

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
TTY 711
www.dot.ca.gov

Governor's Office of Planning & Research



*Making Conservation
a California Way of Life.*

Oct 02 2020

October 1, 2020

STATE CLEARINGHOUSE

SCH # 2020090058
GTS # 04-SM-2020-00328
GTS ID: 20478
SM/82/0.177

Matthew Pruter, Associate Planner
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025-3469

201 El Camino Read and 612 Cambridge Avenue Mixed Use Project- Initial Study/ Mitigated Negative Declaration (IS/MND)

Dear Matthew Pruter:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 201 El Camino Real and 612 Cambridge Avenue 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 September 2020 IS/MND.

Project Understanding

The proposed project would construct a new, approximately 25,283-square-foot, three-story, 38-foot tall, mixed-use development over two levels of subterranean parking on 201 El Camino Real and two detached townhouses on 612 Cambridge Avenue. The mixed-use building would include 12 residential units (totaling approximately 17,951 square feet, including allocated common area), two of which would be below market rate (BMR) units.

Hydrology

Any increase in storm water needs to be treated and contained on the project site to have no impact on State drainage systems. Please ensure that any runoff to State Facilities shall be metered to pre-construction levels.

Transportation Demand Management

Caltrans commends the Lead Agency in developing the Transportation Demand Management (TDM) Plan to reduce project-generated VMT, therefore working towards meeting the State's goal of a 15-percent reduction.

Using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. The proposed measures identified in the TDM plan should be documented with annual monitoring reports to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets.

Please reach out to Caltrans if the Lead Agency would like further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Permits

Please be advised that any permanent work or temporary traffic control that encroaches onto the ROW requires a Caltrans-issued encroachment permit. If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating the State ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

Matthew Pruter, Associate Planner
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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at laurel.sears@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is written in a cursive, flowing style with a long horizontal tail stroke extending to the right.

Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

cc: State Clearinghouse