

BURGESS GYMNASIUM AND GYMNASTICS CENTER RESPONSE TO COMMENTS DOCUMENT

STATE CLEARINGHOUSE NO. 2008112082



LSA

June 2009

**BURGESS GYMNASIUM AND GYMNASTICS CENTER
RESPONSE TO COMMENTS DOCUMENT**

STATE CLEARINGHOUSE NO. 2008112082

Submitted to:

Lisa Ekers, Engineering Services Manager
City of Menlo Park, Engineering Division
701 Laurel Street
Menlo Park, CA 94025

Prepared by:

LSA Associates, Inc.
2215 Fifth Street
Berkeley, CA 94710
510.540.7331

LSA

June 2009

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I. INTRODUCTION

A. PURPOSE OF THE RESPONSE TO COMMENTS DOCUMENT

This document has been prepared to respond to comments on the Draft Environmental Impact Report (Draft EIR) prepared for the Burgess Gymnasium and Gymnastics Center Project (SCH #2008112082) and, as necessary, to augment the information contained within the Draft EIR. The Draft EIR identifies the likely environmental consequences associated with the implementation of the proposed project and recommends mitigation measures to reduce potentially significant impacts. This RTC document, together with the Draft EIR, constitutes the Final EIR for the proposed project.

B. ENVIRONMENTAL REVIEW PROCESS

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft EIR.

On November 20, 2008, the City of Menlo Park (City) circulated a Notice of Preparation (NOP) and an Initial Study to help identify the type of impacts that could result from the proposed project, as well as potential areas of controversy. The NOP was mailed to public agencies (including the State Clearinghouse), organizations, and individuals likely to be interested in the project and its potential impacts, including those who requested to receive notices on the proposed project. In addition, copies of the Initial Study were distributed to public agencies (including the State Clearinghouse). Copies of the NOP and Initial Study were made available at the Engineering Division and on the City's website. A public scoping session for the Draft EIR was held as a public meeting before the Planning Commission on December 15, 2008. Written comments received by the City on the NOP and Initial Study and verbal comments provided at the public scoping meeting were taken into account during preparation of the Draft EIR.

The Draft EIR was made available for public and agency review on April 9, 2009. Copies of the Notice of Availability of the Draft EIR (NOA) were mailed to public agencies (including the State Clearinghouse), organizations, and individuals likely to be interested in the project and its potential impacts, including those who requested to receive notices on the proposed project. In addition, copies of the Draft EIR were distributed to public agencies (including the State Clearinghouse). Copies of the Draft EIR were made available in the Engineering Division, in the Community Development Department, on the City's website, and at the Menlo Park Library.

A public comment session on the Draft EIR was held at a public meeting before the Planning Commission on May 4, 2009. The CEQA-mandated 45-day public comment period for the Draft EIR ended on May 26, 2009. Copies of all written and verbal comments received on the Draft EIR during the comment period are included in Chapter III of this document.

C. DOCUMENT ORGANIZATION

This Response to Comments document consists of the following chapters:

- *Chapter I: Introduction.* This chapter discusses the purpose and organization of this Response to Comments document.
- *Chapter II: List of Commenting Agencies and Individuals.* This chapter contains a list of all agencies and persons who submitted written comments on the Draft EIR during the review period, as well as speakers at the Planning Commission hearing that commented on the Draft EIR.
- *Chapter III: Comments and Responses.* This chapter contains reproductions of all comments received on the Draft EIR. A written response for each CEQA-related comment received during the review period is provided. Each response is keyed to the preceding comments.
- *Chapter IV: Draft EIR Text Revisions.* Corrections to the Draft EIR made in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft EIR, are contained in this chapter. Text in underline represents language that has been added to the Draft EIR; text with ~~strikeout~~ has been deleted from the Draft EIR. Revisions to figures are also provided, where appropriate.

II. LIST OF COMMENTING AGENCIES AND INDIVIDUALS

This chapter presents a list of each letter received during the review period and each commenter during the public hearing and describes the organization of the letters and comments that are included in Chapter III of this document.

A. ORGANIZATION OF COMMENT LETTERS AND RESPONSES

Chapter III includes a reproduction of each letter received and a summary of verbal comments received at the public hearing on the Draft EIR. The written comments are grouped by the affiliation of the commenter, as follows: State, local and regional agencies (A); Individuals (B); and Planning Commission Public Hearing Comments (C).

The letters are annotated in the margin according to the following code:

State, Local and Regional Agencies:	A1-#
Individuals:	B1-#
Planning Commission Public Hearing Comments:	C1-#

The number following the letter refers to the letter number and the number following the hyphen refers to the comment number within that letter, where applicable.

B. LIST OF AGENCIES, AND INDIVIDUALS COMMENTING ON THE DRAFT EIR

The following comment letters were submitted and comments provided to the City during the public review period.

State, Local and Regional Agencies

- A1 Caltrain, Hilda Lafebre, DBIA, Manager, Environmental Planning, May 20, 2009
- A2 California Department of Transportation, Lisa Carboni, District Branch Chief, May 26, 2009
- A3 PG&E, Alfred Poon, Land Rights Protection, May 21, 2009
- A4 SamTrans, Hilda Lafebre, DBIA, Manager, Environmental Planning, May 20, 2009

Individuals

- B1 Carol Aebi, May 26, 2009
- B2 Anonymous
- B3 Nancy Borgeson, May 3, 2009
- B4 William Critzer, May 22, 2009
- B5 Robert S. Elliott, May 26, 2009
- B6 Patti Fry, May 4, 2009
- B7 Timothy D. Goode, May 23, 2009
- B8 D. Howard, May 13, 2009
- B9 John Kadvany, Menlo Park Planning Commissioner, May 12, 2009
- B10 Julia Kringel, May 22, 2009
- B11 Aldora Lee, May 26, 2009
- B12 Thomas M. McDonough, May 26, 2009
- B13 Betty Meissner, May 26, 2009
- B14 Barbara Seaney, May 26, 2009
- B15 Robin D. Severns, May 26, 2009
- B16 Jim Tedrow, May 19, 2009
- B17 Jim Tedrow, May 26, 2009
- B18 John B. Lomax, June 4, 2009 [received after the close of the comment period]

Planning Commission Public Hearing Comments

- C1 Commissioner Pagee, May 4, 2009
- C2 Commissioner Bressler, May 4, 2009
- C3 Commissioner Riggs, May 4, 2009
- C4 Commissioner Pagee, May 4, 2009
- C5 Commissioner Riggs, May 4, 2009

- C6 Commissioner Kadvany, May 4, 2009
- C7 Greg Conlon, May 4, 2009
- C8 Don Brawner, May 4, 2009
- C9 Commissioner O'Malley, May 4, 2009
- C10 Commissioner Ferrick, May 4, 2009
- C11 Commissioner Keith, May 4, 2009
- C12 Commissioner Bressler, May 4, 2009
- C13 Commissioner Kadvany, May 4, 2009
- C14 Commissioner Riggs, May 4, 2009
- C15 Commissioner Pagee, May 4, 2009

III. COMMENTS AND RESPONSES

Written responses to each comment received on the Draft EIR are provided in this chapter. All letters received during the public review period on the Draft EIR are provided in their entirety. Each letter is immediately followed by responses keyed to the specific comments. The comments are grouped by the affiliation of the commenting entity as follows: State, local and regional agencies (A), Individuals (B), and Planning Commission Hearing Comments (C).

A. STATE, LOCAL AND REGIONAL AGENCIES



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EXECUTIVE DIRECTOR

REC'D MAY 26 2009

May 20, 2009

Nathan Scribner
Assistant Engineer
Engineering Division
City of Menlo Park
710 Laurel St.
Menlo Park, CA 94025

Re: Environmental Impact Report – Burgess Gymnasium & Gymnastics Center

Dear Mr. Scribner:

Thank you for the opportunity to review the Draft Environmental Impact Report – Burgess Gymnasium & Gymnastics Center redevelopment project. In general, the Peninsula Corridor Joint Powers Board’s (Caltrain) considers as a main concern the impact of the proposed project on the at-grade railroad crossing at Ravenswood Avenue.

1

The DEIR indicates a significant and unavoidable impact to the level of service at the intersections of Ravenswood Avenue and El Camino Real and Ravenswood and Laurel Streets, but does not mention the impact to the railroad crossing. Caltrain requests an analysis of the impacts on the crossing from queuing at these intersections due to the projected degraded levels of service from the project.

2

The queuing analysis should examine existing and future level of service impacts to the grade crossing and identify measures, in place or planned, to prevent stopped traffic from queuing across the tracks. The project impact to the grade crossing should be analyzed using traffic projections that assume future Caltrain service frequency of six trains per peak hour per direction by 2015 to determine if mitigation measures should be undertaken to prioritize safety at the grade crossing.

3

Thank you for opportunity to provide input, and please contact me at (650) 622-7842 should you have any further questions.

Sincerely,

Hilda Lafebre, DBIA
Manager, Environmental Planning
Caltrain

cc: Marisa Espinosa, Manager, Planning & Research
Chuck Harvey, Chief Operations Officer
Marian Lee, Director, Planning & Development
Ian McAvoy, Chief Development Officer

Commenter A1

Caltrain

Hilda Lafebre, DBIA, Manager, Environmental Planning

May 20, 2009

- Response A1-1: Regarding the impact on the at-grade Caltrain railroad crossing at Ravenswood Avenue, the project would not add a significant number of trips to cause an impact at the crossing. The proposed project would add 17 trips in the AM peak hour and 26 trips in the PM peak hour along Ravenswood Avenue.
- Response A1-2: Based on the LOS analysis the proposed project would not significantly contribute to the queue in the westbound direction at El Camino Real/Ravenswood Avenue and the eastbound direction at Laurel Street/Ravenswood Avenue. The baseline queue for the long-range analysis already creates a queue that will impact the crossing from both directions. The project would only add one or two vehicles to the already heavily impacted segment.
- Response A1-3: Projected queues with and without the proposed project have been identified; the proposed project would add one or two vehicles to the queue on average during a peak hour condition. The at-grade crossing has pavement marking, signage, gates and warning lights which act as safety measures. Based on the number of added vehicles to the queue, the proposed project would not change the safety or operation of the grade crossing intersection.

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711



*Flex your power!
Be energy efficient!*

May 26, 2009

SM082255
SM-82-0.691
SCH# 2008112082

Mr. Nathan Scribner, P.E.
Planning Division
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Dear Mr. Johmann:

BURGESS GYMNASIUM AND GYMNASTICS CENTER – DRAFT ENVIRONMENTAL IMPACT REPORT

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the Burgess Gymnasium and Gymnastics Center project. The following comments are based on the Draft Environmental Impact Report (DEIR). Our previous comments still apply and are incorporated here by reference.

1

Traffic Operations

DEIR, Impact TRANS-1, pages 66-67, states the adverse impact at the intersection of El Camino Real and Ravenswood Avenue can be mitigated by adding an exclusive right-turn lane on eastbound (EB) Menlo Avenue contingent on approval by the Department. The Department recommends that the City of Menlo Park pursue this project mitigation measure in conjunction with the 1300 El Camino Real project. In addition to the right of way (ROW) acquisition, the option of sidewalk width reduction and narrowing lane widths should be able to gain the needed width for a right-turn lane addition on Menlo Avenue.

2

Encroachment Permit

Please be advised that work that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating state ROW, must be submitted to the address below. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

3

Mr. Nathan Scribner, P.E.
May 26, 2009
Page 2

M. Condie, Chief
Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Please feel free to call or email Sandra Finegan of my staff at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



LISA CARBONI
District Branch Chief
Local Development – Intergovernmental Review

c: Ms. Terry Roberts, State Clearinghouse

Commenter A2
California Department of Transportation
Lisa Carboni, District Chief
May 26, 2009

Response A2-1: This introductory comment is noted.

Response A2-2: The suggestions that the City pursue the addition of a right-turn-lane in conjunction with the 1300 El Camino Real project, and that the reduction of sidewalk widths and narrowing of lane widths would provide the needed with for a right-turn lane on Menlo Avenue, are noted. As is described in the text of the Draft EIR, given the potential impact that the reduction in parking may cause to the adjacent commercial uses, the installation of eastbound right-turn lane as a potential mitigation for the intersection impact is not recommended. Instead, the City will implement Mitigation Measures TRANS-1a, TRANS-1b, and TRANS-1c to mitigate this impact.

Response A2-3: The City of Menlo Park will obtain the necessary permits for any work conducted in the State's right-of-way.



Land Services, 111 Almaden Blvd., Rm. 814, San Jose, CA 95115

May 21, 2009

Planning Division
City of Menlo Park
701 Laurel St.
Menlo Park, CA 94025
Attn: Nathan Scribner
Fax: 650-327-1653

RE: Review of Notice of Availability (NOA) of a Draft Environmental Impact Report (DEIR)
For: Gymnastics Project
Loc: 600 Alma St., Menlo Park
PG&E File : SJ 225 (Land)

Dear Mr. Scribner ,

Thank you for the opportunity to comment on the Notice of Availability (NOA) of a Draft Environmental Impact Report (DEIR) for the above project.

Information provided in the NOA of the EIR did not specifically indicate the direct impacts on our gas and electric facilities. However, since PG&E has an obligation to provide the public with a reliable and safe energy supply as mandated by the California Public Utilities Commission (CPUC) and to comply with the guidelines outlined in General Orders 95 and 112. PG&E should be consulted during the development of the plan to ensure that the capacity, operational and maintenance requirements for its gas and electric facilities are taken into consideration prior to approval of the final plan.

1

Early involvement will allow us to assess cumulative impacts to our systems and to identify facilities that may need to be installed, relocated and or realigned as a result of the proposed general plan revision. Because engineering and construction of our facilities may require long lead times, we encourage you to consult with us during the initial stages of your planning process.

2

We would like to note that expansion of utility facilities is a necessary consequence of growth and development. As development occurs, the cumulative impacts of new energy load growth use up available capacity in the utility system. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substations and building new substations and interconnecting transmission line. Comparable upgrades or additions would be required for our gas system as well. Environmental impacts associated with new and or relocated gas or electric facilities as a result of the proposed project should be fully addressed in the Final EIR and, if appropriate, mitigation measures to minimize or eliminate such impacts should be incorporated into the document as well.

3

To promote the safe and reliable maintenance and operation of these utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

4

Developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because these facilities relocations require long lead times and are not always feasible, developers should be encouraged to consult with PG&E as early in their planning stages as possible.

