

**ATHERTON LIBRARY BUILDING PROJECT
ENVIRONMENTAL IMPACT REPORT
RESPONSE TO COMMENTS DOCUMENT**

STATE CLEARINGHOUSE NO. 2011112059

LSA

June 2012

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Submitted to:

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June 2012

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I. INTRODUCTION

A. PURPOSE OF THE RESPONSE TO COMMENTS DOCUMENT

This document has been prepared to respond to comments received on the Draft Environmental Impact Report (Draft EIR) prepared for the Atherton Library Building Project (proposed project). The Draft EIR describes the environmental consequences associated with the implementation of the proposed project, and recommends mitigation measures to reduce potentially significant impacts. This Response to Comments (RTC) Document provides a response to comments on the Draft EIR and makes revisions to the Draft EIR. This document, together with the Draft EIR, constitutes the Final EIR for the proposed project.

B. ENVIRONMENTAL REVIEW PROCESS

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

On November 28, 2011, the Town of Atherton circulated a Notice of Preparation (NOP) 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 (including the State Clearinghouse), organizations, all Town residents, and other individuals considered likely to be interested in the proposed project and its potential impacts. A formal scoping session for the Draft EIR was held at a public meeting in the Atherton City Council Chambers on Tuesday, December 8, 2011. Comments received by the Town on the NOP and at the public scoping meeting were taken into account during the preparation of the Draft EIR, and written comments and a transcript of the scoping meeting are included in Appendix A of the Draft EIR.

The Draft EIR was made available for public review on March 23, 2012 and was distributed to local and State responsible and trustee agencies. Copies of the Notice of Availability (NOA) of the Draft EIR were mailed to public agencies, organizations, all Town residents, and other interested individuals; published in *The Almanac*, a newspaper of general circulation in the Town of Atherton; and posted on the Town Bulletin Boards. The Draft EIR and an announcement of its availability were posted electronically on the Town's website, and a hard copy was available for public review at the Atherton Town Hall and at the library. Hard copies were also available to the public, upon request, at the Town Permit Center.

The CEQA-mandated 45-day public comment period ended on May 7, 2012. The Town also held a public hearing on the Draft EIR at a regular meeting before the Planning Commission during the comment period, on April 25, 2012. The public provided verbal comments at this meeting. The Town received a total of 9 comment letters from State agencies and local representatives during the comment period; and 40 letters were received from individuals. Copies of all written comments

received during the comment period, and a transcript of the oral comments received at the public hearing, are included in Chapter III of this document.

C. DOCUMENT ORGANIZATION

This RTC Document consists of the following chapters:

- *Chapter I: Introduction.* This chapter discusses the purpose and organization of this RTC Document, and the Final EIR, and summarizes the environmental review process for the project.
- *Chapter II: List of Commenters.* This chapter contains a list of agencies and individuals who submitted written comments during the public review period and comments made at the public hearing on the Draft EIR.
- *Chapter III: Comments and Responses.* This chapter contains reproductions of all comment letters received on the Draft EIR as well as a transcript of oral comments provided at the public hearing. A written response for each CEQA-related comment received during the public review period is provided. Each response is keyed to the corresponding comment.
- *Chapter IV: Draft EIR Revisions.* Corrections to the Draft EIR that are necessary in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft EIR, are contained in this chapter. Underlined text represents language that has been added to the Draft EIR; text with ~~strikeout~~ has been deleted from the Draft EIR.

II. LIST OF COMMENTERS

This chapter presents a list of comment letters received during the public review period and describes the organization of the letters and comments that are provided in Chapter III, Comments and Responses, of this document.

A. ORGANIZATION OF COMMENT LETTER AND RESPONSES

Chapter III includes a reproduction of each comment letter received on the Draft EIR. The written and verbal comments are grouped by the affiliation of the commenter, as follows: State agencies and local representatives (A); individuals (B); and public hearing comments (C).

The comment letters and public hearing comments are numbered consecutively following the A, B, and C designations. The letters and the hearing transcript are annotated in the margin according to the following code:

State Agencies and Local Representatives:	A_ -#
Individuals:	B_ -#
Public Hearing Comments:	C_ -#

The letters are numbered and comments within that letter are numbered consecutively after the hyphen.

B. LIST OF COMMENTERS ON THE DRAFT EIR

The following comment letters on the Draft EIR were submitted to the Town during the public review period:

State Agencies and Local Representatives

- A1 State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, Scott Morgan, Director (May 8, 2012)
- A2 State of California, Department of Transportation, Gary Arnold, District Branch Chief (May 7, 2012)
- A3 Jerry Carlson, City Council Member (April 4, 2012)
- A4 Jerry Carlson, City Council Member (May 4, 2012)
- A5 Herman Christensen, Planning Commission Vice Chair (May 1, 2012)

- A6 Sandy Crittenden, Atherton Library Building Steering Committee Member (April 2, 2012)
- A7 Denise Kupperman, Atherton Library Building Steering Committee Member (May 7, 2012)
- A8 Philip Lively, Planning Commission Member (May 7, 2012)
- A9 Marylue Timpson, Parks and Recreation Commission Member (April 18, 2012)

Individuals

- B1 Mary and William Awbrey (April 18, 2012)
- B2 Mary and William Awbrey (May 1, 2012)
- B3 Terri Bullock (May 4, 2012)
- B4 Rachel Croft (April 20, 2012)
- B5 Thomas Croft (April 1, 2012)
- B6 Thomas Croft (April 2, 2012)
- B7 Thomas Croft (May 7, 2012)
- B8 M. J. Davey (May 7, 2012)
- B9 Nick Dellaporta (May 3, 2012)
- B10 Nick Dellaporta (May 3, 2012)
- B11 Nick Dellaporta (May 7, 2012)
- B12 Cosette Dudley (April 24, 2012)
- B13 Malcolm Dudley (April 23, 2012)
- B14 Didi Fisher (April 2, 2012)
- B15 Didi Fisher (April 10, 2012)
- B16 Didi Fisher (May 7, 2012)
- B17 Valerie Gardner (May 7, 2012)
- B18 Sherman Hall (March 28, 2012)
- B19 Sherman Hall (March 28, 2012)

- B20 Sherman Hall (April 2, 2012)
- B21 Sherman Hall (April 3, 2012)
- B22 Ross Konigstein (May 7, 2012)
- B23 Samuel and Nancy Lerner (April 2, 2012)
- B24 Robert Loarie (May 4, 2012)
- B25 Jacquet McConville (May 4, 2012)
- B26 Anne McNertney (April 17, 2012)
- B27 Anne McNertney (April 17, 2012)
- B28 Anne McNertney (May 7, 2012)
- B29 Michael McPherson (April 25, 2012)
- B30 Michael McPherson (May 7, 2012)
- B31 Margaret Monroe (May 6, 2012)
- B32 Earl Nielsen (April 2, 2012)
- B33 Earl Nielsen (April 30, 2012)
- B34 Robert Roeser (May 7, 2012)
- B35 Walter Sleeth (May 7, 2012)
- B36 Gene Straube (May 6, 2012)
- B37 Marie and Gene Straube (May 7, 2012)
- B38 Jennifer Tasto (May 2, 2012)
- B39 Ed and Barbara Wright (April 30, 2012)
- B40 Zaza Wu (May 4, 2012)

Public Hearing Comments

- C1 Planning Commission, Public Hearing Transcript, April 25, 2012

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III. COMMENTS AND RESPONSES

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

Please note that text within individual letters that has not been numbered does not raise environmental issues or relate to the adequacy of the information or analysis within the Draft EIR, and therefore no comment is enumerated or response required, per *CEQA Guidelines* §15132.

Revisions to the Draft EIR necessary in light of the comments received and responses provided, or necessary to amplify or clarify material in the Draft EIR, are included in the responses. Underlined text represents language that has been added to the Draft EIR; text with ~~strikeout~~ has been deleted from the Draft EIR. All revisions are then compiled in the order in which they would appear in the Draft EIR (by page number) in Chapter IV of this Response to Comments document.

Many of the comments received on the Draft EIR involve variations of several key issues. In order to consolidate responses to questions and comments related to these topics, and to address concerns comprehensively, eight master responses have been prepared. Master responses are included below for the following topics and are referenced in subsequent responses, as appropriate.

1. Project Definition/Description and Library Operations
2. Adequacy of Alternatives
3. Social and Economic Effects
4. Land Use Planning Amendments and Consistency
5. Existing Library Site and Town Center Site Alternatives – Intersection Impacts
6. Medical Office Building at El Camino Real/Watkins Avenue
7. El Camino Real/Watkins Avenue Intersection Impact Mitigation
8. Recirculation of the Draft EIR

MASTER RESPONSE #1: PROJECT DEFINITION/DESCRIPTION AND LIBRARY OPERATIONS

This response addresses a number of comments (e.g., A3-1, A4-3, A4-4, A4-5, A4-9, A4-10, A4-22, A4, 31, A4-32, A5-1, A8-1, A8-11, B17-1, B17-2, B17-9, B17-13, B17-41, B17-42, B17-48, B21-3, B22-4, B22-10, B23-2, B26-2, B28-1, B29-2, B30-2, and B31-2) that express concerns regarding the adequacy and specificity of the Draft EIR's identification and description of the proposed project (an up to 13,500 square-foot library constructed within Holbrook-Palmer Park). These concerns include questions about how the size of the proposed project was identified; how were the core library size requirements determined; what is the service area of the library and how was it apportioned; who are the current library users and where do they live; what is the basis for determining that the current

library has structural and seismic instability issues, what is the rationale for needing a new library, and requests for more information regarding the future library operations.

In response to these comments, first and foremost, the EIR is an unbiased public disclosure document that explains the effects of the proposed project on the environment, alternatives to the project, and ways to minimize adverse effects. Essentially, a CEQA environmental document, like an EIR, evaluates a project that has been proposed by the project sponsor or applicant. As discussed on page 1 of the Draft EIR, the EIR's primary purpose is to provide the Town's decision-makers with sufficient information to assist them in making an informed decision about the project that takes into account environmental consequences.

CEQA defines a "project" (*CEQA Guidelines* Section 15378) as the whole of an action which has a potential for resulting in a direct physical change in the environment and/or is an activity undertaken by a public agency or is supported through public agency funding. In the case of the library project, the Town of Atherton is the Lead Agency and has the principal responsibility for identifying that the library project requires environmental evaluation under CEQA, and will have responsibility for ultimately approving the project. The EIR authors worked with Town staff to define and describe the library project, as well as the alternatives to the project, for the purpose of evaluating and disclosing the project's environmental effects. It is not the purpose of the EIR to support and/or recommend the adoption of a proposed project, but to describe the project elements to the degree necessary to evaluate and disclose a project's environmental consequences and to inform the public and Lead Agency decision-makers.

As required by CEQA, the EIR authors used their best efforts and reasonable diligence to base the Draft EIR project description (see Chapter III of the Draft EIR) on available technical data, maps, diagrams, discussions with public agencies, Town staff, and various experts. The size, building program and future operations of the proposed library were based on the *Library Needs Assessment* report recommendations, discussions with Town and library management staff, community input, the San Mateo County Library Service Model, and library best practices. As stated on page 39 of the Draft EIR, final and specific square footage allocations and dedicated uses within the general library and community space categories will reflect future community input, including the comments submitted on the Draft EIR. The proposed location for the library (Main House site in Holbrook-Palmer Park) evaluated in the Draft EIR was based on recommendations, studies, community input and reports prepared by and for the Atherton Library Building Steering Committee (ALBSC) and was identified as the preferred option to be evaluated as the proposed project for construction of a new library by the City Council during their regular meeting on October 19, 2011. As stated on page 25, the structural and seismic instability of the current library and need for a new library facility was based on the 2009 Crosby Group's (a structural engineering and design firm) Structural Facility Evaluation for the existing Atherton Library structure (Crosby Group, 2009. *ASCE 31-03 Structural Evaluation Report for Atherton Library, 2 Dinkelspiel Station Lane, Atherton, California*) and the San Mateo County Library's *Library Needs Assessment* completed during fiscal year 2009-2010 (Anderson Brule Architects, Inc., 2010. *Atherton Library Needs Assessment*, prepared for the San Mateo County Library). These reports are available at the Town's website for public review.

The project description information in Chapter III of the Draft EIR concerning the size, use and future operation of a new library is sufficient and adequate to identify and evaluate the potential adverse environmental effects associated with construction and future operation of the proposed project.

As required by CEQA, in Chapter V, Alternatives, the Draft EIR also identified, evaluated and compared to the proposed project a reasonable range of five feasible alternatives that were crafted to address a range of feasible library sites and sizes and would reduce proposed project impacts. As described more completely in Master Response #2 below, CEQA does not require an exhaustive analysis of each alternative, but that there should be sufficient information to allow meaningful evaluation, analysis and comparison with the proposed project by the decision-makers and the public.

MASTER RESPONSE #2: ADEQUACY OF ALTERNATIVES

A number of comments (e.g., A3-3, A4-7, A4-17, A4-22, A4-23, A4-29, A7-18, B7-1, B9-3, B9-4, B9-5, B10-2, B16-11, B17-1, B17-13, B17-39, B17-47, B17-48, B22-8, B28-1, B29-1, B30-1, B30-2, and B31-2) suggest that the range of alternatives examined in the Draft EIR was inadequate, that all of the sites identified should be evaluated to the same degree as the proposed project site, and that the identification of the proposed project site was constrained or biased by the library site selection process developed by the San Mateo County Library staff, Town staff, and the Atherton Library Building Steering Committee (ALBSC), formed by the Atherton City Council in August 2012. As explained below, the Draft EIR did examine a reasonable range of alternatives and properly considered the ALBSC's site selection process and recommendation for evaluation in the Draft EIR, i.e., the Main House site in Holbrook-Palmer Park, as confirmed by the City Council during their meeting on October 19, 2011.

Per *CEQA Guidelines* § 15126.6:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible. ...

Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (1) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts. ...

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. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the Lead Agency determines could feasibly attain most of the basic objectives of the project. ... Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries ... and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). ...

[As to alternative locations], [t]he key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.

Feasible is defined as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors,” *CEQA Guidelines* § 15364.

