.866	0.193
30	0.098	0.143	0.13	0.693	0.851	2.69	0.161
35	0.085	0.124	0.111	0.575	0.721	2.647	0.141
40	0.077	0.113	0.099	0.497	0.634	2.73	0.129
45	0.073	0.107	0.092	0.454	0.579	2.95	0.125
50	0.073	0.107	0.09	0.445	0.548	3.34	0.127
55	0.077	0.112	0.092	0.467	0.539	3.963	0.136
60	0.084	0.122	0.098	0.521	0.55	4.928	0.154
65	0.097	0.14	0.11	0.605	0.582	6.422	0.183

Pollutant Name: Methane Temperature: 50F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	0.144	0.386	0	0	0.028
1	0.073	0.091	0.089	0.246	0.144	0.322	0.089
5	0.064	0.081	0.081	0.246	0.144	0.322	0.081
10	0.05	0.064	0.064	0.147	0.102	0.274	0.061
15	0.04	0.052	0.051	0.082	0.075	0.243	0.048
20	0.032	0.043	0.042	0.052	0.058	0.222	0.039
25	0.027	0.036	0.035	0.043	0.046	0.21	0.033
30	0.023	0.031	0.031	0.036	0.038	0.203	0.028
35	0.021	0.028	0.028	0.031	0.033	0.201	0.025
40	0.019	0.026	0.025	0.028	0.029	0.204	0.024
45	0.018	0.025	0.024	0.026	0.027	0.213	0.023

50	0.018	0.024	0.024	0.025	0.026	0.227	0.022
55	0.018	0.025	0.024	0.026	0.026	0.25	0.023
60	0.02	0.027	0.026	0.028	0.026	0.285	0.025
65	0.022	0.029	0.028	0.032	0.027	0.339	0.028

Pollutant Name: Carbon Monoxide Temperature: 50F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	20.921	44.082	0	0	3.551
1	4.734	7.439	6.045	20.342	23.36	36.783	6.65
5	4.323	6.75	5.691	20.342	23.36	36.783	6.173
10	3.68	5.678	4.637	13.994	15.093	30.543	5.065
15	3.207	4.9	3.916	9.928	10.338	26.58	4.29
20	2.846	4.317	3.399	7.42	7.504	24.218	3.736
25	2.566	3.872	3.017	6.003	5.772	23.1	3.338
30	2.345	3.529	2.728	5.028	4.704	23.077	3.041
35	2.172	3.267	2.507	4.367	4.062	24.174	2.824
40	2.039	3.073	2.341	3.947	3.714	26.599	2.676
45	1.944	2.942	2.223	3.733	3.597	30.795	2.596
50	1.887	2.874	2.152	3.712	3.69	37.575	2.59
55	1.874	2.88	2.132	3.896	4.008	48.38	2.675
60	1.915	2.978	2.175	4.319	4.611	65.775	2.887
65	2.034	3.207	2.304	5.051	5.616	94.443	3.292

Pollutant Name: Oxides of Nitrogen Temperature: 50F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	5.045	79.221	0	0	3.466
1	0.429	0.84	1.272	21.329	35.312	1.292	1.565
5	0.398	0.774	1.212	21.329	35.312	1.292	1.522
10	0.347	0.667	1.041	15.598	27.133	1.287	1.197
15	0.309	0.588	0.92	12.01	21.929	1.292	0.985
20	0.281	0.531	0.835	10.473	18.632	1.307	0.874
25	0.261	0.49	0.777	9.937	16.635	1.33	0.817
30	0.247	0.461	0.741	9.582	15.598	1.36	0.78
35	0.238	0.444	0.724	9.393	15.351	1.396	0.76
40	0.233	0.435	0.724	9.367	15.853	1.437	0.756
45	0.232	0.435	0.741	9.514	17.18	1.485	0.767
50	0.235	0.444	0.777	9.852	19.541	1.538	0.796
55	0.242	0.461	0.836	10.419	23.339	1.598	0.847
60	0.253	0.49	0.924	11.276	29.286	1.665	0.925
65	0.27	0.532	1.053	12.518	38.63	1.74	1.04

Pollutant Name: Carbon Dioxide Temperature: 50F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	915.848	4920.969	0	0	269.237
1	1109.081	1372.68	1883.833	2695.591	2651.62	246.733	1324.219
5	950.852	1177.287	1668.858	2695.591	2651.619	246.733	1156.509
10	718.69	890.596	1238.669	2265.918	2544.888	207.932	883.13
15	563.818	699.349	960.482	1937.791	2481.86	179.471	699.979
20	459.092	570.025	776.931	1708.75	2443.483	158.611	576.269
25	387.984	482.216	654.676	1617.809	2419.633	143.536	494.942
30	340.308	423.342	573.924	1547.454	2404.773	133.063	440.167
35	309.788	385.654	522.844	1493.98	2395.832	126.456	404.839
40	292.672	364.517	494.529	1455.361	2391.126	123.336	384.734
45	286.956	357.459	485.366	1430.6	2389.827	123.638	377.607
50	291.989	363.674	494.232	1419.431	2391.713	127.624	382.735
55	308.344	383.87	522.252	1422.24	2397.107	135.953	400.781
60	337.931	420.406	573.053	1440.184	2406.968	149.837	433.916
65	384.373	477.757	653.584	1475.532	2423.179	171.314	486.272

Pollutant Name: Sulfur Dioxide Temperature: 50F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	0.009	0.047	0	0	0.003
1	0.011	0.013	0.018	0.026	0.026	0.003	0.013
5	0.009	0.011	0.016	0.026	0.026	0.003	0.011
10	0.007	0.009	0.012	0.022	0.024	0.003	0.009
15	0.005	0.007	0.009	0.019	0.024	0.002	0.007
20	0.004	0.006	0.008	0.016	0.023	0.002	0.006
25	0.004	0.005	0.006	0.015	0.023	0.002	0.005
30	0.003	0.004	0.006	0.015	0.023	0.002	0.004
35	0.003	0.004	0.005	0.014	0.023	0.002	0.004
40	0.003	0.004	0.005	0.014	0.023	0.002	0.004
45	0.003	0.003	0.005	0.014	0.023	0.002	0.004
50	0.003	0.004	0.005	0.014	0.023	0.002	0.004
55	0.003	0.004	0.005	0.014	0.023	0.002	0.004
60	0.003	0.004	0.006	0.014	0.023	0.003	0.004
65	0.004	0.005	0.006	0.014	0.023	0.003	0.005

Pollutant Name: PM10 Temperature: 50F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	0.057	1.114	0	0	0.048
1	0.062	0.118	0.128	1.187	0.829	0.048	0.132

5	0.049	0.094	0.104	1.187	0.829	0.048	0.115
10	0.032	0.062	0.069	0.836	0.6	0.038	0.078
15	0.022	0.043	0.048	0.58	0.451	0.031	0.054
20	0.016	0.031	0.035	0.427	0.35	0.027	0.04
25	0.012	0.024	0.027	0.358	0.282	0.024	0.032
30	0.01	0.019	0.022	0.308	0.235	0.023	0.026
35	0.008	0.016	0.019	0.274	0.203	0.023	0.023
40	0.007	0.015	0.017	0.256	0.182	0.023	0.021
45	0.007	0.014	0.016	0.252	0.168	0.025	0.02
50	0.007	0.014	0.015	0.261	0.161	0.029	0.02
55	0.007	0.014	0.016	0.285	0.16	0.034	0.022
60	0.008	0.015	0.017	0.322	0.165	0.043	0.024
65	0.009	0.018	0.019	0.372	0.176	0.055	0.028

Pollutant Name: PM10 - Tire Wear Temperature: 50F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	0	0	0	0	0
1	0.008	0.008	0.009	0.023	0.009	0.004	0.009
5	0.008	0.008	0.009	0.023	0.009	0.004	0.009
10	0.008	0.008	0.009	0.023	0.009	0.004	0.009
15	0.008	0.008	0.009	0.023	0.009	0.004	0.009
20	0.008	0.008	0.009	0.023	0.009	0.004	0.009
25	0.008	0.008	0.009	0.023	0.009	0.004	0.009
30	0.008	0.008	0.009	0.023	0.009	0.004	0.009
35	0.008	0.008	0.009	0.023	0.009	0.004	0.009
40	0.008	0.008	0.009	0.023	0.009	0.004	0.009
45	0.008	0.008	0.009	0.023	0.009	0.004	0.009
50	0.008	0.008	0.009	0.023	0.009	0.004	0.009
55	0.008	0.008	0.009	0.023	0.009	0.004	0.009
60	0.008	0.008	0.009	0.023	0.009	0.004	0.009
65	0.008	0.008	0.009	0.023	0.009	0.004	0.009

Pollutant Name: PM10 - Brake Wear Temperature: 50F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	0	0	0	0	0
1	0.013	0.013	0.013	0.02	0.013	0.006	0.013
5	0.013	0.013	0.013	0.02	0.013	0.006	0.013
10	0.013	0.013	0.013	0.02	0.013	0.006	0.013
15	0.013	0.013	0.013	0.02	0.013	0.006	0.013
20	0.013	0.013	0.013	0.02	0.013	0.006	0.013
25	0.013	0.013	0.013	0.02	0.013	0.006	0.013
30	0.013	0.013	0.013	0.02	0.013	0.006	0.013
35	0.013	0.013	0.013	0.02	0.013	0.006	0.013

40	0.013	0.013	0.013	0.02	0.013	0.006	0.013
45	0.013	0.013	0.013	0.02	0.013	0.006	0.013
50	0.013	0.013	0.013	0.02	0.013	0.006	0.013
55	0.013	0.013	0.013	0.02	0.013	0.006	0.013
60	0.013	0.013	0.013	0.02	0.013	0.006	0.013
65	0.013	0.013	0.013	0.02	0.013	0.006	0.013

Pollutant Name: PM2.5 Temperature: 50F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	0.053	1.025	0	0	0.044
1	0.057	0.109	0.119	1.092	0.762	0.036	0.122
5	0.045	0.087	0.096	1.092	0.762	0.036	0.106
10	0.03	0.057	0.064	0.769	0.552	0.029	0.072
15	0.02	0.04	0.045	0.534	0.414	0.024	0.05
20	0.015	0.029	0.033	0.393	0.322	0.02	0.037
25	0.011	0.022	0.025	0.33	0.259	0.018	0.029
30	0.009	0.018	0.02	0.283	0.216	0.017	0.024
35	0.008	0.015	0.017	0.252	0.187	0.017	0.021
40	0.007	0.014	0.015	0.235	0.167	0.018	0.019
45	0.006	0.013	0.014	0.231	0.155	0.019	0.018
50	0.006	0.013	0.014	0.241	0.149	0.022	0.019
55	0.007	0.013	0.014	0.262	0.148	0.026	0.02
60	0.007	0.014	0.016	0.296	0.152	0.032	0.022
65	0.008	0.016	0.018	0.342	0.162	0.042	0.025

Pollutant Name: PM2.5 - Tire Wear Temperature: 50F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	0	0	0	0	0
1	0.002	0.002	0.002	0.006	0.002	0.001	0.002
5	0.002	0.002	0.002	0.006	0.002	0.001	0.002
10	0.002	0.002	0.002	0.006	0.002	0.001	0.002
15	0.002	0.002	0.002	0.006	0.002	0.001	0.002
20	0.002	0.002	0.002	0.006	0.002	0.001	0.002
25	0.002	0.002	0.002	0.006	0.002	0.001	0.002
30	0.002	0.002	0.002	0.006	0.002	0.001	0.002
35	0.002	0.002	0.002	0.006	0.002	0.001	0.002
40	0.002	0.002	0.002	0.006	0.002	0.001	0.002
45	0.002	0.002	0.002	0.006	0.002	0.001	0.002
50	0.002	0.002	0.002	0.006	0.002	0.001	0.002
55	0.002	0.002	0.002	0.006	0.002	0.001	0.002
60	0.002	0.002	0.002	0.006	0.002	0.001	0.002
65	0.002	0.002	0.002	0.006	0.002	0.001	0.002

Pollutant Name: PM2.5 - Brake Wear Temperature: 50F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	0	0	0	0	0
1	0.005	0.005	0.005	0.008	0.005	0.003	0.005
5	0.005	0.005	0.005	0.008	0.005	0.003	0.005
10	0.005	0.005	0.005	0.008	0.005	0.003	0.005
15	0.005	0.005	0.005	0.008	0.005	0.003	0.005
20	0.005	0.005	0.005	0.008	0.005	0.003	0.005
25	0.005	0.005	0.005	0.008	0.005	0.003	0.005
30	0.005	0.005	0.005	0.008	0.005	0.003	0.005
35	0.005	0.005	0.005	0.008	0.005	0.003	0.005
40	0.005	0.005	0.005	0.008	0.005	0.003	0.005
45	0.005	0.005	0.005	0.008	0.005	0.003	0.005
50	0.005	0.005	0.005	0.008	0.005	0.003	0.005
55	0.005	0.005	0.005	0.008	0.005	0.003	0.005
60	0.005	0.005	0.005	0.008	0.005	0.003	0.005
65	0.005	0.005	0.005	0.008	0.005	0.003	0.005

Pollutant Name: Gasoline - mi/gal Temperature: 50F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0	0	0	0	0	0	0
1	7.928	6.342	4.488	3.374	3.33	27.531	7.217
5	9.245	7.394	5.149	3.374	3.33	27.531	8.367
10	12.224	9.776	6.902	5.072	5.006	32.922	11.047
15	15.573	12.454	8.909	7.216	7.124	38.216	14.058
20	19.117	15.286	11.068	9.719	9.597	43.078	17.242
25	22.615	18.081	13.23	12.389	12.237	47.149	20.382
30	25.78	20.611	15.207	14.949	14.771	50.065	23.221
35	28.322	22.643	16.805	17.073	16.876	51.497	25.495
40	29.987	23.973	17.849	18.455	18.25	51.198	26.974
45	30.598	24.462	18.219	18.882	18.68	49.046	27.498
50	30.088	24.054	17.869	18.285	18.097	45.101	27.008
55	28.51	22.793	16.843	16.759	16.594	39.638	25.555
60	26.029	20.81	15.26	14.539	14.401	33.148	23.291
65	22.897	18.305	13.292	11.937	11.828	26.279	20.448

Pollutant Name: Diesel - mi/gal Temperature: 50F Relative Humidity: 50%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL

0	0	0	0	0	0	0	0
1	28.07	29.007	19.616	4.567	3.773	0	9.018
5	28.07	29.007	19.616	4.567	3.773	0	9.018
10	28.07	29.007	19.616	4.861	3.773	0	9.223
15	28.07	29.007	19.616	5.226	3.773	0	9.478
20	28.07	29.007	19.616	5.61	3.773	0	9.745
25	28.07	29.007	19.616	5.776	3.773	0	9.861
30	28.07	29.007	19.616	5.935	3.773	0	9.972
35	28.07	29.007	19.616	6.079	3.773	0	10.073
40	28.07	29.007	19.616	6.202	3.773	0	10.158
45	28.07	29.007	19.616	6.294	3.773	0	10.222
50	28.07	29.007	19.616	6.35	3.773	0	10.262
55	28.07	29.007	19.616	6.366	3.773	0	10.273
60	28.07	29.007	19.616	6.34	3.773	0	10.255
65	28.07	29.007	19.616	6.275	3.773	0	10.209

Title : San Francisco Air Basin Avg Annual CYr 2011
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2010/06/30 15:37:57
Scen Year: 2011 -- All model years in the range 1967 to 2011 selected
Season : Annual
Area : San Francisco
****

Year: 2011 -- Model Years 1967 to 2011 Inclusive -- Annual
Emfac2007 Emission Factors: V2.3 Nov 1 2006

San Francisco Basin Average Basin Average

Table 2: Starting Emissions (grams/trip)

Pollutant Name: Methane Temperature: 50F Relative Humidity: ALL

Time min	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
5	0.007	0.008	0.011	0.046	0.015	0.135	0.011
10	0.011	0.013	0.020	0.061	0.020	0.143	0.016
20	0.018	0.022	0.035	0.090	0.030	0.162	0.027
30	0.025	0.031	0.049	0.116	0.039	0.182	0.036
40	0.032	0.039	0.062	0.140	0.048	0.205	0.045
50	0.037	0.045	0.073	0.161	0.055	0.231	0.053
60	0.042	0.051	0.083	0.178	0.061	0.246	0.059
120	0.050	0.058	0.087	0.127	0.042	0.174	0.062
180	0.033	0.040	0.071	0.136	0.044	0.168	0.046
240	0.034	0.042	0.075	0.144	0.047	0.180	0.049
300	0.036	0.044	0.079	0.152	0.050	0.193	0.052
360	0.038	0.046	0.083	0.160	0.052	0.205	0.054

420	0.040	0.049	0.087	0.167	0.055	0.217	0.057
480	0.042	0.051	0.091	0.175	0.057	0.229	0.059
540	0.044	0.053	0.095	0.182	0.060	0.241	0.062
600	0.045	0.055	0.099	0.189	0.062	0.252	0.064
660	0.047	0.057	0.102	0.196	0.064	0.264	0.067
720	0.049	0.059	0.106	0.203	0.066	0.276	0.069

Pollutant Name: Carbon Monoxide Temperature: 50F Relative Humidity: ALL

Time min	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
5	1.000	1.356	2.346	7.980	2.192	5.278	1.694
10	1.821	2.496	4.418	12.991	3.743	5.961	2.990
20	3.377	4.658	8.337	22.408	6.655	7.291	5.442
30	4.821	6.662	11.955	31.017	9.313	8.573	7.708
40	6.154	8.507	15.272	38.818	11.717	9.807	9.787
50	7.374	10.193	18.288	45.811	13.866	10.993	11.680
60	8.483	11.721	21.004	51.995	15.761	12.132	13.387
120	11.381	14.784	19.888	30.790	8.674	13.289	14.496
180	6.864	9.370	14.324	32.836	9.166	10.933	9.977
240	7.304	9.947	15.147	34.782	9.640	12.881	10.601
300	7.707	10.477	15.909	36.628	10.095	14.623	11.177
360	8.074	10.961	16.610	38.373	10.531	16.158	11.706
420	8.403	11.399	17.249	40.018	10.948	17.486	12.187
480	8.696	11.790	17.828	41.563	11.347	18.607	12.620
540	8.951	12.134	18.346	43.007	11.727	19.521	13.005
600	9.169	12.433	18.803	44.352	12.089	20.229	13.343
660	9.351	12.684	19.198	45.596	12.431	20.730	13.633
720	9.495	12.889	19.533	46.740	12.755	21.025	13.875

Pollutant Name: Oxides of Nitrogen Temperature: 50F Relative Humidity: ALL

Time min	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
5	0.222	0.364	0.869	0.745	0.295	0.230	0.370
10	0.257	0.414	1.017	1.106	0.440	0.264	0.441
20	0.318	0.504	1.280	1.741	0.696	0.325	0.566
30	0.369	0.578	1.496	2.259	0.904	0.376	0.670
40	0.409	0.637	1.667	2.659	1.066	0.418	0.751
50	0.439	0.681	1.793	2.943	1.180	0.450	0.811
60	0.458	0.710	1.873	3.109	1.246	0.472	0.848
120	0.483	0.756	1.979	3.181	1.275	0.486	0.891
180	0.517	0.805	2.018	3.168	1.270	0.479	0.927
240	0.513	0.799	2.005	3.148	1.262	0.468	0.921
300	0.507	0.791	1.984	3.122	1.252	0.453	0.911
360	0.500	0.779	1.957	3.089	1.240	0.436	0.899
420	0.490	0.764	1.922	3.050	1.224	0.416	0.883

480	0.479	0.746	1.881	3.005	1.207	0.392	0.864
540	0.466	0.725	1.832	2.952	1.186	0.366	0.842
600	0.451	0.700	1.777	2.893	1.163	0.337	0.817
660	0.434	0.673	1.715	2.828	1.138	0.305	0.789
720	0.415	0.643	1.645	2.756	1.110	0.270	0.757

Pollutant Name: Carbon Dioxide Temperature: 50F Relative Humidity: ALL

Time min	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
5	11.172	13.634	17.934	7.773	2.367	22.525	12.614
10	13.375	16.365	22.170	11.158	3.610	25.039	15.282
20	18.153	22.280	31.209	17.852	6.070	29.946	21.008
30	23.428	28.801	41.006	24.449	8.496	34.692	27.254
40	29.199	35.926	51.560	30.946	10.889	39.277	34.020
50	35.466	43.655	62.872	37.346	13.249	43.700	41.305
60	42.230	51.990	74.940	43.647	15.574	47.961	49.110
120	90.080	110.722	156.113	71.172	25.706	67.551	102.714
180	102.940	126.579	179.148	81.929	29.818	69.947	117.446
240	115.576	142.155	201.658	92.052	33.688	72.204	131.880
300	127.990	157.448	223.644	101.541	37.316	74.322	146.016
360	140.180	172.459	245.106	110.395	40.701	76.301	159.854
420	152.147	187.188	266.043	118.615	43.843	78.141	173.393
480	163.892	201.635	286.457	126.201	46.742	79.842	186.634
540	175.413	215.799	306.346	133.152	49.399	81.405	199.577
600	186.711	229.682	325.711	139.469	51.814	82.828	212.221
660	197.786	243.282	344.552	145.151	53.986	84.113	224.567
720	208.638	256.600	362.868	150.199	55.915	85.259	236.615

Pollutant Name: Sulfur Dioxide Temperature: 50F Relative Humidity: ALL

Time min	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
10	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	0.000	0.000	0.000	0.001	0.000	0.000	0.000
30	0.000	0.000	0.001	0.001	0.000	0.001	0.000
40	0.000	0.000	0.001	0.001	0.000	0.001	0.000
50	0.000	0.001	0.001	0.001	0.000	0.001	0.001
60	0.001	0.001	0.001	0.001	0.000	0.001	0.001
120	0.001	0.001	0.002	0.001	0.000	0.001	0.001
180	0.001	0.001	0.002	0.001	0.000	0.001	0.001
240	0.001	0.002	0.002	0.001	0.000	0.001	0.001
300	0.001	0.002	0.002	0.002	0.001	0.001	0.002
360	0.001	0.002	0.003	0.002	0.001	0.001	0.002
420	0.002	0.002	0.003	0.002	0.001	0.001	0.002
480	0.002	0.002	0.003	0.002	0.001	0.001	0.002

540	0.002	0.002	0.003	0.002	0.001	0.001	0.002
600	0.002	0.002	0.003	0.002	0.001	0.001	0.002
660	0.002	0.003	0.004	0.002	0.001	0.001	0.002
720	0.002	0.003	0.004	0.002	0.001	0.001	0.003

Pollutant Name: PM2.5 Temperature: 50F Relative Humidity: ALL

Time min	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
5	0.001	0.001	0.001	0.001	0.000	0.010	0.001
10	0.001	0.002	0.002	0.001	0.000	0.008	0.002
20	0.002	0.004	0.003	0.002	0.001	0.007	0.003
30	0.003	0.006	0.005	0.002	0.001	0.005	0.004
40	0.004	0.007	0.006	0.003	0.001	0.004	0.005
50	0.005	0.009	0.008	0.003	0.001	0.003	0.006
60	0.005	0.010	0.009	0.004	0.002	0.003	0.007
120	0.008	0.015	0.013	0.005	0.002	0.007	0.010
180	0.008	0.016	0.014	0.005	0.002	0.010	0.011
240	0.009	0.017	0.015	0.006	0.002	0.013	0.012
300	0.009	0.018	0.016	0.006	0.002	0.016	0.013
360	0.010	0.019	0.016	0.006	0.002	0.019	0.013
420	0.010	0.020	0.017	0.006	0.003	0.021	0.014
480	0.011	0.020	0.018	0.007	0.003	0.022	0.014
540	0.011	0.021	0.018	0.007	0.003	0.024	0.015
600	0.011	0.021	0.018	0.007	0.003	0.025	0.015
660	0.011	0.022	0.019	0.007	0.003	0.025	0.015
720	0.012	0.022	0.019	0.007	0.003	0.025	0.015

Title : San Francisco Air Basin Avg Annual CYr 2011
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2010/06/30 15:37:57
Scen Year: 2011 -- All model years in the range 1967 to 2011 selected
Season : Annual
Area : San Francisco
****

Year: 2011 -- Model Years 1967 to 2011 Inclusive -- Annual
Emfac2007 Emission Factors: V2.3 Nov 1 2006

San Francisco Basin Average Basin Average

Table 4: Hot Soak Emissions (grams/trip)

Pollutant Name: Methane Temperature: 50F Relative Humidity: ALL

Time min	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
10	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000
30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
40	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Hot soak results are scaled to reflect zero emissions for trip lengths of less than 5 minutes (about 25% of in-use trips).

Title : San Francisco Air Basin Avg Annual CYr 2011
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2010/06/30 15:37:57
Scen Year: 2011 -- All model years in the range 1967 to 2011 selected
Season : Annual
Area : San Francisco
****
Year: 2011 -- Model Years 1967 to 2011 Inclusive -- Annual
Emfac2007 Emission Factors: V2.3 Nov 1 2006

San Francisco Basin Average Basin Average

Table 5a: Partial Day Diurnal Loss Emissions (grams/hour)

Pollutant Name: Methane Temperature: ALL Relative Humidity: ALL

Temp degF	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
50	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Title : San Francisco Air Basin Avg Annual CYr 2011
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2010/06/30 15:37:57
Scen Year: 2011 -- All model years in the range 1967 to 2011 selected
Season : Annual
Area : San Francisco
****
Year: 2011 -- Model Years 1967 to 2011 Inclusive -- Annual
Emfac2007 Emission Factors: V2.3 Nov 1 2006

San Francisco Basin Average Basin Average

Table 5b: Multi-Day Diurnal Loss Emissions (grams/hour)

Pollutant Name: Methane Temperature: ALL Relative Humidity: ALL

Temp degF	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
50	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Title : San Francisco Air Basin Avg Annual CYr 2011
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2010/06/30 15:37:57
Scen Year: 2011 -- All model years in the range 1967 to 2011 selected
Season : Annual
Area : San Francisco
****
Year: 2011 -- Model Years 1967 to 2011 Inclusive -- Annual
Emfac2007 Emission Factors: V2.3 Nov 1 2006

San Francisco Basin Average Basin Average

Table 6a: Partial Day Resting Loss Emissions (grams/hour)

Pollutant Name: Methane Temperature: ALL Relative Humidity: ALL

Temp degF	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
50	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Title : San Francisco Air Basin Avg Annual CYr 2011
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2010/06/30 15:37:57
Scen Year: 2011 -- All model years in the range 1967 to 2011 selected
Season : Annual
Area : San Francisco
****
Year: 2011 -- Model Years 1967 to 2011 Inclusive -- Annual

Emfac2007 Emission Factors: V2.3 Nov 1 2006

San Francisco Basin Average Basin Average

Table 6b: Multi-Day Resting Loss Emissions (grams/hour)

Pollutant Name: Methane Temperature: ALL Relative Humidity: ALL

Temp degF	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
50	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Title : San Francisco Air Basin Avg Annual CYr 2011
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2010/06/30 15:37:57
Scen Year: 2011 -- All model years in the range 1967 to 2011 selected
Season : Annual
Area : San Francisco
****

Year: 2011 -- Model Years 1967 to 2011 Inclusive -- Annual
Emfac2007 Emission Factors: V2.3 Nov 1 2006

San Francisco Basin Average Basin Average

Table 7: Estimated Travel Fractions

Pollutant Name: Temperature: ALL Relative Humidity: ALL

	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
%VMT	0.532	0.329	0.090	0.038	0.004	0.008	1.000
%TRIP	0.518	0.298	0.118	0.056	0.001	0.009	1.000
%VEH	0.551	0.319	0.078	0.021	0.001	0.031	1.000

Title : San Francisco Air Basin Avg Annual CYr 2011
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2010/06/30 15:37:57
Scen Year: 2011 -- All model years in the range 1967 to 2011 selected
Season : Annual

Area : San Francisco

****

Year: 2011 -- Model Years 1967 to 2011 Inclusive -- Annual

Emfac2007 Emission Factors: V2.3 Nov 1 2006

San Francisco Basin Average Basin Average

Table 8: Evaporative Running Loss Emissions (grams/minute)

Pollutant Name: Methane Temperature: 50F Relative Humidity: ALL

Time min	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
1	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2	0.000	0.000	0.000	0.000	0.000	0.000	0.000
3	0.000	0.000	0.000	0.000	0.000	0.000	0.000
4	0.000	0.000	0.000	0.000	0.000	0.000	0.000
5	0.000	0.000	0.000	0.000	0.000	0.000	0.000
10	0.000	0.000	0.000	0.000	0.000	0.000	0.000
15	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	0.000	0.000	0.000	0.000	0.000	0.000	0.000
25	0.000	0.000	0.000	0.000	0.000	0.000	0.000
30	0.000	0.000	0.000	0.000	0.000	0.000	0.000
35	0.000	0.000	0.000	0.000	0.000	0.000	0.000
40	0.000	0.000	0.000	0.000	0.000	0.000	0.000
45	0.000	0.000	0.000	0.000	0.000	0.000	0.000
50	0.000	0.000	0.000	0.000	0.000	0.000	0.000
55	0.000	0.000	0.000	0.000	0.000	0.000	0.000
60	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Equipment	MaxHP	Equipment Population	Activity (hrs/day for pop)	Consumption	PM Exhaust (tons/day)	PM Exhaust (lbs/day)
Pavers	120	277	727	2,312	0.02975	0.21
Plate Compactors	15	87	164	32	0.00011	0.0025
Rollers	120	1,138	2,513	6,794	0.07677	0.13
Scrapers	500	258	905	13,234	0.05816	0.45
Paving Equipment	120	85	225	563	0.00721	0.17
Surfacing Equipment	500	13	19	193	0.00065	0.10
Signal Boards	120	62	104	381	0.00392	0.13
Trenchers	120	1,097	2,184	6,507	0.08136	0.15
Bore/Drill Rigs	1000	38	68	2,872	0.00643	0.34
Excavators	175	1,965	8,814	45,138	0.27566	0.28
Concrete/Industrial Saws	120	16	30	102	0.00102	0.12
Cement and Mortar Mixers	15	138	130	37	0.00017	0.0024
Cranes	9999	60	164	7,216	0.02931	0.98
Graders	175	859	2,574	14,565	0.09577	0.22
Off-Highway Trucks	750	154	964	19,313	0.06235	0.81
Crushing/Proc. Equipment	120	121	365	1,392	0.01668	0.27
Rough Terrain Forklifts	50	30	107	168	0.00188	0.13
Rubber Tired Loaders	120	1,991	6,112	16,509	0.18999	0.19
Rubber Tired Dozers	500	102	521	6,306	0.03359	0.66
Tractors/Loaders/Backhoes	120	6,068	18,495	43,796	0.44153	0.15
Crawler Tractors	175	724	2,392	13,251	0.09773	0.27
Skid Steer Loaders	50	4,689	12,577	14,813	0.12413	0.053
Off-Highway Tractors	750	123	432	11,206	0.05805	0.95
Dumpers/Tenders	25	6	13	5	0.00002	0.0070
Other Construction Equipment	500	123	271	3,123	0.00821	0.13
Generator Sets	120	1,771	1,274	4,543	0.04205	0.047

CONSTRUCTION EXHAUST WORKSHEET

Demolition	# of units	Hours per Day	ARB OffRoad EF Diesel Emission Factors (lbs/hr) PM10		Average Emission Rates (lbs/day) PM10
Dozer	2	5	1.29E-01		0.64
Bobcat Loader	1	7	4.77E-02		0.33
Industrial Saw	1	6	6.83E-02		0.41
Generator Set	1	7	6.60E-02		0.46
	# of units	Miles per day	EMFAC2007: 2011 Factors Emission Factors (gms/mi)	Speed (mph)	
Mechanic Truck	1	10	0.04	25	0.00088
Fuel Truck	1	10	0.04	25	0.00088
Foreman Truck	1	10	0.04	25	0.00088
Water Truck	1	10	0.061	15	0.0013
			Gasoline Emission Factors (gms/mi)		
Worker Commute	40	50	0.02	50	0.088
				Total Demolition	**1.9**

Construction	# of units	Hours per Day	ARB OffRoad EF Diesel Emission Factors (lbs/hr) PM10		Average Emission Rates (lbs/day) PM10
Skip Loader	2	6	1.97E-02		0.12
Backhoe	2	6	4.77E-02		0.29
Crane	1	5	3.58E-01		1.79
Forklift	2	6	3.53E-02		0.21
Manlift	1	5	6.05E-02		0.30
Generator Set	1	7	6.60E-02		0.46
	# of units	Miles per day	EMFAC2007: 2011 Factors Emission Factors (gms/mi)	Speed (mph)	
Mechanic Truck	1	10	0.04	25	0.00088
Fuel Truck	1	10	0.04	25	0.00088
Foreman Truck	1	10	0.04	25	0.00088
Delivery Trucks	10	30	0.035	30	0.023
			Gasoline Emission Factors (gms/mi)		
Worker Commute	40	50	0.02	50	0.088
				Total Construction	**3.3**

Painting & Paving	# of units	Hours per Day	ARB OffRoad EF Diesel Emission Factors (lbs/hr) PM10		Average Emission Rates (lbs/day) PM10
Skip Loader	2	7	1.97E-02		0.14
Paving Machine	1	7	8.18E-02		0.57
Roller	1	6	6.11E-02		0.37
Vibratory Plate	1	6	1.31E-03		0.01
Striping machines	1	6	6.41E-02		0.38
Generator Set	1	7	6.60E-02		0.46
	# of units	Miles per day	EMFAC2007: 2011 Factors Emission Factors (gms/mi)	Speed (mph)	
Mechanic Truck	1	10	0.04	25	0.00088
Fuel Truck	1	10	0.04	25	0.00088
Foreman Truck	1	10	0.04	25	0.00088
Delivery Trucks	10	30	0.035	30	0.023
			Gasoline Emission Factors (gms/mi)		
Worker Commute	40	50	0.02	50	0.088
				Total Painting & Paving	**2**