5

Relocations of PG&E's electric transmission and substation facilities (50,000 volts and above) could also require formal approval from the California Public Utilities Commission. If required, this approval process could take up to two years to complete. Proponents with development plans which could affect such electric transmission facilities should be referred to PG&E for additional information and assistance in the development of their project schedules.

We would also like to note that continued development consistent with your General Plans will have a cumulative impact on PG&E's gas and electric systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

6

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines."

7

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

8

We encourage the City to include information about the issue of electric and magnetic fields (EMF) in the EIR. It is PG&E's policy to share information and educate people about the issue of EMF.

EMFs are invisible fields of force created by electric voltage (electric fields) and by electric current (magnetic fields). Wherever there is a flow of electricity, both electric and magnetic fields are created; in appliances, homes, schools and offices, and in power lines. There is no scientific consensus on the actual health effects of EMF exposure, but it is an issue of public concern. PG&E relies on organizations and health agencies such as the California Department of Health Services, U.S. Environmental Protection Agency and the Electric Power Research Institute to review research on EMF and provide a foundation for developing policies.

Because there is concern about the possible health effects of exposure to EMF, we support and fund medical, scientific, and industry research on EMF. It is PG&E policy to consider EMF in the design, planning and construction of new and upgraded facilities.

PG&E remains committed to working with the City to provide timely, reliable and cost effective gas and electric service to Brentwood area. We would also request that we be copied on future correspondence regarding this subject as this project develops and that we be placed on the list to review the DEIR and FEIR.

Should you require any additional information or have any questions, please call me at (408) 282-7544; or by email at akp3@PGE.com.

Thank you.

Sincerely,



Alfred Poon
Land Rights Protection
Southern Area

9

10

Commenter A3
PG&E
Alfred Poon, Land Rights Protection
May 21, 2009

- Response A3-1: As noted in the Project Description, the project sites are located on two portions of Burgess Park, within the Menlo Park Civic Center Complex. The gymnastics site is currently developed with the existing Burgess Gymnasium and Gymnastics Center. The gymnasium site is currently a lawn and parking area, but is adjacent to the Recreation Center. Both sites are served by underground electric and gas lines, and would not conflict with the use, operation or maintenance of the existing utility lines. The City will consult with PG&E during the final site design of each building to ensure that capacity, operation and maintenance requirements are considered.
- Response A3-2: The project sites are within the Civic Center Complex and have a General Plan designation of Public Facilities District; no revisions or amendments to the General Plan are proposed as part of this project. As noted in Response to Comment A3-1, the proposed project sites are currently served by existing underground electric and gas lines and the City will consult with PE&G during the final site design of each building.
- Response A3-3: The proposed project includes demolition of the existing 17,400 square foot gymnasium and gymnastics building at the gymnastics site, construction of a new 22,500 square foot gymnastics facility plus 1,400 square foot locker room expansion for the aquatic center on the gymnastics site, and construction of a 25,700 square foot gymnasium in the vacant area between the existing Recreation Center and Alma Street. The proposed project would result in 32,200 net new square feet of recreation facilities. The proposed project would increase the demand for natural gas and electricity, but not in excess of the amounts expected and provided in this area. The project generated demand for electricity and natural gas would be negligible in the context of overall demand within Menlo Park and the State. The new buildings would conform to energy conservation standards specified by Title 24 of the California Code of Regulations. Per City policy, the project architect will submit a LEED checklist as part of the project review process. As described on page 20 of the Initial Study¹ (included as Appendix A of the Draft EIR), the proposed project, an urban in fill project, accessible by public transit, that would comply with energy

¹ The Greenhouse Gas Emissions discussion in the Initial Study summarizes the analysis in the Global Climate Change Burgess Gymnasium and Gymnastic Center Memorandum to Larry Johmann, P.E., Senior Engineer, City of Menlo Park from Shannon Allen, AICP, Associate and Jason Paukovits, Air Quality Specialist, LSA Associates, dated October 28, 2008. This memorandum is included in Appendix A of the Initial Study.

and water efficiency standards, was found to not conflict with adopted strategies to reduce greenhouse gas emissions. The City does not anticipate the need for improvements to existing utility lines to serve this project.

The project sites are within the Civic Center Complex and are currently served by existing underground electric and gas lines. Any reconfigured connections to these lines would not result in significant environmental impacts. Please see Response to Comment A3-1.

- Response A3-4: Please see Response to Comment A3-1. The location of utility facilities on the project site is not proposed.
- Response A3-5: Please see Response to Comment A3-1. The project does not propose the relocation of electric transmission or substation facilities.
- Response A3-6: Comment noted. Please see Response to Comment A3-1 and A3-3.
- Response A3-7: Comment noted. Please see Response to Comment A3-1 and A3-3.
- Response A3-8: PG&E is one of the largest combination natural gas and electric utilities in the United States. The company provides natural gas and electric service to approximately 15 million people throughout a 70,000-square-mile service area in northern and central California.² The proposed project would result in an estimated annual electricity consumption of 800 MWh per year, and an estimated consumption of 2.2 million standard cubic feet (approximately 22,440 Therm) of natural gas each year. In 2007, statewide electricity consumption was estimated at 284, 509.81 thousand MWh; while natural gas consumption was estimated at 12,853.92 million Therm.³ The project is estimated to result in an annual consumption of approximately 0.000028 percent of the State's estimated electricity consumption and approximately 0.000017 percent of the State's estimated natural gas consumption compared to the year 2007. The proposed project would increase the demand for energy and natural gas in the Civic Center Complex, but not in excess of amounts expected and provided for in this area.
- Response A3-9: This comment encourages the City to include information about electric and magnetic fields (EMFs) in the Draft EIR. No detailed discussion of EMFs is included in the Initial Study or Draft EIR because there are no significant EMF-producing facilities (such as high voltage transmission lines) that traverse or are adjacent to the project site. Other EMF-generating features that would occur in the project site (such as electric appliances) would not be expected to pose significant environmental health

² <http://www.pge.com/about/company/profile/> Accessed on June 2, 2009.

³ The California Energy Commission. California Energy Consumption Database. Consumption by All Utility Types and Sectors for 2007. <http://www.ecdms.energy.ca.gov/> Accessed on June 4, 2009.

risks. However, the information about EMFs provided by PG&E hereby incorporated into the public record of the Draft EIR.

Response A3-10:

This concluding comment, which requests that PG&E be copied on future correspondence about the project, is noted. This comment does not pertain to the adequacy of the Draft EIR.



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May 20, 2009

Mr. Nathan Scribner
Assistant Engineer
Engineering Division
City of Menlo Park
701 Laurel St.
Menlo Park, CA 94025

REC'D MAY 26 2009

Re: Environmental Impact Report – Burgess Gymnasium & Gymnastics Center

Dear Mr. Scribner:

Thank you for the opportunity to comment on the Draft Environmental Impact Report – Burgess Gymnasium & Gymnastics Center redevelopment project. The San Mateo County Transit District (SamTrans) is primarily concerned with the impacts of the proposed project on bus service operations. SamTrans operates and/or maintains bus stops at the following intersections identified in the DEIR where the project will have significant and unavoidable impacts:

- El Camino Real & Ravenswood
- Ravenswood & Laurel
- Middlefield & Ravenswood
- Middlefield & Linfield
- Middlefield & Willow

The measures identified in the DEIR that could increase intersection capacity to mitigate these impacts are described as infeasible. Instead, the mitigation proposes in-lieu fees to pay for general traffic improvements. SamTrans would like to see clearly defined that these fees will be used to improve the identified and significantly impacted intersections and roadways. Acceptance of fees in lieu of mitigation measures to reduce impacts to less than significant levels, should take into consideration the full affect to all users of the impacted facilities. This includes impacts to SamTrans bus stop locations and roadways upon which SamTrans buses operate.

Thank you for opportunity to provide input, and please contact me at (650) 622-7842 should you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Hilda Lafebre".

Hilda Lafebre, DBIA
Manger, Environmental Planning
San Mateo County Transit District

cc: Marisa Espinosa, Manager, Planning & Research
Eric Harris, Manager, Operations Planning
Chuck Harvey, Chief Operations Officer
Marian Lee, Director, Planning & Development
Ian McAvoy, Chief Development Officer

SAN MATEO COUNTY TRANSIT DISTRICT
1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306 (650)508-6200

Commenter A4
SamTrans
Hilda Lafebre, DBIA, Manager Environmental Planning
May 21, 2009

Response A4-1: Please refer to Mitigation Measure TRANS-1c on page 67 of the Draft EIR. The intent is to utilize the funds to mitigate impacts identified in the EIR, but if after 5 years from the date of project approval the City has determined not to construct improvements at the intersection or an encroachment permit has not been issued by Caltrans, the Menlo Park City Council has the discretion to use the contribution for other transportation improvements throughout the City. The commenter's request that future improvements at the intersection of El Camino Real and Ravenswood Avenue take into consideration all users of the intersection, including the operation of bus services, is noted.

B. INDIVIDUALS

To Whom It May Concern:

It is an unbelievable oversight on the part of the planning commission to put the Gym where proposed and expect the parking lot -- reduced in size -- to support users of both Library and Gym. The proposed gymnasium is a great addition to MP, but to build it and not add parking spaces is not a great plan. This makes no sense, as the lot is often full with cars of residents who are using the library, alone. Families with young children may not know what's going on, and may want to speak out and let the city know that the Library is VERY IMPORTANT TO THEM, access to the library is important, and that this planning idea has not been completely thought through, so I am forwarding this e-note to an friend who is a teacher at Laurel School. I should send it to all the faculty I know at Laurel, Encinal, Hillview, and M-A. I will. The OLD LIBRARY should not be overshadowed by the NEW Gymnasium. Let's take some time and put a new plan on the drawing board. Children will benefit from both facilities, but one should not overpower the other.

Thanks for giving this some thought.

Carol Aebi
220 Laurel Street
Menlo Park, CA 94025

Commenter B1
Carol Aebi
May 26, 2009

Response B1-1:

As described beginning on page 70 of the Draft EIR, there are six off-street parking lots that serve the patrons of Civic Center Complex (see Figure IV-15, page 71 of the Draft EIR). The existing parking supply on the project site is 560 parking spaces. In addition to these 560 on-site spaces, 17 two-hour parking spaces and 6 three-minute parking spaces (Passenger Loading Zone for the existing gymnasium) are provided on Laurel Street between Burgess Drive and Ravenswood Avenue.

Implementation of the proposed project would increase peak parking demand on the site by 123 parking places on the weekday and 129 parking places on the weekend. In addition, implementation of the proposed project would include the removal of 17 parking spaces in lot 6. After the removal of 17 parking spaces, the after-project parking supply on the site would be 543 parking spaces.

A site specific parking demand analysis was conducted to determine if the existing parking areas can accommodate the additional parking demand associated with the proposed gymnasium and gymnastics center. As shown in Table IV-16 of the Draft EIR (page 75), the existing parking supply could accommodate the project parking demand on both weekdays and weekend, when school is either in session or out of session. Surplus parking spaces may not be in the lots adjacent to the gymnasium, gymnastics center, or other intended destinations within the Civic Center Complex. Table III-1, below, provides the distances between the proposed facilities and the existing parking lots, as well as distances to the Menlo Park Library.

Table III-1: Distances Between Parking Lots, Proposed Facilities and the Library

Parking Lot	Distance to Proposed Gymnastic Center (closest to farthest parking space)	Distance to Proposed Gymnasium (closest to farthest parking space)	Distance to Library (closest to farthest parking space)
Lot 1	1,125 – 1,425 feet	750 – 1,050 feet	550 – 850 feet
Lot 2	850 – 1,025 feet	675 – 850 feet	500 – 650 feet
Lot 3	250 – 500 feet	525 – 875 feet	750 – 1,075 feet
Lot 4	675 – 800 feet	1,500 – 1,625 feet	1,625 – 1,775 feet
Lot 5	500 – 800 feet	625 – 1,450 feet	1,175 – 2,000 feet
Lot 6	800 – 1,000 feet	50 – 550 feet	125 – 500 feet

In addition, the proposed gymnasium would include a drop-off zone that would allow parents of older children to drop them off at the gymnasium (or recreation center) and either not park at all (return later to pick up their child) or find parking in another lot.

It should be noted that there are currently five ADA accessible parking spaces in lot 6 (four adjacent to the library and one closer to City Hall), which is the required number for parking lots with between 101 and 150 spaces. Two new ADA accessible parking spaces are proposed near the new gymnasium, both of which would be "Van Accessible." After project completion there would be two more ADA accessible parking spaces than required, the majority of which are still near the library so users that cannot walk far distances would not have to.

Mitigation Measure TRANS-1a, would assist in reducing the parking demand for the proposed project. As noted on page 67, a Transportation Demand Management (TDM) program shall be prepared prior issuance of building permits for each structure. It is anticipated that the TDM program could include the following measures:

- Provide bicycle lockers or racks
- Provide showers and changing room facilities
- Operate a commute assistance center in coordination with the City's TDM Manager

Based on the comments received on the Draft EIR, the City has committed to the following parking improvement measure:

Improvement Measure PRK-1: The City shall implement the following parking improvement measures:

- ***Parking Map.*** A parking map depicting the parking lots on the campus shall be created and distributed. The map will be included in future Activity Guides for the campus, handed out to individuals and groups that use the facilities, added to the City's website, and included in the various kiosks throughout campus. This map will better inform users of the campus site and distribute parking on campus.
- ***Parking Signage.*** A parking signage plan shall be implemented. The signage will be developed as part of the project and placed at various locations throughout the campus. The signage will help users better understand where parking is located on campus and distribute parking throughout the campus.
- ***Parking Management Plan.*** The City will continue to monitor the parking on campus after the construction of the Gymnasium and Gymnastics' buildings. The City will conduct two parking counts per year (one during the summer and one while school is in session) for a

period of two years after the buildings are occupied. The information will be used to better assess the parking conditions on campus and determine if improvements are necessary. These improvements could include designated parking areas for employees, parking time restrictions, coordination of events throughout campus, etc. Additionally, further investigation into converting landscape areas to parking spaces may be implemented should the Parking Management Plan indicate that additional space is required. Any improvements would need to be approved by the City Council.

Dear Neighbor,

If you thought that the Summerhill and the Taylor-Morrison building projects were MISPLACED, you need to pick up the EIR re: the proposed new gym on Alma, adjacent to the rear of the Recreation Center.. The EIR ACTUALLY reports the impacts on the neighborhood and on the primary arterials surrounding us - Ravenswood and Middlefield. Those streets are "Level of Service (LOC) "F". Worse are the streets within Linfield - Willow, Laurel, and Waverley. The professional analysis shows that those interior streets are at LOC "F" or LOC "E", but ALL will be at LOC "F" if the Alma Gym is built. That means gridlock and an immense increase in CUT-THRU traffic, by those from out of town who use both gyms.

1

The plan also proposes that the Laurel gym be scraped and rebuilt, increasing its size 50% from 17,000 sq. ft. to 25,000 sq.ft. AND THAT GYM WILL ONLY BE AVAILABLE FOR GYMNASSTICS PROGRAMS! No drop in volleyball or badminton. In total the plan is proposing to TRIPLE the gymnasium space from 17,000 sq. ft. to 50,000 sq.ft.

2

Insofar as parking is concerned, the current supply will be REDUCED, yes, REDUCED - NOT increased because the parking area behind the Rec Ctr will be under the Alma Gym. (I suspect that eventually the Rec Ctr will be scraped to provide MORE parking for the Alma Gym in the future, when it becomes obvious that the present Library and Rec Ctr parking supply is insufficient.

3

The cost of the Alma Gym was originally to be a gift, however, it now appears that MP taxpayers will, in fact, be responsible for roughly 50% depending on which estimate of the cost of construction is correct. The original project to increase gymnasium capacity evolved from the Recreation Commission setting the objectives so as to provide capacity for:

4

1. 1413 gymnastics participants
2. 126 youth basketball teams
3. 54 adult basket ball teams
4. 56 girl youth volleyball teams

The bigger questions are:

5

1. From what communities are all of these participants coming?
2. How many new and costly employees will be required to staff these two gyms, seven days a week, and, at least 12 hours per day?
3. Menlo Park has a financial problem merely providing recreation facilities for the residents. Will the running of the gyms possibly be privatized like the pool?
4. Can we afford to provide for neighboring town participants?
5. Can the existing street capacity provide for more and more visitors when MP already has problems providing street and parking capacity for those working and living in town?
6. If traffic becomes worse, will there consideration of the "Willow Expressway" for easier traffic flow through our neighborhood?
7. Why aren't better parking alternatives considered?

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Written responses and criticism of the EIR should be sent to the City Council, Planning Commission, Engineering and the Planning Department. We need to enlighten them.

TELL THE CITY:
Try another LOCATION!

Commenter B2
Anonymous

Response B2-1:

The commenter is correct in noting that the Level of Service (LOS) at the Ravenswood/Middlefield intersection is LOS F. As noted on page 59 of the Draft EIR, this intersection would operate at an unacceptable LOS F during the AM and PM peak hours for the near-term both with and without the proposed project. The addition of net project trips would increase delay for the following critical movements:

- Northbound Left: 1.0 seconds in the AM peak hour and 1.1 seconds in the PM peak hour
- Southbound Through: 1.0 seconds in both the AM and PM peak hours
- Eastbound Right: 1.1 seconds in the AM peak hour and 1.0 seconds PM peak hour

It is unclear what the commenter means with “worse are the streets within Linfield – Willow, Laurel, and Waverly. The professional analysis shows that those interior streets are at LOS “F” or LOS “E”, but ALL will be at LOS “F” if the Alma Gym is built.” The Transportation, Circulation and Parking Chapter of the Draft EIR includes the analysis of Middlefield/Linfield, Middlefield/Willow, and Laurel/Willow intersections. The existing and near-term conditions for these intersections include the following:

- The Middlefield/Linfield intersection currently operates at LOS C in the AM and PM peak hours. With the proposed project in the near-term conditions, the overall intersection operation would degrade to LOS E in the AM peak hour, but would continue to operate at LOS C in the PM peak hour.
- The Middlefield/Willow intersection currently operates at LOS F in the AM and PM peak hours. With the proposed project in the near-term conditions, the intersection would continue to operate at an LOS F.
- The Laurel/Willow intersection currently operates at LOS A in the AM and PM peak hours. With the proposed project in the near-term conditions, the intersection would operate at an LOS B.

The Transportation, Circulation and Parking Chapter of the Draft EIR also includes the analysis of roadway segments in the vicinity of the proposed project. Table VI-10, page 60 of the Draft EIR, includes the existing and near-term average daily traffic (ADT) on each of the roadways and the ADT with implementation of the proposed project. Table VI-12, page 66 of

the Draft EIR, includes long-range ADT on each of the roadways and the ADT with implementation of the proposed project.

The commenter does not supply evidence to support the claim that the traffic generated by the proposed project would result in gridlock and cut-thru traffic by out of town gym users. The issues of potential traffic congestion, parking locations, and levels of service on local roadways and at study intersections have been identified in the traffic analysis. Level of service on roadways is one indication of traffic but not necessarily indicative of an immense increase in cut-through traffic.

- Response B2-2: The proposed project includes demolition of the existing 17,400 square foot gymnasium and gymnastics building at the gymnastics site, construction of a new 22,500 square foot gymnastics facility plus 1,400 square foot locker room expansion for the aquatic center on the gymnastics site, and construction of a 25,700 square foot gymnasium in the vacant area between the existing Recreation Center and Alma Street at the gymnasium site. The proposed project would result in 32,200 net new square feet of recreation facilities. The new gymnasium would be available for basketball, volleyball and badminton. This comment relates to the design and use of the proposed project, and does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.
- Response B2-3: Please see Response to Comment B1-1 for the discussion regarding available parking in the Civic Center Complex.
- Response B2-4: A description of the project background begins on page 19 of the Draft EIR. This comment relates to the funding of the proposed project, and does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.
- Response B2-5: Figure IV-5 of the Draft EIR identifies the trip distribution pattern associated with the proposed project. This comment relates to the users of the proposed facilities and does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.
- Response B2-6: The proposed project is estimated to increase employment by one full time employee and five part time employees. This comment relates to the operational costs of the proposed facilities and does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.
- Response B2-7: This comment relates to the financing and operation of the proposed project, and does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.

- Response B2-8: This comment relates to the financing and operation of the proposed project, and the users of the proposed facilities; it does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.
- Response B2-9: Please see Response to Comment B1-1 for a discussion of parking impacts related to the proposed project.
- Response B2-10: The “Willow Expressway” is assumed to refer to a connection between Willow Road and El Camino Real or San Hill Road. There are no plans or projects at this time for such a connection. The Draft EIR does not consider or analyze the potential for a Willow Expressway.
- Response B2-11: The existing parking supply could accommodate the project parking demand on both weekdays and weekend, when school is either in session or out of session. Please see Response to Comment B1-1 for a discussion of parking impacts related to the proposed project.

From: nborgeson [mailto:nborgeson@pacbell.net]
Sent: Sunday, May 03, 2009 2:38 PM
To: _Planning Commission
Subject: Burgess Gym EIR

To the Menlo Park Planning Commission Members and city staff:

I have scanned the April 2009 *Public Review Draft of the Burgess Gymnasium and Gymnastics Center Environmental Impact Report* and am concerned about the omission of any mention of the new gym facilities' impacts relating to energy demand/usage. There is no mention anywhere that I can see in the report of any plans for the installation of solar panels on the roofs of the new buildings. Nor is there any mention of the incorporation of passive solar features for both heating and cooling in their architectural design. With all the focus in the last year within the City on how to reduce Menlo Park's environmental footprint, it is worrying that there does not seem to be serious attention being paid to installing solar systems in new/modernized City buildings.

While electricity sourcing may not have been considered particularly important in EIRs in the past, the world has changed. Energy sourcing and energy efficiency should be key considerations in relation to facility siting, building orientation, design and materials used, and even landscaping, and therefore need to be factored in very early in the gymnasium/gymnastics center planning and review process.

I recommend that the full range of energy issues be addressed in the final EIR. This is important not just for the two buildings at issue here. It is also important as a signal to developers of major new facilities in East Menlo Park and along the El Camino corridor that energy sourcing and efficiency are basic to any EIR.

Respectfully,

Nancy Borgeson
Laurel Street
Menlo Park

Commenter B3
Nancy Borgeson
May 3, 2009

Response B3-1:

The project's contribution to global climate change, including the emissions of greenhouse gases from electricity production and natural gas combustion are discussed and calculated beginning on page 20 of the Initial Study⁴ (included as Appendix A of the Draft EIR). The proposed project is an urban in fill project that would comply with energy and water efficiency standards. The project site is accessible by public transit and is in close proximity to other goods and services. The proposed project was found to not conflict with adopted strategies to reduce greenhouse gas emissions. Per City policy, the project architect will submit a LEED checklist as part of the project review process.

Please see Response to Comment A3-8 for a discussion of project energy demand.

⁴ The Greenhouse Gas Emissions discussion in the Initial Study summarizes the analysis in the Global Climate Change Burgess Gymnasium and Gymnastic Center Memorandum to Larry Johmann, P.E., Senior Engineer, City of Menlo Park from Shannon Allen, AICP, Associate and Jason Paukovits, Air Quality Specialist, LSA Associates, dated October 28, 2008. This memorandum is included in Appendix A of the Initial Study.

From: Menlo Park Library Foundation
[\[mailto:foundationmpl.org@um.att.com\]](mailto:foundationmpl.org@um.att.com)
Sent: Friday, May 22, 2009 10:35 AM
To: Scribner, Nathan V
Subject: Burgess Gym parking

NV Scribner,

I have been advised that the current plan for the new gym is to share parking with that now used for the library. This is a bad idea and why it is a bad idea has been stated thoroughly by others, so I won't repeat the points here. You are aware of the objections and the legitimate reasons cited.

Please provide separate additional parking for the gym adequate to take care of the population you foresee using the gym. Do not poach on the parking now used for the library.

William E. Critzer
1360 Trinity Drive
Menlo Park, CA 94025

Commenter B4
William E. Critzer
May 22, 2009

Response B4-1: The commenter's opposition to the sharing of parking in the Civic Center Complex is noted. Please see Response to Comment B1-1 for a discussion of parking impacts related to the proposed project.

5/26/09

To: Nathan Scribner - Engr. Dir. City of Menlo Park
From: Robert S. Elliott - 355 San Mateo Dr, M.P. 94025

Subject: Burgess Gym, Gymnastics Center and the Library

Having been a resident since 1965, I have experienced many wonderful years in this community. The growth, new buildings and upgrading of public buildings has been dramatic. Our son attended the first 10 years of schooling in Menlo Park,

This new project will certainly add to the beauty, education and recreational life of our community. I've been interested in education, sports and fitness during my lifetime. I believe a library is very important to all young and old and with these new buildings the library will be in the core of the activities.

I hope the city council and the many commissions will also highlight the library relative to transportation, circulation and parking. I gather the current plan indicates we will lose 13 spaces. Hopefully SR1 and Laurel St. spaces will become available. The library provides so many different resources for study, reading, writing, meeting rooms etc. we want it to be easy to access. Hopefully the city will give equal weight to the issues of transportation, circulation and parking relative to the gym and gymnastics center.

Sincerely,
Bob Elliott

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Commenter B5
Robert S. Elliott
May 26, 2009

Response B5-1: The commenter's support of education, sports and fitness, and the importance of the existing library is noted.

Response B5-2: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

From: Patti L Fry [mailto:pattilry@gmail.com]
Sent: Monday, May 04, 2009 9:11 AM
To: _Planning Commission
Subject: Burgess Gymnastics and Gymnasium project DEIR

Dear Planning Commissioners and City,

While supportive of the Burgess Gymnasium and Gymnastics Center project, I am concerned about the adequacy of parking and traffic management measures in the Draft Environmental Impact Report (DEIR). Of particular concern are several aspects of the project and the analysis, conclusions and mitigation measures described in the DEIR:

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1. Total amount of parking spaces
2. Construction parking and traffic
3. Traffic at the intersection of Alma and Ravenswood

PARKING

The "school year" peak parking needs were assessed during the winter (February), a time of year during which neither the Burgess sports fields nor other outdoor facilities (e.g., picnic grounds, tennis courts, even the pool) are in peak use. I believe this is an inadequate basis for determining the peak parking requirements.

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A far better basis for analyzing peak "school year" parking requirements would be during the fall or spring when these facilities are in full use and parking spaces in high demand (my personal experience). Concluding that there are adequate, much less "spare", parking spaces without considering the true peak periods of outdoor use and related parking demand is inappropriate. This is particularly so when a reduction of parking spaces is planned by the project.

CONSTRUCTION TRAFFIC AND PARKING

I do not find mention in the DEIR about the impacts of construction-related traffic and parking, nor of impacts on availability of parking for other normal uses (e.g., city workers, users of Burgess facilities) during the construction period. Common sense suggests there will be additional traffic and parking required for workers and materials, and that the existing parking lots will be affected.

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There should be mitigation measures described, such as remote parking arrangements (with shuttles), specified areas for construction worker parking, deliveries and staging of materials. Additionally, I would hope that there would be plans developed so that the paths taken by heavy trucks and equipment minimally disturb the surrounding residential neighborhood.

INTERSECTION OF ALMA AND RAVENSWOOD

The unsignalized intersection of Alma and Ravenswood is already quite challenging to navigate safely by car, bike, or on foot. The impact on safety of additional traffic to/from the new gymnasium is a concern that should be addressed. An example of a potential mitigation would be to consider revising the hours of limited left turns from Alma onto Ravenswood and adding signage in the parking lots along Alma about such limitations. As someone who lives west of El Camino and who very much dislikes having to go "the long way around" from the Library and recreation center when I must use a car, I am willing to do so in the interest of enhanced safety. A better solution, however, would be welcomed!

4

Thank you for your consideration of these concerns with the DEIR.

Sincerely,
Patti Fry
Menlo Park resident, former Planning Commissioner

Committer B6
Patti L Fry
May 4, 2009

Response B6-1: The commenter expresses concerns about the traffic analysis in the Draft EIR, specifically as it relates to parking, construction parking and traffic, and the Alma Street/Ravenswood Avenue intersection. These concerns are addressed in Responses to Comments B6-2, B6-3, and B6-4, listed below.

Response B6-2: The parking analysis was conducted on days chosen as representative samples for a weekday and a weekend day both while school was in session and out of session to capture parking demand during typical use of City facilities.

Response B6-3: Project construction and phasing are summarized beginning on page 29 of the Draft EIR. Construction time for each new building is estimated at 9 to 12 months. The construction of the gymnasium will proceed first and is anticipated to begin in the fall of 2009. Once construction of the gymnasium is complete, the existing gymnasium uses would be relocated to the new facility. When funding is available, the existing Gymnasium and Gymnastics Center would then be demolished and the new gymnastics building would be constructed in its place. Construction projects would be staged in a way that maintains safety and access to the surrounding facilities.

A truck routing permit, a traffic control plan, and a pedestrian detour plan are standard requirements of City projects where construction activities will take place near the street, and a construction staging plan would be appropriate for the proposed project. Building construction typically takes place in stages – demolition and site preparation (vegetation removal, excavation); utilities, concrete, paving; and building construction. The length of construction phase varies and the intensity of activity in each phase varies. Any potential traffic or parking impacts related to project construction would be temporary and would be considered less than significant.

Response B6-4: The Transportation, Circulation and Parking Chapter of the Draft EIR includes analysis of the intersection of Alma Street and Ravenswood Avenue. Under existing and near-term conditions, this intersection operates at LOS B in the AM peak hour and LOS C in the PM peak hour. With implementation of the proposed project, this intersection would continue to operate at LOS B in the AM peak hour and LOS C in the PM peak hour. This analysis includes an AM turn restriction that has previously been approved and will be implemented prior to this project, and is considered

an existing condition. As the proposed project would have a less than significant impact at intersection, mitigation measures are not proposed and are not required.

The current crosswalk across Ravenswood Avenue at Alma Street has pavement marking, in-pavement lights activated by pedestrians and bicyclists, hand-held crossing flags and signage which act as safety measures for both pedestrians and bicyclists. The red solid striped crosswalk is distinct and has additional reflective signage at the centerline.

From: Helene Goode [mailto:timothygoode@comcast.net]
Sent: Saturday, May 23, 2009 1:57 PM
To: Scribner, Nathan V
Cc: Betty Meissner; kzechnick@hotmail.com; Geraldine Stocker
Subject: Disastrous effects of proposed gymnasium location

To all concerned:

As a descendent of early Menlo Park pioneers, as a career high school teacher and coach, as a two-term Library Commissioner, as a Friends of the Library Board Member and former President, as a working "Mole" for 16 years, as a youth advocate for coaching and the promotion of youth activities in Menlo Park, as the creator and event coordinator for the 15 year history of the Keplers-Menlo Park Library "Celebration of Reading" to raise money for Belle Haven School, to promote music in our schools and to strengthen bonds between the business community and our youth literacy programs, as an editor for the Menlo Park Historical Association's newsletter, and as an active participant in the passing of all Library bond measures as well as recreation issues, I DO CARE DEEPLY FOR BOTH THE LIBRARY AND WHAT IT DOES FOR THE ENTIRE COMMUNITY and for the gymnasium, and I know that the Friends not only support the Library as they have since 1953 in all of its special programs for youth and adults, but we also want what is best for the recreation needs of the young people using that gym. It's not the gym we are upset about; IT'S THE LOCATION OF THE GYM!

At a time of the Library's greatest need, this drastic economic downturn, the community needs a library to serve them. Anyone who walks into the Library during storytimes will quickly see the tremendous demand for this service. The Library has had to close storytimes because of space and budget issues. Menlo Park needs more storytelling.

Furthermore, computer stations are constantly being used by adults. People job-hunting, people with small businesses, and people simply looking for information easily available to computer-owners are frequenting the Library in even greater numbers. The entire mission of the library system is to help ALL people gain the resources they need for a resourceful and successful life. It is a key to Democracy's promise. Menlo Park needs more computers.

Shrinking a parking lot and making the Recreation Center, the gymnasium and the Library compete for the available parking spaces is an unbelievable proposition. The gymnasium project had the blessings of most of the Library community....until the location was announced. Only recently did the Library community realize the disastrous effects the gymnasium would have on the Library.

What was a welcome addition to Menlo Park becomes an ugly oversight by planners, who seem to be ignorant of the values of the Library and the Rec Department.

I will definitely do all I can to sway public opinion to dash this plan.

Sincerely,

Timothy D. Goode
730 Vine Street
Menlo Park, CA 94025
(650)325-3001

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Commenter B7
Timothy D. Goode
May 23, 2009

Response B7-1: The commenter's concern for the library and dislike of the proposed location of the gymnasium is noted.

Response B7-2: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

From: dhoward@matsart.com [<mailto:dhoward@matsart.com>]
Sent: Wednesday, May 13, 2009 1:02 PM
To: Scribner, Nathan V
Subject: Comment on New Gym Plan

I reside in Menlo Park Sharon Heights and often use the library. The library parking lot is often nearly full of vehicles. The new gym will be located next to that parking lot. People driving to use the gym will try the library parking lot as their first choice. Library patrons who drive in will find that the parking lot is full after the new gym is opened. This is going to inhibit library use, especially by seniors who are a large part of the library users. This is not fair to the library users who will get bumped from the library parking lot into lots that are further away on into trying to find a parking spot on the street. On behalf of the library patrons, many whom are seniors, and many whom are regular (even daily) library visitors, the new gym plan should be amended to include added parking adjacent to the new building while retaining the skate park, outdoor basketball court, and other existing facilities.

Commenter B8
D. Howard
May 13, 2009

Response B8-1: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

its full size courts are designed. With the current design it is not clear that all such usage will be possible. At the least, City staff and Council should be aware that the current proposal will not enable maximized use of the new facilities and draft management strategies for Council's review.

**3
cont.**

New parking staff, or at least signage, may be needed to deter people away from a full lot so that they don't needlessly drive through, creating further congestion and wait. For the east side of Menlo Park, non-automobile access is reasonable, but without a bike/pedestrian tunnel, that is not true for west side Menlo Park. Access for west siders by bike or walking is inconvenient and certainly dangerous for youngsters. Public transport, and pedestrian and bicycle access to Burgess, is not easy, so patrons can not be expected to easily select alternate transportation modes.

4

4. Problematic DEIR assumptions

Again, the problem with the analysis is that the total number of spaces is used as a single total parking constraint, rather than realistically analyzing individual lots likely to be used by patrons coming to Burgess for various activities. That assumption creates the misleading overall conclusion that there is no significant parking impact. A realistic analysis would estimate numbers of unsatisfied patrons who are deterred from using Burgess Park, or at least note the expected annoyance to park an unreasonable distance from their destination. With an additional intense use, it won't matter that the total number of spaces is adequate, but where free places are located, and how often patrons then find parking too inconvenient to use Burgess, or just annoying. These are physical outcomes influencing site usage and so within the scope of the DEIR. A comparable analysis for sharing parking between two restaurants or retail services would be wholly unacceptable. Yet the outcomes, in terms of annoyance and unsatisfied parking demand, are the same. Library patrons will absorb the externalized cost of locally limited parking to be created by the new basketball gymnasium. Retail services would accept no such compromise.

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One option is for the type of detailed analysis provided for so many nearby intersections to be carried out for the individual parking lots. Correct modeling would reflect some probability that a preferred area is full and consequences: parking at a second lot or going home. That type of modeling is similar intersection modeling with probabilities of turns. But additional detail is probably not needed, since the current estimates point to significant under parking for the new gymnasium. City staff and Council should carefully review these results and consider their implications.

6

If my interpretation of the parking constraint is wrong, please feel free to correct me. I stated my understanding and criticism at the DEIR public hearing and was not told otherwise by City staff or the DEIR consultant.

5. Support for gymnasium and alternative siting suggestion I do not want this DEIR comment to be taken as opposition to the proposed Burgess gymnasium. I certainly support new facilities, just not the plan as proposed. I think the Burgess site is a poor one for such an intense use with no additional parking, or parking strategies, especially when compounded by poor alternative transit.

7

In addition, there is another siting option which is arguably superior in many respects to the Burgess site, regardless of parking.

I suggested at the Planning Commission hearing siting the new gymnasium on El Camino Real, near Middle Avenue and just beyond the railroad tracks across from Burgess Park. I here again recommend consideration and analysis of this option. The El Camino Real land is not Menlo Park City property, but is expected to be developed soon. The siting would work well with an expected pedestrian and bike tunnel connecting Burgess Park to that part of El Camino Real. Pedestrian, biking, and drop-offs would be convenient from the east side, and City gym staff would have easy access to all Burgess facilities. Additional parking as needed could also be developed on the now

8

vacant areas of El Camino Real, perhaps thought of as public benefit for broader El Camino Real development.

Importantly, the alternate site could be designed to anchor development in on south El Camino Real. A real focus of attraction and interest for gymnasium sporting events would be possible, complemented by development of appropriate retail, commercial and other uses. The alternative site, assuming an attractive bike/pedestrian tunnel (similar to the one connecting Alma to the Palo Alto Medical Foundation), provides easy and safe connectivity to Burgess Park, and connectivity for the east and west sides of Menlo Park. This El Camino Real site is also close to Alma lot #5, making its available parking much more useful.

One can imagine athletic events at the new gymnasium on a newly restored south El Camino Real, with pedestrians/bikes flowing to and from the east; proximate retail services for gymnasium patrons and others; and patrons also able to arrive from the west. This project as currently conceived is clearly being driven by its financing and the generous gift of the new gymnasium Donor. If the Donor's goal is to invigorate athletics for Menlo Park, he couldn't do better than to consider this alternative site.

Sincerely,

John Kadvary / Menlo Park Planning Commissioner

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cont.

Letter B9
John Kadwany
Menlo Park Planning Commissioner
May 12, 2009

- Response B9-1: Beginning on page 70, the Draft EIR includes an analysis of the existing parking supply, parking requirements for the proposed project, existing parking conditions and future parking conditions. Table IV-13 summarizes the total number of parking spaces per public parking lot in the Civic Center. As the commenter correctly notes, there are 560 total parking spaces. Table IV-16 summarizes the total number of parking spaces that are currently available and the total number of parking spaces that would be available after implementation of the proposed project.
- Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.
- Response B9-2: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.
- Response B9-3: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.
- The primary usage of the new gymnasium will be recreational in nature, not for large tournaments.
- Response B9-4: Please see Response to Comments B1-1 and B9-1 for a discussion of parking at the Civic Center Complex.
- Existing transit services and bicycle/pedestrian facilities in the project area are described beginning on page 34 of the Draft EIR. Bicycle access to the Civic Center exists from several neighborhoods throughout the City and residents can take the Menlo Park Shuttle.
- Response B9-5: Please see Response to Comments B1-1 and B9-1 for a discussion of parking at the Civic Center Complex.
- Response B9-6: Please see Response to Comments B1-1 and B9-1 for a discussion of parking at the Civic Center Complex.
- Response B9-7: The commenter's support for recreation facilities but dislike of the proposed location of the gymnasium and gymnastics center is noted.

Response B9-8:

The commenter has suggested that the City consider an off-site alternative to the proposed project, specifically a site south of Burgess Park, “on El Camino Real, near Middle Avenue and just beyond the railroad tracks...” The address of this site is 550 El Camino Real. This property is privately owned by Stanford Land Management Corporation, and there are already tentative plans for future redevelopment once the current lease expires in 2012. In addition, the existing railroad tracks are currently a barrier to connection between the Civic Center Complex and El Camino Real, presenting a severe access problem for gymnasium users and eliminating connectivity between the gymnasium and sports fields, and other recreation facilities.

As noted on page 77 of the Draft EIR, the *CEQA Guidelines* require the analysis of a reasonable range of alternatives to the project, or to the location of the project, which would feasibly attain most of the project’s basic objectives and avoid or substantially lessen any of the significant effects of the project. Per *CEQA Guidelines* Section 15126.6 (f)(2)(A), alternative locations to a project need only be evaluated where relocation of the proposed project “would avoid or substantially lessen one or more of the significant effects of the project.” Because the potential impacts to parking associated with the proposed project would be less than significant, and it would not conflict or impede alternative transportation opportunities, an off-site alternative on El Camino Real, with the primary purpose of reducing parking impacts, need not be included and evaluated. In addition, the feasibility of this alternative is speculative, as it is not known if the City could reasonably acquire, control or otherwise have access to this alternative site.

From: julia kringel [<mailto:jbkringel@earthlink.net>]
Sent: Friday, May 22, 2009 3:08 PM
To: Scribner, Nathan V
Subject: parking for new gym

I am writing to express my concern about the parking once the new gym is constructed. What plans have been made to accommodate the new surge of people wanting parking spaces? People of all ages use the Library, from toddlers to the elderly, and in this way it's needs are unique among the other Burgess Park buildings. There must be plenty of Library parking that is specifically designated for its use. I am not against a new gym, but I do think there are issues that need to be addressed.
Julia Kringel

Letter B10
Julia Kringel
May 22, 2009

Response B10-1: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

From: ag lee [mailto:aglarpc8@hotmail.com]
Sent: Tuesday, May 26, 2009 3:59 PM
To: Scribner, Nathan V
Subject: Burgess Gym & Gymnastics Center -- Parking Impact

I am indeed concerned about the parking impact of the plans for the Burgess Gym & Gymnastics center.

In the early 1990s, when I was on the Library Commission and Library Space Planning Committee, the parking available was carefully expanded to meet the needs of the new decade. Today, with the many services and programs offered by the Library, we can hardly afford to lose spaces.

As a library patron, I know the parking crunch we often experience. We need to be aware of increasing library parking needs in the immediate and long-range future.

Please re-do the traffic and parking study to address these concerns.

Aldora Lee
745 Menlo Avenue, #4
Menlo Park, CA 94025

Letter B11
Aldora Lee
May 26, 2009

Response B11-1: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

Tuesday, May 26, 2009

Thomas M. McDonough
455 San Mateo Drive
Menlo Park, CA 94025-5348

Nathan Scribner
Engineering Division
City of Menlo Park,
Menlo Park, CA 94025

Re: DEIR Burgess Gym and Gymnastics Project

Dear Mr. Scribner:

As a Menlo Park resident who is also a 7-year Library Commissioner and current Chair, sole volunteer for largest Library outreach program to the Veterans Hospital Long Term Care Unit, member of the Friends of the Menlo Park Library, Youth/Teen Program volunteer, materials donor to the Menlo Park Library and monetary donor to the Menlo Park Library Foundation, I respectfully submit the following observations for consideration by the Community, City Manager and Staff, specifically City Council, Public Works, Transportation, Parks and Recreation and Planning Commissions regarding the proposed new gymnasium.

A generous donor, Mr. John Arrillaga, has presented Menlo Park with a wonderful City- and community-transforming moment. It should not be tainted by complaint and angst, but welcomed with cooperation, creativity and teamwork. I am very excited about the expansion of recreational services to the public, and I thank Mr. Arrillaga for his great kindness and largess.

The overall benefit to this project is undisputed. But now is the time to assure that other City services are not compromised at its expense. While on the surface this might seem a small issue, my concern is the detrimental impact the project (as it has been presented thus far) will have on the parking lot currently used by the Library and other City services. After all, of what use are those services if residents can't get to them? I believe the City would greatly benefit by seeking Mr. Arrillaga's experienced input on parking and traffic issues. It seems unwise to spoil such a terrific project by neglecting to provide convenient and ample parking for its use. Such neglect could have long term effects to residents, services and perception of many City services and programs, and perhaps even result in greater expenditure down the line. I feel certain this would hardly be the intent of Mr. Arrillaga's generosity in the first place.

Given the time and the concessions the City has already given to Mr. Arrillaga on the project, the City and Council have both a legal and moral obligation to ensure residents suffer no negative impact from its achievement. I respectfully urge the following:

1. Please avoid creating another Santa Cruz Avenue traffic calmer issue. That is, sometimes well-intentioned projects have less than desirable outcomes.

There is already a great deal of intense concentrated patron and employee activity on the City Campus between the Administration, Library, Recreation, playing fields, skate board users, pool, etc. The City Campus appears burdened beyond what can be supported with the addition of this gym and gymnastic project without significant changes to parking, traffic and how the City operates services.

2

2. A fact not included in the DEIR, Library surveys of patrons rank convenient parking as one of the most important features of the Library. Members of the last Library Remodel Committee's Commissioner and Architect recommendations, which determined Lot 6 to be inadequate in the 1990s, and it was expanded to its present state. We most certainly have more traffic, not less, than we did at that time.

It is interesting to note while Staff prepared the DEIR and provided building and project history, the remodel of Lot 6 and the remodel of the Library was omitted or overlooked, and therefore not considered or mentioned. Nor was the information mentioned regarding feedback from the Library surveys about parking. This should be corrected. I believe this Lot 6 remodel information should be located, quickly reviewed by Staff and made completely available to the public. If not, it should be explained to the public and Commissions why such recent remodel history would be missing.

3

Question to Staff: Is there anything that would hinder the above request? According to City Council 5/19/09 video, when Mayor Robinson asked Public Works and Planning Staff about parking, Staff told Council that despite Traffic and Parking Analysis they were surprised by the feedback. Also how many parking spaces are we losing? How many are we losing to accommodate handicapped patrons parking?

4

According to the Planning Commission minutes, a posting on CCIN, and discussions with Planning Commissioners, several Commissioners have expressed strong concerns about Parking and Traffic. Public Works and Planning did not share with Council on 5/19/2009 that on 5/4/2009, Planning Commission members asked about additional data gathering because the snapshot of Lot 6 in February was a poor indicator of its use. All staff offered to Council on 5/19 was a slight rear entrance design change to the South.

5

Question to Staff: Why not do this so we have the best data to decide? The Library Director had suggested two days be studied: Fridays and Wednesdays. My conversations with the Library Director between 5/14 and 5/22 confirmed Fridays as heavy use days due to Children's Story Time, and as on the 5/4/2009 Planning Commission video, a Planning staffer confirmed Wednesdays to be heavy use days as well. (It is noteworthy that Story Time is so popular takes place in both Library itself and the Recreation Center,

6

this service alone filling parking Lot 6.) I made a random visit on Friday 5/22/2009 (a Story Time day) between 10:00 am and noon, and the parking lot was at full capacity. The Library counter clocked 171 patrons. That just reflects those in the Library, and does not count the 80 or so who came for Story Time in the Rec Center, and all those others attending other Rec activities.

6
cont.

Fast forward to summer with Gym, Rec and Library patrons combined with parents and children going to the Rec Center for exercise, Community Center classes and Children's Story Time. It's quite possible a weekly traffic and parking snarl would add unnecessary stress and likely lower potential revenue from existing programs, both during and after construction.

Question to Staff: Has there been a City Budget cost and revenue analysis on the possible project impact to City programs for 2009/2010 budget when this project moves forward?

7

Question to Staff: Is there a master schedule project plan for the proposed Burgess Gym?

8

Question to Staff: Would construction sound and materials (mold, dirt/dust in the air) create an unsuitable environment for both employees and patrons (especially young developing ears) due to proximity to the project? In my own experience, Human Resources takes seriously environmental disturbances. Most of the Rec rooms I have been in have poor ventilation, which is why the windows and doors are open, but thereby letting such pollutants in. And the construction noise might render such popular programs such as Story Time impossible, as audible music and voice are critical to them.

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(That being said, I do have a mitigation suggestion. It's unorthodox, but Story Time could be permanently moved from the Rec Center rooms to the City Council Chambers. My understanding is this is an unused building during the day, yet would provide a perfect setting. As a side benefit, it would allow even more young children and parents to attend. On alternate Fridays when City offices are closed, some parking pressure might be taken off Lot 6 and shifted to Lot 2 during Story Time hours.)

City and Council Communication Practices

I have to say the parking impact of this project has caught me off guard as a Library Commissioner and resident. The Library Commission never heard from Library Staff about the proposed new gym and its parking/traffic impact. In fact, the Library Director seemed very surprised by the whole matter. Additionally the Steering Committee did not solicit input from the Library Commission, despite the clear impact the project will have on Library users.

10

Parks and Recreation Commission wisely made the following motion:

“Motion from the Commission that in the future City Council refer matters related to the Parks & Recreation Commission and Community Services to the Commission with adequate lead time to ensure the Commission can get proper public input and debate.” (October 30, 2007 Parks & Commission Minutes)

The irony of this motion is not lost on me as a Library Commissioner, particularly since Library patron services, parking and traffic will be impacted. I respectfully submit that if the City Council did adopt this motion from the Parks and Recreation Commission, would not the same courtesy be extended to both the Transportation and Library Commissions, and for the same reasons? Those of us serving on Commissions do so as volunteers to represent the needs of the community and make recommendations to the Council. We cannot be effective in our mandate if we do not have transparent and timely communication from the pertinent City Departments, other Commissions, and Liaisons.

**10
cont.**

Conclusion & Recommendations

1. Extend for two to four weeks the DEIR deadline for Public Comment so that concerns can be answered by Staff in order to advise Council. At the very least have Public Works and Planning present at both Library and Transportation Commissions for discussion.
2. City Staff at the 5/4/2009 Planning Commission meeting admits the DEIR contains lane geometry errors in Figure 4.2 and other similar figures which would lead both Planning Commissioners and any readers to incorrect conclusions. Staff goes on to say it is a minor error, but how would the public know this? Additionally, it was not revealed by Staff until queried by the Planning Commission. It should have been corrected before the DEIR was released, given the importance and impact of the project.
2. Rotate the proposed gym 180 degrees so the main entrance faces toward the field, placing the new suggested rear entrance toward the Lot 6.
3. Demolish and relocate the skate board park and basketball courts to the area near the pool. Short of that, something has to give on Burgess Park and its capacity for recreation activity given its physical layout. Those areas, while valuable and well used, could easily be relocated to another park like Nealon or Jack Lyle. I feel confident that, to quote the movie *Field of Dreams*, “if you build it, they will come.” This newly freed space could provide quite a bit of much needed parking for the new gym, (or as I call it *Gym of Dreams*) linking it to Lot 5.
4. Let’s encourage bicycle use by providing ample racks and shelters, similar to those at the Cal-Train Station. They could be placed in the medians in Lot 6. This would at once help meet needs of the gym patrons and the Mayor’s own call for more biking.

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|---|-----------|
| 5. Lease parking as needed. Examples are: 1) the lot behind 800 El Camino, etc., during basketball and baseball events. Arrange looped shuttle service for high demand events or build a pedestrian tunnel. 2) weekday parking from the church on Laurel and Ravenswood for use by Staff, again freeing up Lot 2 (SRI has done this on occasion). | 16 |
| 6. Institute Library Story Time location change to City Council chambers, as mentioned above. | 17 |
| 7. Establish a project-specific inter-Commission and departmental committee to evaluate parking/traffic needs of the City Campus in parallel to this project. Such a commission would be temporary. The first would help establish recommendations specific to the new gym project. | 18 |
| 8. A parking structure was mentioned, but not considered. Why not? A blue sky solution would be to build into the project underground parking or a dedicated parking structure, but Staff seems reticent. | 19 |

Please do not let my attempt at thoroughness in my thoughts be misinterpreted as criticism for the new gym project. Again, I'm thrilled that our community has this spectacular opportunity for enrichment of services. I simply want everyone to be able to find a space to park to enjoy them.

Thank you for your time and attention. I look forward to your replies.

Sincerely,

Thomas M. McDonough

Letter B12
Thomas McDonough
May 26, 2009

Response B12-1: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

Response B12-2: Chapter IV of the Draft EIR, analyzes the potential impact of the proposed project on transportation, circulation and parking. The following impacts are identified in this chapter:

- Under the both the near-term and long-range conditions, the proposed project would cause an increase in delay for critical movements at the following intersections by more than 0.8 seconds, which would constitute significant and unavoidable impacts:
 - El Camino Real and Ravenswood Avenue
 - Middlefield Road and Ravenswood Avenue
 - Middlefield Road and Linfield Drive
 - Middlefield Road and Willow Road
- Under the long-range conditions, the proposed project would cause an increase in delay for critical movements at the Laurel Street and Ravenswood Avenue intersection by more than 0.8 seconds, which would constitute a significant and unavoidable impact.
- The following roadway segments would be significantly impacted under both the near-term and long-range conditions, and would result in significant and unavoidable impacts:
 - Linfield Drive between Middlefield Avenue and Sherwood Way
 - Waverly Street between Willow Road and Alma Street
 - Burgess Drive between Laurel Street and Alma Street
 - Ravenswood Avenue between Alma Street and El Camino Real
 - Ravenswood Avenue between Laurel Street and Alma Street
 - Middlefield Road between Ravenswood Avenue and Willow Road

Mitigation Measures are proposed to reduce the impacts on these intersections and roadway segments, including:

- Implementation of a Transportation Demand Management program
- Payment of traffic mitigation fees

- Contribute funding toward future improvements to the intersection of El Camino Real and Ravenswood Avenue
- Contribute funding toward future improvements to the Middlefield Road corridor

However, these measures would not reduce impacts to less than significant levels. At several intersections the construction of additional turn lanes or through lanes would reduce impacts, however, roadway widening is not feasible. The proposed project would result in significant, unavoidable traffic impacts.

Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

Section XIII of Initial Study includes an analysis of public services. See page 54 of the Initial Study, included as Appendix A of the Draft EIR. Impacts to public services, including police, fire, schools and parks would be less than significant.

In order for the City of Menlo Park to approve a project with significant unavoidable impacts, they must adopt a statement of overriding considerations. CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that will otherwise occur with implementation of the project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the project lies with another agency.⁵ For those significant effects that cannot be mitigated to a less-than-significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.⁶ The CEQA Guidelines state in section 15093 that:

“If the specific economic, legal, social, technological, or other benefits of a propos[ed] project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered ‘acceptable.’”

Response B12-3:

The commenter’s statement that library patrons rank convenient parking as one of the most important features of the library is noted.

Architectural Control approval for the library expansion was granted on July 2, 1990 by the Planning Commission. The expansion plans included a 7,887 square feet of additional floor space, relocation of the entrance to the

⁵ CEQA Guidelines, Section 15091 (a), (b).

⁶ Public Resources Code Section 21081(b).

library, and a new parking area to provide parking for the handicapped and for short term users. Information on the library expansion (as well as other applications and permits in the City) is on file at the Community Development Department. *CEQA Guidelines* Section 15125(a) states that an EIR must include a description of the physical environmental condition in the vicinity of the project at the time of the publication of the Notice of Preparation. This setting normally constitutes the baseline physical condition by which the Lead Agency determines whether an impact is significant. The Notice of Preparation was published on November 20, 2008. For the CEQA analysis, there is no need to include a description on the remodel of parking lot 6 or the library.

Response B12-4: Please see Response to Comments B12-1, -2 and -3, above.

As noted on page 29 of the Draft EIR, development of the gymnasium site would remove the cul-de-sac south of the recreation center resulting in the loss of 13 parking spaces. In addition, the reconfiguration of existing ADA parking spaces and a new drop-off area in the adjacent parking lot (lot 6) would result in the loss of approximately 4 parking spaces.

Response B12-5: Written responses to comments provided at the May 4, 2009 Planning Commission Hearing are provided beginning on page 88 of this Response to Comments document.

Response B12-6: Please see Response to Comment B11-1 for a discussion of parking demand for the library. The parking analysis for "School Out Of Session" were based on counts taken during the summer season and so the analysis reflects the higher demand for the site facilities during this period.

Response B12-7: This comment relates to the financing and operation of the proposed project, and does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.

Response B12-8: Project construction and phasing are summarized beginning on page 29 of the Draft EIR. Construction time for each new building is estimated at 9 to 12 months. The construction of the gymnasium will proceed first and is anticipated to begin in the fall of 2009. Once construction of the gymnasium is complete, the existing gymnasium uses would be relocated to the new facility. When funding is available, the existing Gymnasium and Gymnastics Center would then be demolished, and the new gymnastics building would be constructed in its place. The schedule for demolition of the existing Gymnasium and Gymnastics Center and construction of the gymnastic center is not known at this time.

Response B12-9: Mitigation Measure AIR-1 (included on page 18 of the Initial Study) would reduce construction related air quality impacts to a less-than-significant level. Mitigation Measure NOISE-1 (included on page 51 of the Initial

Study) would reduce construction related noise impacts to a less-than-significant level.

The City will consider notifying other users in the Civic Center Complex of the project construction schedule as part of the project review process.

Response B12-10: As described on page 2 of the Draft EIR, the City of Menlo Park circulated a Notice of Preparation (NOP) for the project on November 20, 2008, to help identify the types of impacts that could result from the proposed project, as well as potential areas of controversy. The NOP was mailed to public agencies, organizations, and individuals likely to be interested in the potential impacts of the project. The NOP was posted on the City project page of the City website. The NOP included a project description, describing the size of the proposed buildings, as well as a site plan, showing their size and proximity to other uses and parking areas in the Civic Center. A scoping session for the Draft EIR was held as a public meeting before the Planning Commission on December 15, 2008. Comments on the NOP were received by the City and considered during preparation of the EIR.

Response B12-11: The commenter's request that the public review period for the Draft EIR be extended is noted but the review period has not be extended. The Initial Study and Notice of Preparation were distributed on November 20, 2008. A Scoping Meeting was held before the Planning Commission on December 15, 2008. A public participation meeting was held on January 31, 2008. The Draft EIR and Notice of Availability were distributed on April 9, 2009. The Draft EIR was available for review and comment for 45 days, consistent with *CEQA Guidelines* Section 15105. The Draft EIR focuses on a single issue topic, Transportation, Circulation and Parking.

Response B12-12: Please see Response to Comment C1-2 regarding the geometrics at the intersection of Alma Street and Ravenswood Avenue.

Response B12-13: The commenter's suggestion that the gymnasium be rotated so that primary access is provided adjacent to the skate park and ball fields is noted. One of the objectives of the proposed project is to provide better access to the gymnasium (and gymnastic center) to those with disabilities (make ADA compliant). Providing primary access to the building away from parking area may not support this objective. This comment does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.

Response B12-14: The commenter suggests that the skate park and basketball court, currently located near Alma Street, either be demolished or be relocated to an area near the Aquatic Center. Information was not provided, and it is unclear as to where these facilities could be accommodated near the Aquatic Center, and how the relocation of these facilities would reduce potential project

impacts. Please also see Response to Comments B9-8 and B16-2 regarding project alternatives.

The commenter also suggests that the skate park and basketball court be relocated to Nealon Park or Jack Lyle Park. Information was not provided, and it is unclear as to where these facilities could be accommodated in Nealon or Jack Lyle parks. In response to this comment, the City has determined that relocating facilities from Burgess Park to other parks is not preferred because it would reduce the versatility of use and the complementary nature of the existing and proposed uses in the Civic Center Complex. The existing and proposed facilities and uses at the Civic Center Complex accommodate the needs of City residents of all ages and especially families with children of varying ages. Multiple trips can currently be accommodated within the Civic Center Complex; e.g., a visitor can attend a class at the recreation center or Menlo Children's Center, return library books, etc.

In addition, the two parks mentioned are generally smaller than Burgess Park with little or no unused space that could accommodate the skate park and basketball court or the proposed facilities. Development of new recreation uses at these parks would likely require the displacement of other recreational uses at these parks (The proposed gymnasium site currently includes a lawn area and parking and the proposed gymnastic center site currently includes the gymnasium and gymnastics center. Development of the proposed project on this site would not displace other uses.)

- Response B12-15: Mitigation Measure TRANS -1a (see page 67 of the Draft EIR) requires a Transportation Demand Management (TDM) program be prepared prior to issuance of building permits for each structure. It is anticipated that each TDM program would include the provisions of bicycle lockers or racks.
- Response B12-16: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.
- Response B12-17: Please see Response to Comment B12-9.
- Response B12-18: The commenter's suggestion that a temporary inter-Commission and departmental committee be established to evaluate the parking and traffic needs of the Civic Center Complex is noted. This comment does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.
- Response B12-19: A parking structure was not considered because the analysis shows (beginning on page 70 of the Draft EIR) that there would be adequate parking at the Civic Center Complex to accommodate the anticipated demand of the proposed project.

From: Betty Meissner [mailto:bjmeissner@gmail.com]
Sent: Tuesday, May 26, 2009 11:15 AM
To: Scribner, Nathan V
Subject: New Burgess Gym parking/traffic/safety

Like many others, I just recently learned important details about the proposed Burgess Gym location and parking/traffic. I'm a 35+ year resident, care deeply about Menlo Park, and am integrally involved with the Library Friends, Foundation, Project Read as well as with the Chamber of Commerce, Downtown groups, Hometown Peninsula, and yet this information slipped under my radar. But aside from the manner in which the public was informed, I want to focus on the EIR.

When I heard that the new gym would add 700+ vehicle trips but not add parking (in fact would reduce parking), I was distressed and outraged that planners seemed to overlook (or perhaps they misunderstood) the level of use parking by Library patrons. The lot is almost full during daily storytimes as well as for evening events, some of which are attended by 250+ people. Assuredly people are already using the other parking lots when there is a City Council meeting and/or when there's an activity or class at the Rec Center. Where will those citizens and Gymnasium users park when the new facility is fully functioning? Not only will they need to park farther away, but safety at night may be an issue.

1

Then the complication of the Drop-off also should be considered; the dropping off is not as detrimental to traffic as is the Picking up. One only needs to compare the current Pick-up situations at local schools (some of which have required police monitoring!) and extrapolate the potential Pick-up situation at the proposed gym to realize that Gymnasium parking and traffic generation definitely need more study and high prioritization.

2

I got a copy of the EIR late last week and have these comments/questions on the sections below; my holiday weekend plans were already in place, so I haven't had time to read the entire document, but I plan to study it thoroughly to try to understand the rationale behind what I consider the blatant disregard for parking requirements/expectations/needs of current users of Civic Center, and in particular of the Library.

3

Thank you for your attention; I hope the new gymnasium can be built with sensitivity to our entire community's needs and requirements and the overall impact on Burgess Park and the peripheral area.

Betty J. Meissner
 1327 Johnson
 Menlo Park

Thank you.

Betty J. Meissner
 1327 Johnson Street
 Menlo Park

page 20 paragraph 5--what is the source and rationale for the square footage assumption for the T	4
page 23--within the Objectives, there is nothing regarding parking, impact minimalization, and aesthetics	5
page 26 paragraph 4--assuming the Drop-off/Pick-up is at the south end of the parking (or wherever it is, in fact), imagine the line-up of cars along Alma Street in both directions waiting for their passengers. Not only is this bad for traffic, it's bad for the environment. What impact will this traffic have on people just wanting to get to the Library/Rec Center? Will they even be able to access the more distant parking lots if there are cars blocking Alma?	6
page 29 paragraph 2--the EIR states that the proposed gym doesn't alter vehicular access and parking. Of course, the building does nothing in that regard, but the USE AND USERS OF THE GYM definitely do!!	7
page 30 paragraph 1--"programming ...in the new gym...may increase in the future" so of course would parking requirements and traffic, right?	8
page 31 paragraph 6--Linfield is another East-West access, as are Waverly, Laurel, and Burgess Drive	9
page 32--I'd suggest breaking Burgess Drive under the railroad to meet Middle Avenue	10
page 33 paragraph 4--I have a hard time believing that there are <100 peak pm hour trips; is this on weekdays and/or weekends? Is this the rationale for not including Routes of Regional Significance in the EIR?	11
page 35 paragraph 4--Is this information accurate? "sidewalks ...south side of Laurel...north side of Burgess" I thought Laurel ran north/south and therefore would have parking on the east and west sides;	12
I believe there's parking on the north side of Burgess (is there a real sidewalk alongside?) Specifically where are the mentioned bike facilities, how many bicycles do they accommodate, and how far/how many minutes would bikers have to walk to get to the Gymnasium? I question if they would actually even park off-site and would expect them to park at Burgess, legally or informally (adding bike clutter to the traffic congestion and ugliness.	13
	14

P.S.

This is an article from a recent newspaper, East Bay, no less:

Oakland Tribune , Apr 16, 2009 by Mike Rosenberg

"average daily traffic on a section of Ravenswood Avenue, from Laurel to Alma streets, is projected to eventually increase by 383 vehicles from 21,061 And average daily traffic on Middlefield Road, from Ravenswood to Willow avenues, could increase by 111 vehicles from 24,476. For those areas, the addition of 100 or more vehicles is considered a significant impact, according to the report. Overall, the new gymnasium and gymnastics center is expected to generate 737 daily trips."

To subscribe to the the Menlo Park email list regarding the Burgess Gymnasium Expansion Project, visit:

<http://74.125.155.132/search?q=cache:ofFMiQ0FvMcJ:www.menlopark.org/gym/+burgess+gymnasium+expansion&cd=1&hl=en&ct=clnk&gl=us&client=firefox-a>

and click on the bottom left link for subscription.

15

Letter B13
Betty Meissner
May 26, 2009

Response B13-1: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

The comment that night time safety for pedestrians may be an issue is noted. There are street lights located throughout the Civic Center Complex, including additional path lighting and lighting in parking lots. This comment does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.

Response B13-2: The drop off and pick up operations would be factored into the final design plan, including the access, drive aisles and sight distances. It is worth noting that a gymnasium has different characteristics than a school. A school typically has a concentrated drop off and pick up schedule and virtually no parents parking. A gymnasium would have classes and other activities spaced throughout the day, with a combination of parking and drop off/pick up circulation. The traffic analysis, including the trip generation and parking demand, accounted for the assumed activity patterns of the proposed gymnasium.

Response B13-3: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

Response B13-4: The square footages of the gymnasium and gymnastics center utilized in the TIA were the largest square footage anticipated based on early conceptual plans.

Response B13-5: The commenter notes that project objectives, included on page 23 of the Draft EIR, do not include objectives related to provision of parking, minimizing impacts or aesthetics. As noted in *CEQA Guidelines* Section 15124, project objectives should include the underlying purpose of the project. The purpose of the proposed project is to increase available gymnasium and gymnastics facility space to better accommodate gymnastics participants and hosting of gymnastic meets, youth and adult basketball teams, and youth volleyball teams. The purpose of the proposed project is also to improve the gymnasium and gymnastics facilities to provide better access to those with disabilities (make ADA compliant) and increase seismic safety.

As noted in *CEQA Guidelines* Section 15002, the basic purposes of CEQA are to inform the decision makers and the public about the potential

environmental effects of proposed activities and identify ways that environmental impacts can be avoided or significantly reduced. Beginning on page 70, the Draft EIR includes an analysis of the existing parking supply, parking requirements for the proposed project, existing parking conditions and future parking conditions. Potential impacts to aesthetics are addressed beginning on page 14 of the Initial Study.

Response B13-6: Please see Response to Comment B13-2.

Response B13-7: The circulation and parking discussion on page 29 describes the proposed project. The trip generation, distribution, and potential impacts to area intersections and roadways associated with the proposed project are described in Chapter IV of the Draft EIR. A parking analysis is also included in Chapter IV of the Draft EIR.

Response B13-8: Trip generation for the proposed project is included in Table IV-4 of the Draft EIR. The size of the new facility would mean an increase in activity as compared to the existing gymnasium and gymnastics center. This in turn would also mean an increase in parking demand and traffic. This increase in parking demand and traffic is accounted for with the ITE Trip Generation and Parking Generation rates.

Response B13-9: Access in this context refers to streets providing direct access to the site which includes Alma Street, Laurel Street, and Burgess Drive. Linfield Drive and Waverly Drive are not adjacent to the site and so do not provide direct access to the site.

Response B13-10: The context of this comment is unclear. The recommendation to extend Burgess Drive under the railroad to connect to Middle Avenue is noted.

Response B13-11: As noted on page 42 of the Draft EIR, the source for the trip generation rates for the proposed project is the *ITE Trip Generation* manual. The ITE Trip Generation manual is a nationally accepted and standard professional method to calculate trip generation for various land uses.

Response B13-12: Adjacent to the project site, Laurel Street runs northwest-southeast. As noted on page 31 of the Draft EIR, for the purposes of Chapter IV, it is assumed that Middlefield Road and El Camino Real (and Laurel Street) provide travel in the north-south direction.

The following text has been added to page 35 of the Draft EIR for the Burgess Gymnasium and Gymnastics Center Project:

Pedestrian crosswalks and signals are provided at all of the signalized study intersections. In the vicinity of the project site, there are sidewalks on both sides of Ravenswood Avenue, on ~~the south~~ both sides of Laurel Street, and on the north side of Burgess Drive.

In the vicinity of the proposed project, there are Class II bicycle facilities on Laurel Street north of Ravenswood, Middlefield Road north of Willow Road, Ravenswood east of El Camino Real, and Willow Road east of El Camino Real. Laurel Street south of Ravenswood has Class II and III bike routes.

- Response B13-13: Parking and sidewalks are provided on the north side of Burgess Drive.
- Response B13-14: As required under Mitigation Measure TRANS-1a, the proposed project will provided bicycle lockers or racks.
- Response B13-15: The commenter has provided a paragraph from an April 16, 2009 article in the Oakland Tribute. This comment does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.

Dear Sir:

The proposed positioning of the new gymnasium is extremely unfortunate. It will mean that 17 library parking spaces will be lost, and the visitors to the Recreation Center, City Hall and library will all be competing for the diminished number of parking spaces.

| **1**

Is underground parking feasible?

| **2**

The library is very popular, and even today, there are times when parking is difficult. Please don't make it impossible.

| **3**

Sincerely yours,

Barbara Seaney

Letter B14
Barbara Seaney
May 26, 2009

Response B14-1: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

Response B14-2: Please see Response to Comment B12-19 regarding structured parking.

Response B14-3: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

Dear Mr. Scribner:

I am writing to comment formally on the draft EIR for the Burgess Gym and Gymnastics Center.

My concern is that the proposed buildings are not up to an aesthetic standard that Menlo Park should expect. To be frank, they are boring. These buildings should look forward, not backward in time. They should enhance their site, not strive to blend in. They should be inviting and exciting. They should not be brick. They should have color. They should invite people in.

I am a local architect and have done construction administration for projects whose drawings were produced by the architect listed on the drawings, Hoover Associates. They required a great deal of revision and completion. I am also aware of the donor's goal of spending very little on design fees and then finishing the design work during construction. Although I am delighted that the donor has come forward, I feel very strongly that the new buildings should impress our citizens with their beautiful design and not just their cheapness.

