Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: San Mateo
555 County Center
Redwood City, CA 94063

From: (Public Agency): Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA, 94105
(Address)

Project Title: MTC Dumbarton Bicycle Access Improvements Project

Project Applicant: Metropolitan Transportation Commission

Project Location - Specific:

The Dumbarton Bicycle Access Improvements Project (Project) is located in the Cities of Redwood City, Menlo Park, and Newark, with Redwood City and Menlo Park situated within San Mateo County and Newark within Alameda County. In Redwood City, work will occur along Maple Street, East Bayshore Road, Sleepy Hollow Lane, and Haven Drive. In Menlo Park, the Project work includes improvements on O'Brien Drive and University Avenue. Within Newark, work will take place on Newark Boulevard, Jarvis Avenue, and Lake Boulevard.

Project Location - City: Redwood City, Menlo Park, and Newark Project Location - County: San Mateo and Alameda Counties

Description of Nature, Purpose and Beneficiaries of Project:

See Attachment A.

Name of Public Agency Approving Project: Metropolitan Transportation Commission

Name of Person or Agency Carrying Out Project: Metropolitan Transportation Commission

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Section 15301, Class 1; Section 15302, Class 2; Section 15304 Class 4
- ☒ Statutory Exemptions. State code number: Section 15061(b)(3), Common Sense

Reasons why project is exempt:

No significant adverse impacts to resources would occur as a result of this Project. The Project would modify existing facilities as allowed by the Class 1 categorical exemption. The Project would replace and reconstruct existing structures and facilities as allowed by the Class 2 categorical exemption. The Project would consist of minor alterations to land as allowed by the Class 4 categorical exemption. It can be seen with certainty that the Project would not have a significant effect on the environment as allowed by the Common Sense exemption. The Project does not meet any of the exceptions listed in CEQA Guidelines Section 15300.2. See Attachment A for further details.

Lead Agency Contact Person: Cathy Chea Area Code/Telephone/Extension: (415) 778-6774

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ▪ Yes No

Signature: _____ Date: 10/21/2025 Title: Executive Director

▪ Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Alameda
1106 Madison Street
Oakland, CA 94607

From: (Public Agency): Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA, 94105
(Address)

Project Title: MTC Dumbarton Bicycle Access Improvements Project

Project Applicant: Metropolitan Transportation Commission

Project Location - Specific:

The Dumbarton Bicycle Access Improvements Project (Project) is located in the Cities of Redwood City, Menlo Park, and Newark, with Redwood City and Menlo Park situated within San Mateo County and Newark within Alameda County. In Redwood City, work will occur along Maple Street, East Bayshore Road, Sleepy Hollow Lane, and Haven Drive. In Menlo Park, the Project work includes improvements on O'Brien Drive and University Avenue. Within Newark, work will take place on Newark Boulevard, Jarvis Avenue, and Lake Boulevard.

Project Location - City: Newark, Redwood City, and Menlo Park Project Location - County: Alameda and San Mateo Counties

Description of Nature, Purpose and Beneficiaries of Project:

See Attachment A.

Name of Public Agency Approving Project: Metropolitan Transportation Commission

Name of Person or Agency Carrying Out Project: Metropolitan Transportation Commission

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Section 15301, Class 1; Section 15302, Class 2; Section 15304 Class 4
- ☒ Statutory Exemptions. State code number: Section 15061(b)(3), Common Sense

Reasons why project is exempt:

No significant adverse impacts to resources would occur as a result of this Project. The Project would modify existing facilities as allowed by the Class 1 categorical exemption. The Project would replace and reconstruct existing structures and facilities as allowed by the Class 2 categorical exemption. The Project would consist of minor alterations to land as allowed by the Class 4 categorical exemption. It can be seen with certainty that the Project would not have a significant effect on the environment as allowed by the Common Sense exemption. The Project does not meet any of the exceptions listed in CEQA Guidelines Section 15300.2. See Attachment A for further details.