The Draft EIR examined five alternatives to the project in detail. The alternatives examined were:

- The **No Project alternative** assumes the continuation of existing conditions within the project site and the existing Atherton Library.
- The **Reduced Library Size at Holbrook-Palmer Park alternative** assumes that the proposed library would be constructed within the same building footprint as the proposed project, but that the size of the library would be a maximum of 10,000 gross square feet, with approximately 8,900 square feet of usable space and only one-story (up to about 20 feet in height). All other improvements identified for the proposed project would also occur under this alternative.
- The **North Meadow Site within Holbrook-Palmer Park alternative** would develop a 13,500 square-foot, two-story library within the North Meadow area of the park. The existing Main House would also be demolished and the area would be restored with new open space and landscaped areas.
- The **Existing Library Site alternative** would develop a 13,500 square-foot, two-story library within the existing library site, located at 2 Dinkelspiel (Station) Lane. The existing Atherton Library building would be demolished. No improvements to Holbrook-Palmer Park would occur under this alternative.
- The **Town Center Site alternative** would develop a 13,500 square-foot, two-story library within the redeveloped Town Center, at the intersection of Fair Oaks Lane and Dinkelspiel (Station) Lane. No improvements to Holbrook-Palmer Park would occur under this alternative and the existing library site would be repurposed for other Town uses.

In accordance with *CEQA Guidelines* § 15126.6, the Draft EIR identifies the Reduced Library Size at Holbrook-Palmer Park alternative as the environmentally superior alternative because it would slightly reduce, although not eliminate any of, the impacts identified for the proposed project.

The Draft EIR also discussed why various other alternatives were not feasible (e.g., renovation, reuse of the existing library; a library smaller than 8,000 square feet in size; other locations within Holbrook-Palmer Park; other sites in the existing Town Center) because they did not meet the basic objectives of the project or were very similar to the alternatives that were evaluated. Other off-site locations for the library were also identified and addressed in the Draft EIR but not further studied. Use of these sites for the library was considered to be infeasible since locating the library on privately held sites, or sites in other jurisdictions and not under the control of the Town, was considered to be speculative, and, based on current information, it was not feasible for the Town to “reasonably acquire, control or otherwise have access to the alternative sites.”

A few comments suggested evaluating a library alternative under which all library services would be supplied via “digital technology,” the web, or by vehicles using mobile wireless sources to supply electronic books, and no new library would need to be built. This alternative would not meet the basic objectives of the project to construct a facility with flexible, accessible and defined spaces for library activities. Additionally, this alternative is not technologically feasible to implement by the San Mateo County Library or the Town of Atherton at this time.

In response to these comments the following bullet and text is added to page 134 of the Draft EIR:

- Provide library books and some other services only via digital technology, including the web, or vehicles using mobile wireless sources to supply books and library services to Atherton residents.

In summary, the Draft EIR did examine a reasonable range of alternatives to the proposed project. The commenters also question the effect of the library site selection criteria, process, and recommendation. Please see pages 22 through 23 in the Draft EIR for a discussion of the site selection process and how it was implemented by the ALBSC and the City Council in the selection of the Main House site for the proposed project.

MASTER RESPONSE #3: SOCIAL AND ECONOMIC EFFECTS

A number of comments (e.g., A4-3, A4-8, A4-12, A4-14, A4-20, A4-24, A4-25, A4-30, A4-31, A5-1, A7-5, A7-12, A7-22, A8-3, B4-1, B11-2, B11-5, B11-6, B17-1, B17-12, B17-15, B17-25, B17-42, B17-48, B18-2, B19-1, B20-3, B21-1, B21-2, B21, 3, B21-4, B22-1, B22-2, B22-3, B22-4, B22-5, B22-9, B22-10, B24-4, B26-2, B28-7, B36-2, and B37-9) request that the Draft EIR include additional analysis concerning economic issues such as: the current status of the San Mateo County Library Joint Powers Authority (JPA) service area, service agreements, property tax financing agreements and costs for access, service, employment and operations; provision of a cost-benefit financial analysis and comparison for the new library if located at different sites or built in different sizes; use of donor funds for the library or other park users; construction of an alternative financial model to make the park more self-sufficient; contention that there would be a revenue loss to the Town associated with a new library in the park. Other comments, requested analysis of emotional or social issues such as: local division, contention and controversy over the location of a new library; the need for more public discussion, a Town survey, and/or a local ballot initiative concerning the location of the new library; whether libraries attract the homeless and cause an increase in illegal behavior such as vagrancy, truancy, crime, and acts of public indecency associated with viewing pornography; ratio of Atherton residents to non-Atherton residents using the library and the park; identification and analysis of JPA and Town future agreements with each current user/entity at the Main House; the effect of the library on scheduling of future park events.

As described previously, a Draft EIR concerns itself with the potential adverse physical environmental impacts of a proposed project and not social or economic issues such as the ones described above (*CEQA Guidelines* § 15131). While it is within the purview of the Town to request that a separate report on the economic and financial effects and the sources of operating funds be prepared, it is not required by CEQA, and, therefore, was not included in the Draft EIR. To identify the existing background context within which the project is taking place, a sufficient discussion of the JPA library

service area, agreements, operations and funding agreements and its relationship to the Town of Atherton is included in the Draft EIR on pages 23 and 24.

Additionally, if there is sufficient evidence that social or economic effects would not result in secondary physical environmental impacts, they are not required to be analyzed under CEQA. An example of a secondary effect is the suggestion that there would be such a large increase in police calls to address illegal activities at the new library that there would be a substantial reduction in police services and the need to hire and house more officers. The EIR authors evaluated the potential environmental effects of the proposed project on public services including police services (see page 177 in the Draft EIR and Section IV.E in the Initial Study in Appendix A of the Draft EIR). After consideration of the experiences of other libraries and consultation with the Atherton Police Chief, LSA determined that even with an increase in calls due to the larger size and new facilities offered by a new library, there would be a less-than-significant impact on police services.

Some comments suggested that the EIR is inadequate because it should discuss that having the library at the Town Center is beneficial and necessary because it would be closer to the police station and other civic center uses. The EIR authors could not find readily available statistical data or evidence in the professional literature to suggest that a library that is located within a public park would attract or result in either higher or lower incidence of illegal behavior than at a library located in a town center or elsewhere. Nor is there information or data that shows that a new library that replaces an existing library of roughly the same size would cause such a significant increase in police calls that new officers would be needed and an environmental impact would occur.

Even if they exist (an assertion for which the Draft EIR draws a negative conclusion) adverse or beneficial social or economic effects – such as “how will costs to maintain and make general park improvements that benefit both library and non library users be shared?” do not represent physical environmental impacts and are not required to be analyzed under CEQA.

MASTER RESPONSE #4: LAND USE PLANNING AMENDMENTS AND CONSISTENCY

This response addresses a number of comments (e.g., A5-5, A7-3, B16-7, and B17-35) that questioned the reasoning for the requested amendments to the General Plan, Holbrook-Palmer Park Master Plan, and Zoning Ordinance. Similarly, some comments (e.g., A4-26, A5-6, A7-2, B4-1, B12-1, B17-28, B17-38, B17-40, B22-4, B28-7, B28-9, B37-3, B37-12, and B39-1) also suggest that the proposed project may be fundamentally inconsistent with the intent of the General Plan, Holbrook-Palmer Park Master Plan, and/or Zoning Ordinance or the intended use of the park as a recreational facility as specified in the dedication and deed of transfer of the park property to the Town.

As described on pages 42 through 43 of the Draft EIR, requested approvals include: a General Plan Amendment to change the library location depicted on the Land Use and Circulation Diagram and in the text of the Land Use Element from its present location at 2 Dinkelspiel (Station) Lane to the proposed location in the park; an amendment to the Holbrook-Palmer Park Master Plan to change the designation at the site from “Main House and Event Garden” to “Library;” and a Zoning Ordinance amendment to allow a public library as a permitted use within the POS (Parks and Open Space) District. The General Plan and Holbrook-Palmer Park Master Plan amendments involve minor text or diagram changes to reflect the transfer of the library building from its present location to the park

location. These minor changes to the General Plan would be required in all instances where the library is relocated to a new site and the equally minor changes to the Holbrook-Palmer Park Master Plan would be required in all instances where the Main House is demolished and the library sited within the park.

The existing Atherton Library is located in the Public Facilities and Schools (PFS) Zoning District. The PFS District, in Table 17.36.030-1 "Allowed Uses and Permit Requirements for PFS District" in the Municipal Code, specifies "Public library" as a land use permitted by right.

Holbrook-Palmer Park is currently zoned Parks and Open Space (POS) District. The purpose of the POS District, as stated in Section 17.34.010 of the Municipal Code, is to implement the open space element of the General Plan and provisions of the California Government Code related to open space zoning. This district is designed to designate open space for the preservation of natural resources, uses for the managed production of resources, for outdoor recreation, and for public health and safety. Further, as stated in Section 17.34.020, "Characteristics of the District," the POS district provides for the establishment of parks, recreation, and open space uses. Other recreational and natural preservation uses, such as country clubs, watershed protection lands and similar uses, may be permitted. In Table 17.34.030-1 "Allowed Uses and Permit Requirements for POS District" a number of uses are specified as land uses permitted by right (i.e., "permitted"). These include agriculture; ecologic study; public park, recreation, or open spaces uses; uses of historic and cultural value; watershed land and groundwater recharge land. Table 17.34.030-1 also specifies a number of land uses permitted with approval of a conditional use permit (i.e., "conditional"). These include country clubs, home occupations, public utilities and facilities uses and structures, and caretaker housing. The preponderance of permitted uses in the POS district relate directly to the different categories of open space referred to in the Government Code. These are designated open space for the preservation of natural resources, for the managed production of resources and for outdoor recreation. While it could be argued that a library fits within the definition of "uses of historic and cultural value" and therefore is a permitted use in the POS district, that is not generally consistent with the context of the Government Code definition or the purpose and characteristics of the district described in the Zoning Ordinance. Those uses apply to open spaces, agriculture, watershed lands, outdoor recreation and so forth. It also appears that if cultural uses such as a library, art center, museum or similar use were considered appropriate at the time the POS district was drafted, such uses should have been included as permitted or conditional uses.

Given the above, Town staff recommend that an amendment to the POS district to allow a library as a permitted use is the most appropriate course of action if the project is approved. However, the City Council will ultimately determine the need for such an amendment prior to project approval.

Furthermore, development of a library within Holbrook-Palmer Park would not prevent or interfere with the continued use of the park as a public recreational facility nor would it remove any open space. This subject was reviewed and evaluated by the Town's legal council and is summarized in a memorandum to the Planning Commission dated April 26, 2012 (and provided on the Town's website). In this memorandum, the City Attorney states that:

The condition of transfer [by the terms of Ms. Palmer's will] was that the land be used as a "public recreational park." There is no explanation in the will as to what that term encompasses. Courts have traditionally interpreted parks uses very broadly to include everything from

hotels, golf courses, even roads that traverse but don't allow egress into or out of the park. Decisions have also permitted museums, gymnasiums, and libraries. The term recreation generally relates to activity that amuses or stimulates, and as such, library usage has been upheld unless the will that transferred the land included some form of restrictive language to the contrary. No such language was contained in Ms. Palmer's will.

Please also refer to Section IV.A, Land Use and Planning Policy, in the Draft EIR, which provides an analysis of the proposed library's compatibility with surrounding recreational and park uses. As stated on page 55 of the Draft EIR, there are no inherent land use conflicts associated with locating a library facility within an existing park, particularly one that already attracts and provides opportunities for civic- and community-oriented activities beyond recreational and open space uses.

A consistency evaluation with the Town's General Plan policies, the Atherton Zoning Ordinance, and the Holbrook-Palmer Park Master Plan is also provided on pages 56 through 60 of the Draft EIR. While the Draft EIR includes a discussion of the consistency of the proposed project with relevant land use policies, according to CEQA, policy conflicts do not, in and of themselves, constitute a significant environmental impact. A policy conflict is considered to be a significant adverse environmental impact when it is related to a policy adopted for the purpose of avoiding or mitigating an environmental effect and it is anticipated that the inconsistency would result in a significant adverse physical impact.

As described in Section IV.A, Land Use and Planning Policy, the proposed project would not conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project, such that a *physical environmental impact* would occur. Some comments suggested that the location of a library within the park would reduce open space and conflict with the Open Space and Conservation Element of the General Plan. The library building would replace an existing structure and surrounding associated plazas and landscaping that is currently used for office, storage, and meeting space and was previously used for large private events. The new building would be sited within the general building area of the Main House and, as shown on the project boundary depicted on Figure III-3a on page 31 of the Draft EIR, would not reduce any of the passive open space or active recreational areas of the park.

The General Plan contains many policies, which may in some cases address different goals, and thus some policies may compete with each other. The Planning Commission and the City Council, in deciding whether to approve the proposed project, must decide whether, on balance, the project is consistent (i.e., in general harmony) with the General Plan.

MASTER RESPONSE #5: EXISTING LIBRARY SITE AND TOWN CENTER SITE ALTERNATIVES – INTERSECTION IMPACTS

A number of comments (e.g., A2-2, A3-2, A3-3, A4-1, A4-13, A4-15, A8-13, A9-8, B4-2, B10-2, B11-5, B17-38, B17-43, B24-2, B28-3, B28-4, B29-1, B30-3, and B35-2) suggested that intersection impacts at the Existing Library Site and Town Center Site alternative locations would be different than those identified in Chapter V, Alternatives. In particular, the analysis and tables provided on pages 154 through 156 and pages 161 through 164 of the Draft EIR showed that the significant impacts to the El Camino Real/Watkins Avenue and Middlefield Road/Watkins Avenue intersections would be similar to the proposed project and implementation of the mitigation measures identified for

the proposed project (Mitigation Measures TRANS-1 and TRANS-2) would also be required if either alternative is implemented. Some commenters disagreed with this conclusion and stated that intersection level of service impacts would either not occur at these intersections because visitors to the alternative locations would use different routes and not Watkins Avenue. Many commenters also noted that instead, impacts at the El Camino Real/Fair Oaks Lane and Middlefield Road/Fair Oaks Lane intersections would likely occur with development at the alternative sites.