APPENDIX D

TRAFFIC IMPACT ANALYSIS (TIA)

389 El Camino Real Project
Traffic Impact Analysis

Final Report

Prepared for

City of Menlo Park

By

DKS Associates
1970 Broadway
Suite 740
Oakland, California 94612

December 15, 2011

TABLE OF CONTENTS

Executive Summary **5**

1 Introduction **6**

Project Description 6
Study Methodology 6
Approved/Planned Developments 9
Level of Service Significance Criteria 9

2 Existing Condition **11**

Project Site 11
Roadway Network 11
Level of Service Significance Threshold 12
Traffic Demand and Levels of Service 13
Roadway Segment Analysis 17
Parking 18
Transit 18
Bicycle and Pedestrian Facilities 19

3 Near Term Conditions **21**

Traffic Volumes and Levels of Service 21
Roadway Segment Analysis 24
Parking 25
Transit, Bicycle, and Pedestrian Facilities 25

4 Near Term Plus Project Condition **27**

Trip Generation and Distribution 27
Traffic Volumes and Levels of Service 32
Roadway Segment Analysis 32
Parking 32
Transit, Bicycle, and Pedestrian Facilities 32
Site Circulation and Emergency Access 32

5 Long Term Condition **37**

Traffic Volumes and Levels of Service 37
Roadway Segment Analysis 39
Parking 39
Transit, Bicycle, and Pedestrian Facilities 39

6 Long Term Plus Project Condition **42**

Traffic Volumes and Levels of Service 42
Roadway Segment Analysis 42

7 Project Alternative Analysis **47**

Alternative 1 (Reduced Residential Alternative) 47

Alternative 2 (Baseline Zoning Alternative) 60
8 Mitigation Measures 74
9 Conclusion 77

Appendix A Level of Service Calculations

LIST OF FIGURES

Figure 1 - Study Area 8
Figure 2 - Existing Intersection Lane Geometry 14
Figure 3 - Existing Peak Hour Traffic Volumes 15
Figure 4 - Existing Average Daily Traffic 16
Figure 5 - Existing Area Transit 20
Figure 6 - Near Term Conditions Peak Hour Volumes 23
Figure 7 - Near Term Conditions Average Daily Traffic 26
Figure 8 - Site Plan 28
Figure 9 - Trip Distribution 29
Figure 10 - Peak Hour Project Generated Trips 30
Figure 11 - Project Generated Average Daily Traffic 31
Figure 12 - Near Term Plus Project Condition Peak Hour Volumes 34
Figure 13 - Near Term Plus Project Condition Average Daily Traffic 35
Figure 14 - Long Term Condition Peak Hour Volumes 38
Figure 15 - Long Term Condition Average Daily Traffic 41
Figure 16 - Long Term Plus Project Condition Peak Hour Volumes 44
Figure 17 - Long Term Plus Project Condition Average Daily Traffic 45
Figure 18 - Project Alternative 1 Peak Hour Trips 48
Figure 19 - Project Alternative 1 Average Daily Traffic 49
Figure 20 - Near Term Plus Project Alternative 1 Condition Peak Hour Volumes 52
Figure 21 - Near Term Plus Project Alternative 1 Condition Average Daily Traffic 53
Figure 22 - Long Term Plus Project Alternative 1 Conditions Peak Hour Volumes 57
Figure 23 - Long Term Plus Project Alternative 1 Conditions Average Daily Traffic 58
Figure 24 - Project Alternative 2 Peak Hour Trips 64
Figure 25 - Project Alternative 2 Average Daily Traffic 65
Figure 26 - Near Term Plus Project Alternative 2 Condition Peak Hour Volumes 66
Figure 27 - Near Term Plus Project Alternative 2 Condition Average Daily Traffic 67
Figure 28 - Long Term Plus Project Alternative 2 Condition Peak Hour Volumes 71
Figure 29 - Long Term Plus Project Alternative 2 Condition Average Daily Traffic 72

LIST OF TABLES

Table 1 - Intersection Level of Service Significance 12
Table 2 - Roadway Level of Service Significance 13
Table 3 - Existing Levels of Service 17
Table 4 - Existing Average Daily Traffic Summary 17
Table 5 - Near Term Developments in the Project Vicinity 21
Table 6 - Near Term Condition Level of Service 22
Table 8 - Project Trip Generation 27
Table 9 - Near Term Plus Project Condition Levels of Service 33
Table 10 - Near Term Condition Average Daily Traffic Summary 36
Table 11 - Long Term Developments in the Project Vicinity 37
Table 12 - Long Term Condition Levels of Service 37
Table 13 - Long Term Condition Average Daily Traffic Summary 39
Table 14 - Long Term Plus Project Condition Levels of Service 43
Table 15 - Long Term Plus Project Condition Average Daily Traffic Summary 46
Table 16 - Project Alternative 1 Trip Generation 47
Table 17 - Near Term Plus Project Alternative 1 Condition Levels of Service 51
Table 18 - Near Term Plus Project Alternative 1 Condition Average Daily Traffic Summary 54
Table 19 - Long Term Plus Project Alternative 1 Condition Levels of Service 56
Table 20 - Long Term Plus Project Alternative 1 Condition Average Daily Traffic Summary 59
Table 21 - Trip Generation for Baseline Zoning Alternative Option 60
Table 22 - Trip Generation for Mixed Use Alternative Option 60
Table 23 - Trip Generation for Senior Housing Alternative Option 61
Table 24 - Near Term Plus Project Alternative 2 Condition Levels of Service 62
Table 25 - Near Term Plus Project Alternative 2 Condition Average Daily Traffic Summary 68
Table 26 - Long Term Plus Project Alternative 2 Condition Levels of Service 70
Table 27 - Long Term Plus Project Alternative 2 Condition Average Daily Traffic Summary 73

EXECUTIVE SUMMARY

The purpose of this study is to determine the potential transportation impacts of the proposed development of the 389 El Camino Real Project located in the City of Menlo Park. The proposed project consists of 26 residential units, with 9 single family detached housing units and 17 residential condominium/townhouse units. However, this transportation impact analysis evaluates the development of 27 residential units (including 10 single family detached housing units and 17 residential condominium/townhouse units) – the maximum number of units that could be developed on the site in accordance with the State's Density Bonus Law (Government Code Section 65915). The existing project site includes four contiguous land segments: a large vacant parking lot along the El Camino frontage at 389 El Camino Real, a residential rental house at 612 Partridge Avenue, a residential rental triplex at 603 College and Avenue, and Alto Lane, a service alley now functioning as the rental triplex's driveway.

The report analyzes the transportation conditions of 4 intersections and 6 roadway segments during the weekday AM and PM peak hours. The AM peak hour is defined as the busiest traffic hour between 7-9 AM while the PM peak hour is defined as the busiest hour between 4-6 PM. The operation of these intersections and roadway segments is evaluated for the following scenarios: Existing Condition, Near Term Conditions, Near Term Plus Project Condition, Long Term Condition, and Long Term Plus Project Condition.

The traffic analysis has been conducted for the weekday AM and PM peak hours. The analysis was performed using the 2009 CSA document provided by the Menlo Park and was analyzed in accordance with the Menlo Park Transportation Impact Analysis Guidelines.

The proposed project would not result in any potentially significant impacts to study intersections but would result in two significant and unavoidable impacts to the roadway segments of University Drive between Middle Avenue and Cambridge Avenue in the Near Term Plus Project and Long Term Plus Project Condition and Middle Avenue between University Drive and El Camino Real in the Long Term Plus Project Condition.

No intersections or roadway segments would experience significant and unavoidable impacts in Alternative 1.

Two intersections and 3 intersections would experience significant and unavoidable impacts for the respective Near Term Plus Alternative 2 Condition and Long Term Plus Alternative 2 Condition. Four roadway segments for the Near Term Plus Alternative 2 Condition and 3 roadway segments for the Long Term Plus Alternative 2 Condition would experience significant and unavoidable impacts.

All of the significant and unavoidable intersection impacts would require signal timing modifications which would require approval and coordination with Caltrans and are outside the jurisdiction of the City of Menlo Park. The roadway segment impacts may require right-of-way acquisition and would require further analysis to determine the feasibility of this measure.

A Transportation Demand Management (TDM) Program may also be considered in the future as a means to reduce the number of vehicle trips to and from the project site.

1 INTRODUCTION

This study provides an evaluation of traffic and transportation issued related to replacing 4 existing residential units on several lots bordered by El Camino Real, College Avenue, Partridge Avenue. Alto Lane terminates in the southwestern portion of the site. For the purpose of this transportation impact analysis, the proposed project would consist of 27 new residential units.

Project Description

The project site includes four contiguous land segments: a large vacant parking lot along the El Camino frontage at 389 El Camino Real, a residential rental house at 612 Partridge Avenue, a residential rental triplex at 603 College Avenue, and Alto Lane, a public right-of-way now functioning as the rental triplex's driveway. The residential development would include the construction of 27 residential units with 10 small lot single family homes and 17 townhome units. Additionally, 62 on-site parking spaces would be provided. These would include 44 covered standard spaces, 8 covered tandem spaces, 8 uncovered guest spaces, and 2 accessible spaces. The project site would front El Camino Real between Partridge Avenue and College Avenue and most units would be accessible to and from El Camino Real via two access points. The study area is generally defined as the area bounded by El Camino Real, Menlo Avenue, University Drive, and Cambridge Ave. The property is currently zoned under the C-4(ECR) General Commercial District (applicable to El Camino Real) and R-3 Apartment Zoning District. The existing facilities are assumed to be occupied and estimates of existing trips were provided for the project condition.

Study Methodology

This study is prepared according to the methodology recommended in the Transportation Impact Analysis (TIA) Guidelines (City of Menlo Park, 2003). City staff has selected 4 signalized intersections for analysis. These 4 intersections are anticipated to capture the most severe potentially significant impacts due to their proximity to the project site. These intersections include:

1. El Camino Real / Menlo Avenue / Ravenswood Avenue
2. El Camino Real / Roble Avenue
3. El Camino Real / Middle Avenue
4. El Camino Real / Cambridge Avenue

The analysis of intersections concentrated on the AM and PM commute times for a typical week. In addition, an analysis was conducted for the impacts related to average daily traffic (ADT) added to local street segments. The study segments analyzed include the following six segments:

1. Middle Avenue between University Drive and El Camino Real
2. College Avenue between University Drive and El Camino Real
3. Partridge Avenue between University Drive and El Camino Real
4. Cambridge Avenue between University Drive and El Camino Real
5. University Drive between Middle Avenue and Cambridge Avenue
6. Alto Lane between Middle Avenue and College Avenue

The following conditions were evaluated as part of this study:

- Existing Condition. This condition represents traffic conditions that exist today. Existing turning movement counts at the study intersections for the PM peak hour have been obtained from the City's Circulation System Assessment Document (2009 CSA). Signal timing parameters for the analysis are based on the analysis conducted for the CSA.

- Near Term Condition. This condition assumes full occupancy of planned/approved developments near the project vicinity that would be competed in the near term future. Near term conditions at the study intersections are based on project volumes provided by City of Menlo Park staff in the CSA analysis. Planned or approved projects that are not included in the CSA have been provided by the City of Menlo Park, and are added to the Near Term Condition for both the peak hour analysis of the study intersections and the ADT analysis.

- Near Term Plus Project Condition. This condition represents traffic conditions that would be based on the near term future, plus the addition of project generated traffic.

- Near Term Plus Project Condition Alternative 1. This condition includes the Near Term Condition with the existing uses replaced by 5 single family detached housing units and 7 residential condominium/townhouse units.

- Near Term Plus Project Condition Alternative 2. This condition includes the Near Term Condition with the existing uses replaced by the baseline zoning which would include 3 single family detached housing units and 23,000 square feet of retail commercial space

- Long Term Condition. This condition represents traffic conditions based on the Near Term condition with an assumed growth rate of one percent per year to account for future development over a 20-year growth horizon. Similar to the Near Term Conditions, this condition incorporates approved developments that were not included in the CSA

- Long Term Plus Project Condition. This condition represents traffic conditions based on the Long Term Conditions plus the addition of project generated traffic. The same project description used for the Near Term plus Project Condition is assumed.

- Long Term Plus Project Condition Alternative 1. This condition includes the Long Term Condition with the existing uses replaced by 5 single family detached housing units and 7 residential condominium/townhouse units.

- Long Term Plus Project Condition Alternative 2. This condition includes the Long Term Condition with the existing uses replaced by the baseline zoning which would include 3 single family detached housing units and 23,000 square feet of retail commercial space

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FIGURE 1
Study Area

Approved/Planned Developments

Approved and planned developments in Menlo Park are listed in **Appendix A**. This list was provided by City of Menlo Park staff and includes projects that are planned or approved as of August, 2010, but had not yet been occupied. It is anticipated that these projects would be fully implemented and occupied as part of the Near Term Conditions with the exception of the El Camino Real/Downtown Specific Plan (ECR/D) which would only be included in the Long Term Conditions. These future near-term projects are anticipated to add traffic to the Menlo Park roadway network and, in some cases, would add traffic to the roadways and intersections studied in this analysis. The peak hour trips assigned to the roadway network from these projects are provided by the City of Menlo Park in the CSA as part of the near-term conditions analysis, as well as the addition of trips related to the projects that were determined after the creation of the CSA.

Level of Service Significance Criteria

Levels of service for this study are calculated based on the City of Menlo Park *TIA Guidelines* dated 2003 and the San Mateo County guidelines described in the 2009 CMP. Levels of service (LOS) are calculated using the 2000 Highway Capacity Methodology and a definition of Levels of Service for Signalized Intersections. A definition of Levels of Service for Signalized Intersections and for Unsignalized Intersections is provided in **Appendix B**.

The City of Menlo Park's Circulation Element establishes a LOS standard for State-controlled intersections. Project impacts to study intersections and roadway segments are considered significant as determined by the following criteria.

City Arterial Intersections/Local Approaches to State Controlled Intersections. Project traffic increment causes an intersection operating at LOS D or better to reach LOS E (greater than 23 seconds average delay per vehicle) or worse OR, the project traffic increment causes an intersection already operating at LOS E or worse to experience an increase of more than 0.8 seconds of average delay to vehicles on the most critical movements for City arterial intersections, or for local approaches to state controlled intersections.

State Controlled Intersections At state controlled intersections currently operating at LOS D or better, the project will be considered to have an impact if the cumulative analysis indicates that the combination of the proposed project and future cumulative traffic demand will cause the intersection to operate at a level of service that violates the standard adopted and the proposed project increases average control delay at the intersection by four (4) seconds or more. For intersections operating at LOS E or F, the project will be considered to have an impact if the cumulative analysis indicates that the combination of the proposed project and future cumulative traffic demand will result in increasing the average control delay at the intersection by four (4) seconds or more.

Collector Streets. The existing ADT is: (1) greater than 9,000 (90 percent of capacity) and there is a net increase of 50 trips or more in ADT due to project-related traffic; (2) the ADT is greater than 5,000 (50 percent of capacity) but less than 9,000, and the project-related traffic increases the ADT by 12.5 percent or the ADT becomes 9,000 or more; or (3) the ADT is less than 5,000 and the project-related traffic increases the ADT by 25 percent.

Local Streets. The existing ADT is: (1) greater than 1,350 (90 percent of capacity) and there is a net increase of 25 trips or more in ADT due to project-related traffic; (2) the ADT is greater than 750 (50 percent of capacity) but less than 1,350, and the project-related traffic increases the ADT by 12.5 percent or the ADT becomes 1,350; or (3) the ADT is less than 750 and the project related-traffic increases the ADT by 25 percent.

2 EXISTING CONDITION

This section summarizes the Existing Condition in the project vicinity including a description of the existing project site, the roadway network, and vehicular traffic conditions within the project vicinity.

Project Site

The proposed project site currently consists of three contiguous parcels which include a large vacant parking lot at 389 El Camino Real, a residential triplex building at 603 College Avenue, and a single family residence at 612 Partridge Avenue. For the purposes of this analysis all residential units on the project site are assumed to be inhabited. The site also includes an approximately 0.07 acre segment of Alto Lane.

Roadway Network

The existing roadway network within the project vicinity is illustrated **Figure 1**. El Camino Real is a primary arterial street in the vicinity of the project site. Middle Avenue between Valparaiso Avenue and El Camino Real and University Drive between Middle Avenue and Valparaiso Avenue are collector streets. Olive Street is west of the study area, and Valparaiso Avenue is north of the study area. All other roadway segments near the project site are local streets.

El Camino Real (SR 82). El Camino Read is State Route 82 (SR 82) under Caltrans jurisdiction and is classified as a primary arterial street with a speed limit of 35 miles per hour. It runs in the north-south direction along the eastern boundary of the project site and is divided by a short curb median with three lanes in each direction. El Camino Real runs through the City of Menlo Park in a north-south direction. Signalized intersections near the project site along El Camino Real occur at Menlo Avenue/Ravenswood Avenue, Roble Avenue, Middle Avenue, and Cambridge Avenue while unsignalized intersections occur at Live Oak Avenue, College Avenue, Partridge Avenue, Harvard Avenue, and Creek Drive. The free-flow movements of El Camino Real are not disrupted at these unsignalized intersections. Near the project site, limited on-street parking is permitted along the eastern side of the street while it is permitted in certain areas along the western side of El Camino Real.

Middle Avenue. Middle Avenue is a collector street between Olive Street and El Camino Real that runs in the east-west direction along the northern border of the project site. The roadway has one lane of travel in each direction and on-street parking is generally permitted but utilized at low levels. Additionally, the speed limit along Middle Avenue is 30 miles per hour.

University Drive. University Drive is a north-south collector street from Valparaiso Avenue to Creek Drive that runs in the north-south direction one block west of the project site. The roadway has one travel lane in each direction with permitted on-street parking on both sides of the street. The speed limit along University Drive is 25 miles per hour.

College Avenue. College Avenue is an east-west street and is classified as a local street for its entire length between Arbor Road and El Camino Real and extends along the northern boundary of the project site. The roadway has one travel lane in each direction and on-street parking is

permitted on either side of the street. Along College Avenue, the speed limit is 25 miles per hour. Permit parking is available on College Avenue.

Partridge Avenue. Partridge Avenue is classified as an east-west local street for its length from University Drive to El Camino Real. Partridge Avenue borders the southern side of the project site and has one lane of travel in each direction. On-street parking is permitted on either side of the street and the speed limit is 25 miles per hour. Permit parking is available on Partridge Avenue.

Cambridge Avenue. Cambridge Avenue is classified as an east-west local street for its entirety from Arbor Road to El Camino Real. Cambridge Avenue is a block south of the project site with permitted on-street parking on both sides of the street. Cambridge Avenue has one travel lane in each direction with a speed limit of 25 miles per hour.

Alto Lane. Alto Lane is classified as a north-south local street and intermittently runs between Middle Avenue and Creek Drive, including a segment on the project site. On-street parking is not permitted along Alto Lane but off-street parking is available via accessory parking to private businesses. The speed limit is not posted. The segment of Alto Lane that exists on the project site is accessible through a gate off of College Avenue and dead ends approximately 170 feet south of College Avenue.

Level of Service Significance Threshold

Referring to the City of Menlo Park LOS significance criteria and the designations of the project roadways, the LOS significance threshold for each study intersection is presented below in **Table 1** and **Table 2**. Additionally, the total number of vehicles a roadway is expected to accommodate on a daily basis based on the respective classification is listed in **Table 2**.

Table 1 - Intersection Level of Service Significance

Study Intersection	Jurisdiction	LOS Significance Threshold	Significance Threshold for Unacceptable LOS
1. El Camino Real / Menlo Ave / Ravenswood Ave	State	D, on local approaches	LOS becomes E or F or 0.8 second increase to critical local approaches if LOS is currently E or F
2. El Camino Real/Roble Ave	State	D, on local approaches	LOS becomes E or F or 0.8 second increase to critical local approaches if LOS is currently E or F
3. El Camino Real/Middle Ave	State	D, on local approaches	LOS becomes E or F or 0.8 second increase to critical local approaches if LOS is currently E or F
4. El Camino Real/Cambridge Ave	State	D, on local approaches	LOS becomes E or F or 0.8 second increase to critical local approaches if LOS is currently E or F

Table 2 - Roadway Level of Service Significance

Study Roadway Segment	Between	Classification	Daily Capacity	Significance Threshold
1. Middle Ave	University Dr and El Camino Real	C	10,000	Impact if ADT is >9,000 vehicles and project adds >50 trips, or ADT is >5,000 and project increases ADT by 12.5%, or ADT is <5,000 and project increases ADT by 25%.
2. College Ave	University Dr and El Camino Real	L	1,500	Impact if Average Daily Traffic (ADT) is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.
3. Partridge Ave	University Dr and El Camino Real	L	1,500	Impact if Average Daily Traffic (ADT) is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.
4. Cambridge Ave	University Dr and El Camino Real	L	1,500	Impact if Average Daily Traffic (ADT) is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.
5. University Dr	Middle Ave and Cambridge Ave	L	1,500	Impact if Average Daily Traffic (ADT) is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.
6. Alto Ln	Middle Ave and College Are	L	1,500	Impact if Average Daily Traffic (ADT) is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.

Traffic Demand and Levels of Service

Existing Condition intersection traffic volumes have been obtained from the 2009 CSA provided by the City of Menlo Park. These intersection volumes have been analyzed using the Traffix analysis software. Existing intersection lane geometrics are provided in **Figure 2.** Existing peak hour traffic volumes and ADT estimates for the study segments are provided in **Figure 3** and **Figure 4**, respectively.

Existing peak hour intersection levels of service are summarized in **Table 3.** Detailed calculations are provided in the Appendix C. As shown below, the intersections of El Camino Real/Ravenswood Avenue/Menlo Avenue/Ravenswood Avenue and El Camino Real/Middle Avenue currently operate at LOS D during the AM peak hour and El Camino Real/Menlo Avenue/Ravenswood Avenue operates at LOS D during the PM peak hour.

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FIGURE 2
Existing Intersection Lane Geometry

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FIGURE 3
Existing Peak Hour Traffic Volumes

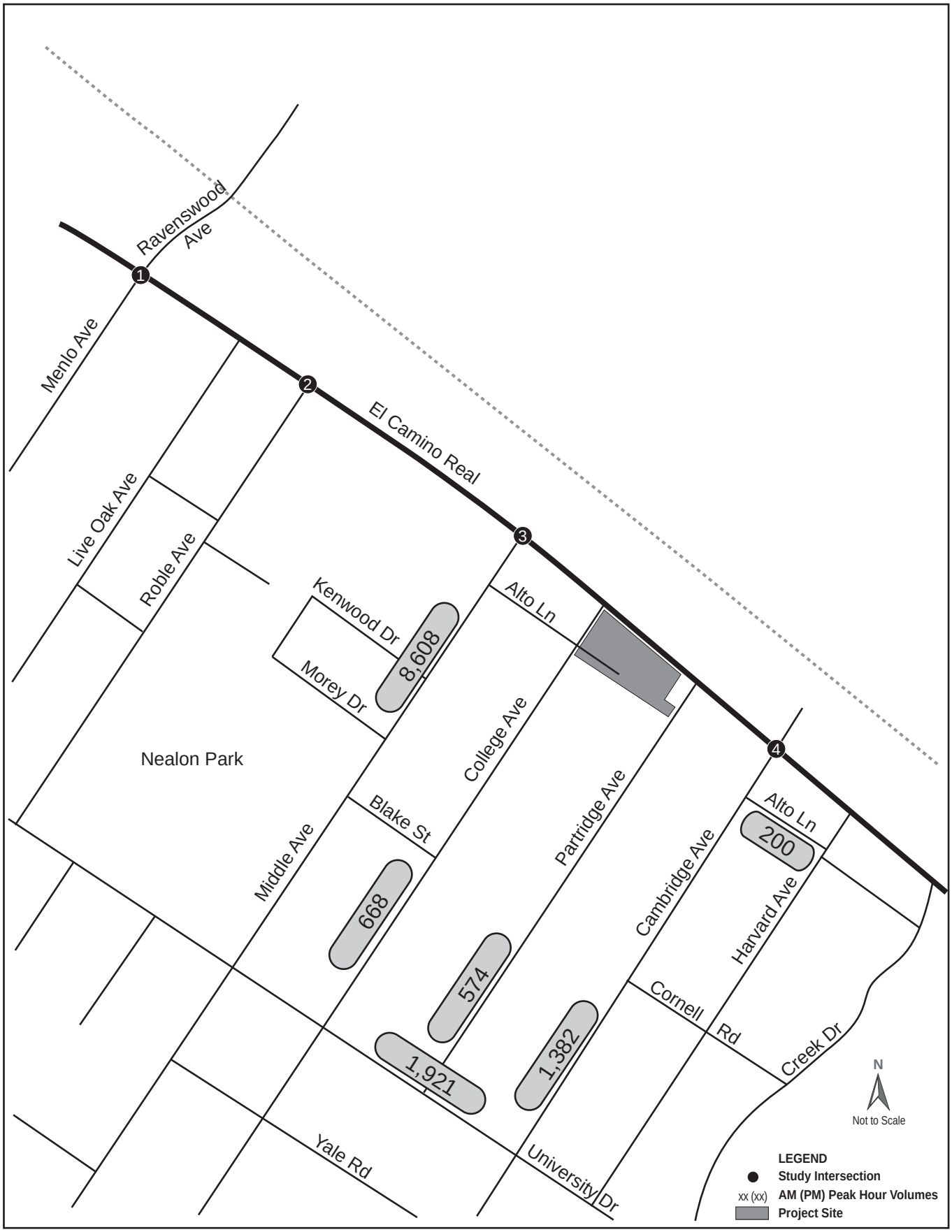

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FIGURE 4
Existing Average Daily Traffic

Table 3 - Existing Levels of Service

Study Intersection	AM Peak Hour Delay[a]	AM Peak Hour LOS[b]	PM Peak Hour Delay	PM Peak Hour LOS
1. El Camino Real/Menlo Ave/ Ravenswood Ave	41.0	D	44.1	D
Critical Local Approaches[c]	**59.5/55.1**	**E/E**	**61.9/61.4**	**E/E**
2. El Camino Real/Roble Ave	10.8	B	14.2	B
Critical Local Approaches	**57.9**/53.2	**E**/D	**67.7/56.8**	**E/E**
3. El Camino Real/Middle Ave	35.5	D	25.3	C
Critical Local Approaches	49.7/NA[d]	D/NA	**64.2**/NA	**E**/NA
4. El Camino Real/Cambridge Ave	13.5	B	12.3	B
Critical Local Approaches	**66.7/62.0**	**E/E**	**66.4/62.8**	**E/E**

Notes: a. Delay = average for signalized intersections.
b. LOS = Level of service, represents average for signalized intersections.
c. Average delay for Eastbound/Westbound critical movements for local approaches.
d. NA denotes not applicable.
Bold delays and LOS indicate an unacceptable LOS E or F condition

Critical movements for local approaches to state controlled intersections at all of the study intersections operate at LOS D or E during both the AM and PM peak hours. The westbound critical movement for the local approach to El Camino Real/Roble Avenue and the eastbound critical movement for the local approach to El Camino Real/Middle Avenue operate at LOS D while the other critical local approaches during the AM and PM peak hours operate at LOS E.

Roadway Segment Analysis

The existing average daily traffic (ADT) for the analyzed roadways has been provided by the City for a typical weekday and is shown in **Figure 4.** The TIA guidelines describe the estimated ideal capacity at 10,000 vehicles per day (vpd) for collectors and 1,500 vpd for local streets. The Existing Condition roadway analysis is detailed in **Table 4.** The table indicates that all of the roadways currently operate under capacity with the exception of University Drive between Middle Avenue and Cambridge Avenue. The highest demand of the study roadways occurs along Middle Avenue between University Drive and El Camino Real.

Table 4 - Existing Average Daily Traffic Summary

	Roadway Class	Capacity	Volume
Middle Avenue (University to El Camino Real)	C	10,000	8,608
College Avenue (University to El Camino Real)	L	1,500	668
Partridge Avenue (University to El Camino Real)	L	1,500	574
Cambridge Avenue (University to El Camino Real)	L	1,500	1,382
University Drive (Middle to Cambridge)	L	1,500	1,921
Alto Lane (Middle to College)	L	1,500	200

Existing Volumes Source: City of Menlo Park 2009 CSA.

Parking

Limited 2-hour on-street parking is permitted along the western side of El Camino Real but is more available along the eastern side of the street. On-street parking on side streets including Middle Avenue, College Avenue, and Partridge Avenue is available. However, it should be noted that daytime (defined as 7:00 AM to 10:00 PM by Chapter 8.06 of the Menlo Park Municipal Code) on-street parking in the College Avenue area is only available by permit in certain areas. Within the study area, these areas include the 600-800 blocks of Cambridge Avenue, the 600-800 blocks of College Avenue, the 600-800 blocks of Partridge Avenue, and the 0-200 blocks of University Drive.

On-street overnight parking is restricted by Chapter 11.24.050 of the Menlo Park Municipal Code which states that on-street parking (defined as between the hours of 2:00 AM and 5:00 AM) is not permitted within a residential zone or located within three hundred feet of a residential zone. A residential zone is defined as all lands within zoning districts RE, RES, R-1-S, R-1-U, R-2, R-3, R-3-A, R-3-C, and R-L-U. Annual on-street overnight parking (defined as between the hours of 2:00 AM and 5:00 AM) permits are only available for certain apartment building within the city limits that lack adequate resident parking spaces and are zoned R-3. However, all Menlo Park residents are allowed to purchase up to 100 temporary one-night permits per year.

No private off-street parking facilities are located near the project site.

Transit

The San Mateo County Transit District (SamTrans) operates 48 bus routes throughout San Mateo County that link to areas of San Francisco and Palo Alto. The express KX route runs along El Camino Real near the project site and provides service between San Francisco and Palo Alto. The local 390 route runs along El Camino Real and connects the Daly City BART station with Palo Alto. The 83 line runs within Menlo Park and Atherton and provides local service. The 83 line runs along University Drive, Middle Avenue, and El Camino Real near the project site and also serves the Menlo Park Caltrain Station. Local route 295 operates between San Mateo and Menlo Park and mainly serves residential neighborhoods along the El Camino corridor. The route passes approximately 0.5 mile north of the project site and serves the Menlo Park Caltrain Station.

Caltrain is a commuter rail line that operates between San Francisco and the Santa Clara Valley. On weekdays, Caltrain operates 90 daily trains which provide a mix of local, limited, and express train. The closest Caltrain stop is approximately half a mile north of the project site at the Menlo Park Station and is serviced 60 times per weekday. Transit connections with the 295, 296, 390, and KX SamTrans bus routes occur at the Menlo Park Caltrain Station.

In recent years, SamTrans and Caltrain have reduced service and operations as a result of financial constraints. The routes identified in this report are current as of June, 2011 but may change as additional service changes are considered in the future.

Bicycle and Pedestrian Facilities

In the vicinity of the project site there are few on-street bicycle facilities. El Camino Real does not accommodate any bike paths or lanes, but bicyclists were regularly observed riding in the right lane. The closest on-street bicycle facility west of El Camino Real is a Class II[1] facility located along Santa Cruz Avenue north of the project site. Bicycle facilities are more prevalent east of El Camino Real with Class II facilities along Willow Road and Class II and Class III facilities along Laurel Street.

Existing sidewalks in the area are between 4 and 6 feet in width and are present along the El Camino Real, College Avenue, and Partridge Avenue project site frontages. Crosswalk striping is not provided at most unsignalized intersections, but is provided at signalized intersections including those at El Camino Real and Middle Avenue and El Camino Real and Cambridge Avenue. The nearest crosswalks traversing El Camino Real are at Middle Avenue one block to the north and Cambridge Avenue one block to the south. The sidewalks in the vicinity of the project site are generally in acceptable condition. Some sidewalk furniture is present in the area and includes light poles, fire hydrants, street sign poles, trees, and mailboxes.

[1] **Class I** facilities (bike path) are completely separated, with paved right of way (shared with pedestrians) which excludes general motor vehicle traffic.
Class II facilities (bike lane) include a striped lane for one-way bike travel on a roadway.
Class III facilities (bike route) are typically on-street with low traffic volumes and speeds, with measures for preferential bike treatment.

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FIGURE 5
Existing Area Transit Routes

3 NEAR TERM CONDITIONS

A list of near term developments has been provided by City and includes developments that are planned (i.e., applied for a development permit) or approved in Menlo Park. **Table 5** summarizes projects that were included in the CSA; traffic from these developments has been added to the study intersections and roadway segments for the near term conditions. A complete list of approved and planned projects is contained in **Appendix A**.

Table 5 - Near Term Developments in the Project Vicinity

Project/Land Use	Land Use	Size	Units
1906 El Camino Real	Office/Restaurant	9,825/-5,742	SF/SF
1706 El Camino Real	Office/Restaurant	10,166/-6,875	SF/SF
Menlo Gateway	Office/R&D/Office/ Health Club/Restaurant/Retail/Hotel	-111,679/58,505/694,669/ 69,467/6,947/10,420/230	SF/SF/SF/ SF/SF/SF/Rms
2550 Sand Hill Road	Office	23,011	SF
Hamilton East	Residential/Residential/Light Industrial	214/8/55,861	DU/DU/SF
Menlo Business Park	R&D	145,000	SF
Facebook Campus	Office	1,476,000	SF

Source: City of Menlo Park
Notes: Units are given as per square foot (SF), dwelling units (DU) and Rooms (Rms)

Traffic Volumes and Levels of Service

Peak Hour traffic volumes for the Near Term Conditions has been provided by the City of Menlo Park for the signalized study intersections during the AM and PM peak hours via the Near Term Condition in the CSA Traffix Model. **Figure 6** shows the Near Term Conditions traffic volumes for the study intersections. No planned/programmed mitigation measures would be implemented by the time the near term developments are built and occupied. Intersection geometrics will remain the same as with the Existing Condition. Slight changes to signal timing parameters are based on the CSA.

