



COMMUNITY DEVELOPMENT DEPARTMENT

Council Meeting Date: April 21, 2009

Staff Report #: 09-057

Agenda #: F-1

REGULAR BUSINESS: **Consideration of a Request for the City Council to Determine that Certain Potential Traffic Impacts Identified in the 1706 El Camino Real Transportation Impact Analysis are Less Than Significant for a 10,166-Square-Foot Medical/Dental Office Building**

RECOMMENDATION

Staff recommends that the City Council adopt a resolution to make a determination that the potentially significant traffic impacts identified in the 1706 El Camino Real Traffic Impact Analysis related to a new 10,166-square-foot medical/dental office building are deemed less than significant and a Mitigated Negative Declaration can be prepared for environmental review consistent with the Resolution included as Attachment A.

BACKGROUND

In March 2007, the applicant submitted an application for the demolition of an existing 6,875-square-foot commercial building and construction of a two-story, 10,934-square-foot medical/office building at 1706 El Camino Real (former Gaylord's Restaurant) at the southeast corner of El Camino Real and Buckthorn Way. The applicant attended its first Planning Commission study session in September 2007 to present the project and receive feedback from the public and the Planning Commission. The Commission provided the applicant with a number of comments and concerns, most notably regarding the architecture and the need for additional parking to meet the minimum parking ratio of the C-4 (General Commercial, Applicable to El Camino Real) zoning district.

Neighborhood Meetings

With facilitation by the Peninsula Conflict Resolution Center (PCRC), the City, in conjunction with the applicant, held a series of three community meetings between April and August 2008 in an effort to enable the public to provide input on the redesign of the project. Each workshop focused on a different topic related to the project, including the pros and cons of the project presented to the Planning Commission in September 2007, parking and circulation, and the architectural design and site layout. Using input from the neighborhood meetings, the applicant revised its plans and shared them first with the neighborhood at its third community meeting and then with the Planning Commission at a subsequent study session on November 3, 2008. The Commission, as well as two neighbors who spoke at the meeting, were appreciative of the outreach

process and generally supportive of the revised project. All materials from these public meetings are available on the project page maintained on the City's website at the following address: http://www.menlopark.org/projects/comdev_1706ecr.htm.

Revised Project Description

The applicant's current proposal consists of construction a 10,166-square-foot medical/dental office building, with up to six office condominium units, and associated site improvements. The proposal complies with all the development standards of the C-4 (ECR) zoning district, and would require use permit review for the construction of a new building, architectural control for design review, and a tentative map for the condominium subdivision. The Planning Commission would make a recommendation on all the applications to the City Council and the City Council would be the final decision-making body because the project involves more than four commercial condominium units. The specific merits of the project will be reviewed at future meetings.

The proposed project requires environmental review pursuant to the California Environmental Quality Act (CEQA). As part of the preparation of an Initial Study, and consistent with the City's Traffic Impact Analysis Guidelines (Attachment B), a traffic report was prepared for the project. The traffic study, which is further discussed in more detail below in the Analysis section, identified several potentially significant traffic impacts and possible mitigation measures. Similar to other components of the project, staff and the applicant believed it was necessary to share the results with the neighborhood through a fourth community meeting on February 26, 2009 to receive input. The impacts, the potential mitigation measures and the environmental review process as a result of the various mitigation measures were discussed with the group. Through group discussion, the neighbors (six residents and one commercial tenant) unanimously expressed opposition to the feasible mitigation measures that would reduce the level of the traffic impact to less than significant.

While the applicant can legally pursue environmental clearance through the preparation of a mitigated negative declaration because the identified mitigation measures are feasible to implement, the applicant recognizes that the identified mitigation measures are undesired by the neighborhood. Therefore, per a provision in the City's Traffic Impact Analysis (TIA) Guidelines, the applicant is seeking a determination by the City Council as to whether certain potential traffic impacts identified in the 1706 El Camino Real Transportation Impact Analysis (Attachment C) are less than significant for a 10,166-square-foot medical/dental office building. The applicant's request letter and current project plans are included as Attachments D and E, respectively. The potentially significant traffic impacts and possible mitigation measures are discussed below in the next section.

ANALYSIS

Project-Specific Transportation Impact Analysis

The TIA evaluated the traffic from the proposed development project and the effect on the roadway system. The study area for the TIA included nine intersections and one roadway segment. The study was completed in conformance with the guidelines adopted by the City and the potentially significant impacts were determined accordingly. The TIA used data from the 2006-07 Circulation System Assessment (CSA) and collected additional data as necessary to complete the analysis. The number of trips generated by the proposed development was determined based on the Institute for Transportation Engineers trip generation manual. The trips from the existing uses were not credited to the proposed development based on the fact that the site was vacant for more than one year. The new trips from the development were distributed onto the roadway network to determine potential impacts.

As a means of comparison, the following table represents the number of trips generated from the proposed site that were analyzed in the study as compared to the number of trips generated by re-occupancy of the existing restaurant:

Land Use	Square Footage	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Medical Office (Proposed Use)	11,780*	426	27	41
Quality Restaurant	6,875	618	6	51
High-Turnover Restaurant (Sit-Down - Not Fast Food)	6,875	874	79	77

* Note: The gross floor area of the building is 11,780 square feet based on the Institute of Transportation Engineers Trip Generation Manual Handbook 8th Edition. The gross floor area of the building using the Menlo Park Zoning Ordinance definition is 10,166 square feet.

The previous occupant may be considered as a high-turnover (sit-down) restaurant. High-Turnover restaurants typically consist of full service establishments with turnover rates of approximately one hour or less. These restaurants typically have moderate prices and may be part of a chain. They may also serve breakfast and are sometimes open for 24 hours a day. Compared to the proposed medical office use, a high turnover restaurant would generate approximately 52 more trips during the AM peak hour and 36 more trips during the PM peak hour. Approximately 448 more trips would be generated on a daily basis as compared to the medical office land use. The trip generation estimates for the AM peak hour are typical for sit-down restaurants that serve breakfast.

For restaurants that do not serve breakfast, the AM peak hour trip generation rates would likely be similar to that of a quality restaurant during the AM peak hour. Quality restaurants typically consist of full service establishments with turnover rates usually at least one hour or longer. These restaurants typically do not serve breakfast and some do not serve lunch. Quality restaurants also typically require reservations and are generally not part of a chain. Compared to the proposed medical office use, a quality

restaurant would generate approximately 21 less trips during the AM peak hour, and 10 more trips during the PM peak hour. Approximately 192 more trips would be generated on a daily basis as compared to the medical office land use.

The TIA analyzed the traffic on the street network with and without the proposed development for the near-term (two-year) and long-term (10-year) horizons.

Potential Transportation Impacts

Near-Term Project Analysis

The TIA determined that there were potentially significant impacts in the near-term at the following two intersections during the PM Peak hour:

- Buckthorn Way and El Camino Real, and
- Spruce Avenue and El Camino Real.

Both of these intersections are “T” intersections at El Camino Real with stop control on the side street, but no stop on El Camino Real. The Level of Service (LOS) for these intersections is determined based on the worst approach delay, which in these cases is the side street and not El Camino Real.

The intersection of Buckthorn Way and El Camino Real had a potentially significant impact during the PM peak hour due to the westbound approach from Buckthorn Way to El Camino Real. The westbound approach currently operates at LOS F and the increase in delay would be greater than 4 seconds (the San Mateo City/County Association of Governments’ threshold due to the jurisdiction of the intersection in Atherton) because of additional traffic on El Camino Real from the proposed development. The additional traffic from the development on El Camino Real reduces the number of gaps in traffic for existing left turning vehicles and increases the delay.

The intersection of Spruce Avenue and El Camino Real had a potentially significant impact during the PM peak hour due to the westbound approach from Buckthorn Way to El Camino Real. The westbound approach currently operates at LOS F and the increase in delay will be greater than 4 seconds due to additional traffic on El Camino Real from the proposed developments. The additional traffic from the development on El Camino Real reduces the number of gaps in traffic for existing left turning vehicles and increases the delay.

Long-Term Project Analysis

The long-term analysis was completed for the proposed project. The two intersections from the near-term analysis continued to indicate a potentially significant impact with the addition of the AM peak hour for the Buckthorn Way and El Camino Real intersection. (See Table 9 on page 30.)

Potential Mitigation Measures

The TIA identified potential mitigation measures to reduce the potentially significant impacts to less than significant for the development proposal. Section 6 on Page 32 in the TIA lists the potential mitigation measures included in the analysis and whether the measure mitigated a potentially significant impact to a less-than-significant level. The following summarizes the potential mitigation measures for the potentially significant impacts.

Intersection Mitigation Measures

Buckthorn Way/El Camino Real

The westbound approach from Buckthorn Way to El Camino Real creates the potentially significant impact at this intersection, more specifically the westbound left turn. In order to mitigate this impact several options were reviewed as follows:

- **Restrict left turns from Buckthorn Way to El Camino Real during the AM and PM peak hours.** This mitigation measure includes signage to restrict left turning movements from Buckthorn Way to El Camino Real during the AM and PM peak hours. The turn restriction is typically in place for a two hour period from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m. as peak hours typically shift over time. The signage would reduce the potentially significant impact to less than significant and allow vehicles to use this intersection during the non-peak hours. The diverted trips unable to make the left turn at this intersection during the peak hour would likely travel north on El Camino Real then make a u-turn at one of several intersection north of Buckthorn Way. This diversion of vehicles is not expected to cause a potentially significant impact on Buckthorn Way, Stone Pine Lane or El Camino Real. Since the intersection is in Atherton and under the jurisdiction of Caltrans, the approval of both agencies would be required to implement this mitigation measure.
- **Modify the median island in El Camino Real to provide a larger refuge and acceleration lane for westbound left turning vehicles.** This improvement alternative includes modifying the median island on El Camino Real to provide a refuge area for the westbound left-turns from Buckthorn Way to El Camino Real. With the refuge area in place, the left turning vehicles can complete the turn in two phases where each phase would only be crossing/merging with one direction of traffic. This improvement would require altering the existing median and installing new signage. The improvement would not reduce the impact to less than significant. After more detailed design review of this improvement completed by the applicant and reviewed by City staff, the improvement cannot meet Caltrans standards without substantial modifications to El Camino Real. The length and width of the improvement would not fit within the existing right-of-way and the spacing between intersections limits the length. Therefore, this improvement is not considered feasible.

- **Install a traffic signal.** This mitigation measure would entail the installation of a full traffic signal at the intersection. The traffic signal would fully mitigate the impact, but the intersection does not meet the signal warrants for installation. This mitigation measure is not considered feasible.

A resident submitted a letter provided as Attachment F that requested the removal of U-turns on El Camino Real at Buckthorn Way. The resident felt that U-turning vehicles create additional delay for vehicles making a left turn from Buckthorn Way to El Camino Real. This situation is due to the fact that vehicles turning left from Buckthorn Way to El Camino Real have to wait for the vehicle making a U-turn because they think the vehicle is turning onto Buckthorn Way. Staff is not recommending removal of U-turns at this time due to the low volumes of vehicles making U-turns and the fact that businesses in the area have requested retention of the U-turns.

Spruce Avenue/El Camino Real

This intersection is very similar to Buckthorn Way and El Camino Real. The westbound approach from Spruce Avenue to El Camino Real creates the potentially significant impact at this intersection, more specifically the westbound left turn. In order to mitigate this impact the same options as described under Buckthorn Way and El Camino Real were reviewed. As described under that section the same issues occur.

Other Mitigation Measures

The project will pay the Transportation Impact Fee (TIF) for the site (\$1.60/square foot), provide a Transportation Demand Management Plan (bike racks, commute assistance, etc.), and pay the City's annual shuttle fee (\$0.105/square foot per year). These three items will help to pay for future improvements as well as reduce the amount of trips produced from the site. They will not fully mitigate the impacts, but will provide some benefit to the roadways.

Determining Significance and Associated Environmental Review Process

The City's Transportation Impact Analysis Guidelines allows the City Council to make a determination as to whether a negative declaration, mitigated negative declaration or an Environmental Impact Report (EIR) is appropriate for a project. The item before Council would be the first such request. The TIA provision is intended to provide the City Council with the flexibility to determine the most appropriate environmental clearance for a project on a case-by-case basis given that the thresholds were established on a citywide level. As part of this process, the Council may review and analyze specific project features and circumstances or anomalies that a traffic study would not necessarily consider when determining impacts. In reviewing the applicant's request for a determination on the traffic impact, staff considered various factors, including the applicant's justification, neighborhood input, the project features and site location, and potential impacts resulting from implementation of the mitigation measures. These factors are discussed below.

No Trip Credit for Previous Building Use

Per the City's TIA Guidelines, the 1706 El Camino Real TIA does not provide trip credits for the previous restaurant use because the existing building has been vacant for over two years. Where trip credit is not provided, the trips generated by the new use are technically compared to zero trips. Alternatively, where full or partial trip credit is applied, the new trips would be subtracted from the existing trips, resulting in either no increase or a net increase in trips. In this case, if the existing building were to be reoccupied with a restaurant use, approximately 192 more trips for a quality restaurant or 448 more trips for a high turnover restaurant, as mentioned earlier in the report, would be generated on a daily basis as compared to the medical office land use. Because the study does not take into account any trip credits for the previous use, the study shows 426 new trips associated with a medical/dental office, which the applicant believes inaccurately reflects that the site has operated with a business for over 30 years and generated vehicle trips to and from the site. Similarly, a letter submitted by Don Barnby (representing Spruce Avenue residents), included as Attachment G, highlights that the inability to provide trip credits for the previously existing restaurant use in the traffic study produces skewed results because the comparison is to a vacant lot rather than a restaurant, which could reoccupy the existing building without any discretionary approvals and would likely generate more trips than the proposed medical/office use as described above. Therefore, the Council should consider how the site has historically operated over the years with how it would operate with a new medical/office building.

Project Changes Resulting from Neighborhood Input

With regard to the proposed project, staff believes the applicant has worked collaboratively with the neighborhood to redesign a project that is generally supported by the neighbors. The applicant has committed to 1) providing parking that complies with the development standards for the C-4 (ECR) zoning district, 2) restricting vehicular access to and from Buckthorn Way from the project site, 3) installing entry monuments as a visual cue to separate the commercial from the residential properties east of the site, 4) prohibiting parking along Buckthorn Way in front of the property, 5) installing new sidewalks on Buckthorn Way and El Camino Real and 5) constructing a new dedicated right turn lane in front of the property from El Camino Real onto Buckthorn Way. Staff believes these elements of the proposed project address the neighborhood's more critical concerns and would help minimize potential issues with overflow parking into the residential area, reduce potential cut-through circulation on Buckthorn Way and Stone Pine Lane, and provide a safer deceleration zone for those making right turns onto Buckthorn Way. Staff believes the applicant has made great efforts to enhance the area's traffic and pedestrian safety, which more directly and positively affects the nearby residences than the identified mitigation measures. These design modifications would also be supplemented by partial mitigation measures such as the TIF and shuttle fee described above, which would be used to improve the overall transportation system in the City.

Feasible but Undesirable Left Turn Restrictions

The site location also presents unique features that should be reviewed in considering the request. Implementing the left turn restrictions at Buckthorn Way and Spruce Avenue could displace the traffic, potentially creating an impact by forcing vehicles to travel north to make a u-turn in order to head southbound. The neighborhood's input from the community meeting of February 26, 2009 and the petition submitted by Mr. Barnby, consistently reflect lack of support for any left turn restrictions on Buckthorn Way and Spruce Avenue. The number of vehicles affected by the increase in delay identified in the traffic study is approximately 19 vehicles during the AM turn restriction at Buckthorn Way, 26 left turners during the PM turn restriction at Buckthorn Way and 7 left turners during the PM turn restriction at Spruce Avenue. The Spruce Avenue residents claim that the impact at the intersection would cause minor delay and be inconsequential, but would result in mitigation measures that are unwarranted and undesired. Should the City Council determine the traffic impacts to be less than significant, the left turn restrictions would not be required and the existing vehicular movements to and from Buckthorn Way and Spruce Avenue would remain as they exist today.

Conclusion

Staff believes that the set of unique factors and features of the project, as described and outlined in the resolution (Attachment A) support the determination that the potentially significant traffic impacts are less than significant and that the preparation of a mitigated negative declaration is appropriate for the proposed project.

IMPACT ON CITY RESOURCES

The applicant paid an initial deposit for the review of the use permit, architectural control and tentative map applications. Additional staff time above the initial deposit is cost recoverable on an hourly basis. Although contracted through the City, the applicant is responsible for all fees associated with the preparation of the TIA and the consultant to facilitate the neighborhood meetings.

POLICY ISSUES

The review of the 1706 El Camino Real development has policy implications in that it will set direction for addressing transportation impacts in the environmental review documents being prepared for the development project.

ENVIRONMENTAL REVIEW

The determination made by the City Council would establish the applicant's environmental review process. If the City Council determines that the identified potentially significant traffic impacts are less than significant, a mitigated negative declaration would be prepared for the project, incorporating the partial mitigation measures discussed above. If the Council determines that the traffic impacts are potentially significant, an EIR would be prepared for the project, focusing on

transportation. At a future point in time, the Planning Commission and Council will have an opportunity to evaluate the project and the applicable environmental document. The City Council will be the final decision-making body on all applications related to the proposed project with the Planning Commission serving as a recommending body.

Deanna Chow
Senior Planner
Co-Report Author

Charles Taylor
Transportation Manager
Co-Report Author

PUBLIC NOTICE

Public notification consisted of publishing a notice in the local newspaper and notification by mail of owners and residents within a geographic area bounded by Walnut Avenue to the north, the railroad tracks to the east, Encinal Avenue to the south, and parcels fronting El Camino Real opposite this area to the west.

In addition, the 1706 El Camino Real project page, which is available at the following web address: http://www.menlopark.org/projects/comdev_1706ecr.htm, has been updated with the staff report. This page provides up-to-date information about the project, allowing interested parties to stay informed of its progress. The page allows users to sign up for automatic email bulletins, notifying them when content is updated.

ATTACHMENTS

- A. Resolution of the City Council of the City of Menlo Park to Make a Determination that certain potential traffic impacts identified in the 1706 El Camino Real Transportation Impact Analysis are less than significant dated April 21, 2009
- B. City of Menlo Park Transportation Impact Analysis Guidelines
- C. 1706 El Camino Real Transportation Impact Analysis, February 24, 2009
- D. Letter of Request from Project Applicant, dated March 16, 2009
- E. [Project Plans, dated March 27, 2009](#)
- F. Correspondence from Resident asking for removal of U-turns on El Camino Real at Buckthorn Way, dated March 3, 2009
- G. Correspondence from Resident in support of the requested "less than significant" finding, dated March 30, 2009

ATTACHMENT A

DRAFT
April 21, 2009

RESOLUTION NO. ____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MENLO PARK TO MAKE A DETERMINATION THAT CERTAIN POTENTIAL TRAFFIC IMPACTS IDENTIFIED IN THE 1706 EL CAMINO REAL TRANSPORTION IMPACT ANALYSIS ARE LESS THAN SIGNIFICANT

WHEREAS, the City of Menlo Park adopted Transportation Impact Analysis Guidelines on September 26, 2000, and revised them on August 20, 2002 and November 18, 2003 that allow the City Council to make a determination as to whether a negative declaration, mitigated negative declaration or an environmental impact report is most appropriate for a project;

WHEREAS, the applicant worked in a collaborative fashion to modify the originally proposed medical/dental office building project by limiting access to the site to and from El Camino Real, providing six (6) parking spaces per 1,000 square feet of gross floor area, redesigning the architectural style of the building, and incorporating features such as entry monuments into the residential neighborhood and a right turn lane from El Camino Real to Buckthorn Way as shown on the project plans in Exhibit A;

WHEREAS, the City commissioned a Transportation Impact Analysis that identifies potentially significant delays at the intersection of Buckthorn Way and Spruce Avenue during the peak hours caused by more than four (4) seconds of delay for a two-hour peak volume of 19 cars waiting to turn left onto El Camino Real at Buckthorn Way in the AM and 26 cars in the PM and seven (7) cars waiting to turn left at Spruce Avenue in the PM due to 27 cars entering or leaving the project site during the AM peak hour and 41 cars entering or leaving the project site during the PM peak hour;

WHEREAS, the project-specific Transportation Impact Analysis determined that restricting left turns from Buckthorn Way and Spruce Avenue during peak hours is a feasible mitigation that would reduce the potential impact to less than significant;

WHEREAS, the project-specific Transportation Impact Analysis does not give any credit for the current building on the site because the restaurant has been vacant for more than two (2) years even though a restaurant has operated on the site for over 30 years and a restaurant could be operated in the existing building without any discretionary approvals or if discretionary approvals were required for architectural control, then the project could still be categorically exempt from the California Environmental Quality Act (CEQA);

WHEREAS, Buckthorn Way and Spruce Avenue are the only streets within the City of Menlo Park where left turns onto El Camino Real are allowed at an unsignalized intersection;

WHEREAS, the intersections of Buckthorn Way and El Camino Real and Spruce Avenue and El Camino Real are located within the Town of Atherton and are under the jurisdiction of Caltrans;

WHEREAS, members of the neighborhood have expressed general support for the changes made to the project and opposition to the feasible mitigation measures of restricting left turns from Buckthorn Way and Spruce Avenue during peak hours as expressed through a series of neighborhood meetings;

WHEREAS, the proposed turn restrictions have the potential of shifting existing traffic patterns and possibly creating impacts further down El Camino Real;

WHEREAS, partial mitigation measures involving a one time payment of \$1.60 per square foot of net new gross floor area as a Traffic Impact Fee, an annual payment of \$0.105 per square foot of net new gross floor area as a Shuttle Impact Fee, and the implementation of Transportation Demand Management requirements such as bike racks will help to partially mitigate the impact;

WHEREAS, a public meeting was held before the City Council of the City of Menlo Park regarding the foregoing matter on April 21, 2009;

WHEREAS, notice of said public meeting was duly made by publishing in the local newspaper and mailing to owners and occupants within a geographic area bounded by Walnut Avenue to the north, the railroad tracks to the east, Encinal Avenue to the south, and parcels fronting El Camino Real opposite this area to the west; and

WHEREAS, the City Council of the City of Menlo Park has considered all of the facts and the entire record.