Lead Agency
Contact Person: Cathy Chea Area Code/Telephone/Extension: (415) 778-6774

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ▪ Yes No

Signature: _____ Date: 10/21/2025 Title: Executive Director

▪ Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Revised 2011

Attachment A

MTC Dumbarton Bicycle Access Improvements Project

Metropolitan Transportation Commission

Project Location

The Metropolitan Transportation Commission (MTC) Dumbarton Bicycle Access Improvements Project (Project) is located in the Cities of Redwood City, Menlo Park, and Newark, with Redwood City and Menlo Park situated within San Mateo County and Newark within Alameda County. This environmental document analyzes the Project locations within each city. In Redwood City, work will occur along Maple Street, East Bayshore Road, Sleepy Hollow Lane, and Haven Drive. In Menlo Park, the Project work includes improvements on O'Brien Drive and University Avenue. Within Newark, work will take place on Newark Boulevard, Jarvis Avenue, and Lake Boulevard. See **Figure 1: Regional Map** for the overall regional location of the Project and **Figures 2-4: Project Location Map** for the individual Project Location Maps in Redwood City, Menlo Park, and Newark showing the extent of the Project work.

Project Description

The Metropolitan Transportation Commission (MTC) is the Project proponent and lead agency. The Project is part of MTC's *Dumbarton Forward* initiative, which focuses on delivering a suite of near-term operational and multimodal strategies aimed at improving traffic flow, reducing congestion, and increasing person-throughput along the State Route (SR) 84 – Dumbarton Bridge – Bayfront Expressway Corridor. This key corridor connects the cities of Newark, Fremont, and Union City in the East Bay with Redwood City, Menlo Park, East Palo Alto, and Palo Alto on the west side of the San Francisco Bay.

Across all locations, the Project includes bicycle and pedestrian improvements such as the installation of Class II and Class III bike lanes, buffered bike lanes, green thermoplastic striping to enhance visibility and safety, bike boxes with detection loops, and upgraded or relocated wayfinding signage. Work would occur entirely within the existing roadway right-of-way (ROW), and in locations where the project intersects with Caltrans jurisdiction, an encroachment permit would be required. The Project would also involve excavation, generally not exceeding a depth of 2.5 feet for signage work or about 2 inches for restriping and loop detectors.

Newark Project Area

In Newark, improvements would occur along Newark Boulevard, Jarvis Avenue, and Lake Boulevard. South of the Newark Boulevard and Jarvis Avenue intersection, a Class II bike lane would be installed along the northbound approach, with green thermoplastic striping within the intersection to connect the bike lanes. At the intersection, existing striping would be removed and replaced, and three bike boxes with detection loops and green labeling would be installed. East of the intersection, a Class II bike lane would be added westbound, and north of it, a buffered Class II bike lane would be installed southbound.

Further north along Jarvis Avenue, buffered bike lanes and new green thermoplastic striping would be added, including through intersections to improve cyclist safety. At the Jarvis Avenue and Lake Boulevard

intersection, crosswalks and roadway markings would be restriped. Along Lake Boulevard, Class III bike sharrows would be installed westbound before transitioning into Class II buffered bike lanes in both directions. The centerline would also be restriped. Wayfinding signage would be installed, removed, or relocated as needed east of the SR 84 overpass. To install, relocate, and remove signposts, the Project would require a maximum excavation depth of approximately 2.5 feet. All Project work would occur within the existing roadway ROW. An encroachment permit would be required to conduct work along the State Route 84 overcrossing on Lake Boulevard, as it falls within Caltrans jurisdiction.

Redwood City Project Area

In Redwood City, the Project would install bicycle infrastructure improvements along Maple Street, East Bayshore Road, Sleepy Hollow Lane, and Haven Drive. Class II buffered bike lanes and Class III sharrows would be installed throughout, through use of green thermoplastic striping. On Maple Street, from Broadway to Marshall Street, bike lanes and sharrows would be installed, along with a bike box at the intersection with Broadway and green striping through the intersection at Marshall Street.

Between Veterans Boulevard and the southern end of the U.S. 101 overpass, crosswalks would be restriped, a bike box would be installed, and Class II buffered bike lanes and sharrows would be added. Work would stop at the Caltrans ROW at the southern end of the overpass. North of the U.S. 101 overpass to Bloomquist Street, additional buffered bike lanes and sharrows would be installed, with restriping near the Bloomquist intersection.

Along East Bayshore Road, Sleepy Hollow Lane, and Haven Drive, Class II buffered bike lanes would be installed, requiring the removal of on-street parking. Storm drain grates along East Bayshore Road would be replaced with bicycle-safe alternatives. Roadway restriping and wayfinding signage work would be completed throughout the corridor. To install, relocate, and remove signposts, the Project would require a maximum excavation depth of approximately 2.5 feet. All Project work would occur within the existing roadway ROW.