As shown in **Table 6,** for the Near Term Conditions during the AM peak hour, the intersection of El Camino Real/Menlo Avenue/Ravenswood Avenue would remain at LOS D while at El Camino Real/Middle Avenue the LOS would improve from D in the Existing Condition to C in the Near Term Conditions with the intersection improvements proposed and programmed into the CSA Traffix file. Any intersection improvements that are programmed into the CSA Traffix file are done by the City. These improvements may include future mitigation measures for unrelated projects or any additional geometric improvements approved by the City. In the PM peak hour, El Camino Real/Menlo Ave/Ravenswood Avenue would decline from LOS D in the Existing Condition to LOS F in the Near Term Conditions.

Two critical movements for local approaches to state controlled intersections would experience a decrease in LOS. During the PM peak hour, the eastbound and westbound critical movements for the local approaches to El Camino Real/Menlo Avenue/Ravenswood Avenue would be LOS E for the Existing Condition and LOS F for the Near Term Conditions. All local approaches to state

controlled intersections would operate at unacceptable LOS E or F for either the AM Peak Hour, PM Peak Hour, or both.

Table 6 - Near Term Condition Level of Service

	AM Peak Hour		PM Peak Hour	
Study Intersection	Delay[a]	LOS[b]	Delay	LOS
1. El Camino Real/Menlo Ave/ Ravenswood Ave	52.6	D	**82.5**	**F**
Critical Local Approaches[c]	**55.3/72.2**	**E/E**	**113.0/112.0**	**F/F**
2. El Camino Real/Roble Ave	11.0	B	14.4	B
Critical Local Approaches	**58.2**/53.4	**E**/D	**71.0/57.4**	**E/E**
3. El Camino Real/Middle Ave	29.1	C	25.7	C
Critical Local Approaches	50.9/NA[d]	D/NA	**67.6**/NA	**E**/NA
4. El Camino Real/Cambridge Ave	11.2	B	12.4	B
Critical Local Approaches	**66.9/62.1**	**E/E**	**66.6/62.9**	**E/E**

Notes: a. Delay = average for signalized intersections.
b. LOS = Level of service, represents average for signalized intersections.
c. Average delay for Eastbound/Westbound critical movements for local approaches.
d. NA denotes not applicable.
Bold delays and LOS indicate an unacceptable LOS E or F condition

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FIGURE 6
Near Term Peak Hour Volumes

Roadway Segment Analysis

The Near Term Conditions ADT volumes are illustrated in **Figure 7** while the roadway analysis for the Near Term Conditions is shown in **Table 7.** The Near Term Condition would add between 4 and 172 vehicles to the analyzed roadway segments. As shown, the demand would continue to be below capacity for the analyzed roadways with the background roadway growth added to the existing demand with the exception of University Drive between Middle Avenue and Cambridge Avenue.

Table 7 - Near Term Condition Average Daily Traffic Summary

			Existing	Near Term		
	Roadway Class	Capacity	Volume	ADT	Volume Added for Near Term	% Change from Existing
Middle Avenue (University to El Camino Real)	C	10,000	8,608	8,780	172	2.0%
College Avenue (University to El Camino Real)	L	1,500	668	681	13	2.0%
Partridge Avenue (University to El Camino Real)	L	1,500	574	585	11	2.0%
Cambridge Avenue (University to El Camino Real)	L	1,500	1,382	1,410	28	2.0%
University Drive (Middle to Cambridge)	L	1,500	1,921	1,959	38	2.0%
Alto Lane (Middle to College)	L	1,500	200	204	4	2.0%

Existing Volumes Source: City of Menlo Park 2009 CSA.

Parking

Off-street and on-street parking conditions would remain the same as under the Existing Condition. There is no vehicle parking along El Camino Real. No changes in parking would be expected.

Transit, Bicycle, and Pedestrian Facilities

The 2005 Menlo Park comprehensive Bicycle Development Plan identifies Middle Avenue, College Avenue, and University Drive as roadways for Class II Bike Lanes. These lanes are programmed as mid-term project, and may be implemented by the Near Term Conditions Analysis.

There are no major anticipated changes to transit and pedestrian facilities for the Near Term Conditions. In recent years, SamTrans and Caltrain have reduced service and operations as a result of financial constraints. The routes identified in this report are current as of June, 2011 but may change as additional service changes are considered in the future.

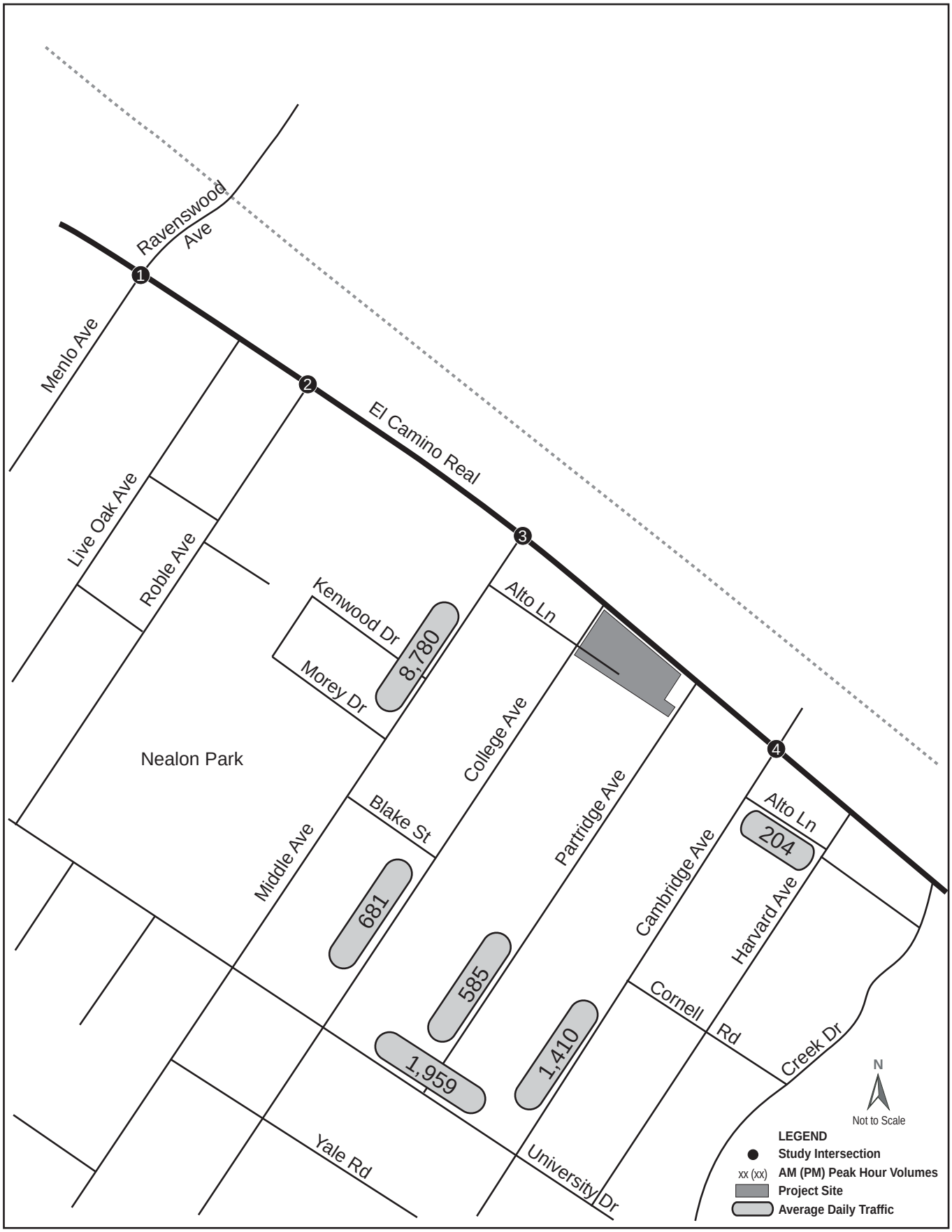

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FIGURE 7
Near Term Average Daily Traffic

4 NEAR TERM PLUS PROJECT CONDITION

The four existing parcels of the project site consist of a residential house, a rental triplex, a large vacant parking lot, and Alto Lane. For the purposes of net project trip generation, credit has been taken for these existing uses. The Project Condition would include 27 residential units, including 10 small lot single family homes and 17 town home units. Additionally, 62 on-site parking spaces would be provided and consist of 44 covered standard spaces, 8 covered tandem spaces, 8 uncovered guest spaces, and 2 accessible spaces. A site plan for the project is shown in **Figure 8**.

Trip Generation and Distribution

The estimated trip generation for the proposed residential uses and for the existing residential uses has been calculated based on the trip generation rates from the *ITE Trip Generation* (8th Edition, 2008). Additionally, trip credits have been applied for the existing housing units on the site. The proposed project would generate approximately 13 net AM Peak Hour trip (4 inbound trips and 9 outbound trips) and 17 net PM Peak Hour trips (11 inbound trips and 6 outbound trips). The proposed project trip generation is summarized in **Table 8**.

Table 8 - Project Trip Generation

	Land Use Code	AM Peak Hour			PM Peak Hour			Daily
Existing Uses		**In**	**Out**	**Total**	**In**	**Out**	**Total**	
Existing Single Family Detached Housing (1)	210	0	-1	-1	-1	0	-1	-10
Existing Residential Condominium/Townhouse (3)	230	0	-2	-2	-1	-1	-2	-30
Proposed Uses								
Proposed Single Family Detached Housing (10)	210	2	6	8	7	4	11	96
Proposed Residential Condominium/Townhouse (17)	230	2	6	8	6	3	9	99
Total for Proposed Uses		**4**	**12**	**16**	**13**	**7**	**20**	**195**
Total Net New Trips		**4**	**9**	**13**	**11**	**6**	**17**	**155**

Note: The existing trip credit represents the occupied residential units on the project site.
Values are rounded.

Trips generated by the existing land uses and proposed project have been assumed to have distribution patterns consistent with the travel patterns outlined in the CSA. **Figure 9** illustrates the trip distribution patterns for the existing and proposed land uses, **Figure 10** illustrates the project trip assignment, and **Figure 11** illustrates the average daily traffic.

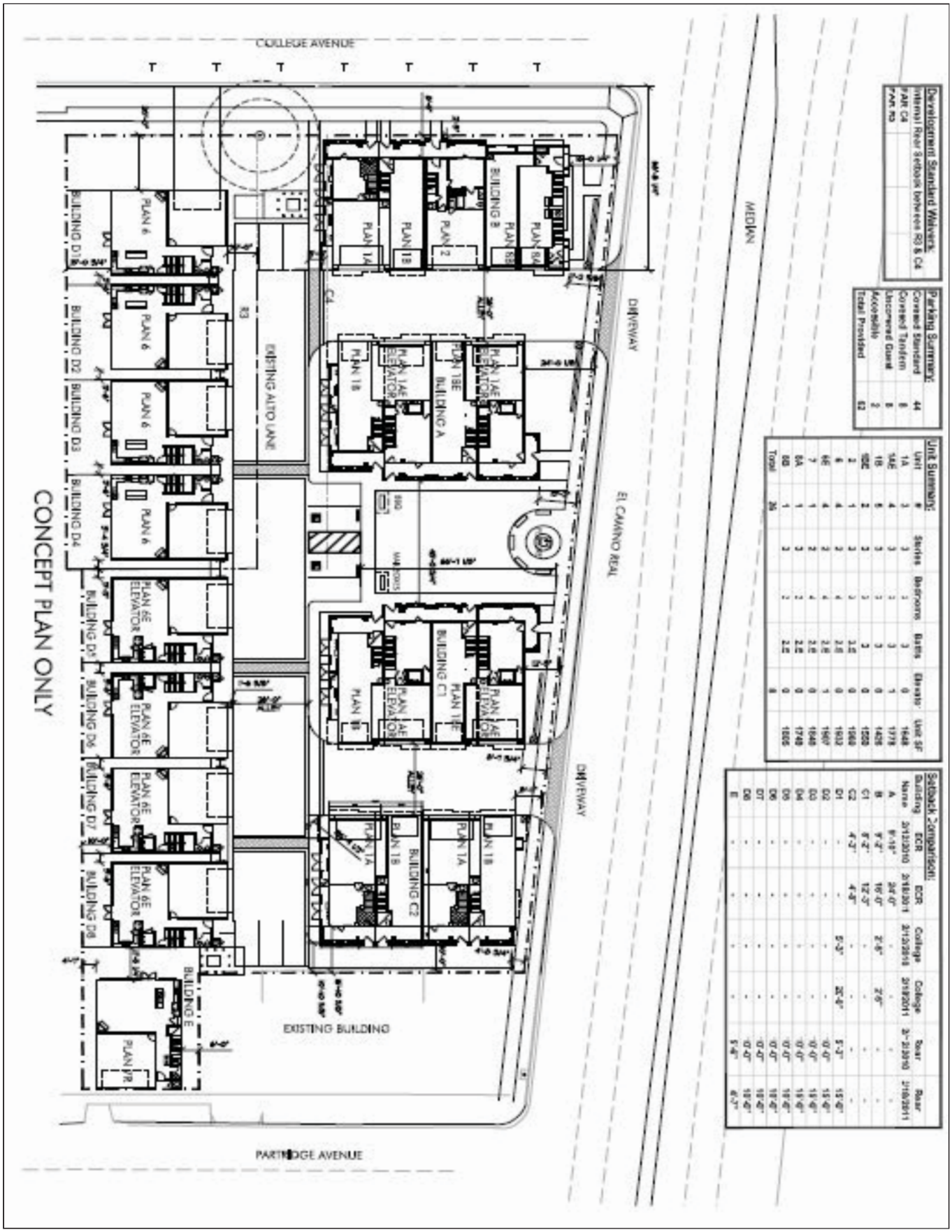

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FIGURE 8
Site Plan

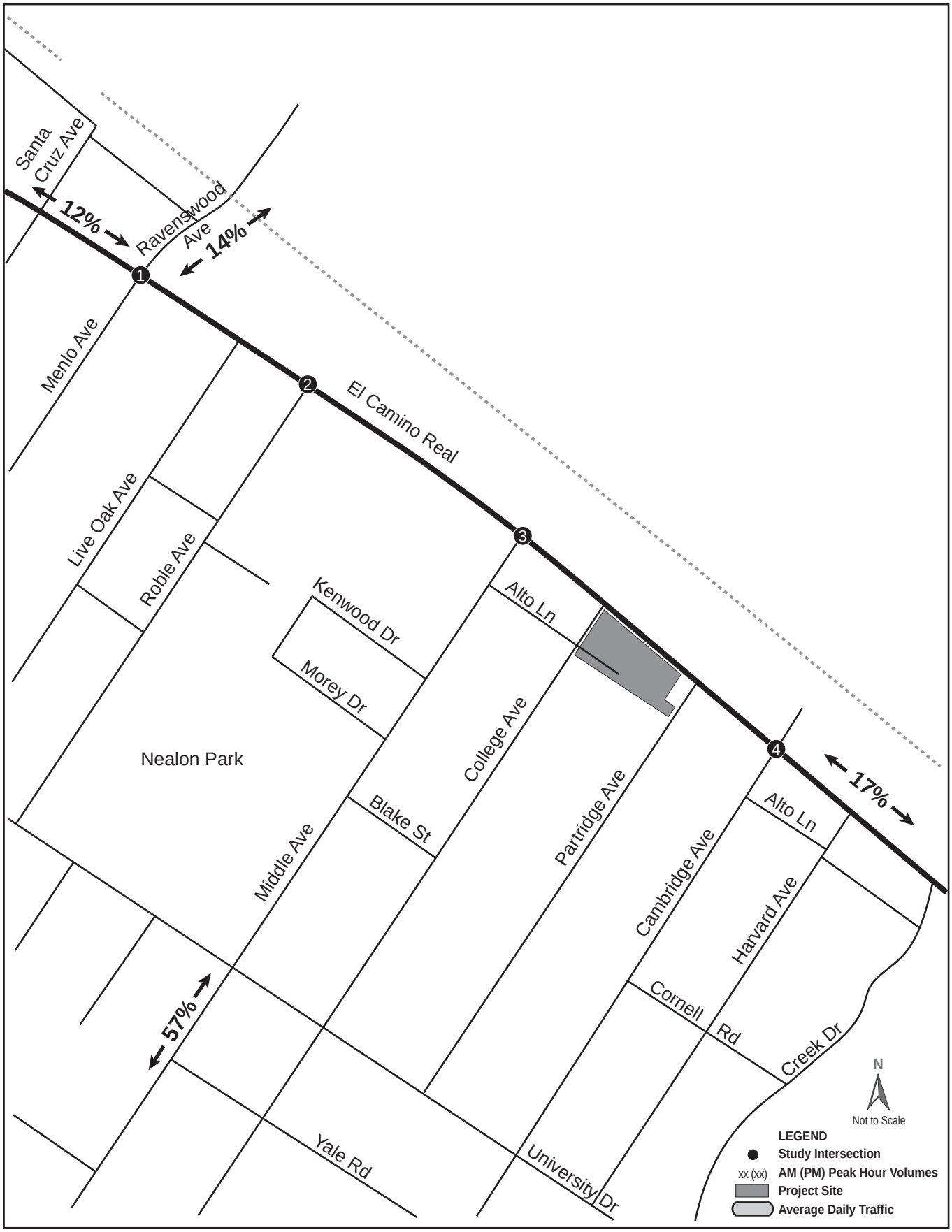

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FIGURE 9
Trip Distribution

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FIGURE 10
Peak Hour Project Generated Trips

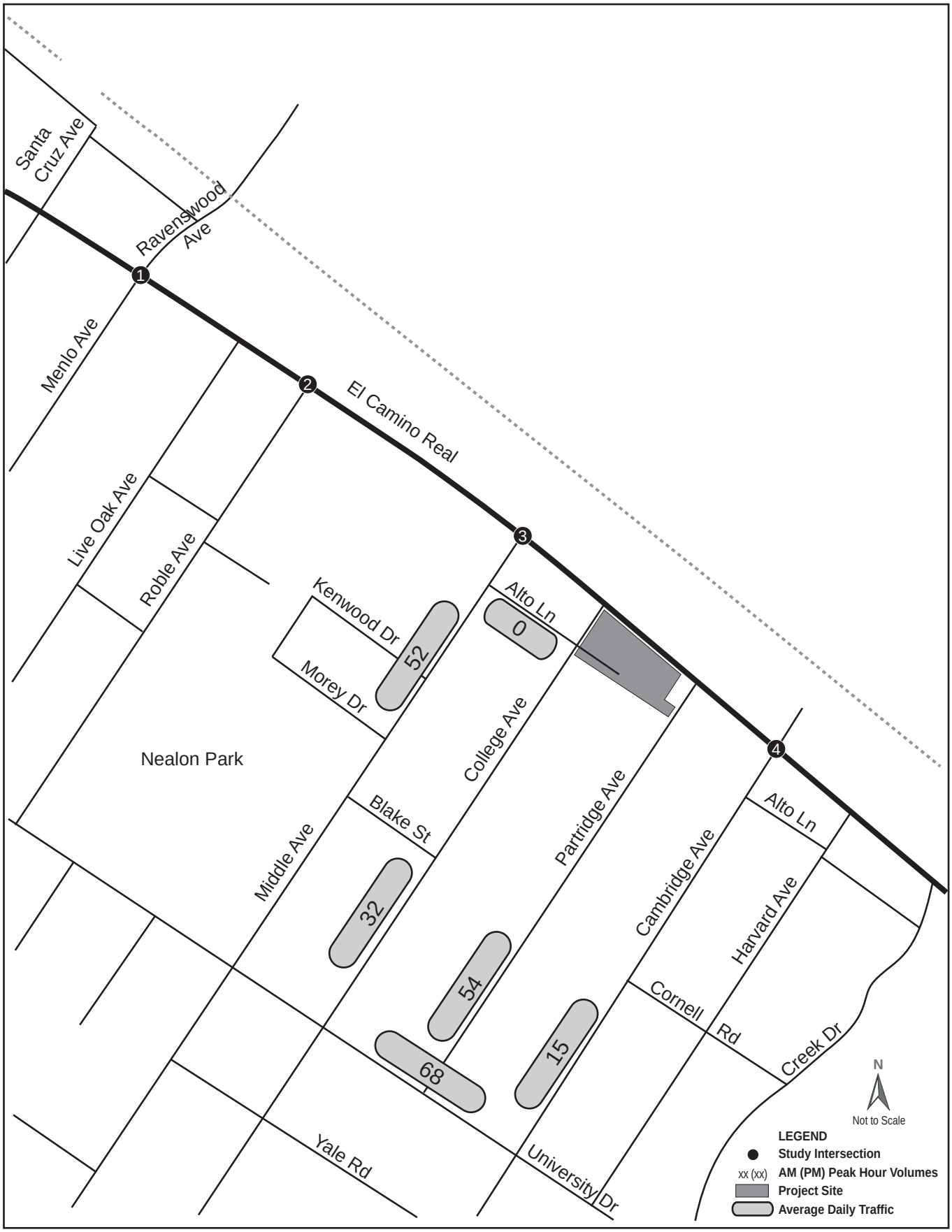

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FIGURE 11
Project Generated Average Daily Traffic

Traffic Volumes and Levels of Service

Near Term Plus Project Condition Peak Hour traffic volumes are provided in **Figure 12**. An intersection level of service comparison summary between Near-Term Conditions and Near Term Plus Project Condition is shown in **Table 9**. As shown in the tables, the project would have little effect on the average delay for the study intersections in the Near Term. The respective increases in delay for the critical movements for local approaches to state controlled intersections would be below the acceptable 0.8 second threshold for both the AM and PM peak hours. As such, the project would not result in any potentially significant impacts to the study area intersections.

Roadway Segment Analysis

Near Term Plus Project Condition ADT volumes for the study segments are provided in **Figure 13** while **Table 10** compares roadway segments in the Existing, Near Term, and Near Term Plus Project Condition and the corresponding ADT increases. The project would generate 155 net daily trips for a typically weekday. Based on the significance criteria for collector and local streets set by the City of Menlo Park, University Drive between Middle Avenue and College Avenue would experience a potentially significant impact for the Near Term with Project Condition. For this segment, the project would add 68 vehicles which is more than the 25-trip threshold for local roadways with ADT greater than 1,350 vehicles.

Parking

As part of the proposed site plan, 62 total parking spaces would be provided. These would include 44 covered standard spaces, 8 covered tandem spaces, 8 uncovered guest spaces, and 2 accessible spaces. All of the project-related parking demand would be accommodated on-site. As a result, on-street parking conditions are expected to remain the same under the Plus Project Condition.

Transit, Bicycle, and Pedestrian Facilities

There are no anticipated changes to transit, pedestrian, and bicycle operations as a result of the proposed project.

Site Circulation and Emergency Access

Access to the site would be provided via two right-in/right-out driveways along the west side of El Camino Real between College Avenue and Partridge Avenue as shown in **Figure 8**. The north driveway would be located approximately 70 feet south of the intersection of College Avenue and El Camino Real while the south driveway would be located approximately 115 feet north of Partridge Avenue and El Camino Real. Access to Alto Lane from College Avenue would be removed in the Plus Project Condition. The internal driveways would be approximately 26 feet in width and access the 62 on-site parking spaces. Emergency access would be provided by these two right-in/right-out access points as well.

Table 9 - Near Term Plus Project Condition Levels of Service

	Near Term Condition				Near Term Plus Project Condition				Difference in Delay	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
Study Intersection	Delay[a]	LOS[b]	Delay	LOS	Delay	LOS	Delay	LOS		
1. El Camino Real/Menlo Ave/ Ravenswood Ave	52.6	D	**82.5**	**F**	52.7	D	**82.7**	**F**	0.1	0.2
Critical Local Approaches[c]	**55.3/72.2**	**E/E**	**113.0/112.0**	**F/F**	**55.3/72.4**	**E/E**	**113.0/112.0**	**F/F**	0.0/0.2	0.0/0.0
2. El Camino Real/Roble Ave	11.0	B	14.4	B	11.0	B	14.4	B	0.0	0.0
Critical Local Approaches	**58.2**/53.4	**E**/D	**71.0/57.4**	**E/E**	**58.2**/53.4	**E**/D	**71.1/57.4**	**E/E**	0.0/0.0	0.1/0.0
3. El Camino Real/Middle Ave	29.1	C	25.7	C	29.2	C	25.8	C	0.1	0.1
Critical Local Approaches	50.9/NA[d]	D/NA	**67.6**/NA	**E**/NA	50.9/NA	D/NA	**67.6**/NA	**E**/NA	0/NA	0/NA
4. El Camino Real/Cambridge Ave	11.2	B	12.4	B	11.3	B	12.5	B	0.1	0.1
Critical Local Approaches	**66.9/62.1**	**E/E**	**66.6/62.9**	**E/E**	**66.9/62.1**	**E/E**	**66.6/62.9**	**E/E**	0.0/0.0	0.0/0.0

Notes: a. Delay = average for signalized intersections.
b. LOS = Level of service, represents average for signalized intersections.
c. Average delay for Eastbound/Westbound critical movements for local approaches.
d. NA denotes not applicable.
Bold delays and LOS indicate an unacceptable LOS E or F condition

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FIGURE 12
Near Term Plus Project Condition Peak Hour Volumes

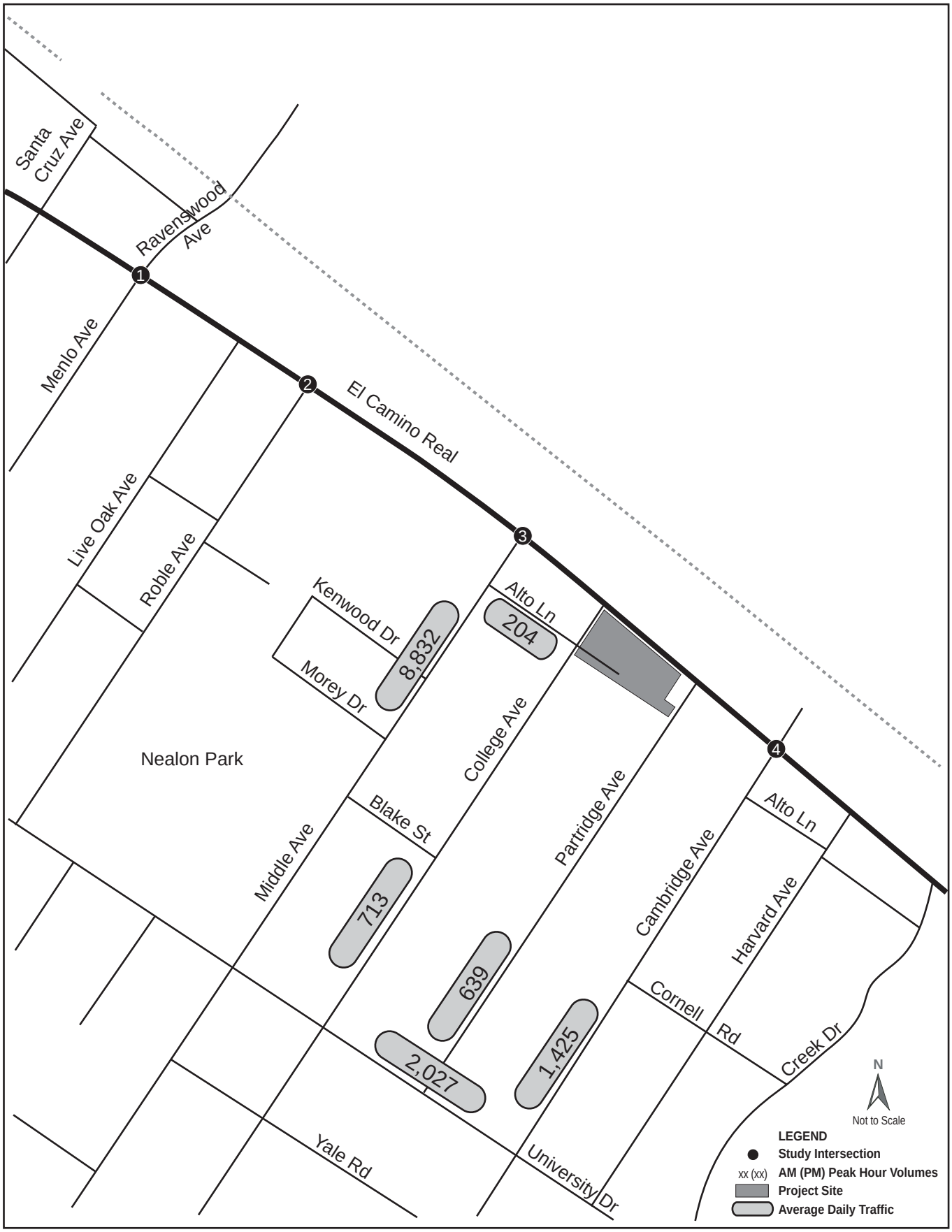

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FIGURE 13
Near Term Plus Project Conditions Average Daily Traffic

Table 10 - Near Term Condition Average Daily Traffic Summary

			Existing	Near Term Condition			Near Term Plus Project Condition			
	Roadway Class	Capacity	Volume	ADT	Volume Added for Near Term	% Change from Existing	ADT	Project Volume Added for Near Term	% Change from Near Term	Potentially significant impact?
Middle Avenue (University to El Camino Real)	C	10,000	8,608	8,780	172	2.0%	8,832	52	0.6%	N
College Avenue (University to El Camino Real)	L	1,500	668	681	13	2.0%	713	32	4.7%	N
Partridge Avenue (University to El Camino Real)	L	1,500	574	585	11	2.0%	639	54	9.2%	N
Cambridge Avenue (University to El Camino Real)	L	1,500	1,382	1,410	28	2.0%	1,425	15	1.1%	N
University Drive (Middle to Cambridge)	L	1,500	1,921	1,959	38	2.0%	2,027	68	3.5%	**Y**
Alto Lane (Middle to College)	L	1,500	200	204	4	2.0%	204	0	0.0%	N

City of Menlo Park Segment Criteria:
(1) L = Local Street. Impact if ADT is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.
(2) C = Collector Street. Impact if ADT is >9,000 vehicles and project adds >50 trips, or ADT is >5,000 and project increases ADT by 12.5%, or ADT is <5,000 and project increases ADT by 25%.

5 LONG TERM CONDITION

This section discusses the traffic operating conditions of the study intersections and roadway segments under the Long Term Condition. The Long Term Condition assumes the 1% annual growth rate associated with the Near Term Condition, and adds growth associated with an additional project, as detailed in **Table 11**. Additionally, the current occupancy at the existing residences was assumed to remain the same as described previously.

Table 11 - Long Term Developments in the Project Vicinity

Project/Land Use	Land Use	Size	Units
El Camino Real/Downtown Specific Plan	Retail	91,800	Square Feet
El Camino Real/Downtown Specific Plan	Office	240,820	Square Feet
El Camino Real/Downtown Specific Plan	Residential	680	Units
El Camino Real/Downtown Specific Plan	Hotel	380	Rooms
Facebook Campus	Office	1,476,000	Square Feet
Stanford University Medical Campus (SUMC)	Hospital/Medical Office	854,970/24,330	Square Feet/Square Feet

Source: City of Menlo Park

Traffic Volumes and Levels of Service

Figure 14 shows the Long Term Conditions traffic volumes while the corresponding intersection LOS and delay for the Long Term Conditions are shown in **Table 12.** For the Long Term Conditions, the El Camino Real/Menlo Avenue/Ravenswood Avenue intersection would operate at LOS F for the AM and PM Peak Hours and all other intersections would operate at acceptable LOS. All of the critical movements for local approaches to state controlled intersections would operate at LOS D or worse for both peak hours.

Table 12 - Long Term Condition Levels of Service

	AM Peak Hour		PM Peak Hour	
Study Intersection	Delay[a]	LOS[b]	Delay	LOS
1. El Camino Real/Menlo Ave/ Ravenswood Ave	**104.2**	**F**	**169.8**	**F**
Critical Local Approaches[c]	**119.4/151**	**F/F**	**235.4/239**	**F/F**
2. El Camino Real/Roble Ave	11.6	B	19.8	B
Critical Local Approaches	**64.2**/54.8	**E**/D	**104.9/59.8**	**F/E**
3. El Camino Real/Middle Ave	35.4	D	32.5	C
Critical Local Approaches	**71.8**/NA[d]	**E**/NA	**93.9**/NA	**F**/NA
4. El Camino Real/Cambridge Ave	12.5	B	14.3	B
Critical Local Approaches	**69.7/62.1**	**E/E**	**68.3/63.0**	**E/E**

Notes: a. Delay = average for signalized intersections.
b. LOS = Level of service, represents average for signalized intersections
c. Average delay for Eastbound/Westbound critical movements for local approaches.
d. NA denotes not applicable.
Bold delays and LOS indicate an unacceptable LOS E or F condition

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FIGURE 14
Long Term Condition Peak Hour Volumes

Roadway Segment Analysis

For the Long Term Condition roadway analysis, the background growth and proposed and planned projects would result in increases in ADT volumes. **Table 13** indicates that the background growth would increase the daily roadway demand by between 42 and 1,808 vehicles in 2030 while **Figure 15** shows the daily ADT volumes on the study area roadway network. With these traffic increases, daily roadway demand would still be below the overall capacity for each analyzed roadway, with the exception of Middle Avenue between University Drive and El Camino Real and Cambridge Avenue between University Drive and El Camino Real.

Table 13 - Long Term Condition Average Daily Traffic Summary

			Existing	Long Term Condition		
	Roadway Class	Capacity	Volume	ADT	Volume Added for Long Term	% Change from Existing
Middle Avenue (University to El Camino Real)	C	10,000	8,608	10,416	1,808	21.0%
College Avenue (University to El Camino Real)	L	1,500	668	808	140	21.0%
Partridge Avenue (University to El Camino Real)	L	1,500	574	695	121	21.0%
Cambridge Avenue (University to El Camino Real)	L	1,500	1,382	1,672	290	21.0%
University Drive (Middle to Cambridge)	L	1,500	1,921	2,324	403	21.0%
Alto Lane (Middle to College)	L	1,500	200	242	42	21.0%

Existing Volumes Source: City of Menlo Park 2009 CSA.