NOW, THEREFORE, the City of Menlo Park, acting by and through its City Council, having considered and been fully advised in the matter and good cause appearing therefore,

BE IT HEREBY RESOLVED by the City Council of the City of Menlo Park that due to the unique circumstances relating to the affected intersections and the limited number of vehicles affected, the additional delay for vehicles on the westbound approach of Buckthorn Way to El Camino Real during the AM peak hour and PM peak hour and for vehicles on the westbound approach of Spruce Avenue during the PM peak hour resulting from the proposed project in substantial conformance with Exhibit A is less than significant and a Mitigated Negative Declaration may be prepared for the project reviewed in the project-specific Transportation Impact Analysis in lieu of an Environmental Impact Report pursuant to the authority outlined in the City's Transportation Impact Analysis Guidelines.

I, Margaret S. Roberts, City Clerk of the City of Menlo Park, do hereby certify that the above and foregoing Resolution was duly and regularly passed and adopted at a meeting by City Council of the City of Menlo Park on the ___th day of ____, 2009 by the following vote:

AYES: Council Members:
NOES: Council Members:
ABSENT: Council Members:
ABSTAIN: Council Members:

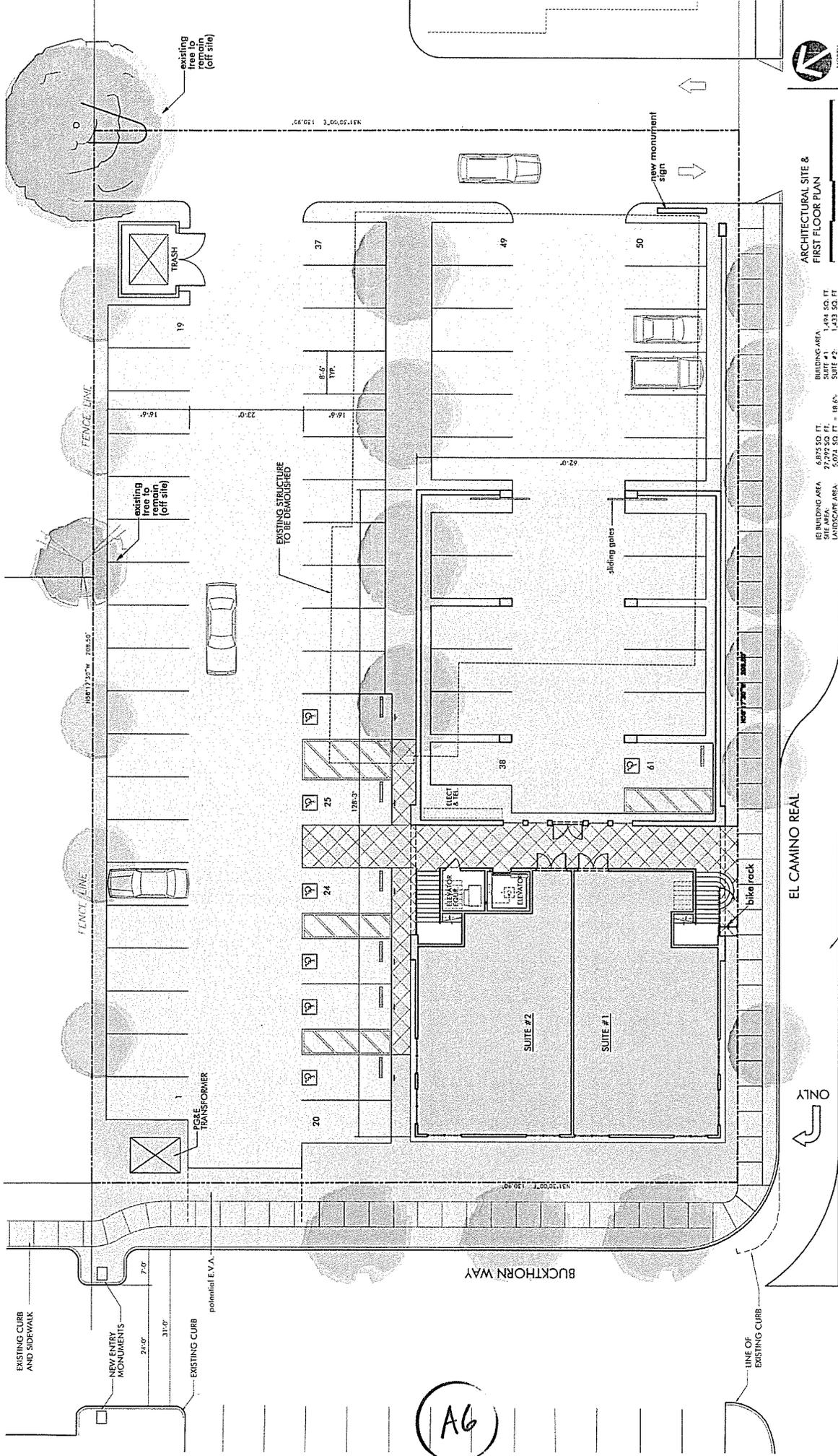
I further certify that the foregoing copy of said Resolution is a true and correct copy of the original on file in the office of the City Clerk, Civic Center, Menlo Park, California.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the City of Menlo Park on this _____ day of _____, 2009.

City Clerk

Exhibit

- A. Project Plans: Sheet A1.0 (Site Plan), dated March 27, 2009 and Sheet A1.5 (Exterior Building View), dated October 27, 2008, prepared by Dahlin Group



ARCHITECTURAL SITE & FIRST FLOOR PLAN

PROJECT NO. 651.001

MARCH 27, 2009

BUILDING AREA	10 BUILDING AREA
SUITE #1	6,875 SQ. FT.
SUITE #2	27,292 SQ. FT.
SUITE #3	5,074 SQ. FT. - 18 6"
SUITE #4	61 SPACES
SUITE #5	10,166 SQ. FT.
RECEPTION	
BAR/STOCK	
ELEV./EQUIP	
TOTAL	10,166 SQ. FT.

PROJECT STATISTICS

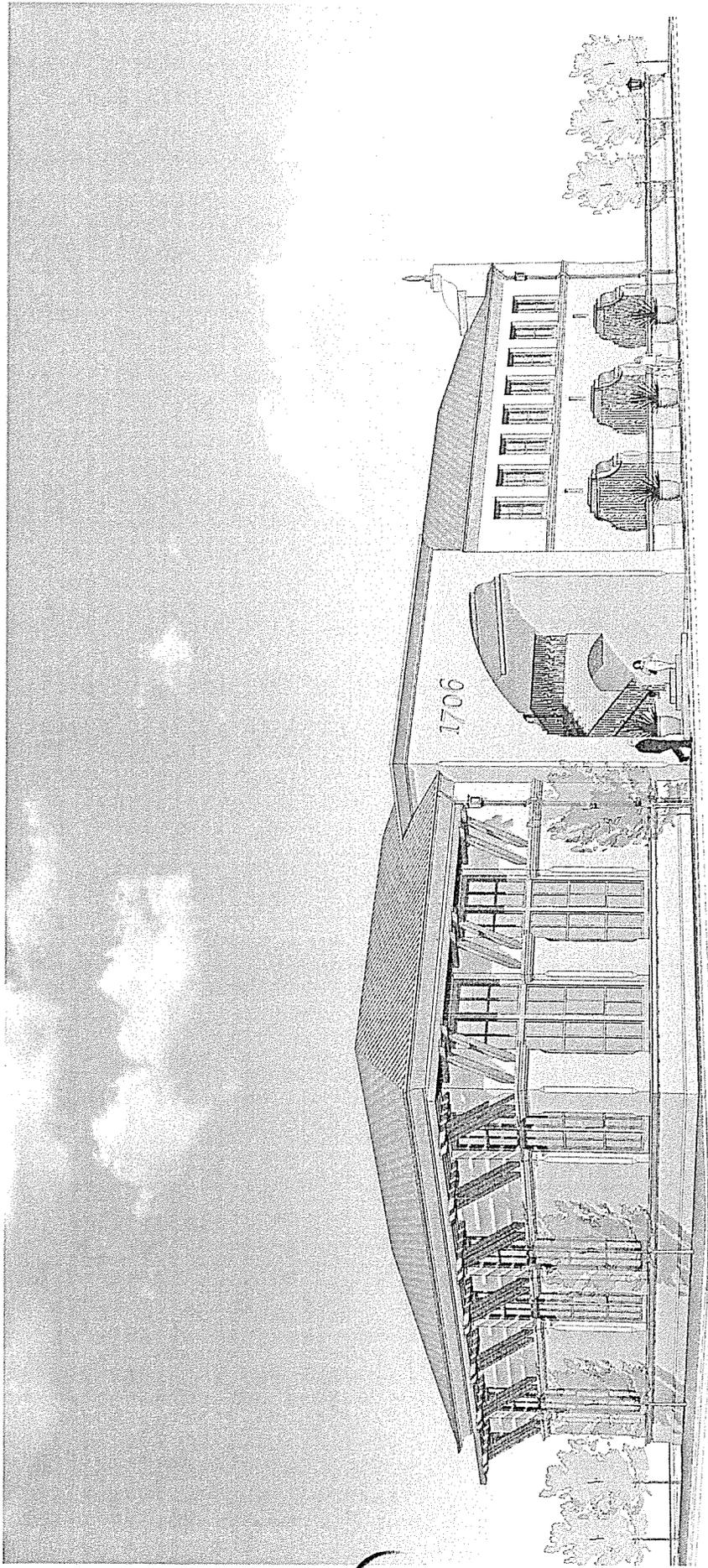
10 BUILDING AREA	6,875 SQ. FT.
SITE AREA	27,292 SQ. FT.
LANDSCAPE AREA	5,074 SQ. FT. - 18 6"
61 SPACES	
MEDICAL OFFICE	10,166 SQ. FT.
ALLOWED (6/1/09)	10,166 SQ. FT.

3865 Owens Drive
Menlo Park, CA 94025
925.251.2201 Fax

ARCHITECTURE
A1.0

1706 EL CAMINO REAL
MENLO PARK, CALIFORNIA

AG



A7

VIEW OF WEST CORNER

EXTERIOR BUILDING VIEWS
OCTOBER 27, 2008 PROJECT NO. 451 001



8843 Owens Drive
Menlo Park, CA 94028
650-251-7500
650-251-7501 fax

1706 EL CAMINO REAL
MENLO PARK, CALIFORNIA

A1.5

Transportation Impact Analysis Guidelines

The following projects would generally be exempt from the requirements of the Transportation Impact Analysis Guidelines unless their geographic location or type of use prompt such study (subject to the City's discretion):

- **Residential projects under five units**
- **Commercial projects where the total new or added square footage is 10,000 square feet or less**
- **Other projects that are determined to be exempt or categorically exempt under CEQA**

All other projects involving a change of use and/or new construction will be required to submit a Transportation Impact Analysis performed by a qualified consultant selected by the City and paid for by the project applicant.

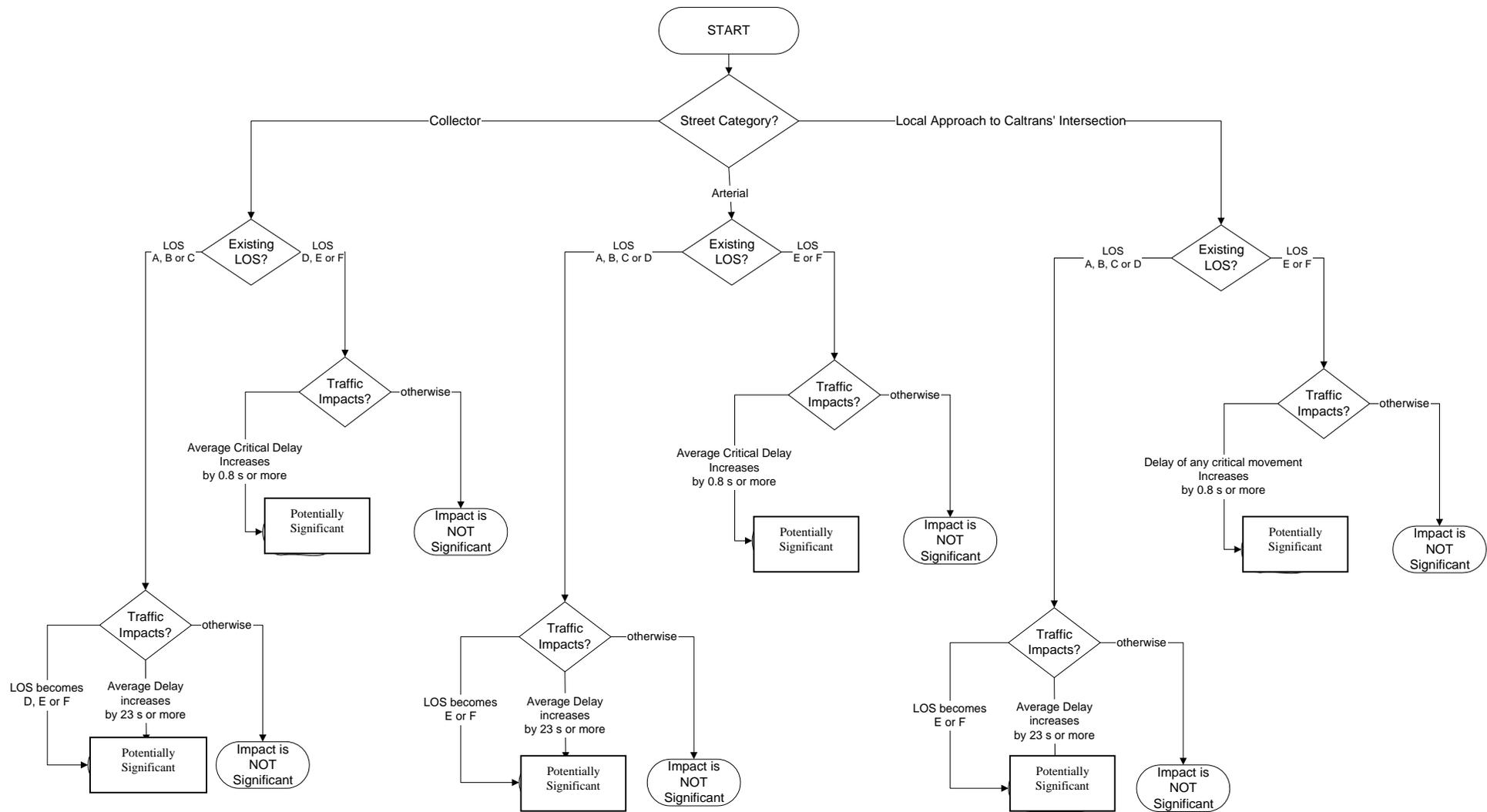
The Transportation Impact Analysis shall include the following:

- I. Executive Summary
- II. Introduction
 - A. Project Description
 - B. Study Scope
- III. Existing Conditions – Conditions should be described based upon information found in the most recent Circulation System Assessment (CSA) document when applicable. The CSA existing traffic counts and information should be used as existing conditions.
 - A. Description of existing street system serving the site (Number of lanes, classification, etc.)
 - B. CSA existing traffic volumes – ADT's and AM & PM peak hours (Figure to be included in report)
 - C. CSA existing levels of service – AM & PM (Table to be included in report)
 - D. Public transit (Service providers to the area)
 - E. On and off-street parking conditions/availability
 - F. Pedestrian and bicycling conditions in the project area
- IV. Cumulative Analysis – Near Term conditions without project should be discussed using the most recent CSA near term traffic counts and information. Project traffic should then be added to the CSA near term traffic counts. If the project build-out is beyond the CSA near term data, future conditions should be projected to the first year of assumed project occupancy. A supplemental list of planned and or/approved projects will be provided to the consultants for inclusion in the analysis process. For large projects of regional magnitude (projects generating 100 or more trips during peak hours), the consultants will analyze the impacts of the project for a span of ten years from the existing conditions.

- A. Description of new or planned changes to the street system serving the site including changes in on-street parking
- B. Near term volumes – ADT's and AM & PM peak hours
 - 1. List project trip generation rates
 - 2. Discuss trip distribution
 - 3. Discuss impact of project traffic on intersections in the project vicinity
- C. Near term levels of service – AM & PM for both near term and near term plus project analysis. Table to be included in report. Also a comparison table of existing conditions including a column showing the difference in seconds of delay between existing, near term conditions and near term conditions with project and percent of increase.

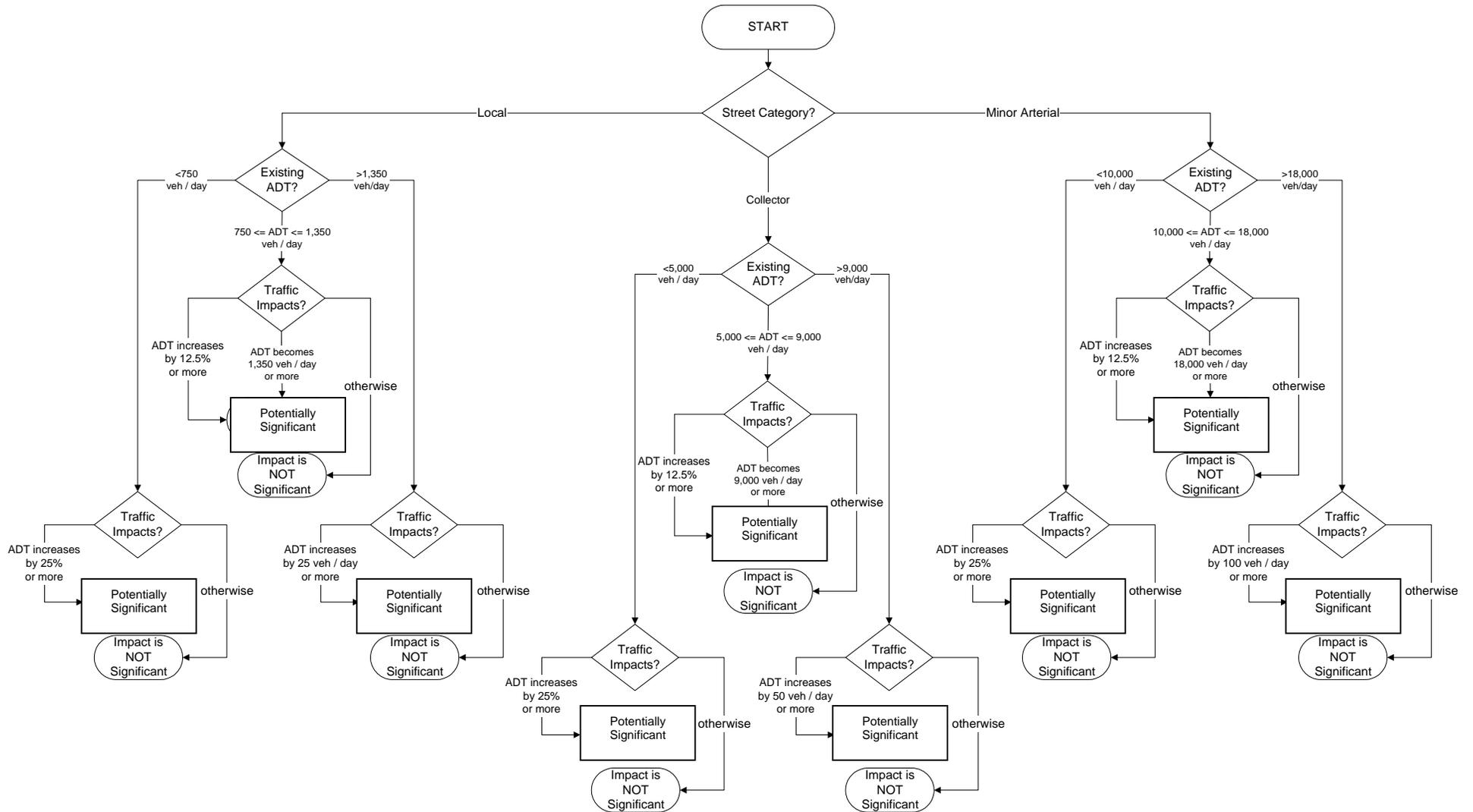
V. Analysis

- A. Discuss impacts of CSA near term conditions and CSA near term conditions with project
 - 1. A Project is considered to have a potentially “significant” traffic impact if the addition of project traffic causes an intersection on a collector street operating at LOS “A” through “C” to operate at an unacceptable level (LOS “D”, “E” or “F”) or have an increase of 23 seconds or greater in average vehicle delay, whichever comes first. A potential “significant” traffic impact shall also include a project that causes an intersection on arterial streets or local approaches to State controlled signalized intersections operating at LOS “A” through “D” to operate at an unacceptable level (LOS “E” or “F”) or have an increase of 23 seconds or greater in average vehicle delay, whichever comes first.
 - 2. A project is also considered to have a potentially “significant” traffic impact if the addition of project traffic causes an increase of more than 0.8 seconds of average delay to vehicles on all critical movements for intersections operating at a near term LOS “D” through “F” for collector streets and at a near term LOS “E” or “F” for arterial streets. For local approaches to State controlled signalized intersections, a project is considered to have a potentially “significant” impact if the addition of project traffic causes an increase of more than 0.8 seconds of delay to vehicles on the most critical movements for intersections operating at a near term LOS “E” or “F”.