The analyses provided in Chapter V, Alternatives is specific to each of the identified alternatives. As shown in Tables V-5, V-6, V-7, V-8, V-9, V-10, V-11, and V-12, resulting delay anticipated at the intersections of Middlefield Road/Watkins Avenue and El Camino Real/Watkins Avenue with implementation of the evaluated alternatives are different from delay anticipated with implementation of the proposed project. At one-way stop controlled intersections, the addition of unconstrained through traffic can reduce the number of acceptable gaps for turning vehicles, resulting in increased delay.

In addition to the six intersections studied in the Draft EIR, it is acknowledged that implementation of either the Existing Library Site alternative or the Town Center Site alternative would likely result in increased traffic at the intersections of Middlefield Road/Fair Oaks Lane and El Camino Real/Fair Oaks Lane. Therefore, these intersections were further analyzed for the proposed project (to provide a comparison), the Existing Library Site alternative, and the Town Center Site alternative. To analyze these intersections, vehicle movement counts were collected on Tuesday, May 22, 2012. Anticipated turning volumes for the proposed project, Existing Library Site alternative, and Town Center Site alternative, previously determined during preparation of the Draft EIR, were added to the existing traffic volumes to determine the impact of the proposed project and alternatives. Similarly, traffic generated by the cumulative projects analyzed in the Draft EIR were added to the existing traffic volumes to determine near-term conditions and the proposed project, Existing Library Site alternative, and Town Center alternative volumes to determine near-term impact. These results are reflected below in Revised Tables V-5 through V-12.¹ Traffic model outputs for these additional intersections are also provided in Appendix A of this document.

As the tables demonstrate, the proposed project is not anticipated to result in a significant impact to either the intersection of Middlefield Road/Fair Oaks Lane or the intersection of El Camino Real/Fair Oaks Lane. However, under the alternatives site analysis, both the Existing Library Site alternative and Town Center Site alternative would result in a significant impact to the intersection of Middlefield Road/Fair Oaks Lane.

To reflect the additional analysis described above for the Existing Library Site alternative, the following revisions are made to pages 154 through 156 of the Draft EIR.

¹ Note that, as depicted in the tables, delay at the intersection of Middlefield Road/Fair Oaks Lane does not decrease with the addition of the Existing Library Site Alternative to Existing conditions. Rather, delay increases more with the proposed project than under the Existing Library Site alternative. This phenomenon only occurs in the AM peak hour. At a two-way stop controlled intersection (like Middlefield Road/Fair Oaks Lane) delay is reported for the approach with the greatest delay. For Middlefield Road/Fair Oaks Lane, this is the westbound approach. The Existing Library Site alternative would add traffic to the eastbound approach, which in turn has a large effect on the eastbound delay, but a small effect on the reported westbound delay. The proposed project adds traffic in the northbound and southbound directions, which has an effect on the reported westbound delay because it reduces the number of acceptable gaps in traffic.

d. Transportation, Circulation and Parking. Under the Existing Library Site alternative, the size of the library would be expanded by approximately 7,460 additional gross square feet. It should be noted, however, that the existing library is believed to generate trips at a lower rate per square foot than the new library would. Trips generated by the entire 13,500 square feet of the future library would be the same as calculated for the proposed project. It is estimated that the Existing Library Site alternative would generate 13 new inbound and 15 new outbound trips in the AM peak hour and 49 new inbound and 47 new outbound trips in the PM peak hour. Because of the proximity of the Existing Library Site to Fair Oaks Lane and the likelihood that visitors to this location would use different routes than those identified for the project site, the Middlefield Road/Fair Oaks Lane and El Camino Real/Fair Oaks Lane intersections are included in the study area for this alternative. Intersection levels of service are also included for the project site to provide a comparison. The effects of these additional trips on the study area intersections, when compared to Existing and Existing Plus Project conditions, are shown in Tables V-5 and V-6, respectively. The effects of the Existing Library Site alternative on study area intersections, when compared to Near-Term and Near-Term Plus Project conditions, are shown in Tables V-7 and V-8, respectively.

Table V-5: Existing and Existing Plus Project AM Peak Hour Intersection Levels of Service Comparison Summary with Existing Library Site Alternative

Study Intersection	Existing		Existing Plus Project			Existing Plus Existing Library Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Existing
1. Dinkelspiel (Station) Lane/ Fair Oaks Lane	2.9	A	2.9	A	0	3.3	A	0.4
2. Middlefield Road/ Watkins Avenue	63.6	F	67.4	F	3.8	64.3	F	0.7
3. Holbrook-Palmer Park Exit/ Watkins Avenue	9.3	A	9.4	A	0.1	9.3	A	0.0
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.6	A	7.6	A	0	7.6	A	0.0
5. Dinkelspiel (Station) Lane/ Watkins Avenue	9.9	A	9.9	A	0	9.9	A	0.0
6. El Camino Real/ Watkins Avenue	59.6	F	61.7	F	2.1	60.5	F	0.9
7. Middlefield Road/ Fair Oaks Lane	63.4	F	64.0	F	0.6	63.6	F	-0.4
8. El Camino Real/ Fair Oaks Lane	19.3	B	19.2	B	-0.1	19.6	B	0.4

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Table V-6: Existing and Existing Plus Project PM Peak Hour Intersection Levels of Service Comparison Summary with Existing Library Site Alternative

Study Intersection	Existing		Existing Plus Project			Existing Plus Existing Library Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Existing
1. Dinkelspiel (Station) Lane/ Fair Oaks Lane	2.4	A	2.0	A	-0.4	3.1	A	0.7
2. Middlefield Road/ Watkins Avenue	54.1	F	62.2	F	8.1	53.6	F	-0.5
3. Holbrook-Palmer Park Exit/ Watkins Avenue	9.2	A	9.3	A	0.1	9.3	A	0.1
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.4	A	7.5	A	0.1	7.4	A	0.0
5. Dinkelspiel (Station) Lane/ Watkins Avenue	9.3	A	9.4	A	0.1	9.5	A	0.0
6. El Camino Real/ Watkins Avenue	29.9	D	43.2	E	13.3	30.6	D	0.7
7. Middlefield Road/ Fair Oaks Lane	<u>40.2</u>	<u>D</u>	<u>39.5</u>	<u>E</u>	<u>-0.7</u>	<u>44.9</u>	<u>E</u>	<u>5.4</u>
8. El Camino Real/ Fair Oaks Lane	<u>15.9</u>	<u>B</u>	<u>15.3</u>	<u>B</u>	<u>-0.6</u>	<u>16.7</u>	<u>B</u>	<u>1.4</u>

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Table V-7: Near-Term and Near-Term Plus Project AM Peak Hour Intersection Levels of Service Comparison Summary with Existing Library Site Alternative

Study Intersection	Existing		Near-Term			Near-Term Plus Project			Near-Term Plus Existing Library Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Near-Term	Delay	LOS	Increase in Delay from Near-Term
1. Dinkelspiel (Station) Lane/ Fair Oaks Lane	2.9	A	3.2	A	0.3	3.1	A	-0.1	3.7	A	0.5
2. Middlefield Road/ Watkins Avenue	63.6	F	136.1	F	72.5	144.4	F	8.3	137.3	F	1.2
3. Holbrook-Palmer Park Exit/ Watkins Avenue	9.3	A	9.3	A	0.0	9.4	A	0.1	9.3	A	0.0
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.6	A	7.6	A	0.0	7.6	A	0	7.6	A	0.0
5. Dinkelspiel (Station) Lane/ Watkins Avenue	9.9	A	9.9	A	0.0	9.9	A	0	9.9	A	0.0
6. El Camino Real/ Watkins Avenue	59.6	F	82.4	F	22.8	86.2	F	3.8	83.8	F	1.4
7. Middlefield Road/ Fair Oaks Lane	<u>63.4</u>	<u>F</u>	<u>163.0</u>	<u>F</u>	<u>99.6</u>	<u>163.7</u>	<u>F</u>	<u>0.7</u>	<u>162.2</u>	<u>F</u>	<u>-1.5</u>
8. El Camino Real/ Fair Oaks Lane	<u>19.3</u>	<u>B</u>	<u>19.0</u>	<u>B</u>	<u>-0.3</u>	<u>19.0</u>	<u>B</u>	<u>0</u>	<u>19.4</u>	<u>B</u>	<u>0.4</u>

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Table V-8: Near-Term and Near-Term Plus Project PM Peak Hour Intersection Levels of Service Comparison Summary with Existing Library Site Alternative

Study Intersection	Existing		Near-Term			Near-Term Plus Project			Near-Term Plus Existing Library Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Near-Term	Delay	LOS	Increase in Delay from Near-Term
1. Dinkelspiel (Station) Lane/ Fair Oaks Lane	2.4	A	2.8	A	0.4	2.3	A	-0.5	3.6	A	0.8
2. Middlefield Road/ Watkins Avenue	54.1	F	114.3	F	60.2	137.5	F	23.2	113.3	F	-1.0
3. Holbrook-Palmer Park Exit/ Watkins Avenue	9.2	A	9.2	A	0.0	9.3	A	0.1	9.3	A	0.1
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.4	A	7.4	A	0.0	7.5	A	0.1	7.4	A	0.0
5. Dinkelspiel (Station) Lane/ Watkins Avenue	9.3	A	9.3	A	0.0	9.4	A	0.1	9.5	A	0.2
6. El Camino Real/ Watkins Avenue	29.9	D	39.8	E	9.9	66.4	F	26.6	41.0	E	1.2
7. Middlefield Road/ Fair Oaks Lane	40.2	<u>E</u>	93.4	F	53.2	90.5	F	-2.9	107.9	F	17.4
8. El Camino Real/ Fair Oaks Lane	15.9	<u>B</u>	15.4	<u>B</u>	-0.5	14.7	<u>B</u>	-0.7	16.1	<u>B</u>	1.4

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

As shown in the tables, and similar to the proposed project, the Existing Library Site alternative would result in a significant impact at the Middlefield Road/Watkins Avenue intersection. This intersection already operates at an unacceptable level of service and the increase in trips associated with this alternative would result in an impact to this intersection. Similar to the proposed project, this impact would be reduced to a less-than-significant level with implementation of Mitigation Measures TRANS-1 and TRANS-3.

The contribution to the average delay at the El Camino Real/Watkins Avenue intersection would be greater than 0.8 seconds under either Existing or Near-Term Plus Project conditions under the Existing Library Site alternative. Therefore, this significant unavoidable impact would be similar to the proposed project. This impact would not be reduced to a less than significant level without implementation of Mitigation Measures TRANS-2 and TRANS-4. Similar to the proposed project, this impact would remain significant and unavoidable under this alternative.

Unlike the proposed project, impacts to the Middlefield Road/Fair Oaks Lane intersection would occur under the Existing Library Site alternative for both the Existing and Near-Term Plus Project conditions. Mitigation measures not recommended for the proposed project would be required to mitigate this new level of service impact. Specific mitigations are not identified in this analysis. It is not currently known if feasible mitigation measures would reduce this impact to a less-than-significant level.

To reflect the additional analysis described above for the Town Center Site alternative, the following revisions are made to pages 161 through 164 of the Draft EIR.

d. Transportation, Circulation and Parking. The Town Center Site alternative would have identical trip generation to the proposed project, but would be located at the Town Center Site rather than Holbrook-Palmer Park. Because of the proximity of the Town Center Site to Fair Oaks Lane and the likelihood that visitors to this location would use different routes than those identified for the project site, the Middlefield Road/Fair Oaks Lane and El Camino Real/Fair Oaks Lane intersections are included in the study area for this alternative. Intersection levels of service are also included for the project site to provide a comparison. The effects of these additional trips on the study area intersections, when compared to Existing and Existing Plus Project conditions, are shown in Tables V-9 and V-10, respectively. The effects of the Town Center Site alternative on study area intersections, when compared to Near-Term and Near-Term Plus Project conditions, are shown in Tables V-11 and V-12, respectively.

Table V-9: Existing and Existing Plus Project AM Peak Hour Intersection Levels of Service Comparison Summary with Town Center Site Alternative

Study Intersection	Existing		Existing Plus Project			Existing Plus Town Center Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Existing
1. Dinkelspiel (Station) Lane/Fair Oaks Lane	2.9	A	2.9	A	0	3.2	A	0.3
2. Middlefield Road/Watkins Avenue	63.6	F	67.4	F	3.8	64.9	F	1.3
3. Holbrook-Palmer Park Exit/Watkins Avenue	9.3	A	9.4	A	0.1	9.3	A	0.0
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.6	A	7.6	A	0	7.6	A	0.0
5. Dinkelspiel (Station) Lane/Watkins Avenue	9.9	A	9.9	A	0	9.9	A	0.0
6. El Camino Real/Watkins Avenue	59.6	F	61.7	F	2.1	60.5	F	0.9
7. Middlefield Road/Fair Oaks Lane	63.4	F	64.0	F	<u>0.6</u>	66.2	F	<u>2.2</u>
8. El Camino Real/Fair Oaks Lane	<u>19.3</u>	<u>B</u>	<u>19.2</u>	<u>B</u>	<u>-0.1</u>	<u>19.6</u>	<u>B</u>	<u>0.4</u>

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Table V-10: Existing and Existing Plus Project PM Peak Hour Intersection Levels of Service Comparison Summary with Town Center Site Alternative

Study Intersection	Existing		Existing Plus Project			Existing Plus Town Center Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Existing
1. Dinkelspiel (Station) Lane/Fair Oaks Lane	2.4	A	2.0	A	-0.4	3.2	A	0.8
2. Middlefield Road/Watkins Avenue	54.1	F	62.2	F	8.1	59.5	F	5.4
3. Holbrook-Palmer Park Exit/Watkins Avenue	9.2	A	9.3	A	0.1	9.1	A	-0.1
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.4	A	7.5	A	0.1	7.4	A	0.0
5. Dinkelspiel (Station) Lane/Watkins Avenue	9.3	A	9.4	A	0.1	9.1	A	-0.2
6. El Camino Real/Watkins Avenue	29.9	D	43.2	E	13.3	30.6	D	0.7
7. Middlefield Road/Fair Oaks Lane	40.2	D	39.5	E	-0.7	49.9	E	10.4
8. El Camino Real/Fair Oaks Lane	15.9	B	15.3	B	-0.6	17.2	B	1.9