Menlo Park Project Area

In Menlo Park, the Project would focus on improvements along O'Brien Drive and at its intersection with University Avenue. New striping would include a double centerline and left/right turn arrows on the eastbound approach, as well as a new limit line with "wait here" markings. A Class II bike lane with green thermoplastic striping would be installed eastbound toward the intersection. A bike box with a bike loop detector would be placed ahead of the eastbound right-turn lane. Within the intersection itself, a dashed centerline extension would connect the new striping on O'Brien Drive to the existing centerline on University Avenue. No new signage would be installed, and existing signs would remain. Excavation would be limited to about 2 inches for grinding and loop detector installation. The Project would make improvements within Caltrans jurisdiction and an encroachment permit would be required. All Project work will occur within the existing roadway ROW.

Project Schedule

Final design of the Dumbarton Bicycle Access Improvements Project is anticipated to begin by November 2025.

Reasons Why the Project is Exempt

The Project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to the following categorical exemptions from the State CEQA Guidelines. Pursuant to Section 15061(b)(3) of the State CEQA Guidelines, the Project is consistent with a common sense exemption.

Section 15301, Class 1:

This exemption permits the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The Project would enhance existing bike lanes and establish new Class II and Class III bike facilities within the existing roadway right-of-way (ROW). No new roads or additional travel lanes would be created by the Project within existing roadways. The Project would not require the construction of additional facilities or expansion of existing roadways to implement new bike lanes. Thus, the Project would not expand existing use and qualifies for a Class 1 exemption.

Section 15302, Class 2:

This exemption permits the replacement or reconstruction of existing structures and facilities where the new structure would be located on the same site as the structure replaced, having substantially the same purpose and capacity as the replaced structure. The Project would establish bike lanes within the existing roadway ROW and would connect to and improve upon existing bike infrastructure. The Project would not expand capacity or significantly alter roadways. Thus, Project roadways would maintain the same purpose and capacity.

Section 15304, Class 4:

This exemption permits minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes. The Project would make improvements to existing roadways across the cities of Redwood City, Menlo Park, and Newark. Additionally, the Project does not include any vegetation or tree removal. Thus, the Project would not involve the removal of healthy, mature, scenic trees.

Section 15061(b)(3), Common Sense:

This exemption applies only to projects which have certainty that there is no possibility that the activity in question may have a significant effect on the environment. The Project would make improvements to existing roadways within previously disturbed ROW. The Project consists of minor alterations to existing roadways in which Project improvements do not pose a risk to environmental resources. Thus, there is no possibility that the Project would have a significant effect on the environment.

Categorical Exemption Exceptions

The Project does not meet any of the exceptions to categorical exemptions listed in CEQA Section 15300.2. The analysis below identifies the exceptions and substantiates how the Project does not meet those exceptions.

a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located—a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

   The Project qualifies for Class 1, Class 2, and Class 4 exemptions. Class 1 and Class 2 exemptions are not qualified by consideration of Project location. For the Class 4 exemption, the Project is not located within areas where environmental resources of hazardous or critical concern are designated, precisely mapped, and officially adopted. The nearest mapped areas of critical habitat are located approximately 0.1 to 2.7 miles from various Project components. [1] Refer to exception (e) for a discussion of relevant hazardous waste sites. This exception to the exemption does not apply.

b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

   The Project would modify and enhance existing facilities through restriping, signage installation, and the addition of new bike lanes within previously developed roadway ROW. It would close gaps in the regional bicycle network without altering the capacity or function of the roadways. Project implementation would not result in significant changes or long-term disruption to existing facilities. No additional improvements are required beyond those included in the Project scope. Therefore, the Project would not contribute to or cause a cumulative impact based on successive projects of the same type in the same place over time. This exception to the exemption does not apply.

[1] U.S. Fish & Wildlife Service. ECOS Critical Habitat Map. https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77. Accessed June 30, 2025.

c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

Newark Project Area

The Project site has been previously disturbed by the construction and operation of the existing roadways. No unusual circumstances exist relative to the Project site.

