

PUBLIC REVIEW DRAFT

BURGESS GYMNASIUM AND GYMNASTICS CENTER ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2008112082



LSA

April 2009

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STATE CLEARINGHOUSE NO. 2008112082

Submitted to:

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I. INTRODUCTION

A. PURPOSE OF THE EIR

In compliance with the California Environmental Quality Act (CEQA), this report describes the environmental consequences of the proposed Burgess Gymnasium and Gymnastics Center Project (proposed project) on two sites within the 9.31-acre Burgess Park in the City of Menlo Park (City). This Focused Environmental Impact Report (EIR) is designed to inform City decision-makers, responsible agencies and the general public of the proposed project and the potential physical consequences of project approval. This EIR examines potential impacts related to transportation, circulation and parking in detail. Based on the Initial Study prepared, implementation of the proposed project would result in less than significant impacts to all other issue topics (see Appendix A). This EIR also examines alternatives to the proposed project and recommends mitigation measures to reduce or avoid potentially significant physical impacts, where appropriate.

The City of Menlo Park is the Lead Agency for environmental review of the proposed project. This EIR will be used by the City and the public in their review of the proposed project and associated approvals described in Chapter III.

B. PROPOSED PROJECT

The proposed Burgess Gymnasium and Gymnastics Center project (project) includes the following elements: 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 (total of 23,900 square feet); 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 22,500 square foot gymnastics center would be located at the gymnastics site, and would contain a large gymnastics room, a smaller pre-school tumbling room, mechanical and storage rooms, multipurpose room, lobby, restrooms, and locker and shower rooms. The gymnastics center would also include a covered picnic area to the west of the building. In addition, the project proposes expansion of the aquatics center locker room by 1,400 square foot. The proposed 25,700 square foot gymnasium would be located at the gymnasium site, and would include two basketball courts, a lobby, offices, restrooms, and locker and shower rooms. The building would also feature a new plaza and covered entry, as well as a new drop-off zone located in the parking lot between the proposed building and the existing Recreation Center. The maximum height of both buildings would be 50 feet.

Project design began in January 2008, and as a result of programming study (including focus-group meetings and input from the community), the Parks and Recreation Commission, a project steering committee, and City staff developed nine conceptual building layouts. From these conceptual layouts, three refined schemes were developed and discussed in detail at an April 16, 2008 Parks and Recreation Commission meeting. Following the meeting, a donor presented an offer to construct the

new gymnasium. In December 2008, the donor's architect prepared preliminary site plans and floor plans for the proposed gymnasium, but with slightly more floor area. At the time of the publication of the Notice of Preparation (NOP) and Initial Study (November 20, 2008), the gymnastics center was proposed to be 18,700 square feet and the gymnasium was proposed to be 26,900 square feet; the total gross building area was proposed to be 45,600 square feet. This is slightly smaller than the currently proposed 49,600 square-foot project.

C. EIR SCOPE

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. 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. Two comment letters regarding the NOP were received, in addition to the verbal comments provided at the Menlo Park Planning Commission public hearing. Copies of the NOP and the comment letters are included in Appendix B.

The following environmental topics are addressed as separate sections in this EIR:

- Transportation, Circulation and Parking

The following potential effects of the proposed project will not be studied in detail in the EIR: aesthetics; agricultural resources; air quality; biological resources; cultural and paleontological resources; geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning policy; mineral resources; noise; population and housing; public services and utilities; and recreation.

The Initial Study (included in Appendix A) identified no significant impacts to the following environmental issues:

- agricultural resources
- biological resources
- cultural resources
- hazards and hazardous materials
- land use and planning
- mineral resources
- population and housing
- public services
- recreation
- utilities and service systems

The Initial Study identified potentially significant impacts to the following environmental issues; however, these potential impacts could be mitigated to a less-than-significant level with mitigation measures recommended in the Initial Study:

- aesthetics
- air quality
- geology and soils
- hydrology and water quality
- noise

D. REPORT ORGANIZATION

This EIR is organized into the following chapters:

- *Chapter I – Introduction:* Discusses the overall EIR purpose, provides a summary of the proposed project and the environmental impact report scope, and summarizes the organization of the EIR.
- *Chapter II – Summary:* Provides a summary of the proposed project and of the impacts that would result from implementation of the proposed project, and describes mitigation measures recommended to reduce or avoid significant impacts. A summary of alternatives to the proposed project is also provided.
- *Chapter III – Project Description:* Provides a description of the project site, site development history, project objectives, required approval process, and details of the project itself.
- *Chapter IV – Transportation, Circulation and Parking:* Describes the following for Transportation, Circulation and Parking: existing conditions (setting); potential environmental impacts and their level of significance; and measures to mitigate identified impacts. Potential adverse impacts are identified by level of significance, as follows: less-than-significant impact (LTS), significant impact (S), and significant and unavoidable impact (SU). The significance of each impact is categorized before and after implementation of any recommended mitigation measure(s).
- *Chapter V – Alternatives:* Provides an evaluation of two alternatives to the proposed project in addition to the No Project alternative.
- *Chapter VI – CEQA Required Assessment Conclusions:* Provides additional specifically-required analyses of the proposed project's growth-inducing effects, significant irreversible changes, and effects found not to be significant.
- *Chapter VII – Report Preparation:* Identifies preparers of the EIR, references used and persons and organizations contacted.

II. SUMMARY

A. PROJECT UNDER REVIEW

This EIR has been prepared in order to evaluate the environmental impacts of the proposed Burgess Gymnasium and Gymnastics Center project (project) proposed on two sites within the 9.31-acre Burgess Park in the City of Menlo Park. The project proposes the following: 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 (total of 23,900 square feet); the construction of a 25,700 square foot gymnasium in the vacant area between the existing Recreation Center and Alma Street at the gymnasium site. A detailed description of the proposed project is provided in Chapter III, Project Description.

B. SUMMARY OF IMPACTS AND MITIGATION MEASURES

This summary provides an overview of the analysis contained in Chapter IV, Setting, Impacts and Mitigation Measures. CEQA requires a summary to include discussion of: 1) potential areas of controversy; 2) significant impacts; 3) recommended mitigation measures; and 4) alternatives to the proposed project.

1. Potential Areas of Controversy

Letters and verbal testimony (from the December 15, 2008 scoping session) received as comments on the Notice of Preparation (NOP) raised issues of controversy regarding lack of parking spaces and traffic on local roads. The NOP and written comments are included in Appendix B of this EIR.

2. Significant Unavoidable Impacts

Under CEQA, a significant impact on the environment is defined as: a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.¹ As discussed in Chapter IV of this EIR, implementation of the proposed project has the potential to result in adverse environmental impacts to several intersections and roadway segments in the project area. These impacts could not be reduced to a less-than-significant level. Mitigation measures developed for the proposed project related to physical improvements, such as adding turn lanes, are not feasible. Other mitigation measures, including a Transportation Demand Management (TDM) program and the payment of traffic impact fees, would only partially mitigate traffic impacts.

¹ CEQA Sections 21060.5 and 21068.

3. Findings of the Initial Study

The Initial Study (included in Appendix A) identified no significant impacts to the following environmental issues:

- agricultural resources
- biological resources
- cultural resources
- hazards and hazardous materials
- land use and planning
- mineral resources
- population and housing
- public services
- recreation
- utilities and service systems

The Initial Study identified potentially significant impacts to the following environmental issues; however, these potential impacts could be mitigated to a less-than-significant level with mitigation measures recommended in the Initial Study:

- aesthetics
- air quality
- geology and soils
- hydrology and water quality
- noise

Table II-2, Summary of Impacts and Mitigation Measures from the Initial Study, provides a list of environmental impacts with require mitigation measures from the analysis in the Initial Study.

4. Cumulative Impacts

The project in conjunction with other past, present, and reasonable foreseeable probable future projects would result in significant unavoidable cumulative impacts to several intersections and roadway segments in the project area.

5. Alternatives to the Project

The following alternatives to the project are considered in this EIR:

- **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.

- **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.
- **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.

C. SUMMARY TABLE

Table II-1 identifies the impacts and mitigation measures for the proposed project. The information in the tables is organized to correspond with environmental issues discussed in Chapter IV. The tables are arranged in four columns: 1) impacts; 2) level of significance prior to mitigation measures; 3) mitigation measures; and 4) level of significance after mitigation. For a complete description of potential impacts and recommended mitigation measures, please refer to Chapter IV.

Table II-1: Summary of Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
IV. TRANSPORTATION, CIRCULATION AND PARKING			
<p><u>TRANS-1</u>: Under both the near-term and long-range conditions, the proposed project would cause an increase in delay for the critical movements at the <i>El Camino Real and Ravenswood Avenue</i> intersection by more than 0.8 seconds.</p>	S	<p><u>TRANS-1a (TDM)</u>: 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:</p> <ul style="list-style-type: none"> • Provide bicycle lockers or racks • Provide showers and changing room facilities • Operate a commute assistance center <p>While the effectiveness of particular TDM measures varies from development to development depending upon location and the features of the surrounding transportation network, it is unlikely that the proposed TDM program would result in project trip reductions substantial enough to fully mitigate the listed project impacts.</p> <p><u>TRANS-1b (Fee)</u>: Concurrent with the building permit submittal, the City shall ensure that the required traffic impact mitigation fee has been submitted. Based on the type and size of the proposed land uses and the existing land uses to be replaced, the project applicant shall contribute the appropriate Transportation Impact Fee (TIF) at building permit issuance to be used for various traffic improvement projects throughout the City.</p> <p>Based on the current rates, the fee would be approximately \$51,520, based on final square footage and land use composition.² While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level.</p> <p><u>TRANS-1c (Fee)</u>: Prior to building permit issuance, the project applicant shall pay a fee as a contribution toward future improvements to the intersection of El Camino Real and Ravenswood in the amount of \$20,000. If after five 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 contribution of \$20,000 can be used for other transportation improvements in the City.</p>	SU

² \$1.60 per square foot of net added recreation space • 32,200 square feet

Table II-1 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<u>TRANS-2:</u> Under the long-range conditions, the proposed project would cause an increase in delay for the critical movements at the <i>Laurel Street and Ravenswood Avenue</i> intersection by more than 0.8 seconds.	S	<u>TRANS-2a and TRANS-2b:</u> Implement Mitigation Measures TRANS-1a and TRANS-1b.	SU
<u>TRANS-3:</u> Under both the near-term and long-range conditions, the proposed project would cause an increase in delay for the critical movements at the <i>Middlefield Road and Ravenswood Avenue</i> intersection by more than 0.8 seconds.	S	<u>TRANS-3a and TRANS-3b:</u> Implement Mitigation Measures TRANS-1a and TRANS-1b. <u>TRANS-3c (Fee):</u> Prior to building permit issuance, the project applicant shall pay a fee as a contribution toward adaptive signal timing improvements to the Middlefield corridor in the amount of \$20,000.	SU
<u>TRANS-4:</u> Under both the near-term and long-range conditions, the proposed project would cause an increase in delay for a critical movement at the <i>Middlefield Road and Linfield Drive</i> intersection by more than 0.8 seconds.	S	<u>TRANS-4a and TRANS-4b:</u> Implement Mitigation Measures TRANS-1a and TRANS-1b.	SU
<u>TRANS-5:</u> Under both the near-term and long-range conditions, the proposed project would cause an increase in delay for critical movements at the <i>Middlefield Road and Willow Road</i> intersection by more than 0.8 seconds.	S	<u>TRANS-5a and TRANS-5b:</u> Implement Mitigation Measures TRANS-1a and TRANS-1b. <u>TRANS-5c (Fee):</u> Implement Mitigation Measures TRANS-3c.	SU
<u>TRANS-6:</u> The following roadway segments are significantly impacted under both the near-term and long-range conditions: <ul style="list-style-type: none"> • 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 	S	<u>TRANS-6a and TRANS-6b:</u> Implement Mitigation Measures TRANS-1a and TRANS-1b. The impacted roadway segments above do not have additional right of way available for expansion. Therefore, impacts to these roadway segments would be significant and unavoidable.	SU

Source: LSA Associates, Inc., 2009.

Table II-2: Summary of Impacts and Mitigation Measures from Initial Study

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
I. AESTHETICS			
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	S	<u>AES-1</u> : A City approved lighting plan and corresponding photometric study are required prior to issuance of building permits for each structure.	LTS
III. AIR QUALITY			
Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	S	<u>AIR-1</u> : Consistent with guidance from the BAAQMD, the following actions shall be required of construction contracts and specifications for the project. The following controls shall be implemented at all construction sites: <ul style="list-style-type: none"> • Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers to control dust; • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard; • Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites; • Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality; • Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets; • Apply non-toxic soil stabilizers to inactive construction areas; • Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); • Limit traffic speeds on unpaved roads to 15 mph; 	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>AIR QUALITY <i>Continued</i></p> <p>Expose sensitive receptors to substantial pollutant concentrations.</p>	<p>S</p>	<ul style="list-style-type: none"> • Install sandbags or other erosion control measures to prevent silt runoff to public roadways; • Replant vegetation in disturbed areas as quickly as possible; • On-site idling of construction equipment shall be minimized as much as feasible (no more than 5 minutes maximum); • All construction equipment shall be properly tuned and fitted with manufacturer’s standard level exhaust controls; • Contractors shall consider using alternative powered construction equipment (i.e., hybrid, compressed natural gas, biodiesel, electric) when feasible; • Contractors shall use add-on control devices such as diesel oxidation catalysts or particulate filters when feasible; and • All contractors shall use equipment that meets California Air Resources Board’s (ARB) most recent certification standard for off-road heavy duty diesel engines. <p>Implement Mitigation Measure AIR-1</p>	<p>LTS</p>
<p>VI. GEOLOGY AND SOILS</p>			
<p>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; ii) Strong seismic ground shaking; iii) Seismic-related ground failure, including liquefaction; iv) Landslides.</p>	<p>S</p>	<p><u>GEO-1</u>: Prior to the issuance of any site-specific grading or building permits for either the gymnastics center or the gymnasium, a design-level geotechnical investigation shall be prepared and submitted to the City of Menlo Park Building Division for review and confirmation that the proposed development fully complies with the California Building Code. The report shall determine the project site’s surface geotechnical conditions and address potential seismic hazards such as liquefaction and subsidence. The report shall identify building techniques appropriate to minimize seismic damage. In addition, the following requirement for the geotechnical and soils report shall be achieved:</p> <ul style="list-style-type: none"> • The analysis presented in the geotechnical report shall conform to the California Division of Mines and Geology recommendations presented in the Guidelines for Evaluating Seismic Hazards in California. • All mitigation measures, design criteria, and specifications set forth in the geotechnical and soils report shall be implemented as a condition of project approval. 	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
GEOLOGY AND SOILS <i>Continued</i>	S	<p><u>GEO-2</u>: In locations underlain by expansive soils and/or non-engineered fill, the designers of proposed building foundations and improvements (including sidewalks, roads, driveways, parking areas, and utilities) shall consider these conditions and design the project to prevent associated damage. The design-level geotechnical investigation (required in Mitigation Measure GEO-1) shall include measures to ensure that potential damage related to expansive soils and non-uniformly compacted fill is minimized. Mitigation options may range from removal of the problematic soils, and replacement, as needed, with properly conditioned and compacted fill, to design and construction of improvements to withstand the forces exerted during the expected shrink-swell cycles and settlements. All mitigation measures, design criteria, and specifications set forth in the geotechnical and soils report shall be implemented to reduce impacts associated with problematic soils to a less-than-significant level.</p>	LTS
VIII. HYDROLOGY AND WATER QUALITY			
Violate any water quality standards or waste discharge requirements.	S	<p><u>HYD-1a</u>: The City shall prepare a Storm Water Pollution Prevention Plan (SWPPP) for both project sites designed to reduce potential impacts to surface water quality through the construction period of the project. It is not required that the SWPPP be submitted to the Regional Water Quality Control Board (RWQCB), but must be maintained on-site and made available to RWQCB staff upon request. The SWPPP shall include specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants. As outlined in the Stormwater Management Plan prepared for the project, construction BMPs may include the following:</p> <ul style="list-style-type: none"> • Prepare and use erosion control plans • Protect adjacent properties and undisturbed areas from construction impacts using sediment barriers, filters, fiber rolls or other measures as appropriate • Use sediment control or filtration such as inlet protection and sediment barrier 	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HYDROLOGY AND WATER QUALITY <i>Continued</i>		<ul style="list-style-type: none"> • Limit construction access routes and stabilize designated access points using measures such as temporary gravel construction entrance • Store, handle and dispose of construction materials and wastes properly • Avoid cleaning, fueling or maintaining vehicles on-site except where runoff is contained and treated • Avoid tracking dirt or other materials off-site • Provide dust control measures <p>To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP.</p> <p>The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and shall include both dry and wet weather inspections. In addition, in accordance with State Water Resources Control Board Resolution No. 2001-046, monitoring shall be required during the construction period for pollutants that may be present in the runoff that are “not visually detectable in runoff.” The City shall conduct weekly inspections and provide written monthly reports for City permit files to ensure compliance with the SWPPP. RWQCB personnel, who may make unannounced site inspections, are empowered to levy considerable fines if it is determined that the SWPPP has not been properly prepared and implemented.</p>	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HYDROLOGY AND WATER QUALITY <i>Continued</i>	S	<p>HYD-1b: The City shall fully comply with the San Mateo County Countywide Stormwater Pollution Prevention Program (STOPPP) which maintains compliance with the NPDES Storm Water Discharge Permit. Responsibilities include, but are not limited to, designing BMPs into the project features and operation to reduce potential impacts to surface water quality associated with operation of the project. These features shall be included in the project drainage plan and final development drawings. Specifically, the final design shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. As outlined in the Stormwater Management Plan prepared for the project, measures for site design, source control and treatment control would be incorporated into the proposed project. Site design measures, measures to reduce impervious areas and reduce runoff and therefore pollutants that may be discharged, may include the following:</p> <ul style="list-style-type: none"> • Vegetated swales • Bioretention areas • Vegetated buffer strip • Beneficial landscaping (native plants) to minimize irrigation, runoff, pesticides and fertilizers • Directing runoff and roof leaders to landscaped areas • Installing pervious pavement to minimize impervious areas where practicable <p>Source control measures, measures that reduce pollutants at their source, may include the following:</p> <ul style="list-style-type: none"> • Storm drain inlet cleaning • Covered trash and recycling enclosure areas • Use of pervious pavement • Efficient irrigation • Labeling storm drain facilities using “No Dumping – Drains to Bay” stencil 	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>HYDROLOGY AND WATER QUALITY <i>Continued</i></p> <p>Otherwise substantially degrade water quality.</p>	<p>S</p>	<p>Treatment control measures, which are considered necessary as a final element in stormwater quality protection for that quantity of runoff that cannot be managed through site design and source control measures, may include the following:</p> <ul style="list-style-type: none"> • Bioretention areas • Vegetated bioswale areas • Flow-through planter boxes • Vegetated buffer strips <p>The City of Menlo Park Public Works Department and/or Building Division shall ensure that the SWPPP and drainage plan are prepared and are adequate prior to approval of the grading plan.</p> <p>Implement Mitigation Measure HYD-1</p>	<p>LTS</p>
XI. NOISE			
<p>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p>	<p>S</p>	<p><u>NOISE-1</u>: The project shall comply with the following noise reduction measures:</p> <ul style="list-style-type: none"> • General construction activities shall be allowed only between the hours of 8:00 a.m. to 6:00 p.m. on weekdays and 9:00 a.m. and 5:00 p.m. on weekends and holidays. • All heavy construction equipment used on the project site shall be maintained in good operating condition, with all internal combustion, engine-driven equipment fitted with intake and exhaust mufflers that are in good condition. • All stationary noise-generating equipment shall be located as far away as possible from neighboring property lines. • Post signs prohibiting unnecessary idling of internal combustion engines. 	<p>LTS</p>

Source: LSA Associates, Inc., 2009.

III. PROJECT DESCRIPTION

This chapter describes the Burgess Gymnasium and Gymnastics Center project (project) that is proposed by the City of Menlo Park (applicant). A description of the proposed project's objectives and background is provided, in addition to a discussion of the intended uses of the EIR, and required project approvals and entitlements.

A. PROJECT SITE

The following discussion describes the geographic context of the project site and provides a brief overview of existing land uses within and around the site.

1. Location and Surrounding Land Uses

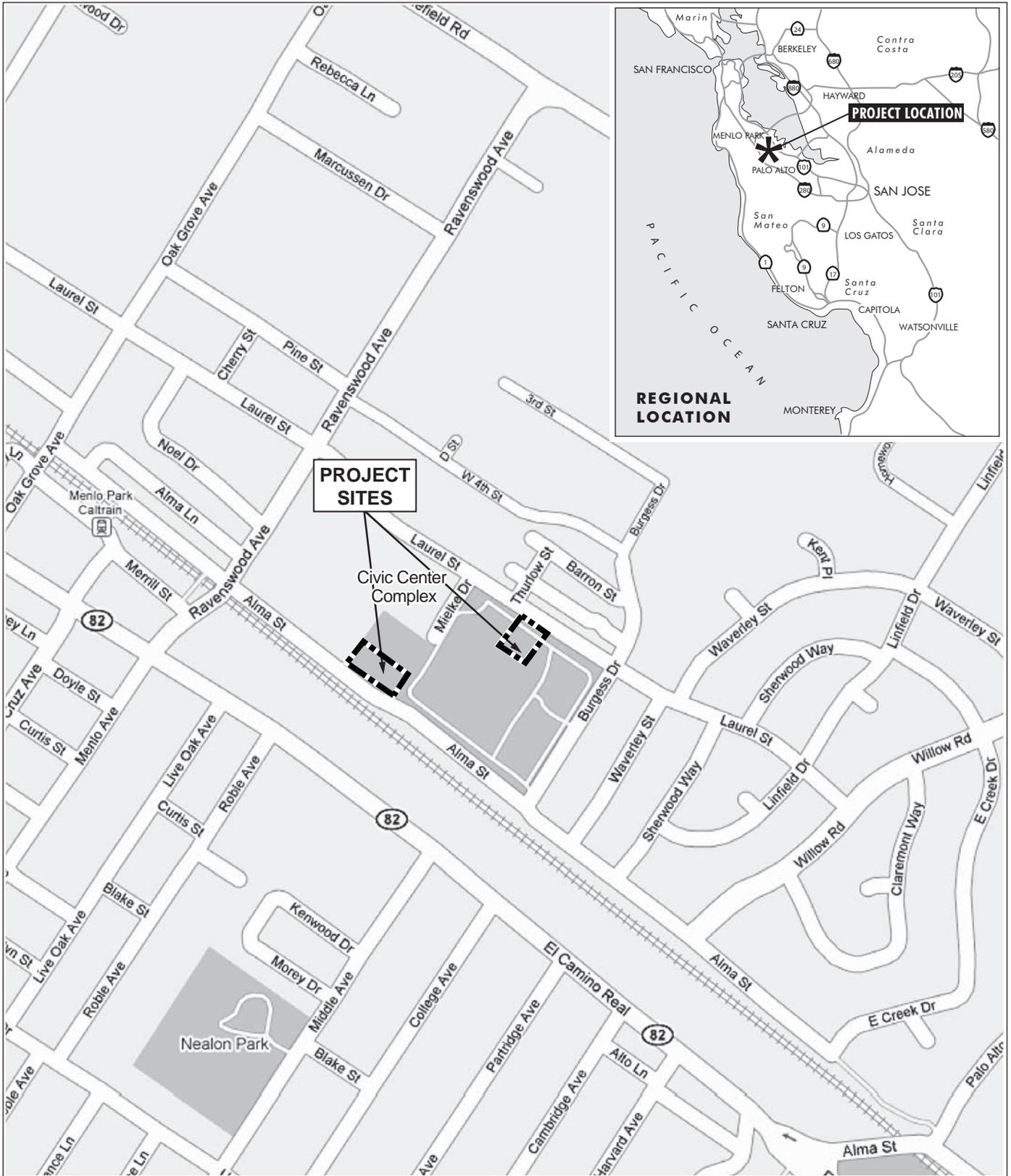
The project sites are located on two portions of Burgess Park, which is situated in the City of Menlo Park in San Mateo County. Burgess Park is within the Civic Center Complex, which also contains the City of Menlo Park offices and administrative buildings, and together this area is referred to as the Civic Center Complex in this EIR. The existing Burgess Gymnasium and Gymnastics Center (a single structure containing both uses) is located at 501 Laurel Street, and for the purposes of this EIR, is considered the gymnastics site.¹ The gymnasium site is located on the western portion of Burgess Park between the Recreation Center and Alma Street. Figure III-1 shows the locations of the project sites.

Gymnastics Site. The gymnastics site is located on the eastern portion of Burgess Park. Land uses east of this project site are primarily residential, though there are research and development uses located further east of the site across Laurel Street. Immediately south of the site is the aquatics center, tennis courts, and a parking lot, with Burgess Drive located further south. On the south side of Burgess Drive are residential land uses. West of the project site are baseball and soccer fields. Land uses to the north include a parking lot, police station, and City administrative buildings.

Gymnasium Site. The gymnasium site is located on the western portion of Burgess Park. To the east of the site is the Recreation Center, pond, City administration building; and associated landscaping. To the south is the skate park and basketball courts; to the north is a parking lot and library; and to the west of the project site is Alma Street and Caltrain railroad tracks.

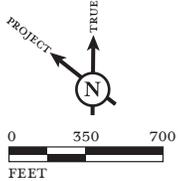
Regional vehicular access to the project site is via U.S. Highway 101 (Highway 101), Willow Road, Ravenswood Avenue, and El Camino Real (SR 82). Transit access to the project site is provided via SamTrans buses and via Caltrain, which provides regular service to Menlo Park on its San Francisco – San Jose line (with limited service farther south to Gilroy), and by the Menlo Park shuttle service.

¹ The street grid in this area of Menlo Park extends northeast-southwest and northwest-southeast. The simplified directions used in this EIR have been chosen to be consistent with convention used in Menlo. North arrows on all figures note this terminology.



LSA

FIGURE III-1



 PROJECT SITES

Burgess Gymnasium and Gymnastics Center EIR
 Project Site and
 Regional Location Map

SOURCE: GOOGLE MAPS, 2008

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2. Site Characteristics and Current Site Conditions

The project would be located in Burgess Park, which is a 9.31 acre portion of the 21.7-acre Civic Center Complex in Menlo Park. Burgess Park was purchased by the City in 1948 and was one of the first City-owned recreation areas in Menlo Park. Burgess Park, within the Civic Center Complex, currently contains the Recreation Center, Aquatics Center, Gymnasium and Gymnastics Center, two baseball fields, a soccer field, tennis courts, a basketball court, a playground, picnic areas, and associated landscaping and parking lots. The Civic Center Complex also contains City administrative buildings, Council Chambers, library, Menlo Children's Center, and associated landscaping and surface parking lots. Figure III-2 shows an aerial photograph of the Civic Center Complex, including the two project sites.

The gymnastics site contains the existing 17,400 square-foot Gymnasium and Gymnastics Center. The single-story gymnasium was constructed in 1974 and was expanded in 1987. The brick and wood building has sloping roofs of varying heights. The building currently contains the main gymnasium, two large gymnastics rooms, an office, entry lobbies, restrooms, locker and shower rooms, storage rooms, and a mechanical room. Mature landscaping surrounds the Center and pathways connect to adjacent uses.