- B. In certain circumstances as determined by the Transportation Manager, analysis may be necessary for impacts on minor arterial, collector and local streets. If any of the thresholds listed below are exceeded, the analysis should make a recommendation as to whether the traffic impact is considered potentially “significant”.
1. On minor arterial streets, a traffic impact may be considered potentially significant if the existing Average Daily Traffic Volume (ADT) is: (1) greater than 18,000 (90% of capacity), and there is a net increase of 100 trips or more in ADT due to project related traffic; (2) the ADT is greater than 10,000 (50% of capacity) but less than 18,000, and the project related traffic increases the ADT by 12.5% or the ADT becomes 18,000 or more; or (3) the ADT is less than 10,000, and the project related traffic increases the ADT by 25%.
 2. On collector streets, a traffic impact may be considered potentially significant if the existing Daily Traffic Volume (ADT) is: (1) greater than 9,000 (90% of capacity), and there is a net increase of 50 trips or more in ADT due to project related traffic; (2) the ADT is greater than 5,000 (50% of capacity) but less than 9,000, and the project related traffic increases the ADT by 12.5% or the ADT becomes 9,000 or more; or (3) the ADT is less than 5,000, and the project related traffic increases the ADT by 25%.
 3. On local streets, a traffic impact may be considered potentially significant if the existing Daily Traffic Volume (ADT) is: (1) greater than 1,350 (90% of capacity), and there is a net increase of 25 trips or more in ADT due to project related traffic; (2) the ADT is greater than 750 (50% of capacity) but less than 1,350, and the project related traffic increases the ADT by 12.5% or the ADT becomes 1,350; or (3) the ADT is less than 750, and the project related traffic increases the ADT by 25%.
- C. Discuss project site circulation and access and identify any deficiencies.
- D. Discuss compliance of project site parking with adopted City code including loading and disabled spaces. If a shared parking arrangement is proposed, an analysis of the adequacy of this aspect shall be provided. Discuss any off-site parking impacts (such as neighborhood parking intrusion) of the project.
- E. Analyze project in relation to relevant policies of the Circulation Element of the General Plan.
- F. Analyze potential cut-through traffic generated by the project impacting other City neighborhoods.
- G. Pedestrian conditions and bicycle access, including safety issues, should be discussed.

Significance Criteria for Street segments



H. Analyze project using the requirements outlined in the San Mateo County Congestion Management Plan Land Use Analysis Program guidelines, if applicable.

VI. Mitigation

A. Discuss specific mitigation measures in detail to address significant impacts, which may occur as a result of the addition of project traffic (provide table comparing before and after mitigation). Analysis shall focus on mitigating significant impacts to a non-significant level, but must also identify measures, which would reduce adverse, although not significant, impacts. All feasible and reasonable mitigation requirements that could reduce adverse impacts of the project should be identified, whether or not there are significant impacts caused by the project. The goal of mitigation should be such that there are no net adverse impacts on the circulation network. Mitigation measures may include roadway improvements, operational changes, Transportation Demand Management or Transportation Systems Management measures, or changes in the project. If roadway or other operational measures would not achieve this objective, the consultant shall identify a reduction in the project size, which would with other measures, reduce impacts below the significant level. All mitigation measures must first be discussed with the City Transportation Division before they are included in the report.

B. Discuss possible mitigation measures to address future traffic conditions with the project. All feasible and reasonable mitigation measures that would reduce such impacts, whether at the significant level or below shall be identified. Mitigation measures should be designed to address the project's share of impacts. Measures that should be jointly required of the project and any other on-going related projects in a related geographical area should also be identified, as applicable.

C. Discuss possible mitigation measures to address any site circulation or access deficiencies.

D. Discuss possible mitigation measures to address any parking deficiencies.

E. Discuss possible mitigation measures to address any impacts on pedestrian amenities, bicycle access, safety and bus/shuttle service.

VII. Alternatives

A. In the event any potentially significant impacts are identified in the Transportation Impact Analysis, alternatives to the proposed project shall be evaluated or considered to determine what the impacts of an alternative project or use might be. The alternatives to be considered shall be determined in consultation with the Director of Community Development and the Transportation Manager.

VIII. Summary and Conclusions

A. Assess level of significance of all identified impacts after mitigation.

Upon receipt by the City of a Transportation Impact Analysis indicating that a project may have potentially significant traffic impacts, the applicant shall have the option of proceeding directly with the preparation of an EIR in accordance with the City's procedures for preparation of an EIR, or requesting a determination by the City Council as to whether a negative declaration, mitigated negative declaration or an EIR is most appropriate for the project.

NOTES:

1. The Highway Capacity Manual Special Report 209 (HCM), latest version shall be used for intersection analysis. The consultant shall use the Citywide TRAFFIX model with the HCM analysis.
2. The most recent Circulation System Assessment (CSA) shall be used for all information regarding existing and near term conditions.
3. Traffic counts that may be required beyond the counts contained in the CSA document shall be less than 6 months old.
4. The consultant shall submit proposed assumptions to the Transportation Manager for review and approval prior to commencement of the Analysis relating to the following:
 1. trip rates
 2. trip distribution
 3. trip assignment
 4. study intersections
 5. roadways to be analyzed
4. The consultant shall submit all traffic count sheets to the City's Transportation Division.
5. Figures of existing and any proposed intersection configurations should be provided in the appendix.
6. Trip generation rates from Institute of Transportation Engineer's (ITE) publication, "TRIP Generation", latest version should be used.
7. Street widening and on-street parking removal are mitigation measures which may be technically feasible, but which are generally considered undesirable. If such measures appear potentially appropriate to the consultant, they should consult the Transportation Division in preparing the impact analysis and mitigation recommendations. If such measures are to be proposed, alternate mitigation measures, which would be equally effective, should also be identified.
8. Existing uses at the site, which would be removed as part of the project, may be deducted from the calculation of the project traffic based on their traffic distribution patterns.
9. Refer to the San Mateo County Congestion Management Program (CMP) Land Use Impact Analysis Program guidelines for performing CMP analysis.

**1706 El Camino Real Medical Offices
Transportation Impact Analysis**

Final Report

Prepared for

City of Menlo Park

By

DKS Associates

1000 Broadway
Suite 450
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February 24, 2009

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- A. Existing Turning Movement Counts
- B. Planned and Approved Developments in Menlo Park
- C. Level of Service Calculations

Executive Summary

This study provides an evaluation of traffic issues related to the proposed medical office development located at 1706 El Camino Real in the City of Menlo Park, California. The project proposes to construct an approximately 10,166 square feet of medical office use. The project site is currently occupied by a vacant restaurant use and a part-time specialty retail use (not open during peak hours). The project is bounded by El Camino Real to the west and Buckthorn Way to the north. Vehicular access to the site would be provided via an existing driveway, shared with other uses, along El Camino Real adjacent and to the south of the proposed project. This driveway would continue to provide right-turn ingress and egress from El Camino Real.

This report provides a description of the transportation facilities in the project vicinity and summarizes existing, near-term, near-term plus project, and long range cumulative conditions at nine study intersections and one study roadway segments. In addition, this report analyzes potential improvement measures at study intersections which may experience potentially significant impacts related to the proposed project.

The proposed project is estimated to generate 27 AM peak hour trips and 41 PM peak hour trips. The proposed project would result in potentially significant impacts at the study intersections of El Camino Real/Buckthorn Way (PM peak hour) and El Camino Real/Spruce Avenue (PM peak hour) under the near-term plus project scenario.

Both of the study intersections that would experience potentially significant impacts are one-way stop controlled intersections where a local street intersects with El Camino Real. The impacts are primarily related to the large amounts of delay for vehicles turning left onto southbound of El Camino Real. The addition of project related trips would result in significant increases to the average delays at these intersections.

Under the long range cumulative no project conditions, AM peak hour level of service would decrease from LOS D to LOS E at the intersection of El Camino Real/Buckthorn Way, which is considered a potentially significant cumulative impact. The proposed project would contribute to the potentially significant cumulative impact at this intersection. During the PM peak hour, the addition of cumulative traffic would result in a potentially significant increase in delay to the already deficient intersections of El Camino Real/Buckthorn Way and at El Camino Real/Spruce Avenue.

A review of the site plan for access and circulation shows that adequate sight distance for vehicles turning into the site may be limited with on-street parking. On-street parking should not be allowed along the project's frontage on El Camino Real. Similarly, vehicles turning onto El Camino Real from the project site may have restricted sight distances, and on-street parking on El Camino Real along the project frontage should be prohibited.

Based on the available site plan, the project site provides adequate parking supply to accommodate the peak parking demand.

1. INTRODUCTION

This study provides an evaluation of traffic and transportation issues related to the proposed 10,166 square feet of medical office use at 1706 El Camino Real. Particular attention is given to the potential traffic related impacts in the vicinity of the project site.

Project Description

The proposed project involves replacing a vacant restaurant and a partially occupied specialty retail space. For the purposes of this analysis, and based on observations of activity during the peak analysis periods, the project site is assumed to be vacant and the analysis would not assume any credit for the current occupancy. The project site is bounded by El Camino Real to the west and Buckthorn Way. Vehicular access to the site would be provided via an existing driveway, shared with other uses, along El Camino Real adjacent and to the south of the proposed project. This driveway would continue to provide right-turn ingress and egress from El Camino Real.

Study Methodology

This study was prepared according to the methodology recommended in the City of Menlo Park Transportation Impact Analysis (TIA) Guidelines. The following nine intersections were analyzed as part of the traffic impact analysis:

1. El Camino Real / Encinal Avenue
2. El Camino Real / Valparaiso Avenue
3. El Camino Real / Oak Grove Avenue
4. El Camino Real / Santa Cruz Avenue
5. El Camino Real / Ravenswood Avenue
6. El Camino Real / Watkins Avenue (unsignalized)
7. El Camino Real / Spruce Avenue (unsignalized)
8. El Camino Real / Buckthorn Way (unsignalized)
9. El Camino Real / Stone Pine Lane (unsignalized)

In addition, the roadway segment Buckthorn Way: El Camino Real to Stone Pine Lane was analyzed for potential impacts related to added daily traffic.

The San Mateo County Congestion Management Program (CMP) Land Use Analysis Program guidelines require that Routes of Regional Significance be evaluated to determine the impact of added project-generated trips for projects that create more than 100 PM peak hour trips. Because the proposed project is projected to generate fewer than 100 peak hour trips, a CMP analysis was not conducted.

The analysis of the study intersection concentrated on the primary commute periods of the day - the weekday AM (7:00 to 9:00 AM) and PM (4:00 to 6:00 PM) peak hours. The following analysis scenarios were evaluated as part of this study:

- Existing Conditions. This scenario represents peak traffic conditions that exist today. Existing conditions at the study intersections were based on counts

collected in October 2006 (signalized intersections) and August, 2007 (unsignalized intersections). Since some counts were conducted in the summer, these volumes were scaled upward to reflect peak season traffic conditions.

- Near Term Conditions. This scenario assumes full occupancy of planned/approved developments near the project vicinity that would be completed in the near term future. Near Term conditions at the study intersection were based on projected volumes provided by City of Menlo Park staff in the City's Circulation System Assessment (CSA). Traffic conditions for the Near Term scenario are based on the year 2007.
- Near-Term plus Project Conditions. This scenario represents traffic conditions that would exist in the near term future, plus the addition of project generated traffic from the proposed development. Project conditions were analyzed for a project scenario based on the proposed land use. Because the site is currently vacant, no credit was applied for the former restaurant use on the project site.
- Cumulative Analysis. This scenario represents traffic conditions based on a 10-year horizon (year 2017) with an assumed ambient growth of one percent per year plus the addition of near term development traffic.
- Cumulative plus Project Conditions. This scenario represents traffic conditions based on a 10-year horizon with an assumed ambient growth of one percent per year plus the addition of near term developments and project generated traffic from the proposed development.

Approved/Planned Developments

A complete list of planned developments in Menlo Park is included in **Appendix B**. The current list (May 2008) was provided by City of Menlo Park staff and includes projects that are currently planned or approved but have not yet been occupied. It is anticipated that these projects would be fully implemented and occupied as part of the Near Term Scenario. These future near-term projects are anticipated to add traffic to the Menlo Park roadway network and, in some cases, would add traffic to the intersection studied in this analysis. The peak hour trips assigned to the local roadway network are based on trip distribution patterns outlined by the City of Menlo Park in the CSA TRAFFIX analysis.

Programmed/Planned Transportation Facility Improvements

Per City staff, a p.m. peak hour left-turn restriction has recently been implemented for the westbound approach on Watkins Avenue at its intersection with El Camino Real. The 2007-2008 existing p.m. peak hour traffic volumes and levels of service at that intersection have been adjusted to account for that turn restriction. In addition, a right-turn (channelization) lane for the northbound right turn movements on El Camino Real at its intersection with Spruce Avenue has recently been constructed. This improvement has been assumed in-place for the Near-Term and Cumulative horizon years.

Directional Convention

For the purpose of this study, it is assumed that El Camino Real provides travel in the north-south direction, and Buckthorn Way, and other parallel streets, provides travel in the east-west direction.

2. EXISTING CONDITIONS

This section summarizes existing conditions in the project vicinity including a description of the existing project site, the roadway network, vehicular traffic conditions, and bicycle, pedestrian, and transit facilities within the project vicinity.

Project Site

The project site is located on El Camino Real at Buckthorn Way. The existing building consists of a vacant restaurant space and an occupied psychic office. Based on observations during the peak periods, the psychic services was not open during the peak traffic periods. At the time data were collected, the building was vacant. The proposed project site would close the existing northernmost driveway on El Camino Real, just south of Buckthorn Way, but continue to utilize the shared right-turn in/out only driveway adjacent and south of the project site. There would be no direct project access on Buckthorn Way. In addition to the existing building, the Red Cottages Inn and Suites motel is currently located on the east side of the property, and is accessed via a driveway connecting to El Camino Real through the project site property with an existing access easement. The access is also shared by the 1702 El Camino Real project (Cindy's Nails).

Roadway Network

The existing roadway network within the project vicinity is illustrated in **Figure 1**. Arterial streets within the project area include Middlefield Road, El Camino Real, and Valparaiso Avenue. A number of collector streets serve the project vicinity, which includes Encinal Street and Watkins Avenue.

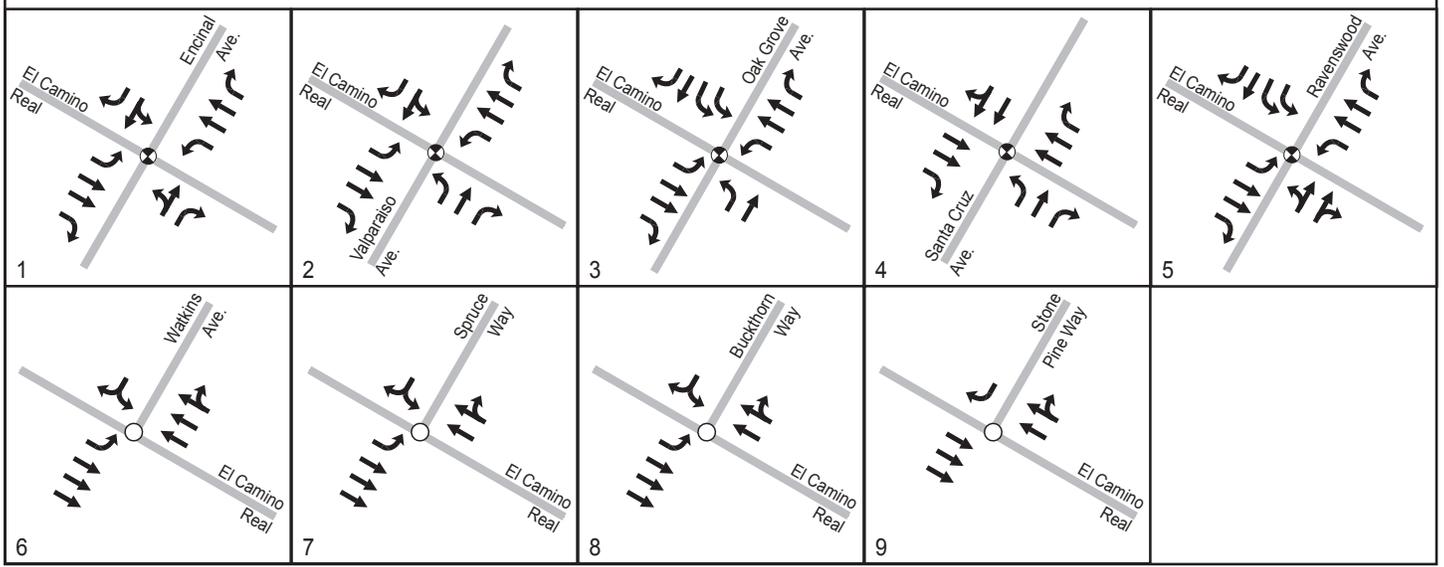
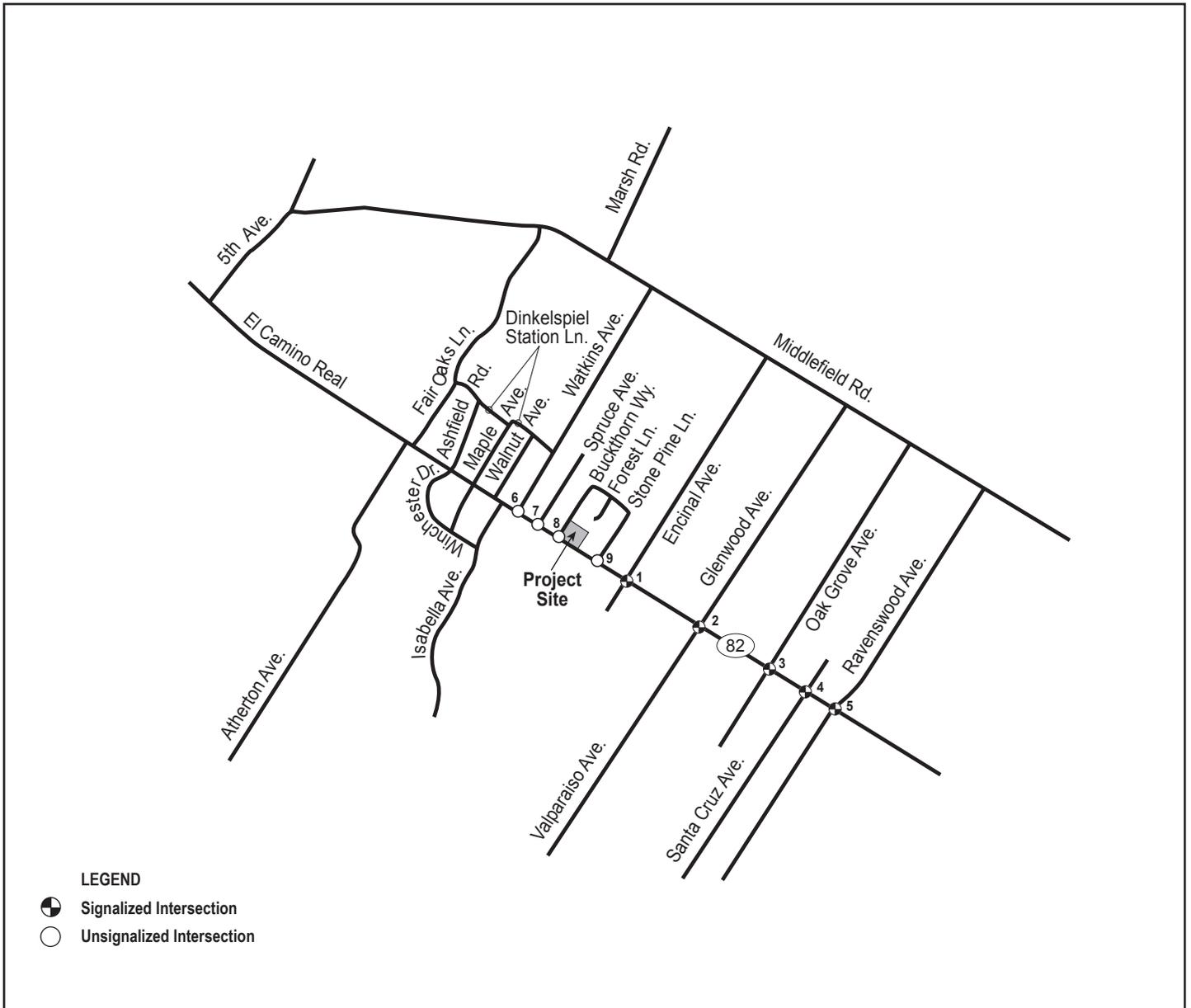
El Camino Real. El Camino Real is a north-south state-controlled facility (State Route 82), which extends through San Mateo County and Santa Clara County. El Camino Real is five lanes wide (2 northbound lanes and 3 southbound lanes) south of Spruce Street and expands to six lanes north of Spruce Street. In the project vicinity, El Camino Real has numerous unsignalized intersections and left-turn bays as well as many commercial driveways. The land uses abutting El Camino Real are mostly commercial and residential. El Camino Real is classified as a primary arterial.