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Table V-11: Near-Term and Near-Term Plus Project AM Peak Hour Intersection Levels of Service Comparison Summary with Town Center Site Alternative

Study Intersection	Existing		Near-Term			Near-Term Plus Project			Near-Term Plus Town Center Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Near-Term	Delay	LOS	Increase in Delay from Near-Term
1. Dinkelspiel (Station) Lane/Fair Oaks Lane	2.9	A	3.2	A	0.3	3.1	A	-0.1	3.5	A	0.3
2. Middlefield Road/Watkins Avenue	63.6	F	136.1	F	72.5	144.4	F	8.3	138.9	F	2.8
3. Holbrook-Palmer Park Exit/Watkins Avenue	9.3	A	9.3	A	0.0	9.4	A	0.1	9.3	A	0.0
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.6	A	7.6	A	0.0	7.6	A	0	7.6	A	0.0
5. Dinkelspiel (Station) Lane/Watkins Avenue	9.9	A	9.9	A	0.0	9.9	A	0	9.9	A	0.0
6. El Camino Real/Watkins Avenue	59.6	F	82.4	F	22.8	86.2	F	3.8	83.8	F	1.4
7. Middlefield Road/Fair Oaks Lane	63.4	F	163.0	F	99.6	163.7	F	0.7	171.0	F	7.3
8. El Camino Real/Fair Oaks Lane	19.3	B	19.0	B	-0.3	19.0	B	0	19.4	B	0.4

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Table V-12: Near-Term and Near-Term Plus Project PM Peak Hour Intersection Levels of Service Comparison Summary with Town Center Site Alternative

Study Intersection	Existing		Near-Term			Near-Term Plus Project			Near-Term Plus Town Center Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Near-Term	Delay	LOS	Increase in Delay from Near-Term
1. Dinkelspiel (Station) Lane/Fair Oaks Lane	2.4	A	2.8	A	0.4	2.3	A	-0.5	3.6	A	0.8
2. Middlefield Road/Watkins Avenue	54.1	F	114.3	F	60.2	137.5	F	23.2	127.5	F	13.2
3. Holbrook-Palmer Park Exit/Watkins Avenue	9.2	A	9.2	A	0.0	9.3	A	0.1	9.1	A	-0.1
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.4	A	7.4	A	0.0	7.5	A	0.1	7.4	A	0.0
5. Dinkelspiel (Station) Lane/Watkins Avenue	9.3	A	9.3	A	0.0	9.4	A	0.1	9.1	A	-0.2
6. El Camino Real/Watkins Avenue	29.9	D	39.8	E	9.9	66.4	F	26.6	41.0	E	1.2
7. Middlefield Road/Fair Oaks Lane	<u>40.2</u>	<u>E</u>	<u>93.4</u>	<u>F</u>	<u>53.2</u>	<u>90.5</u>	<u>F</u>	<u>-2.9</u>	<u>121.4</u>	<u>F</u>	<u>30.9</u>
8. El Camino Real/Fair Oaks Lane	<u>15.9</u>	<u>B</u>	<u>15.4</u>	<u>B</u>	<u>-0.5</u>	<u>14.7</u>	<u>B</u>	<u>-0.7</u>	<u>16.7</u>	<u>B</u>	<u>2.0</u>

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

As shown in the tables, similar to the proposed project, the Town Center Site alternative is anticipated to result in a significant impact at the Middlefield Road/Watkins Avenue intersection. This intersection already operates at an unacceptable level of service and the increase in trips associated with the Town Center Site alternative would result in an impact to this intersection. Similar to the proposed project, this impact would be reduced to a less-than-significant level with implementation of Mitigation Measures TRANS-1 and TRANS-3.

The contribution of the Town Center Site alternative to the average delay at the El Camino Real/Watkins Avenue intersection would be greater than 0.8 seconds under either Existing or Near-Term Plus Project conditions. This impact would not be reduced to a less than significant level without implementation of Mitigation Measures TRANS-2 and TRANS-4. Similar to the proposed project, this impact would remain significant and unavoidable under this alternative.

Unlike the proposed project, impacts to the Middlefield Road/Fair Oaks Lane intersection would occur under the Town Center Site alternative for both the Existing and Near-Term Plus Project conditions. Mitigation measures not recommended for the proposed project would be required to mitigate this new level of service impact. Specific mitigations are not identified in this analysis. It is not currently known if feasible mitigation measures would reduce this impact to a less-than-significant level.

The revisions above constitute minor additions to the analysis of alternatives provided in the Draft EIR and would not require recirculation of the Draft EIR (see Master Response #8). Level of service

impacts at other intersections are already identified for the Existing Library Site and Town Center Site alternatives in the Draft EIR and no changes to the impacts identified for the proposed project result with the new analysis. Additional text changes related to these revisions can also be found in Chapter IV, Draft EIR Text Revisions.

MASTER RESPONSE #6: MEDICAL OFFICE BUILDING AT EL CAMINO REAL/WATKINS AVENUE

A few comments (e.g., A4-27, B1-4, B1-7, B27-1, B28-2, and B33-1) noted that a newly constructed (in 2009) approximately 11,000-square-foot vacant medical office building is located at the southeast corner of the El Camino Real/Watkins Avenue intersection and is about to become occupied. Table IV.D-4 on page 95 of the Draft EIR provides a list of projects that were pending or approved, but not constructed in the communities of Atherton, Menlo Park, North Fair Oaks, and Redwood City at the time the Notice of Preparation (NOP) was published (November 28, 2011). Because the building was unoccupied at the time of the NOP and at the time traffic counts were collected for the environmental analysis, and also because the building is already constructed, traffic attributed to this use is not accounted for in either the Existing or Near-Term analysis provided in Section IV.D, Transportation, Circulation and Parking, of the Draft EIR.

An 11,000 square foot medical office building would generate approximately 397 daily trips of which 25 would occur during the AM peak hour and 38 would occur during the PM peak hour according to the Institute of Transportation Engineers (ITE) trip generation rates. These trips would primarily access the medical office building from the intersection of El Camino Real/Watkins Avenue. A few trips may, however, utilize the intersection of Middlefield Road/Watkins Avenue to access the medical office building. Table RTC-1, below, summarizes the results of adding medical office trips to the intersections of El Camino Real/Watkins Avenue and Middlefield Road/Watkins Avenue; traffic model output data for this analysis is also provided in Appendix A of this document. As shown, the conclusions remain as stated on pages 106 and 107 of the Draft EIR and the impact is the same with or without the addition of traffic generated by the medical office building. The impact to the intersection of Middlefield Road/Watkins Avenue would be less than significant after mitigation, and the impact to the intersection of El Camino Real/Watkins Avenue would be significant and unavoidable.

Table RTC-1: Intersection Delay with El Camino/Watkins Medical Office Building

Intersection	Draft EIR				With Medical Office Building				Difference	
	AM		PM		AM		PM		AM	PM
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
6. El Camino Real/Watkins Avenue										
Near Term	82.4	F	39.8	E	91.0	F	49.8	E	8.6	10.0
Near Term plus Project	86.2	F	66.4	F	95.7	F	87.5	F	9.5	21.1
Increase in Delay	3.8		26.6		4.7		37.7		0.9	11.1
2. Middlefield Road/Watkins Avenue										
Near Term	136.1	F	114.3	F	142.4	F	122.1	F	6.3	7.8
Near Term plus Project	144.4	F	137.5	F	151.0	F	147.7	F	6.6	10.2
Increase in Delay	8.3		23.2		8.6		25.6		0.3	2.4

Notes:

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

See Table IV.D-1 in the Draft EIR for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

MASTER RESPONSE #7: EL CAMINO REAL/WATKINS AVENUE INTERSECTION IMPACT MITIGATION

A few comments (e.g., A4-28, A6-1, A7-5, B1-3, B14-7, B15-1, B20-2, B26-1, B27-2, B28-2, B28-9, and B34-4) requested clarification of the Draft EIR's conclusion that mitigating project impacts at the intersection of El Camino Real/Watkins Avenue with the construction of a separate westbound right-turn lane was infeasible (Mitigation Measures TRANS-2 and TRANS-4). A few comments suggested that construction of a separate westbound right-turn lane was, in fact, feasible because the Town of Atherton controls the right-of-way necessary to construct the improvement. The Draft EIR incorrectly stated that this mitigation measure would be infeasible because sufficient right-of-way was not available. According to the Assessor's Map for the County of San Mateo, the Town does own 60 feet of right-of-way along Watkins Avenue. Near El Camino Real, the southern side of Watkins Avenue is aligned with the southern end of the Watkins Avenue right-of-way, permitting widening on the northern side of Watkins Avenue. A 60-foot right-of-way is sufficient to accommodate a four-lane undivided roadway, and is therefore sufficient to construct the recommended dedicated right-turn lane.

However, there are substantial physical constraints which contribute to the infeasibility of this improvement. In particular, a private driveway is located along Watkins Avenue approximately 100 feet east of El Camino Real. The minimum improvement to implement a separate right-turn lane would require the widening of Watkins Avenue by 7 feet for a distance of 110 feet. This lane would interfere with the residential driveway, creating new circulation impacts. If a shorter right-turn lane that would avoid interfering with the driveway were constructed, the anticipated left-turn queue of 3 vehicles in the AM peak hour would block access to the turn lane, which would increase average delay for the westbound approach and eliminate the purpose of constructing the separate right-turn lane. In addition, construction of this improvement would require the removal of an existing mature tree and a fence located within the public right-of-way.

Given the above, pages 106 through 107 of the Draft EIR are revised as follows:

As shown in Table IV.D-12, implementation of Mitigation Measure TRANS-2a, would reduce this impact to a less-than-significant level; however, it may not be feasible to implement this measure. Analysis of the intersection during Near-Term Plus Project conditions indicates that a queue of three left-turning vehicles (or approximately 75 feet) is anticipated during the AM peak hour. Widening Watkins Avenue along the north side approximately 7 feet in width for a distance of approximately 110 feet, including transition, would permit vehicles to enter the right-turn lane without interference from the left-turn queue. Widening of Watkins Avenue would require the removal of an existing mature tree and fence currently located within public right-of-way. In addition, a new turn lane 110 feet long from the beginning of the taper to the intersection would interfere with an existing private driveway, creating new circulation impacts. Acquisition of additional right-of-way Relocation of the private driveway necessary to construct the exclusive right turn lane may not be feasible be impractical due to cost, existing improvements, and/or eminent domain considerations. If this measure is not implemented, the impact would be significant and unavoidable. In addition, the Town of Atherton currently restricts westbound to southbound left-turn movements at the El Camino Real/Watkins Avenue intersection between the hours of 4:00 p.m. and 6:00 p.m., Monday through Friday. A sign posted below the stop sign indicates this prohibition to drivers. Regardless of this prohibition, 10 westbound left-turns were identified between the hours of 4:00 p.m. and 6:00 p.m. on the

day traffic counts were collected. Seven of those westbound left-turns occurred during the busiest hour. The proposed project is anticipated to increase desire for westbound left-turns in the PM peak hour by four vehicles. Without additional enforcement of the posted turn prohibition, these turn movements are likely to occur. Additional volume at the critical westbound left-turn movement results in the project impact in the PM peak hour. If no additional westbound left-turns occurred in the PM peak hour, the project impact would not occur. Therefore, if Mitigation Measure TRANS-2a is not implemented, Mitigation Measure TRANS-2b is recommended. However, the effectiveness of this measure cannot be determined thus, the impact would remain significant and unavoidable even with implementation of this recommended measure.

Mitigation Measure TRANS-2a: The Town shall construct an exclusive right-turn lane at the westbound approach on Watkins Avenue. The addition of an exclusive right-turn lane would improve intersection operations to pre-project LOS in both the Existing and Near-Term conditions.

Construction of this improvement would require the removal of a mature tree and fence currently located within the Watkins Avenue public right-of-way. acquisition of additional right-of-way along the north side of Watkins Avenue, approximately 7 feet in width for a distance of approximately 110 feet. The necessary right-of-way would require acquisition of residential property. Additionally, there is a residential driveway located near the intersection which may be within the right-of-way required to provide a standard transition from a single westbound lane to two lanes at the intersection. A right-turn lane and transition of approximately 85 feet could be constructed without interference to the existing tree or driveway. However, the analysis indicates that a left-turning queue of three vehicles (or approximately 75 feet) is anticipated during the AM peak hour. A queue of three vehicles could block access to a right-turn lane 85 feet in length. Widening Watkins Avenue along the north side approximately 7 feet in width for a distance of approximately 110 feet would permit vehicles to enter the right-turn lane without interference from the left-turn queue. A right-turn lane 110 feet in length with transition could interfere with a residential driveway. Due to the potential for this improvement to adversely affect adequate circulation and residential property, this potential improvement is not considered feasible impractical and the impact would remain significant and unavoidable.

OR

Mitigation Measure TRANS-2b: Because construction of an exclusive right-turn lane at the intersection of El Camino Real/Watkins Avenue is not feasible due to potential adverse effects to adequate circulation and residential property right-of-way constraints, the Town should provide additional law enforcement monitoring at this intersection to enforce the existing westbound left-turn prohibition between the weekday hours of 4:00 p.m. and 6:00 p.m. However, the effectiveness of additional monitoring cannot be quantified, and therefore it is unknown whether the impact would be fully mitigated by this measure. As a result, the impact at the intersection of El Camino Real/Watkins Avenue remains significant and unavoidable. (SU)

Another comment suggested that it might be preferable to signalize the El Camino Real/Watkins Avenue intersection to mitigate this impact. As displayed in Tables RTC-2 and RTC-3, below, signalizing the intersection of El Camino Real/Watkins Avenue would result in an acceptable level of service for all approaches. However, installation of a traffic signal would require work within the jurisdiction of the California Department of Transportation (Caltrans). Because the Town of Atherton cannot ensure that Caltrans would approve a traffic signal at that location, it is uncertain whether a traffic signal could be implemented to mitigate potential project impacts and the conclusion remains as stated on page 107 of the Draft EIR. The impact to the intersection of El Camino Real/Watkins Avenue could be infeasible and would therefore also be significant and unavoidable. Due to the cost and potential infeasibility of this mitigation measure, it is not recommended in the Draft EIR.