The gymnasium site currently includes an open lawn and a cul-de-sac used for parking and as a vehicle turn around area.

B. PROJECT BACKGROUND

In the November 2001 municipal election, Menlo Park voters approved Measure "T" to issue general obligation bonds, phased over several years totaling \$38 million for the renovation and expansion of City parks and recreation facilities. The sale of the first phase of this financing, resulting in the issuance of \$13.2 million in bonds, took place in April 2002. The City embarked on a series of projects to improve municipal parks and recreation facilities, the needs for which had been identified and established in the Cultural/Recreational Facilities Master Plan completed in 2001.

In 2007, the Parks and Recreation Commission and staff conducted a public process, including three public outreach meetings, for consideration of projects for funding from a second Measure T bond sale. As a result, the Parks and Recreation Commission recommended that the City Council proceed with the programming study and design phase for the renovation of the Burgess Gymnasium and Gymnastics Center as the next major project to be undertaken using Measure T funds.

Staff proposed \$1.25 million in the FY 2007-08 budget for a Burgess Gymnasium and Gymnastics Center programming study and design. The programming study was intended to identify uses, needs, staffing, and operational costs, evaluate options, and develop cost estimates for a range of project alternatives. The City Council unanimously approved the Parks and Recreation Commission's recommendation and included the programming study as one of the project priorities for FY 2007-08. In December 2007, the City Council authorized a contract with Field Paoli Architects of San Francisco to develop conceptual designs for the expansion of the Burgess Gymnasium and Gymnastics Center. The design phase of the project began in January 2008 with Field Paoli and its sub-consultants conducting an evaluation of the existing Burgess Gymnasium and Gymnastics Center. The evaluation included an assessment of the building's mechanical, electrical, and plumbing

systems and its compliance with current code standards—particularly those related to seismic reinforcement, fire safety, and the Americans with Disabilities Act.

Following the evaluation, a programming study was completed by The Sports Management Group, subconsultants to Field Paoli, in February 2008. The study evaluated how the gym and gymnastics facilities were being utilized and identified unmet needs of current users and potential demands of future users. The study involved a series of four focus-group meetings with gym users, gymnastics participants, neighbors, and City staff. A special community meeting was also conducted by staff to gather additional information.

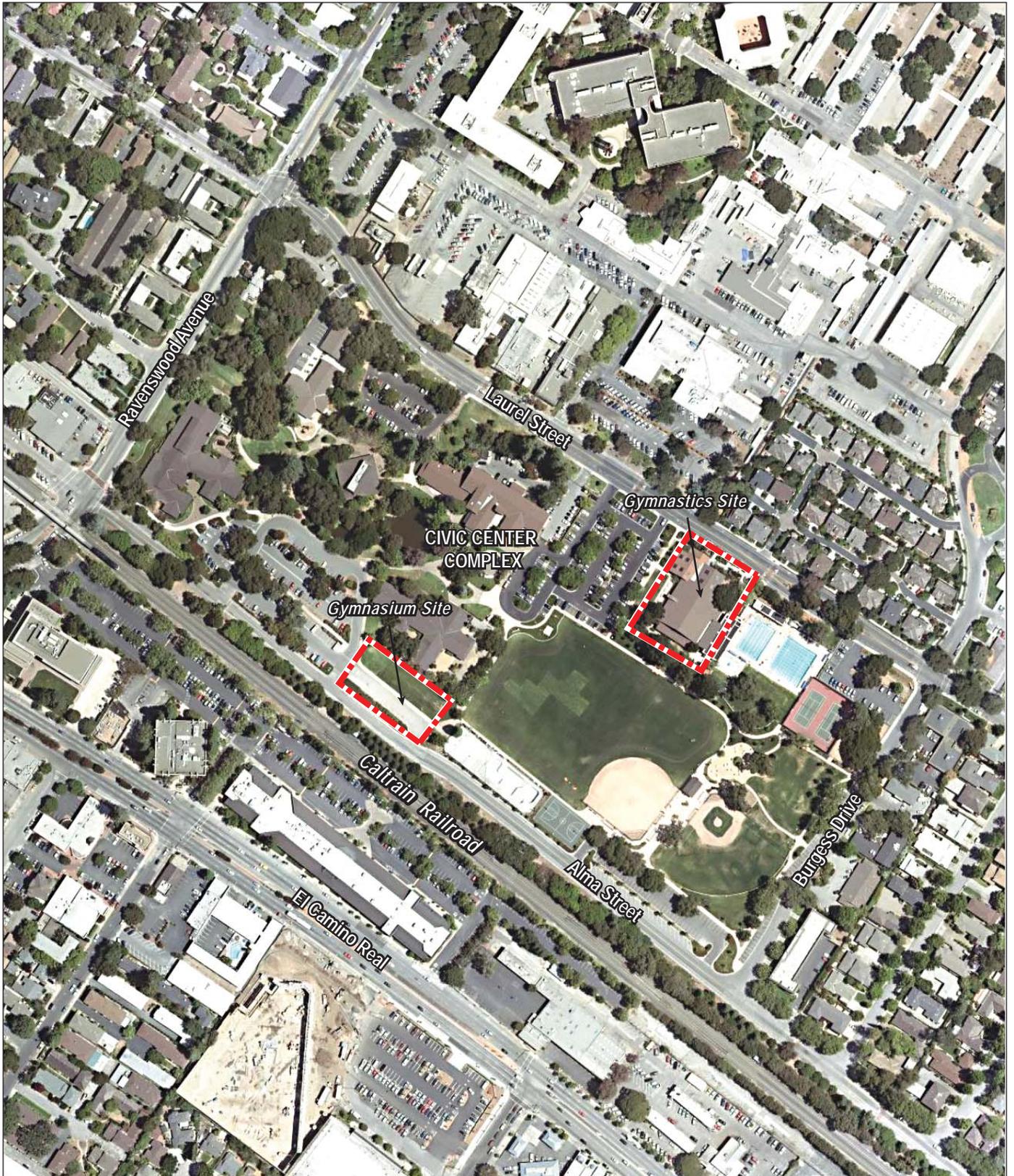
Nine conceptual layouts were developed on the basis of the results of the building evaluation, the programming study, and input from the community, the Parks and Recreation Commission, a project steering committee formed by the Parks and Recreation Commission, and City staff. The consensus was that three concepts (“schemes”) best met user needs while fitting into the available space on the Civic Center Complex.

The three schemes were presented at the Parks and Recreation Commission meeting on April 16, 2008. The Commissioners in attendance discussed each scheme’s strengths and weaknesses and suggested additional information that might be helpful in determining their preferred scheme. Following the April 16, 2008 Parks and Recreation Commission meeting, a potential donor met with City representatives and presented an offer to construct a new gymnasium. The donor offered to design and develop the gymnasium concept proposed in Scheme 1² but with slightly more floor area. The donor proposed to enhance the existing plan, construct the gymnasium, and finance all but \$5 million of the design and construction costs.

The City Council discussed the three schemes and donor’s offer at its April 29, 2008 meeting, and indicated that staff should continue to work with the donor. Utilizing preliminary layouts and elevations from Field Paoli, the donor’s architect has prepared preliminary site and floor plans, elevations, and renderings for the proposed gymnasium. Additionally, the donor’s architect has provided preliminary site and floor plans and elevations for the proposed gymnastics center.

In December 2008, the donor’s architect provided a preliminary floor plan for a 23,100 square-foot gymnasium, and a 22,500 square-foot gymnastic center plus approximately 1,500 square-foot locker area, for a total building area of 50,100 square feet. At the time of the publication of the Notice of Preparation (NOP) and Initial Study (November 20, 2008), the gymnastics center was proposed to be 18,700 square feet and the gymnasium was proposed to be 26,900 square feet; the total gross building area was proposed to be 45,600 square feet. In addition, in November 2008, DKS, the City’s transportation consultant, began work on the Traffic Impact Analysis (TIA), which assumed the gymnastics center would be 23,900 square feet and the gymnasium would be 25,700 square feet; the total gross building area was assumed to be 49,600 square feet. In January 2009, the City reviewed Scheme 1 and the preliminary plans prepared by the donor’s architect and determined that the appropriate total square footage for the proposed project is that which was assumed in the TIA.

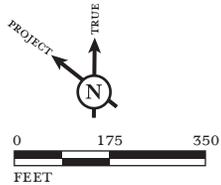
² Scheme 1 included the renovation of the existing Gymnasium and Gymnastics Center and the development of a new gymnasium behind (west of) the Recreation Center.



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FIGURE III-2

Burgess Gymnasium and Gymnastics Center EIR
Aerial Photo of Project Site



 PROJECT SITE

SOURCE: GOOGLE EARTH, 2008

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This EIR analyzes the potential impacts associated with construction of a 23,900 square-foot gymnastics center and a 25,700 square-foot gymnasium, for a total gross building area of 49,600 square feet. During the Architectural Control and building permit process, the design of the building may be altered or refined; however, it is anticipated that the proposed gross building area of 49,600 square feet would not be exceeded. If the project details, such as building size or height, increase substantially during the City's review process, the project may be subject to additional environmental review.

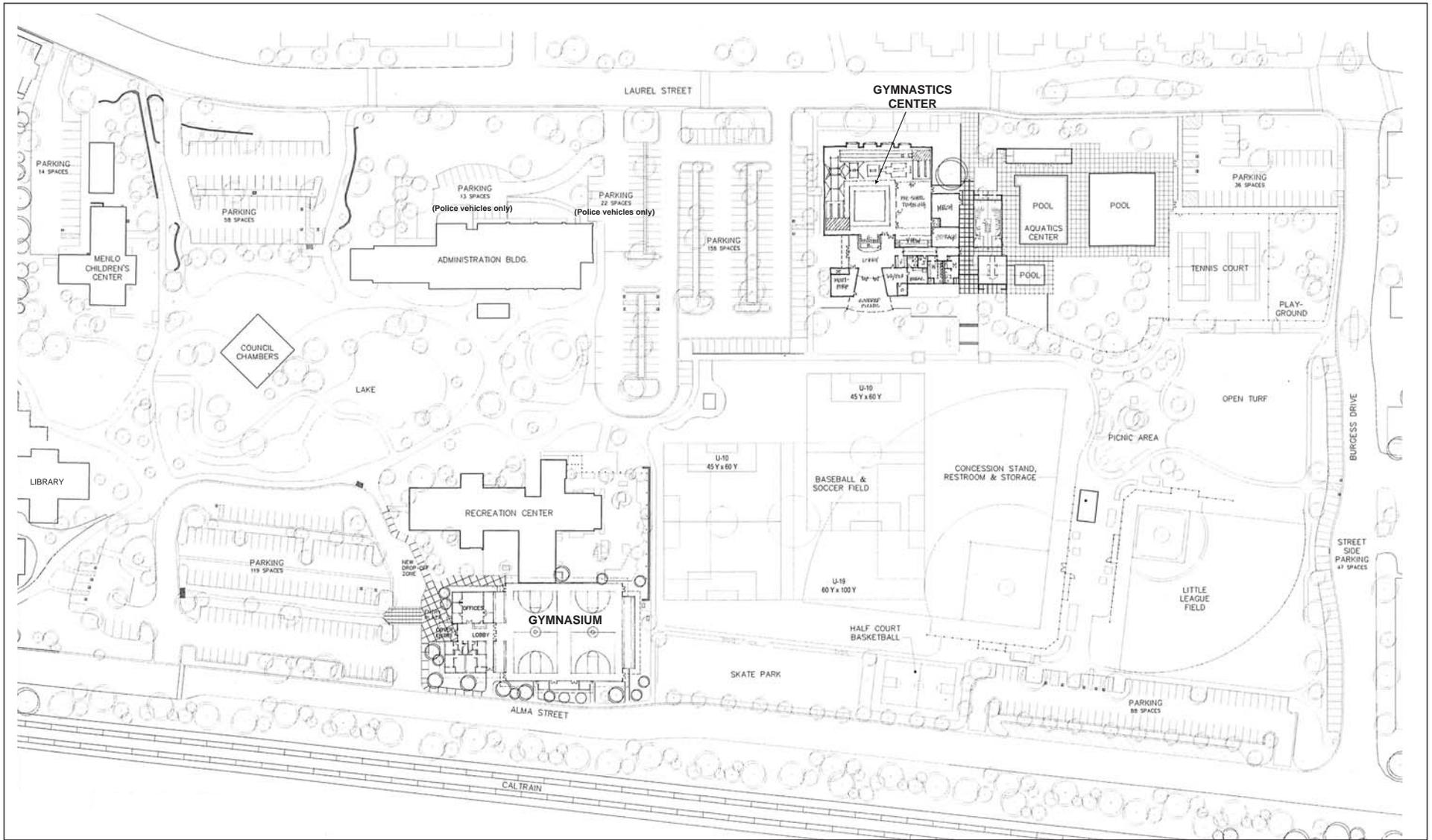
C. PROJECT OBJECTIVES

The project objectives are as follows:

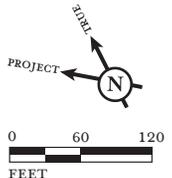
- Increase available gymnasium and gymnastics facility space by at least 2 to 2½ times the existing space (approximately 34,800 to 43,500 square feet) to better accommodate: 1,413 gymnastics participants and hosting of gymnastic meets; 126 youth basketball teams; 54 adult basketball teams; and 56 girl youth volleyball teams.
- Improve gymnasium and gymnastics facilities to: provide better access to those with disabilities (make ADA compliant); increase seismic safety; reduce future maintenance costs (most mechanical/electrical/plumbing systems in the existing center have reached the end of their useful life); incorporate green technology as part of facility operations; and improve natural ventilation.
- Improve gymnastics program specific features by: providing dedicated restroom for gymnastics users; adding training pit and tumbling track for gymnastics; and providing sufficient space for regulation gymnastics.
- Improve gymnasium program specific features by: improving the gymnasium floor ("dead spots" currently exist); providing regulation size basketball courts; improving acoustics to allow for conversation and office use when courts are in use; and improving gymnasium bleacher seating (currently cannot fully extend from wall without encroaching on the volleyball and basketball courts).
- Provide office space for recreation staff.
- Minimize disruption to current programming during construction of improvements.

D. PROPOSED PROJECT

The proposed project includes the demolition of the existing 17,400 square foot Gymnasium and Gymnastics Center on the gymnastics site, construction of a new 25,700 square foot gymnasium on the gymnasium site, the construction a new 22,500 square foot gymnastics center on the gymnastics site, and a 1,400 square foot expansion to the locker room at the aquatic center adjacent to the gymnastics center. The proposed project would result in the construction of 32,200 net new square feet of recreation use in Burgess Park. Figure III-3 shows the proposed site plan for the new gymnasium and gymnastics facilities.

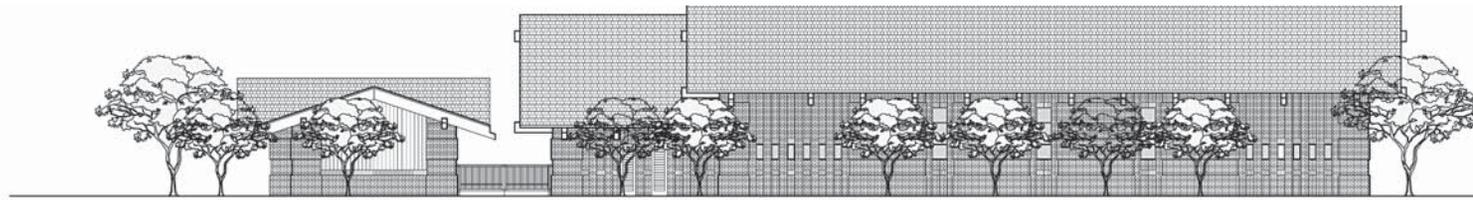


LSA FIGURE III-3

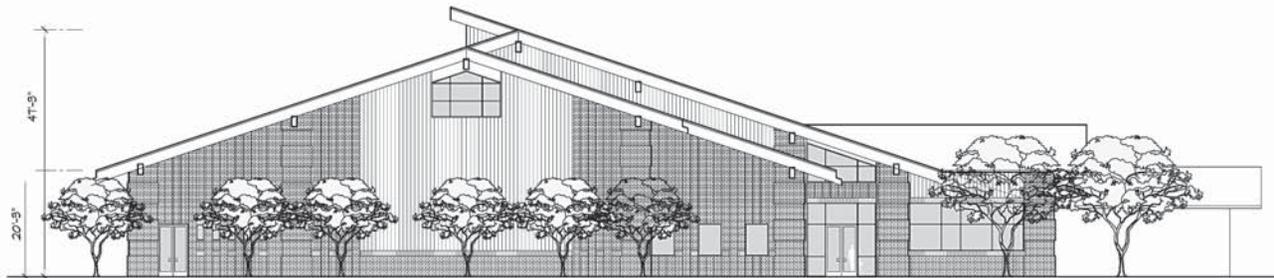


*Burgess Gymnasium and Gymnastics Center EIR
Proposed Conceptual Site Plan*

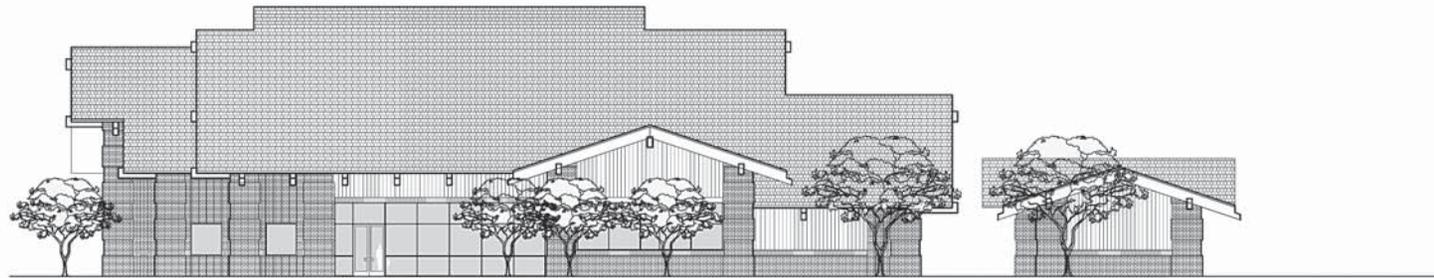
SOURCE: FIELD PAOLI, 2008.
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East Elevation (Laurel Street Elevation)



North Elevation



West Elevation

LSA

FIGURE III-4

NOT TO SCALE

Burgess Gymnasium and Gymnastics Center EIR
Conceptual Elevations of the Gymnastics Center

SOURCE: HOOVER ASSOCIATES, 2008.

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1. Proposed Buildings

The project proposes to construct a new gymnastic center and a new gymnasium at the Civic Center Complex. The development proposed for each site is described below.

Gymnastics Site. The project proposes the construction of a 22,500 square foot gymnastics center plus a 1,400 square foot locker room expansion for the aquatics center, for a total of 23,900 square feet of new building space.

The gymnastics center would contain a large gymnastics room, a smaller pre-school tumbling room, mechanical and storage rooms, multipurpose room, lobby, restrooms, and locker and shower rooms. In addition, the proposed gymnastics building would include a covered picnic area to the west of the building. The maximum building height would be 50 feet. Access to the gymnastics center would be provided on the park side of the building, it would no longer be provided on Laurel Street. Figure III-4 shows the proposed elevations for the gymnastics center.

Gymnasium Site. The project proposes the development of a 25,700 square foot gymnasium at the gymnasium site. The gymnasium would include two basketball courts, a lobby, offices, restrooms, and locker and shower rooms. The building would also feature a new plaza and covered entry, as well as a new drop-off zone located in the parking lot between the proposed building and the existing Recreation Center. Figure III-5 shows the proposed elevations for the gymnasium. The maximum building height would be 50 feet.

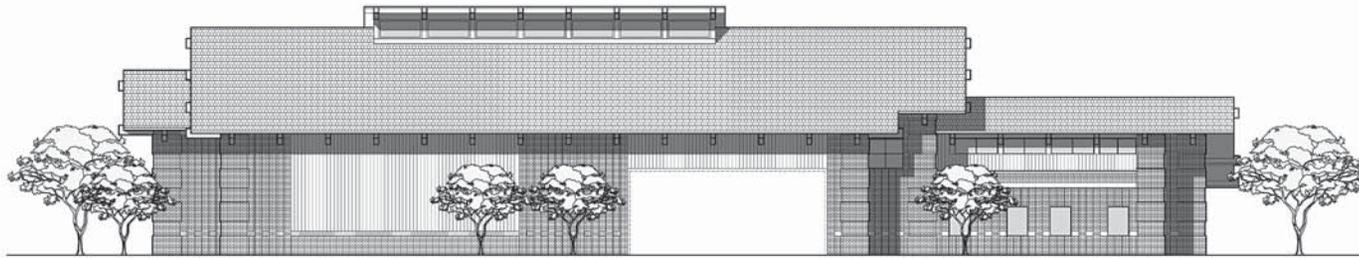
2. Architecture and Materials

The proposed Gymnasium and Gymnastics Center have been preliminarily designed to be complementary to existing buildings on the Civic Center Complex. The buildings would have a brick finish with brick ribbing for additional relief, along with vertical wood planks to match the majority of the buildings on the campus. The buildings would also feature shingles, exposed tongue-in-groove beams, and clerestory windows (a band of narrow windows along the top of a high wall). Gabled roofs are a common architectural element found in other buildings on the Civic Center Complex, and the proposed roofs would have a mix of gables and flat roof elements. The maximum height of the buildings would be approximately 50 feet to the tallest point, and mechanical equipment would not be roof mounted. Figure III-6 shows a simulated view of the gymnasium from Alma Street looking to the east.

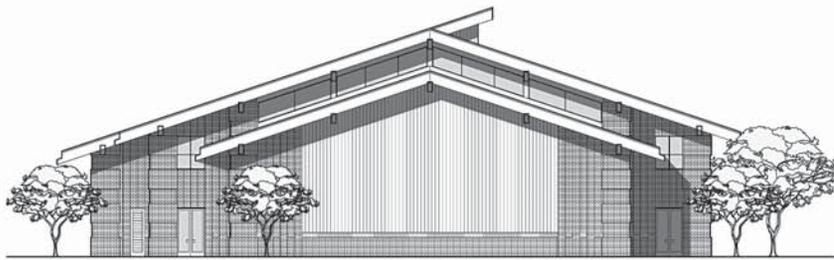
3. Landscaping

The proposed project would include landscaping that would replace some of the landscaping lost during the demolition phase of the proposed project. There are 20 trees in proximity to the existing gymnasium and gymnastics center and recreation center that qualify as heritage trees. All trees near the sites have been evaluated by an arborist and the recommendations of the Arborist Tree Assessment Report would be implemented prior to site preparation work.³ The identified heritage

³ Ralph Osterling Consultants, Inc. 2009. Arborist Tree Assessment Report, Gymnastics Center, Menlo Park, California. March 12.



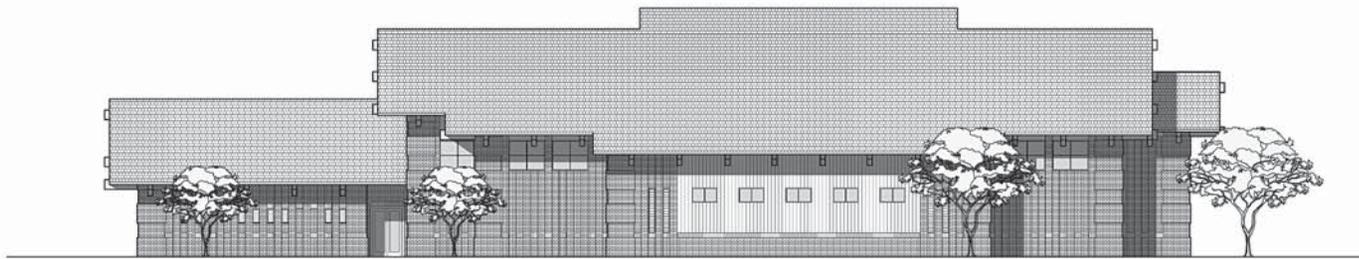
East Elevation



South Elevation



North Elevation



West Elevation (Alma Street Elevation)

LSA

FIGURE III-5

NOT TO SCALE

Burgess Gymnasium and Gymnastics Center EIR
Conceptual Elevations of the Gymnasium

SOURCE: HOOVER ASSOCIATES, 2008.

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LSA

FIGURE III-6

NOT TO SCALE

Burgess Gymnasium and Gymnastics Center EIR
View of the Gymnasium from Alma Street

trees would be preserved to the extent feasible. However, if the proposed project would require the removal of a heritage tree, it would be replaced at a 2:1 ratio, per the Heritage Tree Ordinance. In addition, the proposed project would be connected to existing adjacent uses through new landscaping and walkway connections.

4. Circulation and Parking

Vehicular access to the proposed gymnastics center on the gymnastics site would not be altered as part of the proposed project. The gymnastics site would continue to be accessible from Laurel Street and by the parking lot located immediately west of the gymnastics project site. The adjacent parking lot would continue to contain 158 parking spaces. Pedestrian access to the gymnastics center would be provided on the park side of the building, it would no longer be provided on Laurel Street.

The proposed gymnasium would not alter vehicular access or parking around the gymnasium site. This site would continue to be accessible from Alma Street. Development on 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 lot would result in the loss of approximately 4 parking spaces. The number of parking spaces in the adjacent parking lot would decrease from 132 spaces to 115 spaces.

5. Utilities and Infrastructure

The proposed project would be developed on sites currently served by public utilities systems. The project sites are served by the Menlo Park Municipal Water District and the West Bay Sanitary District. The proposed project would require water supply slightly greater than that currently demanded by the existing Gymnasium and Gymnastics Center, and would generate wastewater slightly greater than what is currently generated by the existing Gymnasium and Gymnastics Center. Development of the gymnastics site and development of the gymnasium site would result in an increase in impervious areas, increasing stormwater runoff. As part of the proposed project, the City would consider the conversion of hardscape areas to landscape or semi-pervious areas. The proposed project would include bioretention or detention areas to provide flow reduction and treatment, resulting in no net increase in stormwater runoff.

6. Demolition

Demolition activities would include the removal of the existing 17,400 square foot Gymnasium and Gymnastics Center on the gymnastics site. The proposed project would also remove portion of undeveloped space located between the Recreation Center and Alma Street, which includes a lawn and a paved cul-de-sac, on the gymnasium site.

7. Construction and Phasing

Both of the sites are generally level and minimal grading is expected. Grading plans have not yet been prepared for the project. Construction of the proposed gymnasium could require excavation of up to 3 feet and removal of up to 3,000 cubic yards of soil. Construction of the proposed gymnastic center is not anticipated to disturb soil beyond that of the existing structure on the site. The proposed buildings would use slab foundations. Construction time for each new building is estimated at 9 to 12 months.

The construction of the gymnasium would proceed first and is anticipated to begin in the fall of 2009. A new fire alarm/sprinkler system would be added to the existing Recreation Center as part of project construction. Construction materials would be staged in a way that maintains safety and access to the surrounding facilities. Once construction of the gymnasium is complete, the programming of the existing Gymnasium and Gymnastics Center would be relocated to the new gymnasium. As the new gymnasium would be larger than the existing combined facility, the existing programming would continue in the new gymnasium, and may increase in the future.