Middlefield Road. Middlefield Road is a two- to four-lane, north-south minor arterial that stretches across Menlo Park and Atherton. Middlefield Road is two lanes wide as it approaches Watkins Avenue. Middlefield Road provides access mainly to residential and school areas in the project vicinity. In the vicinity of the project, there is one left turn lane onto Watkins Avenue. There are bike lanes along Middlefield Road.

Valparaiso Avenue. Valparaiso Avenue is an east-west minor arterial connecting downtown Menlo Park to West Menlo Park and Atherton. In the vicinity of the project, Valparaiso Avenue is a two-lane roadway with left-turn bays. Land use along Valparaiso Avenue is mostly residential in nature, with several schools located on the north side of the roadway (on the Atherton side of the street).

Watkins Avenue. Watkins Avenue is an east-west collector street primarily traveling through the Town of Atherton, connecting El Camino Real and Middlefield Road. Land use consists primarily of residential single-family homes and a public park along this two-lane

roadway. Watkins Avenue is adjacent to the project site at the El Camino Real intersection in the Town of Atherton.



07185-000-Merito Park 1706 ECR Study Area ai-11.6.07

Figure 1
Project Study Area

Level of Service Significance Criteria

Levels of service for this study were calculated based on the San Mateo City/County Association of Governments Congestion Management Program (CMP) Traffic Impact Guidelines and the City of Menlo Park Traffic Impact Analysis Guidelines. Per the CMP guidelines, a project will be considered to have a CMP impact if the project will cause the intersection to operate at a level of service that violates the standard adopted in the current CMP. If an intersection operates at a level of service that violates the standard and the proposed project increases average control delay, by 0.8 seconds or more for a signalized intersection or four (4) seconds or more for a stop-controlled intersection, then a potentially significant impact may occur. The LOS significance threshold for each study intersection is presented below in **Table 1**.

Table 1 Intersection LOS Thresholds				
Study Intersection	Control	Jurisdiction	Acceptable LOS Criteria	Significance Threshold for Unacceptable LOS
1 El Camino Real /Encinal Avenue	Signal	State/Menlo Park	D	LOS becomes E or F <u>OR</u> 0.8 second increase to critical <u>local</u> approaches if LOS is currently E or F
2 El Camino Real /Valparaiso Avenue	Signal	State/Menlo Park	D	LOS becomes E or F <u>OR</u> 0.8 second increase to critical <u>local</u> approaches if LOS is currently E or F
3 El Camino Real /Oak Grove Avenue	Signal	State/Menlo Park	D	LOS becomes E or F <u>OR</u> 0.8 second increase to critical <u>local</u> approaches if LOS is currently E or F
4 El Camino Real /Santa Cruz Avenue	Signal	State/Menlo Park	D	LOS becomes E or F <u>OR</u> 0.8 second increase to critical <u>local</u> approaches if LOS is currently E or F
5 El Camino Real /Ravenswood Avenue	Signal	State/Menlo Park	D	LOS becomes E or F <u>OR</u> 0.8 second increase to critical <u>local</u> approaches if LOS is currently E or F
6 El Camino Real/Watkins Avenue	Stop	State/Atherton	D	LOS becomes E or F <u>OR</u> 4.0 second increase to critical <u>worst</u> approach if LOS is currently E or F
7 El Camino Real/Spruce Avenue	Stop	State/Atherton	D	LOS becomes E or F <u>OR</u> 4.0 second increase to critical <u>worst</u> approach if LOS is currently E or F
8 El Camino Real/Buckthorn Way	Stop	State/Atherton	D	LOS becomes E or F <u>OR</u> 4.0 second increase to critical <u>worst</u> approach if LOS is currently E or F
9 El Camino Real/Stone Pine Lane	Stop	State/Menlo Park	D	LOS becomes E or F <u>OR</u> 4.0 second increase to critical <u>worst</u> approach if LOS is currently E or F

The City of Menlo Park has established impact criteria for the study roadway segments. Per the City's TIA guidelines, the definition of potentially significant impacts for roadway segments is as follows:

Minor Arterials. The existing Average Daily Traffic Volume (ADT) is: (1) greater than 18,000 (90 percent of capacity) and there is a net increase of 100 trips or more in ADT due to project-related traffic; (2) the ADT is greater than 10,000 (50 percent of capacity) but less than 18,000, and the project-related traffic increases the ADT by 12.5 percent or the ADT becomes 18,000 or more; or (3) the ADT is less than 10,000 and the project-related traffic increases the ADT by 25 percent.

Collector Streets. The existing ADT is: (1) greater than 9,000 (90 percent of capacity) and there is a net increase of 50 trips or more in ADT due to project-related traffic; (2) the ADT is greater than 5,000 (50 percent of capacity) but less than 9,000, and the project-related traffic increases the ADT by 12.5 percent or the ADT becomes 9,000 or more; or (3) the ADT is less than 5,000 and the project-related traffic increases the ADT by 25 percent.

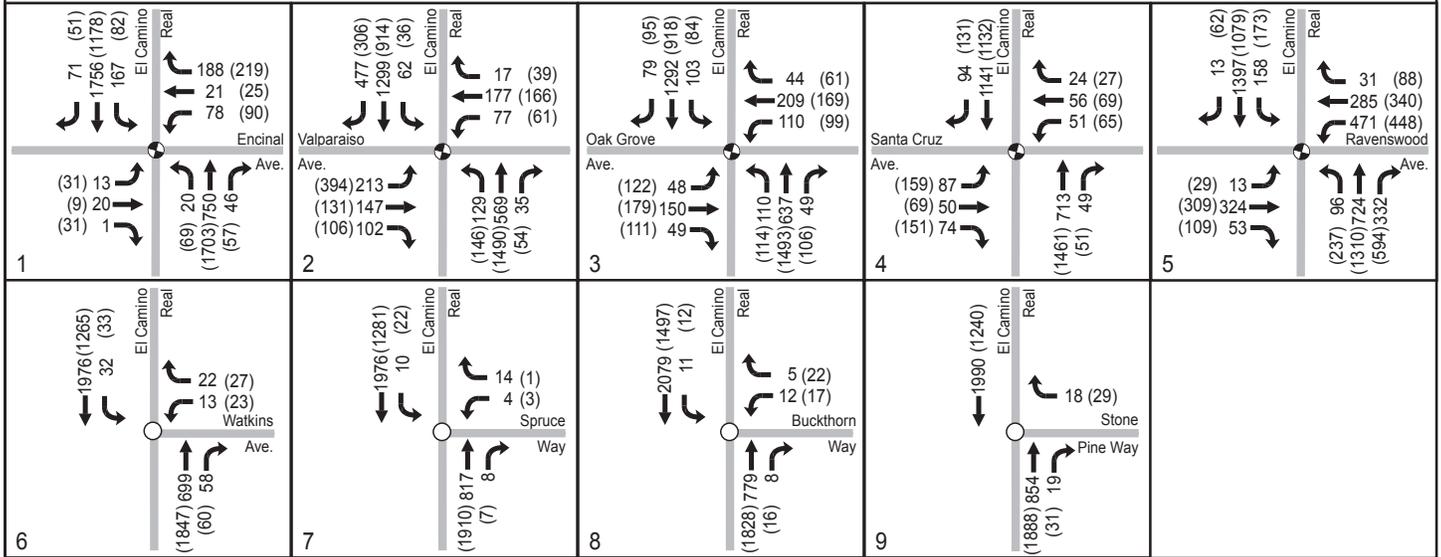
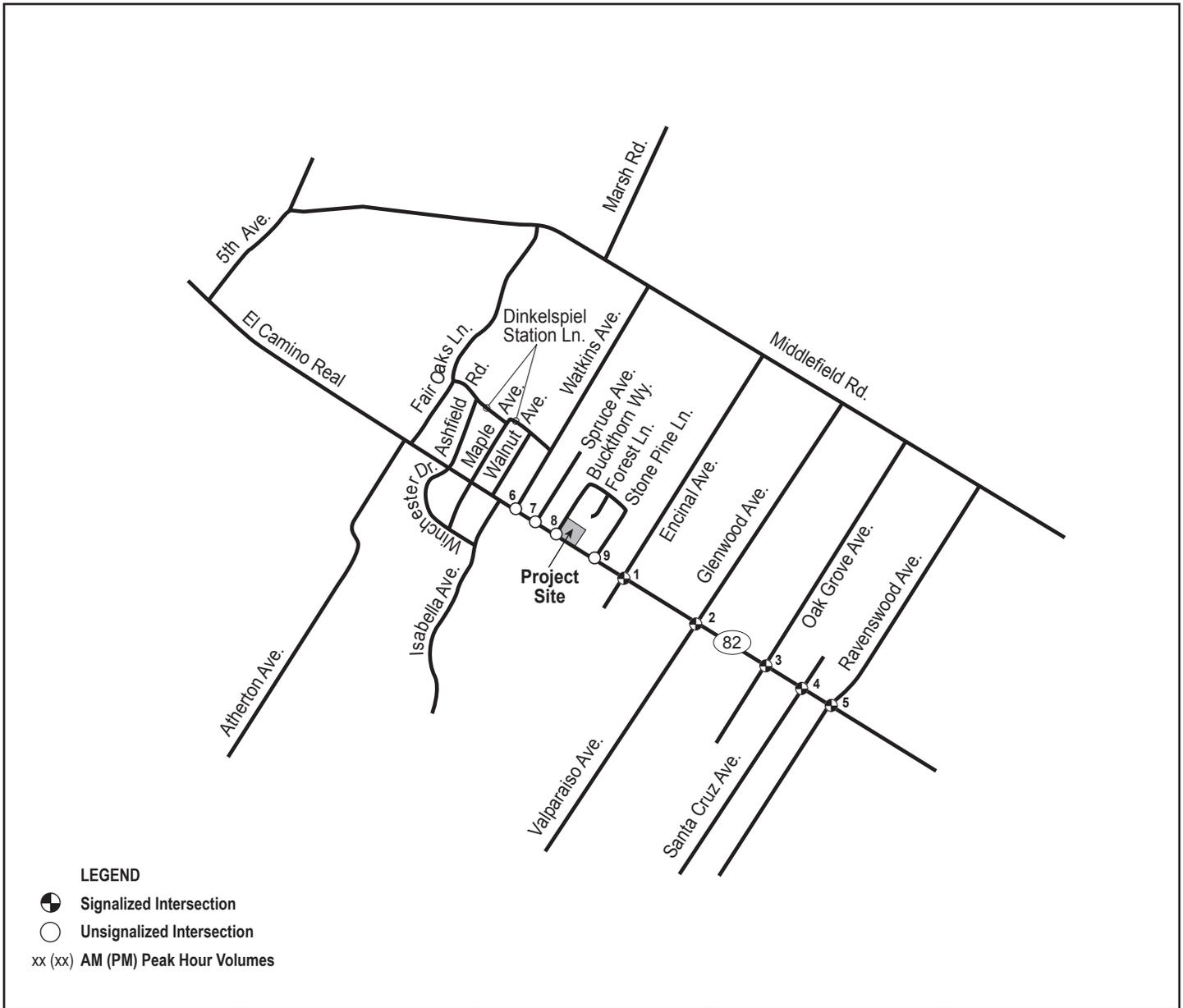
Local Streets. The existing ADT is: (1) greater than 1,350 (90 percent of capacity) and there is a net increase of 25 trips or more in ADT due to project-related traffic; (2) the ADT is greater than 750 (50 percent of capacity) but less than 1,350, and the project-related traffic increases the ADT by 12.5 percent or the ADT becomes 1,350; or (3) the ADT is less than 750 and the project related-traffic increases the ADT by 25 percent.

Intersection Traffic Volumes and Levels of Service

Existing conditions at the study intersections were based on traffic counts taken in October 2006 and August 2007. The traffic volumes traveling along El Camino Real at the unsignalized study intersections were increased to reflect peak fall season traffic conditions by applying a seasonal growth factor. The growth factor was based on the differences between counts taken during the fall of 2006 and summer of 2007 at the intersection of El Camino Real and Encinal Avenue. Analysis of the study intersections were based on the analysis methodologies and assumptions used in the Highway Capacity Manual (Transportation Research Board, 2000) and the City's Circulation System Assessment Document (February, 2005) (CSA). **Figure 2** illustrates the existing AM and PM peak hour traffic volumes at the study intersections. The volumes at the unsignalized intersections represent the adjusted turning movement counts.

Existing peak hour intersection levels of service are summarized in **Table 2**. For two-way (or one-way) stop controlled intersections, the average delay is calculated for each of the minor street approaches and the reported level of service is based on the worst approach.

Each of the signalized study intersections operate at LOS D or better during both the AM and PM peak hours. The study intersections of El Camino Real at Spruce Avenue and El Camino Real at Buckthorn Way operate at acceptable conditions during the AM peak hour but at a deficient LOS F during the PM peak hour. The deficient LOS F is primarily due to the high delays for left-turning vehicle traffic at the stop controlled approach onto southbound El Camino Real. Detailed calculations are provided in the **Appendix C**.



07186-000-Merito Park 1706 ECR Exisit Vols. ar+11/13/07

Figure 2
Existing Peak Hour Traffic Volumes

Table 2 Existing Intersection Levels of Service

Study Intersection	AM Peak Hour		PM Peak Hour	
	Delay ^a	LOS ^b	Delay	LOS ^b
1. El Camino Real / Encinal Avenue	19.2	B	19.9	B
2. El Camino Real / Valparaiso Avenue	39.3	D	47.8	D
3. El Camino Real / Oak Grove Avenue	30.0	C	31.2	C
4. El Camino Real / Santa Cruz Avenue	24.1	C	26.1	C
5. El Camino Real / Ravenswood Avenue	43.1	D	52.5	D
6. El Camino Real / Watkins Avenue	21.4	C	17.7	C
7. El Camino Real / Spruce Avenue	17.5	C	>90 sec. ^c	F
8. El Camino Real / Buckthorn Way	32.0	D	>90 sec. ^c	F
9. El Camino Real / Stone Pine Lane	11.5	B	20.5	C

Notes: a. Delay = Average for signalized intersections, and worst approach for 2-way stop controlled intersections.
b. LOS = Level of service, represents worst approach for 2-way stop controlled intersections.
c. Delay values greater than 90 seconds are not considered precise due to the boundaries of the analysis equation and should only be used to compare whether delays have increased or decreased from another scenario.

Average Daily Traffic (ADT)

One study roadway segment was included as part of this analysis. The roadway segment was analyzed based on average daily traffic volumes (ADT). Daily traffic volumes on Buckthorn Way were collected in August 2007. Table 3 summarizes the ADT at the study roadway segment.

Table 3 Average Daily Traffic - Existing Conditions

Study Roadway Segment	Roadway Class	ADT
Buckthorn Way – El Camino Real to Stone Pine Lane	Local	242

Transit Service

Bus service in the project vicinity is primarily provided by the San Mateo County Transit District (SamTrans) and Caltrain. Few bus routes currently serve the study area, with SamTrans lines 83, 390, KX, and RX lines travel along El Camino Real. The closest bus

stop to the project site is at Watkins Avenue and Encinal Avenue on El Camino Real. Caltrain provides regional heavy rail service and operates weekday trains between San Francisco and San Jose, with commute-hour service to Gilroy. Weekend service is offered from San Francisco to San Jose. The nearest Caltrain Station is the Menlo Park Station, located at 1120 Merrill Street (and Oak Grove Avenue).

Bicycle and Pedestrian Facilities

Pedestrian crosswalks and signals are provided at all of the signalized study intersections. However, they are typically not provided crossing El Camino Real at the unsignalized intersections. In the vicinity of the project sites, there are sidewalks generally on the east-side of El Camino Real. Currently, there are no sidewalks along the project's frontage on El Camino Real or Buckthorn Way.

In the vicinity of the proposed project, there are Class II bicycle facilities on Encinal Avenue (Laurel to Middlefield), Valparaiso Avenue, Ravenswood Avenue (Laurel to Middlefield), and Middlefield Road Marsh to Willow). A Class II bikeway provides a striped lane for one-way bicycle travel on a street. The City's Comprehensive Bike Plan also recommends Class II Bike Lanes between Encinal Avenue and Watkins Avenue on El Camino Real. To implement bike lanes along El Camino Real would require a separate comprehensive project with multiple jurisdictions involved. Bike lanes are not needed on Buckthorn Way.

Regional Access Routes

Because the proposed project is anticipated to generate less than 100 peak hour trips, an analysis of regional routes of significance is not included in this analysis. However, the following discussion is provided for informational purposes only.

The project site is located at the intersection of El Camino Real and Buckthorn Way and is accessible to regional origins and destinations by various routes including US Route 101, Interstate 280, and State Route 82 (El Camino Real). Access to US Route 101 is primarily via Marsh Road to the east of the project site. Trips coming from or going toward Interstate 280 would likely travel on El Camino Real to Valparaiso Avenue, south of the project site.

3. NEAR TERM CONDITIONS

A list of near-term developments as of May 2008 was provided by City of Menlo Park staff and includes developments that are currently planned (i.e., applied for a development permit) or approved in Menlo Park and adjacent cities. A complete list of approved or planned projects is included in **Appendix B**. Traffic related to each of the approved or planned developments that would travel through each of the study intersections were estimated and added to the Existing Conditions traffic volumes. These trips were added to the study area to make up the Near-Term Scenario.

Intersection Traffic Volumes and Levels of Service

Peak Hour traffic volumes for the Near-Term Conditions were estimated by adding the estimated trips from planned or approved developments to the existing traffic volumes. AM and PM peak hour traffic volumes for the Near-Term Conditions are illustrated in **Figure 3**. No planned/programmed mitigation measures are anticipated for the study intersections. Intersection geometrics would remain the same as with existing conditions. Intersection levels of service for the Near-Term scenario are summarized in **Table 4**.