The Project site is not located within a critically mapped habitat for U.S. Fish and Wildlife Service threatened or endangered species.[2] The nearest mapped critical habitat is for the Monarch butterfly located approximately 0.1 mile west of the Project site. The Project would not construct within or immediately adjacent to the proposed critical habitat and would not have an impact. Additionally, the Project is located near the Don Edwards San Francisco Bay National Wildlife Refuge in Newark, approximately 1.8 miles southwest of the Project site. All Project improvements are anticipated to occur within the existing roadway ROW and would not encroach on any undeveloped or previously undisturbed area. Further, the Project does not anticipate the removal of trees within the Project site.

According to Federal Emergency Management Agency Flood Insurance Rate Map panel 06001C0441G, effective as of 8/3/2009, the Project is within Zone X, representing an area with minimal flood hazard. The Project would construct new bike lanes; enhance existing bicycle facilities; and remove, relocate, and install signs within the existing roadways and ROW. The Project is not anticipated to significantly encroach into the special flood hazard areas. As such, no impacts on biological resources due to unusual circumstances would occur.

Refer to the discussion of categorical exemption exceptions *d)* through *f)* for further discussion to support no anticipated Project impacts related to the environment due to unusual circumstances. Thus, this exception to the exemption does not apply.

Redwood City Project Area

The Project site has been previously disturbed by the construction and operation of the existing roadways. No unusual circumstances exist relative to the Project site.

The Project site is not located within a critically mapped habitat for U.S. Fish and Wildlife Service threatened or endangered species.[3] The Project is located near the Bair Island Wildlife Refuge and Trail, approximately 0.4 mile west of the nearest Project improvements. As all Project improvements are anticipated to occur within the existing roadways and ROW, the Project would not encroach on any undeveloped or previously undisturbed area. Further, the Project does not anticipate the removal of trees within the Project site.

According to Federal Emergency Management Agency Flood Insurance Rate Map panels 06081C0301F and 06081CO302F, effective as of 4/5/2019, the Project is within Zone AE, a special flood hazard area subject to inundation by the 1 % annual chance flood. The Project would involve the improvement of bicycle facilities and installation of signs within the existing

[2] Ibid.
[3] Ibid.

roadways and ROW. The Project is not anticipated to significantly encroach into the special flood hazard areas. As such, no impacts on biological resources due to unusual circumstances would occur.

Refer to the discussion of categorical exemption exceptions *d)* through *f)* for further discussion to support no anticipated Project impacts related to the environment due to unusual circumstances. Thus, this exception to the exemption does not apply.

Menlo Park Project Area

The Project site has been previously disturbed by the construction and operation of the existing roadways. No unusual circumstances exist relative to the Project site.

The Project site is not located within a critically mapped habitat for U.S. Fish and Wildlife Service threatened or endangered species.[4] The Project is located near the Ravenswood Open Space Preserve, approximately 0.5 mile southwest of the Project. All Project improvements are anticipated to occur within the existing roadway and right-of-way and would not encroach on any undeveloped or previously undisturbed area. Further, the Project does not anticipate the removal of trees within the Project site.

According to Federal Emergency Management Agency Flood Insurance Rate Map panel 06081C0307F, effective as of 4/5/2019, the Project site is within Zone AE, a special flood hazard area subject to inundation by the 1 % annual chance flood. The Project would involve the improvement of bicycle facilities and restriping within the existing roadways and ROW. The Project is not anticipated to significantly encroach into the special flood hazard areas. As such, no impacts on biological resources due to unusual circumstances would occur.

Refer to the discussion of categorical exemption exceptions *d)* through *f)* for further discussion to support no anticipated Project impacts related to the environment due to unusual circumstances. Thus, this exception to the exemption does not apply.

d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

Newark Project Area

There are no Officially Designated State Scenic Highways or highways eligible for listing as an Officially Designated State Scenic Highway within the Project site.[5] The nearest Officially Designated State Scenic Highway is a segment of State Route 84 located approximately 4.3 miles northeast of the Project site. The nearest highway eligible for listing as an Officially Designated State Scenic Highway is Interstate-680, located approximately 5.8 miles east of the Project site. All Project activities would be located within the Project site. As such, the Project would not

[4] Ibid.

[5] California Department of Transportation. California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed June 30, 2025.

result in damage to scenic resources, including but not limited to trees, historic buildings, rock outcroppings, or similar resources, within Eligible or Officially Designated State Scenic Highways, due to the distance of the nearest Eligible and Designated State Scenic Highway from the Project site.