Table RTC-2: Existing and Existing Plus Project Intersection Levels of Service Comparison Summary – El Camino Real/Watkins Avenue (Without and With Signalization)

Study Intersection	Existing		Existing Plus Project		Existing Plus Project with Signalization	
	Delay	LOS	Delay	LOS	Delay	LOS
Effect of Signalization						
6. El Camino Real/Watkins Avenue – AM Peak Hour	59.6	F	61.7	F	4.4	A
6. El Camino Real/Watkins Avenue – PM Peak Hour	29.9	D	43.2	E	3.9	A

Notes:

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

See Table IV.D-1 in the Draft EIR for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Table RTC-3: Near-Term and Near-Term Plus Project Intersection Levels of Service Comparison Summary – El Camino Real/Watkins Avenue (Without and With Signalization)

Study Intersection	Near Term		Near-Term Plus Proposed Project		Near-Term Plus Proposed Project with Signalization	
	Delay	LOS	Delay	LOS	Delay	LOS
Effect of Signalization						
6. El Camino Real/Watkins Avenue – AM Peak Hour	82.4	F	86.2	F	4.2	A
6. El Camino Real/Watkins Avenue – PM Peak Hour	39.8	E	66.4	F	3.6	A

Notes:

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

See Table IV.D-1 in the Draft EIR for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Finally, a few comments suggested that the existing left-turn at El Camino Real/Watkins Avenue should be eliminated to improve operations at this intersection. As displayed in Tables RTC-4 and RTC-5, below, eliminating westbound left-turns at the intersection of El Camino Real/Watkins

Avenue would result in an acceptable level of service at this intersection. However, physical improvements necessary to eliminate westbound left-turns (such as providing a median or other feature to block the ability of vehicles to complete the turn on El Camino Real) would require work within the jurisdiction of Caltrans. Because the Town of Atherton cannot ensure that Caltrans would approve the physical improvements at that location, it is uncertain whether left-turn restrictions could be implemented to mitigate potential project impacts. In addition, prohibition of left-turns at this intersection could result in additional traffic and level of service impacts at other nearby intersections as motorists change routes. Therefore, the conclusion remains as stated on page 107 of the Draft EIR and the impact to the intersection of El Camino Real/Watkins Avenue would be significant and unavoidable.

Table RTC-4: Existing and Existing Plus Project Intersection Levels of Service Comparison Summary – El Camino Real/Watkins Avenue (Without and With Elimination of Left-Turns)

Study Intersection	Existing		Existing Plus Project		Existing Plus Project with Elimination of Left-Turns	
	Delay	LOS	Delay	LOS	Delay	LOS
Effect of Left-turn Elimination						
6. El Camino Real/Watkins Avenue – AM Peak Hour	59.6	F	61.7	F	11.4	B
6. El Camino Real/Watkins Avenue – PM Peak Hour	29.9	D	43.2	E	16.5	C

Notes:

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

See Table IV.D-1 in the Draft EIR for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Table RTC-5: Near-Term and Near-Term Plus Project Intersection Levels of Service Comparison Summary – El Camino Real/Watkins Avenue (Without and With Elimination of Left-Turns)

Study Intersection	Near Term		Near-Term Plus Proposed Project		Near-Term Plus Proposed Project with Elimination of Left-Turns	
	Delay	LOS	Delay	LOS	Delay	LOS
Effect of Left-turn Elimination						
6. El Camino Real/Watkins Avenue – AM Peak Hour	82.4	F	86.2	F	11.8	B
6. El Camino Real/Watkins Avenue – PM Peak Hour	39.8	E	66.4	F	18.3	C

Notes:

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

See Table IV.D-1 in the Draft EIR for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

MASTER RESPONSE #8: RECIRCULATION OF THE DRAFT EIR

A few comments (e.g., A4-2, A4-32, B17-1, and B28-10) stated the belief that the Draft EIR contains a number of errors or omissions that are so substantial and that it is so fundamentally flawed, that the Draft EIR should be recirculated for public review. Some of these comments are responded to individually in the responses below where specific assertions are made; however, many of these comments were unsupported by additional information. Therefore, this response attempts to provide an overview of the requirements of CEQA when considering recirculation of an EIR.

CEQA requires recirculation when “significant new information” is added to an EIR after publication of the Draft EIR, but before certification.² New information is considered significant under CEQA when: “The EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's applicants have declined to implement.”³

“Significant new information” requiring recirculation includes a disclosure showing:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
3. A feasible project alternative or mitigation measure, which is considerably different from others previously analyzed, would clearly lessen the significant environmental impacts of the project, but the project's applicants decline to adopt it; or
4. The Draft EIR is so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment are precluded.

Recirculation is not required where the new information added to an EIR merely clarifies or amplifies or makes insignificant modification in an adequate EIR.⁴

As detailed in the responses to comments contained in this document, none of the comments on the Draft EIR disclose any new significant information that would require recirculation of the Draft EIR. No new significant or substantially more severe environmental impacts have been identified that would result from the project or from an alternative or a new mitigation measure proposed as part of the project. Moreover, no new feasible mitigation measures or alternatives have been identified which are considerably different from others previously analyzed and which would clearly lessen the significant environmental impacts of the project but still meet the basic objectives of the project. All of the responses to comments provided in this Response to Comments document merely provide

² CEQA Guidelines §15088.5; *Laurel Heights Improvement Ass'n v. Regents of the Univ. of Cal.*, 6 Cal. 1112 [1993]).

³ Ibid.

⁴ Ibid.

information that clarifies and amplifies the evaluations of impacts contained in the Draft EIR as explained in responses to comments provided below. Minor clarifying revisions are contained in Chapter IV, Revisions to the Draft EIR, which do not change any of the EIR impact conclusions.

A. STATE AGENCIES AND LOCAL REPRESENTATIVES



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

May 8, 2012

Lisa Costa Sanders
City of Atherton
91 Ashfield Road
Atherton, CA 94027

Subject: Atherton Library Building Project
SCH#: 2011112059

Dear Lisa Costa Sanders:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 7, 2012, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base



SCH# 2011112059

STATE OF CALIFORNIA

Project Title Atherton Library Building Project

Lead Agency Atherton, City of

GOVERNOR'S OFFICE of PLANNING AND RESEARCH



STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

Type

EIR Draft EIR

KEN ALEX

Description

The proposed project would be sited within the general building area of the existing Main House, which is centrally located within the interior of the park. The proposed project would result in demolition of the existing Main House and construction of a new two-story, up to 13500 s.f. library and associated improvements. Some of the existing uses (e.g., meetings, classes and events) currently accommodated at the Main House would be absorbed within the new library or by other facilities within the park. It is assumed that the existing library building, located at 2 Dinkelspiel (Station) Lane, would be repurposed for storage. Town offices or other civic use already occurring in the general vicinity of the existing library. The purpose library project would require the following discretionary approvals: Environmental Review: General Plan Amendment: Hollbrook Palmer Park Master Plan Amendment: and Zoning Ordinance Amendment.

Lead Agency Contact

Name Lisa Costa Sanders
Agency City of Atherton
Phone 650 752 0544 **Fax**
email
Address 91 Ashfield Road
City Atherton **State** CA **Zip** 94027

Project Location

County San Mateo
City Atherton
Region
Lat / Long 37° 27' 49.3618" N / 122° 11' 28.8488" W
Cross Streets Watkins Avenue/McCormick Lane
Parcel No. 061-310-100
Township **Range** **Section** **Base**

Proximity to:

Highways SR 82 (El Camino Real); US 101
Airports
Railways Caltrain
Waterways Atherton Storm Drainage Channel
Schools Several
Land Use The project site is located at the site of the existing Main House within Holbrook-Palmer Park, 150 Watkins Avenue. General Plan: Parks and Open Space; Holbrook-Palmer Park Master Plan; Main House and Event Garden; Zoning; Parks and Open Space (POS) District.

Project Issues Aesthetic/Visual; Archaeologic-Historic; Recreation/Parks; Traffic/Circulation; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; Other Agency(ies)

Date Received 03/23/2012 **Start of Review** 03/23/2012 **End of Review** 05/07/2012

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Note: Blanks in data fields result from insufficient information provided by lead agency.

LETTER A1

State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

Scott Morgan, Director

May 8, 2012

Response A1-1: This letter notes that the Town of Atherton (Town) has complied with State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act (CEQA) and identifies the State agencies that reviewed the Draft EIR. The enclosed comment letter from the California Department of Transportation (Caltrans) is reproduced as Letter A2 in this document. No further response is required.

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5513
TTY 711



*Flex your power!
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May 7, 2012

MAY 2012

SM082278
SM-82-1.6
SCH# 2011112059

Ms. Lisa Costa Sanders
Town of Atherton
Planning Department
91 Ashfield Road
Atherton, CA 94027

Dear Ms. Sanders:

Atherton Library Building Project – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the Atherton Library Building project. The following comments are based on the project's Draft Environmental Impact Report (DEIR).

Traffic Analysis

1. Please analyze the left turn pocket storage on northbound El Camino Real (ECR) for the traffic coming out of westbound Watkins Avenue turning onto southbound ECR during 4-6 PM Monday to Friday. This analysis is needed to determine if adding the u-turn traffic to this left turn lane would cause queuing that extends beyond the available pocket storage impacting the traffic. | 1
2. Please include the ECR/Fair Oaks Lane intersection to the study. | 2
3. Please provide project trip distribution and assignment geometric figures. | 3

Encroachment Permit

Work that encroaches onto the state right of way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to the following address: Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. <http://www.dot.ca.gov/hq/traffops/developserv/permits/>. | 4

Ms. Lisa Costa Sanders/Town of Atherton
May 7, 2012
Page 2

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

Sincerely,



for

GARY ARNOLD
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

LETTER A2

State of California, Department of Transportation

Gary Arnold, District Branch Chief

May 7, 2012

- Response A2-1: Storage for one vehicle is currently provided in the median of El Camino Real for vehicles turning left from westbound Watkins Avenue onto southbound El Camino Real. This storage space allows a vehicle to begin their left turn during an appropriate gap in northbound traffic on El Camino Real and complete their turn during an appropriate gap in southbound traffic on El Camino Real. As detailed on Figure IV.D-3 on page 92 of the Draft EIR, during the highest volume hour between 4:00 p.m. to 6:00 p.m. on the surveyed weekday, seven vehicles were observed making this movement. As detailed on Figure IV.D-6 on page 103 of the Draft EIR, the proposed project would add an additional four vehicles to this movement during the highest volume hour, for a total of 11 vehicles in an hour or approximately one vehicle every five minutes. If a vehicle is occupying the provided storage space, additional vehicles turning left onto southbound El Camino Real would wait on Watkins Avenue.
- Response A2-2: Please refer to Master Response #5, which addresses potential impacts to the El Camino Real/Fair Oaks Lane and Middlefield Road/Fair Oaks Lane intersections.
- Response A2-3: Project trip distribution and assignment is discussed on page 101 of the Draft EIR. Figure IV.D-6 on page 103 of the Draft EIR displays project trip assignment.
- Response A2-4: This comment, which informs the Lead Agency that any changes within the State right-of-way need the approval of Caltrans, is noted. No further response is required.

From: Jerry Carlson [raljer@ix.netcom.com]
Sent: Wednesday, April 04, 2012 12:02 PM
To: Lisa Costa Sanders
Cc: Theresa DellaSanta; Michael Kashiwagi
Subject: Initial questions, comments DEIR

Lisa, a couple of early comments re the DEIR. I will send a more detailed response later on.
First, in the discussion as to size there is a lot of confusion in the document and what the ALSC has been throwing out as the size needed to provide core library services. In order to try and make some sense out of this and to be able to comment further on the DEIR, I am requesting that the County's library model description be made available to us immediately so that we can see the various elements and their weighting factors that go into the equation.
It's the algorithm that they are using whereby they calculated the 8,000 sf number. Have them make this calculation transparent so we all will be able to see the variables and how they interact with each other.

1

Secondly, I think LSA's conclusion that the traffic impact would be 'ditto' for Watkins etc. if the Fair Oaks site were chosen is unacceptable. There needs to be a real engineering study made because Fair Oaks is different than Watkins in many respects. I think this is a huge problem concerning their evaluation of the alternative sites. Neal had said these sites would be evaluated to the same degree as the park site so if one of them was chosen most of the EIR work would have been completed. This has not been the case. What can be done about it?

2

3

Jerry Carlson
raljer@ix.netcom.com

LETTER A3

Jerry Carlson

City Council Member

April 4, 2012

- Response A3-1: Please refer to Master Response #1, which addresses the request to provide more information related to the proposed size of the library project.
- Response A3-2: Please refer to Master Response #5, which addresses potential impacts to the El Camino Real/Fair Oaks Lane and Middlefield Road/Fair Oaks Lane intersections under the Town Center Site alternative.
- Response A3-3: Please refer to Master Response #2, which addresses the level of detail appropriate for the analysis of alternatives. Please also refer to Master Response #5, which provides additional evaluation of potential intersection level of service impacts associated with the Existing Library Site and Town Center Site alternatives.

To: Lisa Costa Sanders, Planner
From: Jerry Carlson

Re: Comments re Library Draft EIR

Recirculation DEIR

There is a major deficiency in the report concerning the traffic studies for the alternate, non park, library sites. The statement that traffic impact on Watkins would be the same if the library is located in the Fair Oaks/Town Center area is challenged since it has not been adequately analyze. There are a number of other issues and questions that need to be resolved – all of which should be answered and recirculated in a new draft. This decision should be made by the Planning Department to help ensure that all bases have been adequately covered. The significance of this project to the town requires the Planning Department to take extra ordinary measures to make sure the EIR is done right.

1
2

Process Issues

The Atherton community is much divided over having the new library in the park. The council, by a one vote margin, (3-2) decided the DEIR should focus on the Main House, as the “preferred site” for the library. The Park & Recreation Commission advised the Council to poll the town’s registered voters to see if the majority favored having a park library. The Council failed (2-2, one abstention) to approve polling the town’s residents. The resulting DEIR shows a clear bias towards using the Main House site and has not adequately looked at the advantages of the alternative sites. Since the ‘will’ of the majority was not sought in this matter, it is highly likely that a petition for a formal vote will be attempted.