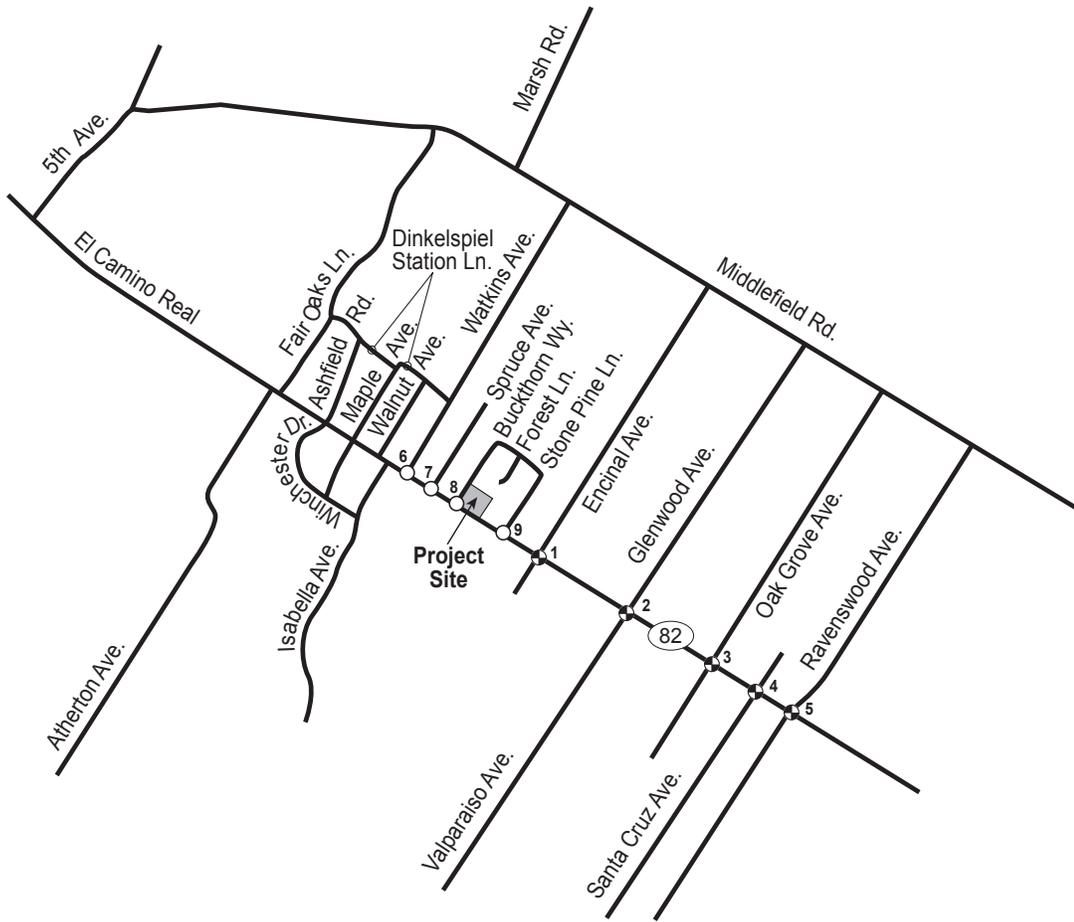
With the addition of trips related to planned or approved projects, the study intersections would continue to operate at the same LOS as under the Existing Conditions for both the AM and PM peak hours. During the AM peak hour, each of the study intersections would continue to operate at an acceptable LOS D or better. During the PM peak hour, three unsignalized intersections (El Camino Real at Watkins Avenue, El Camino Real at Spruce Avenue, and El Camino Real at Buckthorn Way) would continue to operate at a deficient LOS F with more than 90 seconds of delay to the critical (minor street) approaches.

Average Daily Traffic (ADT)

Similar to the peak hour intersection traffic volumes, daily trips related to the planned and approved projects were added to the existing ADT at Buckthorn Way. Buckthorn Way would not experience an increase in ADT. Table 5 summarizes the ADT at the study roadway segments for the Near Term Conditions.

Infrastructure Improvements

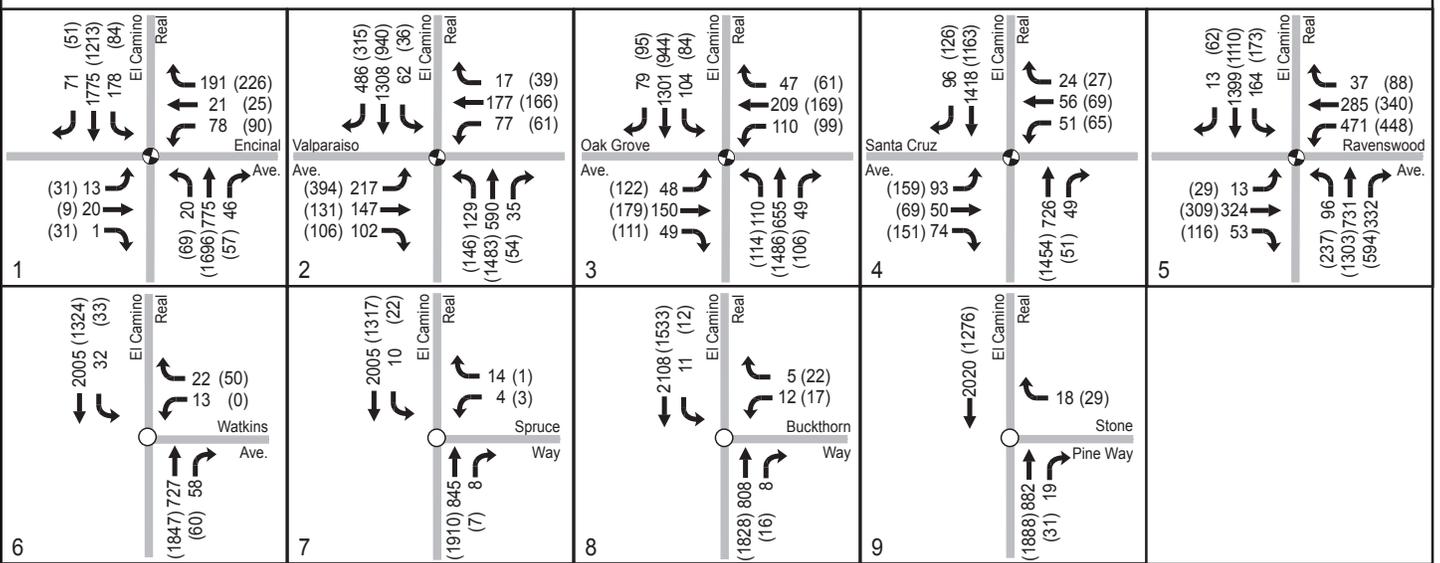
A right-turn (channelization) lane for the northbound right turn movements on El Camino Real at its intersection with Spruce Avenue has recently been constructed. This improvement has been included in the analysis of the Near-Term and Cumulative horizon years.



LEGEND

- Signalized Intersection
- Unsignalized Intersection

xx (xx) AM (PM) Peak Hour Volumes



07185-000-Merito Park 1706 ECR Near-Term Vols.a1/1/3/09

Figure 3
Near Term Peak Hour Traffic Volumes

Table 4 Near Term Conditions Levels of Service

Study Intersection	AM Peak Hour		PM Peak Hour	
	Delay ^a	LOS ^b	Delay	LOS ^b
1. El Camino Real / Encinal Avenue	19.5	B	20.3	C
2. El Camino Real / Valparaiso Avenue	39.5	D	47.6	D
3. El Camino Real / Oak Grove Avenue	30.0	C	31.1	C
4. El Camino Real / Santa Cruz Avenue	24.2	C	26.1	C
5. El Camino Real / Ravenswood Avenue	43.2	D	52.7	D
6. El Camino Real / Watkins Avenue	22.3	C	17.7	C
7. El Camino Real / Spruce Avenue	18.0	C	>90 sec. ^c	F
8. El Camino Real / Buckthorn Way	33.8	D	>90 sec. ^c	F
9. El Camino Real / Stone Pine Lane	11.6	B	20.5	C

Notes: a. Delay = Average for signalized intersections, and worst approach for 2-way stop controlled intersections.
b. LOS = Level of service, represents worst approach for 2-way stop controlled intersections.
c. Delay values greater than 90 seconds are not considered precise due to the boundaries of the analysis equation and should only be used to compare whether delays have increased or decreased from another scenario.

Table 5 Average Daily Traffic – Near Term Conditions

Study Roadway Segment	Existing ADT	Added Near Term Traffic	Near Term Conditions ADT
Buckthorn Way – El Camino Real to Stone Pine Lane	242	0	242

4. NEAR TERM PLUS PROJECT CONDITIONS

The proposed project involves replacing a vacant restaurant building and a specialty retail space at 1706 El Camino Real with a medical office building.

Project Trip Generation

Trip generation for the proposed medical office facility is based upon the *ITE Trip Generation Manual* (8th Edition, 2008). In general, the calculated area for trip generation purposes includes outdoor areas such as corridors, mezzanines and other ground-level areas that are not enclosed, but within the principal outside faces of the exterior walls.

The proposed development would generate approximately 27 net-new AM peak hour trips and 41 net-new PM peak hour trips. During the AM peak hour, there would be 21 inbound trips and 6 outbound trips. During the PM peak hour, there would be 11 inbound trips and 30 outbound trips. Based on observations during the peak traffic hours, no peak hour traffic is currently generated by the project site and peak hour trip credits are not assumed in this analysis. **Table 4** further illustrates the trip generation by land use at the project site.

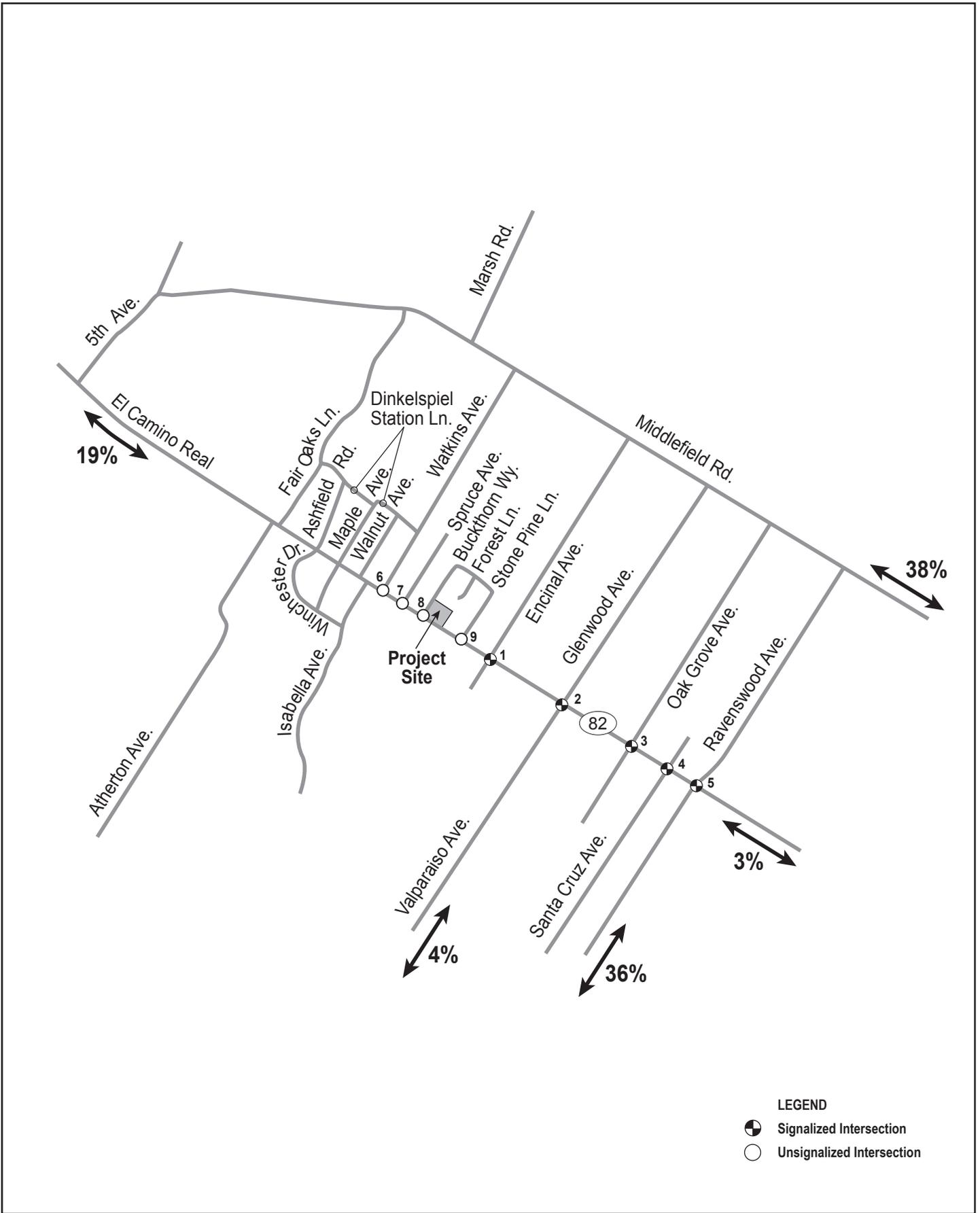
Table 6 Project Trip Generation								
ITE Trip Generation Rates:	Size	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	Total
Medical Offices – SF (ITE Code 720)	Ksf	79%	21%	2.30 ^a	27%	73%	3.46 ^a	36.13 ^a
Total Net New Trips	11.78	21	6	27	11	30	41	426

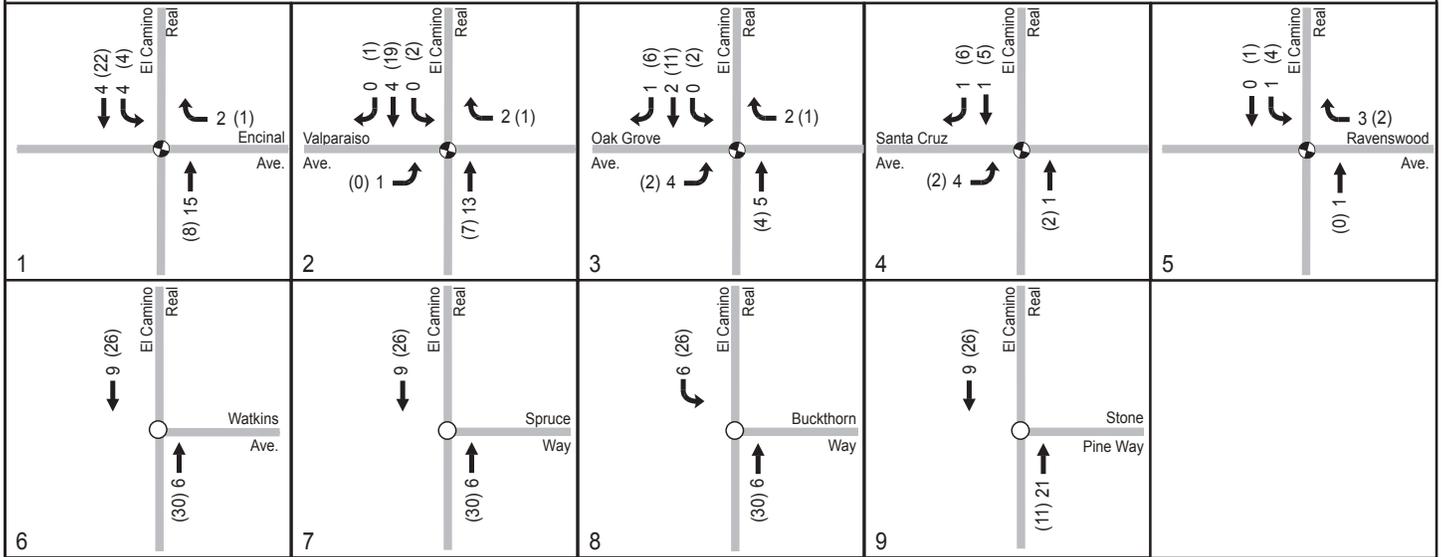
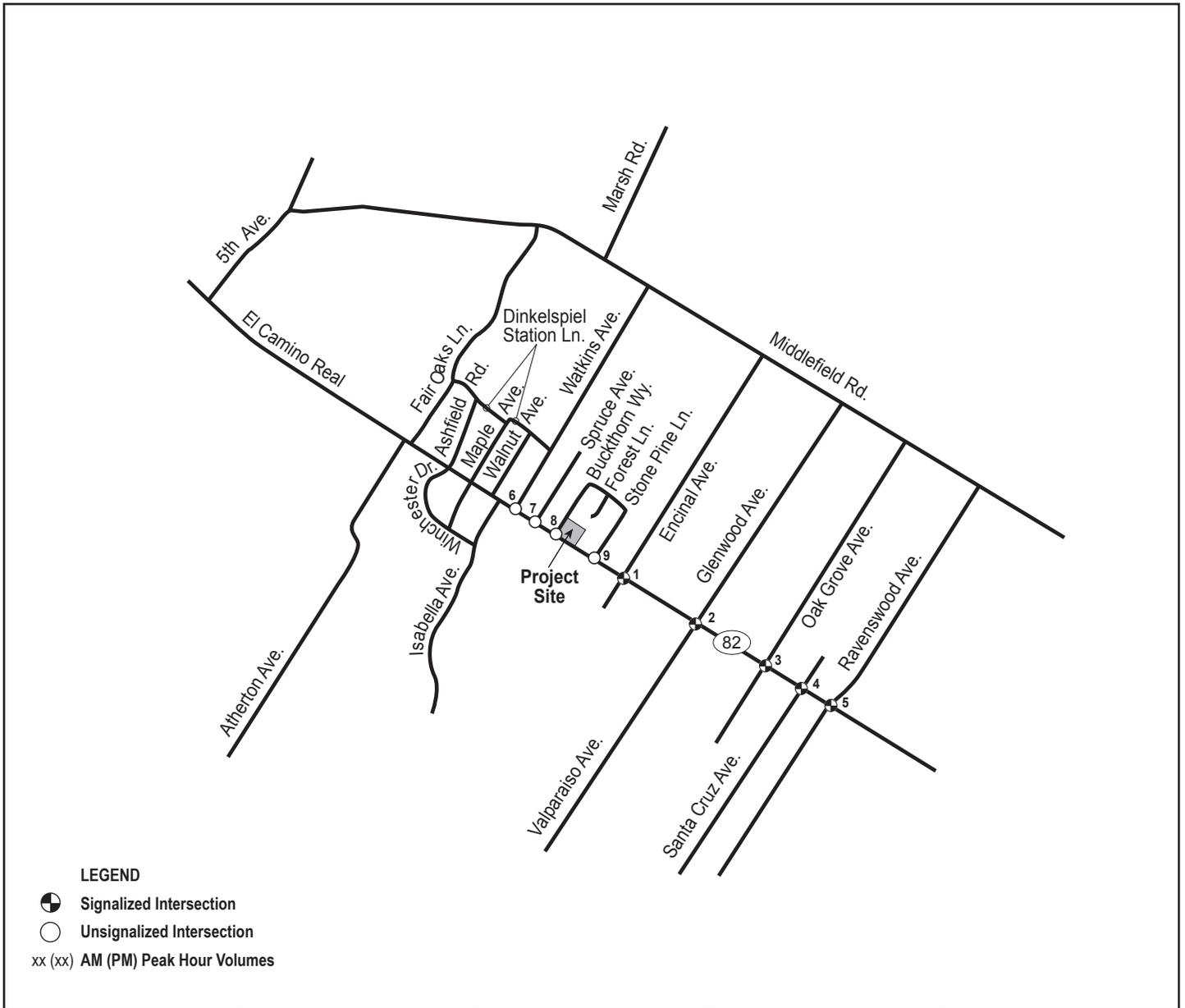
Notes: a - Trip generation rate is in trips per 1,000 square feet (ksf = thousand square feet). Approximately 11,780 square feet of gross floor area is estimated for the proposed project based on the ITE Trip Generation Manual Handbook 8th Edition.

Intersection Traffic Volumes and Levels of Service

New trips that would be generated by the proposed project were distributed to the local street network based on information provided by the City of Menlo Park in Table 6 of the Circulation System Assessment Document (See **Appendix B**). It is anticipated that the majority of trips related to and from the medical office uses would be made by patients. For patient trips, a distribution pattern similar to commercial uses was presumed, and therefore the proposed medical office land uses were assumed to use commercial distribution patterns. This methodology is consistent with the analysis of other medical office developments in Menlo Park. **Figure 4** illustrates the trip distribution patterns that were used in this analysis. The added project related trips are illustrated in **Figure 5**, and the Near-Term plus Project Conditions peak hour intersection turning movement volumes are illustrated in **Figure 6**.

