

California Department of Transportation

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
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Tom Smith, Principal Planner
City of Menlo Park
Community Development – Planning Division
701 Laurel St., Menlo Park, CA 94025

Re: 1350 Adams Court Project Draft Environmental Impact Report (DEIR)

Dear Tom Smith:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 1350 Adams Court Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the April 2022 DEIR.

Project Understanding

This project proposes to construct an approximately 260,400-square-foot building for life science research and development (R&D) uses as the 1350 Adams Court Project. The Project site (also referred to as Lot 3) is located within the existing Menlo Park Labs Campus. Parking for the proposed R&D building would be provided in a podium above a lower parking level, and in above-grade garages that would be integrated into the building. Access to the proposed R&D building would be provided via Adams Drive and Adams Court. The proposed building would have five levels, with a maximum height of approximately 92 feet, as measured to the top of the parapet.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide ([link](#)).

Caltrans' acknowledges that the project Vehicle Miles Travelled (VMT) analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the DEIR, the Project is considered to have a less-than-significant VMT impact, and no VMT mitigation measures are required.

Active Transportation/ Multimodal Infrastructure

Section "Bicycle and Pedestrian Circulation" (2-11): Please consider constructing two-way Class IV bike facilities instead of buffered Class II facilities at the proposed bike lane locations. The preference for Class IV over buffered Class II is multifold: firstly, the unidirectional buffered bike lanes currently proposed rely upon future projects to build bike lanes in opposite directions, whereas constructing a two-way Class IV would enable bicycle travel in all directions. Secondly, a Class IV better supports the TDM plan's non-vehicular travel goals than a buffered Class II, because the vertical features and green paint draw more attention from potential users and offer more protection, thereby attracting a wider range of user abilities and more users overall. Lastly, as stated in Caltrans DIB 89-02 and the FHWA Bikeway Selection Guide, "If there is width for a Class II buffered bike lane, a Class IV bikeway should be evaluated as an alternative with consideration for the design user, the context of the street, and the surrounding network." Class IV facilities require similar total right-of-way as buffered Class II, thus may be feasible at each proposed bike lane location and would support the Caltrans District 4 Bike Plan proposal to construct Class IV bikeways on nearby State Route 114. Please see *Caltrans DIB 89-02* for further recommendations and guidance.

Section TDM Plan (2-12): Accommodate the potential that future carpooling demand exceeds the six spaces currently proposed. Other stalls located conveniently close to building entrances should be planned and designated with this in mind.

Consider increasing the amount of bike storage, for both Class I and Class II type storage. While most Class I storage is currently proposed on the P1 parking level, consider locating additional Class I storage on ground level to increase the everyday visibility of this mobility option. This supports Transportation Demand Management (TDM) plan mode shift goals by drawing attention and attracting passersby to the convenience and ease of alternative travel mode choices. Similarly, consider placing signage throughout parking garage levels to alert motorists of the presence and convenience of the Class I bike storage.

Transportation Impact Fees

We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation and those impacts that cannot be mitigated on-site. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

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Caltrans welcomes the opportunity to work with the City of Menlo Park and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,



MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse