CIRCULATION ELEMENT AND ACTION PROGRAM

FOR THE

CITY OF EAST PALO ALTO GENERAL PLAN

December 1986

CITY OF EAST PALO ALTO

City Council

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Approved

Planning Commission: December 8, 1986
City Council: December 15, 1986

RESOLUTION NO. 00355

A RESOLUTION ADOPTING THE EAST PALO ALTO GENERAL PLAN CIRCULATION ELEMENT AND ACTION PROGRAM

WHEREAS, the Circulation Element of the East Palo Alto General Plan has been prepared, in part, to respond to changes in State requirements and guidelines, and in part, to reflect changes in local land use conditions and policies; and

WHEREAS, adoption of the Circulation Element represents a key part of the completion of the East Palo Alto General Plan; and

WHEREAS, the Circulation Element was reviewed at a Public Hearing and approved by the East Palo Alto Planning Commission on December 8, 1986; and

WHEREAS, the Circulation Element was also the subject of a Public Hearing by the East Palo Alto City Council and was approved on December 15, 1986; and

WHEREAS, Negative Declaration #30-86, for this Element, was also approved at the above-reference hearings.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of East Palo Alto that the Circulation Element and Action Program, attached hereto, is hereby adopted into the East Palo Alto General Plan.

PASSED AND ADOPTED by the City Council of the City of East Palo Alto this 15th day of December, 1986, by the following vote:

AYES: ABRICA, BLAKEY, BOSTIC, COATS, and MOUTON

NOES: NONE

ABSENT: NONE

Barbara A. Mouton
Mayor

ATTEST:

Frederic A. Howell
City Clerk

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INTRODUCTION

A well-designed and efficient circulation system is of paramount importance to any community. An efficient and coordinated circulation system within a community has the following minimum characteristics: good transit service, adequate streets and roads, and pedestrian and bicycle paths. It allows travel to and from work, school, shopping, or recreation both quickly and safely. In East Palo Alto, a circulation system is needed which meets these criteria and which supports the development of local business and industry, not merely taking residents to activities outside the community.

The Circulation Element of the East Palo Alto General Plan attempts to address the adequacy of the existing circulation system within the City and set forth techniques which will assist in improving the system in coordination with future growth, development, and anticipated traffic increases.

Section 65302(b) of the Government code requires the General Plan to include:

> "A circulation element consisting of the general location and extent of existing and proposed major throughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan. The policies and plan proposals of the circulation element should:
>
> - Coordinate the transportation and circulation system with planned land uses;
> - Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
> - Make efficient use of existing transportation facilities; and
> - Protect environmental quality and promote the wise and equitable use of economic and natural resources.

The Circulation Element should cover the following to the extent that they pertain to the community:

- Streets and highways;
- Parking facilities;
- Transit and rapid transit;
- Railroads;

- o Paratransit (e.g., journeys, carpooling, vanpooling, and taxi service);
- o Bicycle and pedestrian facilities;
- o Commercial, general, and military airports;
- o Navigable waterways, harbors (deep-draft and small boats), and terminals; and
- o Pipelines for petroleum and natural gas and facilities for the transmission of electricity."

This statute serves as the guideline for the creation of the City of East Palo Alto's Circulation Element. The goals and policies contained herein are closely coordinated with those of the land use, housing, and noise elements. The factors presented here relate directly to existing and future circulation concerns. The overall intent is to assure a balanced circulation system, integrated wtih the regional system and offering a variety of transit options to the community.

THE EXISTING SITUATION

Public Transit Circulation

East Palo Alto has many groups which are dependent on public transit for their travel needs, including low- and moderate-income residents, families, children, and seniors. In addition, because the cost of private transportion has risen rapidly in recent years, having an efficient public transportation system becomes exteremely important. The growing demand for public transit in East Palo Alto can be seen in the large increase in daily ridership between October 1976, and February 1980, for the three bus routes servicing East Palo Alto (see Table 1). Currently, East Palo Alto's public transit service seems adequate in terms of geographic coverage and frequency to meet most of the community's needs.

At present, three San Mateo County Transit District (SamTrans) bus routes provide service to East Palo Alto (see Figure 1). Existing bus routes serving East Palo Alto pass commercial areas within the community as well as outside the comunity. Within East Palo Alto, access is available to the shopping center site at Bay and University, the municipal services building and library, the University Avenue commercial areas, the Drew Medical Center, and the shopping area at Willow Road. Presently, there is no public transportation available to the Bay Road Industrial Area. Transit connections are available to the SamTrans "mainline" service which links San Mateo, San Francisco and Santa Clara Counties, along El Camino Real, and to the Southern Pacific Railroad.

TABLE 1

SAMTRANS AVERAGE WEEKDAY RIDERSHIP
EAST PALO ALTO --1976-1980

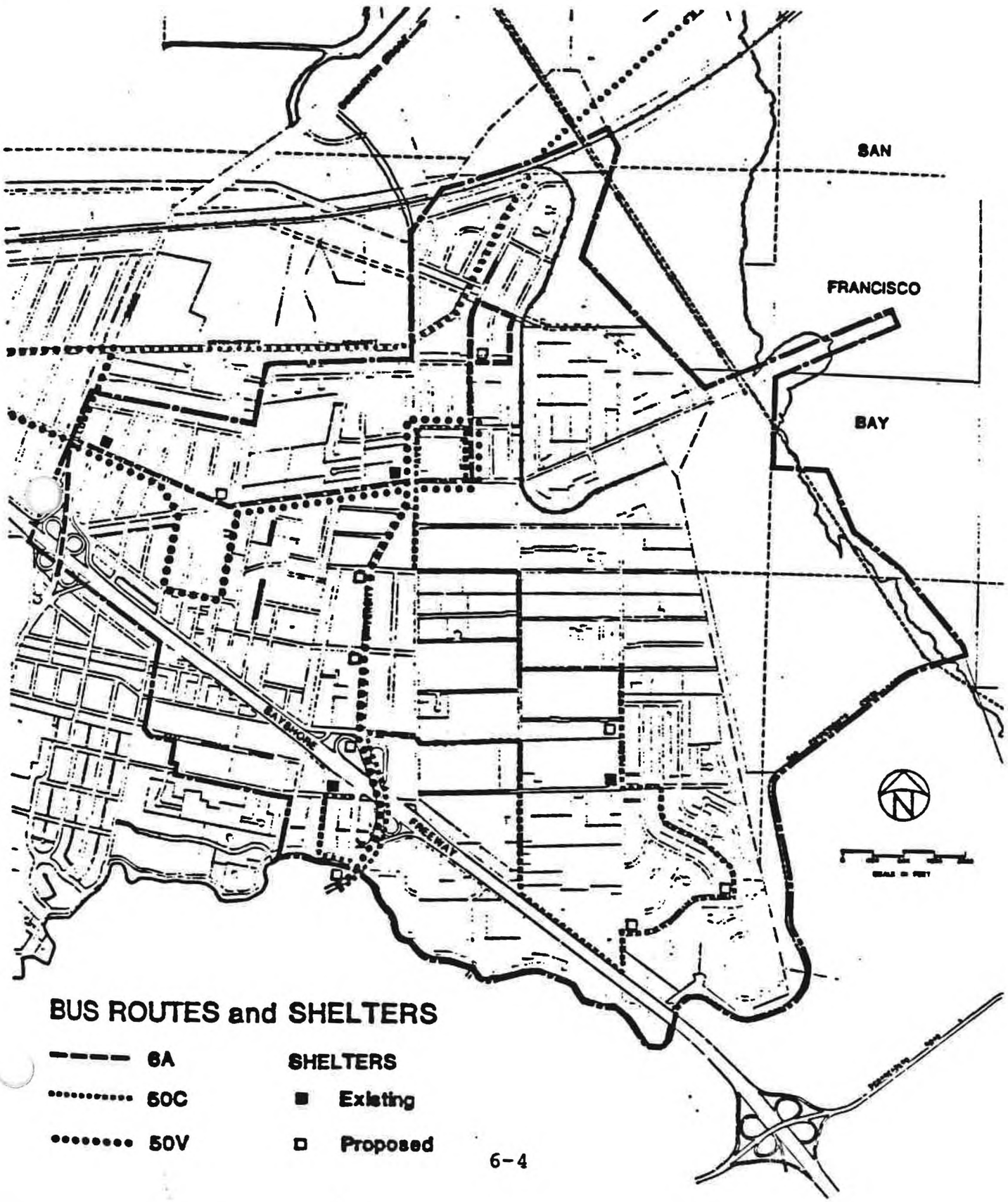
Year		SamTrans Route 6A	50C	50V
1976 (Oct.Dec.)		1,415	659	570
1977	1,762	810	732	
1878	2,039	1,001	927	
1979	2,265	1,098	1,045	
1980 (Jan.-Feb.)		2,343	1,109	1,055
% Increase in Daily Ridership (10/76-2/80)	65.6%	68.3%	85.1%	

Source: San Mateo County Transit District

In addition to the three bus routes, SamTrans also provides it's Redi-Wheels service for mobility impaired persons unable to use regular bus service. This service is available door-to-door, on an on-call basis, five days a week during daytime hours. East Palo Alto is a part of the South Service Area, encompassing San Carlos, Redwood City, Menlo Park, Atherton, and the Stanford Medical Complex in Palo Alto. Users of this service in East Palo Alto must limit their travels to the South Service Area or transfer at specific pick-up points to other service areas.

The East Palo Alto City Council has reconfirmed the following criteria for selection of bus shelter sites: 1) sites should serve both SamTrans riders and children waiting for school buses, 2) sites should serve the pick-up locations rather than drop-off locations, and 3) sites should serve as many riders as possible. Using these criteria, a priority list of 13 bus shelter locations was developed. To date, SamTrans has installed four shelters in the community (see Figure 1).

FIGURE 1
BUS ROUTES AND SHELTERS



Automobile Circulation

Street Classification

East Palo Alto is essentially a suburban community designed for the automobile as the primary means of transportation. Local streets, serving homes and apartments, feed into collectors and arterials, which, in turn, provide quick access to the three interchanges with the Bayshore Freeway. No part of East Palo Alto is more than 2 miles from an interchange. Using this network of streets and freeway, residents can travel efficiently to work, shopping, or recreation. Figure 2 shows the existing street classification system in East Palo Alto and designated truck routes. Local streets are those providing direct access to adjoining properties and usually discourage through traffic. Collectors carry traffic from local streets to arterials or freeways. Arterials provide through traffic between major points and interchanges.

Substandard Streets

Although East Palo Alto has an efficient street network, not all local streets meet present City standards. Figure 3 shows streets which lack curbs, sidewalks, paved shoulders, and/or storm drainage facilities. The majority of these sustandard streets occur in the Palo Alto Park area. Most streets in this area do not have paved shoulders, curbs, and sidewalks. Drainage problems occur here, and some trees are within the public street right-of-way. More important, the majority of these streets have substandard strucural base sections which lead to constant deterioration.

Most of the major streets in the large-lot area east of University Avenue have been improved by the County Public Works Department. The City's Public Works Department is continuing these improvements in this area. These streets have been widened, with curbs and sidewalks installed to conform to City standards. Further development in the large lot area will require the installment of access streets. In the past, cul-de-sacs have been constructed, varying in length, width, and extent of improvement.

Newbridge Street/Bay Road Improvements

The Public Works Department has undertaken the widening and improvement of Newbridge Street-Bay Road from Willow Road to Cooley Landing. Plans originally called for a 93-foot right-of-way providing four traffic lanes, a median with left-turn lanes, a bike lane, parking lane, and sidewalk for the entire 1.9 mile distance. To date, the portion of Bay Road from University Avenue to Pulgas Avenue has been completed according to those specifications. The second phase, extending from Pulgas Avenue to Cooley Landing, was not completed with public funds as a matter of County policy prior to incorporation and it is expected

FIGURE 2
STREET CLASSIFICATION SYSTEM
AND TRUCK ROUTES

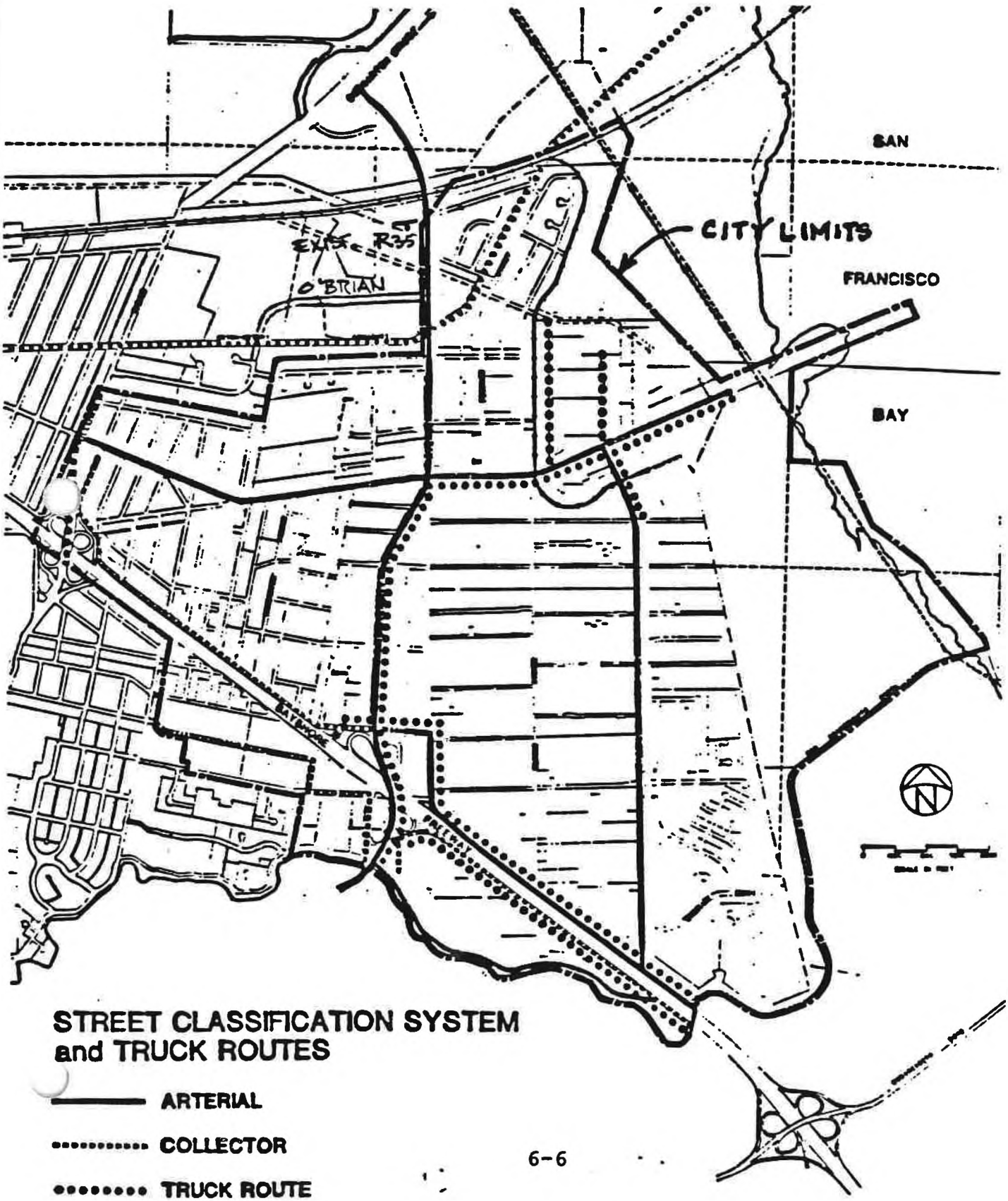
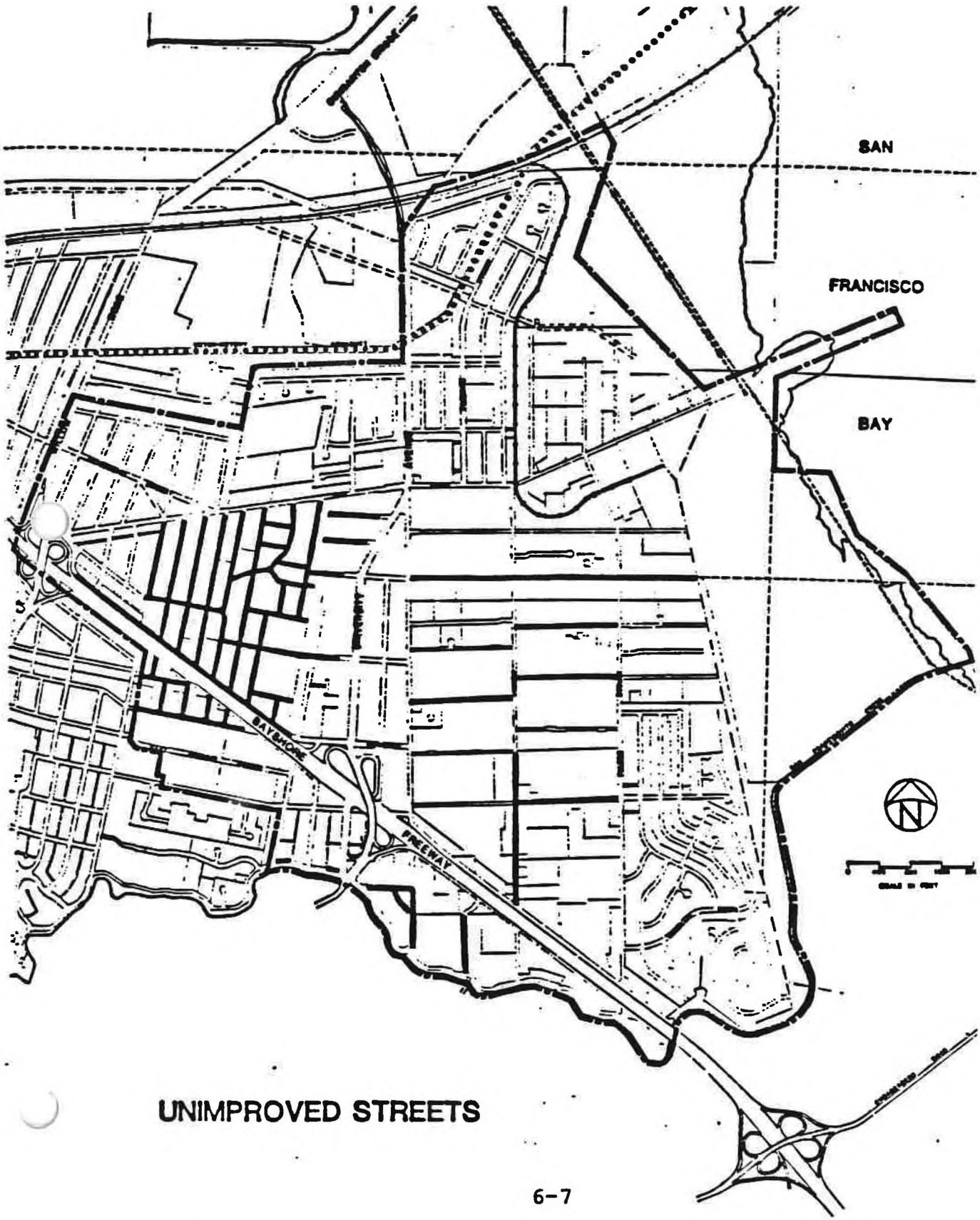


FIGURE 3
UNIMPROVED STREETS



UNIMPROVED STREETS

that this commercial area will be improved with private funding. The third phase has been completed, extending from University Avenue to Newbridge and providing two traffic lanes, a turn lane median, one parking lane on the south side, and two bike lanes - all in a 60-foot right-of-way. The fourth phase will provide a 60-feet right-of-way, include a landscaped median, two traffic lanes, and two parking lanes with no bike lanes. Construction of this final phase is expected to begin in the Spring of 1987.