Parking

Off-street and on-street parking conditions would remain the same as under the Existing Condition and Near Term Condition. Parking along El Camino Real may change as a result of the El Camino Real/Downtown Specific Plan but is only strictly defined in the downtown area. Changes in the parking supply is proposed through additional parking garages, sidewalk widening, and bike lane additions in the downtown area of Menlo Park centered around Santa Cruz Avenue, a quarter mile north of the project site.

Transit, Bicycle, and Pedestrian Facilities

The 2005 Menlo Park comprehensive Bicycle Development Plan identified Middle Avenue, College Avenue, and University Drive as roadways for Class II Bike Lane. These lanes were programmed as mid-term project, and may be implemented by the Long Term Conditions. Additionally, a Class III Bike Route along El Camino Real is programmed as a long term project and may be implemented by the Long Term Conditions.

Potential major changes to transit and pedestrian facilities for the Long Term Conditions include the completion of the High Speed Rail and the Bicycle and Pedestrian Crossings near the Caltrain Station and the intersection of El Camino Real and Middle Avenue. Both of these undercrossing projects do not have funding. The undercrossing at the Caltrain Station will be constructed in conjunction with the improvements to the station as a result of the High Speed

Rail. The second undercrossing at El Camino Real and Middle Avenue will be funded by the Transit Improvement Fee.

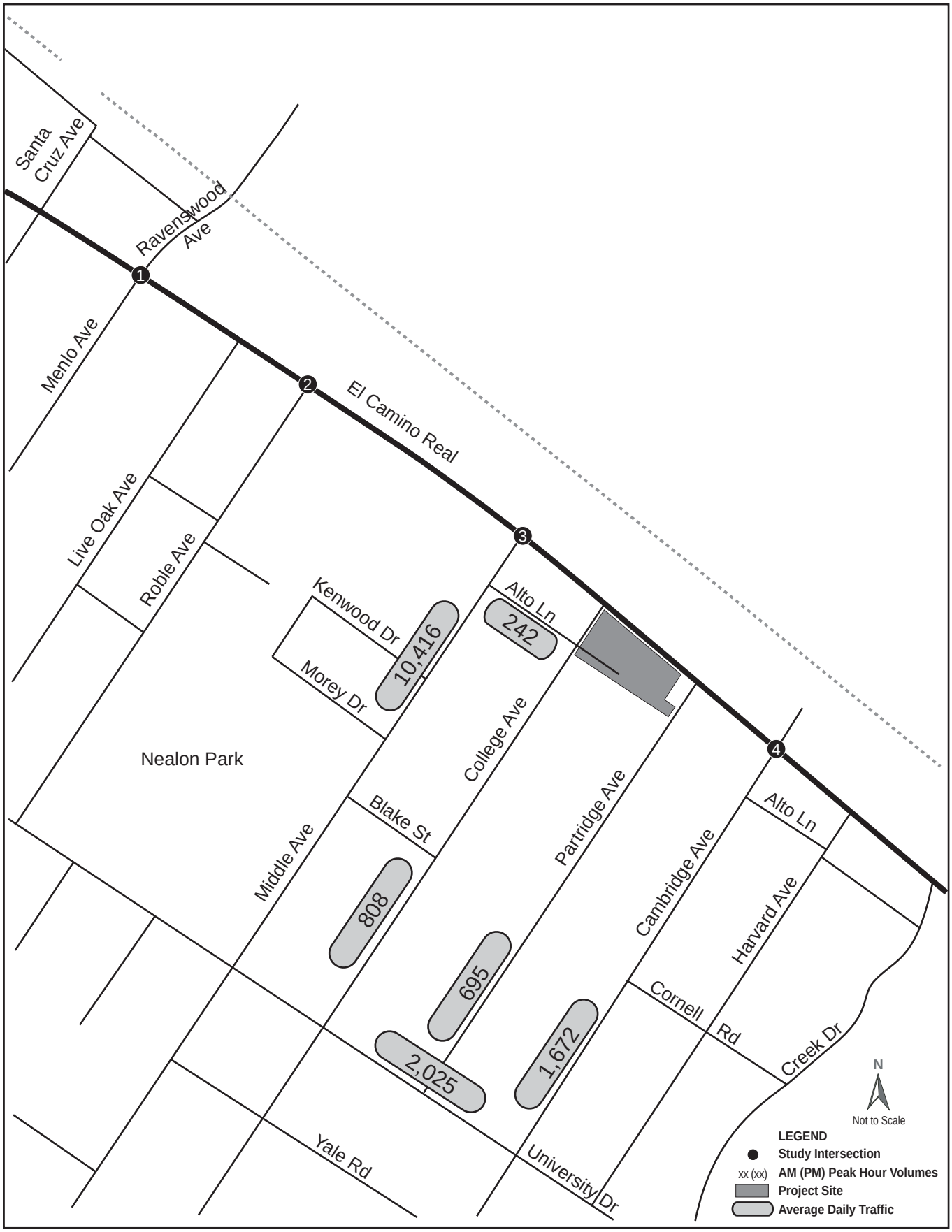

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FIGURE 15
Long Term Conditions Average Daily Traffic

6 LONG TERM PLUS PROJECT CONDITION

The Long Term Plus Project Condition follows similar assumptions to the Near Term Plus Project Condition, with the exception of a longer background growth period. Net project generated trips detailed in the Near Term Plus Project section have been applied to the Long Term Conditions volumes to determine the Long Term Plus Project volumes.

Traffic Volumes and Levels of Service

Figure 16 details the Long Term Plus Project Condition traffic volumes while the resulting intersection LOS and delay are presented in **Table 14.** The project-related traffic would not increase delay to critical movements to local approaches to state controlled intersections by more than the 0.8 second threshold. As a result, the project would not result in any potentially significant impacts to the study area intersections.

Roadway Segment Analysis

For the roadway analysis the number of daily trips added in the future Long Term Plus Project Condition due to the proposed project would be the same as in the Near Term Plus Project Condition. **Figure 17** shows the Long Term Condition traffic volumes while **Table 15** shows the comparison between the Existing Condition, Long Term Condition, and Long Term with Project Condition and the corresponding ADT increases between them.

As in the Near Term with Project Condition, University Drive between Middle Avenue and College Avenue would experience potentially significant impacts for the Long Term with Project Condition. For this segment, the project would add 68 vehicles, which is more than the 25-trip threshold for local roadways with ADT greater than 1,350 vehicles. Middle Avenue from University Drive to El Camino Real will also have a potentially significant impact since the project will add 52 trips, which is more than the 50-trip threshold for collector roadways with ADT greater than 9,000 vehicles.

Table 14 - Long Term Plus Project Condition Levels of Service

Study Intersection	Long Term Condition AM Peak Hour Delay[a]	Long Term Condition AM Peak Hour LOS[b]	Long Term Condition PM Peak Hour Delay	Long Term Condition PM Peak Hour LOS	Long Term Plus Project Condition AM Peak Hour Delay	Long Term Plus Project Condition AM Peak Hour LOS	Long Term Plus Project Condition AM Peak Hour Delay	Long Term Plus Project Condition AM Peak Hour LOS	Difference in Delay AM Peak Hour	Difference in Delay PM Peak Hour
1. El Camino Real/Menlo Ave/ Ravenswood Ave	**104.2**	**F**	**169.8**	**F**	**104.6**	**F**	**170.2**	**F**	0.4	0.4
Critical Local Approaches[c]	**119.4/151**	**F/F**	**235.4/239**	**F/F**	**120/151**	**F/F**	**236.0/240.0**	**F/F**	0.6/0.0	0.6/1.0
2. El Camino Real/Roble Ave	11.6	B	19.8	B	11.6	B	19.8	B	0.0	0.0
Critical Local Approaches	**64.2**/54.8	**E**/D	**104.9/59.8**	**F/E**	**64.3**/54.8	**E**/D	**105.2/59.8**	**F/E**	0.1/0.0	0.3/0.0
3. El Camino Real/Middle Ave	35.4	D	32.5	C	35.5	D	32.7	C	0.1	0.2
Critical Local Approaches	**71.8**/NA[d]	**E**/NA	**93.9**/NA	**F**/NA	**71.9**/NA	**E**/NA	**94.2**/NA	**F**/NA	0.1/NA	0.3/NA
4. El Camino Real/Cambridge Ave	12.5	B	14.3	B	12.6	B	14.4	B	0.1	0.1
Critical Local Approaches	**69.7/62.1**	**E/E**	**68.3/63.0**	**E/E**	**69.7/62.1**	**E/E**	**68.3/63.0**	**E/E**	0.0/0.0	0.0/0.0

Notes: a. Delay = average for signalized intersections.
b. LOS = Level of service, represents average for signalized intersections.
c. Average delay for Eastbound/Westbound critical movements for local approaches.
d. NA denotes not applicable.
Bold delays and LOS indicate an unacceptable LOS E or F condition

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FIGURE 16
Long Term Plus Project Condition Peak Hour Volumes

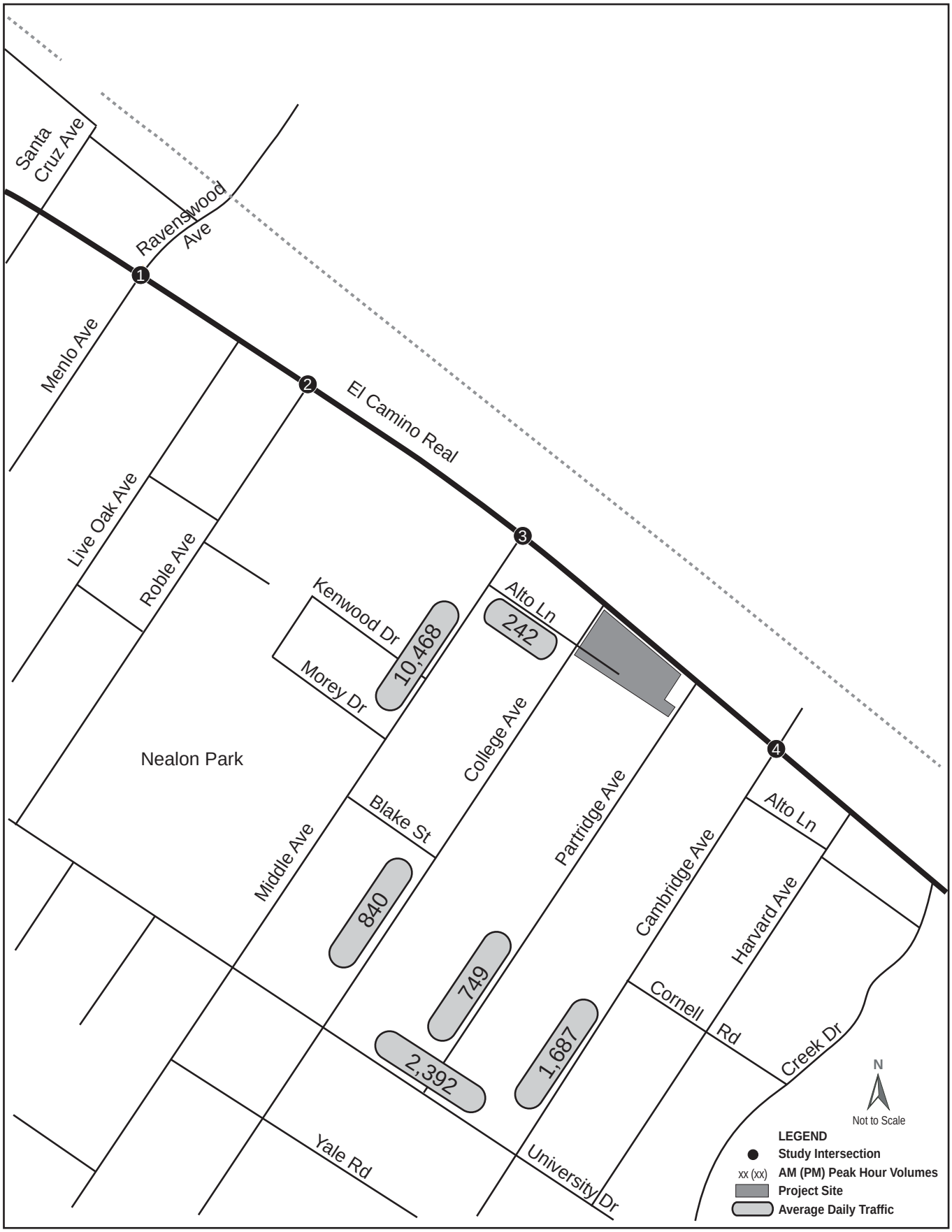

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FIGURE 17
Long Term Plus Project Conditions Average Daily Traffic

Table 15 - Long Term Plus Project Condition Average Daily Traffic Summary

			Existing	Long Term Condition			Long Term Plus Project Condition			
	Roadway Class	Capacity	Volume	ADT	Volume Added for Long Term	% Change from Existing	ADT	Project Volume Added for Long Term	% Change from Long Term	Potentially significant impact?
Middle Avenue (University to El Camino Real)	C	10,000	8,608	10,416	1,808	21.0%	10,468	52	0.5%	**Y**
College Avenue (University to El Camino Real)	L	1,500	668	808	140	21.0%	840	32	3.6%	N
Partridge Avenue (University to El Camino Real)	L	1,500	574	695	121	21.0%	749	54	7.2%	N
Cambridge Avenue (University to El Camino Real)	L	1,500	1,382	1,672	290	21.0%	1,687	15	0.9%	N
University Drive (Middle to Cambridge)	L	1,500	1,921	2,324	403	21.0%	2,392	68	2.8%	**Y**
Alto Lane (Middle to College)	L	1,500	200	242	42	21.0%	242	0	0.0%	N

Existing Volumes Source: City of Menlo Park 2009 CSA
City of Menlo Park Segment Criteria:
(1) L = Local Street. Impact if ADT is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.
(2) C = Collector Street. Impact if ADT is >9,000 vehicles and project adds >50 trips, or ADT is >5,000 and project increases ADT by 12.5%, or ADT is <5,000 and project increases ADT by 25%.

7 PROJECT ALTERNATIVE ANALYSIS

Alternative 1 (Reduced Residential Alternative)

An analysis of a reduced project size has been conducted to analyze the level of impacts due to a smaller size project condition. For Alternative 1, the existing uses are assumed to be replaced with 5 single family detached housing units and 7 residential condominium/townhouse units.

Trip Generation and Distribution

Similar to the Project Condition, the trip generation is based upon the *ITE Trip Generation.* Alternative 1 would include removing the existing housing units and construct 5 single family detached housing units and 7 residential condominium/townhouse units. Alternative 1 would generate a total of 4 AM Peak Hour net new trips (2 inbound and 2 outbound), 6 PM Peak Hour net new trips (4 inbound and 2 outbound), and 49 total daily net new trips. **Table 16** summarizes the Project Alternative 1 trip generation while **Figure 18** details the peak hour trip distribution and **Figure 19** shows the Average Daily Trips distribution of Project Alternative 1.

Table 16 - Project Alternative 1 Trip Generation

	Land Use Code	AM Peak Hour			PM Peak Hour			Daily
Existing Uses		**In**	**Out**	**Total**	**In**	**Out**	**Total**	
Existing Single Family Detached Housing (1)	210	0	-1	-1	-1	0	-1	-10
Existing Residential Condominium/Townhouse (3)	230	0	-2	-2	-1	-1	-2	-30
Proposed Uses								
Proposed Single Family Detached Housing (5)	210	1	3	4	3	2	5	48
Proposed Residential Condominium/Townhouse (7)	230	1	2	3	3	1	4	41
Total for Proposed Uses		**2**	**5**	**7**	**6**	**3**	**9**	**89**
Total Net New Trips		**2**	**2**	**4**	**4**	**2**	**6**	**49**

Note: The existing trip credit represents the occupied residential units on the project site.
Values are rounded.

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FIGURE 18
Project Alternative 1 Peak Hour Trips

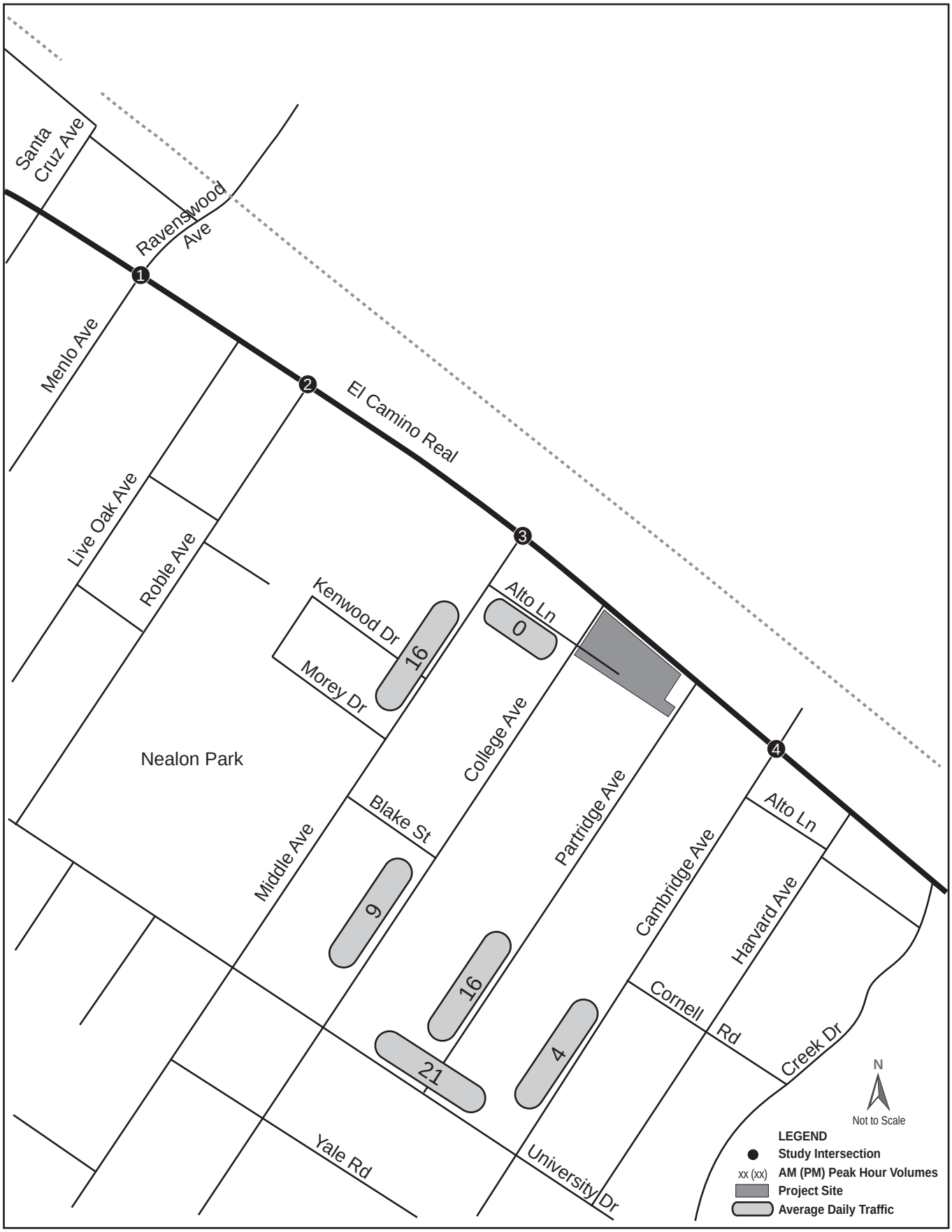

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FIGURE 19
Project Alternative 1 Average Daily Traffic

Traffic Volumes and Levels of Service

Near Term Plus Project Alternative 1 Condition

Figure 20 shows the Near Term Plus Project Alternative 1 Condition Peak Hour vehicle trips while **Table 17** summarizes the operating conditions for the Near Term Plus Project Alternative 1 Condition. As discussed previously, the near term ambient growth would result in one intersection and several local approaches to state controlled intersections operating at unacceptable levels. The project related traffic from Alternative 1 would not result in any potentially significant impacts to local approaches to a state controlled during the respective AM or PM Peak Hours.

Project Alternative 1 would generate approximately 49 net daily trips. Near Term Plus Project Alternative 1 Conditions Average Daily Traffic is shown in **Figure 21** while **Table 18** summarizes the addition of net-new daily traffic added to the local roadway segments. As this table illustrates, Project Alternative 1 would result in no potentially significant impacts to the study area roadway.

Table 17 - Near Term Plus Project Alternative 1 Condition Levels of Service

	Near Term Condition				Near Term Plus Project Condition				Difference in Delay	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
Study Intersection	Delay[a]	LOS[b]	Delay	LOS	Delay	LOS	Delay	LOS		
1. El Camino Real/Menlo Ave/ Ravenswood Ave	52.6	D	**82.5**	**F**	52.6	D	**82.7**	**F**	0.0	0.2
Critical Local Approaches[c]	**55.3/72.2**	**E/E**	**113.0/112.0**	**F/F**	**55.3/72.2**	**E/E**	**112.7/111.8**	**F/F**	0.0/0.0	-0.3/0.2
2. El Camino Real/Roble Ave	11.0	B	14.4	B	11.0	B	14.4	B	0.0	0.0
Critical Local Approaches	**58.2**/53.4	**E**/D	**71.0/57.4**	**E/E**	**58.3**/53.4	**E**/D	**71.1/57.4**	**E/E**	0.1/0.0	0.1/0.0
3. El Camino Real/Middle Ave	29.1	C	25.7	C	29.1	C	25.8	C	0.0	0.1
Critical Local Approaches	50.9/NA[d]	D/NA	**67.6**/NA	**E**/NA	50.9/NA	D/NA	**67.6**/NA	**E**/NA	0.0/NA	0.0/NA
4. El Camino Real/Cambridge Ave	11.2	B	12.4	B	11.2	B	12.5	B	0.0	0.1
Critical Local Approaches	**66.9/62.1**	**E/E**	**66.6/62.9**	**E/E**	**66.9/62.1**	**E/E**	**66.5/62.9**	**E/E**	0.0/0.0	-0.1/0.0

Notes: a. Delay = average for signalized intersections.
b. LOS = Level of service, represents average for signalized intersections.
c. Average delay for Eastbound/Westbound critical movements for local approaches.
d. NA denotes not applicable.
Bold delays and LOS indicate an unacceptable LOS E or F condition

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FIGURE 20
Near Term Plus Project Alternative 1 Conditions
Peak Hour Volumes

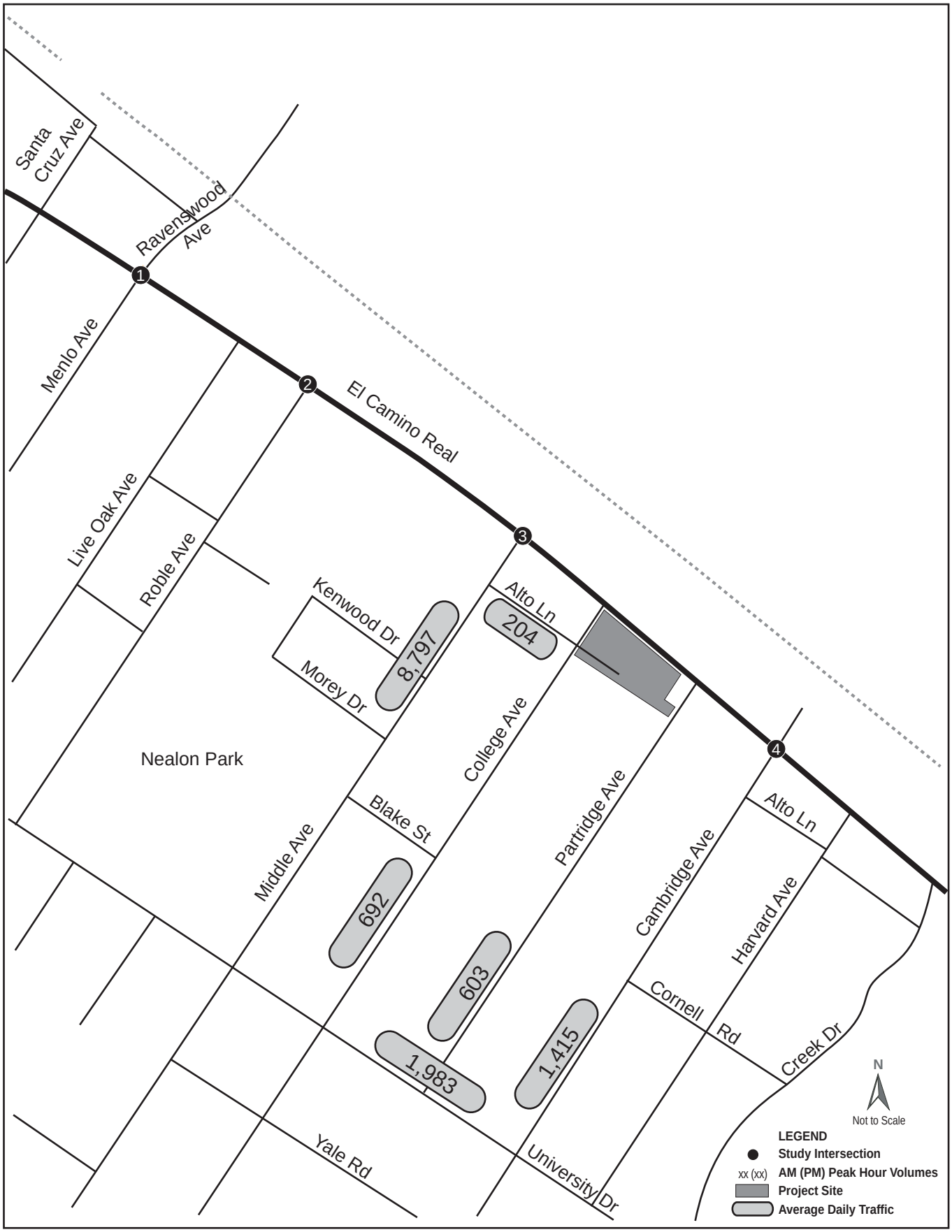

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FIGURE 21
Near Term Plus Project Alternative 1 Conditions
Average Daily Traffic

Table 18 - Near Term Plus Project Alternative 1 Condition Average Daily Traffic Summary

			Existing	Near Term Condition			Near Term Plus Project Alternative 1 Condition			
	Roadway Class	Capacity	Volume	ADT	Volume Added for Near Term	% Change from Existing	ADT	Project Volume Added for Near Term	% Change from Near Term	Potentially significant impact?
Middle Avenue (University to El Camino Real)	C	10,000	8,608	8,780	172	2.0%	8,796	16	0.2%	N
College Avenue (University to El Camino Real)	L	1,500	668	681	13	2.0%	690	9	1.3%	N
Partridge Avenue (University to El Camino Real)	L	1,500	574	585	11	2.0%	601	16	2.7%	N
Cambridge Avenue (University to El Camino Real)	L	1,500	1,382	1,410	28	2.0%	1,414	4	0.3%	N
University Drive (Middle to Cambridge)	L	1,500	1,921	1,959	38	2.0%	1,980	21	1.1%	N
Alto Lane (Middle to College)	L	1,500	200	204	4	2.0%	204	0	0.0%	N

City of Menlo Park Segment Criteria:
(1) L = Local Street. Impact if ADT is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.
(2) C=Collector Street. Impact if ADT is >9,000 vehicles and project adds >50 trips, or ADT is >5,000 and project increases ADT by 12.5%, or ADT is <5,000 and project increases ADT by 25%.

Long Term Plus Project Alternative 1 Condition

Figure 22 shows the Long Term Plus Project Alternative 1 Condition traffic volumes while **Table 19** summarizes the operating conditions for the Long Term Plus Project Alternative 1 Condition. As previously discussed, the Long Term ambient growth would result in several intersections and local approaches to state controlled intersections operating at unacceptable levels. Traffic generated by Project Alternative 1 would not result in any potentially significant impacts to the study intersections in either the AM or PM Peak Hours.

Project Alternative 1 would generate approximately 49 net daily trips. **Figure 23** shows the Long Term Plus Project Alternative 1 Conditions Average Daily Traffic Volumes while **Table 20** summarizes the addition of net-new daily traffic added to the local roadway segments. The proposed project would not result in any potential roadway segment impacts.

Table 19 - Long Term Plus Project Alternative 1 Condition Levels of Service

Study Intersection	Long Term Condition				Long Term Plus Project Alternative 1 Condition				Difference in Delay	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		AM Peak Hour		AM Peak Hour	PM Peak Hour
	Delay[a]	LOS[b]	Delay	LOS	Delay	LOS	Delay	LOS		
1. El Camino Real/Menlo Ave/ Ravenswood Ave	**104.2**	**F**	**169.8**	**F**	**104.4**	**F**	**170.0**	**F**	0.2	0.2
Critical Local Approaches[c]	**119.4/151**	**F/F**	**235.4/239**	**F/F**	**119.5/151**	**F/F**	**235.8/240**	**F/F**	0.1/0.0	0.4/1.0
2. El Camino Real/Roble Ave	11.6	B	19.8	B	11.6	B	19.8	B	0.0	0.0
Critical Local Approaches	**64.2**/54.8	**E**/D	**104.9/59.8**	**F/E**	**64.3**/54.8	**E**/D	**105.0/59.8**	**F/E**	0.1/0.0	0.1/0.0
3. El Camino Real/Middle Ave	35.4	D	32.5	C	35.5	D	32.6	C	0.1	0.1
Critical Local Approaches	**71.8**/NA[d]	**E**/NA	**93.9**/NA	**F**/NA	**71.9**/NA	**E**/NA	**94.1**/NA	**F**/NA	0.1/NA	0.2/NA
4. El Camino Real/Cambridge Ave	12.5	B	14.3	B	12.5	B	14.4	B	0.0	0.1
Critical Local Approaches	**69.7/62.1**	**E/E**	**68.3/63.0**	**E/E**	**69.7/62.1**	**E/E**	**68.3/63.0**	**E/E**	0.0/0.0	0.0/0.0

Notes: a. Delay = average for signalized intersections.
b. LOS = Level of service, represents average for signalized intersections.
c. Average delay for Eastbound/Westbound critical movements for local approaches.
d. NA denotes not applicable.
Bold delays and LOS indicate an unacceptable LOS E or F condition

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FIGURE 22
Long Term Plus Project Alternative 1 Conditions
Peak Hour Volumes

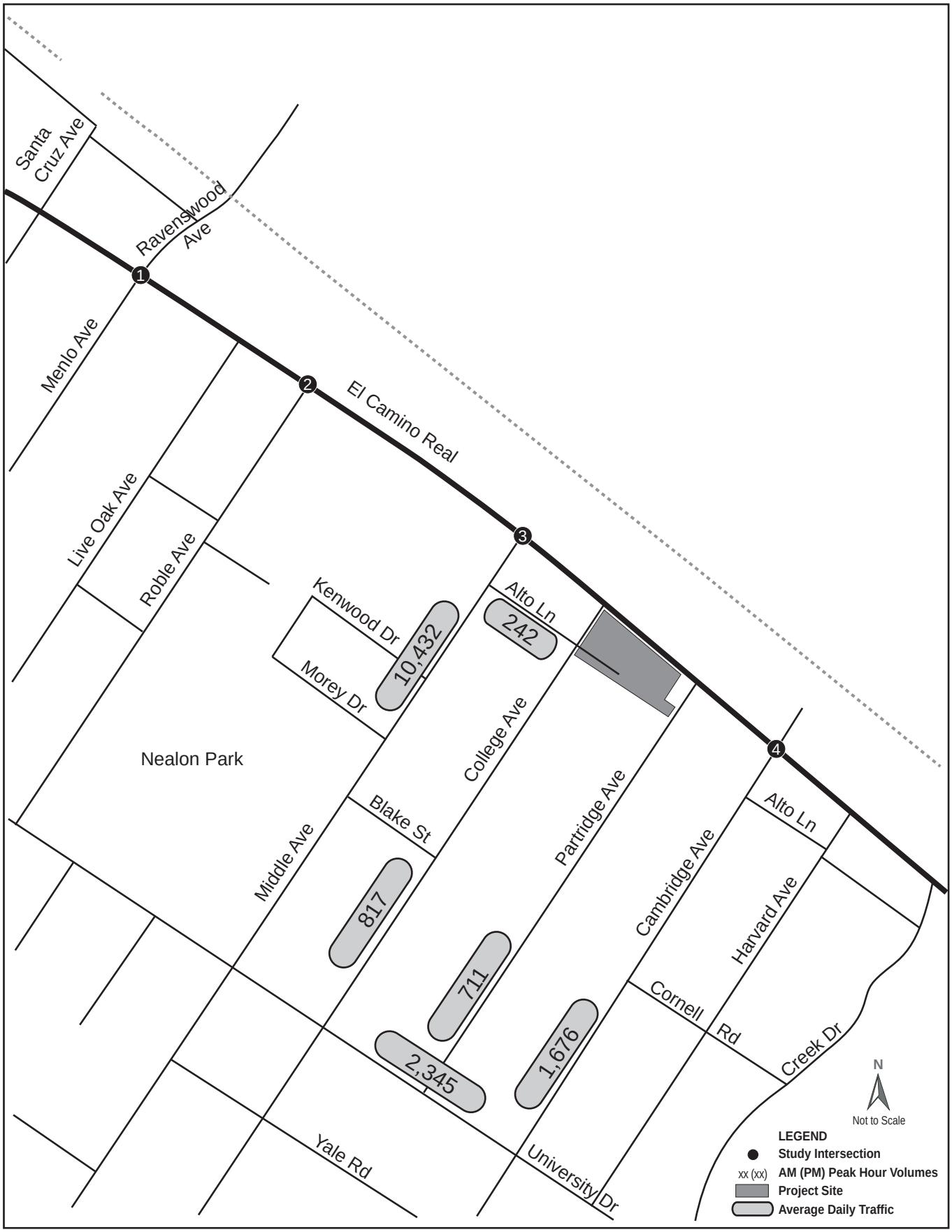

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FIGURE 23
Long Term Plus Project Alternative 1 Conditions
Average Daily Traffic

Table 20 - Long Term Plus Project Alternative 1 Condition Average Daily Traffic Summary

			Existing	Near Term Condition			Long Term Plus Project Alternative 1 Condition			
	Roadway Class	Capacity	Volume	ADT	Volume Added for Near Term	% Change from Existing	ADT	Project Volume Added for Near Term	% Change from Near Term	Potentially significant impact?
Middle Avenue (University to El Camino Real)	C	10,000	8,608	10,416	1,808	21.0%	10,432	16	0.2%	N
College Avenue (University to El Camino Real)	L	1,500	668	808	140	21.0%	817	9	1.1%	N
Partridge Avenue (University to El Camino Real)	L	1,500	574	695	121	21.0%	711	16	2.3%	N
Cambridge Avenue (University to El Camino Real)	L	1,500	1,382	1,672	290	21.0%	1,676	4	0.2%	N
University Drive (Middle to Cambridge)	L	1,500	1,921	2,324	403	21.0%	2,345	21	0.9%	N
Alto Lane (Middle to College)	L	1,500	200	242	42	21.0%	242	0	0.0%	N

Existing Volumes Source: City of Menlo Park 2009 CSA
City of Menlo Park Segment Criteria:
(1) L = Local Street. Impact if ADT is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.
(2) C = Collector Street. Impact if ADT is >9,000 vehicles and project adds >50 trips, or ADT is >5,000 and project increases ADT by 12.5%, or ADT is <5,000 and project increases ADT by 25%.