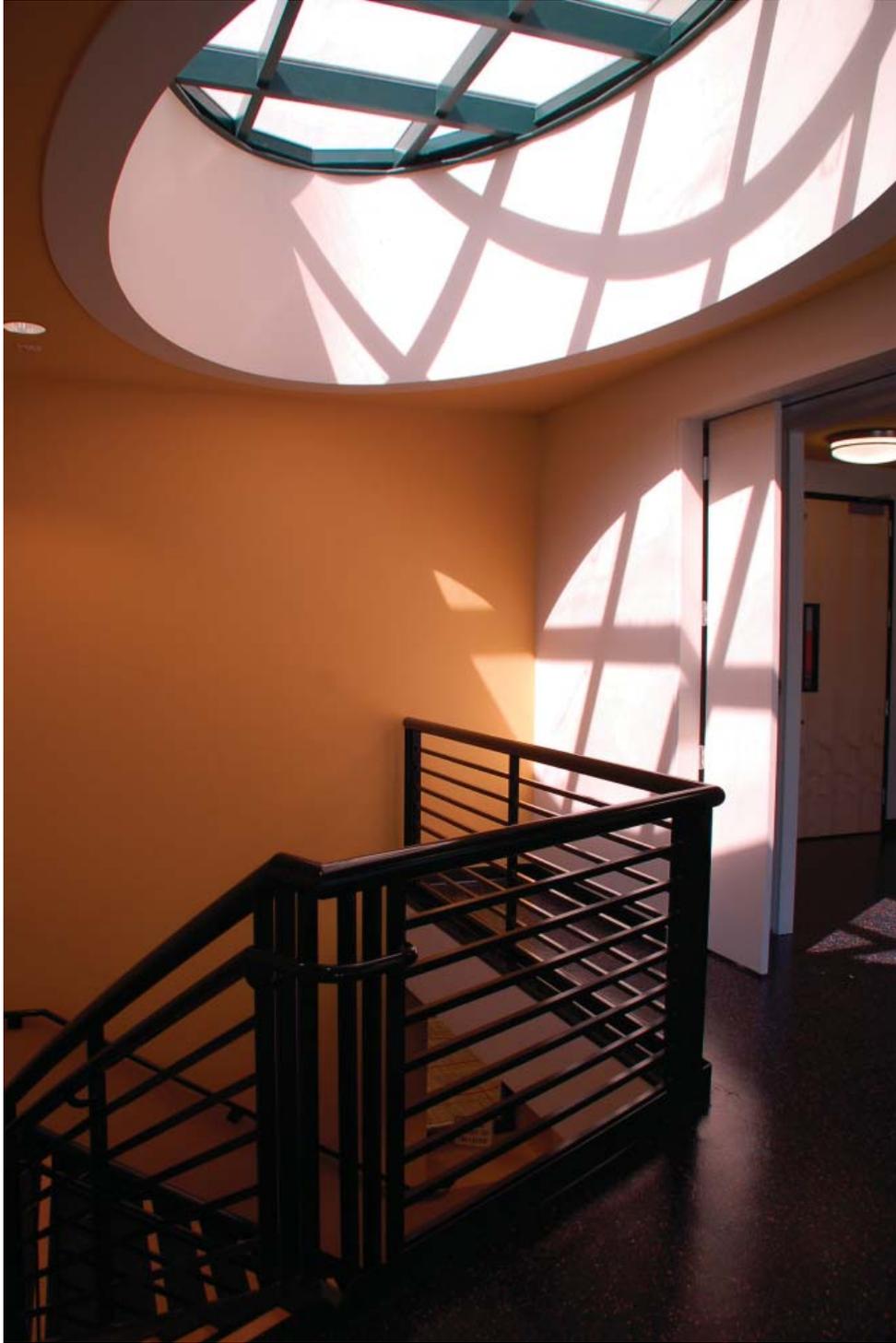
Please insist that the architects redesign, and if they can't do it, then hire someone else. Please see the attached photos of the gym at Castilleja High School, designed by Kornberg Associates, permitted under drawings by Hoover Associates and John Arrillaga, built by Vance Brown Builders.

Robin D. Severns Architect
KORNBERG ASSOCIATES | ARCHITECTS
ph: 650-321-1295 fax: 650-321-1437 www.kornberg.com

1







Letter B15
Robin D. Severns
May 26, 2009

Response B15-1: The commenter's dislike of the proposed design of the gymnasium is noted. This comment relates to the architectural design of the proposed project, and does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.

From: virginia tedrow [<mailto:virginiat@comcast.net>]
Sent: Tuesday, May 19, 2009 5:27 PM
To: Scribner, Nathan V
Subject: loss of library parking

Over 1,000 daily library patrons were not aware and are not now aware of proposed new gym location and how it will deprive them of parking for library usage. Suggest location of proposed gym to rebuilding on present space or taking some less needed playing field. If need to begin on proposed gym before special train corridor is fixed, tear down and build on present site seems best.

Jim Tedrow
Menlo Park

| 1
| 2

Letter B16
Jim Tedrow
May 19, 2009

Response B16-1: Please refer to the discussion on the environmental review process for the proposed project on page 1 of this Response to Comments document.

On November 20, 2008, the City of Menlo Park (City) circulated a Notice of Preparation (NOP) and an Initial Study to help identify the type of impacts that could result from the proposed project, as well as potential areas of controversy. Copies of the NOP and Initial Study were made available at the Engineering Division and on the City's website. A public scoping session for the Draft EIR was held as a public meeting before the Planning Commission on December 15, 2008.

The Draft EIR was made available for public and agency review on April 9, 2009. Copies of the Draft EIR were made available in the Engineering Division, in the Community Development Department, on the City's website, and at the Menlo Park Library. A public comment session on the Draft EIR was held at a public meeting before the Planning Commission on May 4, 2009.

Response B16-2: The commenter suggests the proposed gymnasium be designed or sited in a way that would not require the removal of parking spaces. Alternatives to the proposed project are discussed in Chapter V. of the Draft EIR and include:

- **No Project Alternative.** The No Project alternative assumes the existing Gymnasium and Gymnastics Center would remain in use with minimal building improvements. Under this alternative, no development would occur at the gymnasium project site. This alternative would not require the removal of any parking spaces; however, this alternative would achieve any of the project objectives.
- **Combined Facility Alternative.** The Combined Facility alternative assumes that the gymnastics site would be redeveloped with a 37,500 square foot combined gymnasium and gymnastics center. Under this alternative, there would be no changes to the gymnasium site. This alternative would require the removal of 18 parking spaces in lot 6, but as a smaller project would demand fewer parking spaces than the proposed project. (This alternative would generate a parking demand of 77 weekday and 80 weekend parking spaces, compared to the parking demand of proposed project of 123 weekday and 129 weekend parking spaces.) This alternative would achieve some of the project objectives.

- ***Renovation Alternative.*** The Renovation alternative assumes the renovation of the existing gymnastics center on the gymnastics site (17,400 square feet) and the development of a new 25,700 square foot gymnasium on the gymnasium site. This alternative would have a parking demand similar to the Combined Facility Alternative and may require the removal of parking spaces lot 6. This alternative would achieve some of the project objectives.

As noted on page 77 of the Draft EIR, the CEQA Guidelines require the analysis of a reasonable range of alternatives to the project, or to the location of the project, which would feasibly attain most of the project's basic objectives and avoid or substantially lessen any of the significant effects of the project. The Civic Center Complex would provide adequate parking to accommodate the anticipated demand of the proposed project (see Response to Comment B1-1). As potential impacts to parking would be less than significant, an alternative with the primary purpose of reducing parking impacts has not been proposed.

-----Original Message-----
From: virginia tedrow [<mailto:virginiat@comcast.net>]
Sent: Tuesday, May 26, 2009 3:48 PM
To: Scribner, Nathan V; melblanc@pacbell.net
Subject: Library parking

As a Library commissioner I read the draft EIR on the gym gifted to the city as it being a facility to be used primarily by a few for their own pleasure; yet this twin gymnasium is structured and fitted for spectator events and that seems what is contemplated by the donor.

1

That puts the gym, located as proposed, and the library unhappily competing for parking spaces, and not permitting best use of either. Over half such spaces were filled last Saturday just before closing at 5 pm and this is not its busiest time. The farther away from the library the new gym is built the better for both. I suggest its location needs continued thinking.

2

Sincerely,
Jim Tedrow

Letter B17
Jim Tedrow
May 26, 2009

Response B17-1: A description of the project background begins on page 19 of the Draft EIR. Programming studies and designs for a new gymnasium and gymnastics center began in 2007. In April 2008, a potential donor met with City representatives and presented an offer to construct a new gymnasium based on a concept under consideration by the City.

Project Objectives are included on page 23 of the Draft EIR and include increasing available gymnasium and gymnastics facility space to better accommodate gymnastics participants and hosting of gymnastic meets, youth and adult basketball teams, and youth volleyball teams. Project objectives also include improving gymnasium and gymnastics facilities to provide better access to those with disabilities (make ADA compliant) and increase seismic safety.

Response B17-2: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

From: John B. Lomax [<mailto:jbloomax@sbcglobal.net>]
Sent: Thursday, June 04, 2009 1:50 PM
To: _CCIN; _Planning Commission; tmmcdonough@gmail.com
Subject: Parking & the new gym

I am 83 and a frequent user of our Library. I must drive to get there and would find it impossible to walk a quarter mile to get to it. My wife, who is disabled, and I use the "books on tape" as a major source of what little entertainment we can still enjoy. Loss of that source would be a significant blow to our lives.

| **1**

Please reconsider the location of the new gym -- El Camino and Middle sounds like a much better location.

| **2**

John B. Lomax
6 Russell Court
Menlo Park, CA

Letter B18

John B. Lomax

June 4, 2009 [received after the close of the comment period]

Response B18-1: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

Response B18-2: Please see Response to Comment B9-8 for a discussion of an off-site alternative at El Camino Real and Middle Avenue.

C. PLANNING COMMISSION PUBLIC HEARING COMMENTS

Burgess Gymnasium and Gymnastics Center
**COMMENTS FROM REVIEW OF THE
DRAFT ENVIRONMENTAL IMPACT REPORT PUBLIC HEARING
MAY 4, 2009**

QUESTIONS/CLARIFICATIONS BY COMMISSIONERS

Commissioner Pagee:

- Where is the list of planned projects included in the cumulative analysis?
- Several of the intersections, including Alma/Ravenswood and Middlefield/Ringwood are not accurately represented in the traffic figures. For example, there are not four lanes of traffic at Middlefield/Ridgewood.

C1-1

C1-2

Commissioner Bressler:

- Why was an EIR prepared; what is the purpose of the EIR?
- Are the “Statements of Overriding Considerations” required similar to the findings needed for a variance?

C2-1

C2-2

Commissioner Riggs

- Is the right turn from north bound El Camino Real onto east bound Ravenswood was analyzed in the Draft EIR?

C3-1

Commissioner Pagee:

- Why were parking counts chosen in February?

C4-1

Commissioner Riggs

- Could an additional survey be completed that would reflect use of the park with out door activities?

C5-1

Commissioner Kadvany:

- How was the parking survey conducted?

C6-1

PUBLIC COMMENT

Greg Conlon:

- Expressed concern about the visual impact of new gym. His daughter lives at corner of Burgess and Alma and potentially the gym would be visible from her home. He requests the City plant a tree in any gaps in the current tree screening between Burgess and the location of the gym.

C7-1

Don Brawner:

- Expressed shocked at the current levels of traffic and the associated level of service around the Civic Center Campus. | C8-1
- The proposed Gymnasium on Alma Street will be in the way of high speed rail; why is the City spending the time and money on a building that implementation of high speed rail line will remove? | C8-2
- Disagrees with the project objectives; 50,000 square feet of gymnasium use for a town the size of Menlo Park is crazy. There are other gyms in adjacent communities that the region can utilize. The current gymnasium is fine. | C8-3
- Tearing down the gym will create dirt, dust and noise and will impact the adjacent swimming pool during construction which was not addressed in EIR. | C8-4
- Transportation problems caused by the addition of the gymnasium have little or no mitigation. | C8-5
- The city needs to look at off-site alternatives, including Nealon Park and the Fremont school site, and El Camino, which is near all the services that people who play in gyms could use. | C8-6

COMMISSIONER COMMENTS

Commissioner O'Malley:

- Agrees with the comments provided by Patti Fry and reiterated by Commissioner Pagee. | C9-1
- Found the conclusions of the parking study difficult to accept. | C9-2
- Believes that February was not an appropriate time to review the parking supply. | C9-3
- Requested a list of the commitments regarding energy saving that the City will make. | C9-4

Commissioner Ferrick:

- The location for the project is good, it is in close proximity to public transportation, including Caltrain and busses. | C10-1
- Would like to see additional bike racks provided to encourage bike riding to/from the gym. | C10-2
- Nancy Borgenson has provided many good suggestions in her comment letter and Commissioner Ferrick would like green building techniques and products, such as solar panels, included in the building design. | C10-3
- Would like the City to investigate adding a parking strip on the west side of Alma Street. | C10-4

Commissioner Keith

- Stated the concern with acquisition of right of way for high speed rail has been addressed; high speed rail will not be an issue with respect to the location of the proposed gym. | C11-1
- Questions the conclusions of the parking study. | C11-2
- Hopes residents will utilize transit. | C11-3
- Commissioner Keith requested a status report on the discussions with SRI regarding the use of their parking lot during non work hours. | C11-4

Commissioner Bressler

- Would like to be sure the parking study include more activity in the counts, including baseball, company picnics, etc. An additional survey may not be necessary, perhaps spot checking during times of heavy use would be appropriate. | **C12-1**

Commissioner Kadwany

- On page 75 of the Draft EIR it is stated that there may not be surplus parking in lots 3 and 6, but the parking that could be provided in other lots is within reasonable walking distance to the proposed facilities. Commissioner Kadwany disagrees that these other lots are a reasonable walking distance for the children using these facilities. | **C13-1**
- Likes having more gyms, but there are significant traffic issues with this project; the City is bumping up against LOS F at nearly all intersections in the future. | **C13-2**
- The proposed basketball gym does not seem to be well sited. A recommended alternative would be on El Camino at Middle Avenue, where it could provide an anchor for South El Camino; however it was acknowledged that this parcel is not owned by the City. | **C13-3**

Commissioner Riggs

- Agrees with the challenges and opportunities identified by the other commissioners. |
- Expressed concern regarding the El Camino approach to Ravenswood – residents from the west side of town would use this approach; if traffic is heavy the right turn gets backed up by drivers who don't understand that the right lane is for right turns only. | **C14-1**
- Requested information on the construction plan as it relates to traffic. A temporary road through the site to Laurel may need to be provided to reduce the burden on the neighbors to the south. This neighborhood has already been burdened by recent construction projects. | **C14-2**
- Recommended assigning all construction parking to Lot #5. |
- Requested that staff investigate mitigation efforts at the intersection of Alma and Ravenswood so that residents would not need to drive the long way around. | **C14-3**
- Agreed with the comment letter received from Patti Fry that identified concerns with construction traffic and parking. | **C14-4**
- Agreed with the comment letter received from Nancy Borgeson and would like to see solar panels on the roof, and at the minimum would like to ensure that the roof system will be able to support a future installation of solar. This should also include conduit inside the building. Perhaps the roof could be leased to a third party for solar collection. | **C14-5**
- How does the building utilize passive solar? | **C14-6**
- Parking lots 3 and 6 will be most impacted, and lots 1, 4, and 5 are too remote. This reinforces the need for Short Loop Transit in Menlo Park. Commissioner Riggs hopes the City can be creative with solutions to the parking deficiency. | **C14-7**
- Will heritage trees be removed as part of this project? | **C14-8**

Commissioner Pagee

- Concerned about traffic on Alma as vehicles make left turn into the library lot with other cars leaving. Commissioner Pagee would like mitigation measures for Alma Street. | **C15-1**
- Recommended ensuring safe bike routes to the site. | **C15-2**
- Residents will want to park in the lots closest to the building they are visiting. | **C15-3**
- The SRI parking lot agreement is a good idea; however, that lot is still too far from the gym. | **C15-4**
- The library will feel the greatest impact by the proposed project. | **C15-5**
- Recommended a “nice” way to enter the gym from the field side of the site be designed to encourage parking in the different lots. | **C15-6**
- Building design must comply with Title 24. However, Commission Pagee hopes that the project will go above and beyond with use of passive ventilation, noting that there is a need for good and efficient air flow in a gymnasium. | **C15-7**
- Expressed disappointment that architecture of the building mimics that of City Hall and would prefer that the new building takes the site to “another” level. | **C15-8**
- Would like to see an adequate number of trees on the Burgess Street side of the building for screening and softening the mass of the new structure. | **C15-9**

May 4, 2009 Planning Commission Public Hearing Comments

C1: Commissioner Pagee

Response C1-1: The list of planned and approved projects that were included in the background traffic conditions is included in the Traffic Impact Analysis Appendix materials.

