



## MEMORANDUM

**DATE:** December 9, 2013 (Bicycle Commission)  
December 11, 2013 (Transportation Commission)

**TO:** Bicycle and Transportation Commissions

**FROM:** Planning Division  
Transportation Division

**RE:** **Discuss and Potentially Provide Direction to the City Council on the Request to Abandon the Burgess Drive Reserved Right-of-Way as Part of the SRI International Campus Modernization Project.**

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### **RECOMMENDATION**

Staff recommends that the Transportation and Bicycle Commissions discuss and potentially provide direction to the City Council on:

- SRI International's (SRI) request to abandon the Burgess Drive Reserved Right-of-Way (ROW);
- Staff's recommendation regarding the potential for an alternative future reserved ROW for non-motorized transportation within a portion of the Burgess Drive reserved ROW; and
- The applicant's potential alternative bicycle and pedestrian path from Laurel Street to Middlefield Road and Ringwood Avenue, located along Ravenswood Avenue instead of through the Burgess Drive reserved ROW.

### **BACKGROUND**

The applicant, SRI, seeks to redevelop its existing research campus located at 333 Ravenswood Avenue. The project site is approximately 63.2 acres in size, and generally bound by Laurel Street to the west, Ravenswood Avenue to the north, Middlefield Road to the east and the Burgess Drive ROW to the south (with El Camino Real considered to be running in the north-south direction). Proposed redevelopment of the site includes the following key elements:

- Building replacement with no net new square footage beyond the existing approximately 1,380,332 square feet;

- Increased employee count from the existing employee count to a maximum of 3,000 employees, which is an overall reduction from the maximum employee limit set by the current Conditional Development Permit (CDP);
- Increased on-site landscaping;
- Continued implementation of the Transportation Demand Management (TDM) program;
- Reconfigured site access; and
- Reduced on-site parking, while still meeting the existing and projected demand.

The applicant's project description and project plans, along with previous staff reports, are available for review on the City-maintained project page accessible through the following link:

[http://www.menlopark.org/projects/comdev\\_sri.htm](http://www.menlopark.org/projects/comdev_sri.htm)

Redevelopment of the campus is anticipated to be completed incrementally over an approximate 25-year timeframe, which would allow the campus to remain operational for the duration of the site redevelopment. The land use entitlement process for the project is not anticipated to be complete until early 2015, but critical elements of the project are being discussed at this time to allow the City Council to provide direction to staff and the applicant. The City Council approved the EIR scope and contract with ICF International at its meeting of June 11, 2013. Subsequently, the Notice of Preparation (NOP) for the EIR was issued for public review and comment on July 30, 2013. At its meeting of August 27, 2013, the City Council approved the public outreach and development agreement negotiation process for the project, which included review of the requested Burgess Drive reserved ROW abandonment by the Bicycle and Transportation Commissions. An updated version of the the Council approved process is included in Attachment B.

In addition to the Transportation Commission's review of the applicant's request to abandon the Burgess Drive reserved ROW, the process includes the Commission's review of the Draft EIR. The Bicycle Commission is not scheduled to review of the Draft EIR. If directed to pursue abandonment of the reserved ROW (or a modification to the reserved ROW) as part of the overall project, staff would incorporate the abandonment process into the land use entitlement process for the project. The abandonment of reserved ROW requires an additional City Council meeting where a resolution of intent to abandon the reserved ROW would be introduced. Subsequently the Planning Commission would hold a public hearing to discuss the consistency of the proposed abandonment with the General Plan and its finding of consistency would be forwarded to the City Council to review and take action on the abandonment request at a public hearing.

As mentioned previously, one such critical project element for the applicant is the requested abandonment of the reserved ROW for the extension of Burgess Drive to the eastern terminus of the project site near Middlefield Road (for purposes of this

reference, El Camino Real is considered to run in the north-south direction). Burgess Drive currently terminates adjacent to the City Corporation Yard and an emergency vehicle access point at the southwest corner of the SRI Campus. The extension of Burgess Drive along the southern end of the SRI Campus was previously shown in the City's 1974 General Plan (formerly known as the Comprehensive Plan). The 1975 Conditional Development Permit approval for the SRI Campus included a requirement that SRI make an offer of dedication for the City to extend Burgess Drive. A Parcel Map recorded in 1979 shows this dedication, which is 30 feet in width when adjacent to the USGS campus, and 60 feet in width when fully contained on the SRI Campus. This dedication of the reserved ROW is illustrated on the project location map, included in Attachment A.

In the late 1980s and early 1990s, the City began the process of updating its General Plan, which initially included the extension of Burgess Drive from Laurel Street to Middlefield Road, across the SRI and USGS campuses. However, through the review process, the City Council eliminated the extension of Burgess Drive. Ultimately, the 1994 update of the General Plan did not include the extension of Burgess Drive, but SRI's offer of dedication remains in place. At this time, SRI would like to abandon the reservation of future ROW for consistency with the General Plan, to ensure that campus security and operations are not critically impacted, which could occur if the campus were bifurcated, and due to the presence of approximately 17 heritage trees within the reserved right-of-way. The applicant's initial letter describing the basis for its request to abandon reserved ROW for Burgess Drive is included in Attachment C. In addition the applicant's initial conceptual plan for a possible future non-motorized public access, utilizing the Burgess Drive reserved ROW is included in Attachment D for the Commissions' reference.

#### Transportation Commission Meeting on October 9

The Transportation Commission originally reviewed the request to abandon the reserved ROW at its meeting of October 9, 2013. At that meeting, the Commission voted to continue the item for further discussion and requested that staff send meeting notices at least two weeks in advance to impacted neighborhoods. Consistent with the Transportation Commission's direction, staff sent a combined notice of the Bicycle Commission (December 9, 2013) and Transportation Commission (December 11, 2013) meetings to the same noticing radius as used for previous Planning Commission and City Council meetings. The notice was sent on November 22 (17 days in advance of the Bicycle Commission meeting) and was mailed to 1,706 addresses. The addresses within the quarter-mile noticing radius include both occupants and property owners. An email bulletin was also sent to the 121 subscribers of the City's SRI Modernization Project webpage. In addition, SRI has provided additional information regarding the feasibility of constructing the bicycle and pedestrian access as part of the project as well as an alternative bicycle and pedestrian pathway, which are discussed further in the Analysis section. The applicant's response letter and alternate class1 bicycle path design are included in Attachments E and F respectively.

## **ANALYSIS**

To help clarify its request for the abandonment of the reserved ROW for the extension of Burgess Drive, the applicant initially provided a document describing the basis for their request, which is included as Attachment C. The document was included in the memo for the October 9 Transportation Commission meeting. In summary, the applicant states that the following three key issue areas necessitate this request:

1. Security: Compliance with complex and varying requirements of SRI's clients requires detailed security planning, which starts with a secure campus perimeter. Under current and reasonably foreseeable future conditions, SRI could not meet its security requirements were it to provide public access through the campus.
2. Physical Site Constraints: Fencing off the reserved ROW portion of the campus would physically divide the campus, and as a result, would present safety risks to bicycles and pedestrians (when heavy equipment, cars, trucks and emergency vehicles would need to cross the pedestrian and bicycle access way), compromise facility safety and security, increase travel time between office and research buildings and isolate researchers. In addition, bicycle and pedestrian access across the Burgess Drive reserved ROW would bring the public closer to the on-site hazardous materials facility.
3. Project Objectives: One of the key objectives of SRI's campus design planning is to configure campus facilities to encourage researchers to share ideas with one another, and to improve employee pedestrian and bicycle travel between campus buildings and other gathering spots. Dividing the campus with a fenced public access corridor would hinder SRI's ability to promote multi-disciplinary research and to improve the working environment for SRI employees.

Given the expressed desire of SRI to abandon the Burgess Drive reserved ROW and the existing policy direction from the 1994 General Plan, which does not identify the extension of Burgess Drive through the SRI campus, staff believes it could be appropriate to consider eliminating the reserved Burgess Drive ROW for the purposes of vehicular use. However, staff also believes that in the future, the extension of the Burgess Drive ROW solely for the purposes of non-motorized transportation (bicycle and pedestrian use) would be beneficial for east-west connectivity through this portion of the City.

Since the applicant states that even non-motorized travel through the campus raises security concerns and is in conflict with existing development on site, staff recommends that this modified dedication not be accepted until a future time when access through this portion of the campus would not impact the operation of the SRI Campus, including not compromising the secured campus and existing on-site structures. The elimination of impact to SRI Campus operations could be the result of evolution of the Campus, including modification or removal of existing structures, changes to security requirements, subdivision of the Campus, which would result in this portion of the Campus not being within the secured perimeter, or a change in

ownership of the Campus and/or the affected parcels (the Campus currently includes five parcels, which would be reconfigured as part of the current land use entitlement process).

By requiring this alternative offer of dedication for non-motorized transportation access only, the City would be able to preserve the potential for future public non-motorized transportation access, while ensuring the proposed SRI Modernization Project could move forward as currently envisioned by the applicant. If directed by the City Council, staff would negotiate a future dedication of the Burgess ROW for non-motorized access through the overall review process, specifically the Development Agreement. Details, such as the width of the ROW and dedication triggers/timing would be negotiated through that process. At this stage in the project review process, staff is requesting clarification on the Burgess Drive reserved ROW prior to preparation of the Draft EIR to ensure that, if applicable, a motorized or non-motorized connection through the Burgess Drive reserved ROW is studied as an alternative or mitigation to the project in the EIR.

To help visualize what this future non-vehicular access path might look like, staff requested that the applicant prepare a conceptual plan, which was provided to the Transportation Commission at its October 9 meeting. The conceptual path is included as Attachment D for the Commission's reference. This conceptual plan includes a narrowing of the existing reserved ROW to 20 feet, which would allow for the construction of a meandering ten foot wide multi-use path that is designed to minimize impacts to existing trees to the maximum extent feasible. As mentioned previously, details such as the width of the ROW would be determined through the Development Agreement negotiations. The conceptual plan illustrates that proposed Buildings V and O would be approximately ten feet away from the potential pathway. However, the plan also illustrates that implementation of the conceptual path would require modification or removal of existing structures associated with Building W, which currently houses hazardous materials, associated with the research and development activities of the campus.

Since the original Transportation Commission meeting, the applicant has reassessed the viability of constructing a bicycle and pedestrian path through the site, utilizing the Burgess Drive reserved ROW. The applicant provided an updated letter explaining the abandonment request in more detail, including responses to comments from the Transportation Commission meeting of October 9 (Attachment E). In its letter, the applicant explains that the reserved ROW abandonment is being requested as part of the larger set of approvals being reviewed by City staff and ultimately will be acted upon by the City Council. The applicant's updated letter provided more analysis of the security concerns related to a pathway (motorized or non-motorized) through the campus, specifically with regard to concerns related to compliance with federal security requirements. In addition, the applicant states that campus operations could be negatively affected by a double fenced pathway through the site. The applicant explains that the "tab" area contains the cogeneration plant and that researchers, equipment, trucks, and vehicles frequently enter the "tab" area from the main campus throughout each day. In addition, the applicant explains that the current design for

the campus and recent investments in the tab area were influenced by the removal of the Burgess Drive extension from the General Plan.

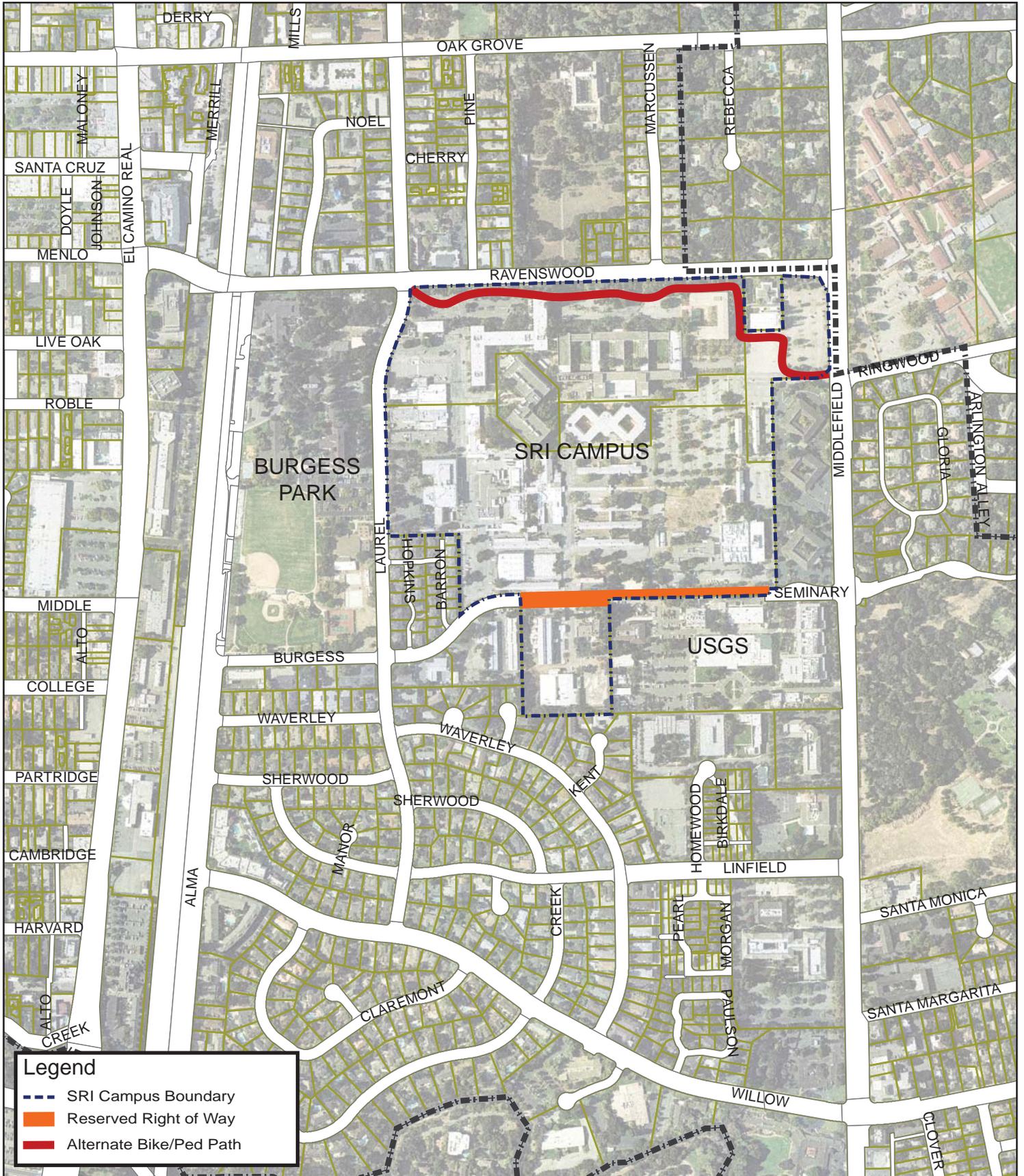
As part of its updated information, SRI has provided a conceptual bicycle and pedestrian path from Laurel Street to Ringwood Avenue (Attachment F), which could be located along Ravenswood Avenue outside the perimeter fencing, shown on Attachment A for reference. The applicant is offering that the proposed conceptual Class 1 pathway be incorporated into the project alternatives studied by the EIR to allow for the pathway to be considered as part of the Development Agreement negotiation process in lieu of the future pathway through the reserved ROW. As of right now, the alternate Class 1 pathway is not part of the project. Staff has conducted a preliminary evaluation of the proposed alternate Class 1 pathway and determined that the pathway could be a viable alternative in concept. One key benefit of this option is that it allows bicyclists and pedestrians to avoid the Middlefield Road and Ravenswood Avenue intersection. In addition, the proposed path would link with Ringwood Avenue, which is directly connected to the bicycle and pedestrian bridge over U.S. Highway 101. Staff would need to review the pathway in more detail and work with the applicant on the particular design and location of the pathway.

### **RECOMMENDATION**

At this time, staff is requesting that the Commissions provide staff and the applicant with feedback on SRI's request to abandon the Burgess Drive reserved ROW. As part of the Commissions' review, staff is looking for input on the future use of the reserved ROW for a bicycle/pedestrian pathway, as well as the applicant's alternate pathway along Ravenswood Avenue. The Commissions' comments would be forwarded to the City Council for review and direction to staff on the preferred approach to the reserved ROW and bicycle/pedestrian access through the site. Ultimately, a pathway along Ravenswood, and/or future pathway through the Burgess Drive ROW would be negotiated with the applicant through the Development Agreement, based on the City Council's direction to staff.

### **ATTACHMENTS**

- A. Location Map
- B. Public Outreach and Development Agreement Negotiation Process Handout (Updated)
- C. Applicant's Basis for Request to Abandon Reserved ROW for Burgess Drive Extension
- D. Conceptual Plan for Potential Future Non-Motorized Public Access (Bike Path Through reserved ROW)
- E. Applicant's response to Transportation Commission meeting of October 9<sup>th</sup>, dated received November 20, 2013
- F. Alternate Class 1 Bicycle and Pedestrian Path, dated received November 20, 2013



# CITY OF MENLO PARK

LOCATION MAP

333 RAVENSWOOD AVE

DRAWN: KTP CHECKED: KTP DATE: 12/09/13 SCALE: 1" = 600' SHEET: 1



*Updated*

**Public Outreach and Development Agreement Negotiation Process  
SRI Campus Modernization Project**

No.	Meeting Description	Notes / Timing	Method of Notification	Date Scheduled
<b><u>MILESTONE:</u> SRI submits preliminary application to commence environmental review on November 29, 2012</b>				
1.	<b>City Council</b> study session	April 2013	Council agenda published Web site project page updated & email bulletin sent	4/2/13
2.	<b>City Council</b> authorization for City Manager to enter into consultant contracts for environmental review and fiscal impact analysis and review of draft public outreach and development agreement negotiation process	Prior to environmental review and fiscal impact analysis kick-off	Council agenda published Web site project page updated & email bulletin sent	6/11/13
<b><u>MILESTONE:</u> Notice of Preparation issued for public review <a href="#">on July 30, 2013</a></b>				
3.	<b>Planning Commission</b> EIR scoping session and study session	During Notice of Preparation comment period	Planning Commission agenda published Web site project page updated & email bulletin sent Mailed notice to all property owners and occupants within ¼ mile radius	8/19/13
4.	<b>City Council</b> information item regarding proposed changes to the draft Public Outreach and Development Agreement Negotiation Process	During Notice of Preparation comment period	Council agenda published Web site project page updated & email bulletin sent	8/27/13