Alternative 2 (Baseline Zoning Alternative)

An initial trip generation comparison between three options has been completed to determine which option would have a higher potential impact on the transportation system and investigated further as Alternative 2. While all options would remove the existing uses on the project site, the Baseline Zoning Alternative Option would include 3 single family detached housing units and 23,000 square feet of retail commercial space, the Mixed Use Alternative Option would include 22 residential condominium/townhouse units and 13,400 square feet of retail commercial space, and the Senior Housing Alternative would include 26 attached units of senior housing. **Table 21** details the Baseline Zoning Alternative Option trip generation while **Table 22** shows the Mixed Use Alternative Option and **Table 23** details the Senior Housing Alternative.

Table 21 - Trip Generation for Baseline Zoning Alternative Option

	Land Use Code	AM Peak Hour			PM Peak Hour			Daily
Existing Uses		**In**	**Out**	**Total**	**In**	**Out**	**Total**	
Existing Single Family Detached Housing (1)	210	0	-1	-1	-1	0	-1	-10
Existing Residential Condominium/Townhouse (3)	230	0	-2	-2	-1	-1	-2	-30
Proposed Uses								
Proposed Single Family Detached Housing (3)	210	1	1	2	2	1	3	29
Specialty Retail Center (23,000 sf)	814	76	82	158	65	51	116	1,019
Total for Proposed Uses		**77**	**83**	**161**	**67**	**52**	**119**	**1,048**
Total Net New Trips		**77**	**80**	**158**	**65**	**51**	**116**	**1,008**

Note: The existing trip credit represents the occupied residential units on the project site. Values are rounded.

Table 22 - Trip Generation for Mixed Use Alternative Option

	Land Use Code	AM Peak Hour			PM Peak Hour			Daily
Existing Uses		**In**	**Out**	**Total**	**In**	**Out**	**Total**	
Existing Single Family Detached Housing (1)	210	0	-1	-1	-1	0	-1	-10
Existing Residential Condominium/Townhouse (3)	230	0	-2	-2	-1	-1	-2	-30
Proposed Uses								
Residential Condominium/Townhouse (22)	230	2	8	10	7	4	11	128
Specialty Retail Center (13,400 sf)	814	44	48	92	38	30	68	594
Total for Proposed Uses		**46**	**56**	**102**	**45**	**34**	**79**	**722**
Total Net New Trips		**46**	**53**	**99**	**43**	**33**	**76**	**682**

Note: The existing trip credit represents the occupied residential units on the project site. Values are rounded.

Table 23 - Trip Generation for Senior Housing Alternative Option

Existing Uses	Land Use Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Existing Single Family Detached Housing (1)	210	0	-1	-1	-1	0	-1	-10
Existing Residential Condominium/Townhouse (3)	230	0	-2	-2	-1	-1	-2	-30
Proposed Uses								
Senior Adult Housing - Attached (26)	252	1	1	2	2	1	3	90
Total for Proposed Uses		**1**	**1**	**2**	**2**	**1**	**3**	**90**
Total Net New Trips		**1**	**-2**	**-1**	**0**	**0**	**0**	**50**

Note: The existing trip credit represents the occupied residential units on the project site. Values are rounded.

Trip Generation and Distribution

Similar to the Project Condition, the trip generation is based upon the *ITE Trip Generation.* As shown in **Table 21,** the Baseline Zoning Alternative Option would generate 158 AM Peak Hour net new trips (77 inbound and 80 outbound), 116 PM Peak Hour net new trips (65 inbound and 51 outbound), and 1,008 daily net new trips. **Table 22** shows the Mixed Use Alternative Option trip generation which would include 99 AM Peak Hour net new trips (46 inbound and 53 outbound), 76 PM Peak Hour net new trips (43 inbound 33 outbound), and 682 daily net new trips. **Table 23** shows the Senior Housing Alternative Option trip generation which would include -1 AM Peak Hour net new trips (1 inbound and -2 outbound), 0 PM Peak Hour net new trips, and 50 daily net new trips.

Since the Baseline Zoning Alternative Option would generate more trips than the Mixed Use Alternative Option and the Senior Housing Alternative Option, it was selected for further technical analysis as Alternative 2. **Figure 24** details the peak hour trip distribution and **Figure 25** shows the Average Daily Trips distribution of Project Alternative 2.

Traffic Volumes and Levels of Service

Near Term Plus Project Alternative 2 Condition

Figure 26 shows the Near Term Plus Project Alternative 2 Condition Peak Hour vehicle trips while **Table 24** summarizes the operating conditions for the Near Term Plus Project Alternative 2 Condition. As discussed previously, the near term growth would result in one intersection and several local approaches to state controlled intersections operating at unacceptable levels. The project related traffic from Alternative 2 would result in impacts at local approaches to state controlled intersections at El Camino Real/Menlo Avenue/Ravenswood Avenue during the AM Peak Hour and El Camino Real/Menlo Avenue/Ravenswood Avenue and El Camino Real/Roble Avenue during the PM Peak Hour.

Table 24 - Near Term Plus Project Alternative 2 Condition Levels of Service

	Near Term Condition				Near Term Plus Project Alternative 2 Condition				Difference in Delay	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
Study Intersection	Delay[a]	LOS[b]	Delay	LOS	Delay	LOS	Delay	LOS		
1. El Camino Real/Menlo Ave/ Ravenswood Ave	52.6	D	**82.5**	**F**	53.5	D	**83.8**	**F**	0.9	1.3
Critical Local Approaches[c]	**55.3/72.2**	**E/E**	**113.0/112.0**	**F/F**	**56.2/74.2**	**E/E**	**115.0/114.0**	**F/F**	0.9/2.0	2.0/2.0
2. El Camino Real/Roble Ave	11.0	B	14.4	B	10.9	B	14.4	B	-0.1	0.0
Critical Local Approaches	**58.2**/53.4	**E**/D	**71.0/57.4**	**E/E**	**58.5**/53.6	**E**/D	**71.8/57.5**	**E/E**	0.3/0.2	0.8/0.1
3. El Camino Real/Middle Ave	29.1	C	25.7	C	30.1	C	26.7	C	1.0	1.0
Critical Local Approaches	50.9/NA[d]	D/NA	**67.6**/NA	**E**/NA	51.1/NA	D/NA	**67.5**/NA	**E**/NA	0.2/NA	-0.1/NA
4. El Camino Real/Cambridge Ave	11.2	B	12.4	B	11.8	B	12.8	B	0.6	0.4
Critical Local Approaches	**66.9/62.1**	**E/E**	**66.6/62.9**	**E/E**	**66.9/62.1**	**E/E**	**66.6/62.9**	**E/E**	0.0/0.0	0.0/0.0

Notes: a. Delay = average for signalized intersections.
b. LOS = Level of service, represents average for signalized intersections.
c. Average delay for Eastbound/Westbound critical movements for local approaches.
d. NA denotes not applicable.
Bold delays and LOS indicate an unacceptable LOS E or F condition

Project Alternative 2 would generate approximately 1,008 net daily trips. Near Term Plus Project Alternative 2 Conditions Average Daily Traffic is shown in **Figure 27** while **Table 25** summarizes the addition of net-new daily traffic added to the local roadway segments. As this table illustrates, the alternative would result in potential impacts to College Avenue between University Drive and El Camino Real, Partridge Avenue between University Drive and El Camino Real, Cambridge Avenue between University to El Camino Real, and University Drive between Middle Avenue and Cambridge Avenue. Middle Avenue from University Drive to El Camino Real will also have potentially significant impacts since the project will add 317 trips, which is more than the 50-trip threshold for collector roadways with ADT greater than 9,000 vehicles.

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FIGURE 24
Project Alternative 2 Peak Hour Trips

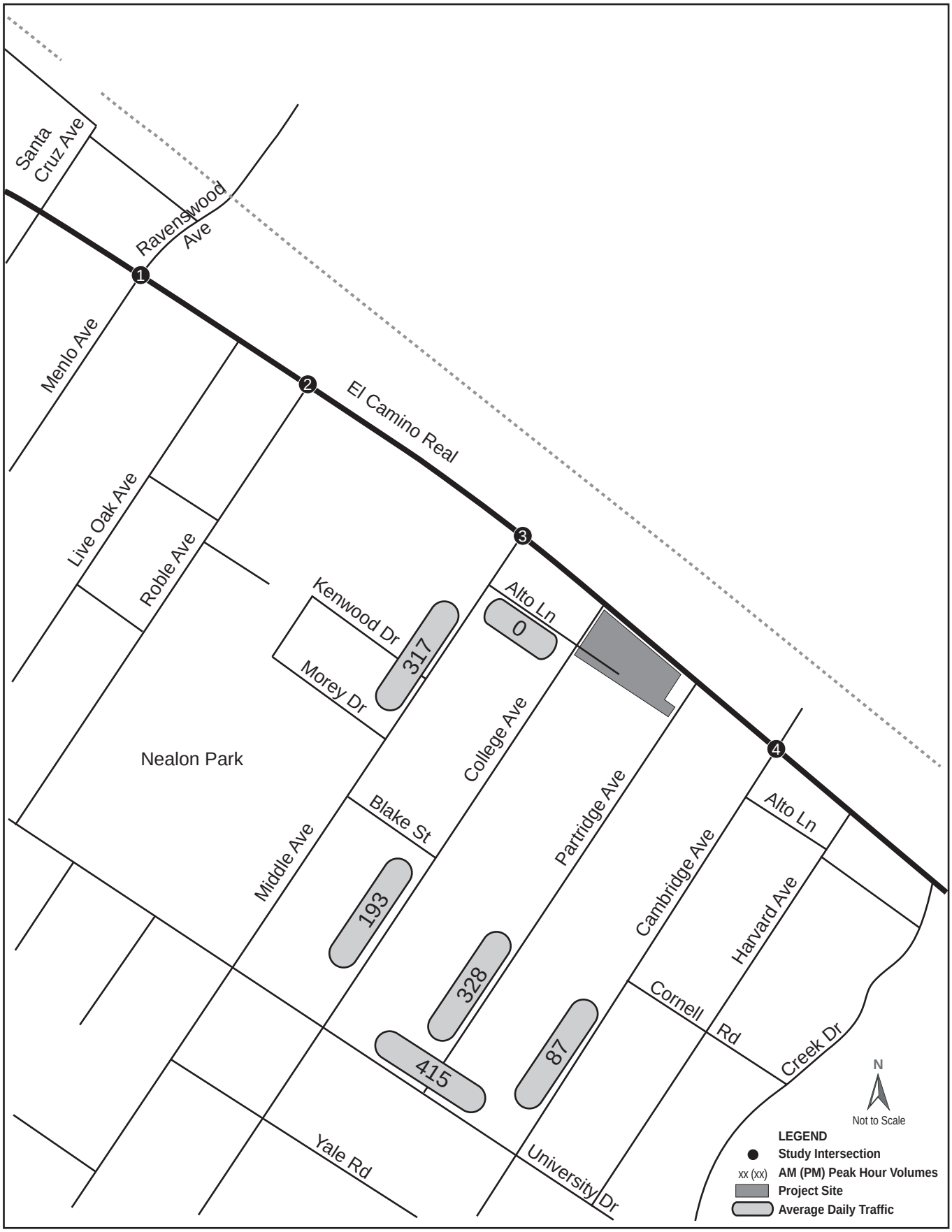

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FIGURE 25
Project Alternative 2 Average Daily Traffic

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FIGURE 26
Near Term Plus Project Alternative 2 Conditions Peak Hour Volumes

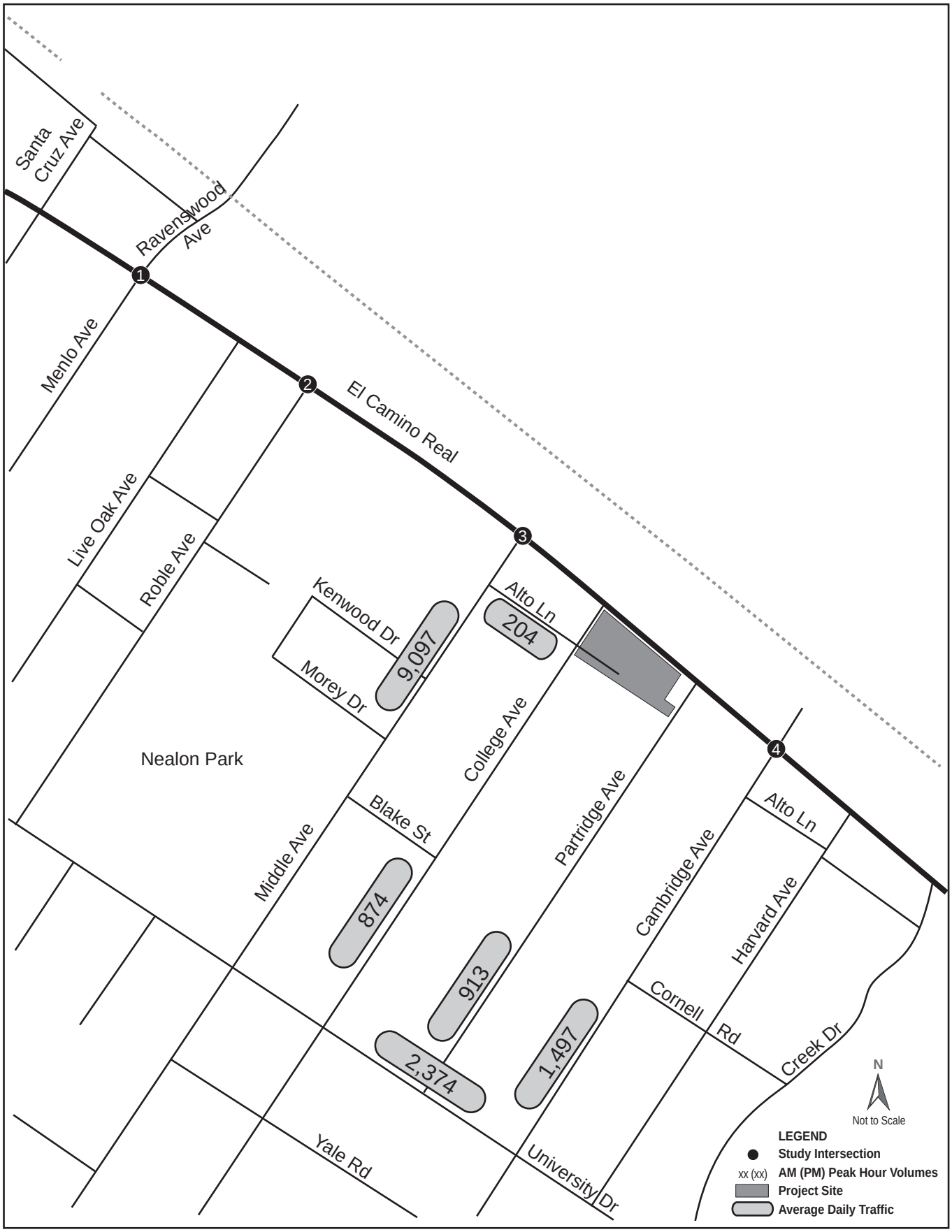

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FIGURE 27
Near Term Plus Project Alternative 2 Conditions
Average Daily Traffic

Table 25 - Near Term Plus Project Alternative 2 Condition Average Daily Traffic Summary

			Existing	Near Term			Near Term Plus Project Alternative 2 Condition			
	Roadway Class	Capacity	Volume	ADT	Volume Added for Near Term	% Change from Existing	ADT	Project Volume Added for Near Term	% Change from Near Term	Potentially significant impact?
Middle Avenue (University to El Camino Real)	C	10,000	8,608	8,780	172	2.0%	9,097	317	3.9%	**Y**
College Avenue (University to El Camino Real)	L	1,500	668	681	13	2.0%	874	193	28.0%	**Y**
Partridge Avenue (University to El Camino Real)	L	1,500	574	585	11	2.0%	913	328	55.5%	**Y**
Cambridge Avenue (University to El Camino Real)	L	1,500	1,382	1,410	28	2.0%	1,497	87	6.1%	**Y**
University Drive (Middle to Cambridge)	L	1,500	1,921	1,959	38	2.0%	2,374	415	21.9%	**Y**
Alto Lane (Middle to College)	L	1,500	200	204	4	2.0%	204	0	0.0%	N

City of Menlo Park Segment Criteria:
(1) L = Local Street. Impact if ADT is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.
(2) C=Collector Street. Impact if ADT is >9,000 vehicles and project adds >50 trips, or ADT is >5,000 and project increases ADT by 12.5%, or ADT is <5,000 and project increases ADT by 25%.

Long Term Plus Project Alternative 2 Condition

Figure 28 shows the Long Term Plus Project Alternative 2 Conditions traffic volumes while **Table 26** summarizes the operating conditions for the Long Term Plus Project Alternative 2 Condition. As previously discussed, the Long Term ambient growth would result in several intersections and local approaches to state controlled intersections operating at unacceptable levels. Traffic generated by Project Alternative 2 would result in potentially significant impacts to El Camino Real/Menlo Avenue/Ravenswood Avenue and El Camino Real/Middle Avenue during the AM Peak Hour and El Camino Real/Menlo Avenue/Ravenswood Avenue, El Camino Real/Roble Avenue, and El Camino Real/Middle Avenue during the PM Peak Hour.

Project Alternative 2 would generate approximately 1,008 net daily trips. **Figure 29** shows the Long Term Plus Project Alternative 2 Conditions Average Daily Traffic Volumes while **Table 27** summarizes the addition of net-new daily traffic added to the local roadway segments. The proposed alternative would result in potential significant impacts to Partridge Avenue between University Drive and El Camino Real, Cambridge Avenue between University Drive and El Camino Real, and University Drive between Middle Avenue and Cambridge Avenue.

Table 26 - Long Term Plus Project Alternative 2 Condition Levels of Service

Study Intersection	Long Term Condition				Long Term Plus Project Alternative 2 Condition				Difference in Delay	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		AM Peak Hour		AM Peak Hour	PM Peak Hour
	Delay[a]	LOS[b]	Delay	LOS	Delay	LOS	Delay	LOS		
1. El Camino Real/Menlo Ave/ Ravenswood Ave	**104.2**	**F**	**169.8**	**F**	**108.3**	**F**	**172.5**	**F**	4.1	2.7
Critical Local Approaches[c]	**119.4/151**	**F/F**	**235.4/239**	**F/F**	**124.2/155**	**F/F**	**237.2/241**	**F/F**	4.8/4.0	1.8/2.0
2. El Camino Real/Roble Ave	11.6	B	19.8	B	11.6	B	20.0	C	0.0	0.2
Critical Local Approaches	**64.2**/54.8	**E**/D	**104.9/59.8**	**F/E**	**64.8**/55.0	**E**/D	**106.7/60.0**	**F/E**	0.6/0.2	1.8/0.2
3. El Camino Real/Middle Ave	35.4	D	32.5	C	37.3	D	34.6	C	1.9	2.1
Critical Local Approaches	**71.8**/NA[d]	**E**/NA	**93.9**/NA	**F**/NA	**74.4**/NA	**E**/NA	**96.2**/NA	**F**/NA	2.6/NA	2.3/NA
4. El Camino Real/Cambridge Ave	12.5	B	14.3	B	13.2	B	14.7	B	0.7	0.4
Critical Local Approaches	**69.7/62.1**	**E/E**	**68.3/63.0**	**E/E**	**69.7/62.1**	**E/E**	**68.3/63.0**	**E/E**	0.0/0.0	0.0/0.0

Notes: a. Delay = average for signalized intersections.
b. LOS = Level of service, represents average for signalized intersections.
c. Average delay for Eastbound/Westbound critical movements for local approaches.
d. NA denotes not applicable.
Bold delays and LOS indicate an unacceptable LOS E or F condition

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FIGURE 28
Long Term Plus Project Alternative 2 Conditions
Peak Hour Volumes

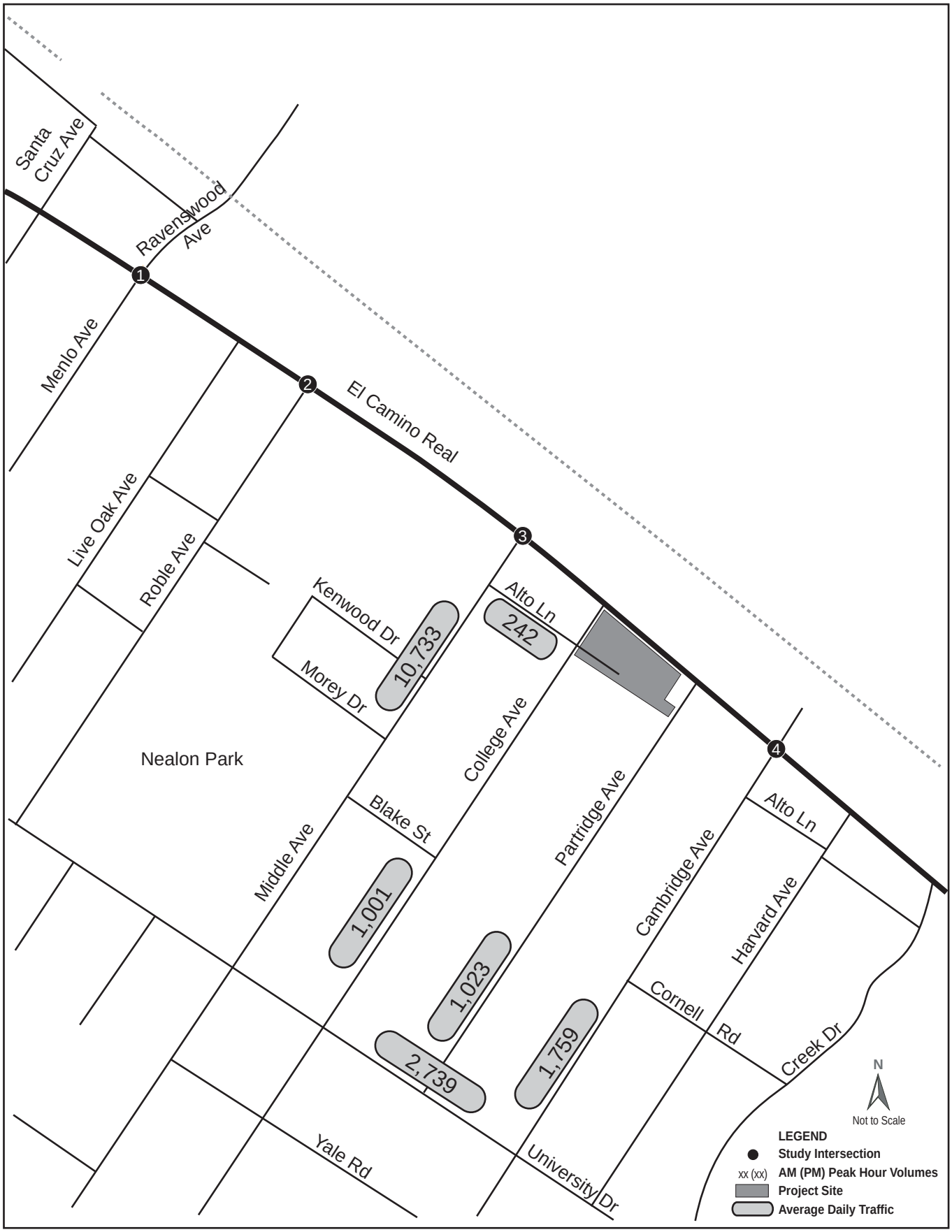

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FIGURE 29
Long Term Plus Project Alternative 2 Conditions
Average Daily Traffic

Table 27 - Long Term Plus Project Alternative 2 Condition Average Daily Traffic Summary

			Existing	Long Term			Long Term Plus Project Alternative 2			
	Roadway Class	Capacity	Volume	ADT	Volume Added for Long Term	% Change from Existing	ADT	Project Volume Added for Long Term	% Change from Long Term	Potentially significant impact?
Middle Avenue (University to El Camino Real)	C	10,000	8,608	10,416	1,808	21.0%	10,733	317	3.0%	**Y**
College Avenue (University to El Camino Real)	L	1,500	668	808	140	21.0%	1,001	193	23.9%	**Y**
Partridge Avenue (University to El Camino Real)	L	1,500	574	695	121	21.0%	1,023	328	47.2%	**Y**
Cambridge Avenue (University to El Camino Real)	L	1,500	1,382	1,672	290	21.0%	1,759	87	5.2%	**Y**
University Drive (Middle to Cambridge)	L	1,500	1,921	2,324	403	21.0%	2,739	415	17.9%	**Y**
Alto Lane (Middle to College)	L	1,500	200	242	42	21.0%	242	0	0.0%	N

Existing Volumes Source: City of Menlo Park 2009 CSA
City of Menlo Park Segment Criteria:
(1) L = Local Street. Impact if ADT is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.
(2) C = Collector Street. Impact if ADT is >9,000 vehicles and project adds >50 trips, or ADT is >5,000 and project increases ADT by 12.5%, or ADT is <5,000 and project increases ADT by 25%.

8 MITIGATION MEASURES

Project Condition

University Drive between Middle Avenue and Cambridge Avenue would experience a potentially significant impact and would require mitigation measures under the Near Term Plus Project Condition and Long Term Plus Project Condition. Middle Avenue between University Drive and El Camino Real would experience a potentially significant impact and would require a mitigation measure for the Long Term Plus Project Condition. For these potentially significant impacts, additional roadway capacity may reduce the impacts to a less than significant level. University Drive between Middle Avenue and Cambridge Avenue and Middle Avenue between University Drive and El Camino Real currently have one travel lane in each direction and obtaining additional roadway capacity may include constructing an additional travel lane in one or both travel directions. However, this measure may require right-of-way acquisition and would require further analysis to determine the feasibility of this measure. As such, the impact would remain significant and unavoidable.

Alternative 1 Condition

No intersections or roadway segments would experience potentially significant impacts in either the Near Term Plus Alternative 1 Condition or Long Term Plus Alternative 1 Condition.

Near Term Plus Alternative 2 Condition

During the Near Term Plus Alternative 2 Condition, the intersection of El Camino Real and Menlo Avenue/Ravenswood Avenue would experience a potentially significant impact during the AM Peak Hour. A revised signal timing plan would reduce the delay at this intersection to a less than significant level.

This revised signal timing plan would require coordination with and approval by Caltrans. Although the intersection operation would improve to a less than significant level with the implementation of this mitigation measure, it may require Caltrans approval and therefore these intersections would experience a significant and unavoidable impact.

During the Near Term Plus Alternative 2 Condition PM Peak Hour, the intersections of El Camino Real and Menlo Avenue/Ravenswood Avenue and El Camino Real and Roble Avenue would each experience potentially significant impacts. For the El Camino Real and Menlo Avenue/Ravenswood Avenue intersection a revised signal timing plan would reduce the delay at this intersection to a less than significant level. A revised signal timing plan at the intersection of El Camino Real and Roble Avenue would also reduce the intersection delay to a less than significant level.

These revised signal timing plans would require coordination with and approval by Caltrans. Although the intersection operation would improve to a less than significant level with the

implementation of these mitigation measures, they may require Caltrans approval and therefore these intersections would experience a significant and unavoidable impact.

Four roadway segments would experience potentially significant impacts and would require mitigation measures under the Near Term Plus Alternative 2 Condition. The 4 roadway segments are

- College Avenue between University Drive and El Camino Real
- Partridge Avenue between University Drive and El Camino Real
- Cambridge Avenue between University Drive and El Camino Real
- University Drive between Middle Avenue and Cambridge Avenue

Additional roadway capacity for these 4 roadway segments may reduce the impacts to a less than significant level. College Avenue, Partridge Avenue, Cambridge Avenue, and University Drive currently each have one travel lane in each direction. Obtaining additional roadway capacity may include constructing an additional travel lane in one or both travel directions. However, this measure may require right-of-way acquisition and would require further analysis to determine the feasibility of this measure. As such, the impact would remain significant and unavoidable.

Long Term Plus Alternative 2 Condition

For the Long Term Plus Alternative 2 Condition AM Peak Hour, the intersections of El Camino Real at Menlo Avenue/Ravenswood Avenue and El Camino Real at Middle Avenue would each experience potentially significant impacts. Revised signal timing plans for these two intersections would reduce the respective delays to less than significant levels.

These revised signal timing plans would require coordination with and approval by Caltrans. Although the intersection operation would improve to a less than significant level with the implementation of these mitigation measures, they may require Caltrans approval and therefore these intersections would experience a significant and unavoidable impact.

During the Long Term Plus Alternative 2 Condition, the intersections of El Camino Real and Menlo Avenue/Ravenswood Avenue, El Camino Real and Roble Avenue, and El Camino Real and Middle Avenue would all experience potentially significant impacts. A revised signal timing plan for each intersection would reduce the respective delays to less than significant levels.

These revised signal timing plans would require coordination with and approval by Caltrans. Although the intersection operation would improve to a less than significant level with the implementation of these mitigation measures, they may require Caltrans approval and therefore these intersections would experience a significant and unavoidable impact.

Four roadway segments would experience potentially significant impacts and would require mitigation measures under the Near Term Plus Alternative 2 Condition. The four roadway segments are

- College Avenue between University Drive and El Camino Real
- Partridge Avenue between University Drive and El Camino Real
- Cambridge Avenue between University Drive and El Camino Real
- University Drive between Middle Avenue and Cambridge Avenue

Additional roadway capacity for these 4 roadway segments may reduce the impacts to a less than significant level. College Avenue, Partridge Avenue, Cambridge Avenue, and University Drive currently each have one travel lane in each direction. Obtaining additional roadway capacity may include constructing an additional travel lane in one or both travel directions. However, this measure may require right-of-way acquisition and would require further analysis to determine the feasibility of this measure.

Other Mitigation Measures

Additionally, the implementation of a Transportation Demand Management (TDM) Program would encourage the use of alternative modes of transportation and would potentially reduce the daily number of vehicles generated by the project. The City of Menlo Park TIA Guidelines include TDM guidelines. The intent of the TDM guidelines is to provide options for, and encourage the use of, creative ways to mitigate the traffic impacts of new development projects. Any TDM programs would be consistent with the City of Menlo Park's standards and would be subject to approval by the City. Potential TDM measures may include the following:

- Commute assistance kiosks;
- Subsidized public transit passes;
- Carpool matching assistance;
- Vanpools;
- Shuttle service to area transit hubs; and
- Bicycle facilities.

The drive alone mode share and the parking demand in the project area can be reduced through the above TDM measures. Commute assistance kiosks will aid residents in determining transit options by providing resources and information about transit schedules, carpool matching assistance, and shuttle service schedules among other transportation alternatives. Carpool matching assistance can be provided through ZimRide, an online carpooling and ridesharing service. Subsidized public transit passes may include Caltrain Go-Passes and station shuttles to Caltrain may be provided for residents. The provision of bicycle facilities such as bicycle racks, lockers, and storage facilities will also further encourage the usage of alternative modes of transportation.

A full TDM program is not part of this report and would require additional analysis.

9 CONCLUSION

The analysis examines 4 signalized intersections and 6 roadway segments near the project site with Menlo Park-approved development and a one-percent annual background traffic growth rate applied to the Near Term and Long Term Conditions analysis. Further, the traffic analysis has been conducted for the weekday AM and PM peak hours. The analysis has been performed using the 2009 CSA document provided by the Menlo Park and has been analyzed in accordance with the Menlo Park Transportation Impact Analysis Guidelines.

For the Near Term Plus Project Condition, one roadway segment would experience significant and unavoidable impacts, and for the Long Term Plus Project Condition, two roadway segments would experience significant and unavoidable impacts.

No intersections or roadway segments would experience significant and unavoidable impacts are associated with Alternative 1.

For the Near Term Plus Alternative 2 Project Condition, 1 intersection during the AM Peak Hour and 2 intersections during the PM Peak Hour would experience significant and unavoidable impacts. Additionally, 4 roadway segments would experience significant and unavoidable impacts. For the Long Term Plus Alternative 2 Project Condition, 2 intersections during the AM Peak Hour and 3 intersections for the PM Peak Hour would experience significant and unavoidable impacts. Four roadway segments would experience significant and unavoidable impacts.

All of the significant and unavoidable intersection impacts would require signal timing modifications which would require approval and coordination with Caltrans and are outside the jurisdiction of the City of Menlo Park. The roadway segment impacts may require right-of-way acquisition and would require further analysis to determine the feasibility of this measure.

A Transportation Demand Management Program may also be considered in the future as a means to reduce the number of vehicle trips to and from the project site.

SUPPLEMENTAL DATA

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Scenario Report

Scenario:	Long Term_2030_AM
Command:	Near Term_2011_AM
Volume:	AM_2009
Geometry:	AM
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term AM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	2011_AM

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 El Camino Real & Ravenswood Av	D	45.7	0.826	F	104.2	1.129	+58.513 D/V
# 29 El Camino Real & Roble Ave.	B	12.0	0.555	B	11.6	0.608	-0.374 D/V
# 30 El Camino Real & Middle Ave.	C	34.1	0.850	D	35.4	0.906	+ 1.326 D/V
# 31 El Camino Real & Cambridge Ave	B	12.6	0.658	B	12.5	0.712	-0.090 D/V
# 46 Sand Hill Rd & El Camino Real	C	26.3	0.773	C	27.4	0.803	+ 1.085 D/V
#411 University Dr and College Ave		0.0	0.000		0.0	0.000	+ 0.000 V/C

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 El Camino Real & Ravenswood Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.129
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 104.2
Optimal Cycle: 200 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		7	7	7		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		0 1	0 1	0		2 0	1 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	76	698	295		182	1260	14		33	305	69		503	222	57	
Growth Adj:	1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21	
Initial Bse:	92	845	357		220	1525	17		40	369	83		609	269	69	
Added Vol:	0	190	47		127	222	299		423	328	0		30	87	94	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	92	1035	404		347	1747	316		463	697	83		639	356	163	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	92	1035	404		347	1747	316		463	697	83		639	356	163	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	1035	404		347	1747	316		463	697	83		639	356	163	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	1035	404		347	1747	316		463	697	83		639	356	163	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.91	0.91	0.91		0.90	0.98	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.74	1.13	0.13		2.00	1.00	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		1280	1928	231		3432	1862	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.29	0.26		0.20	0.49	0.20		0.36	0.36	0.36		0.19	0.19	0.10	
Crit Moves:	****					****				****				****		
Green Time:	6.7	41.9	41.9		28.1	63.4	63.4		46.4	46.4	46.4		24.5	24.5	24.5	
Volume/Cap:	1.13	1.01	0.88		1.01	1.13	0.46		1.13	1.13	1.13		1.10	1.13	0.61	
Delay/Veh:	208.2	82.5	67.2		109.9	108	29.2		119.4	119	119.4		128.1	151	59.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	208.2	82.5	67.2		109.9	108	29.2		119.4	119	119.4		128.1	151	59.8	
LOS by Move:	F	F	E		F	F	C		F	F	F		F	F	E	
HCM2kAvgQ:	8	31	20		17	52	9		41	41	41		22	24	7	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		8	8	8		8	8	8	
Lanes:	1 0	1 1	0		1 0	2 1	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	28	1031	22		42	1703	31		55	3	41		8	5	5	
Growth Adj:	1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21	
Initial Bse:	34	1248	27		51	2061	38		67	4	50		10	6	6	
Added Vol:	0	236	0		0	253	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	1484	27		51	2314	38		67	4	50		10	6	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	34	1484	27		51	2314	38		67	4	50		10	6	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	1484	27		51	2314	38		67	4	50		10	6	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	34	1484	27		51	2314	38		67	4	50		10	6	6	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.93		0.93	0.89	0.89		0.75	0.75	0.75		0.85	0.85	0.85	
Lanes:	1.00	1.96	0.04		1.00	2.95	0.05		0.56	0.03	0.41		0.44	0.28	0.28	
Final Sat.:	1769	3465	62		1769	4992	81		794	43	592		720	450	450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.43	0.43		0.03	0.46	0.46		0.08	0.08	0.08		0.01	0.01	0.01	
Crit Moves:	****					****				****						
Green Time:	4.6	108	107.8		7.2	110	110.5		20.0	20.0	20.0		20.0	20.0	20.0	
Volume/Cap:	0.61	0.58	0.58		0.58	0.61	0.61		0.61	0.61	0.61		0.10	0.10	0.10	
Delay/Veh:	87.3	8.7	8.7		76.4	8.0	8.0		64.3	64.3	64.3		54.8	54.8	54.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	87.3	8.7	8.7		76.4	8.0	8.0		64.3	64.3	64.3		54.8	54.8	54.8	
LOS by Move:	F	A	A		E	A	A		E	E	E		D	D	D	
HCM2kAvgQ:	2	16	16		3	17	17		6	6	6		1	1	1	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 35.4
Optimal Cycle: 128 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	0		0	10	10		11	0	11		0	0	0	
Lanes:	1	0 3	0	0	0	0 2	1	0	1	0 0	0	1	0	0 0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	172	982	0	0	1685	64	172	0	334	0	0	0				
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21				
Initial Bse:	208	1188	0	0	2039	77	208	0	404	0	0	0				
Added Vol:	1	236	0	0	253	0	0	0	2	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	209	1424	0	0	2292	77	208	0	406	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	209	1424	0	0	2292	77	208	0	406	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	209	1424	0	0	2292	77	208	0	406	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	209	1424	0	0	2292	77	208	0	406	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.89	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	2.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	4893	165	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.28	0.00	0.00	0.47	0.47	0.12	0.00	0.26	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green Time:	18.9	93.9	0.0	0.0	75.0	75.0	41.1	0.0	41.1	0.0	0.0	0.0				
Volume/Cap:	0.91	0.43	0.00	0.00	0.91	0.91	0.42	0.00	0.91	0.00	0.00	0.00				
Delay/Veh:	97.1	12.6	0.0	0.0	36.8	36.8	42.8	0.0	71.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	97.1	12.6	0.0	0.0	36.8	36.8	42.8	0.0	71.8	0.0	0.0	0.0				
LOS by Move:	F	B	A	A	D	D	D	A	E	A	A	A				
HCM2kAvgQ:	12	11	0	0	38	38	8	0	21	0	0	0				

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		11	11	11		11	11	11	
Lanes:	1	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module: >> Count Date: 21 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	125	1084	2	25	2021	21	19	0	32	1	0	1				
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21				
Initial Bse:	151	1312	2	30	2445	25	23	0	39	1	0	1				
Added Vol:	0	237	0	0	255	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	151	1549	2	30	2700	25	23	0	39	1	0	1				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	151	1549	2	30	2700	25	23	0	39	1	0	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	151	1549	2	30	2700	25	23	0	39	1	0	1				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	151	1549	2	30	2700	25	23	0	39	1	0	1				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	0.89	0.93	0.89	0.89	0.80	1.00	0.80	0.84	1.00	0.84				
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.37	0.00	0.63	0.50	0.00	0.50				
Final Sat.:	1769	5075	8	1769	5031	47	564	0	950	800	0	800				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.31	0.31	0.02	0.54	0.54	0.04	0.00	0.04	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green Time:	17.0	114	113.7	10.3	107	107.0	11.0	0.0	11.0	11.0	0.0	11.0				
Volume/Cap:	0.73	0.39	0.39	0.24	0.73	0.73	0.54	0.00	0.54	0.02	0.00	0.02				
Delay/Veh:	73.9	4.9	4.9	64.7	11.5	11.5	69.5	0.0	69.5	62.1	0.0	62.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	73.9	4.9	4.9	64.7	11.5	11.5	69.5	0.0	69.5	62.1	0.0	62.1				
LOS by Move:	E	A	A	E	B	B	E	A	E	E	A	E				
HCM2kAvgQ:	8	8	8	1	25	25	3	0	3	0	0	0				

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 69 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	8	15	15		8	15	15		15	15	15		0	0	0	
Lanes:	1 0	3 0	1		1 0	2 1	0		2 0	0 0	1		0 0	0 0	0	
Volume Module: >> Count Date: 29 Sep 2009 << 8:00 am - 9:00 am																
Base Vol:	240	560	27		487	1233	308		224	0	229		0	0	0	
Growth Adj:	1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21	
Initial Bse:	290	678	33		589	1492	373		271	0	277		0	0	0	
Added Vol:	0	173	0		0	119	22		27	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	290	851	33		589	1611	395		298	0	277		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	290	851	33		589	1611	395		298	0	277		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	290	851	33		589	1611	395		298	0	277		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	290	851	33		589	1611	395		298	0	277		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.95	0.88	0.88		0.92	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.41	0.59		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	5187	1615		1805	4041	990		3502	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.02		0.33	0.40	0.40		0.09	0.00	0.17		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green Time:	43.3	23.3	23.3		72.6	49.6	49.6		21.4	0.0	21.4		0.0	0.0	0.0	
Volume/Cap:	0.66	0.70	0.09		0.65	0.80	0.80		0.40	0.00	0.80		0.00	0.00	0.00	
Delay/Veh:	23.4	37.1	30.1		15.8	23.1	23.1		34.2	0.0	50.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.4	37.1	30.1		15.8	23.1	23.1		34.2	0.0	50.1		0.0	0.0	0.0	
LOS by Move:	C	D	C		B	C	C		C	A	D		A	A	A	
HCM2kAvgQ:	8	10	1		10	21	21		4	0	9		0	0	0	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #411 University Dr and College Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	0 0	0		0 0	0 0	0		0 0	0 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	0		0	0	0		0	0	0	
User Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Volume:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PCE Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
MLF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
FinalVolume:	0	0	0		0	0	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	0	0	0		0	0	0		0	0	0		0	0	0	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		0	0	0		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:																
ApproachV/S:	0.00				0.00				0.00				0.00			
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Scenario Report

Scenario:	Long Term_2030_AM
Command:	Near Term_2011_AM
Volume:	AM_2009
Geometry:	AM
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term AM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	2011_AM

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 El Camino Real & Ravenswood Av	D	45.7	0.826	F	104.6	1.131	+58.895 D/V
# 29 El Camino Real & Roble Ave.	B	12.0	0.555	B	11.6	0.609	-0.372 D/V
# 30 El Camino Real & Middle Ave.	C	34.1	0.850	D	35.5	0.907	+ 1.426 D/V
# 31 El Camino Real & Cambridge Ave	B	12.6	0.658	B	12.6	0.713	-0.036 D/V
# 46 Sand Hill Rd & El Camino Real	C	26.3	0.773	C	27.4	0.804	+ 1.091 D/V
#411 University Dr and College Ave		0.0	0.000	A	1.0	0.009	+ 0.009 V/C

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 El Camino Real & Ravenswood Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.131
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 104.6
Optimal Cycle: 200 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		7	7	7		4	4	4	
Lanes:	1 0	2	0	1	1 0	2	0	1	0 1	0	1	0	2 0	1	0	1
Volume Module: >> Count Date: 21 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	76	698	295		182	1260	14		33	305	69		503	222	57	
Growth Adj:	1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21	
Initial Bse:	92	845	357		220	1525	17		40	369	83		609	269	69	
Added Vol:	1	191	48		127	223	299		423	328	1		31	87	94	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	93	1036	405		347	1748	316		463	697	84		640	356	163	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	93	1036	405		347	1748	316		463	697	84		640	356	163	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	93	1036	405		347	1748	316		463	697	84		640	356	163	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	93	1036	405		347	1748	316		463	697	84		640	356	163	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.91	0.91	0.91		0.90	0.98	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.74	1.12	0.14		2.00	1.00	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		1279	1926	234		3432	1862	1583	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.29	0.26		0.20	0.49	0.20		0.36	0.36	0.36		0.19	0.19	0.10	
Crit Moves:	****					****					****			****		
Green Time:	6.7	42.0	42.0		28.1	63.4	63.4		46.4	46.4	46.4		24.5	24.5	24.5	
Volume/Cap:	1.13	1.01	0.88		1.01	1.13	0.46		1.13	1.13	1.13		1.10	1.13	0.61	
Delay/Veh:	208.0	82.5	67.3		110.0	108	29.2		119.8	120	119.8		129.1	151	59.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	208.0	82.5	67.3		110.0	108	29.2		119.8	120	119.8		129.1	151	59.9	
LOS by Move:	F	F	E		F	F	C		F	F	F		F	F	E	
HCM2kAvgQ:	8	31	20		17	52	9		41	41	41		22	24	7	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		8	8	8		8	8	8	
Lanes:	1 0	1	1	0	1 0	2	1	0	0 0	1!	0	0	0 0	1!	0	0
Volume Module: >> Count Date: 22 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	28	1031	22		42	1703	31		55	3	41		8	5	5	
Growth Adj:	1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21	
Initial Bse:	34	1248	27		51	2061	38		67	4	50		10	6	6	
Added Vol:	0	240	0		0	254	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	1488	27		51	2315	38		67	4	50		10	6	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	34	1488	27		51	2315	38		67	4	50		10	6	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	1488	27		51	2315	38		67	4	50		10	6	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	34	1488	27		51	2315	38		67	4	50		10	6	6	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.93		0.93	0.89	0.89		0.75	0.75	0.75		0.85	0.85	0.85	
Lanes:	1.00	1.96	0.04		1.00	2.95	0.05		0.56	0.03	0.41		0.44	0.28	0.28	
Final Sat.:	1769	3465	62		1769	4992	81		794	43	592		720	450	450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.43	0.43		0.03	0.46	0.46		0.08	0.08	0.08		0.01	0.01	0.01	
Crit Moves:	****					****				****						
Green Time:	4.6	108	107.8		7.2	110	110.5		20.0	20.0	20.0		20.0	20.0	20.0	
Volume/Cap:	0.61	0.58	0.58		0.58	0.61	0.61		0.61	0.61	0.61		0.10	0.10	0.10	
Delay/Veh:	87.3	8.7	8.7		76.6	8.0	8.0		64.3	64.3	64.3		54.8	54.8	54.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	87.3	8.7	8.7		76.6	8.0	8.0		64.3	64.3	64.3		54.8	54.8	54.8	
LOS by Move:	F	A	A		E	A	A		E	E	E		D	D	D	
HCM2kAvgQ:	2	16	16		3	17	17		6	6	6		1	1	1	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 35.5
Optimal Cycle: 128 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	0		0	10	10		11	0	11		0	0	0	
Lanes:	1	0 3	0	0	0	0 2	1	0	1	0 0	0	1	0	0 0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	172	982	0	0	1685	64	172	0	334	0	0	0				
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21				
Initial Bse:	208	1188	0	0	2039	77	208	0	404	0	0	0				
Added Vol:	1	236	0	0	254	0	4	0	3	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	209	1424	0	0	2293	77	212	0	407	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	209	1424	0	0	2293	77	212	0	407	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	209	1424	0	0	2293	77	212	0	407	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	209	1424	0	0	2293	77	212	0	407	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.89	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	2.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	4893	165	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.28	0.00	0.00	0.47	0.47	0.12	0.00	0.26	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green Time:	18.9	93.9	0.0	0.0	75.0	75.0	41.1	0.0	41.1	0.0	0.0	0.0				
Volume/Cap:	0.91	0.43	0.00	0.00	0.91	0.91	0.42	0.00	0.91	0.00	0.00	0.00				
Delay/Veh:	97.3	12.6	0.0	0.0	36.9	36.9	42.8	0.0	71.9	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	97.3	12.6	0.0	0.0	36.9	36.9	42.8	0.0	71.9	0.0	0.0	0.0				
LOS by Move:	F	B	A	A	D	D	D	A	E	A	A	A				
HCM2kAvgQ:	12	11	0	0	38	38	8	0	21	0	0	0				

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		11	11	11		11	11	11	
Lanes:	1	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module: >> Count Date: 21 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	125	1084	2	25	2021	21	19	0	32	1	0	1				
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21				
Initial Bse:	151	1312	2	30	2445	25	23	0	39	1	0	1				
Added Vol:	1	237	0	0	258	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	152	1549	2	30	2703	25	23	0	39	1	0	1				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	152	1549	2	30	2703	25	23	0	39	1	0	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	152	1549	2	30	2703	25	23	0	39	1	0	1				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	152	1549	2	30	2703	25	23	0	39	1	0	1				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	0.89	0.93	0.89	0.89	0.80	1.00	0.80	0.84	1.00	0.84				
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.37	0.00	0.63	0.50	0.00	0.50				
Final Sat.:	1769	5075	8	1769	5031	47	564	0	950	800	0	800				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.31	0.31	0.02	0.54	0.54	0.04	0.00	0.04	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green Time:	17.1	114	113.7	10.3	107	106.9	11.0	0.0	11.0	11.0	0.0	11.0				
Volume/Cap:	0.73	0.39	0.39	0.24	0.73	0.73	0.54	0.00	0.54	0.02	0.00	0.02				
Delay/Veh:	73.9	4.9	4.9	64.7	11.6	11.6	69.5	0.0	69.5	62.1	0.0	62.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	73.9	4.9	4.9	64.7	11.6	11.6	69.5	0.0	69.5	62.1	0.0	62.1				
LOS by Move:	E	A	A	E	B	B	E	A	E	E	A	E				
HCM2kAvgQ:	8	8	8	1	25	25	3	0	3	0	0	0				

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 69 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	8	15	15	8	15	15	15	15	15	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	2 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 29 Sep 2009 << 8:00 am - 9:00 am												
Base Vol:	240	560	27	487	1233	308	224	0	229	0	0	0
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	290	678	33	589	1492	373	271	0	277	0	0	0
Added Vol:	0	174	0	0	120	24	27	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	852	33	589	1612	397	298	0	277	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	852	33	589	1612	397	298	0	277	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	852	33	589	1612	397	298	0	277	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	852	33	589	1612	397	298	0	277	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.88	0.88	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.41	0.59	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5187	1615	1805	4038	994	3502	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.02	0.33	0.40	0.40	0.09	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	43.3	23.3	23.3	72.7	49.7	49.7	21.3	0.0	21.3	0.0	0.0	0.0
Volume/Cap:	0.66	0.70	0.09	0.65	0.80	0.80	0.40	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	23.4	37.1	30.1	15.8	23.1	23.1	34.2	0.0	50.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	37.1	30.1	15.8	23.1	23.1	34.2	0.0	50.2	0.0	0.0	0.0
LOS by Move:	C	D	C	B	C	C	C	A	D	A	A	A
HCM2kAvgQ:	8	10	1	10	21	21	4	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #411 University Dr and College Ave

Cycle (sec): 1 Critical Vol./Cap.(X): 0.009
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	1 0	0 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	6	1	1	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	6	1	1	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	6	1	1	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	6	1	1	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	6	1	1	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	762	762	762	866	866	866	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.86	0.14	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	653	109	866	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****					****			****
ApproachV/S:	0.01			0.00			xxxxx			xxxxx		
Delay/Veh:	0.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	*	A	A	A	*	*	*	*	*	*	*	*
ApproachDel:	1.0			1.0			xxxxxx			xxxxxx		
Delay Adj:	1.00			1.00			xxxxx			xxxxx		
ApprAdjDel:	1.0			1.0			xxxxxx			xxxxxx		
LOS by Appr:	A			A			F			F		

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Scenario Report

Scenario:	Long Term_2030_PM
Command:	Near Term_2011_PM
Volume:	PM_2009
Geometry:	PM
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term PM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	2011_PM

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 El Camino Real & Ravenswood Av	E	55.1	0.921	F	169.8	1.382	+114.631 D/V
# 29 El Camino Real & Roble Ave.	B	17.5	0.810	B	19.8	0.897	+ 2.237 D/V
# 30 El Camino Real & Middle Ave.	C	33.7	0.872	C	32.5	0.929	-1.147 D/V
# 31 El Camino Real & Cambridge Ave	B	14.0	0.639	B	14.3	0.699	+ 0.373 D/V
# 46 Sand Hill Rd & El Camino Real	C	28.0	0.806	C	28.7	0.846	+ 0.641 D/V
#411 University Dr and College Ave		0.0	0.000		0.0	0.000	+ 0.000 V/C

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 El Camino Real & Ravenswood Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.382
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 169.8
Optimal Cycle: 200 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	4	10		10			4	10		10			7	7		7			4	4		4		
Lanes:	1	0	2	0	1		1	0	2	0	1		0	1	0	1	0		2	0	1	0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 4:45 - 5:45 PM																								
Base Vol:	176	1202		557	193	1082		22		41	296		129	484		239		67						
Growth Adj:	1.21	1.21		1.21	1.21	1.21		1.21		1.21	1.21		1.21	1.21		1.21		1.21						
Initial Bse:	213	1454		674	234	1309		27		50	358		156	586		289		81						
Added Vol:	0	245		37	117	212		472		380	144		0	51		353		152						
PasserByVol:	0	0		0	0	0		0		0	0		0	0		0		0						
Initial Fut:	213	1699		711	351	1521		499		430	502		156	637		642		233						
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
PHF Volume:	213	1699		711	351	1521		499		430	502		156	637		642		233						
Reduct Vol:	0	0		0	0	0		0		0	0		0	0		0		0						
Reduced Vol:	213	1699		711	351	1521		499		430	502		156	637		642		233						
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
FinalVolume:	213	1699		711	351	1521		499		430	502		156	637		642		233						
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900	1900	1900		1900		1900	1900		1900	1900		1900		1900						
Adjustment:	0.93	0.93		0.83	0.93	0.93		0.83		0.89	0.89		0.89	0.90		0.98		0.83						
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00		0.79	0.92		0.29	2.00		1.00		1.00						
Final Sat.:	1769	3538		1583	1769	3538		1583		1342	1568		488	3432		1862		1583						
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.48		0.45	0.20	0.43		0.32		0.32	0.32		0.32	0.19		0.34		0.15						
Crit Moves:		****			****								****			****								
Green Time:	15.6	50.4		50.4	20.8	55.6		55.6		33.6	33.6		33.6	36.2		36.2		36.2						
Volume/Cap:	1.12	1.38		1.29	1.38	1.12		0.82		1.38	1.38		1.38	0.74		1.38		0.59						
Delay/Veh:	166.2	224		191.9	256.6	109		49.0		235.4	235		235.4	53.7		239		50.2						
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
AdjDel/Veh:	166.2	224		191.9	256.6	109		49.0		235.4	235		235.4	53.7		239		50.2						
LOS by Move:	F	F		F	F	F		D		F	F		F	D		F		D						
HCM2kAvgQ:	15	70		52	27	45		19		46	46		46	15		51		10						

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: 121 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	4	10		10			4	10		10			8	8		8			8	8		8		
Lanes:	1	0	1	1	0		1	0	2	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 5:00 - 6:00 PM																								
Base Vol:	76	1796		9	19	1546		28		78	0		53	38		4		31						
Growth Adj:	1.21	1.21		1.21	1.21	1.21		1.21		1.21	1.21		1.21	1.21		1.21		1.21						
Initial Bse:	92	2173		11	23	1871		34		94	0		64	46		5		38						
Added Vol:	0	282		0	0	263		0		0	0		0	0		0		0						
PasserByVol:	0	0		0	0	0		0		0	0		0	0		0		0						
Initial Fut:	92	2455		11	23	2134		34		94	0		64	46		5		38						
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
PHF Volume:	92	2455		11	23	2134		34		94	0		64	46		5		38						
Reduct Vol:	0	0		0	0	0		0		0	0		0	0		0		0						
Reduced Vol:	92	2455		11	23	2134		34		94	0		64	46		5		38						
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
FinalVolume:	92	2455		11	23	2134		34		94	0		64	46		5		38						
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900	1900	1900		1900		1900	1900		1900	1900		1900		1900						
Adjustment:	0.93	0.93		0.93	0.93	0.89		0.89		0.67	1.00		0.67	0.72		0.72		0.72						
Lanes:	1.00	1.99		0.01	1.00	2.95		0.05		0.60	0.00		0.40	0.53		0.05		0.42						
Final Sat.:	1769	3519		16	1769	4994		79		761	0		517	707		74		577						
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.70		0.70	0.01	0.43		0.43		0.12	0.00		0.12	0.06		0.06		0.06						
Crit Moves:		****			****					****														
Green Time:	12.5	111		111.2	4.0	103		102.7		19.8	0.0		19.8	19.8		19.8		19.8						
Volume/Cap:	0.60	0.91		0.91	0.47	0.60		0.60		0.91	0.00		0.91	0.48		0.48		0.48						
Delay/Veh:	70.5	18.1		18.1	76.5	11.1		11.1		104.9	0.0		104.9	59.8		59.8		59.8						
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
AdjDel/Veh:	70.5	18.1		18.1	76.5	11.1		11.1		104.9	0.0		104.9	59.8		59.8		59.8						
LOS by Move:	E	B		B	E	B		B		F	A		F	E		E		E						
HCM2kAvgQ:	5	47		47	2	18		18		10	0		10	4		4		4						

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 32.5
Optimal Cycle: 148 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	4	10	0		0	10	10		11	0	25		0	0	0	
Lanes:	1 0	3 0	0		0 0	2 1	0		1 0	0 0	1		0 0	0 0	0	
Volume Module: >> Count Date: 20 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	413	1780	0		0	1465	97		226	0	211		0	0	0	
Growth Adj:	1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21	
Initial Bse:	500	2154	0		0	1773	117		273	0	255		0	0	0	
Added Vol:	2	282	0		0	263	0		0	0	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	502	2436	0		0	2036	117		273	0	256		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	502	2436	0		0	2036	117		273	0	256		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	502	2436	0		0	2036	117		273	0	256		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	502	2436	0		0	2036	117		273	0	256		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.88	0.88		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.84	0.16		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	4768	275		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.48	0.00		0.00	0.43	0.43		0.15	0.00	0.16		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	44.3	111	0.0		0.0	66.6	66.6		24.1	0.0	68.4		0.0	0.0	0.0	
Volume/Cap:	0.93	0.63	0.00		0.00	0.93	0.93		0.93	0.00	0.34		0.00	0.00	0.00	
Delay/Veh:	71.5	8.0	0.0		0.0	44.3	44.3		93.9	0.0	24.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	71.5	8.0	0.0		0.0	44.3	44.3		93.9	0.0	24.4		0.0	0.0	0.0	
LOS by Move:	E	A	A		A	D	D		F	A	C		A	A	A	
HCM2kAvgQ:	25	18	0		0	37	37		16	0	7		0	0	0	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		11	11	11		11	11	11	
Lanes:	1 0	2 1	0		1 0	2 1	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module: >> Count Date: 21 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	212	2241	6		32	1629	14		22	1	24		7	2	4	
Growth Adj:	1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21	
Initial Bse:	257	2712	7		39	1971	17		27	1	29		8	2	5	
Added Vol:	0	284	0		0	264	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	257	2996	7		39	2235	17		27	1	29		8	2	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	257	2996	7		39	2235	17		27	1	29		8	2	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	257	2996	7		39	2235	17		27	1	29		8	2	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	257	2996	7		39	2235	17		27	1	29		8	2	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	0.89		0.93	0.89	0.89		0.78	0.78	0.78		0.84	0.84	0.84	
Lanes:	1.00	2.99	0.01		1.00	2.98	0.02		0.47	0.02	0.51		0.54	0.15	0.31	
Final Sat.:	1769	5071	12		1769	5040	38		693	31	756		856	245	489	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.59	0.59		0.02	0.44	0.44		0.04	0.04	0.04		0.01	0.01	0.01	
Crit Moves:		****			****					****						
Green Time:	30.6	120	119.6		4.4	93.4	93.4		11.0	11.0	11.0		11.0	11.0	11.0	
Volume/Cap:	0.69	0.72	0.72		0.72	0.69	0.69		0.51	0.51	0.51		0.13	0.13	0.13	
Delay/Veh:	58.2	6.1	6.1		106.4	17.1	17.1		68.1	68.1	68.1		63.0	63.0	63.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	58.2	6.1	6.1		106.4	17.1	17.1		68.1	68.1	68.1		63.0	63.0	63.0	
LOS by Move:	E	A	A		F	B	B		E	E	E		E	E	E	
HCM2kAvgQ:	11	21	21		3	23	23		3	3	3		1	1	1	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 28.7
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	8	15	15		8	15	15		15	15	15		0	0	0	
Lanes:	1 0	3 0	1		1 0	2 1	0		2 0	0 0	1		0 0	0 0	0	
Volume Module: >> Count Date: 29 Sep 2009 << 5:00 - 6:00 AM																
Base Vol:	145	1201	98		411	913	416		514	0	243		0	0	0	
Growth Adj:	1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21	
Initial Bse:	175	1453	119		497	1105	503		622	0	294		0	0	0	
Added Vol:	0	152	0		0	194	32		27	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	175	1605	119		497	1299	535		649	0	294		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	175	1605	119		497	1299	535		649	0	294		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	175	1605	119		497	1299	535		649	0	294		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	175	1605	119		497	1299	535		649	0	294		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.95	0.87	0.87		0.92	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.12	0.88		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	5187	1615		1805	3511	1447		3502	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.31	0.07		0.28	0.37	0.37		0.19	0.00	0.18		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green Time:	50.9	36.6	36.6		72.1	54.7	54.7		21.9	0.0	21.9		0.0	0.0	0.0	
Volume/Cap:	0.52	0.85	0.20		0.75	0.68	0.68		0.85	0.00	0.83		0.00	0.00	0.00	
Delay/Veh:	15.4	32.9	21.9		27.7	17.0	17.0		46.1	0.0	52.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	15.4	32.9	21.9		27.7	17.0	17.0		46.1	0.0	52.6		0.0	0.0	0.0	
LOS by Move:	B	C	C		C	B	B		D	A	D		A	A	A	
HCM2kAvgQ:	4	19	3		11	15	15		10	0	9		0	0	0	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #411 University Dr and College Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	0 0	0		0 0	0 0	0		0 0	0 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	0		0	0	0		0	0	0	
User Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Volume:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PCE Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
MLF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
FinalVolume:	0	0	0		0	0	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	0	0	0		0	0	0		0	0	0		0	0	0	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		0	0	0		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:																
ApproachV/S:	0.00				0.00				0.00				0.00			
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Scenario Report

Scenario:	Long Term_2030_PM
Command:	Near Term_2011_PM
Volume:	PM_2009
Geometry:	PM
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term PM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	2011_PM

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 El Camino Real & Ravenswood Av	E	55.1	0.921	F	169.8	1.382	+114.631 D/V
# 29 El Camino Real & Roble Ave.	B	17.5	0.810	B	19.8	0.897	+ 2.237 D/V
# 30 El Camino Real & Middle Ave.	C	33.7	0.872	C	32.5	0.929	-1.147 D/V
# 31 El Camino Real & Cambridge Ave	B	14.0	0.639	B	14.3	0.699	+ 0.373 D/V
# 46 Sand Hill Rd & El Camino Real	C	28.0	0.806	C	28.7	0.846	+ 0.639 D/V
#411 University Dr and College Ave		0.0	0.000		0.0	0.000	+ 0.000 V/C

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 El Camino Real & Ravenswood Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.382
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 169.8
Optimal Cycle: 200 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	4	10		10			4	10		10			7	7		7			4	4		4		
Lanes:	1	0	2	0	1		1	0	2	0	1		0	1	0	1	0		2	0	1	0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 4:45 - 5:45 PM																								
Base Vol:	176	1202		557	193	1082		22		41	296		129	484		239		67						
Growth Adj:	1.21	1.21		1.21	1.21	1.21		1.21		1.21	1.21		1.21	1.21		1.21		1.21						
Initial Bse:	213	1454		674	234	1309		27		50	358		156	586		289		81						
Added Vol:	0	245		37	117	212		472		380	144		0	51		353		152						
PasserByVol:	0	0		0	0	0		0		0	0		0	0		0		0						
Initial Fut:	213	1699		711	351	1521		499		430	502		156	637		642		233						
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
PHF Volume:	213	1699		711	351	1521		499		430	502		156	637		642		233						
Reduct Vol:	0	0		0	0	0		0		0	0		0	0		0		0						
Reduced Vol:	213	1699		711	351	1521		499		430	502		156	637		642		233						
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
FinalVolume:	213	1699		711	351	1521		499		430	502		156	637		642		233						
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900	1900	1900		1900		1900	1900		1900	1900		1900		1900						
Adjustment:	0.93	0.93		0.83	0.93	0.93		0.83		0.89	0.89		0.89	0.90		0.98		0.83						
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00		0.79	0.92		0.29	2.00		1.00		1.00						
Final Sat.:	1769	3538		1583	1769	3538		1583		1342	1568		488	3432		1862		1583						
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.48		0.45	0.20	0.43		0.32		0.32	0.32		0.32	0.19		0.34		0.15						
Crit Moves:		****			****								****			****								
Green Time:	15.6	50.4		50.4	20.8	55.6		55.6		33.6	33.6		33.6	36.2		36.2		36.2						
Volume/Cap:	1.12	1.38		1.29	1.38	1.12		0.82		1.38	1.38		1.38	0.74		1.38		0.59						
Delay/Veh:	166.2	224		191.9	256.6	109		49.0		235.4	235		235.4	53.7		239		50.2						
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
AdjDel/Veh:	166.2	224		191.9	256.6	109		49.0		235.4	235		235.4	53.7		239		50.2						
LOS by Move:	F	F		F	F	F		D		F	F		F	D		F		D						
HCM2kAvgQ:	15	70		52	27	45		19		46	46		46	15		51		10						