The existing Gymnasium and Gymnastics Center would then be demolished, and the new gymnastics building would be constructed in its place. Construction materials would be staged on the adjacent surface parking lot. Once construction of the new gymnastics center is complete, the gymnastics programming would be relocated to the new gymnastics center at which time the programming would increase to take advantage of the new space. Likewise, gymnasium programming would expand to occupy the entire space in the new gymnasium.

E. USE OF THIS EIR

It is anticipated that this EIR will provide environmental review for all discretionary approvals necessary for the proposed project or any of the project variants described in Chapter III. A list of the required permits and approvals that may be required by the City and other agencies is provided in Table III-1.

Table III-1: Required Permits and Approvals

Lead Agency	Permit/Approval
City of Menlo Park	<ul style="list-style-type: none"> • Certification of EIR • Building Permits • Heritage Tree Removal Permits (if applicable) • Architectural Control
Responsible Agencies	
California Water Service Company	<ul style="list-style-type: none"> • Approval of water line, water hookups and review of water needs.
California Regional Water Quality Control Board (RWQCB)	<ul style="list-style-type: none"> • National Pollutant Discharge Elimination System (NPDES) permit for storm water discharge.
West Bay Sanitary District	<ul style="list-style-type: none"> • Approval of wastewater hookups; sewer permit.
Menlo Park Fire District	<ul style="list-style-type: none"> • Building Permits
Other Agencies and Service Providers	
AT&T	<ul style="list-style-type: none"> • Approval of communication line improvements and connection permits.
Pacific Gas & Electric (PG&E)	<ul style="list-style-type: none"> • Approval of electric/natural gas improvements and connection permits.

Source: LSA Associates, Inc., 2008.

IV. TRANSPORTATION, CIRCULATION AND PARKING

This chapter describes the existing traffic and circulation, and parking and transit conditions on the project site and its vicinity and provides an analysis of the project's potential transportation-related impacts. Figure IV-1 shows the location of the proposed project and adjacent street system.

This analysis evaluates the traffic-related impacts of the proposed project during both the weekday morning and evening peak hours. Traffic impacts are assessed at 11 critical intersections and on 11 key roadway segments in the study area for the following five scenarios:

1. Existing Conditions;
2. Near-Term¹ Conditions;
3. Near-Term Plus Proposed Project Conditions;
4. Long-Range² Conditions; and
5. Long-Range Plus Proposed Project Conditions.

The project's potential effects on transit services, pedestrian and bicycle facilities, and parking are also evaluated.

This chapter is based on the Burgess Park Gymnasium/Gymnastics Center Project Traffic Impacts Analysis (TIA), prepared for the City of Menlo Park by DKS Associates.³ The TIA is available for review upon request at the City Engineering Division.

A. SETTING

The transportation-related context in which the Burgess Gymnasium and Gymnastic Center project would be constructed and operated is described below, beginning with a description of the study area and the street network that serves the project. Next, existing levels of transit service, bicycle and pedestrian facilities in the vicinity of the project site are described. Intersection levels of service (LOS) are then defined and current conditions are summarized.

1. Directional Convention

For the purpose of this section, it is assumed that Middlefield Road and El Camino Real provide travel in the north-south direction, and Ravenswood Avenue and Willow Road provide travel in the east-west direction.

¹ This scenario assumes full occupancy of planned/approved developments near the project vicinity that would be completed in the near-term future.

² The "long-range" year refers to a date ten years in the future (2020) with an added 1 percent annual growth rate.

³ DKS Associates, 2009. Burgess Park Gymnasium/Gymnastics Center Project Traffic Impacts Analysis. April.

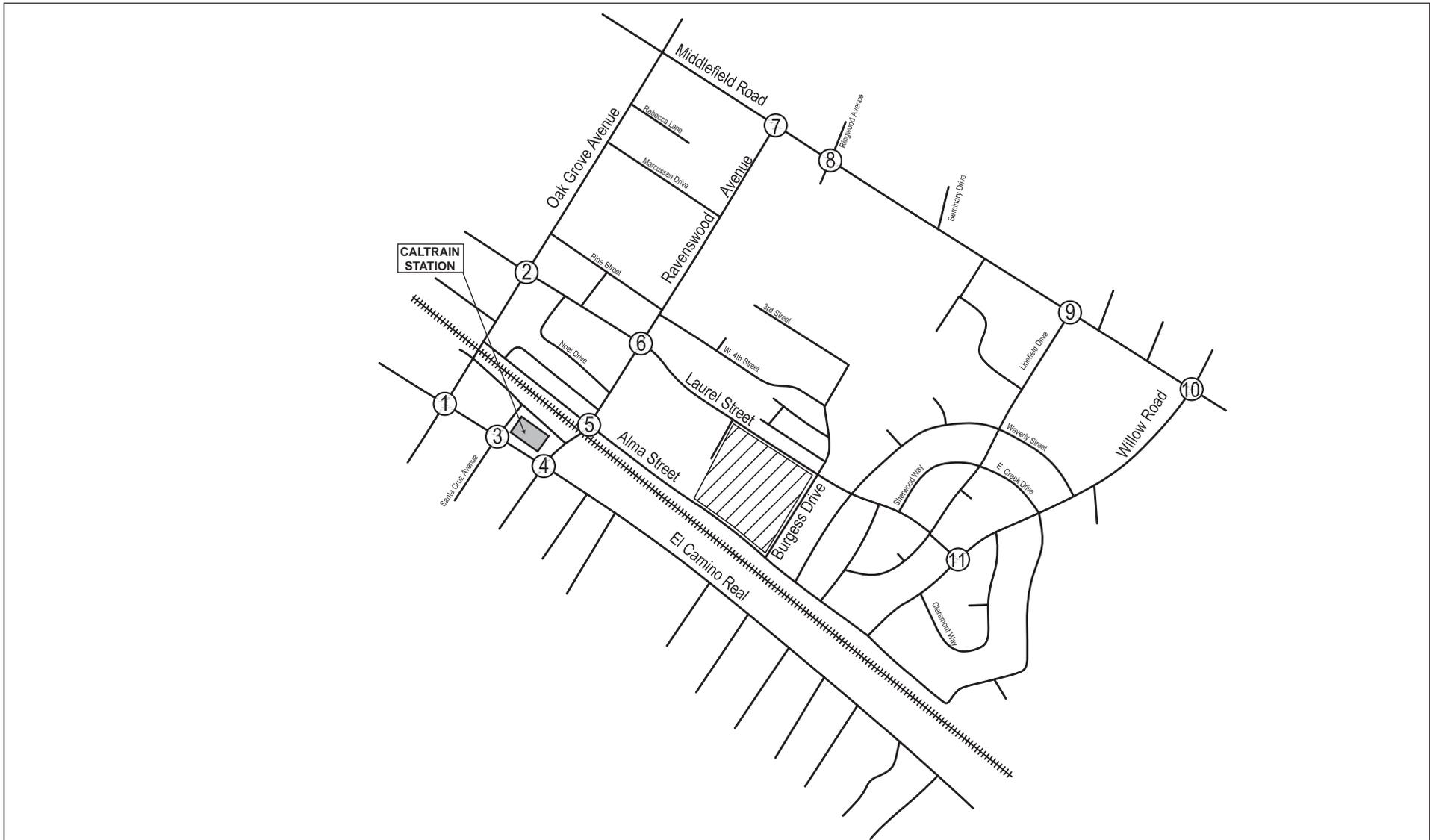
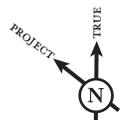


FIGURE IV-1

*Burgess Gymnasium and Gymnastics Center EIR
Site Location and Study Intersections*

LSA



NOT TO SCALE

LEGEND

- ① Study Intersection
-  Project Site

2. Study Area

The project site, Burgess Park, is located adjacent to the Menlo Park City Hall and is bordered by Ravenswood Avenue to the north, Burgess Drive to the south, Alma Street to the west, and Laurel Street to the east, as illustrated in Figure IV-1.

The study intersections were selected in consultation with the City of Menlo Park and include all intersections at which the proposed project may have a significant impact. The intersections include:

1. El Camino Real at Oak Grove Avenue (Signalized)
2. Laurel Street at Oak Grove Avenue (Signalized)
3. El Camino Real at Santa Cruz Avenue (Signalized)
4. El Camino Real at Ravenswood Avenue (Signalized)
5. Alma Street at Ravenswood Avenue (Unsignalized)*
6. Laurel Street at Ravenswood Avenue (Signalized)
7. Middlefield Road at Ravenswood Avenue (Signalized)
8. Middlefield Road at Ringwood Avenue (Signalized)
9. Middlefield Road at Linfield Drive (Unsignalized)*
10. Middlefield Road at Willow Road (Signalized)
11. Laurel Street at Willow Road (Unsignalized)*

The analysis of intersections concentrated on the peak AM and PM commute times for a typical week. In addition, an analysis of the impacts related to average daily traffic (ADT) added to local street segments were analyzed. The study segments analyzed include the following eleven segments:

1. Linfield Drive between Middlefield Road and Sherwood*
2. Waverley Street between Willow Road and Alma Street*
3. Sherwood Way between Linfield Drive and Laurel Street*
4. Burgess Drive between Laurel Street and Alma Street*
5. East Creek Drive between Willow Road and Linfield Drive*
6. Ravenswood Avenue between Middlefield Road and El Camino Real
(El Camino Real-Alma, Alma-Laurel, Laurel-Middlefield)
7. Oak Grove Avenue between Laurel Street and El Camino Real
8. Laurel Street between Oak Grove Avenue and Willow Road
(Oak Grove-Ravenswood, Ravenswood-Willow)
9. Willow Road between Middlefield Road and Alma Street*
10. Middlefield Road between Ravenswood Avenue and Willow Road
11. Alma Street between Oak Grove Avenue and Willow Road
(Oak Grove-Ravenswood, Ravenswood-Willow)

* Non-Circulation System Assessment (CSA) facility

The San Mateo County Congestion Management Program Land Use Analysis Program guidelines require that Routes of Regional Significance be evaluated to determine the impact of added project-generated trips for projects that create more than 100 net PM peak hour trips. The Routes of Regional Significance that are in the study area are SR 82, SR 84 and US 101. The proposed project would not generate more than 100 net peak hour trips, and, therefore an analysis of Routes of Regional Significance is not included.

3. Street Network

Access to the project site would be provided via Laurel Street, Burgess Drive and Alma Street. Other roadways within the study area include El Camino Real, Middlefield Road, Ravenswood Avenue, and Willow Road. These roadways are described below.

- ***El Camino Real.*** El Camino Real is a north-south state-controlled facility (State Route 82), which extends through San Mateo County and Santa Clara County. In the project vicinity it is six lanes wide (three in each direction) with numerous signalized intersections and left-turn bays. The land uses abutting El Camino Real are mostly commercial. El Camino Real is classified as a primary arterial in Menlo Park.
- ***Middlefield Road.*** Middlefield Road is a four-lane, north-south facility that stretches across Menlo Park. Middlefield Road is two lanes wide north of Ringwood Avenue and four lanes wide south of Ringwood. Middlefield Road provides access mainly to residential and school areas along with some office use in the project vicinity. Bike lanes are provided along Middlefield Road, and it is classified as a minor arterial.
- ***Ravenswood Avenue.*** Ravenswood Avenue is a two-lane street running in the east-west direction, north of the project site and is classified as a minor arterial. Ravenswood Avenue serves residential, commercial, and office areas. There are bike lanes along Ravenswood Avenue. Ravenswood Avenue is classified as a minor arterial west of El Camino Real where it becomes Menlo Avenue.
- ***Willow Road.*** Willow Road is a two-lane street running in the east-west direction, south of the project site and is classified as a minor arterial. Willow Road serves mainly residential with some commercial areas. There are bike lanes along Willow Road.
- ***Laurel Street.*** Laurel Street is a two-lane street running in the north-south direction, adjacent to the project site and is classified as a collector. Laurel Street serves mainly residential areas. Bike lanes are provided along Laurel Street.
- ***Alma Street.*** Alma Street is a two-lane street running in the north-south direction, adjacent to the project site and is classified as a collector. Alma Street serves mainly residential with some commercial areas. There are bike lanes along Alma Street.
- ***Burgess Drive.*** Burgess Drive is a two-lane street running in the east-west direction, adjacent to the project site and is classified as a local street. Burgess Drive serves mainly residential areas.

4. Existing Transit Services

Existing transit service near the project site is provided by the SamTrans, the City of Menlo Park, and Caltrain. Each of these services is described in the following sections.

- **SamTrans.** Public transit service in the project vicinity is primarily provided by the San Mateo County Transit District (SamTrans) and Caltrain. Few bus routes currently serve the study area, with SamTrans lines 390, 295, 296, KX, and RX lines several blocks away from the proposed project sites. Route 390 provides the closest stop to the project site located just north of El Camino Real north of Ravenswood Avenue and serves Daly City BART, Colma, South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, Atherton, Menlo Park, and Palo Alto. Routes 295 and 296 provide the closest stop to the project site with a stop at Merrill and Santa Cruz. Route 295 serves Downtown San Mateo, Hillsdale Shopping Center, sequoia Hospital, Redwood City

and Menlo Park. Route 296 serves Redwood City, Atherton, Menlo Park, and East Palo Alto. The KX and RX lines are express service routes that stop at the Menlo Park Caltrain station near the project vicinity. The routes serve regional areas including Palo Alto, Menlo Park, Atherton, Redwood City, San Carlos, Belmont, San Mateo, and San Francisco.

b. Menlo Park Shuttle Service. The City of Menlo Park operates the Menlo Park Midday Shuttle, which provides service on Monday through Friday with 60-minute headways. The shuttle stops include the Menlo Park Library/City Hall, Burgess Park, Downtown Menlo Park, Caltrain, Stanford Shopping Center, and Stanford Medical Center.

c. Caltrain. Commuter rail service between San Francisco and Gilroy is provided by Caltrain. There is only one Caltrain station in Menlo Park and it is located approximately 2,000 feet northwest of the project site along Merrill Street. At the Menlo Park station, Caltrain headways vary during the commute hours with 5- to 55-minute headways during the AM peak period and 25- to 35-minute headways during the PM peak period.

5. Bicycle and Pedestrian Facilities

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 side 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.

6. Existing Level of Service Analysis

Traffic conditions in the study area are assessed through the evaluation of peak hour levels of service (LOS) at critical intersections. The LOS concept qualitatively characterizes traffic conditions associated with varying levels of traffic congestion based on a measurable estimate of delay.

The level of service criteria for signalized and unsignalized intersections are presented in Table IV-1. These range from LOS A, which indicates free-flow conditions with little or no delay, to LOS F, which indicates congested conditions with excessive delays.

Based on the City of Menlo Park LOS significance criteria, described in greater detail in Section IV.A.3.a and the designations of the project roadways, the LOS significance threshold for each study intersection is presented in Table IV-2.

Table IV-1: Intersection Level of Service Definitions

Level of Service	Description	Total Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Little or no delay	< 10.0	< 10.0
B	Short traffic delay	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0
C	Average traffic delay	>20.0 and ≤ 35.0	> 15.0 and ≤ 25.0
D	Long traffic delay	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0
E	Very long traffic delay	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0
F	Extreme traffic delay	> 80.0	> 50.0

Source: 2000 Highway Capacity Manual, Transportation Research Board, 2000.

Existing conditions at the study intersections during the AM and PM peak hours were based on counts provided by City of Menlo Park staff, collected in April and May 2006 for the 8 signalized intersections in Menlo Park. Data for the remainder of the study intersections were collected in May 2008. Figure IV-2 illustrates the existing lane geometry at the study intersections. Existing peak hour traffic volumes are provided in Figure IV-3.

Traffic conditions at study intersections were evaluated for the morning and evening peak hours using the methodology contained in the

Transportation Research Board's *2000 Highway Capacity Manual*, as required by the City of Menlo Park. This methodology assigns a level of service based on the average control delay.

Existing peak hour intersection levels of service are summarized in Table IV-3. All but two study intersections currently operate at acceptable service levels during the AM and PM peak hours. The following intersections operate with unsatisfactory levels of service:

- Middlefield Road at Ravenswood Avenue (LOS E in the AM peak hour and LOS F in the PM peak hour)
- Middlefield Road at Willow Road (LOS F in the AM and PM peak hours)

The existing average daily traffic (ADT) estimates in vehicles per day (vpd) for the study segments are provided in Figure IV-4. The existing ADT for the roadways adjacent to the project site was provided by the City of Menlo Park for a typical weekday. The City of Menlo Park TIA guidelines describe the estimated ideal capacity at 20,000 vpd for minor arterials, 10,000 vpd for collector streets, and 1,500 vpd for local streets.

7. Approved/Planned Developments

Approved and planned developments in Menlo Park are listed in Appendix A of the TIA. This list was provided by City of Menlo Park staff and includes projects that are currently planned or approved as of May 2008, but have not yet been occupied. It is anticipated that these projects would be fully implemented and occupied as part of the Near-Term Scenario. These future near-term projects are anticipated to add traffic to the Menlo Park roadway network and, in some cases, would add traffic to the roadways and intersections studied in this analysis. The AM and PM peak hour trips assigned to the roadway network from these projects were provided by the City of Menlo Park in the CSA as part of the near-term conditions analysis as well as the addition of trips related to the projects that were determined after the creation of the CSA. For the unsignalized intersections, near-term trips were manually added, as they are not included in the CSA.

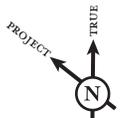
Table IV-2: Level of Service Significance Threshold

Study Intersection	Jurisdiction	LOS Significance Threshold
1. El Camino Real at Oak Grove Avenue	State	D, on local approaches
2. Laurel Street at Oak Grove Avenue	City	D
3. El Camino Real/Santa Cruz Ave	State	D, on local approaches
4. El Camino Real/Ravenswood Ave	State	D, on local approaches
5. Alma Street at Ravenswood Avenue	City	D
6. Laurel Street at Ravenswood Avenue	City	D
7. Middlefield Rd/Ravenswood Ave	City	D
8. Middlefield Road at Ringwood Avenue	City	D
9. Middlefield Road at Linfield Drive	City	D
10. Middlefield Road at Willow Road	City	D
11. Laurel Street at Willow Road	City	D

Source: *Traffic Impact Analysis*, DKS Associates, 2009.



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FIGURE IV-2

Burgess Gymnasium and Gymnastics Center EIR
Existing Geometrics and Traffic Controls

SOURCE: DKS ASSOCIATES; LSA ASSOCIATES, INC., 2009.

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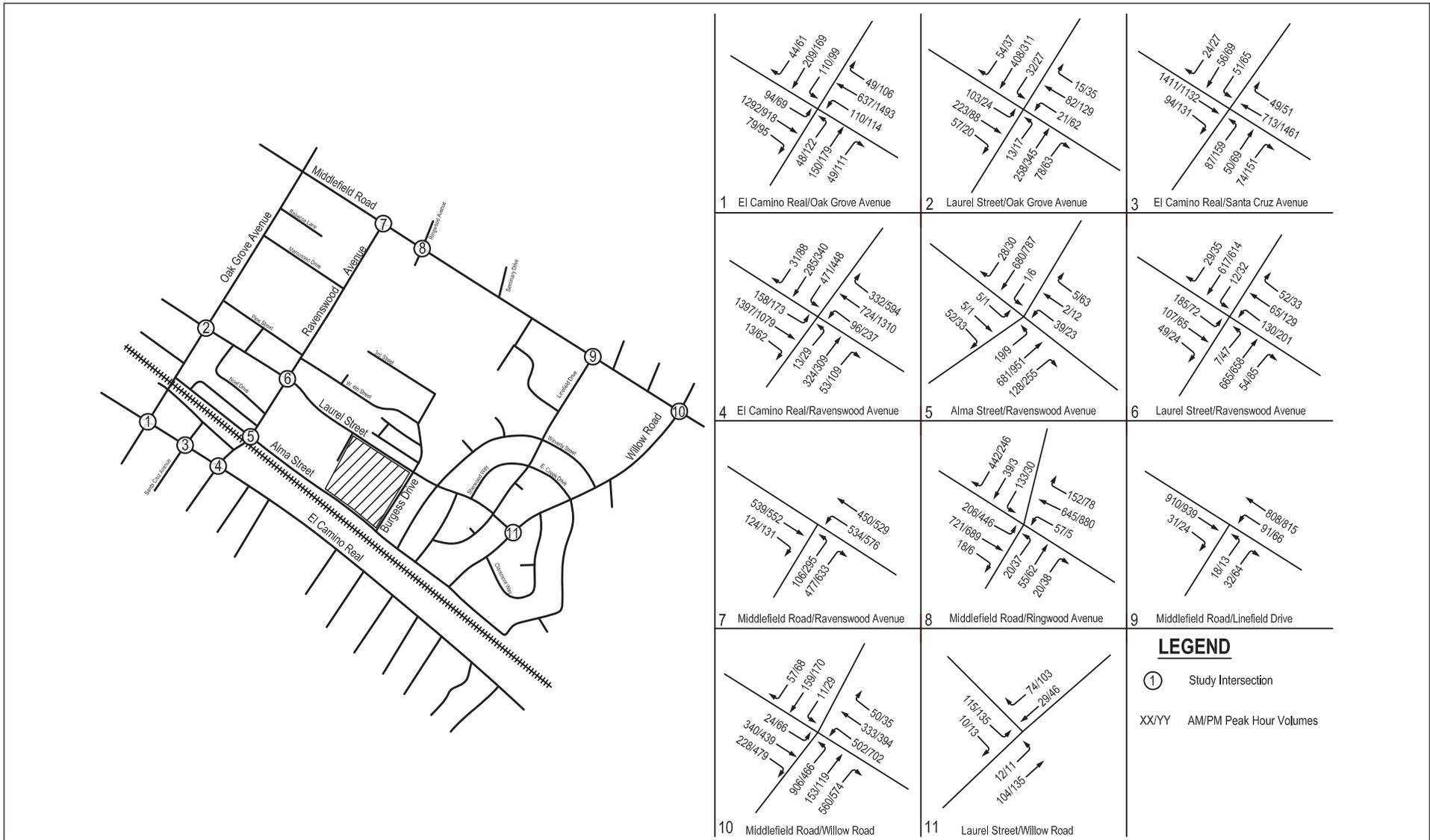
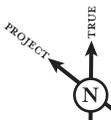


FIGURE IV-3

Burgess Gymnasium and Gymnastics Center EIR
Existing Peak Hour Traffic Volumes

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SOURCE: DKS ASSOCIATES; LSA ASSOCIATES, INC., 2009.

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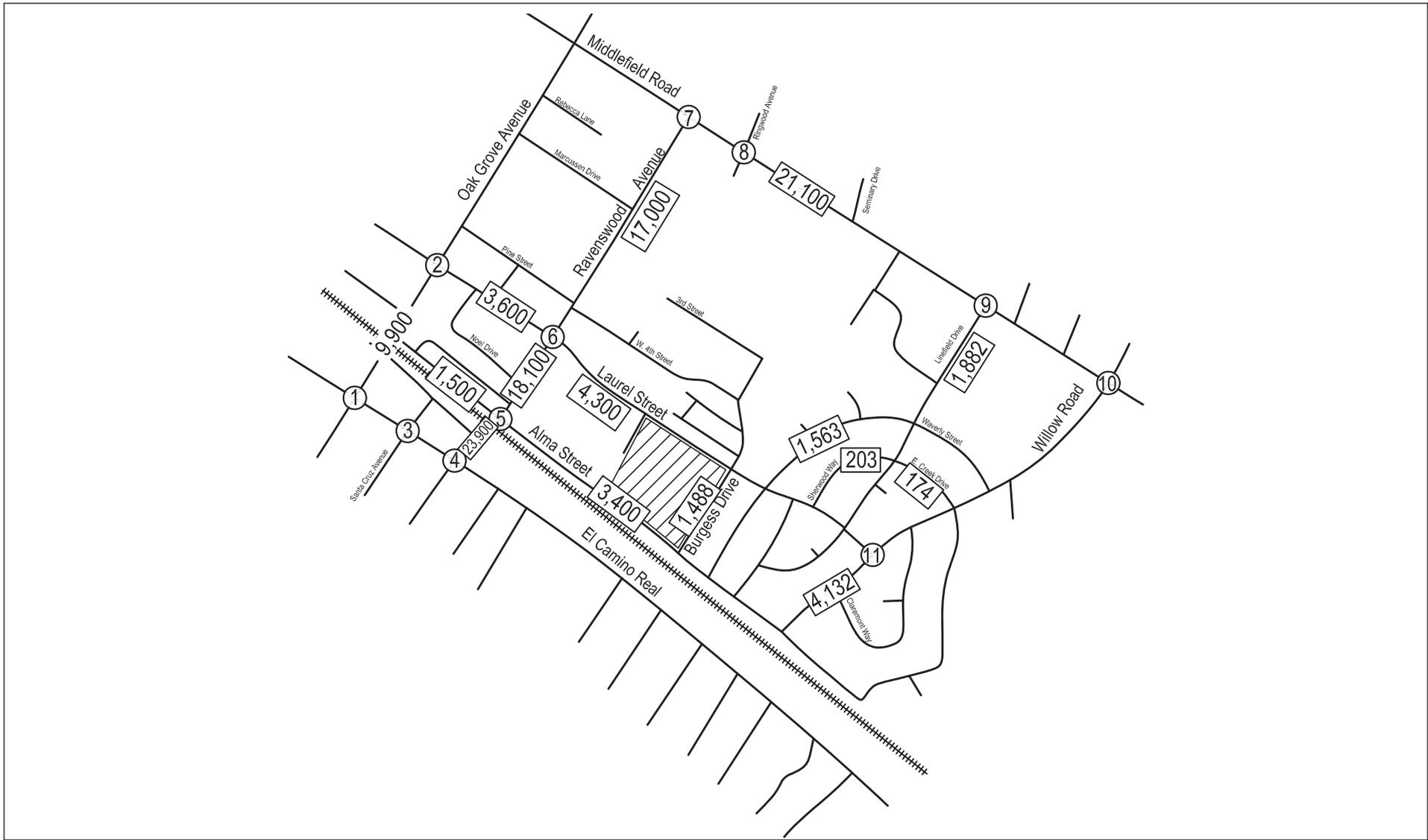
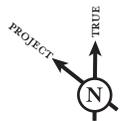


FIGURE IV-4

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- ① Study Intersection
-  Project Site
-  Average Daily Traffic

Burgess Gymnasium and Gymnastics Center EIR
Existing Average Daily Traffic Volumes

Table IV-3: Existing Levels of Service

	Intersection	Movement	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	El Camino Real/Oak Grove	Overall	27.9	C	29.2	C
	Critical Movements	NBL	60.6	E	-	-
		NBT	-	-	22.3	C
		SBL	-	-	84.9	F
		SBT	19.2	B	-	-
		EBL	73.5	E	70.9	F
WBT	43.6	D	42.0	D		
2	Laurel/Oak Grove	Overall	12.0	B	9.9	A
	Critical Movements	NBT	-	-	16.0	B
		SBT	14.5	B	-	-
		EBT	-	-	7.6	A
		WBT	11.7	B	-	-
3	El Camino Real/Santa Cruz	Overall	25.0	C	26.8	C
	Critical Movements	NBL	0.0	A	-	-
		NBT	-	-	26.9	C
		SBL	-	-	0.0	A
		SBT	25.8	C	-	-
		EBL	39.8	D	42.0	D
WBT	39.6	D	40.1	D		
4	El Camino Real/Ravenswood	Overall	42.7	D	53.5	D
	Critical Movements	NBL	116.1	F	-	-
		NBR	-	-	62.4	E
		SBL	-	-	108.7	F
		SBT	40.8	D	-	-
		EBL	43.0	D	44.8	D
WBT	50.6	D	62.7	E		
5	Alma/Ravenswood	Overall	11.5	B	15.3	C
	Critical Movements	NBR	11.5	B	15.3	C
6	Laurel/Ravenswood	Overall	15.6	B	11.9	B
	Critical Movements	NBL	-	-	27.3	C
		SBT	24.6	C	-	-
		EBT	14.0	B	7.8	A
7	Middlefield/Ravenswood	Overall	67.1	E	100.6	F
	Critical Movements	NBL	87.2	F	139.9	F
		SBT	80.2	F	135.0	F
		EBR	89.6	F	135.3	F
8	Middlefield/Ringwood	Overall	25.6	C	25.3	C
	Critical Movements	NBT	32.5	C	30.7	C
		SBL	41.7	D	32.3	C
		WBR	23.8	C	43.5	D
9	Middlefield/Linfield	Overall	24.9	C	17.7	C
	Critical Movements	NBR	10.6	B	10.5	B
		EBL	47.9	E	42.8	E
		EBR	12.0	B	12.6	B
10	Middlefield/Willow	Overall	110.4	F	138.9	F
	Critical Movements	NBL	162.1	F	197.2	F
		SBT	173.0	F	-	-
		SBR	-	-	206.4	F
		EBL	143.8	F	-	-
		EBR	-	-	201.2	F
WBT	199.0	F	236.0	F		
11	Laurel/Willow	Overall	8.1	A	8.4	A
	Critical Movements	SBL	8.4	A	8.8	A
		EBT	8.4	A	8.8	A
		WBR	7.3	A	7.6	A

Table notes on following page

Delay (seconds/vehicle) = average for signalized and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.

LOS = Level of service, represents average for signalized and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.

See Appendix B of the TIA for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS.

Overall = overall LOS for the intersection. Movements are defined as the following: NBL = northbound left, NBT = northbound through, NBR = northbound right, SBL = southbound left, SBT = southbound through, SBR = southbound right, EBL = eastbound left, EBT = eastbound through, EBR = eastbound right, WBL = westbound left, WBT = westbound through, WBR = westbound right.

Source: DKS Associates, 2009

8. Programmed/Planned Transportation Facility Improvements

There are no programmed or planned physical improvements to transportation facilities within the study area. Minor changes to signal timing parameters and lane designations that were utilized in the CSA for the near-term scenario were used for all scenarios after the existing conditions scenario.

B. ANALYSIS APPROACH AND METHODOLOGY

1. Overview

Traffic impacts are assessed at 11 critical intersections and on 11 key roadway segments in the study area for the following five scenarios:

- **Existing Conditions.** This scenario represents traffic conditions that exist today. Existing turning movement counts at the study intersections for the AM and PM peak hours were obtained from a combination of counts provided by City of Menlo Park staff collected in April and May 2006 for the signalized intersections in the City's Circulation System Assessment Document (2006 CSA) and from new counts collected in May 2008 for the unsignalized intersections in Menlo Park. Signal timing parameters for the analysis were based on the analysis conducted for the CSA.
- **Near-Term Conditions.** This scenario assumes full occupancy of planned/approved developments near the project vicinity that would be completed in the near-term future. Near term conditions at the study intersections were based on projected volumes provided by City of Menlo Park staff in the CSA analysis. Planned or approved projects that were not included in the CSA were provided by the City of Menlo Park, and added to the Near-Term Conditions for both the AM and PM peak hour analysis of the study intersections and the ADT analysis. The near-term scenario was increased for two additional years with a growth factor of one percent to present to year 2010 as the CSA analysis near-term year is 2008.
- **Near-Term Plus Proposed Project.** This scenario represents traffic conditions that would exist in the near-term future, plus the addition of project-generated traffic. Project generated traffic would replace the existing traffic associated with the 17,400 square foot gymnasium and gymnastics facility.
- **Long Range No Project Conditions.** This scenario represents traffic conditions based on the Near-Term scenario with an assumed ambient growth of one percent per year over a 10-year growth horizon. Current occupancy in the vicinity is assumed to remain the same, however the growth would account for possible increases in occupancy of existing buildings. Similar to the Near-Term scenarios, this scenario incorporated planned developments that were not included in the CSA.

- **Long-Range Plus Proposed Project.** This scenario represents traffic conditions based on the Long-Range scenario plus the addition of project generated traffic. The same project description used for the Near-Term plus project conditions was assumed.

2. Transportation Component of Project

The following section describes the expected project trip generation and distribution, and access to the project site.

a. Trip Generation. The estimated trip generation for the existing and proposed gymnasium and gymnastics center uses was based upon the ITE Trip Generation Manual (7th Edition, 2003). To account for the existing uses, trip credits were taken for the existing 17,400 square foot gymnasium and gymnastics center. The project proposes to construct a 23,900 square foot gymnastics center on the site of the existing gymnasium and gymnastics center, and a separate 25,700 square foot gymnasium between the existing recreation center and Alma Street.

After applying trip credits for the existing land use, the proposed project would generate approximately 737 net daily trips, including 52 net AM peak hour trips (32 inbound trips and 20 outbound trips) and 52 net PM peak hour trips (15 inbound trips and 38 outbound trips). Table IV-4 presents the results of the trip generation analysis. No trip credits were taken for on-site transportation demand management (TDM) measure or the site’s proximity to transit.

Table IV-4: Project Trip Generation

Land Use	Size ²		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<i>ITE Trip Rates</i>									
Recreational Community Center (ITE Code 495)	per	TSF	22.88	0.99	0.63	1.62	0.48	1.16	1.64
<i>Existing Land Uses (Trip Credit)</i>									
Existing Gymnasium and Gymnastics Center	17,400	TSF	-398	-17	-11	-28	-8	-20	-29
<i>Proposed Project</i>									
Proposed Gymnastics Center	23,900	TSF	547	24	15	39	11	28	39
Proposed Gymnasium	25,700	TSF	588	25	16	42	12	30	42
<i>Proposed Project Total</i>	<i>49,600</i>		<i>1,135</i>	<i>49</i>	<i>31</i>	<i>80</i>	<i>23</i>	<i>58</i>	<i>81</i>
<i>Net Total Proposed Project</i>			<i>737</i>	<i>32</i>	<i>20</i>	<i>52</i>	<i>15</i>	<i>38</i>	<i>52</i>

Note: Columns may not add to total due to rounding.

Source: ITE *Trip Generation*, Seventh Edition, 2003; DKS Associates, 2009.

b. Trip Distribution. Trips generated by the existing land uses and proposed project were assumed to have distribution patterns consistent with the residential patterns outlined in Table 6 of the Circulation and System Assessment Document (See Appendix D). Figure IV-5 illustrates the trip distribution patterns for the existing and proposed land uses. Figure IV-6 illustrates the project trip assignment.

c. Site Access. Vehicular access to the proposed gymnastics center would not be altered as part of the proposed project. The gymnastics site would continue to be accessible from Laurel Street and by the parking lot located immediately west of the gymnastics project site. The proposed gymnasium would not alter vehicular access or parking around the gymnasium site. This site would continue to be accessible from Alma Street and by the parking lot located to the west of the gymnasium site. Figure III-3, Proposed Conceptual Site Plan, illustrates access to the project sites.

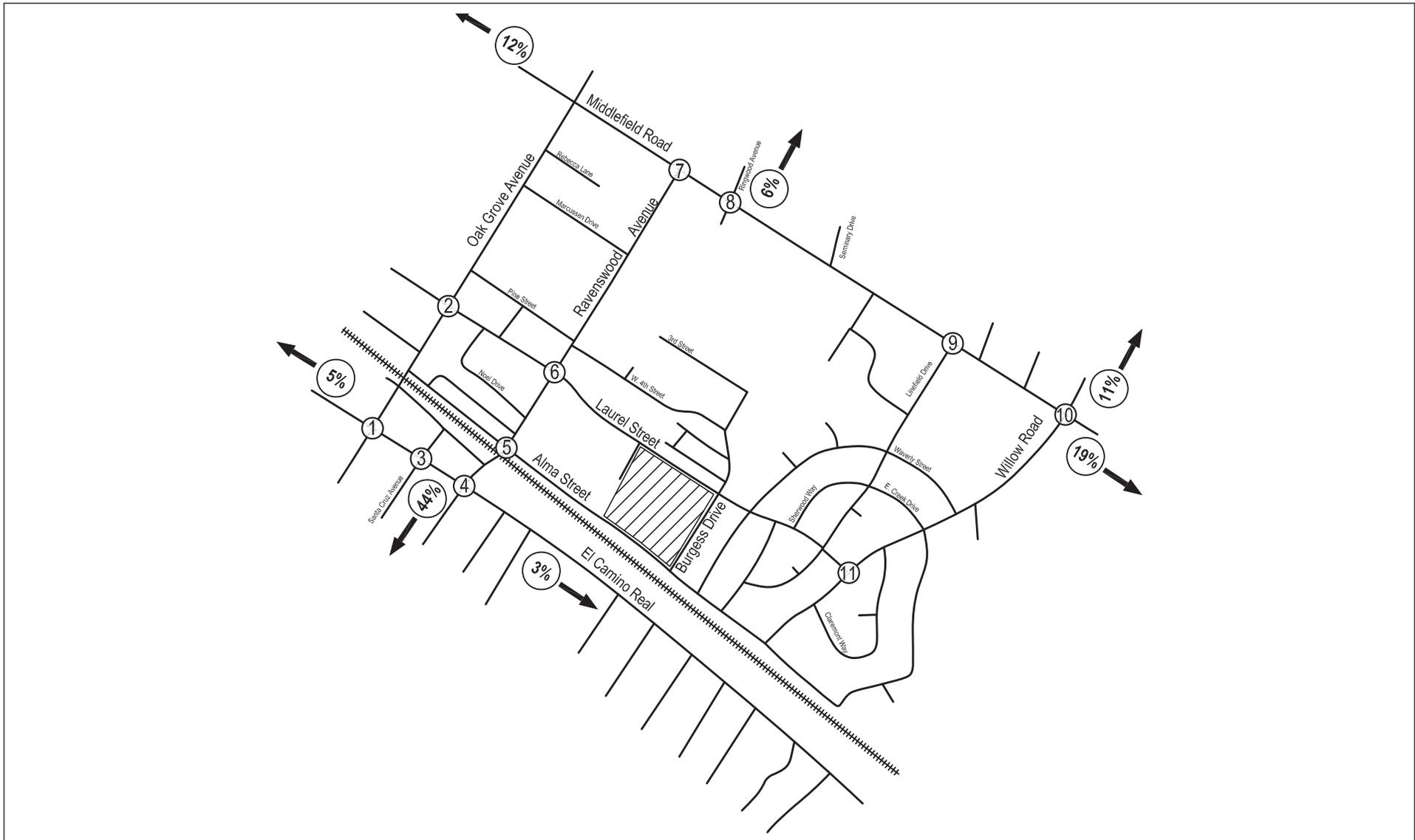


FIGURE IV-5

*Burgess Gymnasium and Gymnastics Center EIR
Project Trip Distribution*

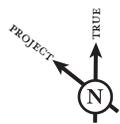
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① Study Intersection

 Project Site

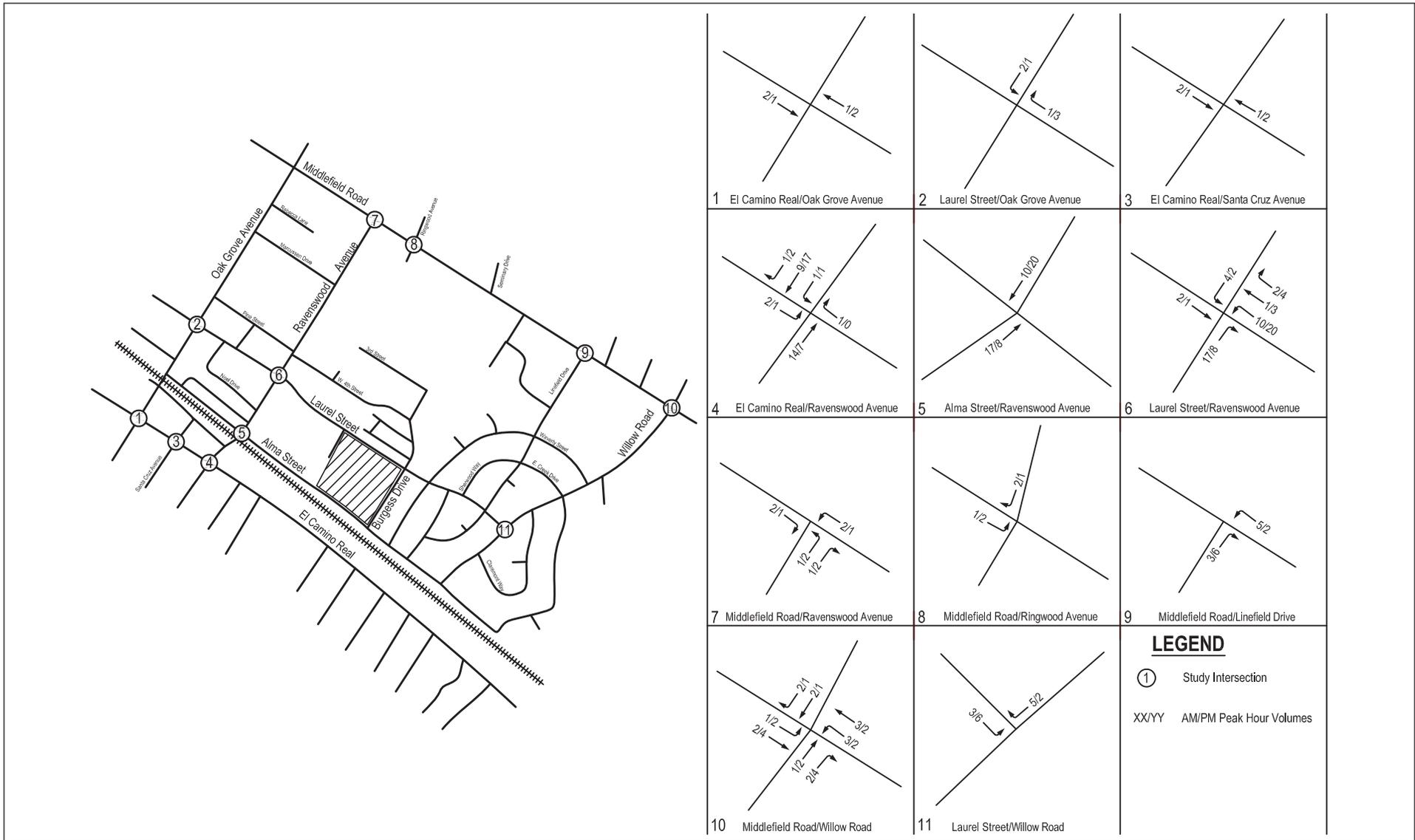
 Project Trip Distribution



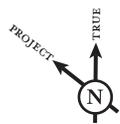
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SOURCE: DKS ASSOCIATES; LSA ASSOCIATES, INC., 2009.

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SOURCE: DKS ASSOCIATES; LSA ASSOCIATES, INC., 2009.

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FIGURE IV-6

Burgess Gymnasium and Gymnastics Center EIR
 Proposed Project Trip Assignment

C. IMPACTS AND MITIGATION MEASURES

This section of the EIR contains four key subsections:

- A detailed presentation of significance criteria used to determine whether the project's effects would be considered significant;
- A description of traffic conditions under near-term and long range no project conditions; and
- An analysis of the impacts and mitigation measures associated with the project;

1. Criteria of Significance

The City of Menlo Park's criteria were used to determine if the project would result in a significant traffic impact. *Generally* a project would have a significant effect on the environment if it would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips on roads, or congestion at intersections), or change the condition of an existing street (i.e., through street closures, changing direction of travel) in a manner that would substantially affect access or traffic load and capacity of the street system. Adverse effects to the surrounding pedestrian and bicycle facilities and transit system also were considered. *Specifically*, the following detailed significance criteria apply to intersections, roadway segments, parking, pedestrian and bicycle facilities, and transit.

a. Standards of Significance for Intersections. The criteria for determining if the proposed project would create a significant adverse impact on intersections are described below:

- ***City Arterial Intersections/Local Approaches to State Controlled Intersections.*** A project is considered to have a potentially "significant" traffic impact if the addition of project traffic causes an intersection operating at LOS D or better to reach LOS E (greater than 23 seconds average delay per vehicle) or worse OR, the project traffic increment causes an intersection already operating at LOS E or worse to experience an increase of more than 0.8 seconds of average delay to vehicles on all of the critical movements for City arterial intersections, or for local approaches to state controlled intersections.
- ***Other City Intersections (Collector and Local streets).*** A project is considered to have a potentially "significant" traffic impact if the addition of project traffic causes an intersection operating at LOS C or better to reach LOS D or worse OR, to have an increase of 23 seconds or greater in average delay, whichever comes first. A project is also considered to have a significant traffic impact if the addition of project traffic causes an increase of more than 0.8 seconds of average delay to vehicles on all critical movements for intersections operating at a near-term LOS D through F for collector streets.

b. Standards of Significance for Roadway Segments. The criteria for determining if the proposed project would create a significant adverse impact on roadway segments are described below:

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

- **Collector Streets (in residential areas).** A project is considered to have a potentially “significant” traffic impact if the existing ADT is: (1) greater than 9,000 (90 percent of capacity) and there is a net increase of 50 trips or more in ADT due to project-related traffic; (2) the ADT is greater than 5,000 (50 percent of capacity) but less than 9,000, and the project-related traffic increases the ADT by 12.5 percent or the ADT becomes 9,000 or more; or (3) the ADT is less than 5,000 and the project-related traffic increases the ADT by 25 percent.
 - **Local (residential) Streets.** A project is considered to have a potentially “significant” traffic impact if the existing ADT is: (1) greater than 1,350 (90 percent of capacity) and there is a net increase of 25 trips or more in ADT due to project-related traffic; (2) the ADT is greater than 750 (50 percent of capacity) but less than 1,350, and the project-related traffic increases the ADT by 12.5 percent or the ADT becomes 1,350; or (3) the ADT is less than 750 and the project related-traffic increases the ADT by 25 percent.
- c. Standards of Significance for Parking.** The proposed project would create a significant parking impact if the project would not provide adequate parking to accommodate anticipated project-generated demand.
- d. Standards of Significance for Pedestrian and Bicycle Facilities.** The proposed project would create a significant impact related to pedestrian or bicycle facilities if one or more of the following criteria are met or exceeded:
- The project would not provide adequate pedestrian or bicycle facilities to connect to the area circulation system, or
 - Vehicles would cross pedestrian facilities on a regular basis without adequate design and/or warning systems, causing safety hazards, or
 - The project design would cause increased potential for bicycle/vehicle conflicts.
- e. Standards of Significance for Transit Service.** The proposed project would create a significant impact related to transit service if either of the following criteria are met or exceeded:
- The proposed project would generate a substantial increase in transit riders that cannot be adequately served by the existing transit services, or
 - The proposed project would generate demand for transit services in an area that is more than one-quarter mile from existing transit routes.

2. Traffic Operations Under No Project Conditions

This section describes no project traffic conditions under both near-term and long-range conditions describes near-term traffic operations without and with the proposed project, as well as transit, bicycle and pedestrian conditions.

- a. Near-Term Traffic Conditions.** Peak hour traffic volumes for the Near-Term Conditions were provided by City of Menlo Park for the signalized study intersections during the AM and PM peak hours based on the Near-Term Scenario in the CSA Traffix Model. The base volumes from the CSA were increased by one percent annually for two years, for a total of two percent, to represent a 2010 opening year. In addition, the estimated net trips from the projects in the most recent list of approved and planned developments were added to the study intersections and roadway segments.

(1) Intersection Level of Service Analysis. The Near-Term Conditions peak hour intersection turning movement volumes are illustrated in Figure IV-7. No planned/programmed mitigation measures would be implemented by the time the near-term developments are built and occupied.

Intersection geometrics will remain the same as with existing conditions. Table IV-5 summarizes the intersection operating conditions during the near-term AM and PM peak hours.

As shown in Table IV-5, the following intersections would operate with an unsatisfactory LOS:

- El Camino Real at Ravenswood Avenue (LOS E in the AM peak hour and LOS F in the PM peak hour)
- Middlefield Road at Ravenswood Avenue (LOS F in the AM and PM peak hours)
- Middlefield Road at Linfield Drive (LOS E in the AM peak hour)
- Middlefield Road at Willow Road (LOS F in the AM and PM peak hours)

(2) Roadway Segment Analysis. The near-term conditions ADT volumes are illustrated in Figure IV-8 and summarized in Table IV-10, below as part of the discussion on near-term conditions with the proposed project. The near-term ADT was derived using the existing ADT and the projected traffic growth in the Near-Term Conditions. The Near-Term Conditions ADT was adjusted for the planned and approved projects provided by the City of Menlo Park.

b. Long-Range Traffic Conditions. To obtain long-range traffic volumes, the baseline volumes used in the previous scenarios were assumed to increase with an ambient growth of one percent per year over ten years. For the no-project scenario, current occupancy at the existing buildings was assumed to remain the same as described previously, however the background ambient growth would account for general increases in traffic within the area.

(1) Intersection Level of Service Analysis. Under the no project conditions, the ambient growth over 10 years plus planned or approved traffic would add a large amount of traffic to the area and result in six intersections during the AM peak hour and eight study intersections during the PM peak hour operating at unacceptable levels. The Long-Range Conditions peak hour intersection turning movement volumes are illustrated in Figure IV-9. Table IV-6 summarizes the intersection operating conditions during the long-range AM and PM peak hours.

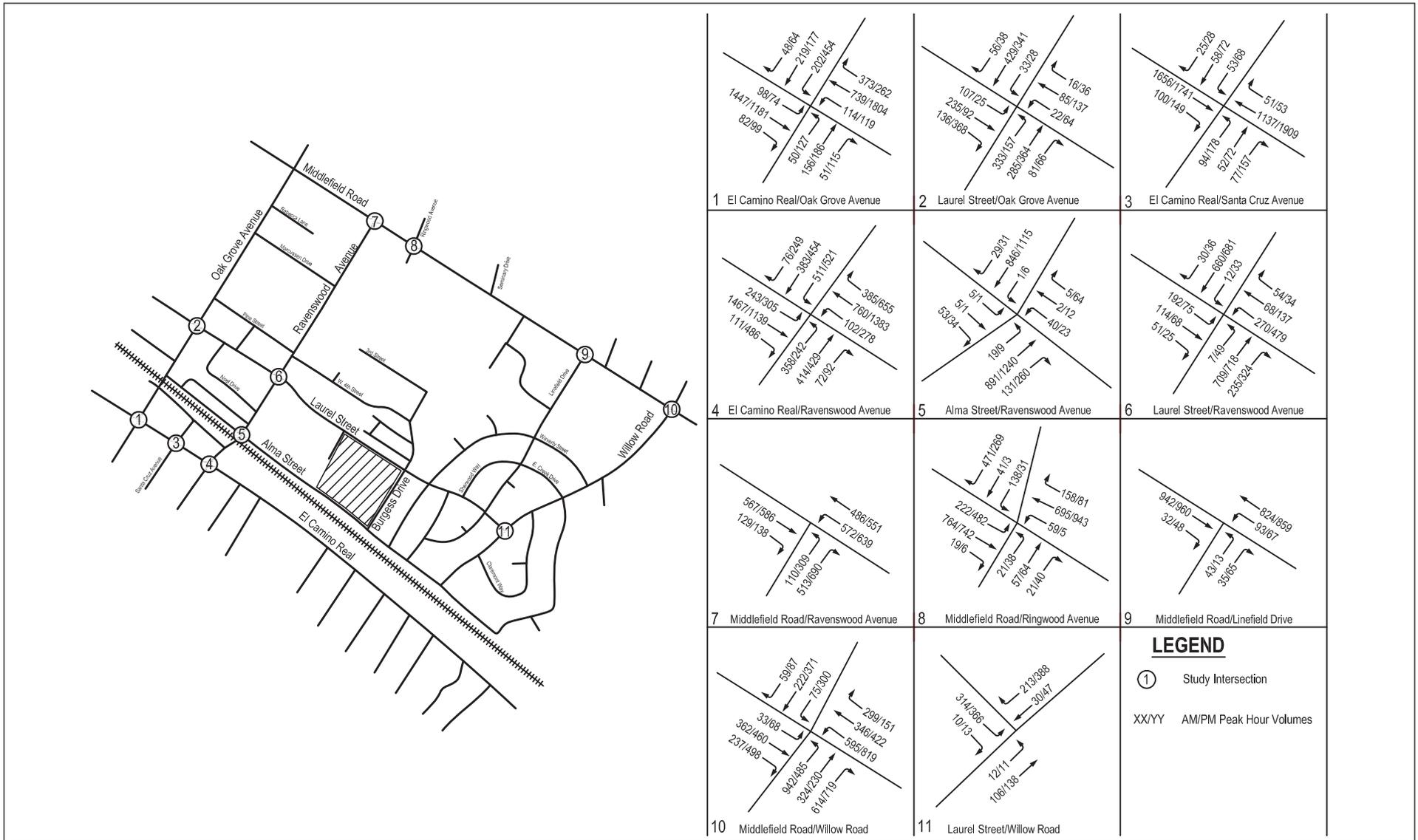
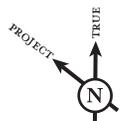


FIGURE IV-7

Burgess Gymnasium and Gymnastics Center EIR
Near-Term (2010) Peak Hour Traffic Volumes

LSA



NOT TO SCALE

SOURCE: DKS ASSOCIATES; LSA ASSOCIATES, INC., 2009.