**Updated**

**Public Outreach and Development Agreement Negotiation Process  
SRI Campus Modernization Project**

No.	Meeting Description	Notes / Timing	Method of Notification	Date Scheduled
5.	<b>Bicycle Commission Meeting</b> to provide an opportunity for the Bicycle Commission and public to learn more about the requested abandonment of reserved right-of-way	During the time period when the City is preparing the environmental review and fiscal analysis	<a href="#">Postcard mailing to all property owners and occupants within ¼ mile radius</a>  Bicycle Commission agenda posted  Web site project page updated & email bulletin sent	<a href="#">10/14/13</a> <a href="#">12/9/13</a>
6.	<b>Transportation Commission Meeting</b> to provide an opportunity for the Bicycle Commission and public to learn more about the requested abandonment of reserved right-of-way	During the time period when the City is preparing the environmental review and fiscal analysis	<a href="#">Postcard mailing to all property owners and occupants within ¼ mile radius for 12/11/13 meeting</a>  Transportation Commission agenda posted  Web site project page updated & email bulletin sent	10/9/13 <a href="#">12/11/13</a>
7.	<b>City Council</b> review of the requested abandonment of reserved right-of-way	During the time period when the City is preparing the environmental review and fiscal analysis	Council agenda published  Web site project page updated & email bulletin sent	<a href="#">11/12/13</a> <a href="#">1/14/14</a>
8.	<b>City Council</b> appointment of a Council subcommittee	Approximately one month prior to release of Draft EIR and Draft FIA	Council agenda published  Web site project page updated & email bulletin sent	<a href="#">Early 2014</a> <a href="#">12/17/13 or</a> <a href="#">1/14/14</a>

[8/27/13](#)[12/5/13](#)

*Updated*

**Public Outreach and Development Agreement Negotiation Process  
SRI Campus Modernization Project**

No.	Meeting Description	Notes / Timing	Method of Notification	Date Scheduled
<b>MILESTONE: Draft Environmental Impact Report (EIR) and Draft Fiscal Impact Analysis (FIA) issued for public review in Mid 2014</b>				
9.	<b>Public Outreach Meeting</b> to inform the community about the proposed project and the documents available for review <i>(Note: Meeting is open to the public and may be attended by any or all Council Members or Commissioners)</i>	Prior to deadline for Draft EIR comments. (Meeting is not intended to receive comments, but to let people know how they can submit comments)	Postcard mailing to all property owners and occupants within ¼ mile radius  Web site project page updated & email bulletin sent  Email sent to all appointed commissioners	Mid 2014
10.	<b>Environmental Quality Commission Meeting</b> to review the Draft EIR summary, Greenhouse Gas Emissions chapter, the requested heritage tree removals, and to provide individual written comments	During Draft EIR review period	Environmental Quality Commission agenda posted  Web site project page updated & email bulletin sent	Mid 2014
11.	<b>Transportation Commission Meeting</b> to review the Draft EIR summary and the Transportation chapter, and to provide individual written comments	During Draft EIR review period	Transportation Commission agenda posted  Web site project page updated & email bulletin sent	Mid 2014

*Updated*

**Public Outreach and Development Agreement Negotiation Process  
SRI Campus Modernization Project**

No.	Meeting Description	Notes / Timing	Method of Notification	Date Scheduled
12.	<p><b>Planning Commission</b> public hearing regarding the Draft EIR and study session item to discuss Draft FIA and the project</p> <p><i>(Outcome: Receive public comments on the Draft EIR – all comments will be responded to in the Final EIR)</i></p> <p><i>(Outcome: Commission reviews and comments on project proposal)</i></p>	After release of the Draft EIR and Draft FIA – towards the end of the 45-day review period for Draft EIR	Planning Commission agenda posted Public Hearing Notice published and mailed to project distribution area Web site project page updated & email bulletin sent	Mid 2014
13.	<b>City Council</b> study session to learn more about the project and identify any other information that is needed to ultimately make a decision on the project	After the close of the Draft EIR comment period	Council agenda published Web site project page updated & email bulletin sent	Mid 2014
14.	<b>City Council</b> regular item to consider feedback from the Commissions, discuss environmental impacts and mitigations, public benefit, fiscal impacts, development program and provide direction or parameters to guide development agreement negotiations	Approximately 2 weeks after the Council Study Session	Council agenda published Web site project page updated & email bulletin sent	Mid 2014
<b>MILESTONE: Prepare Final EIR, Final FIA and negotiate a draft Development Agreement</b>				
<b>MILESTONE: Publish Final EIR and Final FIA for public review in the end of 2014 and advertise through public notice in newspaper and email bulletin</b>				
15.	<b>City Council</b> regular item to review business terms of development agreement <a href="#">and consider Notice of Intent to Abandon the Burgess Drive reserved right-of-way</a>	Late 2014	Council agenda published Web site project page updated & email bulletin sent	Late 2014
<b>MILESTONE: Mail notice advertising future meeting dates</b>				

**Updated**

**Public Outreach and Development Agreement Negotiation Process  
SRI Campus Modernization Project**

No.	Meeting Description	Notes / Timing	Method of Notification	Date Scheduled
16.	<b>Planning Commission</b> public hearing for recommendation on Final EIR, Final FIA, <del>and</del> requested land use entitlements and associated agreements, <u>and General Plan consistency finding for Burgess Drive reserved right-of-way abandonment</u>	Approximately 3 weeks after Council review of the business terms of the Development Agreement. Public comment on the Final EIR and Final FIA should be submitted before the Commission meeting in order for the comments to be considered prior to the Commission's recommendation.	Planning Commission agenda published Public Hearing Notice published and mailed to project distribution area Web site project page updated & email bulletin sent	Late 2014/Early 2015
17.	<b>City Council</b> public hearing for review of Final EIR, Final FIA, <del>and</del> requested land use entitlements and agreements, <u>and Burgess Drive reserved right-of-way abandonment request</u>	Approximately 3 weeks after Planning Commission recommendation	Council agenda published Public Hearing Notice published and mailed to project distribution area Web site project page updated & email bulletin sent	Late 2014/Early 2015
18.	<b>City Council</b> second reading of the Development Agreement and Rezoning Ordinances (consent item)	Next available Council meeting after first reading	Council agenda published Web site project page updated & email bulletin sent	Late 2014/Early 2015