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: 121 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	4	10		10			4	10		10			8	8		8			8	8		8		
Lanes:	1	0	1	1	0		1	0	2	1	0		0	0	1!	0	0		0	0	1!	0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 5:00 - 6:00 PM																								
Base Vol:	76	1796		9	19	1546		28		78	0		53	38		4		31						
Growth Adj:	1.21	1.21		1.21	1.21	1.21		1.21		1.21	1.21		1.21	1.21		1.21		1.21						
Initial Bse:	92	2173		11	23	1871		34		94	0		64	46		5		38						
Added Vol:	0	282		0	0	263		0		0	0		0	0		0		0						
PasserByVol:	0	0		0	0	0		0		0	0		0	0		0		0						
Initial Fut:	92	2455		11	23	2134		34		94	0		64	46		5		38						
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
PHF Volume:	92	2455		11	23	2134		34		94	0		64	46		5		38						
Reduct Vol:	0	0		0	0	0		0		0	0		0	0		0		0						
Reduced Vol:	92	2455		11	23	2134		34		94	0		64	46		5		38						
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
FinalVolume:	92	2455		11	23	2134		34		94	0		64	46		5		38						
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900	1900	1900		1900		1900	1900		1900	1900		1900		1900						
Adjustment:	0.93	0.93		0.93	0.93	0.89		0.89		0.67	1.00		0.67	0.72		0.72		0.72						
Lanes:	1.00	1.99		0.01	1.00	2.95		0.05		0.60	0.00		0.40	0.53		0.05		0.42						
Final Sat.:	1769	3519		16	1769	4994		79		761	0		517	707		74		577						
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.70		0.70	0.01	0.43		0.43		0.12	0.00		0.12	0.06		0.06		0.06						
Crit Moves:		****			****					****														
Green Time:	12.5	111		111.2	4.0	103		102.7		19.8	0.0		19.8	19.8		19.8		19.8						
Volume/Cap:	0.60	0.91		0.91	0.47	0.60		0.60		0.91	0.00		0.91	0.48		0.48		0.48						
Delay/Veh:	70.5	18.1		18.1	76.5	11.1		11.1		104.9	0.0		104.9	59.8		59.8		59.8						
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00						
AdjDel/Veh:	70.5	18.1		18.1	76.5	11.1		11.1		104.9	0.0		104.9	59.8		59.8		59.8						
LOS by Move:	E	B		B	E	B		B		F	A		F	E		E		E						
HCM2kAvgQ:	5	47		47	2	18		18		10	0		10	4		4		4						

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 32.5
Optimal Cycle: 148 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	4	10	0		0	10	10		11	0	25		0	0	0	
Lanes:	1 0	3 0	0		0 0	2 1	0		1 0	0 0	1		0 0	0 0	0	
Volume Module: >> Count Date: 20 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	413	1780	0		0	1465	97		226	0	211		0	0	0	
Growth Adj:	1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21	
Initial Bse:	500	2154	0		0	1773	117		273	0	255		0	0	0	
Added Vol:	2	282	0		0	263	0		0	0	1		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	502	2436	0		0	2036	117		273	0	256		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	502	2436	0		0	2036	117		273	0	256		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	502	2436	0		0	2036	117		273	0	256		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	502	2436	0		0	2036	117		273	0	256		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.88	0.88		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.84	0.16		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	4768	275		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.48	0.00		0.00	0.43	0.43		0.15	0.00	0.16		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	44.3	111	0.0		0.0	66.6	66.6		24.1	0.0	68.4		0.0	0.0	0.0	
Volume/Cap:	0.93	0.63	0.00		0.00	0.93	0.93		0.93	0.00	0.34		0.00	0.00	0.00	
Delay/Veh:	71.5	8.0	0.0		0.0	44.3	44.3		93.9	0.0	24.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	71.5	8.0	0.0		0.0	44.3	44.3		93.9	0.0	24.4		0.0	0.0	0.0	
LOS by Move:	E	A	A		A	D	D		F	A	C		A	A	A	
HCM2kAvgQ:	25	18	0		0	37	37		16	0	7		0	0	0	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		11	11	11		11	11	11	
Lanes:	1 0	2 1	0		1 0	2 1	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module: >> Count Date: 21 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	212	2241	6		32	1629	14		22	1	24		7	2	4	
Growth Adj:	1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21	
Initial Bse:	257	2712	7		39	1971	17		27	1	29		8	2	5	
Added Vol:	0	284	0		0	264	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	257	2996	7		39	2235	17		27	1	29		8	2	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	257	2996	7		39	2235	17		27	1	29		8	2	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	257	2996	7		39	2235	17		27	1	29		8	2	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	257	2996	7		39	2235	17		27	1	29		8	2	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	0.89		0.93	0.89	0.89		0.78	0.78	0.78		0.84	0.84	0.84	
Lanes:	1.00	2.99	0.01		1.00	2.98	0.02		0.47	0.02	0.51		0.54	0.15	0.31	
Final Sat.:	1769	5071	12		1769	5040	38		693	31	756		856	245	489	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.59	0.59		0.02	0.44	0.44		0.04	0.04	0.04		0.01	0.01	0.01	
Crit Moves:		****			****					****						
Green Time:	30.6	120	119.6		4.4	93.4	93.4		11.0	11.0	11.0		11.0	11.0	11.0	
Volume/Cap:	0.69	0.72	0.72		0.72	0.69	0.69		0.51	0.51	0.51		0.13	0.13	0.13	
Delay/Veh:	58.2	6.1	6.1		106.4	17.1	17.1		68.1	68.1	68.1		63.0	63.0	63.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	58.2	6.1	6.1		106.4	17.1	17.1		68.1	68.1	68.1		63.0	63.0	63.0	
LOS by Move:	E	A	A		F	B	B		E	E	E		E	E	E	
HCM2kAvgQ:	11	21	21		3	23	23		3	3	3		1	1	1	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 28.7
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	8	15	15		8	15	15		15	15	15		0	0	0	
Lanes:	1 0	3 0	1		1 0	2 1	0		2 0	0 0	1		0 0	0 0	0	
Volume Module: >> Count Date: 29 Sep 2009 << 5:00 - 6:00 AM																
Base Vol:	145	1201	98		411	913	416		514	0	243		0	0	0	
Growth Adj:	1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21		1.21	1.21	1.21	
Initial Bse:	175	1453	119		497	1105	503		622	0	294		0	0	0	
Added Vol:	0	151	0		0	193	30		27	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	175	1604	119		497	1298	533		649	0	294		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	175	1604	119		497	1298	533		649	0	294		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	175	1604	119		497	1298	533		649	0	294		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	175	1604	119		497	1298	533		649	0	294		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.95	0.87	0.87		0.92	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.13	0.87		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	5187	1615		1805	3514	1444		3502	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.31	0.07		0.28	0.37	0.37		0.19	0.00	0.18		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green Time:	50.9	36.5	36.5		72.1	54.7	54.7		21.9	0.0	21.9		0.0	0.0	0.0	
Volume/Cap:	0.52	0.85	0.20		0.75	0.68	0.68		0.85	0.00	0.83		0.00	0.00	0.00	
Delay/Veh:	15.4	32.9	21.9		27.7	17.0	17.0		46.1	0.0	52.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	15.4	32.9	21.9		27.7	17.0	17.0		46.1	0.0	52.5		0.0	0.0	0.0	
LOS by Move:	B	C	C		C	B	B		D	A	D		A	A	A	
HCM2kAvgQ:	4	19	3		11	15	15		10	0	9		0	0	0	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #411 University Dr and College Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	0 0	0		0 0	0 0	0		0 0	0 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	0		0	0	0		0	0	0	
User Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Volume:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PCE Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
MLF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
FinalVolume:	0	0	0		0	0	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	0	0	0		0	0	0		0	0	0		0	0	0	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		0	0	0		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:																
ApproachV/S:	0.00				0.00				0.00				0.00			
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Scenario Report

Scenario:	Near Term_2011_AM
Command:	Near Term_2011_AM
Volume:	AM_2009
Geometry:	AM
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term AM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	2011_AM

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 El Camino Real & Ravenswood Av	D	40.9	0.697	D	52.6	0.845	+11.670 D/V
# 29 El Camino Real & Roble Ave.	B	11.1	0.467	B	11.0	0.472	-0.078 D/V
# 30 El Camino Real & Middle Ave.	C	29.4	0.717	C	29.1	0.721	-0.237 D/V
# 31 El Camino Real & Cambridge Ave	B	11.3	0.555	B	11.2	0.560	-0.042 D/V
# 46 Sand Hill Rd & El Camino Real	C	22.6	0.673	C	23.0	0.678	+ 0.447 D/V
#411 University Dr and College Ave		0.0	0.000		0.0	0.000	+ 0.000 V/C

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 El Camino Real & Ravenswood Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 52.6
Optimal Cycle: 65 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		7	7	7		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		0 1	0 1	0		2 0	1 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	76	698	295		182	1260	14		33	305	69		503	222	57	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	78	712	301		186	1285	14		34	311	70		513	226	58	
Added Vol:	0	20	40		68	12	51		128	300	0		11	85	24	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	78	732	341		254	1297	65		162	611	70		524	311	82	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	78	732	341		254	1297	65		162	611	70		524	311	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	732	341		254	1297	65		162	611	70		524	311	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	78	732	341		254	1297	65		162	611	70		524	311	82	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.91	0.91	0.91		0.90	0.98	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.38	1.45	0.17		2.00	1.00	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		663	2508	289		3432	1862	1583	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.21	0.22		0.14	0.37	0.04		0.24	0.24	0.24		0.15	0.17	0.05	
Crit Moves:	****					****				****				****		
Green Time:	7.5	42.3	42.3		28.2	62.9	62.9		41.8	41.8	41.8		28.7	28.7	28.7	
Volume/Cap:	0.84	0.71	0.74		0.74	0.84	0.10		0.84	0.84	0.84		0.77	0.84	0.26	
Delay/Veh:	115.8	48.2	52.6		63.2	41.2	24.3		55.3	55.3	55.3		60.5	72.2	49.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	115.8	48.2	52.6		63.2	41.2	24.3		55.3	55.3	55.3		60.5	72.2	49.6	
LOS by Move:	F	D	D		E	D	C		E	E	E		E	E	D	
HCM2kAvgQ:	5	16	15		11	28	2		21	21	21		13	16	3	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		8	8	8		8	8	8	
Lanes:	1 0	1 1	0		1 0	2 1	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	28	1031	22		42	1703	31		55	3	41		8	5	5	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	29	1052	22		43	1737	32		56	3	42		8	5	5	
Added Vol:	0	60	0		0	23	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	1112	22		43	1760	32		56	3	42		8	5	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	29	1112	22		43	1760	32		56	3	42		8	5	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	29	1112	22		43	1760	32		56	3	42		8	5	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	29	1112	22		43	1760	32		56	3	42		8	5	5	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.93		0.93	0.89	0.89		0.76	0.76	0.76		0.85	0.85	0.85	
Lanes:	1.00	1.96	0.04		1.00	2.95	0.05		0.56	0.03	0.41		0.44	0.28	0.28	
Final Sat.:	1769	3457	70		1769	4979	89		806	44	601		719	449	449	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.32	0.32		0.02	0.35	0.35		0.07	0.07	0.07		0.01	0.01	0.01	
Crit Moves:	****					****				****						
Green Time:	5.0	105	104.6		9.0	109	108.6		21.4	21.4	21.4		21.4	21.4	21.4	
Volume/Cap:	0.47	0.45	0.45		0.39	0.47	0.47		0.47	0.47	0.47		0.08	0.08	0.08	
Delay/Veh:	74.4	8.4	8.4		67.7	7.1	7.1		58.3	58.3	58.3		53.4	53.4	53.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	74.4	8.4	8.4		67.7	7.1	7.1		58.3	58.3	58.3		53.4	53.4	53.4	
LOS by Move:	E	A	A		E	A	A		E	E	E		D	D	D	
HCM2kAvgQ:	2	11	11		2	11	11		5	5	5		1	1	1	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	0		0	10	10		11	0	11		0	0	0	
Lanes:	1	0 3	0	0	0	0 2	1	0	1	0 0	0	1	0	0 0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	172	982	0		0	1685	64		172	0	334		0	0	0	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	175	1002	0		0	1719	65		175	0	341		0	0	0	
Added Vol:	0	60	0		0	23	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	175	1062	0		0	1742	65		175	0	341		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	175	1062	0		0	1742	65		175	0	341		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	175	1062	0		0	1742	65		175	0	341		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	175	1062	0		0	1742	65		175	0	341		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.89		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.89	0.11		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	4875	183		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.21	0.00		0.00	0.36	0.36		0.10	0.00	0.22		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green Time:	19.9	91.7	0.0		0.0	71.8	71.8		43.3	0.0	43.3		0.0	0.0	0.0	
Volume/Cap:	0.72	0.33	0.00		0.00	0.72	0.72		0.33	0.00	0.72		0.00	0.00	0.00	
Delay/Veh:	70.0	12.4	0.0		0.0	29.8	29.8		40.0	0.0	50.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	70.0	12.4	0.0		0.0	29.8	29.8		40.0	0.0	50.9		0.0	0.0	0.0	
LOS by Move:	E	B	A		A	C	C		D	A	D		A	A	A	
HCM2kAvgQ:	9	8	0		0	23	23		6	0	15		0	0	0	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		11	11	11		11	11	11	
Lanes:	1	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module: >> Count Date: 21 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	125	1084	2		25	2021	21		19	0	32		1	0	1	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	128	1106	2		26	2061	21		19	0	33		1	0	1	
Added Vol:	0	60	0		0	23	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	128	1166	2		26	2084	21		19	0	33		1	0	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	128	1166	2		26	2084	21		19	0	33		1	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	128	1166	2		26	2084	21		19	0	33		1	0	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	128	1166	2		26	2084	21		19	0	33		1	0	1	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	0.89		0.93	0.89	0.89		0.80	1.00	0.80		0.85	1.00	0.85	
Lanes:	1.00	2.99	0.01		1.00	2.97	0.03		0.37	0.00	0.63		0.50	0.00	0.50	
Final Sat.:	1769	5074	9		1769	5027	52		567	0	956		804	0	804	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.23	0.23		0.01	0.41	0.41		0.03	0.00	0.03		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	18.4	111	110.7		13.3	106	105.6		11.0	0.0	11.0		11.0	0.0	11.0	
Volume/Cap:	0.57	0.30	0.30		0.16	0.57	0.57		0.45	0.00	0.45		0.02	0.00	0.02	
Delay/Veh:	63.0	5.3	5.3		61.1	9.3	9.3		66.9	0.0	66.9		62.1	0.0	62.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	63.0	5.3	5.3		61.1	9.3	9.3		66.9	0.0	66.9		62.1	0.0	62.1	
LOS by Move:	E	A	A		E	A	A		E	A	E		E	A	E	
HCM2kAvgQ:	6	6	6		1	16	16		3	0	3		0	0	0	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	8	15	15		8	15	15		15	0	15		0	0	0	
Lanes:	1 0	3 0	1		1 0	2 1	0		2 0	0 0	1		0 0	0 0	0	
Volume Module: >> Count Date: 29 Sep 2009 << 8:00 am - 9:00 am																
Base Vol:	240	560	27		487	1233	308		224	0	229		0	0	0	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	245	571	28		497	1258	314		228	0	234		0	0	0	
Added Vol:	0	57	0		0	21	2		4	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	245	628	28		497	1279	316		232	0	234		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	245	628	28		497	1279	316		232	0	234		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	245	628	28		497	1279	316		232	0	234		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	245	628	28		497	1279	316		232	0	234		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.95	0.88	0.88		0.92	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.41	0.59		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	5187	1615		1805	4034	997		3502	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.12	0.02		0.28	0.32	0.32		0.07	0.00	0.14		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green Time:	45.0	24.3	24.3		72.0	48.3	48.3		22.0	0.0	22.0		0.0	0.0	0.0	
Volume/Cap:	0.55	0.50	0.07		0.54	0.66	0.66		0.30	0.00	0.66		0.00	0.00	0.00	
Delay/Veh:	18.9	32.9	29.2		8.8	20.2	20.2		32.8	0.0	39.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.9	32.9	29.2		8.8	20.2	20.2		32.8	0.0	39.9		0.0	0.0	0.0	
LOS by Move:	B	C	C		A	C	C		C	A	D		A	A	A	
HCM2kAvgQ:	6	6	1		7	14	14		3	0	7		0	0	0	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #411 University Dr and College Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	0 0	0		0 0	0 0	0		0 0	0 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	0		0	0	0		0	0	0	
User Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Volume:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PCE Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
MLF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
FinalVolume:	0	0	0		0	0	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	0	0	0		0	0	0		0	0	0		0	0	0	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		0	0	0		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:																
ApproachV/S:	0.00				0.00				0.00				0.00			
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

Scenario Report

Scenario:	Existing_2009_PM
Command:	Existing_2009_PM
Volume:	PM_2009
Geometry:	PM
Impact Fee:	Default Impact Fee
Trip Generation:	Existing PM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing_PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 El Camino Real & Ravenswood Av	D	44.1	0.761	D	44.1	0.761	+ 0.005 D/V
# 29 El Camino Real & Roble Ave.	B	14.4	0.666	B	14.2	0.666	-0.112 D/V
# 30 El Camino Real & Middle Ave.	C	27.6	0.721	C	25.3	0.721	-2.322 D/V
# 31 El Camino Real & Cambridge Ave	B	12.3	0.528	B	12.3	0.528	+ 0.000 D/V
# 46 Sand Hill Rd & El Camino Real	C	24.4	0.669	C	24.4	0.669	+ 0.000 D/V
#411 University Dr and College Ave		0.0	0.000		0.0	0.000	+ 0.000 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 El Camino Real & Ravenswood Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 44.1
Optimal Cycle: 45 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		7	7	7		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		0 1	0 1	0		2 0	1 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	176	1202	557		193	1082	22		41	296	129		484	239	67	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	176	1202	557		193	1082	22		41	296	129		484	239	67	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	176	1202	557		193	1082	22		41	296	129		484	239	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	176	1202	557		193	1082	22		41	296	129		484	239	67	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	176	1202	557		193	1082	22		41	296	129		484	239	67	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.89	0.89	0.89		0.90	0.98	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.18	1.27	0.55		2.00	1.00	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		297	2144	934		3432	1862	1583	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.34	0.35		0.11	0.31	0.01		0.14	0.14	0.14		0.14	0.13	0.04	
Crit Moves:			****		****						****		****			
Green Time:	21.6	67.0	67.0		20.8	66.3	66.3		26.3	26.3	26.3		26.9	26.9	26.9	
Volume/Cap:	0.67	0.74	0.76		0.76	0.67	0.03		0.76	0.76	0.76		0.76	0.69	0.23	
Uniform Del:	58.3	31.8	32.4		59.7	30.8	21.7		56.4	56.4	56.4		56.0	55.2	50.2	
IncremntDel:	6.4	1.8	4.7		12.6	1.1	0.0		5.6	5.6	5.6		5.3	5.9	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	64.7	33.5	37.1		72.3	31.9	21.7		61.9	61.9	61.9		61.3	61.1	50.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	64.7	33.5	37.1		72.3	31.9	21.7		61.9	61.9	61.9		61.3	61.1	50.6	
LOS by Move:	E	C	D		E	C	C		E	E	E		E	E	D	
HCM2kAvgQ:	8	23	21		8	19	1		12	12	12		12	11	3	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		8	8	8		8	8	8	
Lanes:	1 0	1 1	0		1 0	2 1	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	76	1796	9		19	1546	28		78	0	53		38	4	31	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	76	1796	9		19	1546	28		78	0	53		38	4	31	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	76	1796	9		19	1546	28		78	0	53		38	4	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	76	1796	9		19	1546	28		78	0	53		38	4	31	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	76	1796	9		19	1546	28		78	0	53		38	4	31	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.93		0.93	0.89	0.89		0.70	1.00	0.70		0.74	0.74	0.74	
Lanes:	1.00	1.99	0.01		1.00	2.95	0.05		0.60	0.00	0.40		0.53	0.05	0.42	
Final Sat.:	1769	3517	18		1769	4978	90		793	0	539		732	77	597	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.51	0.51		0.01	0.31	0.31		0.10	0.00	0.10		0.05	0.05	0.05	
Crit Moves:		****			****				****							
Green Time:	13.3	109	109.4		4.0	99.7	99.7		21.6	21.6	21.6		21.6	21.6	21.6	
Volume/Cap:	0.47	0.68	0.68		0.39	0.45	0.45		0.66	0.00	0.66		0.35	0.35	0.35	
Uniform Del:	62.5	8.9	8.9		69.3	10.3	10.3		58.2	0.0	58.2		55.4	55.4	55.4	
IncremntDel:	2.1	0.7	0.7		5.1	0.1	0.1		8.0	0.0	8.0		1.0	1.0	1.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00	
Delay/Veh:	64.6	9.6	9.6		74.4	10.4	10.4		66.2	0.0	66.2		56.4	56.4	56.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	64.6	9.6	9.6		74.4	10.4	10.4		66.2	0.0	66.2		56.4	56.4	56.4	
LOS by Move:	E	A	A		E	B	B		E	A	E		E	E	E	
HCM2kAvgQ:	4	21	21		1	11	11		7	0	7		3	3	3	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	4	10	0		0	10	10		11	0	25		0	0	0	
Lanes:	1 0	3 0	0		0 0	2 1	0		1 0	0 0	1		0 0	0 0		
Volume Module: >> Count Date: 20 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	413	1780	0		0	1465	97		226	0	211		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	413	1780	0		0	1465	97		226	0	211		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	413	1780	0		0	1465	97		226	0	211		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	413	1780	0		0	1465	97		226	0	211		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	413	1780	0		0	1465	97		226	0	211		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.88	0.88		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.81	0.19		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	4725	313		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.35	0.00		0.00	0.31	0.31		0.13	0.00	0.13		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	47.0	109	109.3		0.0	62.4	62.4		25.7	0.0	25.7		0.0	0.0	0.0	
Volume/Cap:	0.72	0.46	0.00		0.00	0.72	0.72		0.72	0.00	0.75		0.00	0.00	0.00	
Uniform Del:	43.2	6.8	0.0		0.0	34.1	34.1		56.3	0.0	56.6		0.0	0.0	0.0	
IncremntDel:	4.4	0.1	0.0		0.0	1.2	1.2		7.9	0.0	10.9		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	47.7	6.9	0.0		0.0	35.3	35.3		64.2	0.0	67.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.7	6.9	0.0		0.0	35.3	35.3		64.2	0.0	67.5		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	D	D		E	A	E		A	A	A	
HCM2kAvgQ:	17	11	0		0	21	21		11	0	10		0	0	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		11	11	11		11	11	11	
Lanes:	1 0	2 1	0		1 0	2 1	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module: >> Count Date: 21 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	212	2241	6		32	1629	14		22	1	24		7	2	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	212	2241	6		32	1629	14		22	1	24		7	2	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	212	2241	6		32	1629	14		22	1	24		7	2	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	212	2241	6		32	1629	14		22	1	24		7	2	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	212	2241	6		32	1629	14		22	1	24		7	2	4	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	0.89		0.93	0.89	0.89		0.79	0.79	0.79		0.82	0.82	0.82	
Lanes:	1.00	2.99	0.01		1.00	2.97	0.03		0.47	0.02	0.51		0.54	0.15	0.31	
Final Sat.:	1769	5070	14		1769	5035	43		699	32	763		843	241	482	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.44	0.44		0.02	0.32	0.32		0.03	0.03	0.03		0.01	0.01	0.01	
Crit Moves:		****			****					****						
Green Time:	33.5	119	119.1		4.9	90.5	90.5		11.0	11.0	11.0		11.0	11.0	11.0	
Volume/Cap:	0.52	0.54	0.54		0.54	0.52	0.52		0.41	0.41	0.41		0.11	0.11	0.11	
Uniform Del:	48.7	4.1	4.1		68.9	15.1	15.1		63.9	63.9	63.9		62.4	62.4	62.4	
IncremntDel:	1.2	0.1	0.1		9.2	0.2	0.2		2.4	2.4	2.4		0.4	0.4	0.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	49.9	4.3	4.3		78.1	15.3	15.3		66.4	66.4	66.4		62.8	62.8	62.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.9	4.3	4.3		78.1	15.3	15.3		66.4	66.4	66.4		62.8	62.8	62.8	
LOS by Move:	D	A	A		E	B	B		E	E	E		E	E	E	
HCM2kAvgQ:	8	12	12		2	15	15		2	2	2		1	1	1	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	8	15	15		8	15	15		15	15	15		0	0	0	
Lanes:	1 0	3 0	1		1 0	2 1	0		2 0	0 0	1		0 0	0 0		
Volume Module: >> Count Date: 29 Sep 2009 << 5:00 - 6:00 AM																
Base Vol:	145	1201	98		411	913	416		514	0	243		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	145	1201	98		411	913	416		514	0	243		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	145	1201	98		411	913	416		514	0	243		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	145	1201	98		411	913	416		514	0	243		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	145	1201	98		411	913	416		514	0	243		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.95	0.87	0.87		0.92	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.06	0.94		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	5187	1615		1805	3396	1547		3502	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.23	0.06		0.23	0.27	0.27		0.15	0.00	0.15		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green Time:	50.6	34.8	34.8		72.0	53.1	53.1		22.0	0.0	22.0		0.0	0.0	0.0	
Volume/Cap:	0.35	0.67	0.17		0.59	0.51	0.51		0.67	0.00	0.68		0.00	0.00	0.00	
Uniform Del:	13.2	27.7	22.7		18.2	15.0	15.0		35.6	0.0	35.8		0.0	0.0	0.0	
IncremntDel:	0.5	1.0	0.1		1.4	0.2	0.2		2.2	0.0	5.4		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	13.8	28.6	22.8		19.6	15.2	15.2		37.8	0.0	41.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	13.8	28.6	22.8		19.6	15.2	15.2		37.8	0.0	41.1		0.0	0.0	0.0	
LOS by Move:	B	C	C		B	B	B		D	A	D		A	A	A	
HCM2kAvgQ:	3	12	2		7	10	10		7	0	7		0	0	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #411 University Dr and College Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	0 0	0		0 0	0 0	0		0 0	0 0	0		0 0	0 0		
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
User Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Volume:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PCE Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
MLF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
FinalVolume:	0	0	0		0	0	0		0	0	0		0	0	0	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		0	0	0		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:																
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario:	Existing_2009_AM
Command:	Existing_2009_AM
Volume:	AM_2009
Geometry:	AM
Impact Fee:	Default Impact Fee
Trip Generation:	Existing AM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing_AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 El Camino Real & Ravenswood Av	D	41.0	0.683	D	41.0	0.683	+ 0.002 D/V
# 29 El Camino Real & Roble Ave.	B	10.9	0.458	B	10.8	0.458	-0.056 D/V
# 30 El Camino Real & Middle Ave.	D	35.5	0.703	D	35.5	0.703	-0.004 D/V
# 31 El Camino Real & Cambridge Ave	B	13.5	0.544	B	13.5	0.544	+ 0.012 D/V
# 46 Sand Hill Rd & El Camino Real	C	22.1	0.666	C	22.1	0.666	+ 0.000 D/V
#411 University Dr and College Ave		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 El Camino Real & Ravenswood Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 4 (Y+R=4.0 sec) Average Crit Del (sec/veh): 41.0
Optimal Cycle: 35 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	7	7	7	4	4	4
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 1	0	2 0	1 0	1
Volume Module: >> Count Date: 21 Oct 2009 << 8:00 am - 9:00 am												
Base Vol:	76	698	295	182	1260	14	33	305	69	503	222	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	698	295	182	1260	14	33	305	69	503	222	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	698	295	182	1260	14	33	305	69	503	222	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	698	295	182	1260	14	33	305	69	503	222	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	698	295	182	1260	14	33	305	69	503	222	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.90	0.90	0.90	0.90	0.98	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.16	1.50	0.34	2.00	1.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	279	2575	582	3432	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.19	0.10	0.36	0.01	0.12	0.12	0.12	0.15	0.12	0.04
Crit Moves:	****				****		****			****		
Green Time:	9.1	55.7	55.7	29.0	75.6	75.6	25.2	25.2	25.2	31.1	31.1	31.1
Volume/Cap:	0.68	0.51	0.49	0.51	0.68	0.02	0.68	0.68	0.68	0.68	0.56	0.17
Uniform Del:	66.5	34.3	33.8	51.7	25.8	16.8	56.1	56.1	56.1	52.4	50.8	46.4
IncremntDel:	16.2	0.3	0.6	1.3	1.1	0.0	3.2	3.2	3.2	2.7	1.7	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.8	34.6	34.4	53.0	26.9	16.8	59.4	59.4	59.4	55.1	52.5	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.8	34.6	34.4	53.0	26.9	16.8	59.4	59.4	59.4	55.1	52.5	46.6
LOS by Move:	F	C	C	D	C	B	E	E	E	E	D	D
HCM2kAvgQ:	5	12	10	7	21	0	10	10	10	12	9	2

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 10 (Y+R=3.0 sec) Average Crit Del (sec/veh): 10.9
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	8	8	8	8	8	8
Lanes:	1 0	1 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 22 Oct 2009 << 8:00 am - 9:00 am												
Base Vol:	28	1031	22	42	1703	31	55	3	41	8	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1031	22	42	1703	31	55	3	41	8	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1031	22	42	1703	31	55	3	41	8	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1031	22	42	1703	31	55	3	41	8	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1031	22	42	1703	31	55	3	41	8	5	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.89	0.89	0.76	0.76	0.76	0.85	0.85	0.85
Lanes:	1.00	1.96	0.04	1.00	2.95	0.05	0.56	0.03	0.41	0.44	0.28	0.28
Final Sat.:	1769	3453	74	1769	4977	91	807	44	601	720	450	450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.02	0.34	0.34	0.07	0.07	0.07	0.01	0.01	0.01
Crit Moves:	****				****			****				
Green Time:	5.0	105	104.5	8.8	108	108.2	21.8	21.8	21.8	21.8	21.8	21.8
Volume/Cap:	0.46	0.41	0.41	0.39	0.46	0.46	0.45	0.45	0.45	0.07	0.07	0.07
Uniform Del:	68.7	8.1	8.1	65.5	7.1	7.1	56.2	56.2	56.2	52.9	52.9	52.9
IncremntDel:	5.4	0.1	0.1	2.3	0.1	0.1	1.5	1.5	1.5	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.1	8.2	8.2	67.9	7.2	7.2	57.7	57.7	57.7	53.1	53.1	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	8.2	8.2	67.9	7.2	7.2	57.7	57.7	57.7	53.1	53.1	53.1
LOS by Move:	E	A	A	E	A	A	E	E	E	D	D	D
HCM2kAvgQ:	2	10	10	2	11	11	4	4	4	1	1	1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 10 (Y+R=3.0 sec) Average Crit Del (sec/veh): 35.5
Optimal Cycle: 58 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	0		0	10	10		11	0	11		0	0	0	
Lanes:	1 0	3 0	0		0 0	2 1	0		1 0	0 0	1		0 0	0 0	0	
Volume Module: >> Count Date: 20 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	172	982	0		0	1685	64		172	0	334		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	172	982	0		0	1685	64		172	0	334		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	172	982	0		0	1685	64		172	0	334		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	172	982	0		0	1685	64		172	0	334		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	172	982	0		0	1685	64		172	0	334		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.89	0.89		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.89	0.11		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	4868	185		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.19	0.00		0.00	0.35	0.35		0.10	0.00	0.21		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green Time:	20.1	91.5	0.0		0.0	71.4	71.4		43.5	0.0	43.5		0.0	0.0	0.0	
Volume/Cap:	0.70	0.31	0.00		0.00	0.70	0.70		0.32	0.00	0.70		0.00	0.00	0.00	
Uniform Del:	59.6	12.2	0.0		0.0	28.6	28.6		39.4	0.0	45.0		0.0	0.0	0.0	
IncremntDel:	8.8	0.1	0.0		0.0	0.9	0.9		0.4	0.0	4.7		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	68.4	12.3	0.0		0.0	29.5	29.5		39.7	0.0	49.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	68.4	12.3	0.0		0.0	29.5	29.5		39.7	0.0	49.8		0.0	0.0	0.0	
LOS by Move:	E	B	A		A	C	C		D	A	D		A	A	A	
HCM2kAvgQ:	9	7	0		0	22	22		6	0	14		0	0	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 10 (Y+R=3.0 sec) Average Crit Del (sec/veh): 13.5
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		11	11	11		11	11	11	
Lanes:	1 0	2 1	0		1 0	2 1	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module: >> Count Date: 21 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	125	1084	2		25	2021	21		19	0	32		1	0	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	125	1084	2		25	2021	21		19	0	32		1	0	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	125	1084	2		25	2021	21		19	0	32		1	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	125	1084	2		25	2021	21		19	0	32		1	0	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	125	1084	2		25	2021	21		19	0	32		1	0	1	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	0.89		0.93	0.89	0.89		0.80	1.00	0.80		0.85	1.00	0.85	
Lanes:	1.00	2.99	0.01		1.00	2.97	0.03		0.37	0.00	0.63		0.50	0.00	0.50	
Final Sat.:	1769	5074	9		1769	5026	52		568	0	957		804	0	804	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.21	0.21		0.01	0.40	0.40		0.03	0.00	0.03		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	18.5	111	111.0		13.0	106	105.5		11.0	11.0	11.0		11.0	11.0	11.0	
Volume/Cap:	0.55	0.28	0.28		0.16	0.55	0.55		0.44	0.00	0.44		0.02	0.00	0.02	
Uniform Del:	59.4	5.1	5.1		60.9	9.0	9.0		64.1	0.0	64.1		62.0	0.0	62.0	
IncremntDel:	3.0	0.0	0.0		0.5	0.2	0.2		2.7	0.0	2.7		0.1	0.0	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	0.00	1.00	
Delay/Veh:	62.4	5.1	5.1		61.4	9.2	9.2		66.7	0.0	66.7		62.0	0.0	62.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	62.4	5.1	5.1		61.4	9.2	9.2		66.7	0.0	66.7		62.0	0.0	62.0	
LOS by Move:	E	A	A		E	A	A		E	A	E		E	A	E	
HCM2kAvgQ:	6	5	5		1	15	15		3	0	3		0	0	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 9 (Y+R=4.0 sec) Average Crit Del (sec/veh): 22.1
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	8	15	15		8	15	15		15	0	15		0	0	0	
Lanes:	1 0	3 0	1		1 0	2 1	0		2 0	0 0	1		0 0	0 0		
Volume Module: >> Count Date: 29 Sep 2009 << 8:00 am - 9:00 am																
Base Vol:	240	560	27		487	1233	308		224	0	229		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	240	560	27		487	1233	308		224	0	229		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	240	560	27		487	1233	308		224	0	229		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	240	560	27		487	1233	308		224	0	229		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	240	560	27		487	1233	308		224	0	229		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.95	0.88	0.88		0.92	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.40	0.60		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	5187	1615		1805	4026	1006		3502	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.11	0.02		0.27	0.31	0.31		0.06	0.00	0.14		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green Time:	45.4	24.6	24.6		71.8	48.0	48.0		22.2	0.0	22.2		0.0	0.0	0.0	
Volume/Cap:	0.53	0.44	0.07		0.52	0.64	0.64		0.29	0.00	0.64		0.00	0.00	0.00	
Uniform Del:	17.2	31.9	28.9		6.6	19.5	19.5		32.3	0.0	35.3		0.0	0.0	0.0	
IncremntDel:	1.2	0.2	0.1		0.5	0.6	0.6		0.2	0.0	3.8		0.0	0.0	0.0	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	18.4	32.1	29.0		7.1	20.1	20.1		32.5	0.0	39.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.4	32.1	29.0		7.1	20.1	20.1		32.5	0.0	39.1		0.0	0.0	0.0	
LOS by Move:	B	C	C		A	C	C		C	A	D		A	A	A	
HCM2kAvgQ:	6	6	1		7	13	13		3	0	6		0	0	0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #411 University Dr and College Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	0 0	0		0 0	0 0	0		0 0	0 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
User Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Volume:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PCE Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
MLF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
FinalVolume:	0	0	0		0	0	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	0	0	0		0	0	0		0	0	0		0	0	0	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		0	0	0		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:																
ApproachV/S:	0.00				0.00				0.00				0.00			

