

Skip Hilton

RECEIVED

Jan 24, 2025

JAN 28 2025

City Clerk  
City of Menlo Park  
701 Laurel Street  
Menlo Park, CA 94025

City of Menlo Park  
City Manager's Office

Re: Appeal of Use Permit Approval for 320 Sheridan Drive Project

Dear City Clerk,

I am writing to formally appeal the Planning Commission's decision on January 13, 2025, approving the Use Permit for the proposed project at 320 Sheridan Drive, in Menlo Park.

To be clear, I am in favor of building and providing BMR housing for teachers and other city residents at the project site. However, the project is lacking key elements that would dramatically improve the project for new residents AND allow the project to comply with the *City of Menlo Park General Plan*<sup>1</sup> including the recently adopted *Environmental Justice Element (EJE)*<sup>2</sup> and *Circulation Element (ConnectMenlo)*<sup>3</sup>, as well as Menlo Park's *Transportation Master Plan (TMP)*<sup>4</sup>.

In addition, there are significant deficiencies and inaccuracies in the Applicant's TDM study, as well as the Transportation Impact Analysis from Hexagon Transportation Consultants that was commissioned by the city. These deficiencies and inaccuracies materially impact the assessment of traffic and environmental impacts of this project, particularly in light of the findings in the recently adopted EJE and Circulation Element. In short, the city staff and Applicant did not provide the Planning Commission with the full picture of the problematic impacts of the project or the potential mitigations, and the Commission approved the Use Permit without the benefit of accurate and complete data.

I recognize it may feel politically difficult to vote to uphold this appeal and require the developer to improve this project at this time. Please understand that your responsibility is to uphold and be consistent with all city adopted policies, regardless of the timeline.

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<sup>1</sup> City of Menlo Park General Plan:

<https://menlopark.gov/Government/Departments/Community-Development/Planning-Division/Comprehensive-Planning/General-Plan>

<sup>2</sup> Environmental Justice Element (EJE): please see page 10 & 35 for stated goals and policies

<https://menlopark.gov/files/assets/public/v/1/menlo-park-environmental-justice-element-final.pdf>

<sup>3</sup> Circulation Element (Connect Menlo):

<https://menlopark.gov/Government/Departments/Community-Development/Planning-Division/Comprehensive-Planning/ConnectMenlo>

<sup>4</sup> City of Menlo Park Transportation Master Plan (TMP), adopted in 2020:

<https://menlopark.maps.arcgis.com/apps/MapSeries/index.html?appid=b57f2d7b84e346b3b587d78b49c12ae5#>

As our 2023-2031 Housing Element<sup>5</sup> states on page 4-5,

*“The Menlo Park General Plan serves as the “constitution” for development in the city. **All development-related decisions must be consistent with the General Plan, of which the Housing Element is but one part. If a development proposal is not consistent with a city’s general plan, the proposal must be revised or the plan itself must be amended.** State law requires a community’s general plan to be internally consistent. This means that the Housing Element, although subject Menlo Park 2023-2031 Housing Element Introduction to special requirements and a different schedule of updates, must function as an integral part of the overall Menlo Park General Plan, with consistency between it and the other General Plan elements.”*

**Grounds for Appeal of the Use Permit Approval:**

1. Lack of Impact Assessment of Bay Road and Ringwood Avenue Intersection

The Transportation Impact Analysis (TIA)<sup>6</sup> conducted by Hexagon Transportation Consultants failed to conduct a comprehensive study of the existing traffic patterns within the project area, and the potential additional traffic created by the project and other planned high-density housing projects in the vicinity. Specifically, the TIA omitted entirely any analysis of a highly impacted intersection at Bay Road and Ringwood Avenue, which is on the commute route from the project site to the Ravenswood schools where many of the future residents are employed. During the Jan. 13, 2025 Planning Commission hearing, Planner Turner stated the intersections for the TIA were vetted by the Transportation Division, which determined the intersections needed to be studied for this project and then gave direction to Hexagon. But it is clear that the four (4) intersections studied (see Table 1 below and EXHIBIT B) did not include the critical intersection at Bay Road / Ringwood Avenue.

Table 1: Intersections studied by Hexagon Transportation Consultants at the direction of the Transportation Division.

Sheridan Drive / Hedge Road
Hedge Road / Dunsmuir Way/ Greenwood Drive
Bay Road / Greenwood Drive
Bay Road / Marsh Road

The missing intersection is a major artery for all southbound/eastbound traffic on Bay Road, the main access point to downtown Menlo Park for area residents, and a safe route to school for Laurel Lower School, Menlo Atherton High School, Encinal Elementary and Hillview Middle School.

Why did the Transportation Division include the signalized intersection at Bay Road / Marsh Road which does not back up regularly, but then leave out the major intersection in the other direction on Bay Road (the 5-way stop sign on Bay Road and Ringwood) which experiences much longer wait times and backups? The other three intersections studied are within the Suburban Park neighborhood, which only serve local residents, and

<sup>5</sup> Menlo Park 2023-2031 Housing Element:  
[https://menlopark.gov/files/sharedassets/public/v/3/community-development/documents/projects/housing-element-update/2023-2031-city-of-menlo-park-housing-element-clean\\_010324.pdf](https://menlopark.gov/files/sharedassets/public/v/3/community-development/documents/projects/housing-element-update/2023-2031-city-of-menlo-park-housing-element-clean_010324.pdf)

<sup>6</sup> Hexagon Traffic Impact Analysis for 320 Sheridan Drive (p. A219 to A332 of the 1/13/25 Planning Commission minutes):  
<https://menlopark.gov/files/sharedassets/public/v/2/agendas-and-minutes/planning-commission/2025-meeting-s/agenda/20250113-planning-commission-agenda-packet.pdf>

not major arteries to and from the area. The fact that the TIA did not include the intersection of Bay Road and Ringwood Avenue in the LOS analysis is either gross negligence, a glaring oversight, or both, and raises concerns that it was either excluded on purpose or was evaluated by someone completely unfamiliar with traffic patterns of this area. The omission of this intersection in the TIA study should have raised red flags to all City Councilmembers or Planning Commissioners at all familiar with this area of Menlo Park.

Furthermore, the town of Atherton recently rezoned 4 parcels along Bay Road near the intersection of Ringwood Avenue which will add up to 36 new housing units and potentially 70 or more vehicles that must enter and exit onto Bay Road, directly into the corridor that is already overburdened. Atherton conducted a separate Transportation Analysis<sup>7</sup> (p. 19) to comply with CEQA for their own rezoning plan, and their study (which was also provided by Hexagon) determined that the section of Bay Road between Greenwood Avenue and Ringwood Avenue is rated a “high impact” corridor (with VMT over 13), and as a result any new developments on this corridor will require traffic mitigation and TDM planning if new high density projects go forward. There appears to be no coordination between Menlo Park and Atherton concerning Bay Road traffic, no awareness by the Transportation Consultants, and no shared information between City planners when locating multiple high-density housing projects in the same transportation corridor along Bay Road.

As a result of this incomplete analysis, the Hexagon TIA for Sheridan Drive project concluded that “the proposed project’s residential land use would not generate VMT exceeding the threshold. Therefore, the project’s VMT impact would be less than significant.” Unfortunately this misleading result was presented to Planning Commissioners as a comprehensive and final assessment, and without the context of other studies.

## 2. Misleading and Inaccurate Public Transit Analysis

The site for the proposed development is not well-served by public transit, despite the information provided in the Applicant’s *Transportation Demand Management (TDM) Plan*<sup>8</sup>, which is inaccurate and lacks pertinent details.

For example, on page 6 of the TDM report (EXHIBIT C) under “Section 1 - Existing Transportation Facilities”, the Consultants identify five (5) SamTrans bus routes within ¼ mile “as the crow flies” of the project site, or about ½ mile walking distance. These SamTrans Routes are also listed as “neighborhood public transit options” in the Applicant’s BMR Funding Application. However, the report and the funding application failed to point out that the four (4) bus routes (Routes 81, 82, 83 and 88) that are nearest to the project site are for Hillview and Menlo-Atherton students ONLY, and only run 1 or 2 buses in the morning hours and afternoon hours on these routes. SamTrans considers these “student oriented routes” and they are NOT available to the public at large to ride. The only unrestricted public transit option is SamTrans 281, and the closest bus stop is on the opposite side of Hwy 101, requiring more than 1 mile walk (see below) through Suburban Park and down Bay Road to Ringwood in order to access the bike/ped 101 overcrossing. Furthermore, Route 281 does NOT even travel to downtown Menlo Park, but instead to Palo Alto and Stanford via University Avenue,

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<sup>7</sup> Hexagon Transportation Analysis for Town of Atherton Housing Element Update - February 2024 (see page 19):