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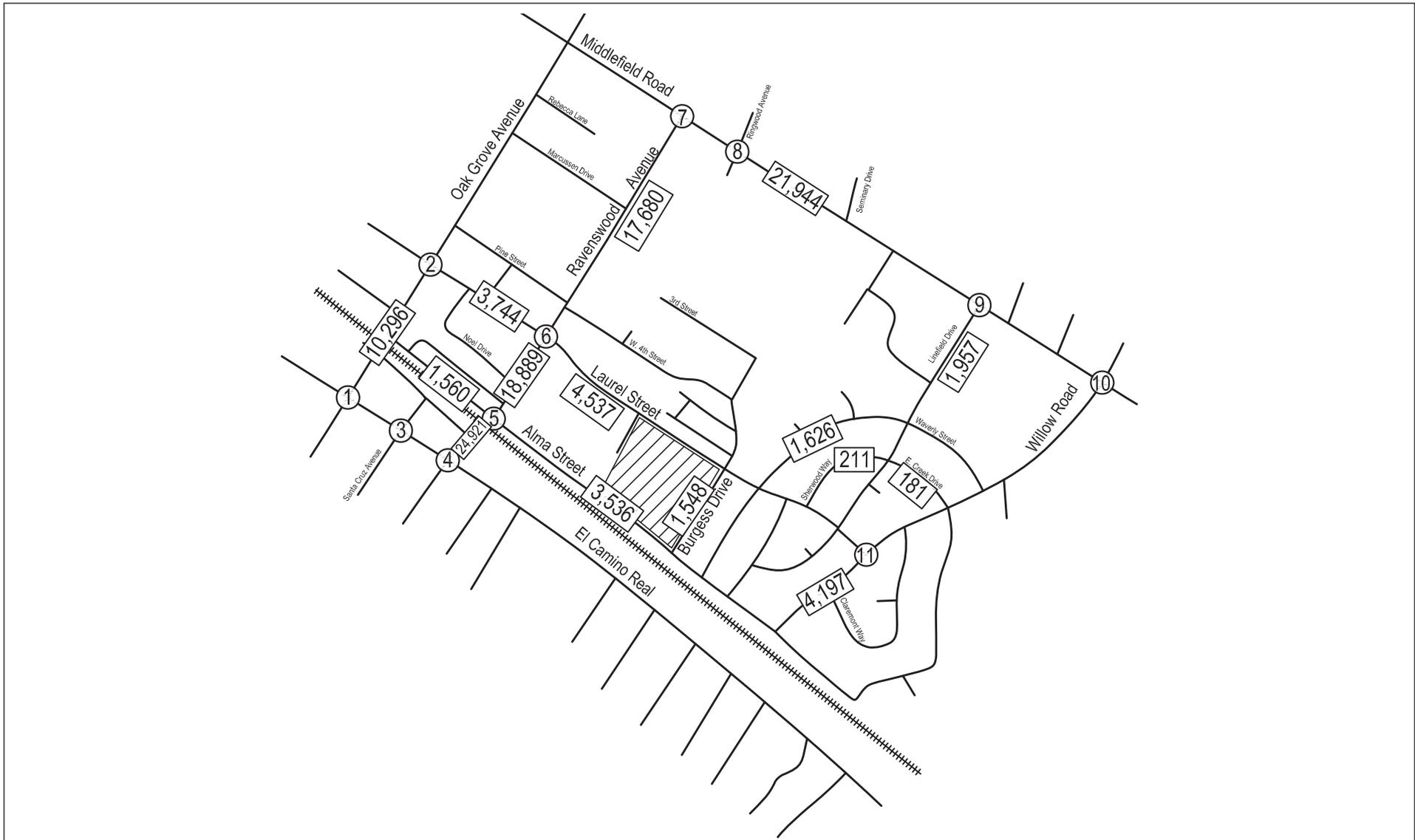
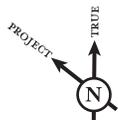


FIGURE IV-8

Burgess Gymnasium and Gymnastics Center EIR
 Near-Term (2010) Average Daily Traffic Volumes

LSA



NOT TO SCALE

LEGEND

- ① Study Intersection
-  Project Site
-  Average Daily Traffic

SOURCE: DKS ASSOCIATES; LSA ASSOCIATES, INC., 2009.

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Table IV-5: Near-Term Conditions Levels of Service

	Intersection	Movement	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	El Camino Real/Oak Grove	Overall	27.9	C	43.7	D
		Critical Movements	NBL	72.9	E	-
	NBT		-	-	42.3	D
	SBL		-	-	149.6	F
	SBT		23.8	C	-	-
	EBT	41.6	D	42.6	D	
WBL	65.8	E	85.2	F		
2	Laurel/Oak Grove	Overall	40.2	D	15.6	B
	Critical Movements	SBT	67.7	E	21.2	C
		EBT	50.5	D	15.8	B
3	El Camino Real/Santa Cruz	Overall	29.3	C	48.2	D
	Critical Movements	NBL	0.0	A	-	-
		NBT	-	-	61.9	E
		SBL	-	-	0.0	A
		SBT	33.5	C	-	-
		EBL	40.0	D	42.7	D
	WBT	39.7	D	40.2	D	
Overall	63.0	E	94.5	F		
4	El Camino Real/Ravenswood	Overall	63.0	E	94.5	F
	Critical Movements	NBL	151.8	F	-	-
		NBR	-	-	141.4	F
		SBL	-	-	168.3	F
		SBT	64.6	E	-	-
		EBT	81.8	F	95.1	F
WBT	84.0	F	139.0	F		
5	Alma/Ravenswood	Overall	12.7	B	18.9	C
	Critical Movements	NBR	12.7	B	18.9	C
6	Laurel/Ravenswood	Overall	20.3	C	44.4	D
	Critical Movements	NBL	-	-	80.8	F
		SBT	40.9	D	-	-
		EBT	19.4	B	60.4	E
7	Middlefield/Ravenswood	Overall	83.7	F	131.2	F
	Critical Movements	NBL	109.1	F	180.8	F
		SBT	103.0	F	178.0	F
		EBR	111.1	F	177.0	F
8	Middlefield/Ringwood	Overall	26.5	C	27.0	C
	Critical Movements	NBT	33.4	C	32.7	C
		SBL	43.6	D	35.1	D
		WBR	25.4	C	47.1	D
9	Middlefield/Linfield	Overall	44.5	E	18.7	C
	Critical Movements	NBR	10.8	B	10.7	B
		EBL	70.8	F	47.1	E
10	Middlefield/Willow	Overall	138.8	F	228.4	F
	Critical Movements	NBL	217.5	F	339.7	F
		SBT	230.0	F	-	-
		SBR	-	-	350.0	F
		EBL	204.7	F	-	-
		EBR	-	-	341.2	F
WBT	238.0	F	350.0	F		
11	Laurel/Willow	Overall	10.5	B	13.7	B
	Critical Movements	SBL	-	-	15.6	C
		EBT	11.8	B	-	-
		WBR	9.4	A	10.6	B

Delay (seconds/vehicle) = average for signalized and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.

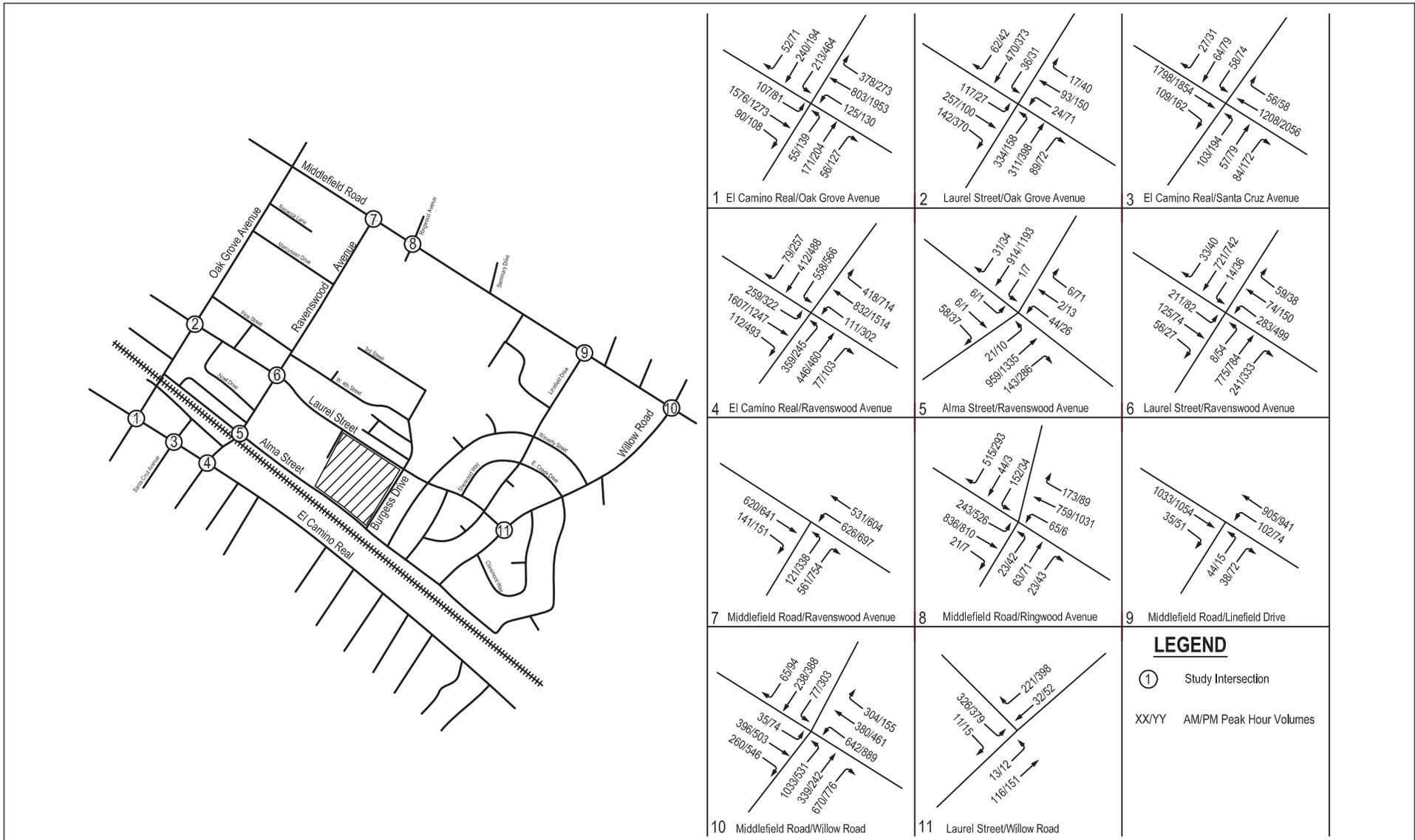
LOS = Level of service, represents average for signalized and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.

See Appendix B of the TIA for definitions of LOS for signalized and unsignalized intersections

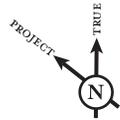
Bold = Unacceptable LOS

Overall = overall LOS for the intersection. Movements are defined as the following: NBL = northbound left, NBT = northbound through, NBR = northbound right, SBL = southbound left, SBT = southbound through, SBR = southbound right, EBL = eastbound left, EBT = eastbound through, EBR = eastbound right, WBL = westbound left, WBT = westbound through, WBR = westbound right.

Source: DKS Associates, 2009.



LSA



NOT TO SCALE

FIGURE IV-9

Burgess Gymnasium and Gymnastics Center EIR
 Long-Range (2020) Peak Hour Traffic Volumes

Table IV-6: Long-Range Levels of Service

	Intersection	Movement	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	El Camino Real/Oak Grove	Overall	31.8	C	53.4	D
	Critical Movements	NBL	82.2	F	-	-
		NBT	-	-	60.2	E
		SBL	-	-	170.4	F
		SBT	26.2	C	-	-
		EBT	42.1	D	43.3	D
WBL	73.0	E	105.2	F		
2	Laurel/Oak Grove	Overall	55.4	E	16.9	B
	Critical Movements	SBT	90.9	F	24.0	C
		EBT	74.9	E	17.4	B
3	El Camino Real/Santa Cruz	Overall	35.6	D	66.5	E
	Critical Movements	NBL	0.0	A	-	-
		NBT	-	-	91.5	F
		SBL	-	-	0.0	A
		SBT	45.2	D	-	-
		EBL	40.3	D	43.4	D
WBT	39.9	D	40.4	D		
4	El Camino Real/Ravenswood	Overall	78.6	E	120.5	F
	Critical Movements	NBL	174.9	F	-	-
		NBR	-	-	180.5	F
		SBL	-	-	206.4	F
		SBT	90.9	F	-	-
		EBT	108.0	F	-	-
EBR	-	-	116.2	F		
WBT	104.0	F	172.0	F		
5	Alma/Ravenswood	Overall	13.3	B	21.5	C
	Critical Movements	NBR	13.3	B	21.5	C
6	Laurel/Ravenswood	Overall	26.1	C	56.3	E
	Critical Movements	NBL	-	-	101.3	F
		SBT	53.4	D	-	-
EBT	28.4	C	81.5	F		
7	Middlefield/Ravenswood	Overall	113.8	F	167.1	F
	Critical Movements	NBL	149.1	F	231.5	F
		SBT	144.0	F	229.0	F
		EBR	150.7	F	227.8	F
8	Middlefield/Ringwood	Overall	28.3	C	29.9	C
	Critical Movements	NBT	35.2	D	36.1	D
		SBL	47.1	D	40.4	D
		WBR	27.8	C	54.5	D
9	Middlefield/Linfield	Overall	65.5	F	21.9	C
	Critical Movements	NBR	11.4	B	11.4	B
		EBL	110.6	F	62.1	F
		EBR	12.9	B	13.8	B
10	Middlefield/Willow	Overall	172.1	F	268.2	F
	Critical Movements	NBL	269.5	F	398.2	F
		SBT	280.0	F	-	-
		SBR	-	-	407.9	F
		EBL	257.0	F	-	-
		EBR	-	-	399.7	F
WBT	289.0	F	409.0	F		
11	Laurel/Willow	Overall	10.8	B	14.5	B
	Critical Movements	SBL	12.3	B	16.6	C
		EBT	9.5	A	11.0	B
		WBR	9.5	A	11.0	B

Table notes on following page.

Delay (seconds/vehicle) = average for signalized and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.

LOS = Level of service, represents average for signalized and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.

See Appendix B of the TIA for definitions of LOS for signalized and unsignalized intersections

Bold = Unacceptable LOS

Overall = overall LOS for the intersection. Movements are defined as the following: NBL = northbound left, NBT = northbound through, NBR = northbound right, SBL = southbound left, SBT = southbound through, SBR = southbound right, EBL = eastbound left, EBT = eastbound through, EBR = eastbound right, WBL = westbound left, WBT = westbound through, WBR = westbound right.

Source: DSK Associates, 2009

(2) Roadway Segment Analysis. The long-range conditions ADT volumes are illustrated in Figure IV-10 and summarized in Table IV-12, below as part of the discussion on long-range conditions with the proposed project.

3. Traffic Operations with Project Analysis, Impacts and Mitigation Measures

This section describes traffic conditions under both near-term and long-range conditions with the proposed project. Following the discussion on project impacts, mitigation measures are proposed as necessary.

a. Near-Term Traffic Conditions Plus Proposed Project. Near-Term Plus Project peak hour traffic volumes and ADT estimates for study segments are provided in Figures IV-11 and IV-12, respectively.

(1) Intersection Level of Service Analysis. Intersection levels of service for the near-term traffic conditions plus the proposed project are provided in Table IV-7. A comparison of intersection level of service between Existing Conditions, Near-Term Conditions, and Near-Term Plus Project Conditions is shown in Tables IV-8 and IV-9. As shown in Tables IV-7, during the AM and PM peak hours, the net project trips for proposed project would result in increased delay at several intersections.

The intersection of *El Camino Real and Ravenswood Avenue* would operate at an unacceptable LOS E during the AM peak hour and LOS F in the PM peak hour for the near-term without project and near-term with project. The addition of net project trips would increase delay for the following critical movements:

- NBL: 1.8 seconds for the AM peak hour
- SBT: 1.7 seconds for the AM peak hour
- EBL: 1.2 seconds for the AM peak hour
- EBR: 2.7 seconds for the PM peak hour
- WBT: 6.2 seconds for the AM peak hour and 16.0 seconds for the PM peak hour

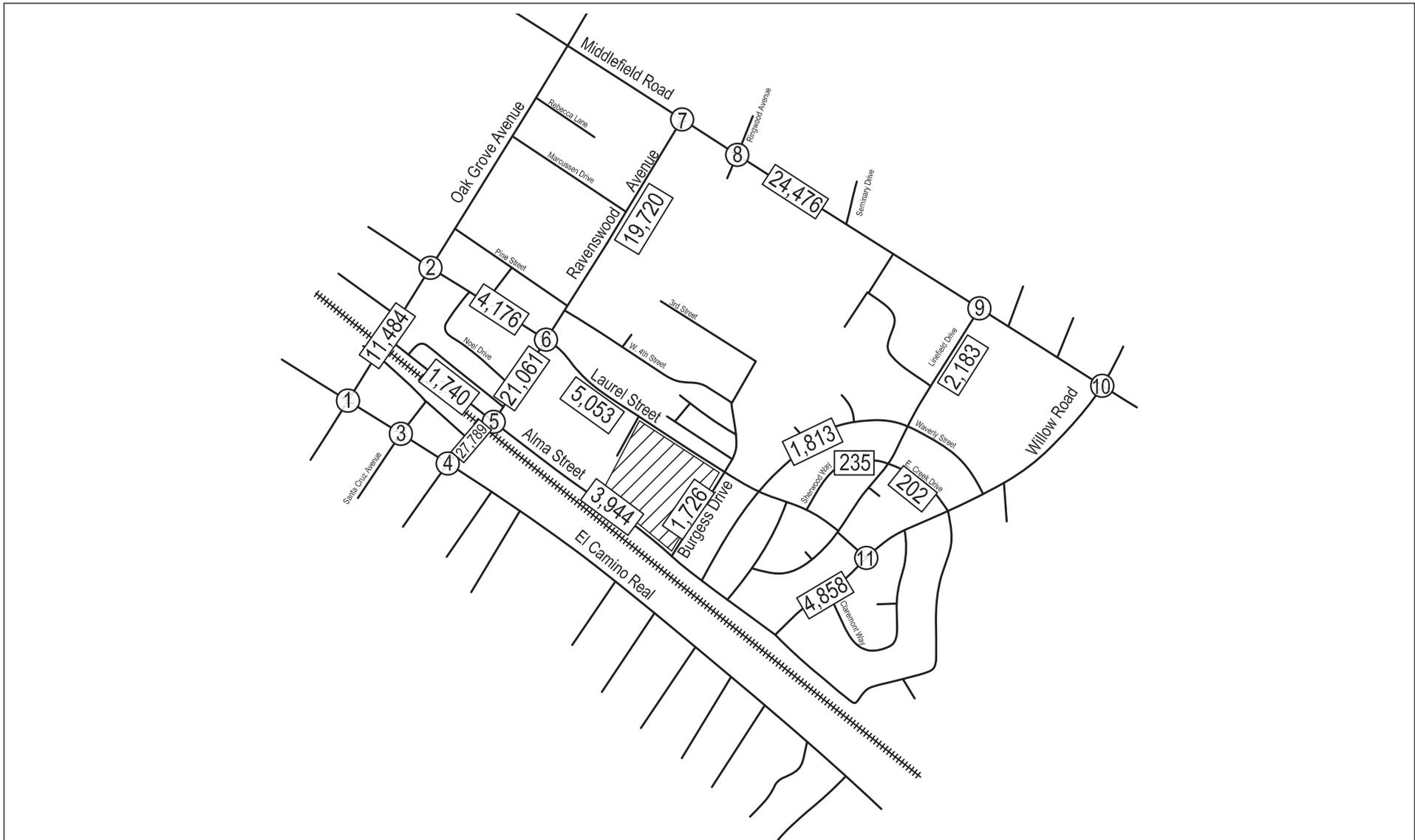
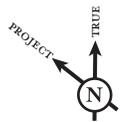


FIGURE IV-10

Burgess Gymnasium and Gymnastics Center EIR
 Long-Range (2020) Average Daily Traffic Volumes

LSA



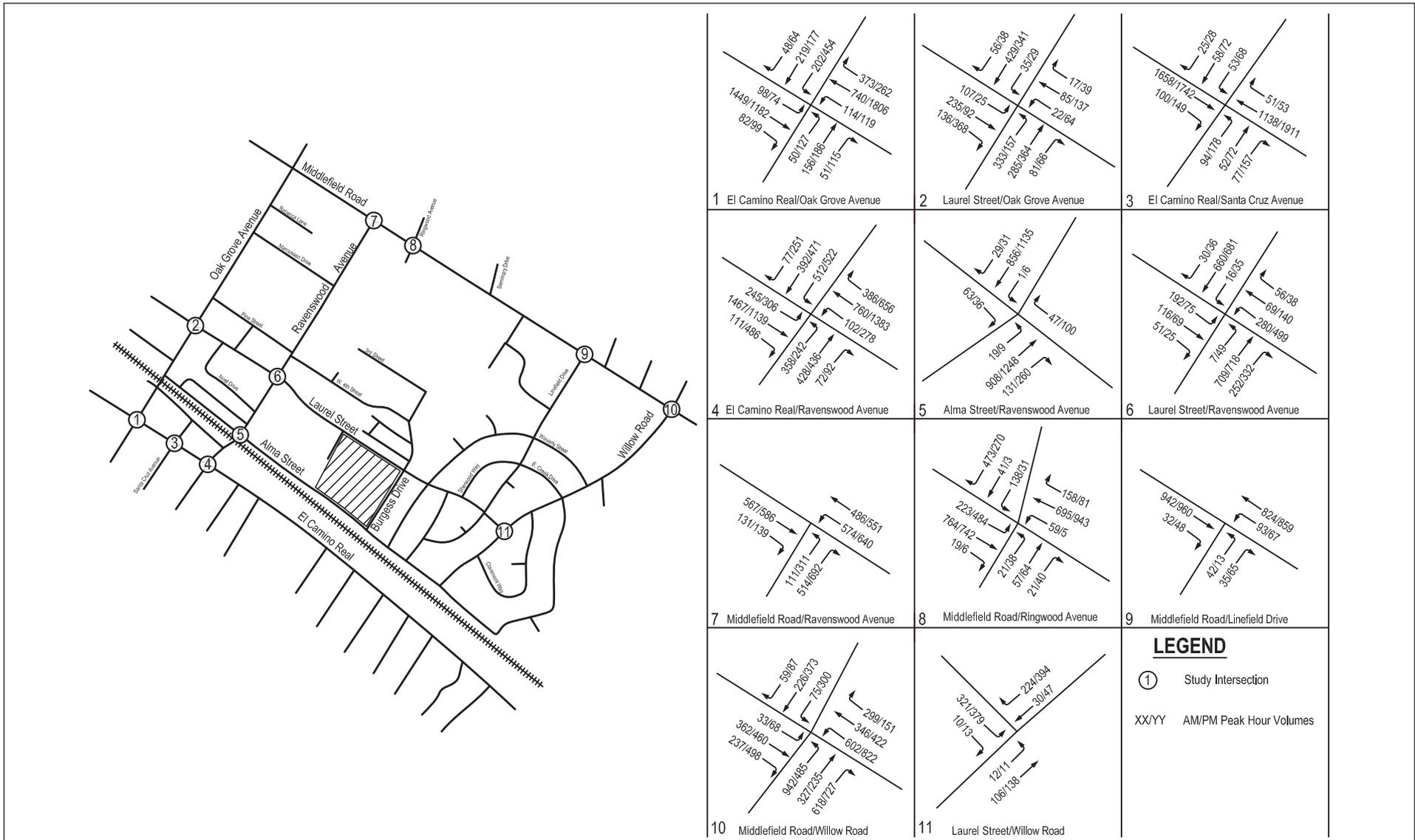
NOT TO SCALE

LEGEND

① Study Intersection

 Project Site

 Average Daily Traffic



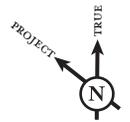
LEGEND

- ① Study Intersection
- XX/YY AM/PM Peak Hour Volumes

FIGURE IV-11

*Burgess Gymnasium and Gymnastics Center EIR
Near-Term (2010) Plus Proposed Project
Peak Hour Traffic Volumes*

LSA



NOT TO SCALE

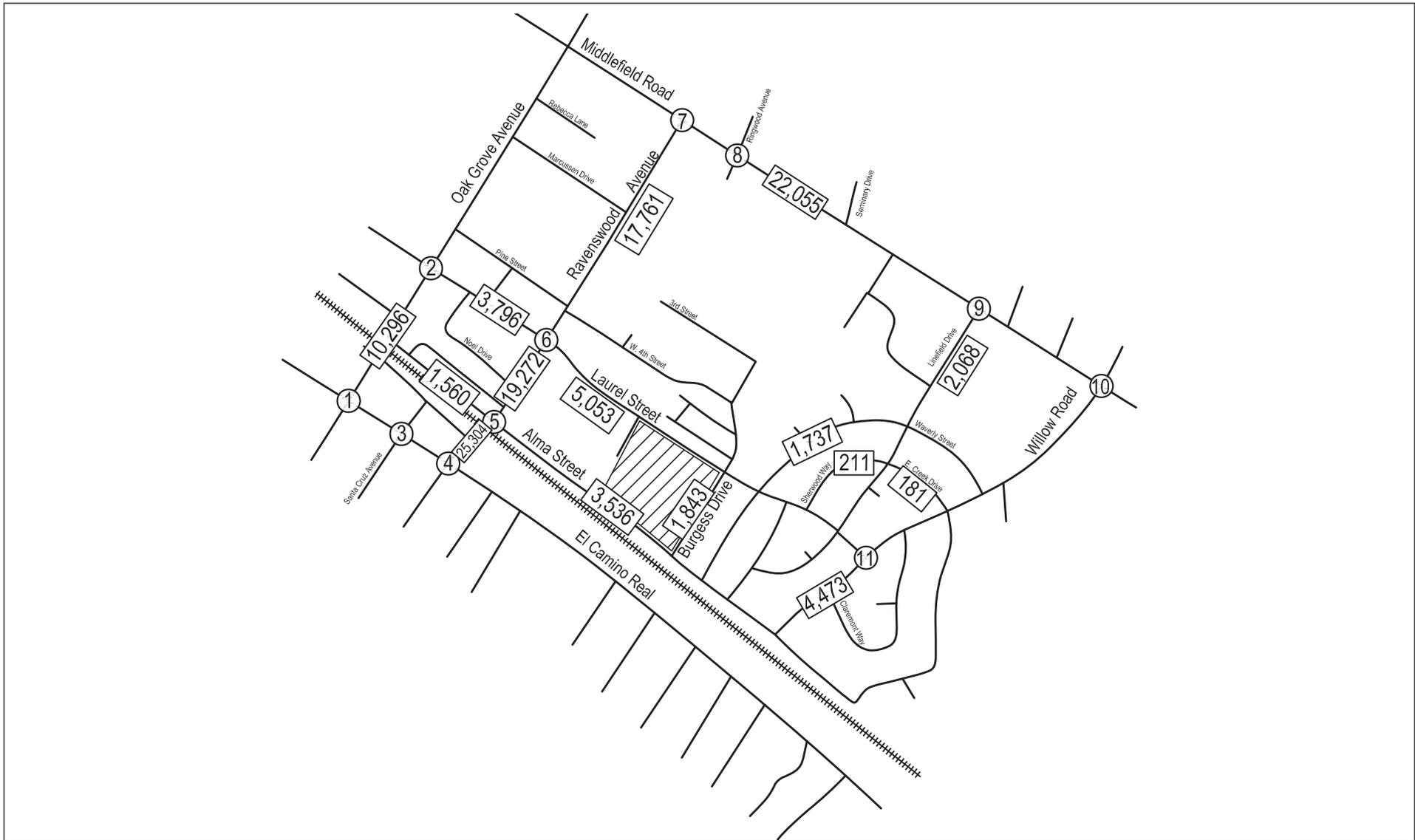
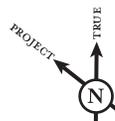


FIGURE IV-12

*Burgess Gymnasium and Gymnastics Center EIR
Near-Term (2010) Plus Proposed Project
Average Daily Traffic Volumes*

LSA



NOT TO SCALE

LEGEND

- ① Study Intersection
-  Project Site
-  Average Daily Traffic

Table IV-7: Near-Term Plus Proposed Project Conditions Levels of Service

	Intersection	Movement	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	El Camino Real/Oak Grove	Overall	29.7	C	43.8	D
	Critical Movements	NBL	73.0	E	-	-
		NBT	-	-	42.5	D
		SBL	-	-	149.9	F
		SBT	23.8	C	-	-
		EBT	41.6	D	42.6	D
WBL	65.9	E	85.5	F		
2	Laurel/Oak Grove	Overall	40.4	D	15.6	B
	Critical Movements	SBT	68.0	E	21.2	C
		EBT	50.9	D	15.8	B
3	El Camino Real/Santa Cruz	Overall	29.4	C	48.4	D
	Critical Movements	NBL	0.0	A	-	-
		NBT	-	-	62.3	E
		SBL	-	-	0.0	A
		SBT	33.6	C	-	-
		EBL	40.0	D	42.7	D
WBT	39.7	D	40.2	D		
4	El Camino Real/Ravenswood	Overall	64.5	E	96.4	F
	Critical Movements	NBL	153.6	F	-	-
		NBR	-	-	141.9	F
		SBL	-	-	168.7	F
		SBT	66.3	E	-	-
		EBL	83.0	F	-	-
		EBT	-	-	-	-
WBT	90.2	F	155.0	F		
5	Alma/Ravenswood	Overall	12.8	B	19.0	C
	Critical Movements	NBR	12.8	B	19.0	C
6	Laurel/Ravenswood	Overall	21.2	C	49.4	D
	Critical Movements	NBL	-	-	87.7	F
		SBT	43.2	D	-	-
		EBT	20.5	C	68.9	E
7	Middlefield/Ravenswood	Overall	84.5	F	131.9	F
	Critical Movements	NBL	110.1	F	181.9	F
		SBT	104.0	F	179.0	F
		EBR	112.2	F	178.0	F
8	Middlefield/Ringwood	Overall	26.6	C	27.0	C
	Critical Movements	NBT	33.5	C	32.8	C
		SBL	43.6	D	35.2	D
		WBR	25.4	C	47.2	D
9	Middlefield/Linfield	Overall	44.6	E	18.5	C
	Critical Movements	NBR	10.8	B	10.8	B
		EBL	73.2	F	47.5	E
		EBR	12.3	B	13.0	B
10	Middlefield/Willow	Overall	139.9	F	230.0	F
	Critical Movements	NBL	219.3	F	341.8	F
		SBT	231.0	F	-	-
		SBR	-	-	352.2	F
		EBL	206.7	F	-	-
		EBR	-	-	343.2	F
WBT	240.0	F	352.0	F		
11	Laurel/Willow	Overall	10.5	B	13.9	B
	Critical Movements	SBL	11.9	B	15.9	C
		EBT	-	-	-	-
		WBR	9.4	A	10.7	B

Delay (seconds/vehicle) = average for signalized and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.