Traffic Flows and Congestion

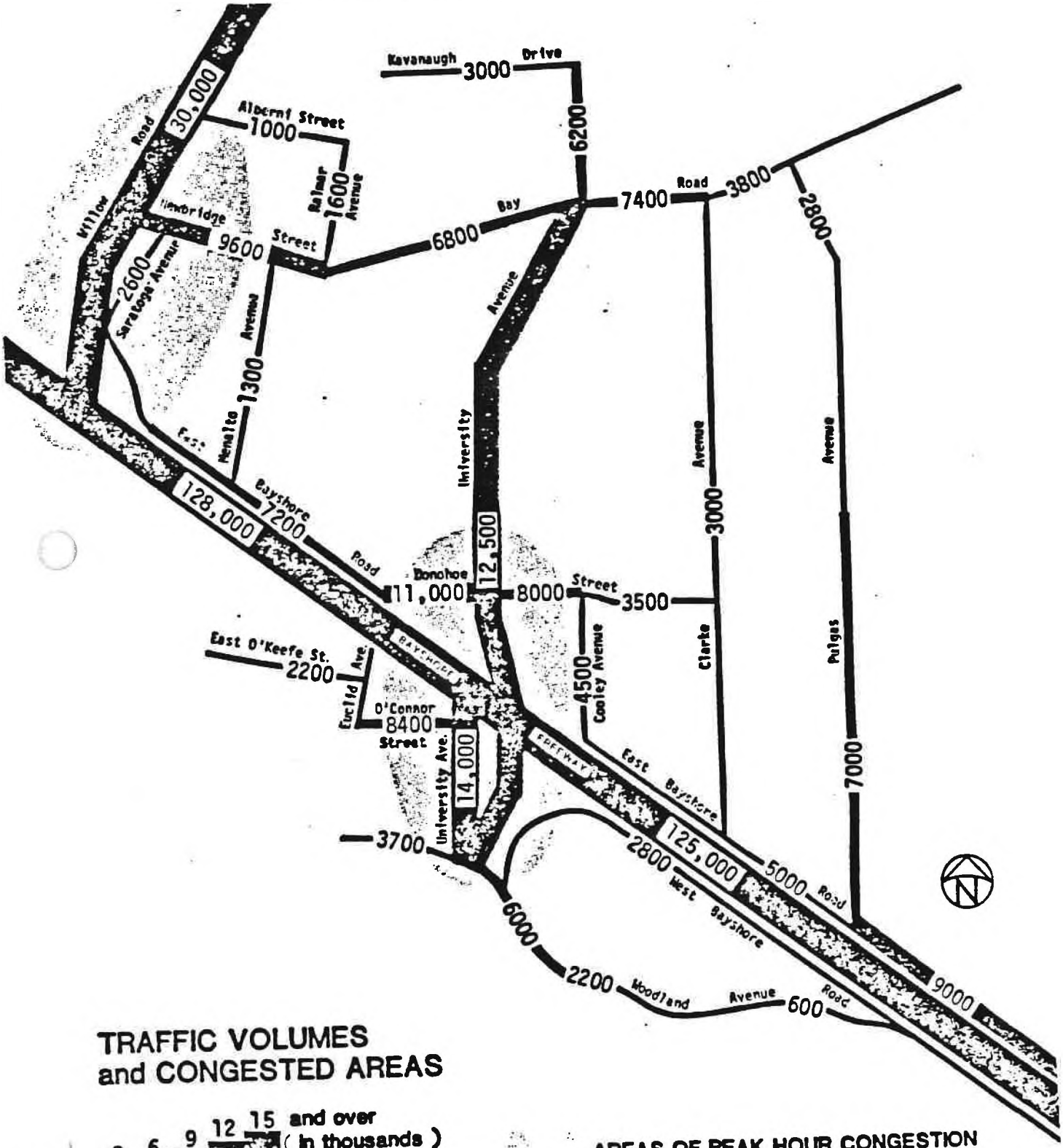
Figure 4 shows traffic volumes on major streets in East Palo Alto, along with areas of peak hour congestion for the period of 1979-80. At that time, the existing street network was able to handle then-present traffic volumes at an adequate level of service. Congestion occurred during peak hours at the University Avenue interchange and along Willow Road on the approach to the Dumbarton Bridge. West of Bayshore along University Avenue, problems arose because University Avenue served as a local commercial street with diagonal parking, as well as an approach to and from Palo Alto for southbound traffic entering or leaving the Bayshore Freeway. This short portion of University Avenue carried the heaviest traffic load in the community (except the freeway) and was the scene of numerous accidents. Since that time, the situation has become slightly worse.

Traffic in the City, particularly along University Avenue, has increased significantly due, in part, to the opening of new businesses within the community and the opening of University Avenue to the Dumbarton Bridge. University Avenue now has become a major connector which carries significant amounts of traffic between the Eastbay and the Peninsula. At this time, new traffic counts and projections for the City are unavailable, except as shown in Table 2. Thus, future traffic impacts cannot be adequately addressed. As a part of the action program of this Element, a comprehensive traffic study of the City will be undertaken to determine appropriate mitigation measures for this growing problem.

Access to the Industrial Park

At the present time, access to the Ravenswood Industrial Park is via Bay Road. This area is relatively remote from major roads, and its lack of visibility has partially contributed to the slow development of the industrial park. The abuse of this unimproved stretch of Bay Road by illegal dumpers and improper operation of certain commercial establishments further contributes to underdevelopment. Finally, a portion of this street is contaminated with hazardous material and a clean-up plan must be approved by the City and State and Federal agencies before improvements can be made.

FIGURE 4
TRAFFIC VOLUMES AND CONGESTED AREAS



TRAFFIC VOLUMES and CONGESTED AREAS

3 6 9 12 15 and over (in thousands)

24 hour counts 1979-80

AREAS OF PEAK HOUR CONGESTION

TABLE 2
TRAFFIC VOLUMES ALONG UNIVERSITY AVENUE
BETWEEN O'BRIEN AND NOTRE DAME

Max. Day Volume	10,490	(Northbound-Friday)
Min. Day Volume	5,266	(Northbound-Sunday)
Aver. Weekday Volume	9,982	(Northbound)
Max. Hour	1,662	(Northbound - 5:00 - 6:00 p.m.)
Max. Day Volume Wednesday)	6,864	(Southbound-
Min. Day Volume	Not available	
Aver. Weekday Volume	6,799	(Southbound)
Max. Hour	971	(Southbound - 7:00 - 8:00 p.m.)

CAPITOL AVENUE BETWEEN DONOHOE & U.S. 101

Max. Day Volume	7,460	(Thursdays)
Min. Day Volume	4,834	(Sundays)
Ave. Weekday Volume	7,335	
Max. Hour	864	(3:00 - 4:00 p.m.)