[https://ci.atherton.ca.us/DocumentCenter/View/11974/Attachment-3F\\_-\\_Technical-Studies---Transportation-Analysis-21324?bidId=](https://ci.atherton.ca.us/DocumentCenter/View/11974/Attachment-3F_-_Technical-Studies---Transportation-Analysis-21324?bidId=)

<sup>8</sup> Transportation Demand Management (TDM) Plan for Sheridan Drive Apts. Sept. 2024 (p. A162 to A218 of the 1/13/25 Planning Commission minutes):

<https://menlopark.gov/files/sharedassets/public/v/2/agendas-and-minutes/planning-commission/2025-meetings/agenda/20250113-planning-commission-agenda-packet.pdf>



crossing 101 two miles to the Southeast of embarkation point, making it useless as a commute route for Menlo Park residents to go downtown.

Walking distances and times to the public transit are also presented in a misleading manner. When calculating the walking distance and time to public transit on page 7 of the TDM report (EXHIBIT D), the walking routes are mapped as transiting through Flood Park, which would be the most direct route, since the project will not allow bike/ped access via the south-east emergency gate controlled by Menlo Park Fire District. However, the TDM Report and the Applicant did not disclose, and the Commissioners did not catch, that Flood Park does not open until 8am in the morning, and closes as early as 5pm in the evening (in winter months), making this route unavailable to students in the morning or late night commuters coming home. When Flood Park is closed, the shortest path to an unrestricted public transit stop (Route 281) is five-times longer than suggested in the report (5444 feet vs. 986 feet, or more than a mile vs.  $\frac{1}{3}$  mile): from Sheridan to Hedge to Greenwood, to Bay Road, to Ringwood Road, and then over the bike-ped 101 overcrossing to Belle Haven.

With limited access to public transit, this development will dramatically increase vehicle miles travelled in this area, and create even worse traffic in an area that already has the highest traffic burden. If Planning Commissioners approved the Use Permit based on the information provided by the Applicant as opposed to their own understanding of the limited SamTrans service to the area, their decision is worthy of appeal.

### 3. Misleading and Inadequate Assessment of Bike and Pedestrian Access

Beyond vehicular access, this project does not allow bike and pedestrian access to Van Buren Road as confirmed at the January 13 Planning Commission. This restriction inhibits use of the nearby bike-ped 101 overcrossing on Van Buren Road, a critical shortcut for teachers and staff living at 320 Sheridan Drive to reach their job sites in the Ravenswood schools across Hwy 101 by bike and by foot. As noted above, the bike-ped 101 overcrossing is also the shortest route to the only unrestricted public transit option (SamTrans 281).

Even more confusing, the TDM provides a bike route map (EXHIBIT E) that illustrates residents of 320 Sheridan *can* ride their bicycles to CalTrain Menlo Park station via a second entrance/exit on Van Buren Road (page 11; p. A178 of the packet), when in fact this entrance is currently proposed as an emergency-only gate and not available for bike/ped access.

Lastly, the gated access to Flood Park is not available by neighboring residents who do not live in the development, which needlessly restricts bike and ped access through the project. The Applicant stated in the Planning Commission hearing on January 13, 2025, that they had not worked out any access rights for residents with the County Park, despite stating their project letter the project will include “a 2 gated (key fob controlled for security) entry providing a connection for the resident pedestrians and bicyclists to the vast outdoor areas at Flood Park and beyond.”

Providing open bike/ped access at Van Buren Road and to Flood Park, for both the residents of 320 Sheridan as well as the neighboring communities to the bike/ped overcrossing, Flood Park, and points beyond will only help reduce the vehicle miles travelled, reduce pollution, and encourage all of the residents in the surrounding area to use alternative means of transport. This bike route connection will provide even more value when the *City's Transportation Master Plan, Project 55*<sup>9</sup>, the “Flood Park Triangle Improvement Project” is completed,

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<sup>9</sup> Transportation Master Plan, Project 55:

<https://menlopark.maps.arcgis.com/apps/MapSeries/index.html?appid=b57f2d7b84e346b3b587d78b49c12ae5#>

which calls for a class III bike lane all along Van Buren Road, providing safe bicycle connectivity to and through the project site.

#### 4. Lack of Environmental and Traffic Mitigation Measures

According to the *Environment Justice Element*, the project site is located in an area of Menlo Park with:

- the worst traffic conditions in the city, scoring a 95 out of 100, 37.5 points above the city average
- the highest pollution rating within Menlo Park: the strip of land adjacent to the freeway is color coded red in the EJE to denote poorest air quality in the city. (EXHIBIT F).