The City of Newark General Plan recognizes views of the undeveloped Coyote Hills, Mission Peak, and the East Bay Hills visible from open spaces within the City as scenic. Additionally, views of low-lying wetlands fronting the San Francisco Bay are visible from elevated views along the western perimeter of Newark.[6] These views are not visible from the Project site. Thus, the Project does not significantly impact designated scenic corridors or views as defined by the City of Newark. This exception to the exemption does not apply.

Redwood City Project Area

There are no Officially Designated State Scenic Highways or highways eligible for listing as an Officially Designated State Scenic Highway within the Project site.[7] The nearest Officially Designated State Scenic Highway is Interstate-280, located approximately 3.4 miles south of the Project site. The nearest highway eligible for listing as an Officially Designated State Scenic Highway is another portion of Interstate-280, located approximately 3.4 miles south of the Project site. All Project activities would be located within the Project site. As such, the Project would not result in damage to scenic resources, including but not limited to trees, historic buildings, rock outcroppings, or similar resources, within Eligible or Officially Designated State Scenic Highways, due to the distance of the nearest Eligible and Designated State Scenic Highway from the Project site.

The Redwood City General Plan recognizes public views of the Bay, and its associated baylands, sloughs, marshes, and the urbanized Bay Peninsula as scenic resources. Additionally, Broadway is considered a scenic corridor which consists of low commercial structures and mature trees lining the commercial roadway.[8] Views of the Bay exist along the Project site. In addition, the Project would make improvements adjacent to Broadway, a designated scenic corridor. However, the Project does not include substantial vertical components that would substantially impede views of scenic resources within the Bay. Additionally, the Project does not propose any Project improvements within or visible from the Broadway scenic corridor. Thus, the Project does not significantly impact designated scenic corridors or views as defined by Redwood City. This exception to the exemption does not apply.

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[6] City of Newark. (2013). General Plan Tune Up Draft Program Environmental Impact Report for the City of Newark. https://www.newarkca.gov/home/showpublisheddocument/78/636502245503300000. Accessed June 30, 2025.

[7] California Department of Transportation. California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed June 19, 2025.

[8] Redwood City. (2010). Redwood City General Plan Draft Environmental Impact Report. https://www.redwoodcity.org/home/showpublisheddocument/5007/635782669602830000. Accessed June 26, 2025.

Menlo Park Project Area

There are no Officially Designated State Scenic Highways or highways eligible for listing as an Officially Designated State Scenic Highway within the Project site.[9] The nearest Officially Designated State Scenic Highway is Interstate-280, located approximately 5.6 miles southwest of the Project site. The nearest highway eligible for listing as an Officially Designated State Scenic Highway is another portion of Interstate-280, located approximately 5.5 miles southwest of the Project site. All Project activities would be located within the Project site. As such, the Project would not result in damage to scenic resources, including but not limited to trees, historic buildings, rock outcroppings, or similar resources, within Eligible or Officially Designated State Scenic Highways, due to the distance of the nearest Eligible and Designated State Scenic Highway from the Project site.

The City of Menlo Park General Plan recognizes views of the Santa Cruz Mountain Range, the Bay and natural features associated with the Bay, and riparian vegetation lining the open water of the San Francisquito Creek as scenic corridors and vistas. [10] These features are not visible from the Project site. Thus, the Project does not significantly impact designated scenic corridors or views as defined by the City of Menlo Park. This exception to the exemption does not apply.

e) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

Newark Project Area

A search of the State Water Resources Control Board's GeoTracker and the Department of Toxic Substances Control EnviroStor databases determined that the Project site is not located on a list compiled pursuant to Section 65962.5 of the Government Code.[11] While there are closed Leaking Underground Storage Tank and cleanup program sites located approximately 100 feet southwest of the Jarvis Avenue and Newark Boulevard intersection, the Project would not involve digging or excavation work to a depth or a degree that potentially hazardous materials from this site would be encountered. Since the Project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code, this exception to the exemption does not apply.

Redwood City Project Area

A search of the State Water Resources Control Board's GeoTracker and the Department of Toxic Substances Control EnviroStor databases determined that the Project site is not located on a list compiled pursuant to Section 65962.5 of the Government Code.[12] While there are open Leaking Underground Storage Tank sites located in the areas around the Project site, the Project would

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[9] California Department of Transportation. California State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed June 30, 2025.

[10] City of Menlo Park. (2022). City of Menlo Park Housing Element Update Draft Subsequent Environmental Impact Report. https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/housing-element-update/menlo-park-housing-element-update-draft-seir.pdf. Accessed June 30, 2025.

[11] California State Water Resources Control Board GeoTracker. GeoTracker Map. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Newark+California. Accessed June 30, 2025.

[12] California State Water Resources Control Board GeoTracker. GeoTracker Map. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Redwood+City. Accessed June 26, 2025.

not involve digging or excavation work to a depth or degree that the Project would encounter subterranean hazards from these sites. Since the Project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code, this exception to the exemption does not apply.

Menlo Park Project Area

A search of the State Water Resources Control Board's GeoTracker and the Department of Toxic Substances Control EnviroStor databases determined that the Project site is not located on a list compiled pursuant to Section 65962.5 of the Government Code.[13] The nearest site is a closed Leaking Underground Storage Tank cleanup site located on Illinois Street, located approximately 0.2 mile east of nearest Project improvements along University Avenue.[14] The Project is not located within or adjacent to the cleanup site, and the Project would not involve digging or excavation work during construction, where the Project would induce potential subterranean hazards. Since the Project site is not included on any list compiled pursuant to Section 65962.5 of the Government Code, this exception to the exemption does not apply.

f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Newark Project Area

The portion of the Project within Lake Boulevard west of the State Route 84 overpass is adjacent to Ardenwood Historic Farm and within the mapped boundary for the farm recognized by the National Register of Historic Places.[15] Within the boundaries of the historic resource, a Class II buffered bike lane would be constructed within the existing roadway, and restriping of the existing centerline on Lake Boulevard would occur. All Project improvements would occur within the existing roadway and ROW. Thus, Project construction would not affect the Ardenwood Historic Farm and the Project is not anticipated to impact historical resources. Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource and this exception does not apply.

Redwood City Project Area

A search of the National Register of Historic Places determined there are no previously identified historic resources within the Project site.[16] The nearest identified historic resource is the Sequoia Union High School, located approximately 0.5 mile west of the Project site. Project construction would occur within the existing disturbed area and Project site boundaries. Thus, Project construction would not affect Sequoia Union High School. The Project is not anticipated

[13] California State Water Resources Control Board GeoTracker. GeoTracker Map. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Walnut+Creek+BART+Station. Accessed June 30, 2025.

[14] California State Water Resources Control Board GeoTracker. Former UPRR Rail Spur (SL0608171026). https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=SL0608171026. Accessed June 30, 2025.

[15] National Parks Service. 2025. National Register of Historic Places. https://hub.arcgis.com/datasets/nps::national-register-of-historic-places-polygons/explore?location=37.488493%2C-122.217564%2C15.30. Accessed June 30, 2025.

[16] National Parks Service. 2025. National Register of Historic Places. https://hub.arcgis.com/datasets/nps::national-register-of-historic-places-polygons/explore?location=37.488493%2C-122.217564%2C15.30. Accessed June 26, 2025.

to impact historical resources. Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource and this exception does not apply.