Bicycle Circulation

Bicycle transportation can be an effective way for some East Palo Alto residents to shop or commute to work. Additionally, bicycling can function as a recreational outlet with bikeways along scenic routes providing access to open space and recreational facilities.

Bikeways Plan

The San Mateo County Bikeways Plan was adopted by the Board of Supervisors in 1976. This plan proposed designation of Willow Road and University Avenue in East Palo Alto as bikeways, requiring road widening or prohibition of parking. At this time, the City intends to pursue installing bikeways and to complete its own bikeway plan for the entire community. Bike lanes have been installed as part of the improvements of Bay Road. The now defunct City Bicycle Planning Committee proposed to have a system of bikeways within the community, of three types, all of which the City intends to pursue: (1) bike routes, which are streets designated as a joint motor vehicle/bicycle facility and identified by signs only, (2) bike paths, which are special pathways for the exclusive use of bicycles and are either spatially or physically separated from the motor vehicle facility, and (3) bike lanes, which are lanes located on the edge of the paved area of an existing road or street and are identified by signs, painted lines, and pavement markings (see Figure 5). This plan is detailed and reflects the wishes of the community. An important element of this plan is the development of a bicycle lane along the eastern edge of the community along the bayfront. The East Palo Alto Plan shows Pulgas Avenue as a bike lane. However, the street would have to be a bike route, since it is not sufficiently wide to accommodate bike lanes.

Pedestrian Circulation

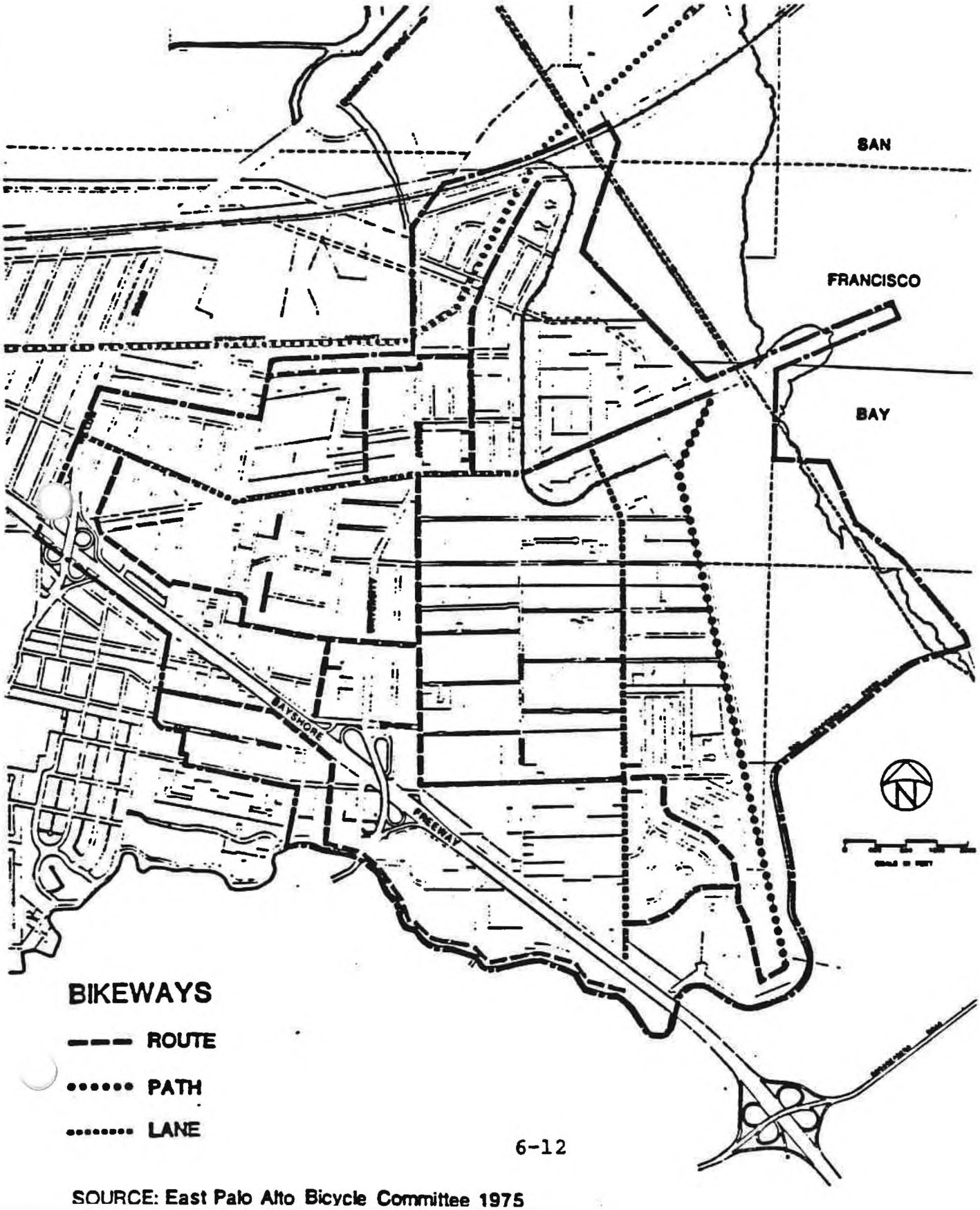
East Palo Alto is a 2.5-square-mile City so the method of walking throughout its confines as a mean of circulation is something that is done by many residents. The City's sidewalk system is extensive although not complete (see Figure 3). As a general rule, the City would like to encourage more walking through the City by providing an efficient pedestrian walkway system within its entire limits. Although funding currently is not available to make these improvements, their ultimate installation will provide for a pleasant walking environment in the community.

ISSUES OF CONCERN

Bus Transportation

Bus transportation is a major means of travel for many East Palo Alto residents. Generally, existing bus routes provide adequate access to major facilities within and outside the community.

FIGURE 5
BIKEWAYS



SOURCE: East Palo Alto Bicycle Committee 1975

However, there is no service at present to the Ravenswood Industrial Park where some East Palo Alto residents are now employed. The designated land use for this area is industrial. As this area develops and new employment is provided, workers will have to rely on private automobiles unless bus service is initiated. Automobiles will cause additional congestion, parking problems, noise, and pollution.

Other concerns regarding present bus service are the provision of shelters, adequate lighting at bus stops, and coordination with school schedules. Additional shelters are needed to protect school children and other riders from adverse weather conditions. Locations which need bus shelters have been identified by the East Palo Alto City Council. Improved street lighting is needed at many bus stops in order to enhance security. Finally, bus schedules should be more closely coordinated with school schedules in order to shorten waiting times for students going to and from school.