*Note: all dates tentative and subject to revision.*



## **Basis for Request to Abandon Reserved Right-of-Way for Burgess Drive Extension**

In 1979 SRI offered to dedicate right-of-way (ROW) to extend Burgess Drive across SRI's campus as a required condition of approval of the Conditional Development Permit then in effect. At the time, this ROW was shown in the City's General Plan. A 1994 update by the City to its General Plan eliminated the City's planned extension of Burgess Drive, but SRI's offer of dedication remains in place.

Multiple changes to security and safety regulations have occurred since 1979, most significantly in the case of security requirements since September 11, 2001. These requirements, coupled with physical constraints and some key objectives of the Campus Modernization Project, form the basis for SRI's request for abandonment of the reserved ROW.

### Post 9/11 Security Requirements

For several decades, the SRI campus was open to the public by way of multiple pedestrian gates that were unguarded and unlocked during business hours. SRI staff entered the campus at multiple access points, and visitors often passed through the campus as a shortcut to other destinations.

After September 11, 2001, security requirements changed dramatically. Heightened awareness by SRI and new requirements imposed by government agencies and private contractors caused SRI to change its security practices. Similar to its peer companies, SRI now secures its perimeter, allowing visitor access at only two points. A security officer staffs each of the two visitor access points, and all campus visitors must wear identification badges and be escorted by an authorized individual.

SRI, like many other organizations, employs a layered security system to prevent unauthorized access to information and materials. This layered security approach starts with the described perimeter controls and continues within the campus. Additional controls limit access to individual buildings and in some cases to floors and rooms within buildings.

Approximately one quarter to one third of SRI's clients now require that research performed on their behalf must be conducted on a secure campus. Many contracts require both facility clearance and individual clearance. For certain types of intellectual property controlled by the federal government, SRI must ensure that information is not shared with foreign nationals. Compliance with the complex and varying requirements of SRI's clients requires detailed security planning that starts with a secure campus perimeter.



Under current and reasonably foreseeable future conditions, SRI could not meet its security requirements were it to provide public access through the campus.

### Physical Site Constraints

To address security concerns, it has been suggested that it might be possible to fence a corridor through the campus, along the Burgess Drive ROW, for use by pedestrians and bicyclists. Such fences would need to be guarded at both sides of the corridor and would need gates large enough to enable heavy equipment, cars, trucks, emergency vehicles, bicycles, and pedestrians to pass through to the adjoining portions of the campus. SRI has investigated such an option and considers it to be infeasible.

A fenced access corridor along the ROW would divide most of the campus buildings from the buildings and infrastructure located to the south of the ROW, on the tab portion of the campus. Forklifts, heavy equipment, cars, and delivery trucks would need to cross the fenced public ROW frequently throughout the day. SRI employees working in office and research Buildings S and T regularly travel between the tab area and the other office and research buildings, cafeteria, and amenity buildings on the larger portion of the campus. Other campus researchers regularly travel to the offices and research facilities in Buildings S and T. In addition, confidential documents and data, as well as other research materials that are subject to strict security requirements, are transported between Buildings S and T, and to and from the remainder of the campus. A public access corridor would present safety risks to bicyclists and pedestrians, compromise facility safety and security, increase travel time between office and research buildings, and isolate researchers.

A public access corridor along the Burgess Drive ROW also would be inconsistent with environmental health and safety measures designed to protect the public from risk. Any research facility that uses hazardous materials, even in relatively small quantities, must operate a hazardous materials management facility for proper receipt, storage and transportation of materials and waste. SRI operates a state-of-the-art management facility and complies with numerous federal, state, and local laws to ensure the safety of its employees and the surrounding community. One requirement for this type of facility is that it be located away from residences and other sensitive receptors. The SRI facility is located at Building W, which is far from public access points and roadways, and also is distant from residences. The closest offsite uses are the City's corporation yard and the USGS campus, which are considered to be a compatible neighboring use. Pedestrian and bicycle access along the Burgess Drive ROW would bring people close to Building W, which is directly adjacent to the ROW.



Finally, the Burgess Drive ROW that is located along the property border between SRI and USGS contains 17 heritage oaks, most if not all of which would have to be removed to accommodate a fenced pedestrian and bicycle corridor. All of these trees would be preserved under the proposed Campus Modernization Project.