Response C1-2: An error did exist in the geometrics at the intersection of Alma Street and Ravenswood Avenue and has been corrected. Figure IV-2, page 37 of the Draft EIR has been revised (see attached Figure IV-2, Existing Lane Geometrics and Traffic Controls [Revised]).

The Commissioner referred to the intersection of Middlefield Road and Ringwood Avenue. The geometrics were examined and found to be correct.

C2: Commissioner Bressler

Response C2-1: As noted in *CEQA Guidelines* Section 15002, the basic purposes of CEQA are to inform the decision makers and the public about the potential environmental effects of proposed activities and identify ways that environmental impacts can be avoided or significantly reduced.

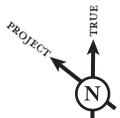
Response C2-2: In order for the City of Menlo Park to approve a project with significant unavoidable impacts, they must adopt a statement of overriding considerations. CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that will otherwise occur with implementation of the project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the project lies with another agency.⁷ For those significant effects that cannot be mitigated to a less-than-significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.⁸ The CEQA Guidelines state in section 15093 that:

⁷ *CEQA Guidelines*, Section 15091 (a), (b).

⁸ Public Resources Code Section 21081(b).



LSA



NOT TO SCALE

FIGURE IV-2

Burgess Gymnasium and Gymnastics Center EIR
Existing Geometrics and Traffic Controls [Revised]

“If the specific economic, legal, social, technological, or other benefits of a propos[ed] project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered ‘acceptable.’”

C3: Commissioner Riggs

Response C3-1: The intersection of El Camino Real and Ravenswood Avenue is analyzed in the Draft EIR and an impact was identified. As a potential mitigation, a northbound right turn lane was analyzed and shown to mitigate this impact. Thus, see Mitigation Measure TRANS-1c on page 67 of the Draft EIR, which identifies a fee towards future improvements, including the construction of the right turn lane.

C4: Commissioner Pagee

Response C4-1: Please see Response to Comment B6-2 for a discussion on the timing of the parking surveys.

C5: Commissioner Riggs

Response C5-1: The parking analysis was conducted on days chosen as a representative sample for a weekday and a weekend day both while school was in session and out of session to capture parking demand during typical use of City facilities.

C6: Commissioner Kadvany

Response C6-1: A data firm was contracted to count the parking lots at the Civic Center Complex site from 5:00 a.m. to 10:00 a.m. for the weekday and from 5:00 a.m. to 9:00 p.m. for the weekend. These count times are consistent with the operations times of all uses on site and also take into account early arrivals and late departures for employees. An inventory of the number of occupied spaces in each lot was collected every 30 minutes.

C7: Greg Conlon

Response C7-1: Aesthetics is discussed on page 14 of the Initial Study. The proposed project would not have a substantial adverse effect on a scenic vista, it would not substantially damage a scenic resource, nor would it substantially degrade the existing visual character or quality of the site or its surroundings.

New landscaping will be implemented as part of the proposed project and the commenter's request for the planting of trees between the proposed gymnasium and Burgess Drive is noted.

C8: Don Brawner

- Response C8-1: This comment does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.
- Response C8-2: Based on current information, the High Speed Rail project would remain in the existing Caltrain right of way and would not effect Alma Street or the proposed gymnasium.
- Response C8-3: This comment does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.
- Response C8-4: Mitigation Measure AIR-1 (included on page 18 of the Initial Study) would reduce construction related air quality impacts to a less-than-significant level. Mitigation Measure NOISE-1 (included on page 51 of the Initial Study) would reduce construction related noise impacts to a less-than-significant level. The existing buildings associated with the Aquatic Center, located between the pools and existing gymnasium and gymnastics center, as well as existing vegetation around the pool fence, would remain in place and would assist in buffering the pool area from construction dirt, dust and noise.
- Response C8-5: Please see Response to Comment B12-2 regarding significant traffic impacts and proposed mitigation measures.
- Response C8-6: Please see Response to Comments B9-8 and B12-14 regarding project alternatives.

C9: Commissioner O'Malley

- Response C9-1: Please see Response to Comment letter B6 for responses to comments provided by Patti Fry.
- Response C9-2: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.
- Response C9-3: Please see Response to Comment B6-2 for a discussion of the timing of the parking surveys.
- Response C9-4: Please see Response to Comments A3-3 and B3-1 regarding energy efficiency.

C10: Commissioner Ferrick

- Response C10-1: The Commissioner's support for the location of the project in proximity to public transit is noted.
- Response C10-2: Additional bicycle lockers or racks are included in Mitigation Measure TRANS-1a. Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.
- Response C10-3: Please see Response to Comment letter B3 for responses to comments provided by Nancy Borgenson.
- Response C10-4: The City has investigated the possibility of placing additional parking spaces on the west side of Alma Street, but due to limited right-of-way in that area, there is not enough space to maintain the existing lane widths and bicycle lanes, and add a sidewalk and street parking. Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

C11: Commissioner Keith

- Response C11-1: The Commissioner reiterated that the proposed project would not be effected by implementation of high speed rail (also see Response to Comment C2-2).
- Response C11-2: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.
- Response C11-3: Existing transit services in the project area are described on page 34 of the Draft EIR. The Commissioner's hope that residents will utilize transit is noted.
- Response C11-4: Discussions have been initiated with SRI regarding the use of their parking lot on nights and weekends. No agreement was reached and as the parking study concluded that the parking demand of the proposed project could be accommodated within the existing parking lots at the Civic Center. The shared use of the SRI parking lot was not further pursued. However, discussions could be renewed in the future.

C12: Commissioner Bressler

- Response C12-1: Please see Response to Comment B6-2 for a discussion of the timing of the parking surveys and Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.

C13: Commissioner Kadwany

- Response C13-1: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex.
- Response C13-2: Please see Response to Comment B12-2 regarding significant traffic impacts and proposed mitigation measures.
- Response C13-3: Please see Response to Comments B9-8 and B12-14 regarding project alternatives.

C14: Commissioner Riggs

- Response C14-1: The right turn lane on the northbound approach of El Camino Real to Ravenswood Avenue is clearly stripped as a right turn lane at the very beginning of the lane. Please see Response to Comment C3-1 regarding the El Camino Real approach to Ravenswood Avenue.
- Response C14-2: Please see Response to Comment B6-3 regarding project construction.
- Response C14-3: Please see Response to Comment B6-4 regarding the intersection of Alma Street and Ravenswood Avenue.
- Response C14-4: Please see Response to Comment letter B6 for responses to comments provided by Patti Fry.
- Response C14-5: Please see Response to Comment letter B3 for responses to comments provided by Nancy Borgenson.
- Response C14-6: Please see Response to Comments A3-3 and B3-1 regarding energy efficiency.
- Response C14-7: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex. The Commissioner's comment that reinforces the need for short loop transit in Menlo Park is noted.
- Response C14-8: As noted on page 26 of the Draft EIR, there are 20 trees in proximity to the existing gymnasium and gymnastics center and recreation center that qualify as heritage trees. A tree protection plan will be prepared by an arborist and implemented during construction. Heritage trees will be preserved to the extent feasible; however, any removed heritage trees will be replaced per the Heritage Tree Ordinance.

C14: Commissioner Pagee

- Response C15-1: Please see Response to Comment B6-4 regarding the intersection of Alma Street and Ravenswood Avenue.
- Response C15-2: Pedestrian crosswalks and signals are provided at all of the signalized study intersections. In the vicinity of the project site, there are sidewalks on both sides of Ravenswood Avenue, on both sides of Laurel Street, and on the north side of Burgess Drive. In the vicinity of the proposed project, there are Class II bicycle facilities on Laurel Street north of Ravenswood, Middlefield Road north of Willow Road, Ravenswood east of El Camino Real, and Willow Road east of El Camino Real. Laurel Street south of Ravenswood has Class II and III bike routes.
- Response C15-3: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex, including distances from parking lots to facilities.
- Response C15-4: Please see Response to Comment B1-1 for a discussion of parking at the Civic Center Complex, including distances from parking lots to facilities. In addition, please see Response to Comment C11-4 regarding discussions with SRI.
- Response C15-5: The Commissioner's statement that the library users will experience the greatest impact by the proposed project is noted. This comment does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.
- Response C15-6: Please see Response to Comment B12-13 regarding moving the access to the proposed gymnasium.
- Response C15-7: Please see Response to Comments A3-3 and B3-1 regarding energy use and energy efficiency.
- Response C15-8: The Commissioner's disappointment with the proposed design of the gymnasium is noted. This comment relates to the architectural design of the proposed project, and does not address the adequacy of the analysis or information within the Draft EIR. No further response is required.
- Response C15-9: Please see Response to Comments A3-3 and B3-1 regarding energy use and energy efficiency.

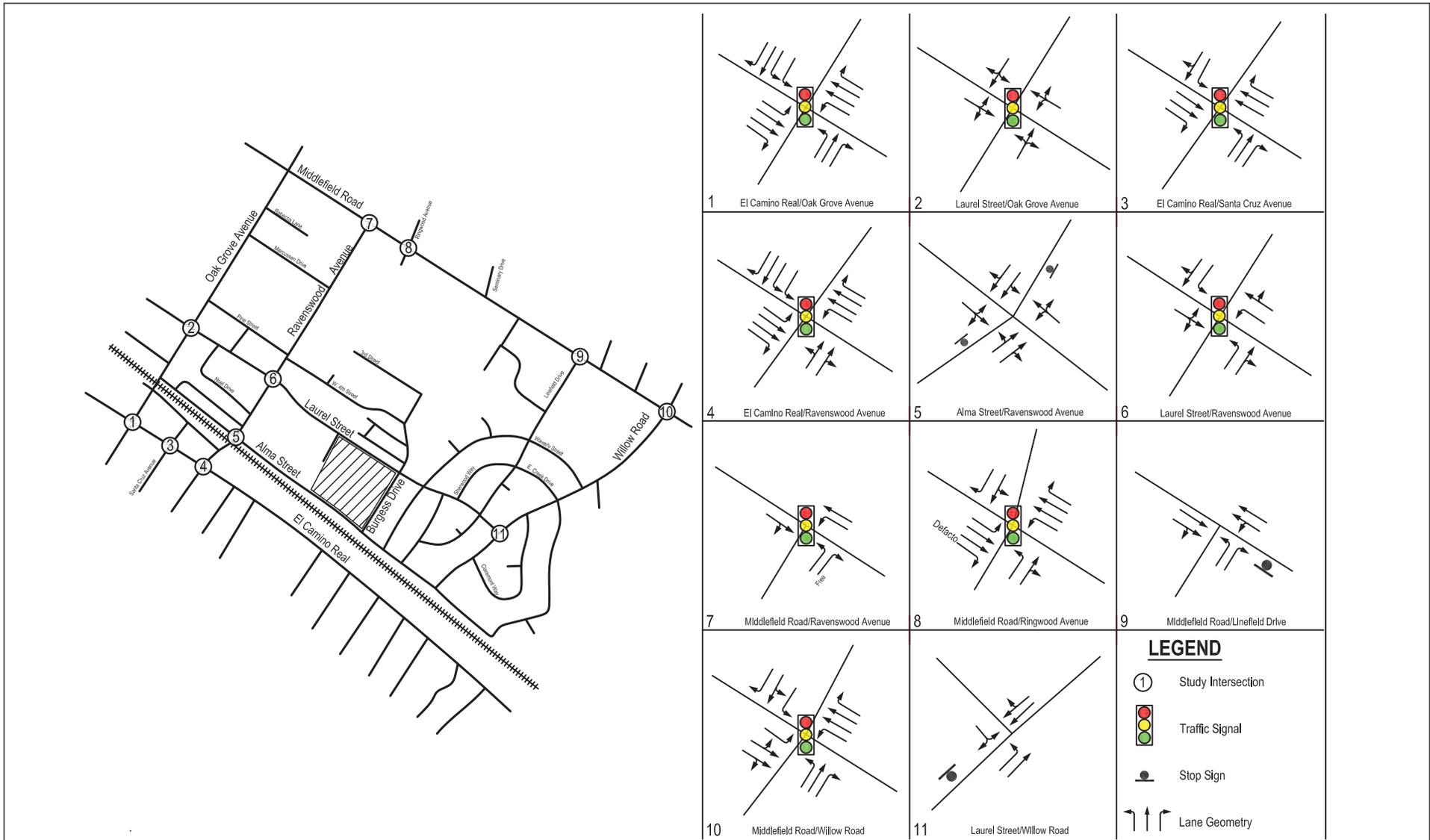
IV. TEXT REVISIONS

This chapter presents specific revisions to the text of the Draft EIR that are being made in response to comments, or to clarify material in the Draft EIR. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with underlined text. Deletions to text in the Draft EIR are shown with ~~strikeout~~. Page numbers correspond to the page numbers of the Draft EIR. None of the changes or clarifications present in this chapter significantly alters the conclusions or findings of the Draft EIR.

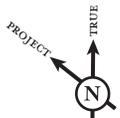
Page 35 of the Draft EIR is modified as follows:

Pedestrian crosswalks and signals are provided at all of the signalized study intersections. In the vicinity of the project site, there are sidewalks on both sides of Ravenswood Avenue, on ~~the south~~ both sides of Laurel Street, and on the north side of Burgess Drive. In the vicinity of the proposed project, there are Class II bicycle facilities on Laurel Street north of Ravenswood, Middlefield Road north of Willow Road, Ravenswood east of El Camino Real, and Willow Road east of El Camino Real. Laurel Street south of Ravenswood has Class II and III bike routes.

Figure IV-2 on page 37 of the Draft EIR is modified as follows:



LSA



NOT TO SCALE

FIGURE IV-2

Burgess Gymnasium and Gymnastics Center EIR
Existing Geometrics and Traffic Controls [Revised]