Despite these critical environmental challenges, the current proposal lacks robust mechanisms to:

- Mitigate vehicle miles traveled by forcing all vehicles to drive additional miles daily to and from the work or school due to lack of vehicular egress to Van Buren Road via the adjacent Caltrans public right-of-way.
- Reduce greenhouse gas emissions or improve air quality for residents of the development.
- Enable 320 Sheridan residents' efficient access to the bike-pedestrian bridge on Van Buren Road via an ingress-egress on the Caltrans public right-of-way.

#### 5. Lack of creative options to Address Traffic and Environmental Impacts

The *Transportation Impact Analysis (TIA)* failed to consider or study an obvious and critical secondary ingress-egress route through the Caltrans right of way to Van Buren Road. This omission represents a significant oversight and a lack of creativity in transportation planning that could potentially impact emergency access, traffic flow, and safety for bicyclists, pedestrians, and vehicles.

At the Jan. 13, 2025 Planning Commission hearing, the Applicant reiterated that he "had been candid about what they were open and willing to look at and what they were not. He said definitely the Caltrans area and the bicycle parking were things they would respond to", but that they have not reached out to Caltrans for feasibility of using the ROW for a second entrance/egress. He said "there were hurdles, but to date they had not been able to get a dialogue with Caltrans to start the hurdle process." William Eger, Assistant Superintendent for Finance and Operations for the Ravenswood School District also stated at the 1/13/25 Planning that "the site plan as designed would allow for that evolution." Therefore the design and planning for second entrance/egress does NOT require a redesign to accommodate the changes, as the applicant stated they are open to a second entrance/egress and they've designed the project to accommodate it.

In other words, the traffic impact and a potential second ingress-egress was never analyzed for feasibility, nor were options developed for the city to consider, despite the fact there was more than two years to conduct a study, and willingness on the part of the developer (Applicant) and the site landowner. Please see maps as EXHIBIT A depicting how feasible Caltrans right of way would be based on street widths and turning radius requirements of vehicles.

#### 6. The project is inconsistent with General Plan Elements and other City policies

The staff report for this project cherry-picked elements from the General Plan's Housing Element for the Planning Commissioners to apply to and evaluate consistency with this project, notably failing to consider the recently adopted *Environmental Justice Element* and *Circulation Element (ConnectMenlo)*. This selective approach undermines the comprehensive planning principles intended to protect community well-being and orderly development of the city.

According to the recently adopted EJE, the area of Menlo Park where the 320 Sheridan Drive project is located already experiences a traffic burden rating of 95 out of 100, which is 34.7 points higher than city average, making it the *highest traffic burdened neighborhood across the city*. This fact likely helps Council members and the community understand why traffic is of high concern for both adjacent neighborhoods' residents. As such, this project is clearly in conflict with the EJE, yet the staff and Applicant undertook little to no effort to address obvious concerns with circulation, bike/ped access, reducing vehicle miles traveled, and reducing additional impacts to pollution, and specifically how these improvements could be achieved by allowing the new residents of 320 Sheridan with a second driveway access via Van Buren Road.

This project is also inconsistent with the Circulation Element (ConnectMenlo) adopted in 2016, which is supported by the subsequent Transportation Master Plan (TMP, adopted 2020). The stated goals of the TMP are: 1) Safety, 2) Sustainability, 3) Mobility Choice, and 4) Congestion Management (page 4). This project's proposed circulation is not only inconsistent with the city's stated goals, but worse, it pulls us decades backward on all four goals.

Fortunately, this project has the potential to make some key changes that could progress all of the TMP goals with a feasible solution of providing a second ingress-egress to Van Buren Road: all mobility options will have a safer route, travel fewer miles, and reduce congestion for all modes of travel. This would also reduce vehicle miles traveled and have a direct impact on pollution, as transportation in Menlo Park contributes to 56% of our greenhouse gas emissions. The second ingress-egress will also provide more mobility choice, since a second access to Van Buren Road would provide 5-times closer access to the bike/pedestrian 101 overcrossing from Van Buren Road (5444 feet vs. 986 feet). A second access would absolutely help with congestion management, particularly at Bay Road and Ringwood Avenue.

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Requested Action:

I respectfully request that the City Council uphold this appeal, and encourage the Applicant to return with a revised proposal and demonstrated plan to:

- Leverage the Caltrans public right-of-way for vehicles, bicycles and pedestrians to reduce the commute burden for the 320 Sheridan residents. This is consistent with the August, 2024 City of Menlo Park adopted Environmental Justice Element, and with the city's Transportation Master Plan.
- Develop an agreement with San Mateo County Parks for access to Flood Park for pedestrian and bike access to the park during operating hours directly from the project site per the Applicant's stated project letter.