### Project Objectives

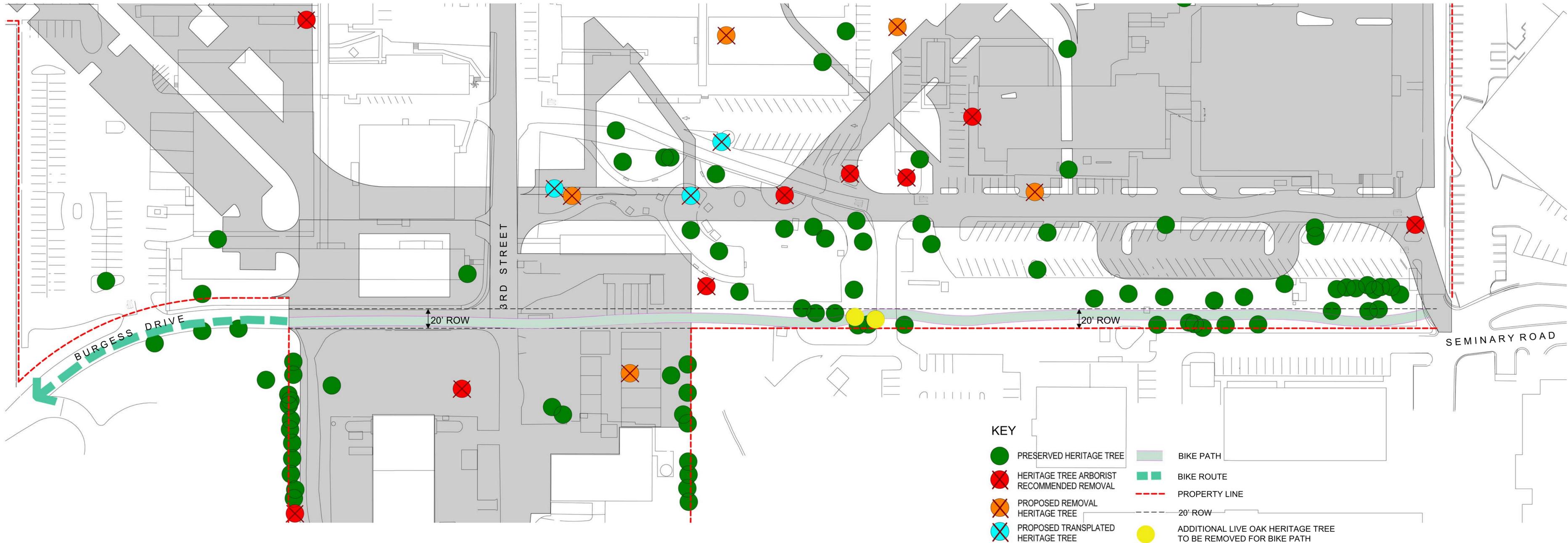
SRI is embarking upon its Campus Modernization Project to accomplish key campus planning objectives. Public access along the Burgess Drive ROW would conflict with several of those objectives.

One of the drivers of SRI's campus design planning has been configuration of campus facilities to encourage researchers to share ideas with one another, and to improve pedestrian and bicycle travel between campus buildings and other gathering spots. Dividing the campus with a fenced public access corridor would hinder SRI in its ability to promote world-leading multidisciplinary research and to improve the working environment for SRI employees.

SRI also needs to modernize the campus safety and security features. Public access through the campus, even if fenced, increases security and safety risks.

SRI seeks to improve campus bicycle and pedestrian pathways, as well as internal vehicular circulation, to minimize traffic congestion on surrounding streets. While a fenced corridor would provide some bicycle and pedestrian benefits, it also would make it more difficult for employees to traverse the campus by foot or bicycle. In addition, the corridor would conflict with proposed vehicular access from Seminary Drive to a new internal road designed to encourage drivers to minimize travel on public streets by circumnavigating the campus by way of an internal loop road.

A public access corridor through the campus would reduce the flexibility to respond to future changes in research needs, and it would undermine SRI's efforts to promote orderly campus renewal and enhance campus economic vitality and fiscal health. For all of these reasons, SRI asks that the City abandon the reserved ROW.



SRI - Bike path through ROW reserve

SCALE 1:50





**RECEIVED**

NOV 20 2013

November 20, 2013

**CITY OF MENLO PARK  
PLANNING**

Mr. Kyle Perata  
Associate Planner  
City of Menlo Park  
701 Laurel Street  
Menlo Park, CA 94025

Ref: SRI request for abandonment of reserved right of way (ROW) for Burgess Drive extension

Dear Mr. Perata:

As a follow-up to the discussion by the Transportation Commission on October 9, 2013, SRI has revisited its request that the City abandon the right of way for potential future extension of Burgess Drive. After careful consideration, our request for abandonment of the reserved Burgess Drive ROW remains; however, we have worked closely with our design team to suggest an alternative to City staff's initial proposal to replace the Burgess Drive ROW with a pedestrian/bicycle ROW in the same location.