Although, the ALSC held many public meetings, less than 1% of the town’s residents attended. Those attending who had other ideas about the library site were not given time during the formal meetings to make their case before the whole audience. Points of view differing from the committee’s were not adequately addressed. Early on, the word got out that the meeting agendas were designed to ‘sell’ residents on the committee’s choice of site.

While the library is a ‘town library’ to be constructed using Atherton tax money and will be a Town of Atherton facility, the size of the building is being largely determined by an arbitrary policy of the San Mateo County Library System (JPA). The JPA’s assignment of four unincorporated areas to the Atherton Library Service Area requires a facility twice the size needed just for Atherton residents for providing core library service. The DEIR fails to disclose information about how other unincorporated areas are handled by the JPA paying ‘access fees’ to an established library such as Redwood City and Daly City. There is no discussion that a similar arrangement with Menlo Park’s library would be a solution for maintaining a smaller library that could keep the same quaint attraction as the present one.

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Had Work Shops been held where the community could have talked through the issues to try and reach consensus – people would have felt that their voice had been heard. This idea was never embraced by the committee

Every effort must be made by the Planning Department to stay neutral on the political issue, yet, ensure that ‘fast track’ doesn’t result in further distrust of the process and credibility of the report.

Draft Environmental Report Issues

- A. The Draft contains many statements and conclusions which lack transparency in providing the logic, algorithms or basis to support them.
 - 1. The County Library model for determining core library size requirements is not explained as to what variables are used and what assumptions are used in the algorithm to arrive at a core number. How much weight does each variable assumption contribute to the over all result?
 - 2. The reasons for the JPA assigning four unincorporated county areas to the Atherton library ‘service area’ are not given. Is it because Menlo Park’s library is not part of the JPA (nor is Redwood City); whereas, the County’s unincorporated areas are part of the JPA and need to be assigned to a library? Why does Redwood City then get access fees that supposedly pay for serving a portion of the unincorporated area and Menlo Park does not?
 - 3. The Draft presents to analysis or numbers to substantiate where present library users are coming from; where to the walk-in Atherton library users live?
 - 4. The County reported over 80,000 users a year of the Atherton library. How many were walk-ins and how many ‘visited’ by electronic means?
 - 5. Has the library service model been adjusted to recognize the accelerating trend to e-books and on-line information availability? How will these trends change the space needs on a per capita basis for book storage?
 - 6. Why is the same ratio of one computer per 1,000 population been applied when most people in the service area already have their own electronic device?
 - 7. The Draft does not clearly delineate what constitutes ‘core requirements’ compared to the ‘discretionary’ space that seem to be the trend in libraries.
 - 8. The Draft is very confusing as to what the service area population is being used to determine size calculations. For example, the circulation figure (pg. 25) calculates needing 32,726 items based on a standard of 1.99 items per person. This calculation infers 16,445 persons. Another calculation should indicate the amount of space needed to just serve Atherton residents. For example, 6,900 persons, using the same 1.99/person ratio, would space for 13,731 items, only 42% of the space needed for the larger service area.
 - 9. There should be a clear statement that Donor funds exclusively pay for Atherton library operating costs and all of the construction for the new facility. There should be a clear statement that all unincorporated area taxes are used by the JPA for other parts of the system including access fees and providing minimal service levels at other libraries. There should be a clear statement that the entire cost of constructing the library will be paid for by Atherton tax payers, although it is being sized for 9,000 additional persons living in the unincorporated areas. All future operating costs to run the facility will be paid entirely out of Atherton’s Donor Fund. The footnote #2, on page 24, should clearly state that Service Revenues includes only library taxes attributed to parcels within Atherton.
 - 10. There should be full disclosure about the Park & Recreation Commission’s recommendation to have a town poll and the council’s subsequent decision (vote) on the matter. The Council vote for designating the park as the ‘preferred site’ should be included in the analysis.

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B. Expanding the Analysis

1. The Draft is devoid in discussing the benefits realized in locating town libraries as part of a community center. The discussion is bias in terms of what the park will do for the library and doesn't reflect what the library can do for a town center. Most libraries in San Mateo County and Santa Clara County are part of the town campus area. A balanced report should provide a list of the complementary benefits that could be achieved by sharing meeting space, being close to safety services and the hub of community activity.
2. The Draft fails to analyze in any depth the impact the rail corridor may have in the future. Atherton has been promised weekday train service will be restored after Caltrain becomes electrified. A library in the community center would have easy access to the station. Electrification will reduce noise and lighter trains will have less vibration impact. Eventually, a 'quiet zone' would eliminate the sound of train horns.
3. The Draft fails to acknowledge the mitigation measures that can be undertaken in the type of construction as a means for minimizing the impact of having trains running in the area.
4. The Draft fails to adequately analyze the impacts the library will have on other park uses/users. Scheduling, parking, traffic, additional wear and tear on the park, including attracting out of town elements looking for a place to 'hang out' will all materialize with a library in the park. Having a near by police station acts as a deterrent to those cases where the library is part of the community center. The Draft should point out the risks associated with locating the library in the park.
5. Because the library operations will be managed by the County, and the remainder of the park by the town, who will make the decisions as to which events will be allowed? How will costs to maintain and make general park improvements that benefit both library and non library users be shared? A park location will be a completely different relationship matter between the County and Atherton than is the present case. This is not addressed in any matter except in discussing 'mitigation' that the town must provide. An 'event coordinator' who can handle parking problems, limitation on size of Pavilion gatherings, etc. are examples of how the library will exert a constraint on the town's operating flexibility for the park.
6. The Draft fails to consider any mitigation measures that could be undertaken with the library plan. For example, in its Interim Report, LSA suggested by reducing the size of the library the amount of traffic would be reduced and fewer parking spaces would be needed. The Draft has omitted all reference to size of library and resulting traffic/parking impacts. Why?
7. Why isn't an underground parking garage listed as a mitigating measure?
8. Additional park security that would be required has not been analyzed fully. Experience of Menlo Park and other libraries shows they attract vagrants who because the system is open to everyone to use the physical facilities. Is the security problem better or worse in the park or in town center? What is the security evaluation by the police department and Sheriff's Office?
9. The conclusion that the same Watkins traffic problems would be duplicated if the library were located in the town center near Fair Oaks isn't logical. Traffic patterns would be different since the Marsh Road/Middlefield intersection lies between Watkins and Fair Oaks and there is a traffic light at Fair Oaks/El Camino. The traffic impact on

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- Atherton streets due to location and size of library facility requires a great deal more analysis to be accepted as being credible.
10. The Draft gives a false financial picture concerning the relative revenue loss associated with a park library. Previous financial data is irrelevant since the financial model has been replaced. Prior losses on events had been turned around by entering into a new financial arrangement with a third party firm. Projections by town staff of \$90,000 annual profit, even before raising prices, would help significantly in off setting park costs. Because of the potential library project, the town council has limited the potential for event use which is costing the town lost dollars. The Draft should fully disclose the alternative financial model the town could use to make the park become more self-sufficient. **13 cont.**
 11. The Draft fails to provide information as to what financial arrangements the County would agree to if the library is in the park. Earlier comments hinted at providing park wide improvements and sharing in park wide operating costs. There is no mention in the Draft that the County will agree on a more liberal use of Donor Funds to help defray town costs – if the library locates in the park. **14**
 12. The uses by the Park Foundation, Dames and Atherton Civic Interest League of the current Main House have not been adequately addressed in the mitigation discussion. There was no formal ‘closure’ with any of the organizations as to what would be a satisfactory solution for their displacement. This places the responsibility squarely upon the town to come up with the solution. If the library were in the community center the Main House could continue to provide space for the organizations to meet.
 13. What are mitigation measures for the impacts construction will have on current park users such as the Play School, play ground area, Pavilion use, sports areas etc? How can the noise and resulting construction traffic/parking be mitigated to the satisfaction of the other users? **15**
 14. What mitigation will there be for protecting the other park buildings from construction impacts such as vibration and the use of large equipment in close proximity to existing structures? **16**
 15. The Draft does not adequately analyze the differences in sites for handling bicycle and , pedestrian traffic. **17**
 16. What are the ‘worse case’ situations that may occur in the park when large events are being held including team sports, Pavilion activity, family picnic etc. is all occurring at the same time?. **18**
 17. Describe in detail the mitigation measures needed during construction to keep park traffic flowing, keep noise and dust down and to allow the other park users to continue to do the things they can do today. . **19**
 18. The Draft should provide a detailed analysis as to the projected ratio of Atherton resident and non Atherton resident park users, today, and what having a library in the park will do to that ratio in the future **20**
 19. How will the library impact the effective usage of the other park facilities? **21**
 20. Contrast the projected impact the height, placement and bulk of the park library on the , visual line-of-sight of the historic park buildings to the present views, including the Carriage House and Water Tower for different size library facility. Show the contrast of a 13,000 sf library compared to one sized for Atherton only service area of 5,590 sf. **22**
 21. Contrast all sites in terms of additional impervious service area that will have to be covered for a new library. **23**

22. Disclose the impact of the library on the scheduling of park events in 2013, 2014 and 2015 for other users of the park.	24
23. Disclose the annual increase in personnel and operating costs projected for library sizes ranging from 5,590 sf to 13,500 sf. including added staffing, depreciation, and other costs for 2015-2020.	25
24. POS zoning’s purpose is to implement Open Space and Conservation element of the General Plan. Contrast the difference between all potential sites as to how each impacts the Town’s Open Space and Conservation element.	26
25. Expand the Watkins traffic analysis to include the high impact use of new Menlo Park office building at south-east corner of Watkins and El Camino with and without two right turn lanes are added to Watkins.	27
26. What is the impact on Atherton property owners if two right turn lanes are added to Watkins.	28
27. Demonstrate the differences for accessing existing public transportation systems for each or the proposed sites.	29

C. Operational and Financial Decisions Associated with a Park Library

<ol style="list-style-type: none"> 1. To what extent will the County’s operational control of the library, in the park, will cause changes in the town’s decision making process? 2. To what extent will the JPA consent to using Donor funds for general park upkeep, maintenance and capital improvements? 3. To what extent will the JPA reimbursing the town for extra security and traffic enforcement, traffic lights and other out-of-pocket costs associated with having a park library? 4. To what extent will the JPA agree to use Donor funds to finance the space needs of the present users of the Main House such as the Foundation, Dames, Art Committee and ACIL? 5. Will the JPA agree to pay for the seismic upgrade needed before it could be used for town offices? 6. Will the JPA agree to make up for the loss in potential profit the town will lose by the limitation on the size of other events and due to construction disruption of other park uses? 7. Currently, 8 full time and part time employees are employed at the library. How many more employees will be required for a library three times the size of the current library? 8. Currently, Donor funds are increasing approximately \$750,000 per year (revenues less expenses). Financial analysis is needed to show how different sizes in library will result in differences in costs and the annual donor fund stream out into the future when refurbishment and maintenance costs reach their peak. 	30
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D. Community’s Buy-in is needed in terms persons to be served by the new library

<ol style="list-style-type: none"> 1. There is as yet no clear cut community consensus or acceptance as to whom the new library should be designed to serve. For example: <ul style="list-style-type: none"> - Head librarian 15,000 persons (footnote letter) - Based on 1.99 items per person 16,445 persons - Using the library model 9,876 persons - 2010 Atherton census 6,914 persons 2. Size of library determines the magnitude of construction cost and the amount of on-going operating costs 	31
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- 3. Library Donor funds are paying for all library cost, therefore, there should be full disclosure as to the amount Atherton will be contributing to subsidizing the County Library System.
- 4. There has been no attempt made by the Steering Committee to engage the community on this critical issue. It has been taken as a 'given' that the sizing for core library services will be decided solely by the County. (Portola Valley faced a similar decision when the County first proposed a 16,000 square foot facility. The Town decided on a decidedly smaller facility which fits '99% of their needs today'. (Quote from city official.)
- 5. The EIR needs to address the importance of resolving the size issue since it has a direct bearing on costs and environmental impacts for the town.

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cont.**

In summary, because this project is such a big deal to our town, residents need to understand a whole lot more about it than has been offered before. It is obvious that the process and Draft EIR have had one purpose in mind – to convince the residents to put the library in the park. The best outcome would be to see what the 'will of the people', i.e. where do a majority of the Atherton residents want their library to be and what size should it be? The Draft EIR should be recirculated to include a more 'balance' analysis to each of these questions.

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LETTER A4
Jerry Carlson
City Council Member
May 4, 2012

- Response A4-1: Please refer to Master Response #5, which addresses potential impacts to the El Camino Real/Fair Oaks Lane and Middlefield Road/Fair Oaks Lane intersections under the Existing Library Site and Town Center Site alternatives.
- Response A4-2: Please refer to Master Response #8 concerning recirculation of the Draft EIR. None of the comments in Letter A4 require the introduction of significant new information into the Draft EIR, such that recirculation would be required pursuant to *CEQA Guidelines* §15088.
- Response A4-3: Please refer to Master Response #1, concerning library operations and service areas and the process by which the proposed project was developed. Also refer to Master Response #3, which addresses comments that relate to economic issues, such as library tax funds and financing.
- Response A4-4: This comment is noted. Please refer to Master Response #1 regarding the site selection process undertaken by Town decision-makers.
- Response A4-5: The proposed project evaluated in the Draft EIR involves development of a new library in Holbrook-Palmer Park. The merits of the project itself or its location (or alternatives to the project and its location) are not pertinent to the evaluation of environmental impacts, except where physical changes to the environment might occur and result in significant effects. In such cases, alterations to the project, in the form of mitigation measures, are recommended to reduce potential impacts to the environment. Please also refer to Master Response #1.
- Response A4-6: Evaluation of the Existing Library Site and Town Center Site alternatives does not consider future, unfunded and unapproved transportation-related operations, including any future modifications related to the existing adjacent rail corridor (either by Caltrain or the California High Speed Rail Authority [HSRA]). Only existing railway operations related to the potential location of the library at either the Existing Library Site or the Town Center Site are considered (and are discussed on pages 157 and 165 of the Draft EIR, respectively).