Street Improvements In Palo Alto Park

Many local streets in the Palo Alto Park area do not conform to City standards. These streets lack paved shoulders, sidewalks, curbing, and storm drains. This area may be characterized as having a semi-rural atmosphere with older homes and many mature trees, some of which are located within the right-of-way of a street.

The City's development regulations permit modification of street standards in order to protect the natural environment and preserve neighborhood quality. It would be appropriate to apply these regulations on a case-by-case basis in the Palo Alto Park and large lot areas whenever street improvements are planned.

New Streets In The Large Lot Area

In the large-lot area, new streets or cul-de-sacs are needed to provide access to the interiors of the blocks and allow development to occur. In the past, cul-de-sac improvement has been haphazard, with some new cul-de-sacs constructed entirely to City standards while others were not. As further development occurs in this area, there is a need to ensure a standard level of improvement in the design of new access streets. Further, the location and number of new access streets should be carefully reviewed at the time of a development proposal in order to ensure safe design. Finally, alternate treatment for street improvements should be allowed on a case-by-case basis and considering neighborhood input through the public hearing process.

Congestion Along University Avenue Southwest of 101

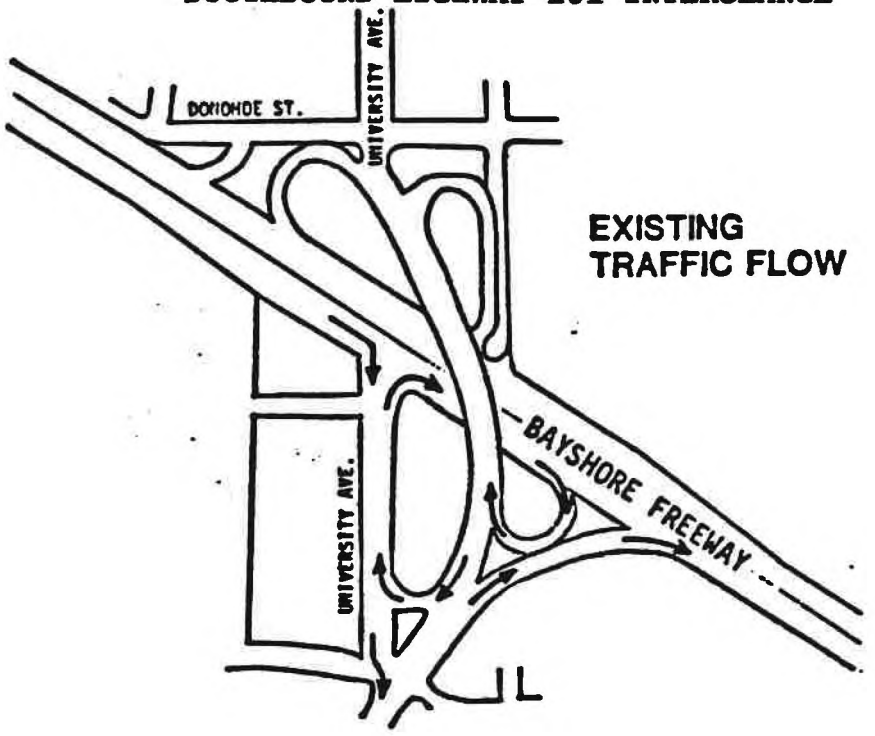
The commercial district along University Avenue west of Bayshore is East Palo Alto's largest concentration of shopping and office activity. It is also part of an interchange complex carrying traffic between Palo Alto and southbound Highway 101. As a result of this dual function, this area is the scene of accidents and congestion. If left unattended, this situation is certain to become worse as traffic volumes and business activity increase. A modification in the traffic flows at this intersection has been proposed by the County Department of Public Works (see Figure 6). This modification would remove freeway-related traffic from University Avenue and place both ingressing and egressing southbound movements on the south side of the interchange. This separation of freeway-related traffic from local business traffic on University Avenue would improve safety and circulation in the area. However, it could also prove to be disastrous for businesses located in the Universtiy Circle area. Careful review of any modifications here will be essential to provide maximum relief without economic dislocation at the same time. The City has conducted public hearings with CalTrans on this issue and while no solution was reached, there was consensus on the undesirability of the alternate traffic flow shown in Figure 6. Although SamTrans has jurisdiction over this portion of the interchange, City approval will be necessary before any construction begins. Thus, cooperation between the City and SamTrans is essential.

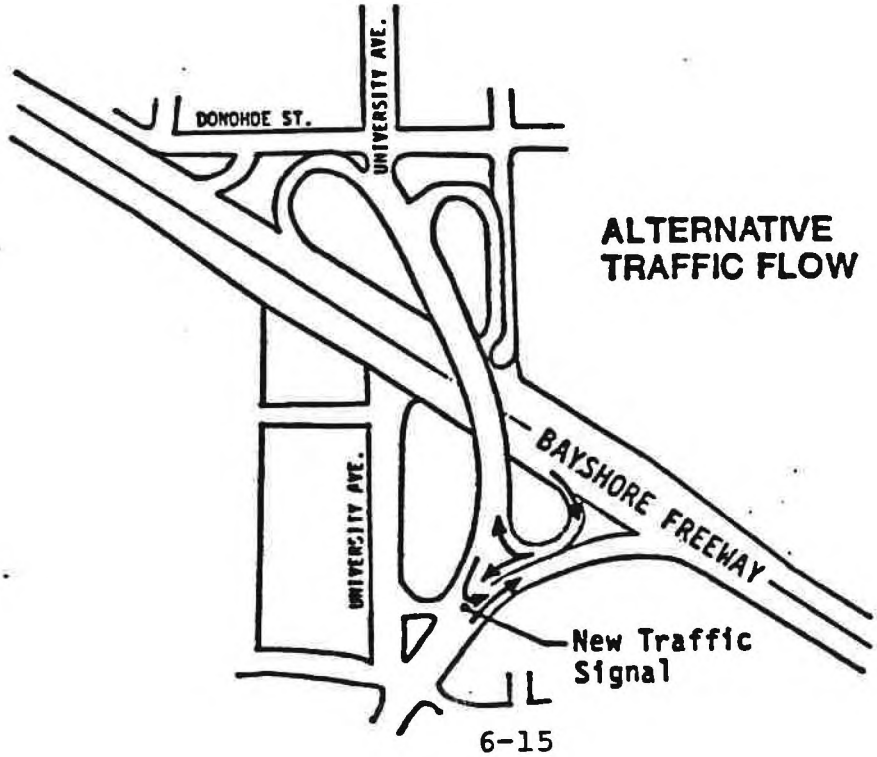
Congestion Along University Avenue Northeast Of 101

As discussed previously, the amount of traffic along University Avenue north of Bayshore Freeway has increased substantially since it has become the connector to the Dumbarton Bridge. During evening rush hours, traffic usually moves very slowly in the northerly direction to the Dumbarton Bridge. This problem is due solely to the inadequate road capacity restriction north of the railroaad tracks. These two factors combined with potential new development within the City and in surrounding cities, and anticipated local business growth will almost certainly lead to greater traffic volumes and a more congested circulation system. While University Avenue carries the bulk of this traffic, spillover effects on side streets and residential areas are already evident.