Rather than reserving a pedestrian/bicycle ROW that may never be built, our design team has identified a new route for a Class 1 pedestrian/bicycle path that would extend from Laurel Street to Middlefield Road, on the Ravenswood Avenue side of the SRI campus. There is room on this side of the campus for a meandering tree-lined pathway that would be outside of SRI's security fence, yet separated from the roadway. Most important, the path could be constructed as part of the Campus Modernization Project rather than reserved for possible dedication at an unknown future date. We believe this design is an improvement over our original Project plans, and we look forward to receiving your Commission's feedback on it.

### **Request to Abandon the Burgess Drive ROW**

We detailed the reasons behind our request that the City abandon the reserved ROW in our previous communication, which is contained in the Menlo Park Staff Memorandum dated October 9, 2013 as Attachment B. A copy of that position statement is attached. In this letter, we attempt to answer some questions that arose during the Transportation Commission meeting:

- **Timing.** SRI does not seek City approval of the ROW abandonment before the City considers the Environmental Impact Report for the Campus Modernization Project and all of the accompanying approval documents. This item is before the Transportation Commission for early, informal feedback. We are not asking the City to give up the ROW in advance of considering the comprehensive set of Project approvals, which we anticipate will include additional community benefits negotiated in a Development Agreement.
- **Security Needs.** SRI's research buildings are enclosed by a security fence today, and will need to be enclosed in the future. SRI could not comply with federally mandated security

**SRI International**

333 Ravenswood Avenue • Menlo Park, California 94025-3493 • 650.859.2000



requirements if it allowed the public to enter the research campus. Security requirements have tightened since September 11. When SRI offered to dedicate the reserved ROW in 1979, those security requirements did not exist.

- ***Practical Considerations.*** Some have asked whether SRI could meet its security requirements by double-fencing a corridor along the ROW. Physically, this is possible. As a practical matter, a double-fenced ROW would make SRI's use of the tab area (Buildings S, T and U) very difficult. SRI has no plans to sell the tab area. To the contrary, Buildings S and T are the most recently improved research buildings on the SRI campus and Building U is the cogeneration plant for the entire campus. Throughout each day, equipment, trucks, cars and researchers cross back and forth through the ROW to access Buildings S, T, and U. These buildings are integrated into the fabric of the SRI campus; there is no separate access to the tab area. Severing this area would present a substantial hardship to SRI.
- ***Status of Plans to Extend Burgess Drive.*** We understand the City does not plan to extend Burgess Drive, and it is not clear that such an extension would be feasible. While these facts do not form the basis for our request, they do explain why SRI invested in improvements to the buildings on the tab area, and why SRI drew up its Campus Modernization Project without an improved ROW across the tab area.
  - Our immediate neighbors have been opposed to traffic on Burgess Drive. At their request, Burgess Drive is not used for vehicular access to SRI today, and it is not planned to be used for vehicular access to SRI in the future. Only emergency vehicles can enter SRI at Burgess Drive.
  - The City has not indicated a desire to extend Burgess Drive. Even though SRI offered to dedicate the ROW thirty four years ago, the City has not accepted the ROW. In 1994, the City removed the previously planned extension of Burgess Drive from its General Plan.
  - It may not be possible to extend Burgess Drive. Our title records indicate that the City did not secure a ROW for extension of Burgess Drive over the land owned by the United States Geological Survey. While there is a 60' reserved ROW across the tab portion of SRI, the ROW drops to 30' along the SRI/USGS border. There does not appear to be a corresponding 30' ROW on the USGS side of the border. By contrast, the City accepted the ROW for ingress/egress over the driveway between USGS and the McCandless property, and USGS conveyed a public access easement over its portion of the driveway.

### **Proposal to Construct a Class 1 Pedestrian/Bicycle Path Near Ravenswood**

During the course of the discussions at the Transportation Commission meeting, SRI heard that rather than abandon the current reserved ROW, it might be desirable to shift it to a location along Ravenswood Avenue to accommodate bicycle and pedestrian traffic traveling from Laurel Street to Middlefield Road. To respond to this suggestion, SRI commissioned its architect to develop a



concept drawing for a Class 1 bicycle/pedestrian path along that route and outside of the secure perimeter of our research campus. The concept drawing is attached. As mentioned at the outset of this letter, we look forward to hearing the Commission's informal, preliminary feedback on this proposal.

\* \* \* \*

In sum, SRI has applied for City abandonment of the Burgess Drive ROW as part of the comprehensive package of approvals that will be evaluated in the EIR for the Campus Modernization Project. Based on the Transportation Commission's comments, SRI's design team designed a Class 1 pedestrian/bicycle path that can be constructed near Ravenswood as part of the Project, and that would replace the reserved ROW.

We suggest that the City incorporate the Class 1 pathway into a project alternative to be studied in the EIR for our Campus Modernization Project. This would enable the City to consider approval of the pathway at the completion of environmental review, along with other features identified during the public review process that will reduce Project impacts and provide community benefits.

Sincerely,

Thomas T. Little  
Corporate Director,  
Support Operations

Attachments

Basis for Request to Abandon Reserved ROW for Burgess Drive Extension  
Concept drawing—Class 1 Bicycle/Pedestrian Path