According to the April 2012 California High-Speed Rail Program Revised 2012 Business Plan, electrification of the Caltrain corridor is not anticipated until 2020 and high speed trains on the San Francisco peninsula are not anticipated until 2029. As stated on page 41 of the Draft EIR, completion of

the proposed project is anticipated in year 2015. Therefore, potential impacts to the project area from the High Speed Rail program would not occur within the time frame analyzed in the Draft EIR.

Furthermore, consideration of future electrification or expansion of services along the existing rail corridor would be speculative, and CEQA discourages the evaluation of impacts deemed by the Lead Agency to be based on speculation. There is no guarantee that the adjacent rail corridor will be electrified, that services by Caltrain will be restored/expanded, that the HSRA will expand the corridor to make way for a high speed rail service, or that a “quiet zone” will be established in the vicinity of the alternative sites. Furthermore, a high speed rail line would not affect the trip or parking generating characteristics of the proposed project. Likewise, the project, as proposed, would not affect the development of a high speed rail line in the Town of Atherton. Therefore, the Draft EIR does not consider any reductions or increases in noise or vibration that may result if the railway is electrified and operations are altered, but in fact the analysis represents the “worst-case” scenario as it can be defined at the time the Draft EIR was prepared.

Response A4-7: Please refer to pages 157 and 165 of the Draft EIR, which discuss the potential noise and vibration impacts that could occur if the library were to be developed at either the Existing Library Site or the Town Center Site. As noted in the Draft EIR, “installation of upgraded building façade materials would be required to maintain the recommended interior noise level of 45 dBA L_{dn} ” at either location. Please also refer to Master Response #2, which describes the level of detail appropriate for the evaluation of project alternatives.

Response A4-8: Please refer to Master Response #3, which addresses the Draft EIR’s responsibilities concerning evaluation of social effects such as risks/benefits of locating the library within the park rather than at another location. Traffic and parking and associated scheduling of events (as related to physical environmental effects) are evaluated in Section IV.D, Transportation, Circulation and Parking, and the potential for increased use of the park and associated “wear and tear” is evaluated in Section IV.E, Parks and Recreation, of the Draft EIR.

Response A4-9: Please refer to Master Responses #1 and #3, which address the Draft EIR’s responsibilities concerning evaluation of the future operating and financing relationship between the Town (which manages the park) and the San Mateo County Library Joint Powers Authority (JPA) Governing Board (which manages the library). Please note that San Mateo County is not responsible for library operations. Also note that a Town representative will be charged with coordinating events at the park and approving use of the Pavilion (per Mitigation Measure TRANS-5).

Response A4-10: This comment refers to an “Interim Report” prepared by LSA Associates Inc. It is assumed that the commenter is referring to the Screening Analysis prepared by LSA in September 2011. This report was prepared to provide preliminary information to Town decision-makers regarding the potential environmental constraints at three potential locations considered for the new library. The report considered development of an 11,100 square foot library at all potential building locations. After completion of this report, the Main House site in Holbrook-Palmer Park was identified as the preferred option to be evaluated as the proposed project for construction of a new library by the City Council during their regular meeting on October 19, 2011.

The Draft EIR considers development of a 13,500 square foot library, a size that is based on the *Library Needs Assessment* report recommendations, discussion with Town and library management staff, community input, the San Mateo County Library Service Model, and library best practices (please also refer to Master Response #1). The Draft EIR also considers development of a 10,000 square foot library (with approximately 8,900 square feet of usable space) as part of the Reduced Library Size in Holbrook-Palmer Park alternative. Traffic and parking-related impacts that would result with development of a smaller library, as compared to the proposed project, are discussed on pages 139 through 143 of the Draft EIR. As discussed on pages 130 through 131 of the Draft EIR, a smaller library size was not considered because a reduced building size of less than 8,000 square feet of usable space would not meet the minimum size requirements for library services. In addition, all impacts and mitigation measures associated with development of the proposed project are identified in Tables II-1 and II-2 on pages 9 through 21 of the Draft EIR. A comparison of project impacts and mitigation measures with the Reduced Library Size at Holbrook-Palmer Park alternative are discussed on pages 139 through 144 and are summarized in Table V-13 on pages 168 through 170 of the Draft EIR.

Response A4-11: The analysis provided in Section IV.D, Transportation, Circulation and Parking, determined that adequate parking capacity was generally available within the park, except when large events periodically occur (please refer to pages 113 through 117 of the Draft EIR). Therefore, Mitigation Measure TRANS-5 was recommended to reduce the potential impacts associated with the increase in parking demand to a less-than-significant level. Construction of an underground parking garage is not currently proposed as part of the project and is not necessary to reduce this impact to a less-than-significant level. CEQA requires that a mitigation measure be “roughly proportional” to the impact of the project itself (see *CEQA Guidelines* §15126.4(a)(4)(B)).

Furthermore, construction of a parking garage could result in additional environmental impacts related, but not limited to: construction noise and vibration; hydrology and water quality; and geology and soils and also may be cost-prohibitive. The Draft EIR aims to recommend feasible solutions to

mitigate potential environmental effects without increasing or creating new environmental impacts.

Response A4-12: Please refer to Master Response #3 which addresses the commenter's questions regarding the potential increase in demand for police services, use of the library/park by vagrants, and consultation with the Town's Police Chief. With respect to the evaluation of additional park security measures, as noted on page 66 of the Initial Study, the Atherton Police Department will have an opportunity to review specific design plans for the proposed project and will require and verify that crime prevention in site design standards are met prior to project construction.

Response A4-13: Please refer to Master Response #5, which addresses potential impacts to the El Camino Real/Fair Oaks Lane and Middlefield Road/Fair Oaks Lane intersections under the Existing Library Site and Town Center Site alternatives.

Response A4-14: Please refer to Master Response #3 which addresses use of donor funds, park revenues, financing, and the identification and analysis of JPA and Town future agreements with each current user/entity at the Main House.

As discussed in Section IV.E, Parks and Recreation, of the Draft EIR, there is sufficient space within the park to accommodate existing Main House user groups either within existing park facilities or within the new library itself. Therefore, no new facilities would need to be constructed to accommodate these uses and no physical environmental impacts would result with the displacement and relocation of these uses due to the proposed project.

Response A4-15: Construction-period mitigation measures are recommended for short-term environmental impacts resulting from demolition, grading, and construction activities associated with the proposed project. Measures which would specifically protect nearby sensitive receptors include: Mitigation Measure AIR-1 which would reduce construction equipment exhaust and dust emissions; Mitigation Measure HAZ-1 which would reduce exposure to hazardous building materials during demolition; and Mitigation Measure NOISE-1 which would reduce exposure to noise.

As stated on pages 15, 45-46, and 57 of the Initial Study, these measures would reduce construction-period impacts to nearby properties and park users (sensitive receptors) to a less-than-significant level. As noted in Mitigation Measure NOISE-1, construction activities would be limited to between the hours of 8:00 a.m. and 5:00 p.m. during weekdays and no construction activities would be permitted on Saturdays, Sundays or holidays. Generally, construction would not occur during peak use periods. Short-term construction-period parking and traffic disturbances would be managed by the construction contractor, under the authority of the Town's Public Works Department. No significant transportation, circulation, or

parking impacts were identified in the Draft EIR during the construction period. Therefore, no mitigation measures are required.

Response A4-16: As discussed on page 84 of the Draft EIR and page 60 of the Initial Study, implementation of Mitigation Measure NOISE-2 would be required to prevent potential ground borne vibration impacts and related damage to nearby structures. This mitigation measures requires all heavy construction equipment to operate at a distance of at least 40 feet or more from “any structures that are considered extremely susceptible to vibration damage, including the Water Tower and Carriage House.” Because other nearby structures (such as the Pavilion) are in compliance with more recent building code standards, these structures are not anticipated to be extremely sensitive to vibration-related structural damage. However, Mitigation Measure NOISE-2 applies to all structures within the immediate site vicinity.

Response A4-17: Please refer to Master Response #2, which addresses the level of detail appropriate for the analysis of alternatives. The proposed project was not found to conflict with adopted policies, plans, or programs regarding bicycle or pedestrian facilities. Therefore, alternatives were not sought to lessen or avoid impacts to bicycle or pedestrian facilities. However, in response to this comment, it is noted that the presence of the bike lane on Middlefield Road and pedestrian walkway along Watkins Avenue provide facilities for bicycle and pedestrian traffic traveling to the proposed project site where similar facilities are not generally provided for bicyclists and pedestrians in the vicinity of the alternative Existing Library or Town Center Sites, with the exception of an existing pedestrian sidewalk which is located in front of the Existing Library Site.

Response A4-18: It is assumed that this comment is concerned with circulation and parking issues during peak demand periods at the park and how the library might affect the available parking supply. As noted on page 116 of the Draft EIR and shown in Table IV.D-22, the existing parking supply can accommodate the project parking demand on both weekdays and weekends during normal periods of use.

However, the Draft EIR also considers “worst-case” conditions when evaluating the potential environmental effects of the proposed project. It should be noted that for traffic and circulation considerations, peak library hours (generally around 3:00 p.m.; see page 114 of the Draft EIR) do not necessarily coincide with peak use periods within the park (generally around 10:00 a.m. on weekends and 7:00 p.m. on weekdays; see page 115 of the Draft EIR) or even peak commute hours (defined as the one hour with highest traffic volumes between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m.; see page 86 of the Draft EIR). The transportation and parking analysis included in Section IV.D, Transportation, Circulation and Parking, utilizes a conservative approach when considering potential transportation and parking impacts during peak demand periods, such as

when large events are occurring at the Pavilion. While regular use of the library and the park would not result in conflicts, peak uses associated with public and private events occurring at the Pavilion, sporting events, and regular picnics and gatherings were considered in the analysis. The parking analysis provided in the Draft EIR determined that parking demands for the new library, in conjunction with peak use of other park facilities, could exceed the available capacity of the parking supply within the park. Therefore, Mitigation Measure TRANS-5 is recommended to reduce this potential impact to a less-than-significant level.

- Response A4-19: Please refer to Response to Comment A4-15.
- Response A4-20: Please refer to Master Response #3 concerning the request to evaluate the ratio of Atherton residents to non-Atherton residents using the library and the park.
- Response A4-21: Section IV.E, Parks and Recreation, of the Draft EIR includes an evaluation of the effects of the project on parks and recreation facilities and services. No impacts were identified.
- Response A4-22: Please refer to Master Response #1 regarding the proposed size of the library evaluated in the Draft EIR. As described on page 70 of the Draft EIR, “the scale and massing of the new building would be setback from other existing buildings, such as the Water Tower and the Carriage House, and would not detract from the visual quality or character of these points of interest. Furthermore, the new building would be of a similar height to the existing Water Tower structure.” The proposed project would not substantially alter or block existing significant views from the Water Tower or Carriage House.
- Also refer to Master Response #2 for a description of how the alternatives to the project were developed and analyzed. The Draft EIR does not include an analysis of a 5,590 square foot alternative library building but does compare the visual impacts of a reduced, single-story 10,000 square foot library building to the proposed project. Similar to the proposed project, the Reduced Library Size in Holbrook-Palmer Park alternative would not result in any impacts to visual resources.
- Response A4-23: The exact area of disturbance and related increase in impervious surface coverage is not currently known for each of the alternative sites evaluated in the Draft EIR as the conceptual site plans prepared for each alternative (see Figures V-1 through V-4) do not include the same level of detail as the plans prepared for the proposed project. However, potential hydrology and water quality impacts of each alternative, as compared to the proposed project, are discussed in Section V, Alternatives and summarized in Table V-13 on pages 168 through 170 of the Draft EIR. Please also refer to Master Response #2, which further addresses the appropriate level of detail for analysis of project alternatives.

- Response A4-24: Please refer to Master Response #3, which addresses the Draft EIR's responsibilities concerning future scheduling of various uses within the park.
- Response A4-25: Please refer to Master Response #3, which addresses the Draft EIR's responsibilities concerning identification of future increases in library staffing and operating costs. As noted on page 25 of the Draft EIR, the existing Atherton Library currently employs 8 full- and part-time staff members and aids; no increase in library staffing is proposed as part of the project.
- Response A4-26: This comment, which states the purpose of the POS Zoning District, is noted. A discussion of the proposed project's consistency with the Town's General Plan policies, including applicable Open Space and Conservation Element policies, is provided on pages 56 through 60 of the Draft EIR. As noted in the discussion, development of the proposed project would be consistent with the type and intensity of development envisioned for the park, and the proposed project would not create a conflict with the General Plan, such that an environmental impact would occur. A comparison of the proposed project and each alternative's consistency with applicable land use policies is provided in Chapter V, Alternatives of the Draft EIR. Also refer to Master Response #4.
- Response A4-27: Please refer to Master Response #6, which includes an analysis of the transportation and circulation-related effects of the medical office building at the southeast corner of the El Camino Real/Watkins Avenue intersection as it relates to the proposed project.
- Response A4-28: The addition of two additional right-turn lanes at the El Camino Real/Watkins Avenue intersection is not proposed as part of the project and is not required to reduce the potential level of service impacts identified at this intersection (see Impacts TRANS-2 and TRANS-4 in the Draft EIR) to a less-than-significant level. Therefore, such an improvement is not evaluated in the Draft EIR. Please refer to Master Response #7, which further addresses the secondary effects to property owners that could result with construction of the single right-turn lane at this intersection, as recommended in Mitigation Measures TRANS-2 and TRANS-4 in the Draft EIR.
- Response A4-29: Please refer to Master Response #2, which addresses the level of detail appropriate for the analysis of alternatives. The proposed project was not found to conflict with adopted policies, plans, or programs regarding public transit facilities. Therefore, alternatives were not sought to lessen or avoid impacts to public transit facilities. However, in response to this comment, it is noted that the proposed project would be closer to Samtrans Routes 296, 297, and 397 whereas the Existing Library Site or Town Center Site would be closer to Samtrans Routes 390 and KX. The Existing Library Site or Town Center Site would also be closer to the Atherton Caltrain Station, which is an active stop on weekends only, when headways between trains are one hour.

Response A4-30: Please refer to Master Responses #3 concerning economic issues related to future library operations, staffing, changes in revenues, use of available funds, and future financial agreements between the Town and the JPA and Main House user groups.