Menlo Park Project Area

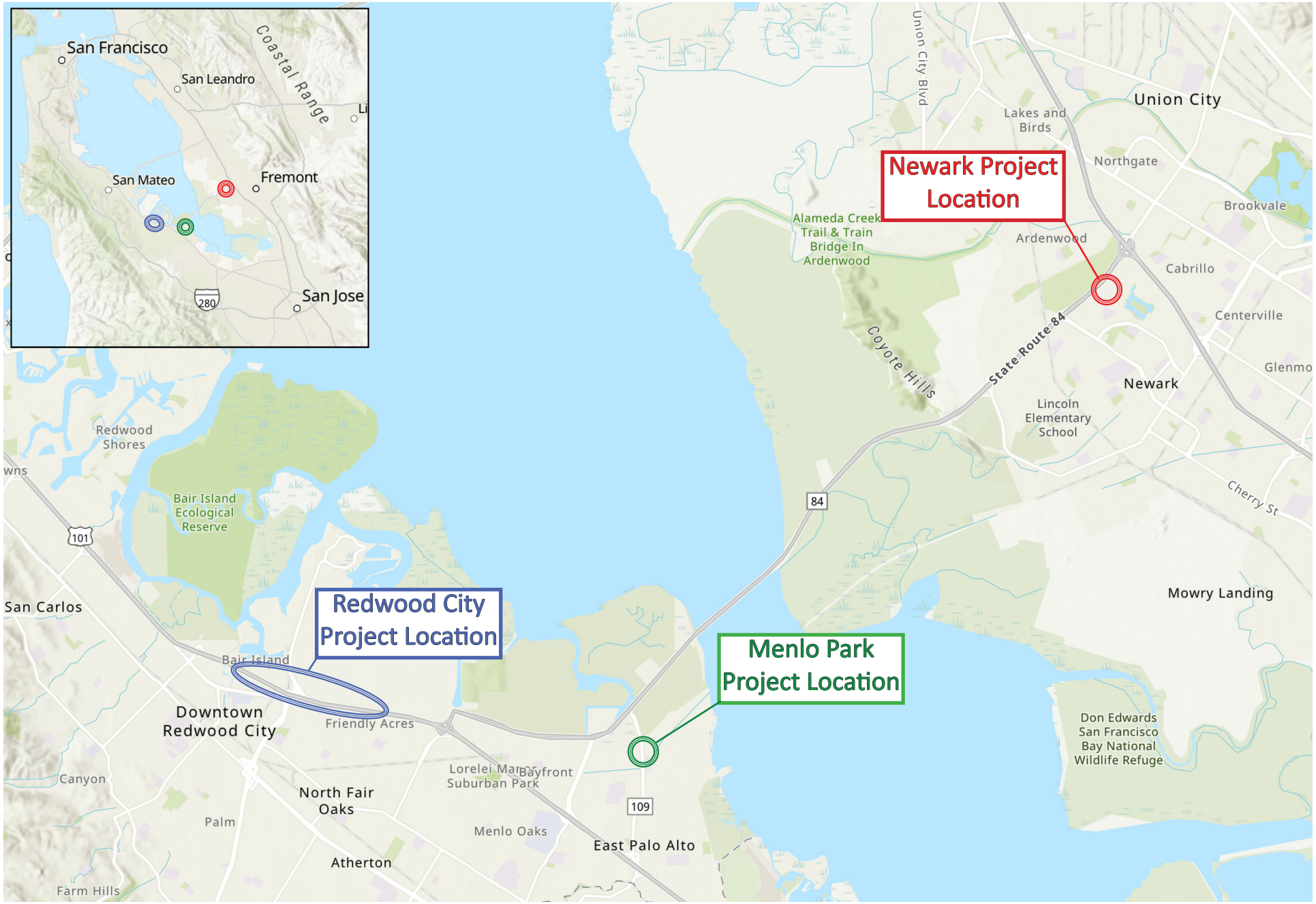
A search of the National Register of Historic Places determined there are no previously identified historic resources within the Project site.[17] The Menlo Park Department of Veterans Affairs Medical Center complex at 795 Willow Road is the one National Register-listed property within Menlo Park, located approximately 1.2 miles south west of the Project site.[18] Thus, Project construction would not affect the Department of Veterans Affairs Medical Center complex. The Project is not anticipated to impact historical resources. Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource and this exception does not apply.

[17] National Parks Service. 2025. National Register of Historic Places. https://hub.arcgis.com/datasets/nps::national-register-of-historic-places-polygons/explore?location=37.488493%2C-122.217564%2C15.30. Accessed June 30, 2025.

[18] City of Menlo Park. (2022). City of Menlo Park Housing Element Update Draft Subsequent Environmental Impact Report. https://menlopark.gov/files/sharedassets/public/v/1/community-development/documents/projects/housing-element-update/menlo-park-housing-element-update-draft-seir.pdf. Accessed June 30, 2025.

Conclusion

The Project is categorically exempt from CEQA pursuant to State CEQA Guidelines Section 15301, Class 1; Section 15302, Class 2; and Section 15304, Class 4. The Project would modify existing facilities as allowed under the Class 1 categorical exemption. The Project would replace or reconstruct existing structures and facilities as allowed under the Class 2 categorical exemption. The Project would consist of minor alterations to land as allowed under the Class 4 categorical exemption. The Project is also consistent with CEQA Guidelines Section 15061(b)(3), the common sense exemption. It can be seen with certainty that the Project would not have a significant effect on the environment. The Project does not meet any of the exceptions listed in CEQA Guidelines Section 15300.2.



Source: ESRI, 2024

Figure 1 – Regional Map

MTC Dumbarton Bicycle Access Improvements Project
Notice of Exemption

Not to scale

Kimley»Horn
Expect More. Experience Better.