Ultimately, we look forward to welcoming the new residents of this project and want to ensure it is designed in a way that will work well for them, including mitigating vehicle miles traveled. The current proposal fails to meet the city's general plan for Circulation and Environmental standards. The developer demonstrated a lack of due diligence to complete items they stated in their project description, and overstated the project access to public transit in their submission.

Thank you for your careful consideration of these critical planning issues. I ask you to keep the best interests of the future residents of 320 Sheridan in mind as you consider how to proceed. I beg you to ignore the NIMBY voices from neighbors objecting to fair access for the future 320 Sheridan residents to Van Buren Road, particularly when there is a clearly feasible access point on surplus state public land, which would have no

impact on LifeMoves' Haven House located adjacent to the project site. But more importantly it is simply a more humane solution: reducing the vehicle miles traveled around the future residents of 320 Sheridan who already have to endure poor air quality. Please do not require them to also have needlessly lengthened commutes by car, bike or on foot.

This project also needs coordinated access to Flood Park. Not having direct access to Flood Park significantly diminishes the quality of life the residents of this community should enjoy, since they will be living next to it, and is inconsistent with the EJE. These solutions will support all elements of the General Plan, not just select pieces of it.

This is an opportunity to advance the city's General Plan in harmony: Housing, Environmental Justice, and Circulation Elements and to approve this project after amendment to ensure it progresses the city's goals and policies. It is not unreasonable to ask the developer to address these two specific solvable issues, particularly when they will still receive their long list of requested waivers and incentives. Doing so will ensure this project is successful for the future residents of 320 Sheridan for *decades* to come.

Sincerely,

Skip Hilton



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A handwritten signature in blue ink, appearing to read 'Skip Hilton', written over a light blue horizontal line.



**EXHIBIT A-1: Map of Caltrans ROW depicts that it can accommodate extension of Van Buren Road:** Caltrans owns a strip of land between the Haven House property line at the end of Van Buren Road, and the Hwy 101 Freeway wall (as seen in photo with a few trees and crude path). This parcel is currently undeveloped and wide enough to create a 2-lane extension from Van Buren Road to the new development in the upper left.