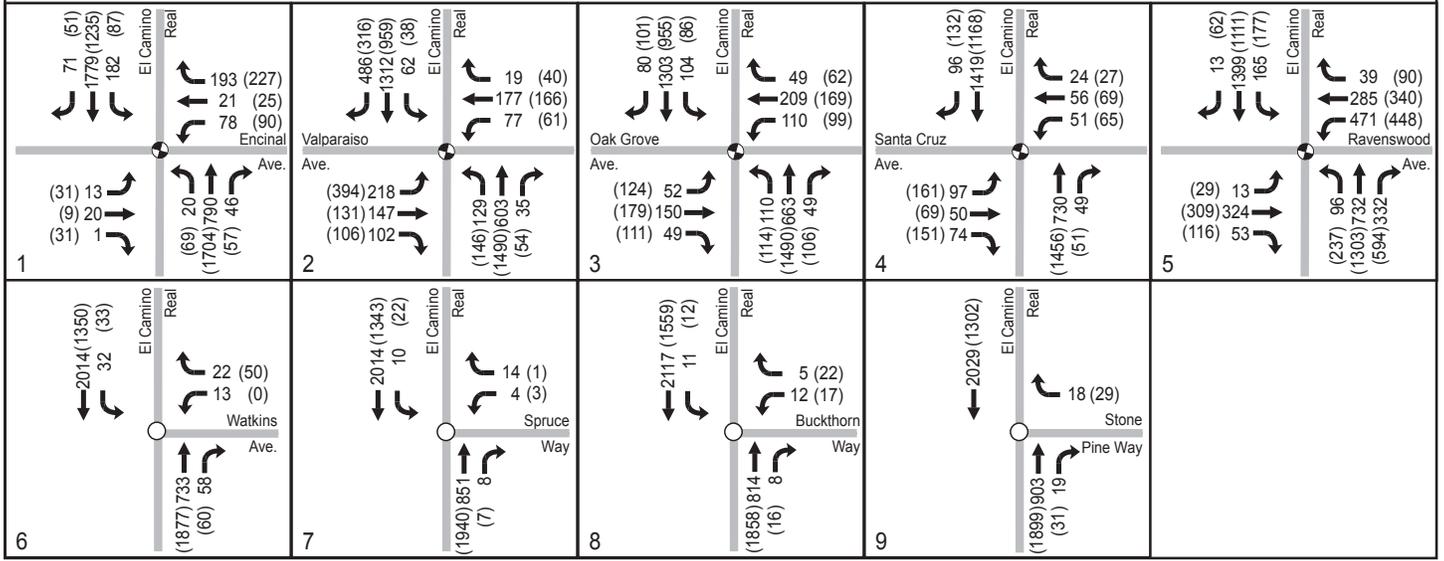
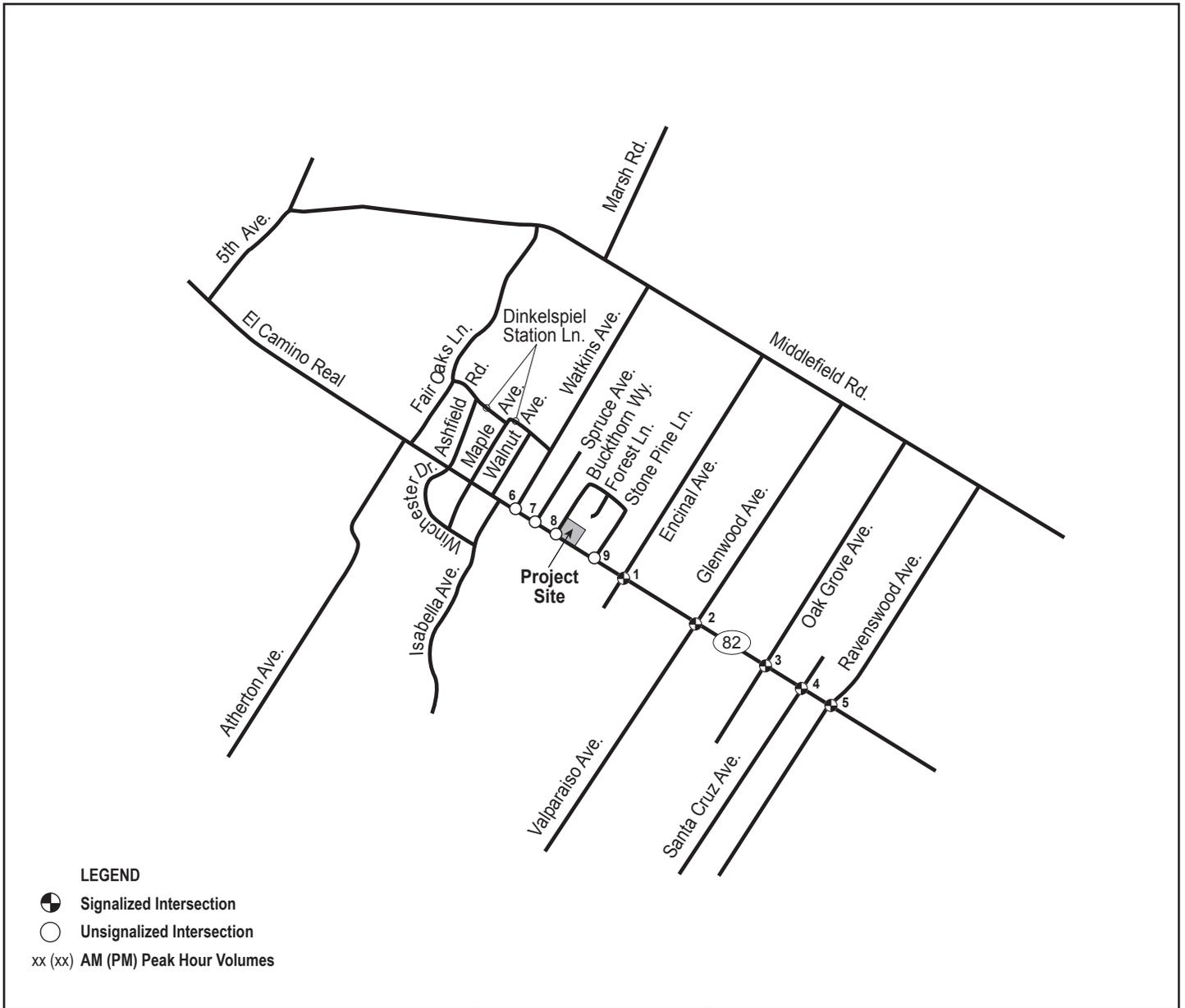
Intersection levels of service for Existing Conditions, Near-Term Conditions, and Project Conditions are provided in **Table 5** for comparison.





07186-000-Merito Park 1706 ECR Proj_Trips.ai=1/13/09

Figure 5
Peak Hour Project Trips



07186-000-Merito Park 1706 ECR Near Term-Proj Vols.a1/1/3.09

Figure 6
Near Term plus Project Peak Hour Traffic Volumes

Table 7 Near Term plus Project Conditions Levels of Service Comparison

Study Intersection	Near-Term Conditions		Project Conditions		Change in Delay	Potential Impact?
	Delay ^a	LOS ^b	Delay	LOS ^b		
AM Peak Hour						
1. El Camino Real / Encinal Avenue	19.5	B	19.7	B	0.2	no
2. El Camino Real / Valparaiso Avenue	39.5	D	39.5	D	0.0	no
3. El Camino Real / Oak Grove Avenue	30.0	C	30.1	C	0.1	no
4. El Camino Real / Santa Cruz Avenue	24.2	C	24.2	C	0.0	no
5. El Camino Real / Ravenswood Avenue	43.2	D	43.3	D	0.1	no
6. El Camino Real / Watkins Avenue ^d	22.3	C	22.6	C	0.3	no
7. El Camino Real / Spruce Avenue ^d	18.0	C	18.1	C	0.1	no
8. El Camino Real / Buckthorn Way ^d	33.8	D	34.2	D	0.4	no
9. El Camino Real / Stone Pine Lane	11.6	B	11.7	B	0.1	no
PM Peak Hour						
1. El Camino Real / Encinal Avenue	20.3	C	20.4	C	0.1	no
2. El Camino Real / Valparaiso Avenue	47.6	D	47.9	D	0.3	no
3. El Camino Real / Oak Grove Avenue	31.1	C	31.3	C	0.2	no
4. El Camino Real / Santa Cruz Avenue	26.1	C	26.1	C	0.0	no
5. El Camino Real / Ravenswood Avenue	52.7	D	53.0	D	0.3	no
6. El Camino Real / Watkins Avenue ^d	17.7	C	18.1	C	0.4	no
7. El Camino Real / Spruce Avenue ^d	>90 sec. ^c	F	>90 sec. ^c	F	8.1	YES
8. El Camino Real / Buckthorn Way ^d	>90 sec. ^c	F	>90 sec. ^c	F	15.5	YES
9. El Camino Real / Stone Pine Lane	20.5	C	20.7	C	0.2	no

Notes: a. Delay = worst approach for 2-way stop controlled intersections.
b. LOS = Level of service, represents worst approach for 2-way stop controlled intersections.
c. Delay values greater than 90 seconds are not considered precise due to the boundaries of the analysis equation and should only be used to compare whether delays have increased or decreased from another scenario.
d. intersection in Atherton, so change in delay is for overall worst approach; all other intersections are in Menlo Park and change in delay is based on critical local approach.

As shown in Table 7, the addition of the proposed project's net-new trips would result in potentially significant impacts at two study intersections during the PM peak hour.

During the AM peak hour, all nine intersections would continue to operate at LOS D or better with minimal increases in average delay.

During the PM peak hour, the intersections of El Camino Real at Spruce Avenue and El Camino Real at Buckthorn Way would continue to operate at LOS F, however, the addition of project related traffic would result in an increase in delay to the critical (minor street) approach of more than four seconds, triggering a potentially significant impact. At Spruce Avenue the addition of traffic to both the northbound and southbound approaches on El Camino Real would result in an increase of average delay to the Spruce Avenue approach of more than four seconds, also triggering a potentially significant impact.

Average Daily Traffic (ADT)

Average Daily Traffic from the proposed project site was added to the roadway network using the distribution patterns previously shown in Figure 4. **Table 8** summarizes the average daily traffic conditions for the Near Term plus Project scenario. Based on the Near Term Conditions ADT and the amount of added project trips, no potentially significant roadway impacts are anticipated.

Table 8 Average Daily Traffic – Near Term plus Project Conditions

Study Roadway Segment	Near Term Conditions ADT	Added Project Traffic	Near Term plus Project ADT	Percent Increase
Buckthorn Way: El Camino Real to Stone Pine Lane	242	0	242	0 %

Site Access and Circulation

The project site is currently proposed to share an existing driveway with two-way (ingress/egress) access allowing right turn in/out only movements on El Camino Real, adjacent and south of the project site. **Figure 7** illustrates the proposed site plan. The proposed driveway for the project site is anticipated to provide adequate width for office type developments. Per the City, the project would stripe a northbound right turn pocket on El Camino Real to Buckthorn Way. The basic layout is based on the proposed right turn pocket at Spruce Avenue (plan provided by the City). With an approximately 80 foot storage lane and a 60 foot taper, no on-street parking on El Camino Real can be accommodated south of Buckthorn Way for 140 feet. Currently, parking is not allowed south of Buckthorn Way till the northernmost driveway but parking is allowed between the two driveways. The existing northernmost driveway, south of Buckthorn Way, will be removed which would mean that only approximately 40 feet of the existing parking area will be removed to accommodate the right turn pocket.

The Red Cottages Inn and Suites motel is located on the east side of the property, and is accessed via a driveway connecting to El Camino Real through the project site with an easement. The current access to the motel also includes shared access to the existing parking lot at 1706 El Camino Real, and Buckthorn Way. The access between the motel and Buckthorn Way via the parking lot would be removed as part of the proposed project. Vehicles accessing the motel would be able to use the shared driveway connecting to El Camino Real. The motel also has its own access on Buckthorn Way which would not be impacted by the proposed project.

Transit

With a transit mode share of less than ten percent, the number of net-new transit riders would be minimal (less than four peak hour trips in any direction). The relatively low number of potential transit trips is not expected to have an adverse impact on transit service or load factors. Due to the relatively low number of transit trips, a reduction to the vehicle trip generation estimates was not included in this analysis.

Pedestrians and Bicyclists

The proposed project is not anticipated to impact the existing bicycle and pedestrian facilities in the vicinity of the project site. The proposed site would enhance the existing pedestrian walkway along the building's frontage to El Camino Real. Assuming a bicycle and pedestrian mode share of less than ten percent, the number of these trips would be minimal. The relatively low number of these trips is not expected to have an adverse impact on pedestrian or bicycle facilities. Due to the relatively low number of bicycle and pedestrian trips, a reduction to the vehicle trip generation estimates was not included in this analysis.

Parking

The proposed project parking requirements were evaluated based on the City of Menlo Park Municipal Code requirements and the expected parking demand. In accordance with the City of Menlo Park zoning district requirements, the proposed project is to provide a total of six parking space per 1000 square feet of floor area. The proposed project includes approximately 10,166 square feet of area and an additional 1,614 square feet of open passage ways. Per the City of Menlo Park's Municipal code requirements, a total of 61 spaces would be required ($10,166 / 1000 * (6) = 61$ parking spaces).

The current design of the proposed project includes 61 parking spaces, which is based on a building area of 10,166 square feet. Therefore, the proposed project would provide adequate onsite parking.

Based on the site access and circulation conditions discussed previously, on-street parking along the project's frontage on either El Camino Real or Buckthorn Way is not recommended.

07186-000-Miento Park 1706 ECR Site Plan.ar12/4/08

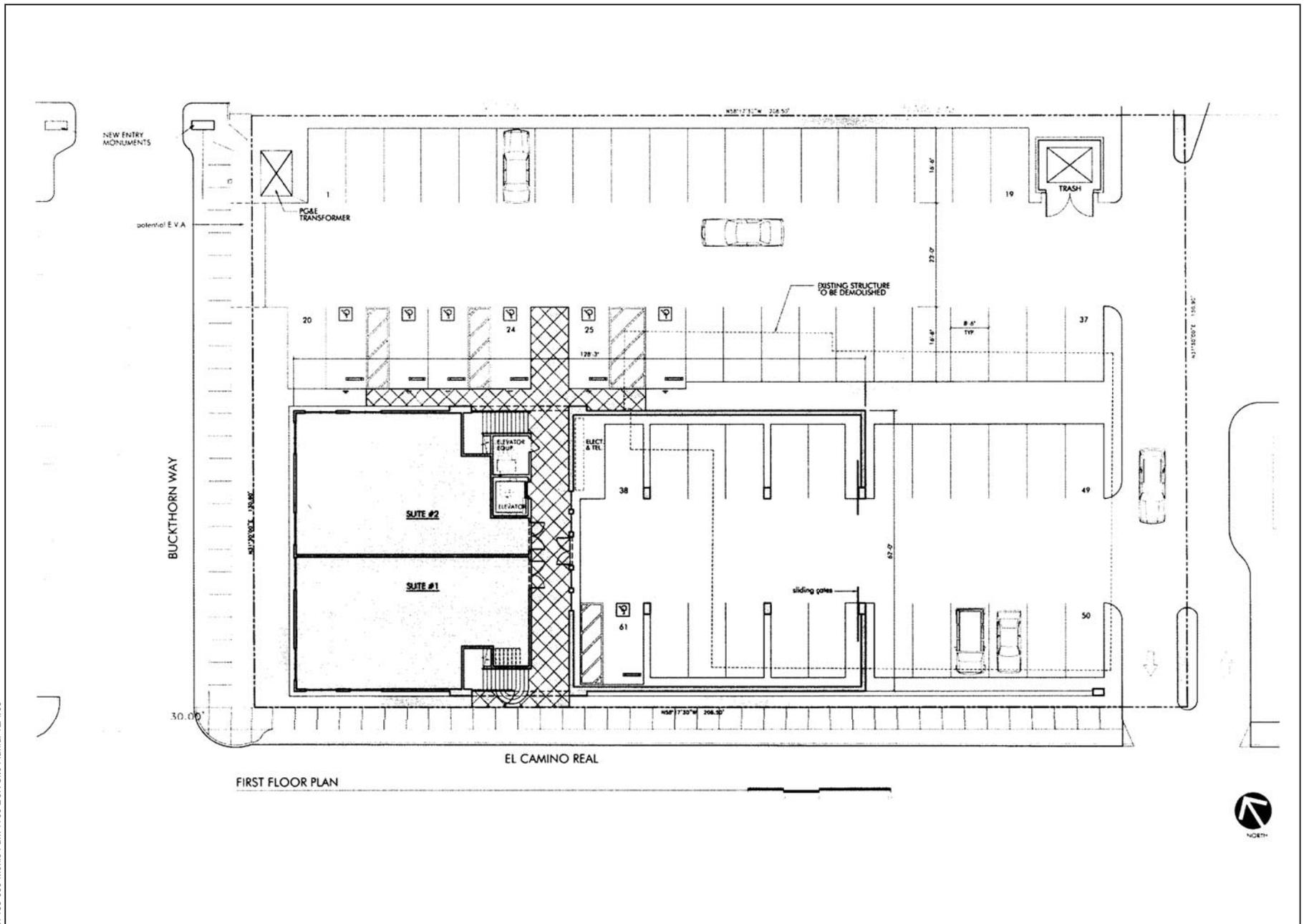


Figure 7
Project Site Plan

5. LONG RANGE CUMULATIVE CONDITIONS

The long range no project scenario is based on future peak hour traffic at the study intersections. The projected traffic volumes presented in this section are based on a 10-year horizon with an assumed ambient growth of one percent per year. Analysis of potentially significant transportation related impacts was conducted for a long range plus project scenario. Similar to the near term plus project scenario, the long range plus project scenario adds the net-new traffic projected for the proposed project.

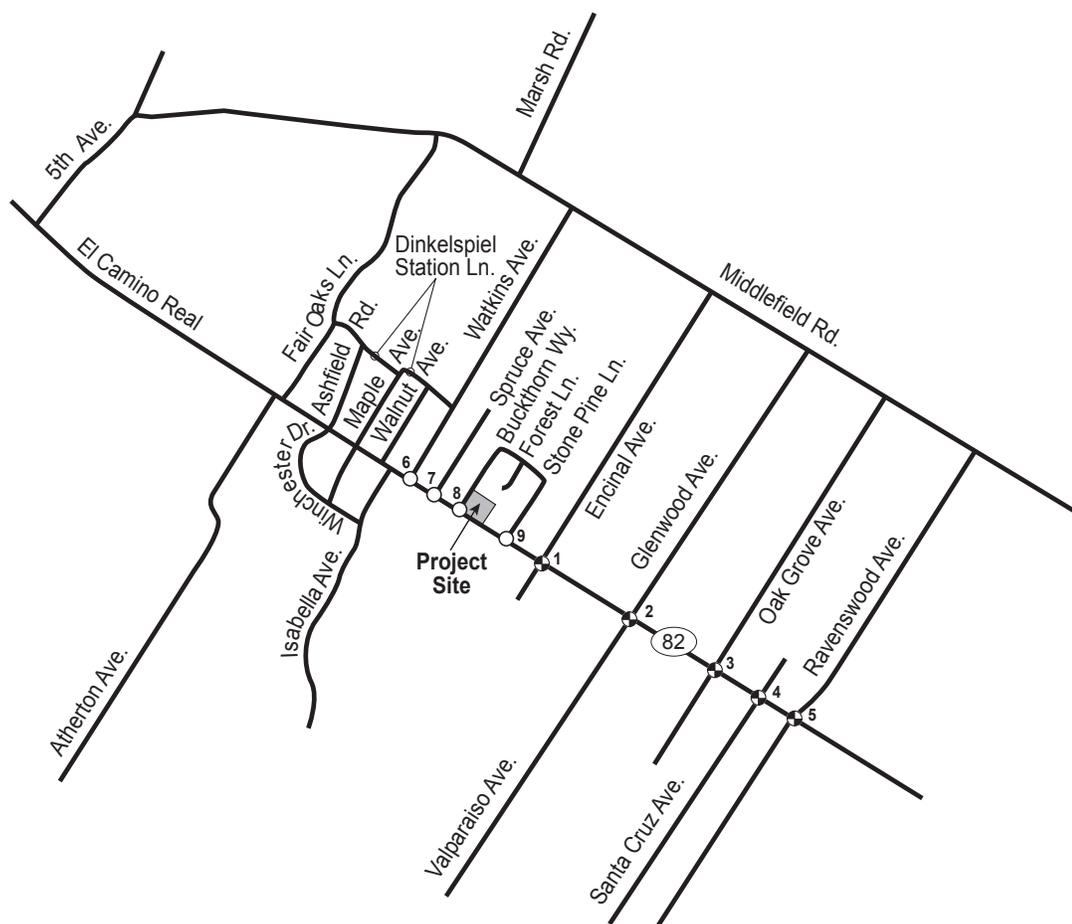
Intersection Traffic Volumes and Levels of Service

To obtain long range traffic volumes, the near-term traffic volumes were assumed to increase with an ambient growth of one percent per year over ten years (approximately 10.5% total growth). The planned and approved projects that were discussed previously in Section 3 were also included in the Long Range background traffic volumes. **Figure 8** illustrates the Long Range No Project conditions. New trips related to the proposed medical office facility were added to the Long Range background traffic volumes and **Figure 9** illustrates the Long Range plus Project peak hour traffic volumes.

Table 9 summarizes the intersection operating conditions for the Long Range No Project and Long Range plus Project intersection operating conditions at the study intersection. As shown in Table 9, there would be one cumulatively significant impact during the AM peak hour, and two during the PM peak hour.