LOS = Level of service, represents average for signalized and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.

See Appendix B of the TIA for definitions of LOS for signalized and unsignalized intersections

Bold = Unacceptable LOS

Overall = overall LOS for the intersection. Movements are defined as the following: NBL = northbound left, NBT = northbound through, NBR = northbound right, SBL = southbound left, SBT = southbound through, SBR = southbound right, EBL = eastbound left, EBT = eastbound through, EBR = eastbound right, WBL = westbound left, WBT = westbound through, WBR = westbound right.

Source: DKS Associates, 2009.

Table IV-8: Proposed Project AM Peak Hour Intersection Levels of Service Comparison Summary

Study Intersection	Existing		Near-Term				Near-Term Plus Project Proposed Project			
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	% Increase in Delay from Existing	Delay	LOS	Increase in Delay from Near- Term	% Increase in Delay from Near- Term
1. El Camino Real/Oak Grove	27.9	C	27.9	C	0.0	0.0%	29.7	C	1.8	6.5%
2. Laurel/Oak Grove	12.0	B	40.2	D	28.2	235.0%	40.4	D	0.2	0.5%
3. El Camino Real/Santa Cruz	25.0	C	29.3	C	4.3	17.2%	29.4	C	0.1	0.3%
4. El Camino Real/Ravenswood	42.7	D	63.0	E	20.3	47.5%	64.5	E	1.5	2.4%
5. Alma/Ravenswood	11.5	B	12.7	B	1.2	10.4%	12.8	B	0.1	0.8%
6. Laurel/Ravenswood	15.6	B	20.3	C	4.7	30.1%	21.2	C	0.9	4.4%
7. Middlefield/Ravenswood	67.1	E	83.7	F	16.6	24.7%	84.5	F	0.8	1.0%
8. Middlefield/Ringwood	25.6	C	26.5	C	0.9	3.5%	26.6	C	0.1	0.4%
9. Middlefield/Linfield	24.9	C	44.5	E	19.6	78.7%	44.6	E	0.1	0.2%
10. Middlefield/Willow	110.4	F	138.8	F	28.4	25.7%	139.9	F	1.1	0.8%
11. Laurel/Willow	8.1	A	10.5	B	2.4	29.6%	10.5	B	0.0	0.0%

See following table for notes.

Table IV-9: Proposed Project PM Peak Hour Intersection Levels of Service Comparison Summary

Study Intersection	Existing		Near-Term				Near-Term Plus Project Proposed Project			
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	% Increase in Delay from Existing	Delay	LOS	Increase in Delay from Near- Term	% Increase in Delay from Near- Term
1. El Camino Real/Oak Grove	29.2	C	43.7	D	14.5	49.7%	43.8	D	0.1	0.2%
2. Laurel/Oak Grove	9.9	A	15.6	B	5.7	57.6%	15.6	B	0.0	0.0%
3. El Camino Real/Santa Cruz	26.8	C	48.2	D	21.4	79.9%	48.4	D	0.2	0.4%
4. El Camino Real/Ravenswood	53.5	D	94.5	F	41.0	76.6%	96.4	F	1.9	2.0%
5. Alma/Ravenswood	15.3	C	18.9	C	3.6	23.5%	19.0	C	0.1	0.5%
6. Laurel/Ravenswood	11.9	B	44.4	D	32.5	273.1%	49.4	D	5.0	11.3%
7. Middlefield/Ravenswood	100.6	F	131.2	F	30.6	30.4%	131.9	F	0.7	0.5%
8. Middlefield/Ringwood	25.3	C	27.0	C	1.7	6.7%	27.0	C	0.0	0.0%
9. Middlefield/Linfield	17.7	C	18.5	C	0.8	4.5%	18.5	C	0.0	0.0%
10. Middlefield/Willow	138.9	F	228.4	F	89.5	64.4%	230.0	F	1.6	0.7%
11. Laurel/Willow	8.4	A	13.7	B	5.3	63.1%	13.9	B	0.2	1.5%

Delay = average delay per vehicle for signalized and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.

LOS = Level of service, represents average for signalized and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.

See Appendix B for definitions of LOS for signalized and unsignalized intersections

Bold = Unacceptable LOS

Source: DKS Associates, 2009.

The intersection of *Middlefield Road and Ravenswood Avenue* would operate at an unacceptable LOS F during the AM and PM peak hours for the near-term without project and near-term with project. The addition of net project trips would increase delay for the following critical movements:

- NBL: 1.0 seconds in the AM peak hour and 1.1 seconds in the PM peak hour
- SBT: 1.0 seconds in both the AM and PM peak hours
- EBR: 1.1 seconds in the AM peak hour and 1.0 seconds PM peak hour

The intersection of *Middlefield Road and Linfield Drive* would operate at an unacceptable LOS E during the AM peak hour for the near-term without project and near-term with project. The addition of net project trips would increase delay for the following critical movements:

- EBL: 2.4 seconds in the AM peak hour

The intersection of *Middlefield Road and Willow Road* would operate at an unacceptable LOS F during the AM and PM peak hours for the near-term without project and near-term with project. The addition of net project trips would increase delay for the following critical movements:

- NBL: 1.8 seconds in the AM peak hour and 2.1 seconds in the PM peak hour
- SBT: 1.0 seconds in the AM peak hour
- SBR: 2.2 seconds in the PM peak hour
- EBL: 2.0 seconds in the AM peak hour
- EBR: 2.0 seconds in the PM peak hour
- WBT: 2.0 seconds in both the AM and PM peak hours

(2) Roadway Segment Analysis. The proposed project would generate approximately 737 net daily trips during a typical weekday. The project trips in the context of the current daily volumes on the study roadway segments would result in significant impacts on several roadway segments. Table IV-10 summarizes the near-term roadway segment analysis for the proposed project.

Based on the anticipated trip distribution patterns for the proposed land uses and the trip distribution patterns for area, the proposed project would create potentially significant impacts at the following segments:

- Linfield Drive between Middlefield Avenue and Sherwood Way: the threshold of significance is 25 vehicles and the proposed project would contribute 111 vehicles.
- Waverly Street between Willow Road and Alma Street: the threshold of significance is 25 vehicles and the proposed project would contribute 111 vehicles.
- Burgess Drive between Laurel Street and Alma Street: the threshold of significance is 25 vehicles and the proposed project would contribute 295 vehicles.
- Ravenswood Avenue between Alma Street and El Camino Real: the threshold of significance is 100 vehicles and the proposed project would contribute 383 vehicles.

Table IV-10: Near-Term Plus Project Average Daily Traffic Comparison Summary

Study Roadway Segment	Road Class	Existing ADT	Near Term			Significance Threshold	Near Term Plus Project			
			ADT	Volume Added for Near Term	% Change from Existing		ADT	Net Volume Added for Project	% Change from Near Term	Significant Impact?
Linfield Drive (Middlefield to Sherwood)	L	1,882	1,957	75	4.50%	25	2,068	111	5.67%	Y
Waverly Street (Willow to Alma)	L	1,563	1,626	63	4.80%	25	1,737	111	6.83%	Y
Sherwood Way (Linfield to Laurel)	L	203	211	8	5.30%	53	211	0	0.00%	N
Burgess Drive (Laurel to Alma)	L	1,488	1,548	60	3.00%	25	1,843	295	19.06%	Y
East Creek Drive (Willow to Linfield)	L	174	181	7	3.00%	45	181	0	0.00%	N
Ravenswood Avenue (Alma to El Camino)	MA	23,900	24,921	1,021	3.00%	100	25,304	383	1.54%	Y
Ravenswood Avenue (Laurel to Alma)	MA	18,100	18,889	789	4.50%	100	19,272	383	2.03%	Y
Ravenswood Avenue (Middlefield to Laurel)	MA	17,000	17,680	680	4.50%	2,210	17,761	81	0.46%	N
Oak Grove Avenue (Laurel to El Camino)	C	9,900	10,296	396	4.50%	50	10,296	0	0.00%	N
Laurel Street (Oak Grove to Ravenswood)	C	3,600	3,744	144	4.50%	936	3,796	52	1.39%	N
Laurel Street (Ravenswood to Willow)	C	4,300	4,537	237	4.50%	1,134	5,053	516	11.37%	N
Willow Road (Middlefield to Alma)	C	4,132	4,362	230	4.50%	1,091	4,473	111	2.54%	N
Middlefield Road (Ravenswood to Willow)	MA	21,100	21,944	844	4.50%	100	22,055	111	0.51%	Y
Alma Street (Oak Grove to Ravenswood)	C	1,500	1,560	60	4.50%	390	1,560	0	0.00%	N
Alma Street (Ravenswood to Willow)	C	3,400	3,536	136	4.50%	884	3,536	0	0.00%	N

L = Local Street. Impact if ADT is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.

C = Collector Street. Impact if ADT is >9,000 vehicles and project adds >50 trips, or ADT is >5,000 and project increases ADT by 12.5%, or ADT is <5,000 and project increases ADT by 25%.

MA = Minor Arterial. Impact if ADT is >18,000 vehicles and project adds >100 trips, or ADT is >10,000 and project increases ADT by 12.5%, or ADT is <10,000 and project increases ADT by 25%.

Source: DKS Associates, 2009.

- Ravenswood Avenue between Laurel Street and Alma Street: the threshold of significance is 100 vehicles and the proposed project would contribute 383 vehicles.
- Middlefield Road between Ravenswood Avenue and Willow Road: the threshold of significance is 100 vehicles and the proposed project would contribute 111 vehicles.

b. Long-Range Traffic Conditions Plus Proposed Project. Long-Range Plus Project peak hour traffic volumes and ADT estimates for study segments are provided in Figures IV-13 and IV-14, respectively.

(1) Intersection Level of Service Analysis. Net project related traffic described in the previous section was added to the Long-Range No Project volumes to determine impacts related to the proposed project in the long-range scenario. Intersection levels of service for the long-range traffic conditions plus the proposed project are provided in Table IV-11.

With the implementation of proposed project, four intersections would operate at unacceptable levels of service during the near-range conditions and would continue to do so under the long-range plus project conditions: El Camino Real and Ravenswood Avenue; Middlefield Road and Ravenswood Avenue; Middlefield Road and Linfield Drive; and Middlefield Road and Willow Road. In addition, the intersection of Laurel Street and Ravenswood Avenue would operate at an unacceptable level of service during the long-range plus project conditions.

The intersection of *El Camino Real and Ravenswood Avenue* is a State controlled intersection where El Camino Real is a State Highway approach and Ravenswood Avenue is considered a local approach. This intersection would operate at an unacceptable LOS F during the AM and PM peak hours for the long-range plus project scenario. (This intersection would operate at LOS E during the AM peak hour and LOS F during the PM peak hour for the long-range without the proposed project scenario.) The addition of net project trips would increase delay for the following critical movements:

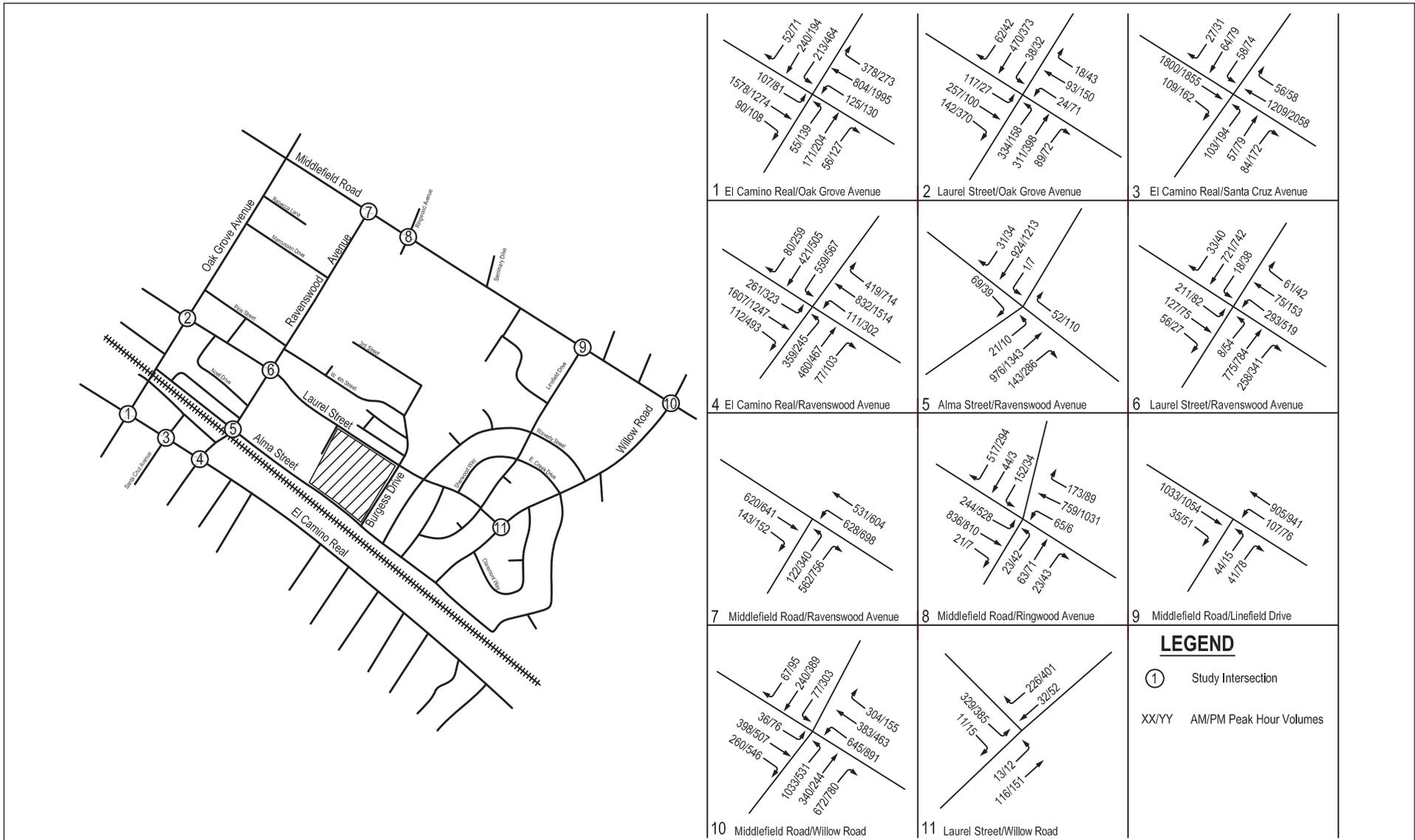
- NBL: 2.1 seconds for the AM peak hour
- SBT: 2.4 seconds for the AM peak hour
- EBR: 1.8 seconds in the AM peak hour and 3.6 seconds from the PM peak hour
- WBT: 7.0 seconds for the AM peak hour and 18.0 seconds for the PM peak hour

The intersection of *Laurel Street and Ravenswood Avenue* would operate at LOS C during the AM peak hour and LOS E in the PM peak hour for both long-range scenarios. The addition of net project trips would increase delay for the following critical movements:

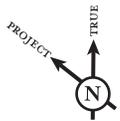
- NBL: 8.2 seconds in the PM peak hour
- SBT: 3.4 seconds in the AM peak hour
- EBT: 9.9 seconds in the PM peak hour

The intersection of *Middlefield Road and Ravenswood Avenue* would operate at an unacceptable LOS F during the AM and PM peak hours for the long-range scenarios. The addition of net project trips would increase delay for the following critical movements:

- NBL: 1.2 seconds in the AM peak hour and 1.1 seconds in the PM peak hour
- SBT: 1.0 seconds in both the AM and PM peak hours
- EBR: 1.3 seconds in the AM peak hour and 1.1 seconds PM peak hour



LSA



NOT TO SCALE

FIGURE IV-13

Burgess Gymnasium and Gymnastics Center EIR
 Long-Range (2020) Plus Proposed Project
 Peak Hour Traffic Volumes

SOURCE: DKS ASSOCIATES; LSA ASSOCIATES, INC., 2009.

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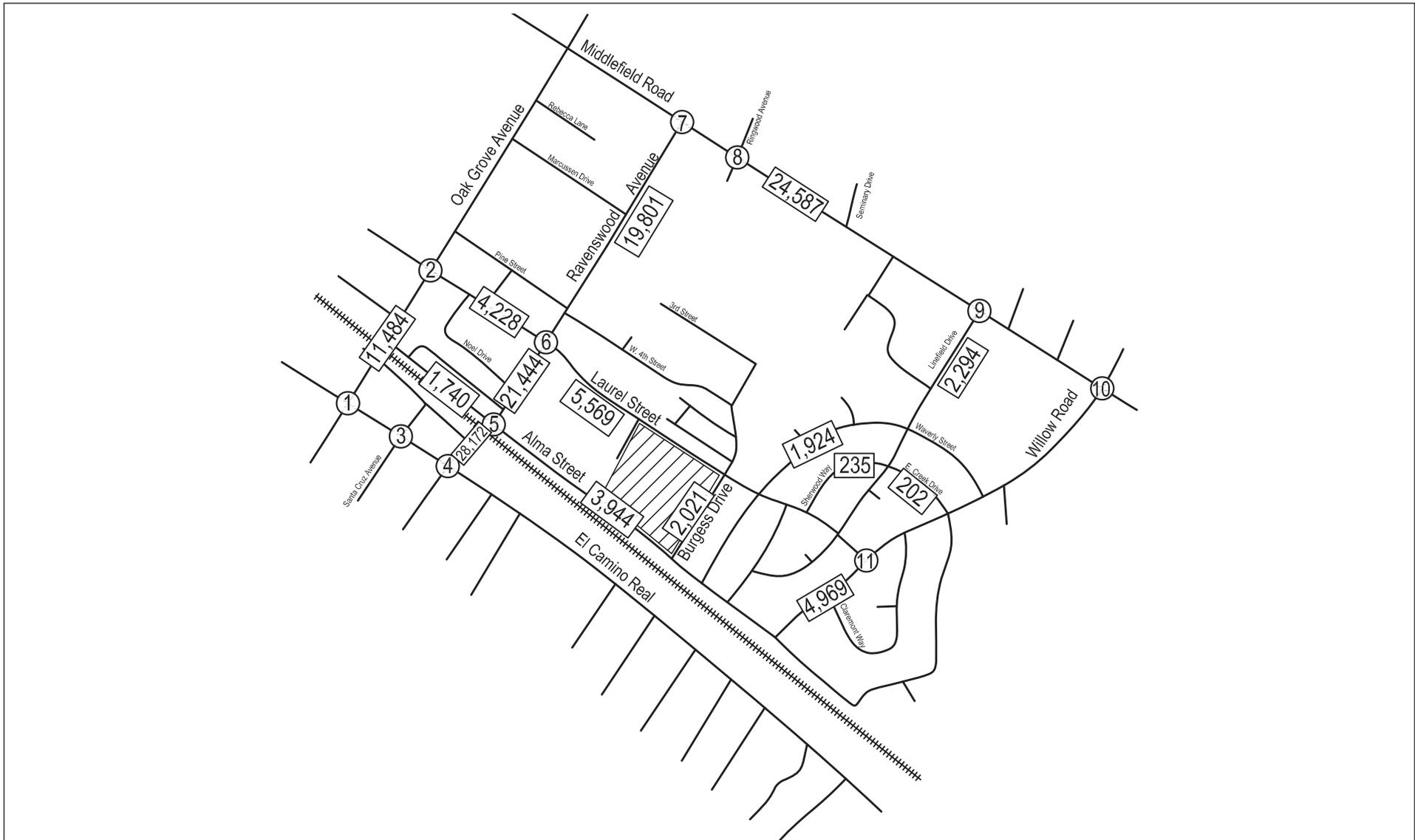
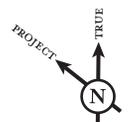


FIGURE IV-14

*Burgess Gymnasium and Gymnastics Center Project EIR
Long-Range (2020) Plus Proposed Project
Average Daily Traffic Volumes*

LSA



NOT TO SCALE

LEGEND

- ① Study Intersection
-  Project Site
-  Average Daily Traffic

SOURCE: DKS ASSOCIATES; LSA ASSOCIATES, INC., 2009.

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Table IV-11: Long-Range Plus Proposed Project Levels of Service

	Intersection	Movement	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	El Camino Real/Oak Grove	Overall	31.8	C	53.5	D
	Critical Movements	NBL	82.4	F	-	-
		NBT	-	-	60.4	E
		SBL	-	-	170.7	F
		SBT	26.2	C	-	-
		EBT	42.1	D	43.3	D
WBL	73.1	E	105.5	F		
2	Laurel/Oak Grove	Overall	55.4	E	16.9	B
	Critical Movements	SBT	91.0	F	24.0	C
		EBT	75.0	E	17.4	B
3	El Camino Real/Santa Cruz	Overall	35.8	D	66.8	E
	Critical Movements	NBL	0.0	A	-	-
		NBT	-	-	92.0	F
		SBL	-	-	0.0	A
		SBT	45.5	D	-	-
		EBL	40.3	D	43.4	D
WBT	39.9	D	40.4	D		
4	El Camino Real/Ravenswood	Overall	80.6	F	122.6	F
	Critical Movements	NBL	177.0	F	-	-
		NBR	-	-	181.0	F
		SBL	-	-	206.8	F
		SBT	93.3	F	-	-
		EBR	110.0	F	119.8	F
WBT	111.0	F	190.0	F		
5	Alma/Ravenswood	Overall	13.5	B	21.6	C
	Critical Movements	NBR	13.5	B	21.6	C
6	Laurel/Ravenswood	Overall	27.6	C	62.0	E
	Critical Movements	NBL	-	-	109.5	F
		SBT	56.8	E	-	-
7	Middlefield/Ravenswood	Overall	114.8	F	167.8	F
		NBL	150.3	F	232.6	F
		SBT	145.0	F	230.0	F
		EBR	152.0	F	228.9	F
8	Middlefield/Ringwood	Overall	28.4	C	30.0	C
		NBT	35.3	D	36.3	D
		SBL	47.2	D	40.5	D
		WBR	27.9	C	54.7	D
9	Middlefield/Linfield	Overall	66.0	F	21.6	C
	Critical Movements	NBR	11.5	B	11.4	B
		EBL	115.1	F	62.8	F
10	Middlefield/Willow	Overall	173.3	F	269.8	F
	Critical Movements	NBL	271.4	F	400.4	F
		SBT	282.0	F	-	-
		SBR	-	-	410.1	F
		EBL	259.1	F	-	-
		EBR	-	-	401.8	F
WBT	291.0	F	411.0	F		
11	Laurel/Willow	Overall	10.8	B	14.7	B
	Critical Movements	SBL	12.4	B	17.0	C
		EBT	9.6	A	11.0	B
		WBR	9.6	A	11.0	B

Table notes on following page

Delay (seconds/vehicle) = average for signalized and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.

LOS = Level of service, represents average for signalized and 4-way stop controlled intersections, and worst approach for 2-way stop controlled intersections.

See Appendix B of the TIA for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS.

Overall = overall LOS for the intersection. Movements are defined as the following: NBL = northbound left, NBT = northbound through, NBR = northbound right, SBL = southbound left, SBT = southbound through, SBR = southbound right, EBL = eastbound left, EBT = eastbound through, EBR = eastbound right, WBL = westbound left, WBT = westbound through, WBR = westbound right.

Source: DSK Associates, 2009.

The intersection of **Middlefield Road and Linfield Drive** would operate at an unacceptable LOS F during the AM peak hour for the near-term scenario. The addition of net project trips would increase delay for the following critical movements:

- EBL: 4.5 seconds in the AM peak hour

The intersection of **Middlefield Road and Willow Road** would operate at an unacceptable LOS F during the AM and PM peak hours for the near-term scenario. The addition of net project trips would increase delay for the following critical movements:

- NBL: 1.9 seconds in the AM peak hour and 2.2 seconds in the PM peak hour
- SBT: 2.0 seconds in the AM peak hour
- SBR: 2.2 seconds in the PM peak hour
- EBL: 2.1 seconds in the AM peak hour
- EBR: 2.1 seconds in the PM peak hour
- WBT: 2.0 seconds in both the AM and PM peak hours

(2) Roadway Segment Analysis. The number of daily trips added in the future long-range conditions scenario by the proposed project would be the same as in the near-term plus project conditions. The project would generate 737 net daily trips during a typical weekday. The proposed project would create potentially significant impacts along Linfield Drive (Middlefield to Sherwood), Waverly Street (Willow to Alma), Burgess Drive (Laurel to Alma), Ravenswood Avenue (Alma to El Camino and Alma to Laurel) and Middlefield Road (Ravenswood to Willow) with the same significance threshold and project trips as discussed in the near-term scenario section. Table IV-12 provides a comparison between the long-range no project and long-range with project conditions ADT.

c. Impacts and Mitigation Measures. Based on the detailed significance criteria described in this section, the proposed project would have a significant adverse impact on four study intersections under the near-term conditions. Under the long-range conditions, the project would have a significant impact on the same four study intersections plus an additional intersection (Laurel Street and Ravenswood Avenue).