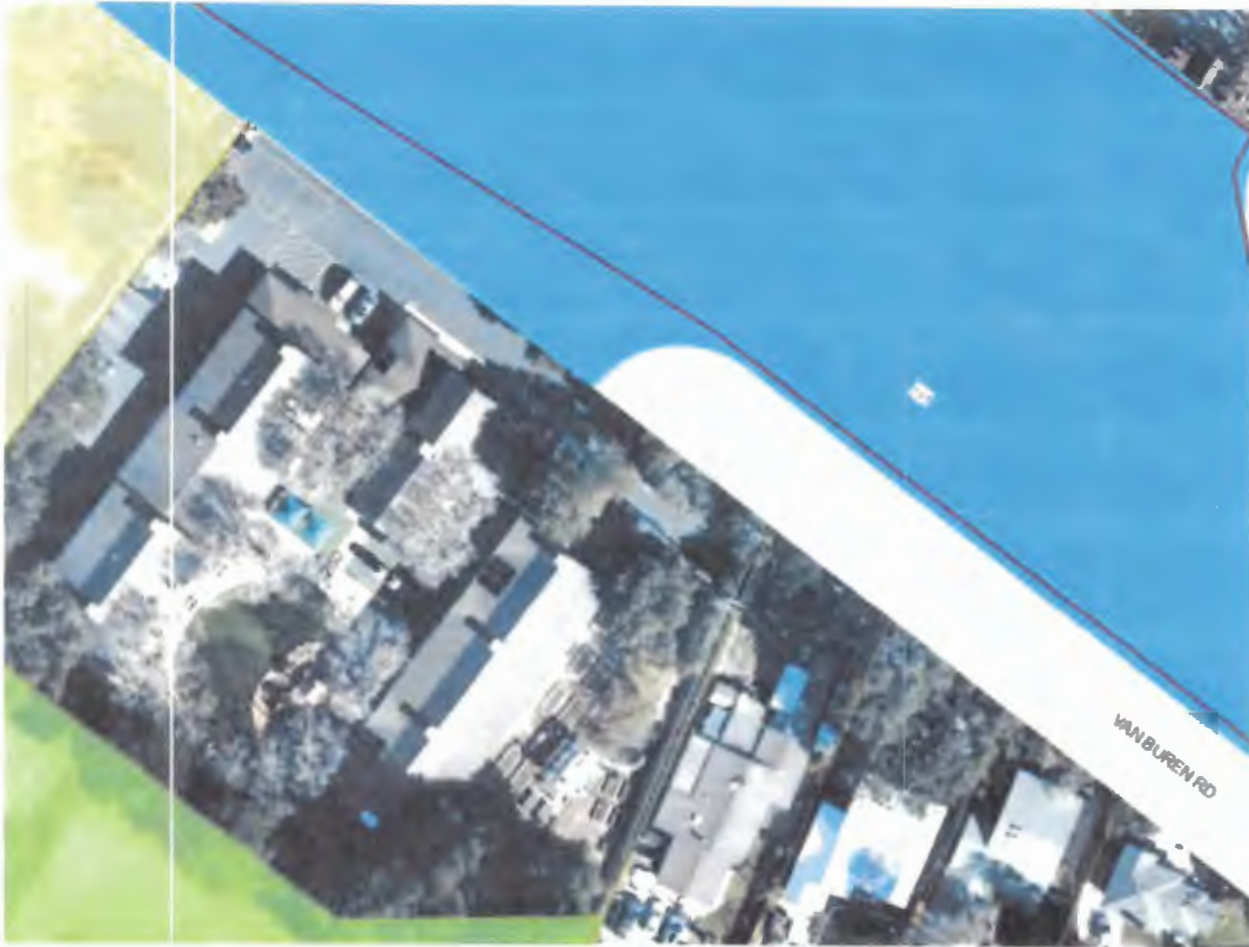






**EXHIBIT A-3: Aerial photo of project area**

Caltrans ROW shaded Blue, 320 Sheridan Drive property shaded Yellow, and Flood Park (San Mateo County) shaded Green.



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**EXHIBIT B: Hexagon TIA table of the four (4) intersections studied for LOS, which excluded Bay Road / Ringwood Avenue.**

**Table ES-2  
Intersection Level of Service Summary**

#	Intersection	Peak Hour	Traffic Control	Existing Conditions		Near-Term (2027) Conditions <sup>2</sup>							
				Avg. Delay (sec) <sup>1</sup>	LOS	No Project		Avg. Critical Delay	Project Conditions <sup>2</sup>				
						Avg. Delay (sec) <sup>1</sup>	LOS		Avg. Delay (sec) <sup>1</sup>	LOS	Avg. Critical Delay	Incr. in Avg. Delay	Incr. in Avg. Critical Delay
1	Sheridan Drive & Hedge Road	AM	TWSC	8.6	A	8.6	A	-	8.9	A	-	<4	-
		PM		8.6	A	8.6	A	-	8.8	A	-	<4	-
2	Hedge Road/Dunsmuir Way & Greenwood Drive	AM	TWSC	9.3	A	9.3	A	-	9.6	A	-	<4	-
		PM		9.8	A	9.8	A	-	10.0	B	-	<4	-
3	Bay Road & Greenwood Drive	AM	TWSC	14.8	B	15.4	C	-	16.5	C	-	<4	-
		PM		14.2	B	14.2	B	-	15.1	C	-	<4	-
4	Bay Road & Marsh Road	AM	Signal	17.8	B	21.4	C	31.0	22.0	C	31.5	<4	<0.8
		PM		24.0	C	27.8	C	47.0	28.5	C	48.2	<4	1.3

**Notes:**  
 TWSC - Two Way Stop Control.  
<sup>1</sup> Average delay is reported for signalized intersections. For TWSC intersections, the delay for the worst stop-controlled movement is reported.



**EXHIBIT C: TDM Plan Section 1 - Existing Transportation Facilities**

A misleading assessment of public transit availability - page 6 (A173 in hearing packet)

**SECTION I – EXISTING TRANSPORTATION FACILITIES**

The below transit matrix describes SamTrans bus routes 81, 82, 83, 88, and 281, operating within 0.25 miles of the project (as the crow flies). There are 104 weekday transit trips near the project site. The Palo Alto Transit Center (Caltrain Station) is 0.25 miles from the project site.