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Scenario Report

Scenario:	Near Term_2011_AM
Command:	Near Term_2011_AM
Volume:	AM_2009
Geometry:	AM
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term AM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	2011_AM

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 El Camino Real & Ravenswood Ave				D	52.7	0.846	
# 29 El Camino Real & Roble Ave.	B	11.1	0.467	B	11.0	0.472	-0.083 D/V
# 30 El Camino Real & Middle Ave.	C	29.4	0.717	C	29.2	0.722	-0.173 D/V
# 31 El Camino Real & Cambridge Ave	B	11.3	0.555	B	11.3	0.561	+ 0.005 D/V
# 32 Bay Rd. & Willow Rd.	C	21.3	0.676	C	28.7	0.884	+ 7.368 D/V
# 46 Sand Hill Rd & El Camino Real	C	22.6	0.673	C	23.0	0.679	+ 0.441 D/V
#411 University Dr and College Ave		0.0	0.000	A	1.0	0.009	+ 0.009 V/C

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 El Camino Real & Ravenswood Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 52.7
Optimal Cycle: 65 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	7	7	7	4	4	4
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 1	0	2 0	1 0	1
Volume Module: >> Count Date: 21 Oct 2009 << 8:00 am - 9:00 am												
Base Vol:	76	698	295	182	1260	14	33	305	69	503	222	57
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	78	712	301	186	1285	14	34	311	70	513	226	58
Added Vol:	1	21	42	68	12	51	128	300	1	11	85	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	733	343	254	1297	65	162	611	71	524	311	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	733	343	254	1297	65	162	611	71	524	311	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	733	343	254	1297	65	162	611	71	524	311	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	733	343	254	1297	65	162	611	71	524	311	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.83	0.93	0.93	0.83	0.91	0.91	0.91	0.90	0.98	0.83
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.38	1.45	0.17	2.00	1.00	1.00
Final Sat.:	1769	3538	1583	1769	3538	1583	662	2503	292	3432	1862	1583
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.22	0.14	0.37	0.04	0.24	0.24	0.24	0.15	0.17	0.05
Crit Moves:	****				****				****		****	
Green Time:	7.6	42.4	42.4	28.1	62.9	62.9	41.9	41.9	41.9	28.7	28.7	28.7
Volume/Cap:	0.85	0.71	0.74	0.74	0.85	0.10	0.85	0.85	0.85	0.77	0.85	0.26
Delay/Veh:	115.7	48.1	52.6	63.4	41.3	24.3	55.3	55.3	55.3	60.5	72.4	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.7	48.1	52.6	63.4	41.3	24.3	55.3	55.3	55.3	60.5	72.4	49.7
LOS by Move:	F	D	D	E	D	C	E	E	E	E	E	D
HCM2kAvgQ:	5	16	15	11	28	2	21	21	21	13	16	3

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	8	8	8	8	8	8
Lanes:	1 0	1 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 22 Oct 2009 << 8:00 am - 9:00 am												
Base Vol:	28	1031	22	42	1703	31	55	3	41	8	5	5
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	29	1052	22	43	1737	32	56	3	42	8	5	5
Added Vol:	0	64	0	0	24	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	1116	22	43	1761	32	56	3	42	8	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1116	22	43	1761	32	56	3	42	8	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1116	22	43	1761	32	56	3	42	8	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	1116	22	43	1761	32	56	3	42	8	5	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.93	0.89	0.89	0.76	0.76	0.76	0.85	0.85	0.85
Lanes:	1.00	1.96	0.04	1.00	2.95	0.05	0.56	0.03	0.41	0.44	0.28	0.28
Final Sat.:	1769	3458	70	1769	4979	89	806	44	601	719	449	449
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.02	0.35	0.35	0.07	0.07	0.07	0.01	0.01	0.01
Crit Moves:	****				****			****				
Green Time:	5.0	105	104.7	8.9	109	108.7	21.4	21.4	21.4	21.4	21.4	21.4
Volume/Cap:	0.47	0.45	0.45	0.39	0.47	0.47	0.47	0.47	0.47	0.08	0.08	0.08
Delay/Veh:	74.5	8.4	8.4	67.7	7.1	7.1	58.3	58.3	58.3	53.4	53.4	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	8.4	8.4	67.7	7.1	7.1	58.3	58.3	58.3	53.4	53.4	53.4
LOS by Move:	E	A	A	E	A	A	E	E	E	D	D	D
HCM2kAvgQ:	2	11	11	2	11	11	5	5	5	1	1	1

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 29.2
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	0	0	0	10	10		11	0	11		0	0	0	
Lanes:	1	0	3	0 0	0	0	2	1 0	1	0	0	0 1	0	0	0	0
Volume Module: >> Count Date: 20 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	172	982	0	0	1685	64	172	0	334	0	0	0				
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02				
Initial Bse:	175	1002	0	0	1719	65	175	0	341	0	0	0				
Added Vol:	0	60	0	0	24	0	4	0	1	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	175	1062	0	0	1743	65	179	0	342	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	175	1062	0	0	1743	65	179	0	342	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	175	1062	0	0	1743	65	179	0	342	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	175	1062	0	0	1743	65	179	0	342	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	1.00	1.00	0.89	0.89	0.93	1.00	0.83	1.00	1.00	1.00				
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1769	5083	0	0	4875	183	1769	0	1583	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.10	0.21	0.00	0.00	0.36	0.36	0.10	0.00	0.22	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green Time:	19.9	91.7	0.0	0.0	71.8	71.8	43.3	0.0	43.3	0.0	0.0	0.0				
Volume/Cap:	0.72	0.33	0.00	0.00	0.72	0.72	0.34	0.00	0.72	0.00	0.00	0.00				
Delay/Veh:	70.1	12.5	0.0	0.0	29.9	29.9	40.0	0.0	50.9	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	70.1	12.5	0.0	0.0	29.9	29.9	40.0	0.0	50.9	0.0	0.0	0.0				
LOS by Move:	E	B	A	A	C	C	D	A	D	A	A	A				
HCM2kAvgQ:	9	8	0	0	23	23	6	0	15	0	0	0				

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		11	11	11		11	11	11	
Lanes:	1	0	2	1 0	1	0	2	1 0	0	0	1! 0	0	0	0	1! 0	0
Volume Module: >> Count Date: 21 Oct 2009 << 8:00 am - 9:00 am																
Base Vol:	125	1084	2	25	2021	21	19	0	32	1	0	1				
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02				
Initial Bse:	128	1106	2	26	2061	21	19	0	33	1	0	1				
Added Vol:	1	60	0	0	26	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	129	1166	2	26	2087	21	19	0	33	1	0	1				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	129	1166	2	26	2087	21	19	0	33	1	0	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	129	1166	2	26	2087	21	19	0	33	1	0	1				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	129	1166	2	26	2087	21	19	0	33	1	0	1				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.93	0.89	0.89	0.93	0.89	0.89	0.80	1.00	0.80	0.85	1.00	0.85				
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.37	0.00	0.63	0.50	0.00	0.50				
Final Sat.:	1769	5074	9	1769	5027	52	567	0	956	804	0	804				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.23	0.23	0.01	0.42	0.42	0.03	0.00	0.03	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green Time:	18.5	111	110.7	13.3	106	105.5	11.0	0.0	11.0	11.0	0.0	11.0				
Volume/Cap:	0.57	0.30	0.30	0.16	0.57	0.57	0.45	0.00	0.45	0.02	0.00	0.02				
Delay/Veh:	63.0	5.3	5.3	61.1	9.4	9.4	66.9	0.0	66.9	62.1	0.0	62.1				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	63.0	5.3	5.3	61.1	9.4	9.4	66.9	0.0	66.9	62.1	0.0	62.1				
LOS by Move:	E	A	A	E	A	A	E	A	E	E	A	E				
HCM2kAvgQ:	6	6	6	1	16	16	3	0	3	0	0	0				

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	8	15	15		8	15	15		15	0	15		0	0	0	
Lanes:	1	0	3	0 1	1	0	2	1 0	2	0	0	0 1	0	0	0	0 0
Volume Module: >> Count Date: 29 Sep 2009 << 8:00 am - 9:00 am																
Base Vol:	240	560	27		487	1233	308		224	0	229		0	0	0	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	245	571	28		497	1258	314		228	0	234		0	0	0	
Added Vol:	0	57	0		0	22	4		4	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	245	628	28		497	1280	318		232	0	234		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	245	628	28		497	1280	318		232	0	234		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	245	628	28		497	1280	318		232	0	234		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	245	628	28		497	1280	318		232	0	234		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	0.85		0.95	0.88	0.88		0.92	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.40	0.60		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	5187	1615		1805	4030	1002		3502	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.12	0.02		0.28	0.32	0.32		0.07	0.00	0.14		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green Time:	45.0	24.3	24.3		72.0	48.3	48.3		22.0	0.0	22.0		0.0	0.0	0.0	
Volume/Cap:	0.55	0.50	0.07		0.54	0.66	0.66		0.30	0.00	0.66		0.00	0.00	0.00	
Delay/Veh:	18.9	32.9	29.2		8.8	20.2	20.2		32.8	0.0	40.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.9	32.9	29.2		8.8	20.2	20.2		32.8	0.0	40.0		0.0	0.0	0.0	
LOS by Move:	B	C	C		A	C	C		C	A	D		A	A	A	
HCM2kAvgQ:	6	6	1		7	14	14		3	0	7		0	0	0	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #411 University Dr and College Ave

Cycle (sec): 1 Critical Vol./Cap.(X): 0.009
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	0	0 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	0	6	1		1	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	6	1		1	0	0		0	0	0		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	6	1		1	0	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	6	1		1	0	0		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	6	1		1	0	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	762	762	762		866	866	866		0	0	0		0	0	0	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.86	0.14		1.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	653	109		866	0	0		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.01	0.01		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:			****		****						****				****	
ApproachV/S:	0.01				0.00				xxxxx				xxxxx			
Delay/Veh:	0.0	1.0	1.0		1.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	1.0	1.0		1.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:	*	A	A		A	*	*		*	*	*		*	*	*	
ApproachDel:	1.0				1.0				xxxxxx				xxxxxx			
Delay Adj:	1.00				1.00				xxxxx				xxxxx			
ApprAdjDel:	1.0				1.0				xxxxxx				xxxxxx			
LOS by Appr:	A				A				F				F			

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Scenario Report

Scenario:	Near Term_2011_PM
Command:	Near Term_2011_PM
Volume:	PM_2009
Geometry:	PM
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term PM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	2011_PM

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 El Camino Real & Ravenswood Av	D	44.7	0.776	F	82.7	1.074	+37.968 D/V
# 29 El Camino Real & Roble Ave.	B	14.6	0.679	B	14.4	0.700	-0.177 D/V
# 30 El Camino Real & Middle Ave.	C	28.0	0.735	C	25.8	0.759	-2.189 D/V
# 31 El Camino Real & Cambridge Ave	B	12.5	0.539	B	12.5	0.552	+ 0.030 D/V
# 32 Bay Rd. & Willow Rd.	B	18.8	0.680	C	21.7	0.831	+ 2.922 D/V
# 46 Sand Hill Rd & El Camino Real	C	24.7	0.680	C	24.6	0.694	-0.111 D/V
#411 University Dr and College Ave		0.0	0.000	A	1.0	0.008	+ 0.008 V/C

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 El Camino Real & Ravenswood Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.074
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 82.7
Optimal Cycle: 200 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		7	7	7		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		0 1	0 1	0		2 0	1 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	176	1202	557		193	1082	22		41	296	129		484	239	67	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	180	1226	568		197	1104	22		42	302	132		494	244	68	
Added Vol:	1	46	20		55	58	213		141	141	1		46	329	95	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	181	1272	588		252	1162	235		183	443	133		540	573	163	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	181	1272	588		252	1162	235		183	443	133		540	573	163	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	181	1272	588		252	1162	235		183	443	133		540	573	163	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	181	1272	588		252	1162	235		183	443	133		540	573	163	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.90	0.90	0.90		0.90	0.98	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.48	1.17	0.35		2.00	1.00	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		821	1988	595		3432	1862	1583	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.36	0.37		0.14	0.33	0.15		0.22	0.22	0.22		0.16	0.31	0.10	
Crit Moves:			****		****				****					****		
Green Time:	16.5	50.2	50.2		19.2	52.9	52.9		30.1	30.1	30.1		41.5	41.5	41.5	
Volume/Cap:	0.90	1.04	1.07		1.07	0.90	0.41		1.07	1.07	1.07		0.55	1.07	0.36	
Delay/Veh:	100.4	83.9	107.2		142.7	52.3	34.8		113.0	113	113.0		44.5	112	41.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	100.4	83.9	107.2		142.7	52.3	34.8		113.0	113	113.0		44.5	112	41.7	
LOS by Move:	F	F	F		F	D	C		F	F	F		D	F	D	
HCM2kAvgQ:	11	38	35		14	27	7		25	25	25		11	34	6	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		8	8	8		8	8	8	
Lanes:	1 0	1 1	0		1 0	2 1	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	76	1796	9		19	1546	28		78	0	53		38	4	31	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	78	1832	9		19	1577	29		80	0	54		39	4	32	
Added Vol:	0	66	0		0	106	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	78	1898	9		19	1683	29		80	0	54		39	4	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	78	1898	9		19	1683	29		80	0	54		39	4	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	1898	9		19	1683	29		80	0	54		39	4	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	78	1898	9		19	1683	29		80	0	54		39	4	32	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.93		0.93	0.89	0.89		0.69	1.00	0.69		0.74	0.74	0.74	
Lanes:	1.00	1.99	0.01		1.00	2.95	0.05		0.60	0.00	0.40		0.53	0.05	0.42	
Final Sat.:	1769	3517	17		1769	4983	85		785	0	533		728	77	594	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.54	0.54		0.01	0.34	0.34		0.10	0.00	0.10		0.05	0.05	0.05	
Crit Moves:		****			****				****							
Green Time:	13.1	110	110.3		4.0	101	101.2		20.7	0.0	20.7		20.7	20.7	20.7	
Volume/Cap:	0.48	0.71	0.71		0.40	0.48	0.48		0.71	0.00	0.71		0.37	0.37	0.37	
Delay/Veh:	65.0	9.9	9.9		74.6	10.1	10.1		71.1	0.0	71.1		57.4	57.4	57.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	65.0	9.9	9.9		74.6	10.1	10.1		71.1	0.0	71.1		57.4	57.4	57.4	
LOS by Move:	E	A	A		E	B	B		E	A	E		E	E	E	
HCM2kAvgQ:	4	23	23		1	12	12		7	0	7		3	3	3	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	4	10	0		0	10	10		11	0	25		0	0	0	
Lanes:	1 0	3 0	0		0 0	2 1	0		1 0	0 0	1		0 0	0 0	0	
Volume Module: >> Count Date: 20 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	413	1780	0		0	1465	97		226	0	211		0	0	0	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	421	1816	0		0	1494	99		231	0	215		0	0	0	
Added Vol:	0	64	0		0	106	0		2	0	3		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	421	1880	0		0	1600	99		233	0	218		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	421	1880	0		0	1600	99		233	0	218		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	421	1880	0		0	1600	99		233	0	218		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	421	1880	0		0	1600	99		233	0	218		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.88	0.88		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.83	0.17		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	4744	293		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.37	0.00		0.00	0.34	0.34		0.13	0.00	0.14		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	45.5	110	0.0		0.0	64.4	64.4		25.1	0.0	70.6		0.0	0.0	0.0	
Volume/Cap:	0.76	0.49	0.00		0.00	0.76	0.76		0.76	0.00	0.28		0.00	0.00	0.00	
Delay/Veh:	50.9	6.8	0.0		0.0	35.3	35.3		67.6	0.0	22.4		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.9	6.8	0.0		0.0	35.3	35.3		67.6	0.0	22.4		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	D	D		E	A	C		A	A	A	
HCM2kAvgQ:	18	12	0		0	24	24		11	0	6		0	0	0	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		11	11	11		11	11	11	
Lanes:	1 0	2 1	0		1 0	2 1	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module: >> Count Date: 21 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	212	2241	6		32	1629	14		22	1	24		7	2	4	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	216	2286	6		33	1662	14		22	1	24		7	2	4	
Added Vol:	2	64	0		0	103	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	218	2350	6		33	1765	14		22	1	24		7	2	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	218	2350	6		33	1765	14		22	1	24		7	2	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	218	2350	6		33	1765	14		22	1	24		7	2	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	218	2350	6		33	1765	14		22	1	24		7	2	4	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	0.89		0.93	0.89	0.89		0.79	0.79	0.79		0.82	0.82	0.82	
Lanes:	1.00	2.99	0.01		1.00	2.98	0.02		0.47	0.02	0.51		0.54	0.15	0.31	
Final Sat.:	1769	5070	13		1769	5037	41		699	32	763		842	241	481	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.46	0.46		0.02	0.35	0.35		0.03	0.03	0.03		0.01	0.01	0.01	
Crit Moves:		****			****					****						
Green Time:	32.3	119	119.3		4.7	91.7	91.7		11.0	11.0	11.0		11.0	11.0	11.0	
Volume/Cap:	0.55	0.56	0.56		0.56	0.55	0.55		0.42	0.42	0.42		0.11	0.11	0.11	
Delay/Veh:	51.7	4.4	4.4		81.3	15.3	15.3		66.5	66.5	66.5		62.9	62.9	62.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.7	4.4	4.4		81.3	15.3	15.3		66.5	66.5	66.5		62.9	62.9	62.9	
LOS by Move:	D	A	A		F	B	B		E	E	E		E	E	E	
HCM2kAvgQ:	9	13	13		2	16	16		3	3	3		1	1	1	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	8	15	15	8	15	15	15	15	15	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	2 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 29 Sep 2009 << 5:00 - 6:00 AM												
Base Vol:	145	1201	98	411	913	416	514	0	243	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	148	1225	100	419	931	424	524	0	248	0	0	0
Added Vol:	0	58	0	0	92	11	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	1283	100	419	1023	435	532	0	248	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	1283	100	419	1023	435	532	0	248	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1283	100	419	1023	435	532	0	248	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	1283	100	419	1023	435	532	0	248	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.87	0.87	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.10	0.90	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5187	1615	1805	3475	1478	3502	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.06	0.23	0.29	0.29	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	50.7	35.6	35.6	72.1	54.1	54.1	21.9	0.0	21.9	0.0	0.0	0.0
Volume/Cap:	0.38	0.69	0.17	0.62	0.54	0.54	0.69	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	13.9	28.7	22.2	20.9	15.2	15.2	38.7	0.0	42.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	28.7	22.2	20.9	15.2	15.2	38.7	0.0	42.2	0.0	0.0	0.0
LOS by Move:	B	C	C	C	B	B	D	A	D	A	A	A
HCM2kAvgQ:	3	13	2	7	11	11	8	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #411 University Dr and College Ave

Cycle (sec): 1 Critical Vol./Cap.(X): 0.008
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 0 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 1	0	1 0	0 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	4	2	2	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4	2	2	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	4	2	2	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4	2	2	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	4	2	2	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	725	725	725	942	942	942	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.67	0.33	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	483	242	942	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****					****			****
ApproachV/S:		0.01			0.00			xxxxx			xxxxx	
Delay/Veh:	0.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	*	A	A	A	*	*	*	*	*	*	*	*
ApproachDel:		1.0			1.0			xxxxxx			xxxxxx	
Delay Adj:		1.00			1.00			xxxxx			xxxxx	
ApprAdjDel:		1.0			1.0			xxxxxx			xxxxxx	
LOS by Appr:		A			A			F			F	

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Scenario Report

Scenario:	Near Term_2011_PM
Command:	Near Term_2011_PM
Volume:	PM_2009
Geometry:	PM
Impact Fee:	Default Impact Fee
Trip Generation:	Near Term PM
Trip Distribution:	Near-Term
Paths:	Default Path
Routes:	Default Route
Configuration:	2011_PM

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 28 El Camino Real & Ravenswood Av	D	44.7	0.776	F	82.5	1.073	+37.806 D/V
# 29 El Camino Real & Roble Ave.	B	14.6	0.679	B	14.4	0.700	-0.172 D/V
# 30 El Camino Real & Middle Ave.	C	28.0	0.735	C	25.7	0.757	-2.298 D/V
# 31 El Camino Real & Cambridge Ave	B	12.5	0.539	B	12.4	0.552	-0.033 D/V
# 46 Sand Hill Rd & El Camino Real	C	24.7	0.680	C	24.6	0.694	-0.107 D/V
#411 University Dr and College Ave		0.0	0.000		0.0	0.000	+ 0.000 V/C

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 El Camino Real & Ravenswood Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 82.5
Optimal Cycle: 200 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		7	7	7		4	4	4	
Lanes:	1 0	2 0	1		1 0	2 0	1		0 1	0 1	0		2 0	1 0	1	
Volume Module: >> Count Date: 21 Oct 2009 << 4:45 - 5:45 PM																
Base Vol:	176	1202	557		193	1082	22		41	296	129		484	239	67	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	180	1226	568		197	1104	22		42	302	132		494	244	68	
Added Vol:	0	45	19		55	57	213		141	141	0		45	329	95	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	180	1271	587		252	1161	235		183	443	132		539	573	163	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	1271	587		252	1161	235		183	443	132		539	573	163	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	1271	587		252	1161	235		183	443	132		539	573	163	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	180	1271	587		252	1161	235		183	443	132		539	573	163	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.83		0.93	0.93	0.83		0.90	0.90	0.90		0.90	0.98	0.83	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.48	1.17	0.35		2.00	1.00	1.00	
Final Sat.:	1769	3538	1583		1769	3538	1583		822	1991	592		3432	1862	1583	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.36	0.37		0.14	0.33	0.15		0.22	0.22	0.22		0.16	0.31	0.10	
Crit Moves:			****		****						****			****		
Green Time:	16.4	50.1	50.1		19.2	53.0	53.0		30.1	30.1	30.1		41.6	41.6	41.6	
Volume/Cap:	0.90	1.04	1.07		1.07	0.90	0.41		1.07	1.07	1.07		0.55	1.07	0.36	
Delay/Veh:	100.3	83.9	107.0		142.3	52.1	34.8		112.6	113	112.6		44.4	112	41.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	100.3	83.9	107.0		142.3	52.1	34.8		112.6	113	112.6		44.4	112	41.6	
LOS by Move:	F	F	F		F	D	C		F	F	F		D	F	D	
HCM2kAvgQ:	11	38	35		14	27	7		25	25	25		11	34	6	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 El Camino Real & Roble Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		8	8	8		8	8	8	
Lanes:	1 0	1 1	0		1 0	2 1	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module: >> Count Date: 22 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	76	1796	9		19	1546	28		78	0	53		38	4	31	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	78	1832	9		19	1577	29		80	0	54		39	4	32	
Added Vol:	0	64	0		0	101	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	78	1896	9		19	1678	29		80	0	54		39	4	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	78	1896	9		19	1678	29		80	0	54		39	4	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	1896	9		19	1678	29		80	0	54		39	4	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	78	1896	9		19	1678	29		80	0	54		39	4	32	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.93	0.93		0.93	0.89	0.89		0.69	1.00	0.69		0.74	0.74	0.74	
Lanes:	1.00	1.99	0.01		1.00	2.95	0.05		0.60	0.00	0.40		0.53	0.05	0.42	
Final Sat.:	1769	3517	17		1769	4983	85		785	0	533		728	77	594	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.54	0.54		0.01	0.34	0.34		0.10	0.00	0.10		0.05	0.05	0.05	
Crit Moves:		****			****				****							
Green Time:	13.2	110	110.3		4.0	101	101.1		20.7	0.0	20.7		20.7	20.7	20.7	
Volume/Cap:	0.48	0.71	0.71		0.40	0.48	0.48		0.71	0.00	0.71		0.37	0.37	0.37	
Delay/Veh:	65.0	9.9	9.9		74.6	10.1	10.1		71.0	0.0	71.0		57.4	57.4	57.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	65.0	9.9	9.9		74.6	10.1	10.1		71.0	0.0	71.0		57.4	57.4	57.4	
LOS by Move:	E	A	A		E	B	B		E	A	E		E	E	E	
HCM2kAvgQ:	4	23	23		1	12	12		7	0	7		3	3	3	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 El Camino Real & Middle Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	4	10	0		0	10	10		11	0	25		0	0	0	
Lanes:	1 0	3 0	0		0 0	2 1	0		1 0	0 0	1		0 0	0 0	0	
Volume Module: >> Count Date: 20 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	413	1780	0		0	1465	97		226	0	211		0	0	0	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	421	1816	0		0	1494	99		231	0	215		0	0	0	
Added Vol:	0	64	0		0	101	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	421	1880	0		0	1595	99		231	0	215		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	421	1880	0		0	1595	99		231	0	215		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	421	1880	0		0	1595	99		231	0	215		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	421	1880	0		0	1595	99		231	0	215		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	1.00		1.00	0.88	0.88		0.93	1.00	0.83		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.82	0.18		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1769	5083	0		0	4743	294		1769	0	1583		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.37	0.00		0.00	0.34	0.34		0.13	0.00	0.14		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	45.6	110	0.0		0.0	64.4	64.4		25.0	0.0	70.6		0.0	0.0	0.0	
Volume/Cap:	0.76	0.49	0.00		0.00	0.76	0.76		0.76	0.00	0.28		0.00	0.00	0.00	
Delay/Veh:	50.6	6.8	0.0		0.0	35.3	35.3		67.6	0.0	22.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.6	6.8	0.0		0.0	35.3	35.3		67.6	0.0	22.3		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	D	D		E	A	C		A	A	A	
HCM2kAvgQ:	18	12	0		0	24	24		11	0	6		0	0	0	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 El Camino Real & Cambridge Ave.

Cycle (sec): 145 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 10 (Y+R=3.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	4	10	10		4	10	10		11	11	11		11	11	11	
Lanes:	1 0	2 1	0		1 0	2 1	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module: >> Count Date: 21 Oct 2009 << 5:00 - 6:00 PM																
Base Vol:	212	2241	6		32	1629	14		22	1	24		7	2	4	
Growth Adj:	1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02		1.02	1.02	1.02	
Initial Bse:	216	2286	6		33	1662	14		22	1	24		7	2	4	
Added Vol:	0	64	0		0	101	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	216	2350	6		33	1763	14		22	1	24		7	2	4	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	216	2350	6		33	1763	14		22	1	24		7	2	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	216	2350	6		33	1763	14		22	1	24		7	2	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	216	2350	6		33	1763	14		22	1	24		7	2	4	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.89	0.89		0.93	0.89	0.89		0.79	0.79	0.79		0.82	0.82	0.82	
Lanes:	1.00	2.99	0.01		1.00	2.98	0.02		0.47	0.02	0.51		0.54	0.15	0.31	
Final Sat.:	1769	5070	13		1769	5037	41		699	32	763		842	241	481	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.46	0.46		0.02	0.35	0.35		0.03	0.03	0.03		0.01	0.01	0.01	
Crit Moves:		****			****					****						
Green Time:	32.1	119	119.3		4.7	91.9	91.9		11.0	11.0	11.0		11.0	11.0	11.0	
Volume/Cap:	0.55	0.56	0.56		0.56	0.55	0.55		0.42	0.42	0.42		0.11	0.11	0.11	
Delay/Veh:	51.8	4.4	4.4		81.3	15.2	15.2		66.5	66.5	66.5		62.9	62.9	62.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.8	4.4	4.4		81.3	15.2	15.2		66.5	66.5	66.5		62.9	62.9	62.9	
LOS by Move:	D	A	A		F	B	B		E	E	E		E	E	E	
HCM2kAvgQ:	9	13	13		2	16	16		3	3	3		1	1	1	

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Sand Hill Rd & El Camino Real (Palo Alto)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	8	15	15	8	15	15	15	15	15	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	2 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 29 Sep 2009 << 5:00 - 6:00 AM												
Base Vol:	145	1201	98	411	913	416	514	0	243	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	148	1225	100	419	931	424	524	0	248	0	0	0
Added Vol:	0	57	0	0	91	10	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	1282	100	419	1022	434	532	0	248	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	1282	100	419	1022	434	532	0	248	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1282	100	419	1022	434	532	0	248	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	1282	100	419	1022	434	532	0	248	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.87	0.87	0.92	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.11	0.89	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5187	1615	1805	3477	1477	3502	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.06	0.23	0.29	0.29	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	50.7	35.6	35.6	72.1	54.0	54.0	21.9	0.0	21.9	0.0	0.0	0.0
Volume/Cap:	0.38	0.69	0.17	0.62	0.54	0.54	0.69	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	13.9	28.7	22.2	20.9	15.2	15.2	38.7	0.0	42.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	28.7	22.2	20.9	15.2	15.2	38.7	0.0	42.2	0.0	0.0	0.0
LOS by Move:	B	C	C	C	B	B	D	A	D	A	A	A
HCM2kAvgQ:	3	13	2	7	11	11	8	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

City of Menlo Park Transportation Division CSA
2011 Near Term Conditions
PM Peak Hour

Level Of Service Computation Report
1994 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #411 University Dr and College Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	0 0	0		0 0	0 0	0		0 0	0 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Growth Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Initial Bse:	0	0	0		0	0	0		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		0	0	0		0	0	0		0	0	0	
User Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
PHF Volume:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PCE Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
MLF Adj:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
FinalVolume:	0	0	0		0	0	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	0	0	0		0	0	0		0	0	0		0	0	0	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	0	0		0	0	0		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:																
ApproachV/S:	0.00				0.00				0.00				0.00			
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
LOS by Move:																
ApproachDel:	0.0				0.0				0.0				0.0			
Delay Adj:	0.00				0.00				0.00				0.00			
ApprAdjDel:	0.0				0.0				0.0				0.0			
LOS by Appr:																

APPENDIX E

COUNTY OF SAN MATEO HEALTH DEPARTMENT LETTERS

HEALTH DEPARTMENT

May 12, 2006

SMCo Site #440041
APN 071-412-430

Arlinda Heineck
Chief Planner
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

SUBJECT: RESIDUAL HYDROCARBONS AT 389 EL CAMINO REAL, MENLO PARK, CALIFORNIA

Dear Ms. Heineck:

The attached case closure letter was prepared by the San Mateo County Groundwater Protection Program (GPP) with the tacit approval of the California Regional Water Quality Control Board (CRWQCB). Although site closure was granted, a small amount of gasoline-affected soil and groundwater may exist near the former USTs (see attached Figure). Although these hydrocarbons do not appear to pose a risk to public health and the environment under existing land use conditions, changes in land use or removal of soil and groundwater from the affected area may create a risk. Therefore, any proposed change in land use or proposed soil or groundwater removal activity at or in close proximity to the subject site must be submitted to the GPP for our review so we can evaluate whether the residual contaminates will likely pose a risk to public health and the environment if the proposed activities are implemented. The costs to evaluate the public health or environmental consequences of the proposed land use or construction activity will be billed directly to the current property owner at the time of submittal for review.

Please call me at (650) 363-4565 if you have any questions. Thank you for your cooperation.

Sincerely,

Charles Ice

Charles Ice
Hazardous Materials Specialist
Groundwater Protection Program

attachment

cc: Jennifer Sedlachek, ExxonMobil Refining & Supply, Global Remediation, 4096 Piedmont Avenue #194, OAKLAND, CA 94611
Hamidou Barry, ETIC Engineering, 2285 Morello Avenue, Pleasant Hill, CA 94523
Tom Duzanica, 1005 Arbor Road, Menlo Park, CA 94025

HEALTH DEPARTMENT

June 6, 2006

SMCo Site #440041
APN 071-412-430

Matteson Realty Services
1991 Broadway, Suite 300
Redwood City, CA 94063

SUBJECT: PROPOSED REDEVELOPMENT OF 389 EL CAMINO REAL MENLO PARK, CALIFORNIA

Dear Matteson Realty Services:

Thank you for your May 12, 2006 *Planned Site Development* report and the June 1, 2006 *Planned Site Development* letter submitted by TRC Lowney for the above referenced site. The proposed redevelopment described in the report, with a 10-foot below ground parking structure, is accepted as presented. A Soil Management Plan will still be required for the portion of the proposed redevelopment historically overseen by San Mateo County Health Department Groundwater Protection Program.

I appreciate your cooperation. Should you have any questions, please call me at (650) 363-4565.

Sincerely,

Charles Ice
Hazardous Materials Specialist
Groundwater Protection Program

cc: Kurt Soenen, TRC Lowney, 405 Clyde Avenue, Mountain View, CA 94043