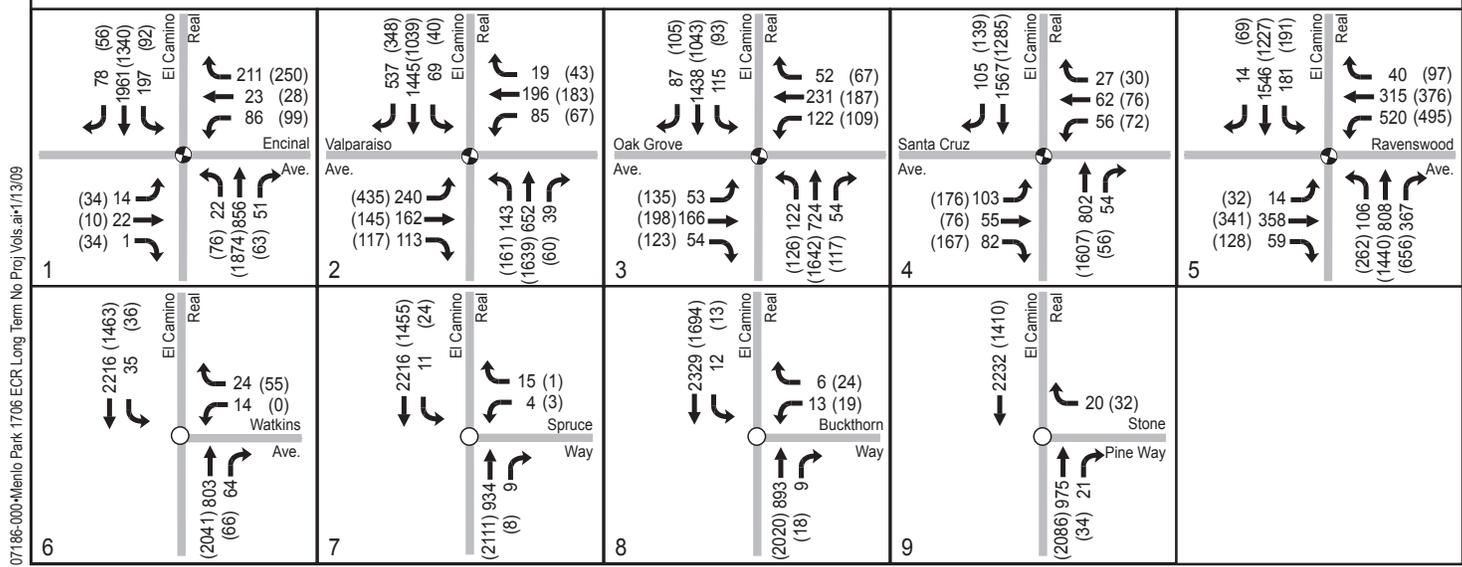
During the AM peak hour, the intersection of El Camino Real and Buckthorn Way would operate at LOS E under the Long Term No Project scenario. The addition of project related traffic to the northbound and southbound movements of El Camino Real during the AM peak period would contribute to the potentially significant cumulative impact, and result in an increase in delay to the critical worst (westbound) approach of approximately 5.1 seconds. The other eight study intersections would continue to operate at acceptable levels during the AM peak hour.

During the PM peak period, the intersections of El Camino Real and Buckthorn Way and El Camino Real and Spruce Avenue would operate at LOS F under the Long Term No Project scenario. The addition of project related traffic would result in increases in critical movement delay of more than four seconds, therefore contributing to potentially significant cumulative impacts.



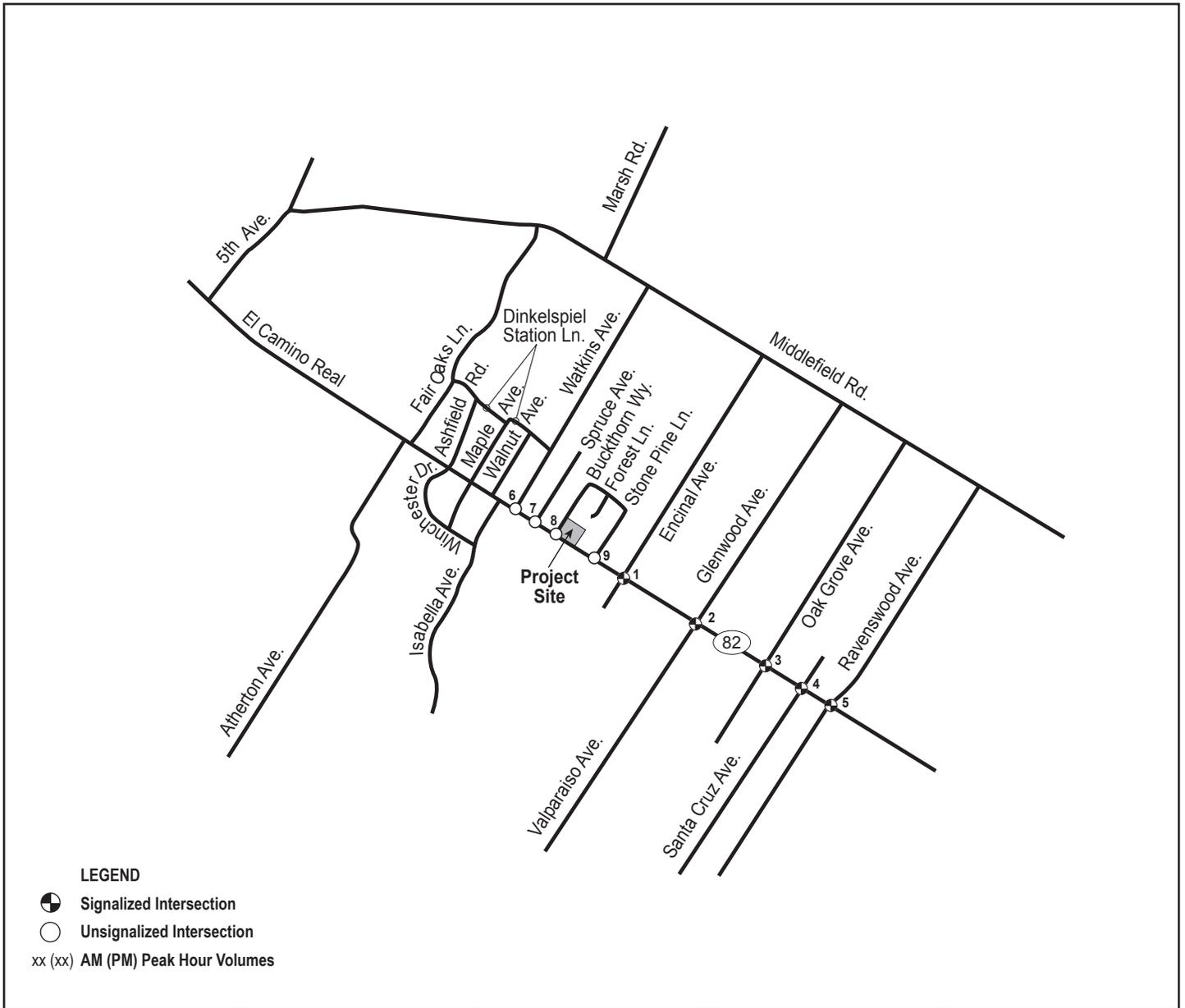
LEGEND

- Signalized Intersection
- Unsignalized Intersection
- xx (xx) AM (PM) Peak Hour Volumes



07185-000-Merito Park 1706 ECR Long Term No Proj Vols. ari1/13/09

Figure 8
Long Term No Project Peak Hour Traffic Volumes



LEGEND
 ● Signalized Intersection
 ○ Unsignalized Intersection
 xx (xx) AM (PM) Peak Hour Volumes

07186-000-Merito Park 1706 ECR Long Term - Proj Vols air/1/13/09

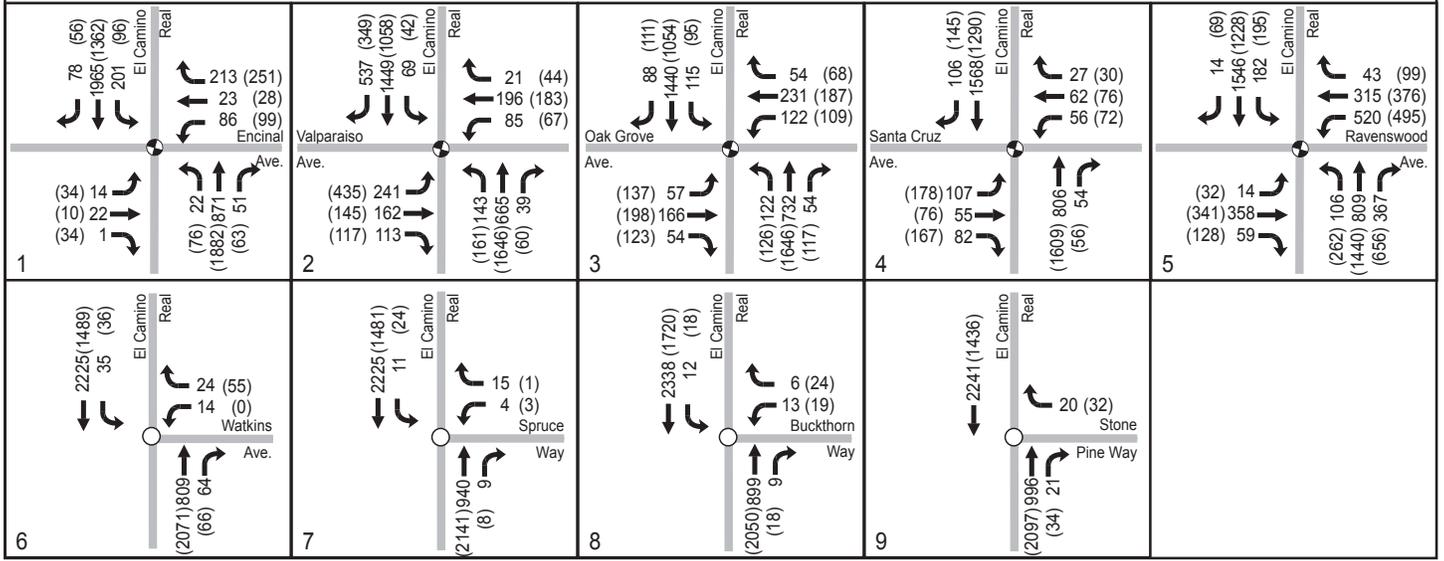


Figure 9
 Long Term plus Project Peak Hour Traffic Volumes

Table 9 Long Term plus Project Conditions Levels of Service Comparison

Study Intersection	Long-Term Conditions		Long Term plus Project Conditions		Change in Delay	Potential Impact?
	Delay ^a	LOS ^b	Delay	LOS ^b		
AM Peak Hour						
1. El Camino Real / Encinal Avenue	21.1	C	21.3	C	0.2	no
2. El Camino Real / Valparaiso Avenue	44.5	D	44.6	D	0.1	no
3. El Camino Real / Oak Grove Avenue	32.1	C	32.2	C	0.1	no
4. El Camino Real / Santa Cruz Avenue	25.9	C	25.9	C	0.0	no
5. El Camino Real / Ravenswood Avenue	49.2	D	49.3	D	0.1	no
6. El Camino Real / Watkins Avenue ^d	27.6	D	28.0	D	0.4	no
7. El Camino Real / Spruce Avenue ^d	20.8	C	21.0	C	0.2	no
8. El Camino Real / Buckthorn Way ^d	43.5	E	44.1	E	5.1	YES
9. El Camino Real / Stone Pine Lane	12.2	B	12.3	B	0.1	no
PM Peak Hour						
1. El Camino Real / Encinal Avenue	22.4	C	22.6	C	0.2	no
2. El Camino Real / Valparaiso Avenue	61.4	E	61.9	E	0.5	no
3. El Camino Real / Oak Grove Avenue	33.7	C	33.9	C	0.2	no
4. El Camino Real / Santa Cruz Avenue	28.2	C	28.2	C	0.0	no
5. El Camino Real / Ravenswood Avenue	67.7	E	68.2	E	0.5	no
6. El Camino Real / Watkins Avenue ^d	20.8	C	21.3	C	0.5	no
7. El Camino Real / Spruce Avenue ^d	>90 sec. ^c	F	>90 sec. ^c	F	14.4	YES
8. El Camino Real / Buckthorn Way ^d	>90 sec. ^c	F	>90 sec. ^c	F	> 30 seconds	YES
9. El Camino Real / Stone Pine Lane	23.8	C	24.0	C	0.2	no

Notes: a. Delay = worst approach for 2-way stop controlled intersections.
b. LOS = Level of service, represents worst approach for 2-way stop controlled intersections.
c. Delay values greater than 90 seconds are not considered precise due to the boundaries of the analysis equation and should only be used to compare whether delays have increased or decreased from another scenario.
d. intersection in Atherton, so change in delay is for overall worst approach; all other intersections are in Menlo Park and change in delay is based on critical local approach.

Average Daily Traffic (ADT)

Average daily traffic for the Long Term No Project scenario was estimated by applying the growth factor to the existing ADT values and then adding the trips related to the planned and approved background project's. Similar to the Near Term scenario, project trips were then added to estimate the Long Term plus Project scenario ADT values. **Table 10** summarizes the average daily traffic conditions for the Long Term plus Project scenario. The project would not add volumes to Buckthorn Way. Therefore, no potentially significant impact would occur.

Table 10 Average Daily Traffic – Near Term plus Project Conditions

Study Roadway Segment	Long Term Conditions ADT	Added Project Traffic	Long Term plus Project ADT	Percent Increase
Buckthorn Way: El Camino Real to Stone Pine Lane	267	0	267	0 %

6. IMPROVEMENT MEASURES

As part of this analysis, the City of Menlo Park staff and DKS Associates have developed improvement alternatives that may reduce the potential impacts to less than significant levels. This section describes the significance of each of the potential impacts identified. The mitigation and improvement measures discussed below are based on the Near Term and Near Term plus Project Conditions. The recommended improvement alternatives may require encroachment permits, review, and approval from Caltrans and Town of Atherton staff when implementing. For additional partial mitigation, the projects payment of the \$1.60/sf TIF fee, the \$0.105 shuttle fee, and the Transportation Demand Management (TDM) plan shall be referenced.

Intersection Impact 1: El Camino Real and Buckthorn Way (Near Term plus Project Conditions, Long Range plus Project Conditions)

The westbound approach from Buckthorn Way to El Camino Real would operate at LOS F during the PM peak hour under each of the analysis scenarios. The proposed project would not add traffic on Buckthorn Way but would add traffic to northbound and southbound El Camino Real. With the proposed project, there would be an increase of average delay to the westbound approach greater than four seconds during the PM peak hour. This is considered a potentially significant impact under the City's and County's Transportation Impact Analysis Guidelines.

During the AM peak hour, the intersection operates at acceptable levels of service under the Near Term plus Project Scenario; however it would deteriorate from LOS D to LOS E with the addition of cumulative background growth. Under the Long Term Scenario, the proposed project would result in an increase of average delay to the critical approach by of approximately 5.1 seconds. Therefore, during the AM peak hour, the proposed project would contribute to the cumulatively deficient intersection.

Improvement Alternative #1

The improvement alternative includes restricting westbound left-turns from Buckthorn Way to El Camino Real during the PM Peak period. This restriction may be limited to the PM Peak hour only for the short term basis. It is also recommended that the turn restriction also be implemented for the AM peak period for the long term period. This improvement would require new signage to be installed. In addition, in order to be effective, such a restriction would require enforcement from local or state law enforcement. Such a requirement would only affect the westbound left turn movement. As a conservative assumption all baseline left-turning traffic was assumed to shift to make a right turn at Stone Pine Lane, and then a U-turn on El Camino Real at Alejandra Avenue. Based on the amount of southbound traffic on El Camino Real, U-turns could be made at the unsignalized intersections (where U-turns are allowed) with acceptable operating conditions of LOS D or better for the U-turn movements. DKS conducted an analysis using the Synchro LOS software to determine the LOS conditions for the U-turn movements.

Significance after Mitigation

The impact would be reduced to a less than significant level at the intersection of Buckthorn Way and El Camino Real with installing appropriate signage (and enforcement) to restrict the

left-turn movements during the PM peak period. With the left turn restriction at the westbound approach on Buckthorn Way, and the shift in left turning traffic to Stone Pine Lane, both intersections (El Camino Real/Buckthorn Way and El Camino Real/Stone Pine Lane) would operate at LOS C in the PM peak period. For the long term period, the cumulative deficiency during the AM peak hour would also improve to acceptable levels with the westbound left-turn restriction. Both intersections (El Camino Real/Buckthorn Way and El Camino Real/Stone Pine Lane) would operate with LOS B in the AM peak period. El Camino Real/Buckthorn Way and El Camino Real/Stone Pine Lane would also operate at LOS C and D, respectively in the PM peak period. The total average daily traffic (ADT) on Buckthorn Way between El Camino Real and Stone Pine Lane would not change due to the peak hour westbound turn restriction at El Camino Real, and no ADT impacts would result. Also, the addition of re-routed traffic from Buckthorn Way to Stone Pine Lane would not result in a significant ADT impact on Stone Pine Lane.

Improvement Alternative #2

The improvement alternative includes modifying the median island on El Camino Real to provide a refuge area for the westbound left-turns from Buckthorn Way to El Camino Real. With the refuge area in place, the left turning vehicles can complete the turn in two phases where each phase would only be crossing/merging with one direction of traffic. This improvement would require altering the existing median and installing new signage.

Significance after Mitigation

With the construction and operation of a median refuge area on El Camino Real, the impact would be reduced but would still be at a significant level based on the increase in delay for the Near Term and Cumulative PM peak periods at the intersection of El Camino Real/Buckthorn Way.

Improvement Alternative #3

The improvement alternative is to install a traffic signal. A traffic signal would provide direct traffic control of all movements at the intersection and would reduce vehicle delays. However, the intersection does not meet the *Manual of Uniform Traffic Control Devices* (MUTCD) peak hour signal warrant since the volume on the stop-controlled approach volume is less than 150 vehicles per hour (i.e., the minimum approach volume to meet the peak hour warrant).

Significance after Mitigation

The impact would be reduced to a less than significant level at the intersection of Buckthorn Way and El Camino Real with installing a traffic signal.

Intersection Impact 2: El Camino Real and Spruce Avenue (Near Term plus Project Conditions, Long Range plus Project Conditions)

The westbound approach from Spruce Avenue to El Camino Real would operate at LOS F during the PM peak hour under each of the analysis scenarios. With the addition of project related trips to the northbound and southbound through movements, there would be an increase of average delay to the critical westbound approach of greater than four seconds

during the PM peak hour. This is considered a potentially significant impact under the City's and County's Transportation Impact Analysis Guidelines.

Similarly, under the Long Term Scenario, the proposed project would continue to increase the average delay to the critical approach by more than four seconds. Therefore, the proposed project would contribute to the cumulatively deficient intersection during the PM peak hour.

Improvement Alternative #1

The improvement alternative includes restricting westbound left-turns from Spruce Avenue to El Camino Real during the PM Peak period. This improvement would require new signage to be installed. In addition, in order to be effective, such a restriction would require enforcement from local or state law enforcement. Such a requirement would only affect the westbound left turn movement, and would shift baseline left-turning traffic to make a right turn at the intersection, then a U-turn at Isabella Avenue, or even at Maple Avenue, the next unsignalized downstream intersection. Based on the amount of southbound traffic on El Camino Real, U-turns could be made at the unsignalized intersections (where U-turns are allowed) with acceptable operating conditions of LOS D or better for the U-turn movements. DKS conducted an analysis using the Synchro LOS software to determine the LOS conditions for the U-turn movements.

Significance after Mitigation

The impact would be reduced to a less than significant level at the intersection of Spruce Avenue and El Camino Real with the installation of appropriate signage (and enforcement) to restrict the left-turn movements during the PM peak period. With the left turn restriction at the westbound approach, El Camino Real/Spruce Avenue would operate at LOS C in the PM peak period. For the long term period, the cumulative deficiency during the AM peak hour would also improve to an acceptable LOS C. Based on the amount of southbound traffic on El Camino Real, U-turns could be made at Isabella Avenue and Maple Avenue (where U-turns are allowed) with acceptable operating conditions of LOS D or better for the U-turn movements. DKS conducted an analysis using the Synchro LOS software to determine the LOS conditions for the U-turn movements.

Improvement Alternative #2

The improvement alternative includes modifying the median island on El Camino Real to provide a refuge area for the westbound left-turns from Spruce Avenue to El Camino Real. With the refuge area in place, the left turning vehicles can complete the turn in two phases where each phase would only be crossing/merging with one direction of traffic. This improvement would require altering the existing median and installing new signage.

Significance after Mitigation

With the construction and operation of a median refuge area on El Camino Real, the impact would be reduced but would still be at a significant level based on the increase in delay for the Near Term and Cumulative PM peak periods at the intersection of El Camino Real/Spruce Avenue.

Improvement Alternative #3

The improvement alternative is to install a traffic signal. A traffic signal would provide direct traffic control of all movements at the intersection and would reduce vehicle delays. However, the intersection does not meet the *Manual of Uniform Traffic Control Devices* (MUTCD) peak hour signal warrant since the volume on the stop-controlled approach volume is less than 150 vehicles per hour (i.e., the minimum approach volume to meet the peak hour warrant).