**Transit Resources within 0.30 miles of the Project**

Route	Span of Service	Trips per Weekday	Communities Served
81 Samtrans	School Days Only 5 Days/Week 7:24 a.m. - 4:29 p.m.	4	Purdue/Fordham, Onetta Harris Community Center, <b>Newbridge/ Market</b> , Newbridge/ Carlton, Willow/Nash, Menlo-Atherton High School, Middlefield/Oak Grove, Willow/Gilbert, and Purdue/Fordham
82 Samtrans	School Days Only 5 Days/Week 7:40 a.m. - 3:17 p.m.	2	Bay/Harmon, <b>Bay/Del Norte</b> , Coleman/Menlo Oaks, Santa Monica/San Andreas, Merrill/Santa Cruz, Hillview Middle School, and Bay/Marsh
83 Samtrans	School Days Only 5 Days/Week 7:28 a.m. - 4:05 p.m.	2	Bay/Harmon, <b>Bay/Del Norte</b> , Bay/Ringwood, Durham/Laurel, Marmona/Robin, Merrill/Santa Cruz, Hillview Middle School, and Bay/Marsh
88 Samtrans	School Days Only 5 Days/Week 3:15 p.m. - 3:36 p.m.	2	Encinal Elementary School, <b>Bay/Del Norte</b> , and Bay/Marsh
281 Samtrans	7 Days/Week 5:55 a.m. - 10:41 p.m.	94	Onetta Harris Community Center, <b>Newbridge/Market</b> , Bay/University, University/Donohoe, <b>Palo Alto Transit Center</b> , and Stanford University Oval
<b>Total Bus Trips/Weekday</b>		<b>104</b>	

\* All buses and trains are lift equipped for handicapped, elderly, or those in need.

*Red Font represents the closest transit access point to the project site.*

*Blue Font represents connecting transit Centers/Stations*

While transit resources are within a quarter mile of the site, the walking distances are longer. Routes 82, 83, and 88 are within 0.40 miles of the site, a ten-minute walk. Routes 81 and 281 are 0.50 miles from the project and a ten-minute walk. Below is the Walking to Transit Access Map; page 8 shows the SamTrans System Map.

## EXHIBIT D: TDM Plan depicts pedestrian access to public transit via Flood Park

Flood Park is closed during school commute and evening commute times, making these routes infeasible (p. 7, A174 in packet).

320 Sheridan Dr. Apartments — TDM Plan  
September 12, 2024

### Walking to Transit Access Map



#### *Shopper's Shuttle - Door-to-Door to Menlo Park, Palo Alto, Redwood City*

The Shoppers' Shuttle offers a convenient door-to-door service for anyone needing assistance or who isn't close to a regular shuttle stop. It's free and wheelchair accessible.

The shuttle picks up passengers at 9:30 a.m. to take them to their destinations. Riders have about two hours at their destination before being picked up to return home, starting at 12:30 p.m. Shuttle drivers can also help carry your packages and groceries to your door. Book at least one day in advance.