In order to relieve this problem, increasing the road width north of the railroad tracks would enable traffic to flow more smoothly. However, it would also allow more vehicles, noise, and pollution. Other solutions must be analyzed. This can be accomplished by conducting a comprehensive City-wide traffic study that not only covers the University Avenue corridor, but also addresses traffic and circulation issues in other parts of the City.

FIGURE 6
UNIVERSITY AVENUE
SOUTHBOUND HIGHWAY 101 INTERCHANGE





There are two other concerns related to this stretch of University Avenue. First, State Highway 109 begins at Notre Dame Avenue and runs north to the Dumbarton Bridge Connector. Consideration has been given to making University Avenue from Highway 101 to Notre Dame Avenue a part of Highway 109. The advantage of this is that CalTrans would bear the cost of maintainance and upkeep of this route. On the other hand, the City would lose control over the traffic signalization and speed limit for this stretch. The City must explore this so that the final outcome results in a balanced and efficient traffic flow along University Avenue.

The second concern related to the University Avenue corridor involves the consideration of a truck route between Bay Road and Notre Dame Avenue on Universtiy. At this time, this portion of the corridor is not a designated truck route. Consideration should be given to making this two-block stretch a part of the truck route system.

Part of the problem is enforcement, the other part is reasonable and safe access to the Ravenswood Industrial park for commercial vehicles.

Industrial Traffic

Ravenswood Industrial park is relatively isolated from major highways. Trucks and other industrial traffic must pass through the center of East Palo Alto to reach the industrial park. Increased development in the industrial park will result in heavier volumes of truck traffic. Such traffic could create problems of noise, congestion, and safety. These problems could be resolved by constructing a new road to the industrial park which bypasses residential areas.

A solution would be to extend either Pulgas Avenue or Demeter Street northwesterly to University Avenue for easy access to the Dumbarton Bridge via a new road which could potentially be located along the rarely used Southern Pacific Railway Spur. Although the City does not have funds to purchase the land for this extension, there is potential that some funding may be attainable if this alternative is deemed feasible. Private funding by Industrial Park developers is also possible.

Bikeways

The bicycle is emerging as an important alternative to automobile transportation both for work and recreational purposes. Bikeways are presently limited in East Palo Alto. The East Palo Alto Bicycle Committee's Plan proposes a comprehensive system of bike routes, lanes, and paths. An important element of this plan is the bike path along the levee adjoining the Baylands south of

Cooley Landing. Construction of this bike path will provide a needed recreational resource for the community. The Baylands Bicycle Trail Project, under construction in phases, should be supported by the City.

Sidewalks And Other Pedestrian Access

In order to promote safe and effective pedestrian circulation throughout the City, completing road improvements, including the installation of curbs, gutters and sidewalks is essential. Also, safe pedestrian passage at the University Avenue overcrossing of Highway 101 must be made a priority. CalTrans funding of such improvements will be necessary.

GOAL AND POLICIES

The framework of the Circulation Element is oriented around one major goal and a number of different policies to help promote that goal. All of the policies and the Action Program that follows derive from and support this goal. The policies articulate the direction indicated by the goal in the areas of public transit, automobile, bicycle, and pedestrian circulation.

GOAL I TO ASSURE A BALANCED CIRCULATION SYSTEM, INTEGRATED WITH THE REGIONAL SYSTEM AND OFFERING A VARIETY OF TRANSIT OPTIONS TO THE COMMUNITY

POLICIES

Public Transit

1. Bus Service to Industrial Park

   Encourage SamTrans to extend bus service to the Ravenswood Industrial Park when new development in that area warrants the service.

2. Bus Shelters

   Encourage SamTrans to install more bus shelters in the community at the locations identified by the East Palo Alto City Council.

3. Coordination of Bus Schedules with Schools

   Encourage SamTrans to coordinate its bus schedules on routes which take children to and from schools with the school districts so that waiting times are minimized.

4. Street Lighting at Bus Stops

   Encourage the Ravenswood Highway Lighting District to provide adequate lighting at all bus stops, or, following acquisiton of the District by the City, ensure that such lighting is provided.

ROADS

1. Street Improvements in Palo Alto Park

   Consider allowing modification of roadway standards as delineated in the City's development standards for the Palo Alto Park Area to preserve the quality of the neighborhood and to maintain existing vegetation, where safety and drainage allow. For the most part, however, require that street improvements be completed in accordance with common engineering practice and adopted City standards.

2. Street Improvements in Large Lot Areas

Develop design criteria for infrastructure improvements (streets and utilities) in the large-lot area to address subdivision and site planning issues such as street layout, traffic, parking, drainage, and utility services.

3. University Circle-Highway 101 Improvements

Continue to work with CalTrans to modify the University Avenue-Highway 101 interchange to reduce congestion and improve safety while preventing economic dislocation for businesses in the University Circle area.

4. University Avenue North of Highway 101

(A) Examine the elimination of on-street parking during peak hours and reassess traffic signal timing on University Avenue between Highway 101 and Notre Dame Avenue in order to attain smoother traffic flows and less congestion.

(B) Examine techniques and devices to control traffic spillover during peak hours onto side streets from University Avenue.

(C) Explore the option of allowing University Avenue between Highway 101 and Notre Dame Avenue to become a part of the CalTrans Highway System.

5. Truck Route

Consider allowing that portion of University Avenue between Bay Road and Notre Dame Avenue to become a truck route as a means of promoting new development in the Ravenswood Industrial park. Alternatively, develop a more effective means of enforcement for trucks illegally using this strip.

6. Traffic Capacity Improvements

Review the present and future status of traffic and circulation within the City, based upon growth and development potential. This study shall set forth mitigation measures which shall be considered for implementation along with the identification of funding sources for recommended improvements.

7. Dumbarton Bridge Connection

(A) Explore the potential of extending either Pulgas Avenue or Demeter Street in a northwesterly direction, connecting to University Avenue, allowing access between

the Ravenswood Industrial Park and the Dumbarton Bridge. Alternatively, extending either street or constructing a new one directly to Highway 94 rather than to University Avenue should be considered.

8. Capital Avenue/Donohoe Street/Highway 101 Interchange

Explore potential modifications to the Capital Avenue/ Donohoe Street/Highway 101 interchange with CalTrans to reduce congestion and improve safety while preventing economic dislocation for businesses in this area.