Significance after Mitigation

The impact would be reduced to a less than significant level at the intersection of Spruce Avenue and El Camino Real with installing a traffic signal.

7. CONCLUSION

The proposed project involves replacing a vacant restaurant and a partially occupied specialty retail space. For the purposes of this analysis, and based on observations of activity during the peak analysis periods, the project site is assumed to be vacant and the analysis would not assume any credit for the current occupancy. The project site is bounded by El Camino Real to the west and Buckthorn Way. Vehicular access to the site would be provided via an existing driveway, shared with other uses, along El Camino Real adjacent and to the south of the proposed project. This driveway would continue to provide right-turn ingress and egress from El Camino Real.

The proposed project is estimated to generate 27 AM peak hour trips and 41 PM peak hour trips. Under the Near Term plus Project Scenario, the proposed project would result in a potentially significant impact at the intersections of Buckthorn Way at El Camino Real and Spruce Avenue at El Camino Real during the PM peak hour.

Recommended improvement measures include:

Buckthorn Way

- Alternative 1 – restricting the left-turn movements from Buckthorn Way to El Camino Real. Reduces potentially significant impacts to less than significant levels.
- Alternative 2 – providing a refuge area in the median on El Camino for the left-turn movements from Buckthorn Way. Reduces impacts but significant impact still remains.
- Alternative 3 – installing a traffic signal. Reduces impacts to less than significant levels but signal warrant is not met.

Spruce Avenue

- Restricting the left-turn movements from Spruce Avenue to El Camino Real. Reduces potentially significant impacts to less than significant levels.

Under the long range cumulative conditions, the project continues to result in a potentially significant impact at the study intersection during the PM peak hour. In addition, AM peak hour LOS at the intersection of Buckthorn Way at El Camino Real falls from LOS D to LOS E, and the addition of project related trips would contribute to the cumulatively deficient intersection. The same mitigation alternatives are recommended as for the near term scenario.

Average daily traffic along Buckthorn Way is not significantly impacted with the addition of project related trips.

On-street parking should not be allowed along the project's frontage on El Camino Real south of the project access point to accommodate the right turn pocket into the project site. Also, vehicles turning onto El Camino Real from Buckthorn Way may have restricted sight distances, and on-street parking on El Camino Real along the project frontage should also be prohibited. Based on the available site plan, the project site provides adequate parking supply to accommodate the peak parking demand.



1150 University Drive #113 Menlo Park, CA 94025
3855 Via Nona Marie #202A Carmel, CA 93923

650 326 2600 phone 650 587 1531 fax

March 16, 2009

Mayor Heyward Robinson
Members of the City Council
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

RECEIVED

MAR 17 2009

CITY OF MENLO PARK
BUILDING

Re: 1706 El Camino Real—Determination of Significance

Dear Mayor Robinson and Members of the City Council:

This letter requests the City Council to determine that the potential traffic impacts identified in the project traffic study are less than significant and to direct staff to prepare a negative declaration for the proposed project at 1706 El Camino Real. It is the strong belief of the applicant and neighbors present at the final neighborhood meeting that the potential traffic impacts are not significant and therefore do not warrant mitigation. Additionally, many of the neighbors questioned the methodology of the traffic study, which compared the project to a vacant site and not the previous restaurant use, and commented that the project mitigations would create a greater hardship than the project itself. Below is a brief summary of the project history and the results of four neighborhood meetings and two Planning Commission Study sessions.

Project History

The original application was for a medical/dental office condominium including approximately 10,900 square feet and 52 parking spaces, per the use-based guidelines of 5 spaces per 1,000 square feet. At the first Planning Commission Study Session on September 10, 2007, several neighbors and commissioners negatively commented about the building's architecture and the amount of parking provided. The latter concern was based on the belief that the parking would be insufficient for the building occupant thereby forcing many employees and/or visitors to park in the residential neighborhood behind the site.

In response to these comments, and at Staff's recommendation, the original application was tabled and a private mediation firm, Peninsula Conflict Resolution Company (PCRC), was contracted, originally, to hold 2 meetings between the neighbors and the property owners. The first meeting focused on neighborhood input regarding parking, use and architecture. At the second meeting, The City's Transportation Manager presented the various options for the site's traffic circulation, including ingress and egress on El Camino Real and Buckthorn. Neighborhood input was received about the benefits and

DI

problems associated with the various options. After these meetings, the property owner worked with the architect, The Dahlin Group, to re-design the new building and reconfigure the site plan including increased parking and new ingress/egress. It was decided that the resulting new design would be presented first to the neighborhood by way of a third neighborhood meeting, facilitated again by PCRC. The new design and site plan was met with overwhelming support. Following are several aspects of the new design and site plan that are a direct result of these meetings:

1. Santa Barbara style architecture
2. 6 spaces per 1,000 sf (61 spaces total)
3. Shared Ingress/Egress with 1702 and 1704 El Camino
4. No vehicle (non-emergency) access from Buckthorn
5. Right Turn Lane from El Camino Real onto Buckthorn
6. No parking on Buckthorn along the property line
7. Monuments on Buckthorn signaling the start of the residential neighborhood

As a result, the applicant revised the application to include approximately 10,166 square feet and 61 parking spaces, or 6 per 1000 square feet. The Planning Commission reviewed that revision at the second study session on November 3, 2008. There were at least 3 supportive neighbors present at the hearing and the commissioners received at least two emails in support of the project. The Planning Commission response was positive and they proposed changes involving additional landscaping in the parking lot, and the addition of bike racks.

Traffic Analysis

Because of the strong support for the revised project, it was determined that the environmental analysis, including the traffic study, would begin. The traffic study analysis for this project predicts delays at Buckthorn and Spruce intersections with El Camino Real of more than 4 seconds and identifies these impacts as potentially significant. Two mitigations that would alleviate these impacts were provided; a traffic signal and Left Turn Restrictions during AM/PM peak periods. A third mitigation, increased safe harbors at both intersections, which might improve safety but not reduce the delays, was also discussed. Again, at Staff's recommendation, the property owner requested that PCRC conduct a 4th neighborhood meeting to discuss the methodology and results of the traffic study and gain input from the neighbors regarding the mitigations.

This 4th neighborhood meeting was held on February 26th and consisted of a presentation of the Traffic Analysis findings by the Transportation Manager. He presented the Traffic Analysis results, potential impacts and potential mitigations. The presentation showed that the potential impacts of **any** development of the site, including re-opening of the previous restaurant, would cause the same, if not more significant, impacts. In addition, due to City's TIA Guidelines, there were no trip credits for the previous use allowed since the restaurant had been closed for one year before the Analysis. The Transportation Manager also discussed the mitigation options available. These include a Traffic Signal at Buckthorn and Spruce intersections with El Camino Real and Left Turn Restrictions at Buckthorn (AM/PM peak hours) and Spruce (PM peak hours). An increased Safe Harbor in the southbound lane of El Camino Real was also discussed as a safety improvement, although it would not mitigate the impact and Turn Restrictions would still be required. It is Staff's opinion that the intersections would not meet the warrants that CalTrans uses to approve a Traffic Signal and therefore the only plausible mitigation is the Turn Restriction at both intersections.

The neighbors present at the meeting were unanimous in their belief that the impacts from this development **did not** warrant a significant impact and that the mitigations would negatively impact the residents of the neighborhood. They pointed to several factors in their discussions. First, the fact that no trip credits were given to the existing use (restaurant) did not reflect the reality that businesses had functioned at the site for over 30 years prior to the closing of the Gaylord Restaurant. Second, the Left Turn Restriction would only push the problem "down the road" potentially creating future impacts at other intersections. And, finally, the benefits of the development of the property, including ingress/egress from El Camino only, a new right turn lane from ECR onto Buckthorn, widening of Buckthorn and restriction of parking along the site's property line and sidewalks on ECR and Buckthorn would greatly improve and enhance the area's safety.

In conclusion, the application for the development of this property is the result of much neighborhood time and input. The property owner has spent almost two years vetting the project with Staff, consultants and neighbors at considerable expense. The project provides many safety benefits as well as cosmetic improvements to the area. The relatively small delays identified in the traffic analysis are not significant and would exist regardless of the use of the property. The impacts are a result of the determination to treat the site as vacant, and the resulting mitigations are unwarranted and unwanted by the neighbors. For these reasons, the applicant requests the City Council to find that the potential impacts are not significant and direct the staff to prepare a negative declaration.

Thank you for considering this matter.

Sincerely,



Phil Giurlani

Infiniti Partners, Inc., as Manager for

1706 ECR, LLC

D3

Chow, Deanna M

From: bensonaw@aol.com
Sent: Tuesday, March 03, 2009 8:14 AM
To: Chow, Deanna M
Subject: Elcamino/Buckthorn

Dear Deanna,

I was at the February 26 meeting. You did an excellent meeting management and are well suited for your work.

Returning to emphasize the idea of instituting "no U turn" southbound at Buckthorn.

1. Right now, drivers of those vehicles have right away of vehicles exiting Buckthorn.
2. Drivers don't have a way of indicating they are U turning as contrasted with left turn. Have to assume all are left turning.
3. They often are timid in finding an opening to cross both lanes of northbound traffic, delaying exiting left turns from Buckthorn.
4. If the advance one more block to Encino, there is a safer, legal Left and U turn signal light.
5. The one person that opposed above is owner of Ceclia's restaurant (for customers)
6. Celia's restaurant is on corner of El Camino and Spruce.
7. El Camino at Spruce southbound HAS already a left turn available onto Spruce and Celia's has a driveway on Spruce for customers to enter.
8. There are other business sites on east side of El Camino (including a liquor store) that are currently accessed by southbound traffic making a U turn at Buckthorn.
9. Those customers for the greater good would probably still shop there if required to go one more block to Encino and making controlled U turn.

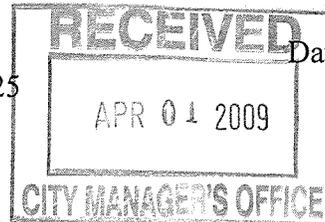
I don't know if I can make it to public meeting. When is it scheduled?
Are you able to include the above observation/comment in your staff report?

Thank you,
Ben Wisckol
174 Buckthorn Way
Menlo Park, CA 94025
650-322-1828

Access 350+ FREE radio stations anytime from anywhere on the web. [Get the Radio Toolbar!](#)



To: Menlo Park City Council
From: Don Barnby, 169 Spruce Ave, Menlo Park, CA 94025
650-325-2962
dbarnby@comcast.net



Date 3/30/09

Subject: Proposed Traffic Impact Mitigation; Intersection of Spruce Ave. and El Camino Real, Resulting From 1706 El Camino Real Project

Study by the Transportation Commission has indicated that the Project at 1706 El Camino Real will have a traffic impact at the intersection of El Camino and Spruce Avenue during evening rush-hour only. However, that impact will be only an 8 second increase in wait-time for three cars per day waiting on Spruce to turn left onto El Camino (Monday through Friday). Such impact is inconsequential. Note, too, that it is unlikely such increased delay would be experienced by the same drivers every day, so such so-called "pain" would be broadly diluted in any case.

Further please note, that the baseline of delay time used in the study to determine an increase in wait time is fictitious and not appropriate; the baseline traffic pattern assumes that the 1706 property is vacant/unused. (Why not use, as a baseline, the traffic pattern that existed when Menlo Park was peach orchards?) The proper baseline should be the traffic patterns that existed when the property was recently a restaurant.

In other words, the so-called "impact" (worsening) resulting from the Project is an increase wait of 8 seconds/car greater than it would be if the lot were kept vacant. The reality is that the increase in impact over a vacant lot is almost non-existent in the fictitious case studied, and in all probability reflects a reduction of traffic compared with when the property was a restaurant. Ironically, that property could be put back into service as a restaurant without any environmental impact study at all.

Not only is the impact at Spruce Ave. not significant, it is also clear that the residents of Spruce Ave. do not want any left-turn restriction. (Anyone at any time can choose not to turn left from Spruce but can turn right, go north on El Camino, inch left across two lanes of traffic and then make a u-turn to go south if they wish.)

Also, it is prudent for City Council to not discourage drivers from turning left where they will do their shopping in Menlo Part instead of turning right where they can easily shop in Redwood City.

Another proposed mitigation of the left-turn issue was to expand the median region of El Camino to provide an "acceleration lane" to facilitate the necessary two-stage left turn. This is a good idea, that will meaningfully improve safety not only during evening rush-hour traffic but all day, all night, all week long, 365 days a year.

The attached petition bears 49 signatures (representing 100% of the homes and businesses on Spruce Ave. which have drivers). Not one person was in favor of any left-turn restriction, and all favored the improved acceleration lane at the median strip. Therefore we respectfully and unanimously request that City Council do the following:

1. Determine that the environmental impact of the 1706 Project on the intersection of El Camino Real and Spruce Ave. is "not significant."
2. Oppose the installation of any "No Left Turn" restrictions on any traffic turning onto El Camino Real from Spruce Ave. at any time during the day or night.
3. Approve the lengthening and (if possible) the widening of the median area to create an "acceleration lane" for cars turning left onto El Camino from Spruce Ave. to increase safety and further smooth out traffic flow.

Thank you,
Spruce Ave. residents

GI

**Petition to Menlo Park City Council
Regarding Environmental Impact of Project at 1706 El Camino Real and Spruce Avenue**

The Transportation Commission's environmental impact study has developed data which show that from a practical standpoint the environmental impact of the 1706 El Camino Project is not significant at the intersection of Spruce Ave. and El Camino Ave. The study shows that during the morning rush hour only 4 cars are affected, and 3 in the evening rush hour. Further, the impact of the project was shown to extend the wait-time of each of those seven cars by an average of 8 seconds.

Furthermore, the traffic baseline that was used to show an impact was a fiction; it was the traffic pattern with the property vacant rather than comparing it with traffic increase above what it was as a restaurant. There is likely to be no increase in traffic over that of a restaurant and is, in fact, there is likely an actual decrease in traffic.

Therefore, we residents of Spruce Ave. feel that the traffic impact at that intersection is not significant in the least, and even if it were argued by someone not living on Spruce Ave. that it were significant, we don't want any restriction on left turns onto El Camino.

We do, however, support one mitigation option that was proposed, which is to lengthen and (if possible) widen somewhat, the median area in El Camino at the Spruce Avenue intersection to create an "acceleration lane" for cars turning left onto El Camino from Spruce Ave.

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Date	Signature	Print Name	Spruce Ave. Address
Mar 1, 09	<i>Emiko T. Chen</i>	EMIKO T. CHEN	192 SPRUCE AVE,
March 1, 09	<i>Anne G. Moser</i>	Anne G. Moser	174 Spruce Ave
March 1, 09	<i>Kieran O'Connor</i>	Kieran O'Connor	163 Spruce Ave.
March 1, 09	<i>Tess Garton</i>	Tess Garton	163 Spruce Ave.
March 1, 09	<i>Brooke Jones</i>	Brooke Jones	132 Spruce Ave.
March 1, 09	<i>Fernando Mancera</i>	Fernando Mancera Celia's Restaurant.	1950 El Camino Real
3-1-09	<i>Terra Miller</i>	Terra Miller	133 Spruce Ave
3-1-09	<i>Jeff Miller</i>	Jeff Miller	133 Spruce Ave
3-1-09	<i>Richard S. LeForge</i>	RICHARD S. LE FORGE	137 SPRUCE AVE.
3-1-09	<i>Sarah E. LeForge</i>	SARAH E. LE FORGE	137 Spruce Ave.

This petition was circulated by (Name & Address)

Don Barnby
DON BARNBY 167 SPRUCE

**Petition to Menlo Park City Council
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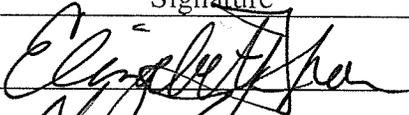
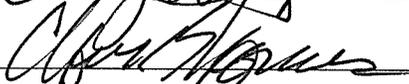
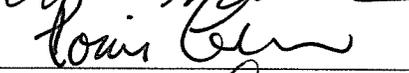
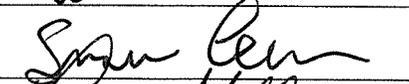
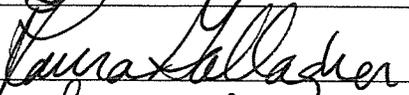
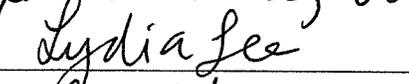
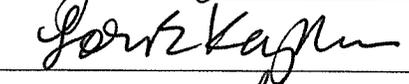
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Date	Signature	Print Name	Spruce Ave. Address
3/1/09		Elizabeth K. Thomas	149 Spruce ave Menlo Park
3/1/09		CHRIS THOMAS	149 spruce Ave menlo Park
3/1/9		Louis Leon	155 Spruce Ave M. P. CA
		Sue Leon	
3/1/09		Laura Wallage	160 Spruce Ave
3/1/09		Lydia Lee	140 Spruce Ave
3/1/09		Lorri Kaplan	195 Spruce Ave.
3/1/09		Scott Stanton	198 Spruce
3/1/09		Barbara Seagren	184 Spruce
3/1/9		Charles Seagren	184 Spruce

This petition was circulated by (Name & Address)

 DON BARNABY, 169 SPRUCE

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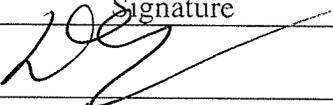
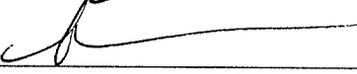
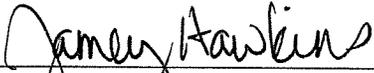
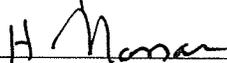
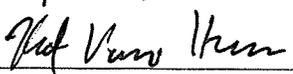
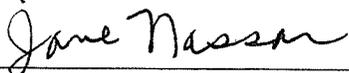
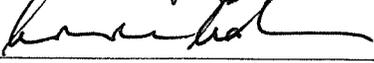
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Date	Signature	Print Name	Spruce Ave. Address
3/1/09		DON BARNBY	169
1 March 09		NANCY BARNBY	169
3/1/09		Jamey Hawkins	185
3/1/09		Cory Hawkins	185
3/1/09		Hazem Nassar	181
3/1/09		Katarina Von Housen	181
3/1/09		Jane Nassar	181
3/1/09		Gabe Kaplan	195
3-1-09		ANNE ADAMS	199
3-1-09		CARLA CAMPBELL	198

This petition was circulated by (Name & Address)

 DON BARNBY 109 SPRUCE.
G4

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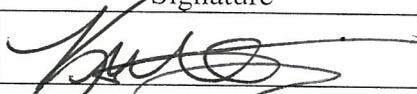
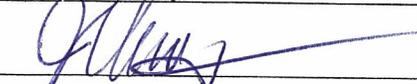
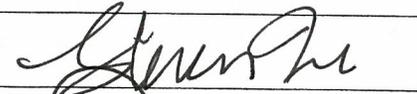
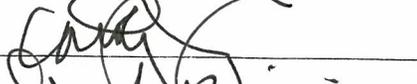
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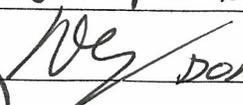
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Date	Signature	Print Name	Spruce Ave. Address
3/2/09		Kristen Quinn	132
3/2/09		ERIC S. RAINES	119
3/2/09	Elaine Raines	ELAINE RAINES	119
3/2/09	Alma Brennan	Alma Brennan	115
3/2/09		Jim Lewis	111
3/2/09	Ed Vail	Ed Vail	140
3/2/09		STEVEN FOX	176
3/2/09		ANGELA KEARNEY	170
3/2/09		Carolyn Lynch	168
3/2/09		Jose Gonzalez Baigorria	168

This petition was circulated by (Name & Address)

 DON BARNABY, 169 SPRUCE AVE.
(G5)

**Petition to Menlo Park City Council
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Date	Signature	Print Name	Spruce Ave. Address
3/4	<i>Liana Vetter</i>	Liana Vetter	132 Spruce Ave
3/4	<i>Mary R. Clarke</i>	MARY R. CLARKE	125 Spruce Ave.
3/4	<i>Norina Miller</i>	Norina Miller	133 Spruce Ave.
3/4	<i>Jay Knapp</i>	Jay Knapp	148 Spruce Ave
3/4	<i>Matthias Kohler</i>	Matthias Kohler	199 Spruce Ave. #8
3/7	<i>Joseph Thomas</i>	Joseph Thomas	149 Spruce Ave
3/7	<i>William C. Andress</i>	William C. Andress	141 Spruce Ave
3/17	<i>Patricia C. Andress</i>	Patricia C. Andress	141 Spruce Ave.
3/28	<i>Mary Walsh</i>	Mary Walsh	154 Spruce Ave

This petition was circulated by (Name & Address)

Wey
DON BARNBY 169 Spruce
(66)