Table IV-12: Long-Range Plus Project Average Daily Traffic Comparison Summary

Study Roadway Segment	Roadway Class	Long Term ADT	Project Significance Threshold	Long Term Plus Project			Significant Impact?
				ADT	Net Volume Added for Project	% Change from Long Term	
Linfield Drive (Middlefield to Sherwood)	L	2,183	25	2,294	111	5.08%	Y
Waverly Street (Willow to Alma)	L	1,813	25	1,924	111	6.12%	Y
Sherwood Way (Linfield to Laurel)	L	235	59	235	0	0.00%	N
Burgess Drive (Laurel to Alma)	L	1,726	25	2,021	295	17.09%	Y
East Creek Drive (Willow to Linfield)	L	202	181	202	0	0.00%	N
Ravens wood Avenue (Alma to El Camino)	MA	27,789	100	28,172	383	1.38%	Y
Ravenswood Avenue (Laurel to Alma)	MA	21,061	100	21,444	383	1.82%	Y
Ravenswood Avenue (Middlefield to Laurel)	MA	19,720	100	19,801	81	0.41%	N
Oak Grove Avenue (Laurel to El Camino)	C	11,484	50	11,484	0	0.00%	N
Laurel Street (Oak Grove to Ravenswood)	C	4,176	1,044	4,228	52	1.25%	N
Laurel Street (Ravenswood to Willow)	C	5,053	1,263	5,569	516	10.21%	N
Willow Road (Middlefield to Alma)	C	4,858	1,215	4,969	111	2.28%	N
Middlefield Road (Ravenswood to Willow)	MA	24,476	100	24,587	111	0.45%	Y
Alma Street (Oak Grove to Ravenswood)	C	1,740	435	1,740	0	0.00%	N
Alma Street (Ravenswood to Willow)	C	3,944	986	3,944	0	0.00%	N

L = Local Street. Impact if ADT is >1,350 vehicles and project adds >25 trips, or ADT is >750 and project increases ADT by 12.5%, or ADT is <750 and project increases ADT by 25%.

C = Collector Street. Impact if ADT is >9,000 vehicles and project adds >50 trips, or ADT is >5,000 and project increases ADT by 12.5%, or ADT is <5,000 and project increases ADT by 25%.

MA = Minor Arterial. Impact if ADT is >18,000 vehicles and project adds >100 trips, or ADT is >10,000 and project increases ADT by 12.5%, or ADT is <10,000 and project increases ADT by 25%.

Source DSK Associates, 2009.

In addition, under near-term conditions, the project would result in a significant traffic impact on six roadway segments. Under long-range conditions, the project would result in a significant traffic impact on the same six roadway segments. Each of the identified impacts is stated below and mitigation measures are proposed.

Impact TRANS-1: Under both the near-term and long-range conditions, the proposed project would cause an increase in delay for the critical movements at the *El Camino Real and Ravenswood Avenue* intersection by more than 0.8 seconds. (S)

Converting the northbound right turn lane to a through lane and adding a northbound right turn lane would reduce the project’s impact to a less-than-significant level if implemented. However, because the improvement would require Caltrans approval and the acquisition of additional right-of-way, the City of Menlo Park cannot ensure the construction of this

improvement. Without implementation of the proposed mitigation, the impact would be significant and unavoidable.

The significant adverse impact at this intersection could also be fully mitigated by adding an exclusive right-turn lane on eastbound Menlo Avenue. Constructing this improvement would require the acquisition of additional right-of-way along the south side of Menlo Avenue approximately 8 feet in width for a distance of approximately 130 feet. The necessary right-of-way acquisition would reduce the size of the adjacent surface parking lot, eliminating approximately four parking spaces. Due to the possible impacts that a reduction in parking may cause to the adjacent commercial uses, this potential improvement is not recommended.

Implementation of the following mitigation measures would reduce the impact, but not to a less-than-significant level:

Mitigation Measure TRANS-1: The following three-part mitigation measure (TRANS-1a, TRANS-1b, and TRANS-1c) shall be implemented:

Mitigation Measure TRANS-1a (TDM): 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

While the effectiveness of particular TDM measures varies from development to development depending upon location and the features of the surrounding transportation network, it is unlikely that the proposed TDM program would result in project trip reductions substantial enough to fully mitigate the listed project impacts. (SU)

Mitigation Measure TRANS-1b (Fee): Concurrent with the building permit submittal, the City shall ensure that the required traffic impact mitigation fee has been submitted. Based on the type and size of the proposed land uses and the existing land uses to be replaced, the project applicant shall contribute the appropriate Transportation Impact Fee (TIF) at building permit issuance to be used for various traffic improvement projects throughout the City.

Based on the current rates, the fee would be approximately \$51,520, based on final square footage and land use composition.⁴ While the fees paid would help improve traffic conditions by funding needed transportation projects, they would not reduce the identified project impacts to a less-than-significant level. (SU)

Mitigation Measure TRANS-1c (Fee): Prior to building permit issuance, the project applicant shall pay a fee as a contribution toward future improvements to the intersection of El Camino Real and Ravenswood in the amount of \$20,000. If after five years from the date of project approval the City has determined not to construct improvements at the intersection or an

⁴ \$1.60 per square foot of net added recreation space • 32,200 square feet

encroachment permit has not been issued by Caltrans the contribution of \$20,000 can be used for other transportation improvements in the City. (SU)

Impact TRANS-2: Under the long-range conditions, the proposed project would cause an increase in delay for the critical movements at the *Laurel Street and Ravenswood Avenue* intersection by more than 0.8 seconds. (S)

An additional left turn lane for the northbound movement, plus protected phasing for the dual left turn lane would reduce the impact to less than significant and an acceptable level (LOS C) in the AM peak hour and LOS D in the PM peak hour. However, this mitigation measure is not feasible within the current right-of-way. Therefore, impacts to this intersection would be significant and unavoidable.

Implementation of the following mitigation measures would reduce the impact, but not to a less-than-significant level:

Mitigation Measure TRANS-2: The following two-part mitigation measure (TRANS-2a and TRANS-2b) shall be implemented:

Mitigation Measure TRANS-2a and TRANS-2b: Implement Mitigation Measures TRANS-1a and TRANS-1b. (SU)

Impact TRANS-3: Under both the near-term and long-range conditions, the proposed project would cause an increase in delay for the critical movements at the *Middlefield Road and Ravenswood Avenue* intersection by more than 0.8 seconds. (S)

The construction of either an exclusive southbound right-turn lane or one additional northbound left-turn lane on Middlefield Road at Ravenswood Avenue would satisfactorily mitigate the project's impact at this intersection. Constructing either improvement would require acquiring additional right of way, widening the roadway, relocating utilities, and removing trees. Because the additional right of way necessary to complete either improvement is located within the Town of Atherton, the City of Menlo Park cannot ensure the construction of this improvement. The City of Menlo Park has notified the Town of Atherton of potential improvements. Without either improvement, the impact would be significant and unavoidable.

Implementation of the following mitigation measures would reduce the impact, but not to a less-than-significant level:

Mitigation Measure TRANS-3: The following three-part mitigation measure (TRANS-3a, TRANS-3b, and TRANS-3c) shall be implemented:

Mitigation Measure TRANS-3a and TRANS-3b: Implement Mitigation Measures TRANS-1a and TRANS-1b. (SU)

Mitigation Measure TRANS-3c (Fee): Prior to building permit issuance, the project applicant shall pay a fee as a contribution toward adaptive signal timing improvements to the Middlefield corridor in the amount of \$20,000. (SU)

Impact TRANS-4: Under both the near-term and long-range conditions, the proposed project would cause an increase in delay for a critical movement at the *Middlefield Road and Linfield Drive* intersection by more than 0.8 seconds. (S)

Installation of a traffic signal at this location would mitigate the critical impact for the eastbound left turn movements and would bring the intersection to LOS C. However, the signal does not meet the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) peak hour signal warrants for either the near-term or long-term conditions. Other developments in the area have already contributed funding toward improvements to this intersection. The City is conducting a study to determine alternatives for improvements to the intersection, mainly related to pedestrian and bicycle improvements. Therefore, impacts to this intersection would be significant and unavoidable.

Implementation of the following mitigation measures would reduce the impact, but not to a less-than-significant level:

Mitigation Measure TRANS-4: The following two-part mitigation measure (TRANS-4a and TRANS-4b) shall be implemented:

Mitigation Measure TRANS-4a and TRANS-4b: Implement Mitigation Measures TRANS-1a and TRANS-1b. (SU)

Impact TRANS-5: Under both the near-term and long-range conditions, the proposed project would cause an increase in delay for critical movements at the *Middlefield Road and Willow Road* intersection by more than 0.8 seconds. (S)

The following mitigation measures would improve the overall intersection level of service as well as the LOS at the corresponding critical movements:

- Construct a second NBL turn lane; or
- Construct a second EBR turn lane.

The construction of either a second eastbound right-turn lane or one additional northbound left-turn lane on Middlefield Road at Willow Road would satisfactorily mitigate the project's impact at this intersection. Constructing either improvement would require acquiring additional right of way, widening the roadway, relocating utilities, loss of parking and removing trees. Due to these issues for the two mitigation measures, they are not feasible. Without any of these improvements, the impact would be significant and unavoidable.

Implementation of the following mitigation measures would reduce the impact, but not to a less-than-significant level:

Mitigation Measure TRANS-5: The following three-part mitigation measure (TRANS-5a, TRANS-5b, and TRANS-5c) shall be implemented:

Mitigation Measure TRANS-5a and TRANS-5b: Implement Mitigation Measures TRANS-1a and TRANS-1b. (SU)

Mitigation Measure TRANS-5c (Fee): Implement Mitigation Measures TRANS-3c. (SU)

Impact TRANS-6: The following roadway segments are significantly impacted under both the near-term and long-range conditions:

- **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**

Implementation of the following mitigation measures would reduce the impact, but not to a less-than-significant level:

Mitigation Measure TRANS-6a and TRANS-6b: Implement Mitigation Measures TRANS-1a and TRANS-1b. (SU)

The impacted roadway segments above do not have additional right of way available for expansion. Therefore, impacts to these roadway segments would be significant and unavoidable. (SU)

4. Parking Analysis

This section describes the existing parking supply and parking requirements and includes a determination if the existing supply can accommodate the anticipated parking demand of the proposed project. This analysis has been prepared consistent with the City's Municipal Code and the Institute of Transportation Engineers (ITE) Parking Generation Manual (3rd Edition, 2004).

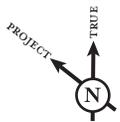
a. Existing Parking Supply. The project area has seven parking areas that serve the patrons of Civic Center Complex. Figure IV-15 shows the parking areas. Table IV-13 provides the existing parking supply for each parking area and the total parking available on the project site. The existing parking supply 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.



FIGURE IV-15

*Burgess Gymnasium and Gymnastics Center EIR
Project Vicinity Parking Areas*

LSA



NOT TO SCALE

SOURCE: DKS ASSOCIATES; LSA ASSOCIATES, INC., 2009.

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Table IV-13: Existing Parking Supply

Parking Area	Parking Supply
Parking Area 1 Serves the childcare facility and City Hall buildings	41 spaces
Parking Area 2 Serves City buildings	58 spaces
Parking Area 3 Serve the existing recreation center, including existing project site, and City Hall	158 spaces
Parking Area 4 Serve the existing recreation center, including existing project site	36 spaces
Parking Area 5 Serves the existing project site as well as all Burgess Park uses	135 spaces
Parking Area 6 Serves the library, City Hall, and the Recreation Center	132 spaces
Total Parking Supply	560 spaces

Source DKS Associates, 2009.

b. Parking Requirements. The proposed project would construct a 23,900 square foot gymnastics center at the location of the existing 17,400 square foot center on Laurel Street and a 25,700 square foot gymnasium in the space between the existing Recreation Center and Alma Street. The proposed project would not provide additional parking as part of the expansion.

The City’s Code does not provide parking rates specific to the zoning district that the proposed project is in. Therefore, parking rates were referenced from the ITE Parking Generation Manual. Table IV-14 provides a summary of required off-street parking for the proposed project. The proposed project would require an additional 123 parking spaces during the weekday peak and an additional 129 parking spaces during the weekend peak.

c. Existing Parking Conditions. The ITE parking requirements assume that all of the proposed uses experience peak parking demand at the same time during the day. However, all of the uses on-site would not be at full operation simultaneously and the parking requirement may not truly represent the parking demand on-site. 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. The detailed parking accumulation surveys and discussions are included in the TIA and are summarized below.

(1) School In Session. The peak parking demand for Wednesday, February 25, 2009 (the mid-week parking survey day) was approximately 363 parked vehicles between 3:30 p.m. and 4:30 p.m. The peak parking demand for Saturday, February 21, 2009 (the weekend parking survey day) was approximately 319 parked vehicles between 11:00 a.m. and 11:30 a.m. Compared to the existing parking supply of 560 spaces on the project site, the existing peak parking demand when school is in session can be accommodated within the existing parking areas, with a surplus of approximately 197 parking spaces on a Wednesday, and a surplus of approximately 241 parking spaces on a Saturday (see Table IV-15).

Table IV-14: Parking Requirements and ITE Parking Generation Rates

Land Use	Size		Weekday	Weekend
ITE Parking Rates				
Recreational Community Center (ITE Code 495)	per	TSF	3.83	4.00
Existing Land Uses (Parking Credit)				
Existing Gymnasium and Gymnastics Center	17.400	TSF	-67	-70
Proposed Project				
Proposed Gymnastics Center	23.900	TSF	92	96
Proposed Gymnasium	25.700	TSF	98	103
<i>Proposed Project Total</i>	<i>49.600</i>		<i>190</i>	<i>199</i>
Proposed Project Net Total			123	129

Source DKS Associates, 2009.

Table IV-15: Existing Peak Parking Demand for Parking Areas

	Area 1 (41 spaces)	Area 2 (58 spaces)	Area 3 (158 spaces)	Area 5 (36 spaces)	Area 5 (135 spaces)	Area 6 (132 spaces)	Total
School In Session							
Peak Demand							
Wednesday	19	41	155	22	26	100	363
Saturday	6	17	157	36	34	69	319
Surplus (Deficit)							
Wednesday	22	17	3	14	109	32	197
Saturday	35	41	1	0	101	63	241
School Out Of Session							
Peak Demand							
Wednesday	18	52	155	34	29	105	393
Saturday	19	10	144	26	21	33	253
Surplus (Deficit)							
Wednesday	23	6	3	2	106	27	167
Saturday	22	48	14	10	114	99	307

Source: DKS Associates, 2009.

(2) **School Out Of Session.** The peak parking demand for Wednesday, July 9, 2008 (the mid-week parking survey day) was approximately 393 parked vehicles between 4:30 p.m. and 5:00 p.m. The peak parking demand for Saturday, July 12, 2008 (the weekend parking survey day) was approximately 253 parked vehicles between 10:30 a.m. and 11:00 a.m. Compared to the existing parking supply of 560 spaces on the project site, the existing peak parking demand when school is not in session can be accommodated within the existing parking areas, with a surplus of approximately 167 parking spaces on a Wednesday, and a surplus of approximately 307 parking spaces on a Saturday (see Table IV-15).

d. **Future Parking Conditions.** Implementation of the proposed project would include the removal of 17 parking spaces in lot 6. As noted above, implementation of the proposed project would increase parking demand on the area by 123 parking places on the weekday and 129 parking places on the weekend. As shown in Table IV-16, 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. While the surplus parking spaces may not be in the lots adjacent to the gymnasium or gymnastics center (lots 3 and 6 currently have some of the greatest demand and will continue to have the greatest demand with implementation of the proposed project), they are within reasonable walking distance to the proposed facilities.

Table IV-16: Future Parking Surplus

	Total	Total Surplus With Project Buildings (-17 space)	Total Surplus With Proposed Project (123 weekday demand; 129 weekend demand)
School In Session			
Surplus (Deficit)			
Wednesday	197	180	57
Saturday	241	224	95
School Out Of Session			
Surplus (Deficit)			
Wednesday	167	150	27
Saturday	307	290	161

Source: DKS Associates, 2009.

e. Transit. As stated above in the Setting discussion, transit service in the project vicinity is primarily provided by the San Mateo County Transit District (SamTrans) and Caltrain. In addition, the City operates the Menlo Park Midday Shuttle, which includes stops at the Menlo Park Library/City Hall, Burgess Park, Downtown Menlo Park, Caltrain, Stanford Shopping Center, and Stanford Medical Center. The proposed project would result in an increase in recreation facilities and would not generate a substantial increase in transit riders that could not be adequately served by the existing services. Impacts to transit systems would be less than significant.

f. Bicycle and Pedestrian Facilities. 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 a Class II and III bike routes. According to the City of Menlo Park's *Comprehensive Bicycle Development Plan*, January 2005, no additional bike paths are planned in the project vicinity. The proposed project would include sidewalks to connect to the area circulation system. The proposed site plan would maintain safe access and circulation for pedestrians and bicyclists. Impacts to bicyclists and pedestrians would be less than significant.

V. ALTERNATIVES

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 range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.¹ CEQA states that an EIR should not consider alternatives "whose effect cannot be ascertained and whose implementation is remote and speculative."

The proposed project has been described and analyzed in the previous chapters, with an emphasis on significant impacts resulting from the project and recommended mitigation measures to avoid these impacts. The following discussion is intended to inform the public and decision-makers of the relative impacts of three potentially feasible alternatives to the proposed project. A discussion of the environmentally superior alternative is also provided.

The following project objectives were initially listed in Chapter III, Project Description of this EIR and are repeated here to help inform this evaluation of project alternatives:

- Increase available gymnasium and gymnastics facility space by at least 2 to 2½ times the existing space (approximately 34,800 to 43,500 square feet) to better accommodate: 1,413 gymnastics participants and hosting of gymnastic meets; 126 youth basketball teams; 54 adult basketball teams; and 56 girl youth volleyball teams.
- Improve gymnasium and gymnastics facilities to: provide better access to those with disabilities (make ADA compliant); increase seismic safety; reduce future maintenance costs (most mechanical/electrical/plumbing systems in the existing center have reached the end of their useful life); incorporate green technology as part of facility operations; and improve natural ventilation.
- Improve gymnastics program specific features by: providing dedicated restroom for gymnastics users; adding training pit and tumbling track for gymnastics; and providing sufficient space for regulation gymnastics.
- Improve gymnasium program specific features by: improving the gymnasium floor ("dead spots" currently exist); providing regulation size basketball courts; improving acoustics to allow for conversation and office use when courts are in use; and improving gymnasium bleacher seating (currently cannot fully extend from wall without encroaching on the volleyball and basketball courts).
- Provide office space for recreation staff.
- Minimize disruption to current programming during construction of improvements.

¹ *CEQA Guidelines*, 2008. Section 15126.6.

The three alternatives to the proposed project discussed in this chapter include the following:

- 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.
- The **Combined Facility alternative** assumes that the existing Gymnasium and Gymnastics Center would be demolished and replaced with a new 37,500 square foot combined gymnasium and gymnastics building. This alternative would not result in the development of 20,100 square feet of net new building space. Under this alternative, no development would occur at the gymnasium project site.
- The **Renovation alternative** assumes the renovation of the existing 17,400 square foot Gymnasium and Gymnastics Center, and the construction of a 20,800 square foot gymnasium on the gymnasium project site.

Following is a discussion of each alternative, and an analysis of the anticipated environmental impacts of each alternative. This analysis compares the anticipated impacts of each alternative to the impacts associated with the proposed project, and includes a determination as to whether or not each alternative would reduce, eliminate, or create new significant impacts.

A. ALTERNATIVES CONSIDERED BUT REJECTED

Beyond the project alternatives introduced above, the City of Menlo Park considered a Mitigated alternative, an alternative that would reduce the significant unavoidable impacts on project intersections to less-than-significant levels. As described in Chapter IV, implementation of the proposed project would result in significant unavoidable impacts at the following five intersections in both the near-term and long-range conditions:

- El Camino Real/Ravenswood Avenue
- Laurel Street/Ravenswood Avenue
- Middlefield Road/Ravenswood Avenue
- Middlefield Road/Linfield Drive
- Middlefield Road/Willow Road

Through trial and error, DKS developed the following maximum square footage allowed before triggering an impact at the study intersections:

- In order to reduce ALL significant unavoidable impacts, development on the project site could not expand beyond replacement of the existing 17,400 square foot gymnasium and gymnastics center. A significant unavoidable impact would be triggered at the intersection of El Camino Real/ Ravenswood Avenue if a project were to add just 100 square feet (2 trips in the PM peak hour).
- If the center were expanded by 1,200 square feet (total combined facility of 18,600 square feet), impacts at four of the five significantly impacted intersections would be avoided. The significant unavoidable impact at the intersection of El Camino Real/Ravenswood Avenue would remain.

- If the center were expanded by 2,600 square feet (total combined facility of 20,000 square feet), significant impacts would be avoided at three of the five intersections would be avoided. The following intersections would no longer be impacted: Middlefield Road/Ravenswood Avenue, Middlefield Road/Linfield Drive, and Middlefield Road/Willow Road. The significant unavoidable impacts at the intersections of El Camino Real/Ravenswood Avenue and Laurel Street/Ravenswood Avenue would remain.
- If the center were expanded by 3,600 square feet (total combined facility of 21,000 square feet), impacts at two of the five significantly impacted intersections would be avoided. The intersections of Middlefield Road/Ravenswood Avenue and Middlefield Road/Willow Road would no longer be impacted. The significant unavoidable impacts at the intersections of El Camino Real/Ravenswood Avenue, Laurel Street/Ravenswood Avenue and Middlefield Road/Linfield Drive, would remain.
- If the center were expanded by 9,600 square feet (total combined facility of 27,000 square feet), impacts at one of the five significantly impacted intersections, the intersection of Middlefield Road/Ravenswood Avenue, would be avoided.

One of the City's project objectives is to increase the available gymnasium and gymnastics facility space by at least 2 to 2.5 times the existing space (approximately 34,800 to 43,500 square feet). None of the square footages developed above to reduce significant unavoidable traffic impacts are at all close to meeting this project objective. Therefore, a Mitigated alternative is not further analyzed in this EIR.

B. NO PROJECT ALTERNATIVE

1. Principal Characteristics

The No Project alternative assumes that the gymnastics site would not be subject to redevelopment and the existing gymnasium and gymnastic center would generally remain in its existing condition. Minimal improvements to landscaping and building facades may be undertaken. The gymnasium site would not be developed with a gymnasium and would remain in use as a lawn and paved area.

2. Analysis of the No Project Alternative

Implementation of the No Project alternative would not increase trips generated from the project site and would not impact surrounding intersections or roadway segments.

The No Project alternative would not achieve any of the objectives of the proposed project. It would not increase the size of the facility to better accommodate gymnastics classes or meets, basketball teams or volleyball teams. It would not improve access to those with disabilities. It would not improve program specific features.

C. COMBINED FACILITY ALTERNATIVE

1. Description of Alternative

The Combined Facility alternative assumes that the gymnastics project site would be redeveloped with a 37,500 square foot combined gymnasium and gymnastics center. The proposed building would

contain separate gymnastics and gymnasium areas that would be connected by the lobby, restrooms and locker rooms. Unlike the proposed project, this alternative would not involve the expansion of the aquatics center locker room. The Combined Facility alternative would not involve any change to the gymnasium project site, which would continue to contain a lawn area and paved area.

The total gross building area under the Combined Facility alternative would be approximately 12,100 square feet less than the proposed project. While the total building area would be less, the amount of development on the gymnastics site would be greater than what is proposed for the gymnastics center element of proposed project, which would increase the size and scale of the building on the gymnastics site.

2. Analysis of the Combined Facility Alternative

The traffic analysis of the Combined Facility alternative is based on the Burgess Park Gymnasium/Gymnastics Center Project Traffic Impacts Analysis (TIA), prepared for the City of Menlo Park by DKS Associates.² The TIA is available for review at the City Engineering Division.

a. Trip Generation. The Combined Facility alternative assumes that the gymnastics project site would be redeveloped with a 37,500 square foot combined gymnasium and gymnastics center. After applying trip credits for the existing land use, the Combined Facility alternative would generate approximately 460 net daily trips, 33 net AM peak hour trips (20 inbound trips and 13 outbound trips) and 33 net PM peak hour trips (10 inbound trips and 24 outbound trips). The Combined Facility would generate approximately 277 fewer net daily trips, 9 fewer net AM peak hour trips and 22 fewer net PM peak hour trips than the proposed project. Table V-1 presents the results of the trip generation analysis.

Table V-1: Trip Generation – Proposed Project and Combined Facility Alternative

Land Use	Size		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
ITE Trip Rates									
Recreational Community Center (ITE Code 495)	per	TSF	22.88	0.99	0.63	1.62	0.48	1.16	1.64
Existing Land Uses (Trip Credit)									
Existing Gymnasium and Gymnastics Center	17.400	TSF	-398	-17	-11	-28	-8	-20	-29
Proposed Project									
Proposed Gymnastics Center	23.900	TSF	547	24	15	39	11	28	39
Proposed Gymnasium	25.700	TSF	588	25	16	42	12	30	42
<i>Proposed Project Total</i>	<i>49.600</i>		<i>1,135</i>	<i>49</i>	<i>31</i>	<i>80</i>	<i>23</i>	<i>58</i>	<i>81</i>
<i>Net Total Proposed Project</i>			<i>737</i>	<i>32</i>	<i>20</i>	<i>52</i>	<i>15</i>	<i>38</i>	<i>52</i>
Combined Facility Alternative									
Proposed Gymnasium and Gymnastics Center (gymnastics site)	37.500	TSF	858	37	24	61	18	44	62
<i>Net Total Combined Facility Alternative</i>			<i>460</i>	<i>20</i>	<i>13</i>	<i>33</i>	<i>10</i>	<i>24</i>	<i>33</i>

Source: DKS Associates, 2009.

b. Near-term Intersection Analysis. Similar to the proposed project, the net new trips for Combined Facility alternative would result in increased delay at several intersections. Four

² DKS Associates. 2009. Burgess Park Gymnasium/Gymnastics Center Project Traffic Impacts Analysis. April.

intersections would operate at unacceptable levels of service under the near-term conditions and would continue to do so under the project conditions and the Combined Facility alternative as described below. While the Combined Facility alternative would generate slightly fewer trips than the proposed project, and delays for some of the critical movements would be less than those for the proposed project, significant impacts would remain at all four intersections.