Bikeways Plan

1. Recommend that the East Palo Alto Bicycle Planning Committee's Plan be adopted as the City's Bikeways Plan.

2. Recommend that the City Public Works Department install facilities as shown on the East Palo Alto Bikeways Plan (with the exception of Pulgas Avenue, which should be a bike route).

3. Bike Path Along the Bayfront

Cooperate with the City of Palo Alto and other appropriate jurisdictions in developing the Baylands Bicycle Trail Project.

Pedestrian Circulation

1. As a general procedure, continue to require sidewalks in all new developments.

2. Ensure that sidewalks are creatively designed to emphasize safe and pleasant pedestrian use.

3. Review and improve pedestrian accommodations at major intersections on arterials, including ramps for the handicapped, baby carriages, etc.

4. Actively lobby with appropriate jurisdictions for construction of a safe and efficient pedestrian walkway on the University Avenue 101 overpass.

CIRCULATION ELEMENT ACTION PROGRAM

This section of the element lists the actions and timing which will assist in supporting and implementing its goals and policies.

1. Within two years, require that a City-wide traffic and circulation study be completed in order to assess present and future traffic and circulation impacts based upon development potential for the City and its surrounding environment.

2. Obtain existing traffic counts at critical points in the circulation system and include these data with appropriate text changes in the Circulation Element at the earliest practicable date.

3. Adopt the East Palo Alto Bicycle Planning Communities Bikeways Plan with desired chanes during calendar 1987.

4. Require sidewalks in all new developments, but allow for alternate street improvement standards where deemed feasible.

5. Prepare a work plan and survey for the Palo Alto Park area to determine the feasibility of assessment district funding for desired street improvements.

6. Develop alternative semi-rural street standards for application in the Palo Alto Park and large lot areas when determined to be appropriate.

CITY OF EAST PALO ALTO

COMMUNITY DEVELOPMENT DEPARTMENT

NEGATIVE DECLARATION

A notice, pursuant to the California Environment Quality of 1970, as amended (Public Resources Code 21,000, et seq.) that the project for a Circulation Element of the Proposed EPA General Plan

when implemented will not have a significant impact on the environment.

PLANNING APPLICATION NO.: GP-073

OWNER: City of East Palo Alto

APPLICANT: City of East Palo Alto

ASSESSOR'S PARCEL NO.: N/A

PROJECT DESCRIPTION AND LOCATION

Circulation Element of the Proposed EPA General Plan

FINDINGS AND BASIS FOR A NEGATIVE DECLARATION

The Community Development Department has reviewed the initial study for the project and, based upon substantial evidence in the record, finds that:

1. The project will not adversely affect water or air quality or increase noise levels substantially;

2. The project will not have adverse impacts on the flora or fauna of the area;

3. The project will not degrade the aesthetic quality of the area;

4. The project will not have adverse impacts on traffic or land use;

5. In addition, the project will not:

   a Create impacts which have the potential to degrade the quality of the environment.

   b. Create impacts which achieve short-term to the disadvantage of long-term environmental goals.

c. Create impacts for a project which are individually limited, but cumulatively considerable;

d. Create environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

The City of East Palo Alto has, therefore, determined that the potential environmental impact of the project is insignificant.

MITIGATION MEASURES (if any) included in the project to avoid potentially significant effects.

PLEASE SEE ATTACHED SHEET ENTITLED "MITIGATION MEASURES"

RESPONSIBLE AGENCY CONSULTATION

INITIAL STUDY

The East Palo Alto Community Development Department has reviewed the Environmental Evaluation of this project and has found that the probable impacts are potentially insignificant. A copy of the initial study is attached.

REVIEW PERIOD: November 25, 1986 to December 15, 1986

All comments regarding the correctness, completeness,, or adequacy of this Negative Declaration must be received by the City Community Development Department, 2415 University Avenue, East Palo Alto, no later than 5:00 p.m., December 15, 1986

CONTACT PERSON:

Rod Barger

J6G00100
Form G001

CITY OF EAST PALO ALTO

YES AND MAYBE RESPONSES
IN THE ENVIRONMENTAL
EVALUATION CHECK LIST

1(a) One of the Policies of the Circulation Element suggest extending either Pulgas Avenue of Demeter Street in a northwesterly to connect with University Avenue creating access to the Dumbarton Bridge. This could infringe upon the marshland area.

1(b) The policy which suggests extending Demeter Street or Pulgas Avenue to University Avenue would involve construct in lands with flood hazard potential.

2(b) There is potential that some future road improvements could involve cutting down heritage trees.

5(a) The policies set forth in the Circulation Element could affect access to commercial establishments.

5(b) The policies in the Circulation Element could lead to changes in pedestrian traffic.

5(c) The policies in the Circulation Element if implemented could result in changes in vehicular traffic patterns.

5(e) The policies in the Circulation Element suggest that the City study additions to the road system. If implemented, there is potential for increases in traffic hazards.

5(f) The policies of Circulation Element suggests alternative transportation amenities such as bike trails.

6(1) The adoption of the Circulation requires the existing Community Plan/EIR be amended.

7(e) The policy which suggests the extension of Pulgas Avenue or Demeter Street northwesterly to University Avenue, if implemented could visually intrude upon an area having natural senic qualities or intrude upon an area of historic significance.

CITY OF EAST PALO ALTO

MITIGATION MEASURES

1(a) *Acceptance of this policy does not approve the project. If and when the City decides to extend either road, an EIR more than likely would be required.*

1(h) *If either of the extensions are ever constructed, the City will require that the construction be elevated so as not to be in flood danger.*

2(b) *The construction of any future road improvements will be completed in a manner that fully considers maintaining as many heritage trees as possible.*

5(a) *The policies set forth in the Circulation Element serve to minimize traffic and provide intelligent access throughout the City. It is not anticipated that these policies will negatively effect access to commercial establishments.*

5(b) *The policies in the Circulation Element serve to improve pedestrian traffic in the City, not adversely affect it.*

5(c) *The policies in the Circulation Element serve to improve vehicular traffic in the City, not adversely affect it.*

5(e) *Acceptance of these policies do not mean that they are approved. If and when the City decides to extend the road system in any way, it is likely that an EIR will be required to assess the potential increase in traffic hazards.*

5(f) *Alternative transportation amenities, such as bike trails, are viewed as amenities wth no adverse environmental impacts.*

6(l) *Through the Public Hearing process the City Council will determine the approximateness of the Circulation Element. If it is found to be inappropriate, then it will be returned to staff for revisions. If it is determined to be appropriate, then the City Council will adopt the element as a part of the General Plan.*

7(e) *Acceptance of this policy does not approve the project. If and when the City decides to extend either road, an EIR more than likely will be required to assess visual impacts as well as historic impacts.*

RB:mf