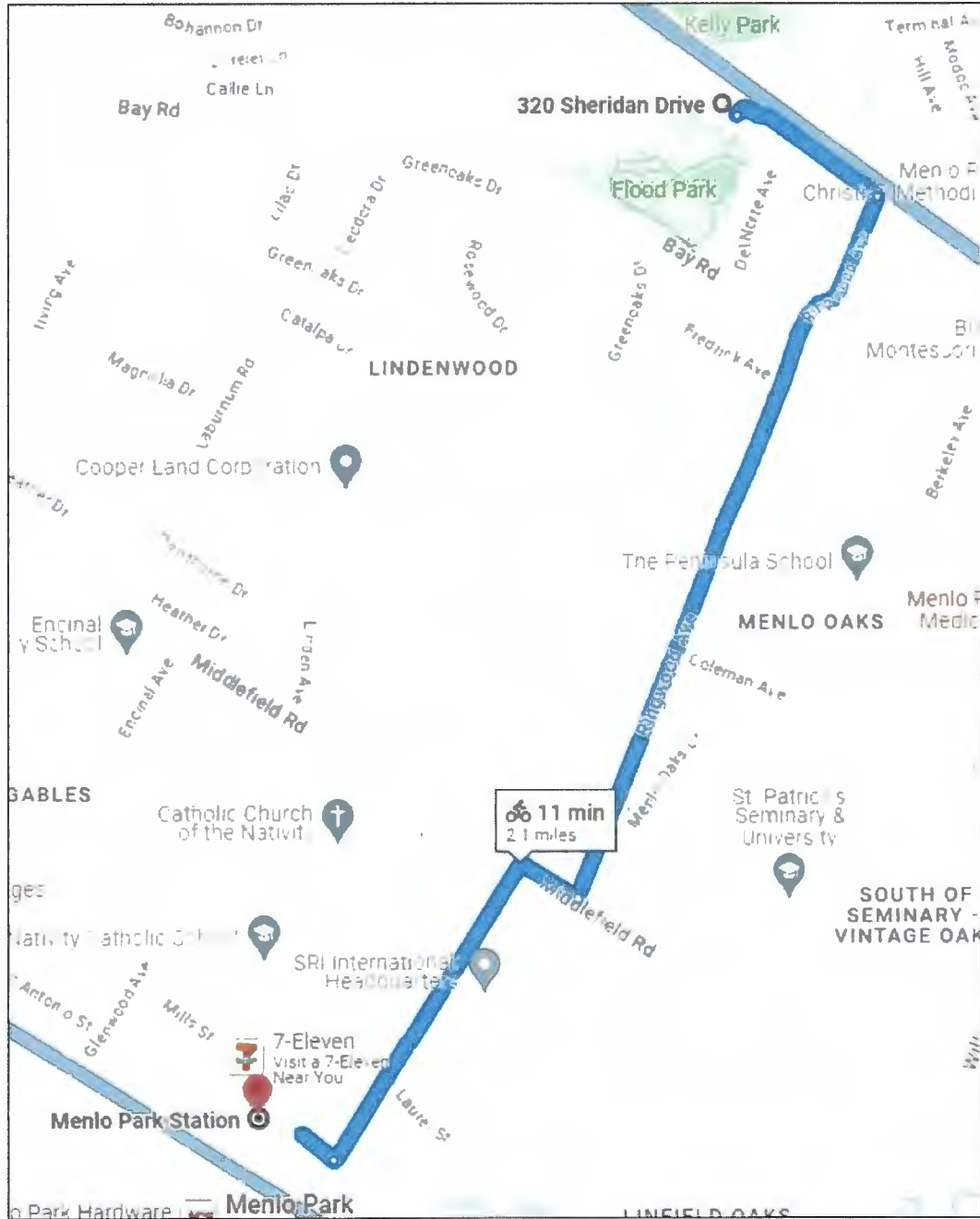
On Wednesdays and Saturdays, the shuttle operates within Menlo Park and Palo Alto destinations, while on Tuesdays, it travels to Redwood City. For medical or dental appointments, door-to-door transportation is available for a fee through Little House. Call 650-272-5040 for more information.



**EXHIBIT E: TDM Plan depicts bicycle route to MP Caltrain station via a “second entrance/egress” on Van Buren Road, which is NOT included in the project plan. (p. 11, A178 in packet)**

320 Sheridan Dr. Apartments —TDM Plan  
September 12, 2024

**Bicycle Route from Menlo Park Caltrain Station**





**EXHIBIT F: Environmental profile of the 320 Sheridan Drive neighborhood, from City of Menlo Park's Environmental Justice Element (page 126):**

***Environmental Conditions***

**Primary Contributors to Pollution Burden and Major Disparities**

Suburban Park – Lorelei Manor – Flood Triangle has an overall Pollution Burden score of 71, ranking 7<sup>th</sup> (15 points more than the citywide average).

The three highest indicators and three with greatest disparity from the citywide average, positive or negative, are indicated on the table below.

<b>Pollution Burden</b>			
<b>Indicator</b>	<b>Score<sup>1</sup></b>		
	<b>Neighborhood</b>	<b>Difference from Citywide Average</b>	<b>Citywide Average</b>
<b>Overall Pollution Burden</b>	<b>71</b>	<b>+15.2</b>	<b>55.8</b>
Air Quality: Ozone	9	-0.2	9.2
Air Quality: PM2.5	13	-2.2	15.2
Diesel Particulate Matter	<b>76</b>	+14.5	61.5
Pesticide Use	0	-3.6	3.6
Toxic Releases from Facilities	31	+3.4	27.6
Traffic Impacts	<b>95</b>	<b>+34.7</b>	60.3
Drinking Water Contaminants	60	-6.4	66.4
Children's Lead Risk from Housing	70	+2.6	67.4
Cleanup Sites	65	+1.3	63.7
Groundwater Threats	56	-5.7	62.7
Hazardous Waste Generators and Facilities	<b>91</b>	+15.4	75.6
Impaired Water Bodies	0	<b>-37.8</b>	37.8
Solid Waste Sites and Facilities	66	<b>+48.2</b>	17.8

<sup>1</sup> The score is relative to other California census tracts and is measured by percentile for individual indicators in CalEnviroScreen 4.0 Data