

# Memorandum



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Date: February 27, 2013

To: **Mr. Chip Taylor**

From: Mark Spencer

Project: MPA900-2

Subject: Review of 555 Glenwood Avenue Traffic Analysis

This memorandum summarizes a review of the Traffic Impact Analysis of the proposed Marriott Residence Inn at 555 Glenwood Avenue in Menlo Park (TJKM, February 26, 2013). The review included the technical memorandum and appendices, with comparisons to the Menlo Park Downtown Specific Plan EIR transportation chapter.

## Summary

In general, the traffic analysis concluded that the level of service at four of five study intersections would be considered acceptable and that the parking provided is considered adequate. These conclusions are supported by a review of the technical memo and detailed analysis presented in the appendices.

For one intersection (Glenwood/Middlefield), the impact would be consistent with that identified in the Downtown Specific Plan EIR. The mitigation measure (traffic signal) identified in the Downtown Specific Plan EIR would mitigate the 555 Glenwood Avenue project's impact. Although the project's fair share contribution to the impact would be relatively low, it is recommended that the proposed 555 Glenwood Avenue project pay a fair share of the cost of this mitigation. The calculation and fee contribution will be determined later.

With respect to parking, while the proposed parking supply of 113 spaces the project would accommodate the projected parking demand of 110 spaces, additional discussion should be included in the memo regarding the need for a parking variance, and the use of on-street spaces to satisfy parking requirements.

## Comparison to El Camino Real/Downtown Specific Plan EIR Analysis

The proposed 555 Glenwood Avenue project site is within the El Camino Real/Downtown Specific Plan area, and is currently in use as a senior citizens retirement living center. Although hotels are an identified land use in the Specific Plan, the 555 Glenwood Avenue site was not identified as an opportunity site in the Specific Plan (per Figure 3-2 of Specific Plan EIR). However, the size of the proposed hotel and the net number of new trips generated is well within the land use and transportation analysis assumptions used in the overall Downtown Specific Plan EIR transportation analysis.

Based on a review of the Downtown Specific Plan EIR and the February 26, 2013 Traffic Impact Analysis Memo, there is no need at this time for a more detailed transportation impact analysis of the proposed project. The potential impacts of the 555 Glenwood Avenue project are covered by the Downtown Specific Plan analysis and mitigation measures. The Glenwood/Middlefield intersection would be

impacted by the Specific Plan under both Project and Cumulative Conditions. Mitigation Measure TR-1b of the Specific Plan EIR is installation of a traffic signal at this intersection with fair-share funding coming from individual project applicants. However, the Specific Plan impact is significant and unavoidable as the intersection is under the Town of Atherton's jurisdiction, and therefore the City of Menlo Park cannot guarantee implementation of the mitigation measure. The proposed 555 Glenwood Avenue project impacts this intersection as well, and should contribute a fair share contribution towards the traffic signal mitigation measure.

The February 26, 2013 Memo also notes that Transportation Demand Management (TDM) measures may be used to lower the project's trip generation. However, there is no analysis in the memo to support that this would reduce the project's impact to a less than significant level, and therefore the impact is significant and unavoidable (as it is in the Downtown Specific Plan EIR).

The other intersection that is impacted under the Downtown Specific Plan is El Camino Real/Valparaiso/Glenwood. The proposed 555 Glenwood Avenue project would not impact this intersection as it would not generate enough peak hour trips to trigger an impact. This is also relevant in that project trips would be dispersed as they move further from the site. Thus, if there aren't enough trips to trigger an impact at the El Camino Real/Valparaiso/Glenwood, it stands to reason that there would be fewer trips further from the site, and the less chance of triggering an impact at intersections along El Camino Real or elsewhere.

### **Comments on Technical Memo**

The February 26, 2013 Memo prepared by TJKM was reviewed in detail. Comments on the memo are listed below.

#### *Traffic Analysis*

The analysis looks acceptable per City of Menlo Park Traffic Impact Analysis Guidelines and is consistent with prior City traffic studies of development projects. Checks of the intersection LOS calculations and analysis parameters (lane geometry, traffic volumes, peak-hour factor, saturation flow, and traffic control) looked acceptable.

In the analysis methodology, growth factors were used to calculate the 2035 cumulative traffic volumes, as opposed to using data from the Downtown Specific Plan EIR. Generally, the forecasted traffic volumes and intersection level of service results were similar, and this approach allowed for the addition of project trips to be compared to a future baseline for impact determination.

The roadway segments that were analyzed in the February 26, 2013 Memo included Glenwood Avenue and Middlefield Road. Middlefield Road would be impacted under the Downtown Specific Plan EIR. The analysis in the February 26, 2013 Memo concluded that the project would not result in an impact along either of these roadways, based on its projected daily trip generation.

#### *Parking Analysis*

The Parking supply and demand analysis was based on ITE *Parking Generation* rates. Using a blend of ITE rates for a business hotel and an all-suites hotel resulted in a projected parking demand of 110 parking spaces. With 113 spaces being provided, including allowance of on-street parking, the parking demand of 110 spaces would be satisfied.

It is also recommended that the parking analysis discussion include the following elements:

- Parking Variance
  - Replace the term “considered considerably higher” with “different.”
  - When mentioning Footnote #6 from Table FI of the Downtown Specific Plan, the memo should note that it states: *If a use is not listed in this table, a project applicant may propose a rate from ULI Shared Parking or other appropriate source or survey for the review and approval of the Transportation Manager. In this case the source is the ITE Parking Generation.*
  - The memo should note that the number of off-street and on-street parking spaces, and that this project would require the City to allow on-street public parking to be counted towards the parking supply of a private development.