Source: Nearmap, 2024

Figure 2 – Newark Project Location Map

MTC Dumbarton Bicycle Access Improvements Project
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Not to scale

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Source: Nearmap, 2024

Figure 3 – Redwood City Project Location Map

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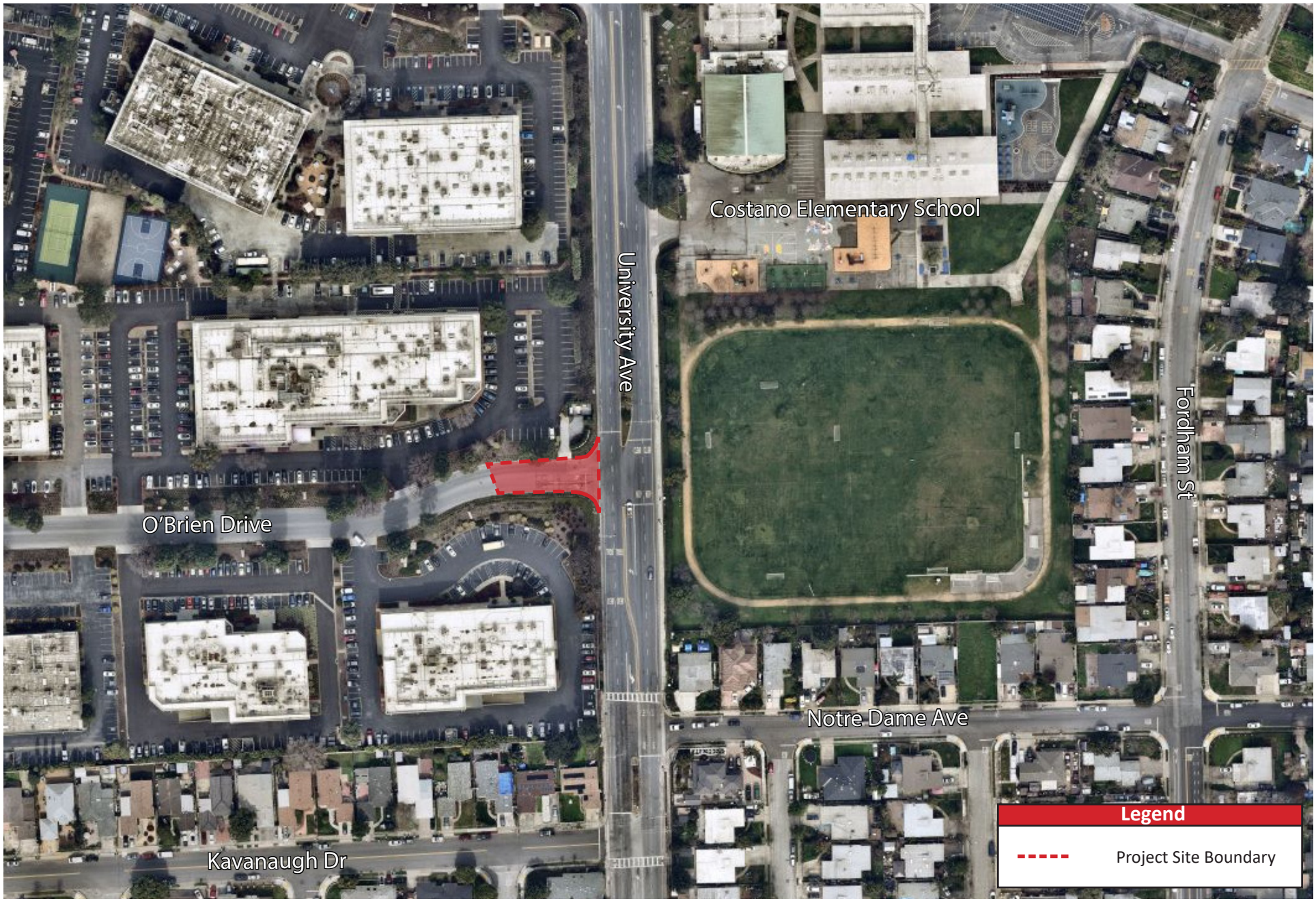

Source: Nearmap, 2024

Figure 4 – Menlo Park Project Location Map

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Not to scale

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