The intersection of *El Camino Real and Ravenswood Avenue* would operate at an unacceptable LOS E during the AM peak hour and LOS F in the PM peak hour for the near-term scenario. The addition of net project trips would increase delay for the following critical movements:

- NBL: 1.3 seconds for the AM peak hour
- SBT: 1.2 seconds for the AM peak hour
- EBT: 0.8 seconds for the AM peak hour
- WBT: 4.1 seconds for the AM peak hour and 10.0 seconds for the PM peak hour

The intersection of *Middlefield Road and Ravenswood Avenue* would operate at an unacceptable LOS F during the AM and PM peak hours for the near-term scenario. The addition of net project trips would increase delay for the following critical movements:

- NBL: 0.8 seconds in the PM peak hour
- SBT: 1.0 seconds in both the AM and PM peak hours
- EBR: 0.8 seconds PM peak hour

The intersection of *Middlefield Road and Linfield Drive* would operate at an unacceptable LOS E during the AM peak hour for the near-term scenario. The addition of net project trips would increase delay for the following critical movements:

- EBL: 1.5 seconds in the AM peak hour

The intersection of *Middlefield Road and Willow Road* would operate at an unacceptable LOS F during the AM and PM peak hours for the near-term scenario. The addition of net project trips would increase delay for the following critical movements:

- NBL: 1.0 seconds in the AM peak hour and 1.2 seconds in the PM peak hour
- SBT: 1.0 seconds in the AM peak hour
- SBR: 1.3 seconds in the PM peak hour
- EBL: 1.1 seconds in the AM peak hour
- EBR: 1.2 seconds in the PM peak hour
- WBT: 1.0 second in both the AM and PM peak hours

c. Near-term Roadway Analysis. Similar to the proposed project, the net new trips for Combined Facility alternative would result in increased daily traffic on several roadways in the project area. Six roadway segments would receive traffic volumes in excess of the allowed thresholds under the project conditions and under the Combined Facility alternative as described below. While the Combined Facility alternative would generate slightly fewer trips than the proposed project,

significant impacts would remain on all six segments. Based on the anticipated trip distribution patterns for the proposed land uses and the trip distribution patterns for area, the Combined Facility alternative would create potentially significant impacts at the following segments:

- Linfield Drive between Middlefield Avenue and Sherwood Way: the threshold of significance is 25 vehicles and the Combined Facility alternative would contribute 67 vehicles.
- Waverly Street between Willow Road and Alma Street: the threshold of significance is 25 vehicles and the Combined Facility alternative would contribute 67 vehicles.
- Burgess Drive between Laurel Street and Alma Street: the threshold of significance is 25 vehicles and the Combined Facility alternative would contribute 184 vehicles.
- Ravenswood Avenue between Alma Street and El Camino Real: the threshold of significance is 100 vehicles and the Combined Facility alternative would contribute 239 vehicles.
- Ravenswood Avenue between Laurel Street and Alma Street: the threshold of significance is 100 vehicles and Combined Facility alternative would contribute 239 vehicles.
- Middlefield Road between Ravenswood Avenue and Willow Road: the threshold of significance is 100 vehicles and the Combined Facility alternative would contribute 69 vehicles.

d. Long-Range Intersection Analysis. Similar to the proposed project, the net new trips for Combined Facility alternative would result in increased delay at several intersections. Five intersections would operate at unacceptable levels of service under the long-range conditions and would continue to do so under the project conditions and Combined Facility alternative as described below. While the Combined Facility alternative would generate slightly fewer trips than the proposed project, and delays for some of the critical movements would be less than those for the proposed project, significant impacts would remain at all five intersections.

The intersection of *El Camino Real and Ravenswood Avenue* would operate at an unacceptable LOS F during the AM and PM peak hours for the long-range scenario. The addition of net project trips would increase delay for the following critical movements:

- NBL: 1.3 seconds for the AM peak hour
- SBT: 1.5 seconds for the AM peak hour
- EBL: 1.5 seconds in the AM peak hour
- EBR: 2.8 seconds for the AM peak hour
- WBT: 4.0 seconds for the AM peak hour and 11.0 seconds for the PM peak hour

The intersection of *Laurel Street and Ravenswood Avenue* would operate at LOS C during the AM peak hour and LOS E in the PM peak hour for the long-range scenario. The addition of net project trips would increase delay for the following critical movements:

- NBL: 5.3 seconds in the PM peak hour
- SBT: 1.9 seconds in the AM peak hour
- EBT: 6.4 seconds in the PM peak hour

The intersection of *Middlefield Road and Ravenswood Avenue* would operate at an unacceptable LOS F during the AM and PM peak hours for the long-range scenario. The addition of net project trips would increase delay for the following critical movements:

- NBL: 0.8 seconds in the PM peak hour
- SBT: 1.0 seconds in the AM peak hour
- EBR: 0.8 seconds in the AM and PM peak hours

The intersection of *Middlefield Road and Linfield Drive* would operate at an unacceptable LOS F during the AM peak hour for the long-range scenario. The addition of net project trips would increase delay for the following critical movements:

- EBL: 2.7 seconds in the AM peak hour

The intersection of *Middlefield Road and Willow Road* would operate at an unacceptable LOS F during the AM and PM peak hours for the long-range scenario. The addition of net project trips would increase delay for the following critical movements:

- NBL: 1.1 seconds in the AM peak hour and 1.2 seconds in the PM peak hour
- SBT: 2.0 seconds in the AM peak hour
- SBR: 1.2 seconds in the PM peak hour
- EBL: 1.2 seconds in the AM peak hour
- EBR: 1.2 seconds in the PM peak hour
- WBT: 1.0 second in both the AM and PM peak hours

e. Long-Range Roadway Analysis. The number of daily trips added to local roadways in the long-range scenario with implementation of proposed project and with implementation of the Combined Facility alternative would be the same as in the near-term plus conditions. The proposed project would generate 737 net daily trips and the Combined Facility alternative 460 net daily trips. The same thresholds apply to the near-term and long-range average daily traffic analysis and while the Combined Facility alternative would generate fewer trips, both the proposed project and the Combined Facility alternative would create potentially significant impacts on the following roadway segments: Linfield Drive (Middlefield to Sherwood); Waverly Street (Willow to Alma); Burgess Drive (Laurel to Alma); Ravenswood Avenue (Alma to El Camino and Alma to Laurel); and Middlefield Road (Ravenswood to Willow).

f. Impacts and Mitigation Measures. The mitigation measures proposed for the project for the near-term and long-range scenarios, Mitigation Measures TRANS-1 through TRANS-6, would be applicable to the Combined Facility alternative. As discussed in Chapter IV, several of these Mitigation Measures are not feasible due to inability to expand the right-of-way and/or the proposed improvements change the impacted critical movements from one leg of an intersection to another. While the TDM program mitigation measure would likely reduce project trip generation, its exact effectiveness is unknown. The payment of traffic impact mitigation fees would also not reduce project impacts to less than significant levels. Similar to the proposed project, near-term and/or long-range impacts to the intersections of El Camino Real and Ravenswood Avenue, Laurel Street and Ravenswood Avenue, Middlefield Road and Ravenswood Avenue, Middlefield Road and Linfield

Drive, and Middlefield Road and Willow Road would be significant and unavoidable. Similar to the proposed project, near-term and long-range impacts to the roadway segments of 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; and Middlefield Road between Ravenswood Avenue and Willow Road would be significant and unavoidable.

g. Parking. As described in Chapter IV, Transportation, Circulation and Parking, there is an existing parking supply of 560 spaces in the project area. When school is in session, there is a surplus of approximately 197 parking spaces on a Wednesday, and a surplus of approximately 241 parking spaces on a Saturday. When school is out of session, there is a surplus of approximately 167 parking spaces on a Wednesday, and a surplus of approximately 307 parking spaces on a Saturday. The Combined Facility would generate a parking demand for 77 weekday parking spaces and 80 weekend parking spaces (see Table V-2). In addition, implementation of the Combined Facility alternative would include the removal of 18 parking spaces in the parking lot adjacent to the site. Similar to the proposed project, the peak parking demand of the Combined Facility alternative could be accommodated within the existing parking areas.

Table V-2: Parking Requirements and ITE Parking Generation Rates

Land Use	Size		Weekday	Weekend
ITE Parking Rates				
Recreational Community Center (ITE Code 495)	per	TSF	3.83	4.00
Existing Land Uses (Parking Credit)				
Existing Gymnasium and Gymnastics Center	17,400	TSF	-67	-70
Proposed Project				
Proposed Gymnastics Center	23,900	TSF	92	96
Proposed Gymnasium	25,700	TSF	98	103
<i>Proposed Project Total</i>	<i>49,600</i>		<i>190</i>	<i>199</i>
Proposed Project Net Total			123	129
Combined Facility Alternative				
Combined Facility	37,500	TSF	144	150
Combined Facility Alternative Net Total			77	80

Source: DKS Associates. 2009

The Combined Facility alternative would achieve some of the objectives of the proposed project. This alternative would provide 37,500 square feet gymnastics and gymnasium space to better accommodate gymnastics classes and meets, basketball teams and volleyball teams; however, not to the same degree as the 49,600 square foot proposed project. It would improve access for those with disabilities and would improve program specific features. The Combined Facility alternative would require the demolition of the existing center before the construction of the new center resulting in disruption to the current programming.

D. RENOVATION ALTERNATIVE

1. Principal Characteristics

The Renovation alternative would involve the renovation of the existing center on the gymnastics project site and the development of a new 25,700 square foot gymnasium on the gymnasium site. The existing 17,400 square foot Gymnasium and Gymnastics Center would be renovated for the exclusive use as a gymnastics center. The gymnastics center would be approximately 5,100 square feet smaller than the proposed project under this alternative. The 25,700 square foot gymnasium proposed by the Renovation alternative would be the same size and contain the same uses as the gymnasium included as part of the proposed project. Unlike the proposed project, this alternative would not include the expansion of the aquatic center locker room.

Under the Renovation alternative, a total of 37,000 square feet of recreation space would be renovated and constructed. This is slightly less than the Combined Facility alternative (37,500 square feet), and approximately 12,600 square feet less than the proposed project.

2. Analysis of Renovation Alternative

As noted above, the Renovation alternative would include 37,000 square feet of renovated and constructed recreation space and the Combined Facility alternative would include 37,500 square feet of development. Potential intersection and roadway impacts associated with the Renovation alternative would be similar to those outlined above for the Combined Facility alternative.

a. Near-term Intersection Analysis. Similar to the proposed project, the net new trips for the Renovation alternative would result in increased delay at several intersections; four intersections would operate at unacceptable levels of service under the near-term conditions and would continue to do so under the project conditions and Renovation alternative.

b. Near-term Roadway Analysis. Both the proposed project and the Renovation alternative would generate net new trips that would result in increased daily traffic on several roadways in the project area. Six roadway segments would receive traffic volumes in excess of the allowed thresholds under the project conditions and under the Renovation alternative.

c. Long-Range Intersection Analysis. Similar to the proposed project, the net new trips for the Renovation alternative would result in increased delay at several intersections; five intersections would operate at unacceptable levels of service during the long-range conditions and would continue to do so under the project conditions and Renovation alternative. While the Renovation alternative would generate slightly fewer trips than the proposed project, and delays for some of the critical movements would be less than those for the proposed project, significant impacts would remain at all five intersections.

d. Long-Range Roadway Analysis. Both the proposed project and the Renovation alternative would create potentially significant impacts on six roadway segments under the long-range scenario.

e. Impacts and Mitigation Measures. The mitigation measures proposed for the project for the near-term and long-range scenarios, Mitigation Measures TRANS-1 through TRANS-6, would be applicable to the Renovation alternative. As discussed in Chapter IV, several of these Mitigation Measures are not feasible due to inability to expand the right-of-way and/or the proposed

improvements change the impacted critical movements from one leg of an intersection to another. While the TDM program mitigation measure would likely reduce project trip generation, its exact effectiveness is unknown. The payment of traffic impact mitigation fees would also not reduce project impacts to less than significant levels. Similar to the proposed project and the Combined Facility alternative, near-term and/or long-range impacts to the intersections of El Camino Real and Ravenswood Avenue, Laurel Street and Ravenswood Avenue, Middlefield Road and Ravenswood Avenue, Middlefield Road and Linfield Drive, and Middlefield Road and Willow Road would be significant and unavoidable. Near-term and long-range impacts to the roadway segments of 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; and Middlefield Road between Ravenswood Avenue and Willow Road would be significant and unavoidable.

f. Parking. The Renovation alternative would have a parking demand similar to the Combined Facility alternative, and may require the removal of parking spaces in the parking lot adjacent to the Recreation Center. Similar to the proposed project, the peak parking demand of the Renovation alternative could be accommodated within the existing parking areas.

The Renovation alternative would achieve some of the objectives of the proposed project. This alternative would provide 37,000 square feet gymnastics and gymnasium space to better accommodate gymnastics classes and meets, basketball teams and volleyball teams; however, not to the same degree as the 49,600 square foot proposed project. It would improve access for those with disabilities and would improve program specific features. The Renovation alternative would include construction of the gymnasium require the demolition of the existing center before the construction of the new center resulting in disruption to the current programming.

E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that the EIR identify the environmentally superior alternative. The No Project alternative would eliminate the significant intersection and roadway impacts associated with the proposed project; it would not increase development on the project site and would not generate new vehicle trips. Therefore, the No Project alternative would not result in any significant unavoidable impacts. While the No Project alternative would be the environmentally superior alternative in the context of impact reduction, it would not meet the primary objectives of the project including increasing the available gymnasium and gymnastics facility space by at least 2 to 2 1/2 times the existing space and improve specific features.

CEQA Guidelines section 15126(e)(2) requires that an additional alternative be designated as the environmentally superior alternative, if the No Project alternative is identified as the environmentally superior alternative. The Renovation alternative would generally represent the next-best alternative in terms of reduced impacts. Under the Renovation alternative, a total of 37,000 square feet of recreation space would be renovated and constructed. This is slightly less than the Combined Facility alternative (37,500 square feet), and approximately 12,600 square feet less than the proposed project. The Renovation alternative would generate the fewest vehicle trips of the two build alternatives considered; however, it would not reduce any of the significant unavoidable traffic impacts to less than significant levels. The slightly smaller building footprint and renovation of the existing center

may result in reduced impacts to aesthetics, biological resources, cultural resources, and utilities and service systems; however, impacts to these issues would already be less than significant under the proposed project. The Renovation alternative would not meet the City's gymnastics and gymnasium space needs to the same extent as the proposed project. Renovation alternative would generally meet the City's gymnastics and gymnasium space needs to the same extent as the Combined Facility alternative; however, the Renovation alternative would minimize disruption to current programming during construction of improvements while the Combined Facility would require the demolition of the existing center before the construction of the new center.

VI. CEQA-REQUIRED ASSESSMENT CONCLUSIONS

As required by CEQA, this chapter discusses the following types of impacts that could result from implementation of the proposed project: growth-inducing impacts; significant irreversible changes; effects found not to be significant; and unavoidable significant effects. Cumulative (Long-Range (2020)) impacts are discussed in Chapter IV.

A. GROWTH INDUCEMENT

A project is considered growth-inducing if it would directly or indirectly foster substantial economic or population growth or the construction of additional housing.¹ Examples of projects likely to have significant growth-inducing impacts include extensions or expansions of infrastructure systems beyond what is needed to serve project-specific demand, and development of new residential subdivisions or industrial parks in areas that are only sparsely developed or are undeveloped. Typically, redevelopment projects on infill sites that are surrounded by existing urban uses are not considered growth-inducing because redevelopment by itself usually does not facilitate undesirable development intensification on nearby or adjacent sites. To the extent that such redevelopment has an effect on nearby or adjacent sites, it is often a desirable outcome.

Implementation of the proposed project would not result in direct population growth because it does not include the construction of housing units. Indirect population growth associated with the proposed project could possibly occur in association with job creation. The economic stimulus generated by construction of the proposed project could result in the creation of new construction-related jobs. In addition, expanded gymnasium and gymnastics uses that would be built as part of the project could generate a small number of jobs, but would not result in a substantial population growth in the area. Although some of the employees generated by the proposed project may decide to live in Menlo Park, the migration of these employees into the City would not result in a substantial population increase.

In addition, the proposed project would occur on sites within Burgess Park, which is located in an existing urbanized neighborhood near downtown Menlo Park. The site is already served by utilities and public service systems and would not necessitate road or other infrastructure extensions into undeveloped areas. As such, the proposed project would not directly or indirectly lead to the development of greenfield sites on the San Francisco Peninsula. The growth that could occur as a result of project implementation would not be considered substantial and adverse.

B. SIGNIFICANT IRREVERSIBLE CHANGES

An EIR must identify any significant irreversible environmental changes that could result from implementation of a proposed project. These may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

¹ *CEQA Guidelines*, 2008. Section 15126.2(d).

CEQA dictates that irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.² The *CEQA Guidelines* describe three distinct categories of significant irreversible changes: 1) changes in land use that would commit future generations; 2) irreversible changes from environmental actions; and 3) consumption of non-renewable resources.

1. Changes In Land Use Which Would Commit Future Generations

The proposed project would allow for the redevelopment of the gymnastics project site, a site already developed with a gymnasium and gymnastics center, and development of the gymnasium project, a site with primarily lawn, are designated for public facilities in the City of Menlo Park General Plan and Zoning Ordinance. Because the proposed project would occur on sites with land designated for public facilities uses, it would not commit future generations to a significant change in land use.

2. Irreversible Changes From Environmental Accidents

No significant irreversible environmental damage, such as what could occur as a result of an accidental spill or explosion of hazardous materials, is anticipated due to implementation of the proposed project. Compliance with federal, State and local regulations, and the mitigation measures identified in the Initial Study (Appendix A), would reduce to a less-than-significant level the possibility that hazardous substances within the project site would cause significant environmental damage.

3. Consumption of Nonrenewable Resources

Consumption of nonrenewable resources includes conversion of agricultural lands, loss of access to mining reserves, and use of non-renewable energy sources. The project site is located within an urbanized neighborhood near downtown Menlo Park and is characterized as urban and built-up land by the California Department of Conservation. Therefore, no agricultural lands would be converted to non-agricultural uses. In addition, the project site does not contain known mineral resources and does not serve as a mining reserve; thus, implementation of the proposed project would not result in the loss of access to mining reserves. Construction of the proposed project would require the use of energy, including energy produced from non-renewable resources. Energy consumption would also occur during the operational period of the proposed project due to the use of automobiles and operations of the Gymnasium and Gymnastics Center. However, the proposed project would incorporate energy-conserving features required by the Uniform Building Code. In addition, the project proposes fitness uses that would not be expected to consume substantial amounts of energy. Therefore, the proposed project would not substantially deplete non-renewable fuel supplies.

C. EFFECTS FOUND NOT TO BE SIGNIFICANT

Based the analysis provided in the Initial Study, included in Appendix A, the proposed project is not expected to result in significant impacts related to the following topics, which are not further evaluated in the EIR.

² *CEQA Guidelines*, 2008. Section 15126.2(c).

1. Aesthetics

The project sites are visually characterized by: recreational and City Civic Center uses. Implementation of the proposed project would demolish the existing Gymnasium and Gymnastics Center and construct a new gymnasium and a new gymnastic center on two separate sites. The proposed buildings would not introduce any new land uses to the site and would be of a similar size, scale, massing and design as other existing buildings within the Civic Center Complex. As such, the proposed project would not degrade the existing visual character of the site. In addition, the sites are not located in the vicinity of any scenic vistas or state scenic highways. The new buildings would include exterior lighting of the safety of visitors and residents. Implementation of Mitigation Measure AES-1, included in the Initial Study would ensure the new lights would not adversely affect day or nighttime views in the area.

2. Agricultural Resources

The site is located within an urbanized district adjacent to downtown Menlo Park and is not classified by the State of California Department of Conservation as farmland. No agricultural uses or farmland are present within or adjacent to the project site.

3. Air Quality and Global Climate Change

Air Quality. Air pollutant emissions associated with the proposed project would occur over the short term associated with construction activities such as demolition, excavation, and vehicle/equipment use. Implementation of Mitigation Measure AIR-1, included in the Initial Study, would ensure that the project would have a less-than-significant effect on air quality during the construction period. Long-term emissions would be associated with changes in permanent usage of the project sites. Mobile source emissions would result from vehicle trips associated with the proposed project. Table VI-1 shows the net emissions from daily vehicle trips (i.e., proposed project emissions minus existing emissions) associated with the proposed project. As shows in Table VI-1, the long-term vehicular emissions generated by the proposed project are not anticipated to exceed the BAAQMD’s thresholds, and therefore the project would have a less-than-significant impact on local and regional air quality.

Table VI-1: Net Regional Emissions in Pounds Per Day^a

	Reactive Organic Gases	Nitrogen Oxides	PM ₁₀	PM _{2.5}
Regional Emissions	8.61	13.57	13.59	2.6
BAAQMD Significance Threshold	80	80	80	NA
Exceed?	No	No	No	NA

^a The above calculations have been revised from time the Initial Study was published to reflect the most current project description.

Source: LSA Associates, Inc., 2008.

Global Climate Change. In general, the construction and operation of development projects, such as the proposed project, cause greenhouse gas (GHG) emissions. Table VI-2 shows that the proposed land uses would generate up to 1,553 metric tons per year of carbon dioxide equivalent (CO₂eq). As stated in the Initial Study, overall, the project would implement GHG reduction strategies and would not conflict with or obstruct implementation of reduction measures identified in AB 32, the Governor’s Executive Order S-3-05, and other strategies to help reduce GHG emissions to the level proposed by the Governor. Therefore, the project’s incremental contribution to climate change impacts would be less than significant.

Table VI-2: Long-Term Project Operational Emissions of GHGs^a

Emission Source	Emissions (metric tons per year)				Percent of Total Project Emissions
	CO ₂	CH ₄	N ₂ O	CO ₂ eq	
Vehicles	1,207	0.056	0.09	1235	80%
Electricity Production ^b	220	0.0024	0.0013	221	14%
Natural Gas Combustion	62	0.0022	0.0022	62	4%
Solid Waste	N/A	N/A	N/A	35	2%
Total Annual Emissions				1,553	100%

^a The above calculations have been revised from time the Initial Study was published to reflect the most current project description. While the size of the project has slightly increased, some of the emissions have decreased from what was calculated in the Initial Study due to refinements made to the greenhouse gas model used to calculate the emissions.

^b Includes water-related electricity consumption.

Source: LSA Associates, Inc., 2008.

4. Biological Resources

The project sites are located within a developed area, the majority of which is covered with impervious surfaces. Wildlife and botanical resources present within the project sites are adapted to disturbed, urban conditions and would not be adversely affected by implementation of the proposed project. No State or federally protected plant or animal species are known to occur within the project site. Several mature trees may need to be removed; however, the trees are located in an urban area surrounded by urban development, and do not comprise sensitive wildlife habitat.

5. Cultural Resources

While the project sites do not contain any historic resources as defined in *CEQA Guidelines* Section 15064.5, 20 trees in the vicinity of the gymnasium and gymnastics sites would qualify as heritage trees, per the City's Heritage Tree Ordinance. All trees near the sites have been evaluated by an arborist and the recommendations of the Arborist Tree Assessment Report would be implemented prior to site preparation work.³ Impacts to these trees could result in a significant impact to cultural resources. It is the City's intent to preserve a majority of the heritage trees around the site. If the proposed project would require the removal of a heritage tree, it would be replaced at a 2:1 ratio. The proposed project would require a minimum amount of excavation and grading and it is unlikely that the proposed project would result in impacts to archaeological or paleontological resources, or disturbance to human remains.

6. Geology and Soils

The San Francisco Bay region is a seismically active region that is subject to large earthquakes. The proposed project would expose additional structures to regional seismic risks in the seismically active San Francisco Bay Area. The project sites would be subject to strong shaking, liquefaction, and soil erosion. However, the new structures would incorporate standard geotechnical mitigation measures, which would reduce geology and soils impacts to a less-than-significant level.

³ Ralph Osterling Consultants, Inc. 2009. *Arborist Tree Assessment Report, Gymnastics Center, Menlo Park, California*. March 12.

7. Hazards and Hazardous Materials

Construction and operation of the proposed project would not expose workers and/or the public to hazardous materials releases. Demolition of this structure would not release lead particles and asbestos fibers into the air. Any hazardous materials that would be used and stored at these facilities would be common materials associated with cleaning and other maintenance activities, and would not pose a hazard to construction workers or users of the proposed facilities. Therefore, the proposed project would have a less-than-significant impact on hazards and hazardous materials.

8. Hydrology and Water Quality

The project would be constructed on sites within an urbanized area and would not increase stormwater runoff or result in flood hazards within the project site. The proposed project would not place structures in flood hazard zone or existing waterways.

9. Land Use and Planning

The proposed project would not divide an established community. The General Plan designation for this site is Public Facilities District, and the site is currently zoned as Public Facilities District. The proposed project would increase the intensity of gymnasium and gymnastics uses on the project sites; however, it would not conflict with any applicable land use plans or policies.

10. Mineral Resources

No known mineral resources are located within or near the project site. Mineral resource extraction activities have not taken place within or around the project site during recent history.

11. Noise

Construction activities associated with implementation of the proposed project would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. In addition, construction of the proposed project could temporarily increase ambient noise levels. Implementation of Mitigation Measure NOISE-1 (included in the Initial Study) would ensure that short-term construction-related impacts are reduced to a less-than-significant level. The proposed project would not create a perceptible change in traffic noise in the vicinity of the project site. Noise associated with railroad operations in proximity to the Burgess Park would not expose persons to noise levels in excess of established standards.

12. Population, Employment, and Housing

Implementation of the proposed project would not result in direct population growth in Menlo Park. The new gymnasium and gymnastics uses would create a small number of new jobs, which would not indirectly induce substantial population growth in the City or impact the City's jobs-to-housing units or jobs-to-employed residents ratios.

13. Public Services

The proposed project would be adequately served by existing public services, such as police and fire protection, and parks. The proposed project would not require the construction of new facilities providing these types of public services.

14. Recreation

Implementation of the proposed project would increase the net square footage of gymnasium and gymnastics uses on the project sites as well as the aquatic center locker room area, by 32,200 square feet. While the proposed project would expand and improve the facilities at Burgess Park it would not increase the use of other recreational facilities such that substantial physical deterioration of those facilities would occur or be accelerated.

15. Utilities

The proposed project is an infill development project located in an urban area already served by existing utility systems. The proposed project would increase water demand, wastewater generated, and solid waste; however, these increases could be met by existing service providers.

Development of the gymnastics site and development of the gymnasium site would result in an increase in impervious areas, increasing stormwater runoff. As part of the proposed project, the City would consider the conversion of hardscape areas to landscape or semi-pervious areas. The proposed project would include bioretention or detention areas to provide flow reduction and treatment, resulting in no net increase in stormwater runoff.

D. SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project has the potential to result in adverse environmental impacts to several intersections and roadway segments in the project area. These impacts could not be reduced to a less-than-significant level. Mitigation measures developed for the proposed project are not feasible. In some instances, mitigation measures require additional right-of-way; however, additional right-of-way is not available. In some instances, mitigation measures would improve one leg of an intersection while creating a significant impact to another intersection.

VII. REPORT PREPARATION

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C. REFERENCES

CEQA Guidelines, 2008.

DKS Associates, 2009. *Burgess Park Gymnasium/Gymnastics Center Project Traffic Impacts Analysis*. April.

Ralph Osterling Consultants, Inc., 2009. *Arborist Tree Assessment Report – Gymnastics Center, Menlo Park, California*. March 12.