Also, please note that seismic upgrades that may be required at the existing library site to accommodate repurposing of the building for low-intensity uses (i.e., storage, office, civic uses) by the Town are not currently proposed and are therefore not considered in the Draft EIR.

Response A4-31: Please refer to Master Responses #1 and #3 concerning library operations and service areas, library size requirements, community involvement, and the costs associated with construction of a new library.

Response A4-32: This concluding comment, which generally summarizes the previous comments contained in Letter A4, is noted. Please refer to Master Response #1 regarding the process by which the proposed project was developed and Master Response #8 regarding the request to recirculate the Draft EIR.

April 25, 2012

Comments
Atherton Library Building Project
Draft Environmental Impact Report

P. 23	Service Area: 15,000 people Population of Atherton is less than half of this number. Where are the areas outside of Atherton located?	1
P. 23, 24	Special District Taxed- Are the areas outside of Atherton subject to the library tax?	
P. 24	The existing library actually is compass west of the project site. It is northwest utilizing project north.	2
P. 27	New library must meet several site criteria including accessibility – safe for pedestrian, bicycle, and vehicular traffic: 1) Most of west Atherton would have to go south on El Camino making a difficult left turn into oncoming traffic to get on to Watkins – instead of now crossing El Camino on to Fair Oaks with the help of a signal. 2) Access routes for areas outside of Atherton should be described and their difficulty compared to existing location and train station locations.	3
P. 42	Requested approvals: Chapter 17.34 allows public facilities in the Park and Open Space District subject to a Conditional Use Permit. Environmental Review, General Plan Amendment, Master Plan Amendment, Holbrook-Palmer Park Master Plan Amendment, and Zoning Ordinance Amendment would not be necessary. Why not take this simpler route?	4
P. 119	The park was willed to the Town to be used as a recreational park. Why is this not being followed? Explain the reasoning.	5
P. 143	Under its reduced size alternative (10,000 square feet) present uses of main house may not be accommodated. Why not utilize the existing pavilion?	6
P. 153	The library building is potentially a historic resource. Why? Architecturally, it is not an outstanding example of this period. Historically, nothing eventful occurred within its walls.	7
P. 156	The existing library site alternative would result “in a significant impact at Middlefield and Watkins”. Why? Most users would use Fair Oaks rather than Watkins to get to the library if utilizing Middlefield.	8
P. 164	The contribution of the Town Center site alternative to the average delay at El Camino and Watkins would be “greater than .8 seconds under existing conditions”. Why?	9
		10

LETTER A5

Herman Christensen

Planning Commission Vice Chair

May 1, 2012

- Response A5-1: Please refer to Master Responses #1 and #3 concerning library operations, taxes, and service areas.
- Response A5-2: This comment is noted. As described in Footnote 13 on page 28 of the Draft EIR, the simplified directions used in the EIR were chosen to be consistent with the directional conventions used in Atherton. All directional descriptions in the Draft EIR utilize “project north” as shown on all figures, unless otherwise noted.
- Response A5-3: The criteria used to determine whether the proposed project and the project alternatives would result in circulation impacts are described on pages 99 through 100 of the Draft EIR. As noted in this discussion, the Town of Atherton does not have published significance criteria for circulation impacts and instead uses significance criteria utilized by the nearby City of Menlo Park, San Mateo County, and the City/County Association of Governments of San Mateo County when evaluating the potential transportation impacts of development occurring within the Town. As described on page 99, the criteria are focused on the analysis of the addition of vehicular traffic. As the comment suggests, the location of the project affects the number and direction of vehicular trips added to study area intersections. The differences in the number and direction of vehicular trips is reflected on Tables V-5, V-6, V-7, V-8, V-9, V-10, V-11, and V-12 on pages 154 through 163 in Section V, Alternatives of the Draft EIR, which indicate different results for the proposed project, Existing Library Site and Town Center Site alternatives. The only established criteria for pedestrian and bicycle traffic concerns the projects consistency with adopted policies, plans or programs regarding public transportation, not the safety of these modes of transportation, as asserted in the comment. The project’s consistency with adopted policies, plans or programs regarding public transportation are discussed on page 113 in Section IV. D, Transportation, Circulation and Parking, of the Draft EIR.
- Response A5-4: The method of determining access routes for areas outside of Atherton is described on page 101 (Trip Distribution and Assignment) of the Draft EIR. The difficulty of accessing the site is expressed in terms of delay at the study area intersections and is reported in the Draft EIR for the proposed project and the project alternatives.
- Response A5-5: Please refer to Master Response #4, which addresses the proposed General Plan, Holbrook-Palmer Master Plan, and Zoning Ordinance amendments. Also note that regardless of whether or not any of these proposed

amendments are necessary to approve the proposed project, environmental review, which is the subject of the Draft EIR, would continue to be a required prior to discretionary project approval.

Response A5-6: Please refer to Master Response #4 which addresses the use of the park for recreational purposes as identified in the legal transfer of the property from private to public use.

Response A5-7: Under the Reduced Library Size in Holbrook-Palmer Park alternative (described in detail on pages 136 through 144 of the Draft EIR), it is assumed that some of the uses currently accommodated at the Main House could be relocated to other facilities within the park, including the Pavilion. However, because the proposed project assumes that some of these uses, particularly dedicated office space, would be accommodated on the second floor of the new library, it is not known if all uses can be accommodated within the park if the library size is substantially reduced to eliminate approximately 2,125 square feet of new community space. Therefore, the Reduced Library Size in Holbrook-Palmer Park alternative assumes that some of the existing Main House uses may not be accommodated within the park (refer to the discussion on page 143 of the Draft EIR).

Response A5-8: As noted on page 26 of the Draft EIR, in September 2011 a Screening Analysis was completed by LSA Associates, Inc. to provide preliminary information to Town decision-makers regarding the potential environmental constraints at three potential locations considered for the new library. One of these locations included the existing library building and surrounding area. The Screening Analysis was made available to the public and published on the Town's website. Furthermore, the analysis and conclusions of the Screening Analysis were summarized in the Atherton Library Building Steering Committee's October 2011 *Site Selection Report to the Town of Atherton*, which was presented to the Town's Parks and Recreation Commission and City Council at separate meetings in October 2011. Refer to page 26 of the Draft EIR for additional detail.

Based on preliminary background research conducted by LSA's architectural historian, the Screening Analysis determined that the existing library building may qualify as a historical resource for the purposes of CEQA. Specifically, as summarized in the discussion of potential impacts to historic resources under the Existing Library Site alternative on page 153 of the Draft EIR, based on the its association with the Town Hall (which is recognized by the Town as a "Historical Site"), its historical association with significant events (development of municipal services in Atherton), and its distinctive characteristics of a type and period of construction (Spanish Eclectic), the existing library building may be eligible for listing in the California Register of Historical Resources under Criteria 1 and 3 and is therefore considered to be a "historical resource" for purposes of CEQA (see description of California Register criteria on pages 77 through 79 of the Draft EIR). Additionally,

the building appears to retain its integrity of location, association, feeling, and setting. While the building may not be a locally-designated historical resource, it may qualify as a historical resource under the State's criteria. Therefore, alternations to this structure, particularly extensive renovations or demolition, would likely result in significant and unavoidable impacts related to historic resources.

Response A5-9:

As shown in Table IV.D-3 on page 93 of the Draft EIR, the eastbound left-turn movement at the intersection of Middlefield Road/Watkins Avenue currently operates at level of service (LOS) F. According to the significance criteria shown on pages 99 through 100, an impact would occur at an intersection already operating at an unsatisfactory LOS if the project adds 0.8 seconds to the critical movements. Although it is possible that most users of the Existing Library Site alternative would utilize Fair Oaks Lane, some library patrons would use the intersection of Middlefield Road/Watkins Avenue, and would add 0.8 seconds to the critical eastbound left-turn movement at this intersection. Therefore, the significant project impact identified for the Middlefield Road/Watkins Avenue intersection would also occur under the Existing Library Site alternative.

Response A5-10:

As shown in Table IV.D-3 on page 93 of the Draft EIR, the westbound movement at the intersection of El Camino Real/Watkins Avenue currently operates at LOS F in the AM peak hour. According to the significance criteria shown on pages 99 through 100, an impact would occur at an intersection already operating at an unsatisfactory LOS if the project adds 0.8 seconds to the critical movements. Although it is possible that most users of the Existing Library Site or Town Center Site alternatives would utilize Fair Oaks Lane, at one-way stop controlled intersections, the addition of unconstrained through traffic can reduce the number of acceptable gaps for turning vehicles, resulting in increased delay. As shown in Tables V-5 on page 154 and V-9 on page 162 of the Draft EIR, the Existing Library Site and Town Center Site alternatives are anticipated to result in an additional 0.9 seconds of delay to the critical westbound movement.

From: "Howard Crittenden" <hcrittenden@sbcglobal.net>
Date: Mon, 2 Apr 2012 17:02:11 -0700
To: <lcostasanders@ci.atherton.ca.us>
Cc: <tdellasanta@ci.atherton.ca.us>; <lisa@nealmartinassoc.com>
Subject: Comments on DEIR Atherton Library Building Project

Page 1 of 1

Dear Ms. Costa Sanders Deputy Town Planner

Regarding the DEIR for the Atherton Library Building Project.

Section IV (setting impacts mitigation measures) D (Transportation, Circulation and Parking)

Mitigation Measure TRANS-2a

This has been deemed to be unfeasible.

Is LSA aware that as much as 20 feet or property on the northwest side of Watkins is not held by private ownership but by the Town of Atherton ?

The Atherton Channel is located along Watkins and fronts 1 Watkins Ave , 25 Watkins Ave. and 31 Watkins Ave. This channel is covered in this location and not easily visible. If the right hand turn lane were installed, it would be on land owned by the Town of Atherton .

1

This is a Google street view of 1 Watkins. The ivy covered fence in the back represents the property line and not the white rail fence.

http://maps.google.com/maps?q=1+Watkins+Ave,+Atherton,+San+Mateo,+California+94027&hl=en&ll=37.460088,-122.195397&spn=0.000004,0.001679&sll=37.460201,-122.195603&layer=c&cbp=13,305.13,,0,0.03&cbll=37.460088,-122.195397&hnear=1+Watkins+Ave,+Atherton,+San+Mateo,+California+94027&t=m&z=19&panoid=WE31IQSziOpwRk_B9

This is a Google map showing the lot lines of 1, 25, and 31 Watkins Ave. and the location of the Atherton Channel. Notice the property setbacks along Watkins Ave.

<http://maps.google.com/maps?q=1+Watkins+Ave,+Atherton,+San+Mateo,+California+94027&hl=en&ll=37.460203,-122.195606&spn=0.001039,0.001679&sll=37.0625,-95.677068&sspn=31.839416,60.292969&geocode=FemYOwldbXG3-A&num=10&hnear=1+Watkins+Ave,+Atherton,+San+Mateo,+California+94027&t=m&z=19>

Regarding Mitigation Measure TRANS-1

Has LSA considered installing a holding lane on Middlefield Road northbound in place of a traffic signal? This feature would act like the holding lane at El Camino Real and Watkins Ave. permitting drivers to complete their left turn and wait in the holding lane for traffic to clear before merging onto traffic. This is sometimes referred to as a two stage left turn. It appears there in enough width at Middlefield to accommodate this mitigation.

2

Sincerely yours,
Sandy Crittenden

LETTER A6
Sandy Crittenden
Atherton Library Building Steering Committee Member
April 2, 2012

Response A6-1: Please refer to Master Response #7, which addresses the feasibility of Mitigation Measure TRANS-2 (construction of a right-turn lane at the El Camino Real/Watkins Avenue intersection).

Response A6-2: Middlefield Road north of Watkins Avenue currently has a painted median that would permit motorists on Watkins Avenue to begin their left turn during an appropriate gap in southbound traffic and then complete their left turn during an appropriate gap in northbound traffic. A separate holding lane at this intersection is not necessary to reduce any impacts of the project and is not recommended in the Draft EIR.

May 7, 2012

Lisa Costa Sanders, Deputy Town Planner
Atherton Town Hall
91 Ashfield Road
Atherton, CA 94027

RE: Town of Atherton DEIR

The Atherton Library Building Steering Committee, in accordance with the Notice of Completion and Availability of the Draft Environmental Impact Report for the Atherton Library Building Project, requests that the following comments be considered for inclusion in the Final Environmental Impact Report:

1. Typographic error. Kindly correct the name of the Atherton Library Building Steering Committee as it appears on the top of page 26.

1

2. Permitted Uses under the Will.

a. Please refer to the December 21, 2010 legal opinion prepared by McCracken, Byers and Richardson LLP, for the Town of Atherton. This legal opinion was addressed to Duncan Jones, the previous Public Works Director. The Town of Atherton City Council approved engaging this firm to render the opinion, and the City Council reviewed said opinion. This legal opinion reviews the potential uses of Holbrook-Palmer Park in Olive Palmer's Will as well as the termination of any restrictions. The opinion concludes that a library would be consistent with the terms of the Will and the provision therein that the land would revert to Stanford University, in the event the Town does not maintain the land as a park, expired in and about 1993.

2

b. In addition, pursuant to a request made by the Planning Commission at its April 25, 2012 meeting, the Town Counsel, Bill Conners, has drafted a Memorandum to the Planning Commission, dated April 26, 2012, setting forth the substantial legal history for a library being consistent with recreational uses of a public park.

c. Finally, it should be noted that such reasoning was probably present in the minds of Mrs. Palmer and her attorneys when her Will was drafted. Article Fifth, paragraph (iv) in particular, states explicitly that "...the construction and/or use of a building [in the Park] for public museum or auditorium purposes, which is consistent with the use of said property as a public recreational park, shall not be deemed forbidden...."

3. Zoning. On page 43 the following statement regarding the zoning for the proposed site is made: "The project site is currently zoned POS (Parks and Open Space) District; a library is not a permitted use with the POS District." An amendment is proposed to allow a library as a permitted use within the POS District. Chapter 17.34 Park and Open Space District (POS) in the Town of Atherton Zoning Code should be reviewed and a re-assessment as to whether the statement noted above is indeed the appropriate interpretation of the zoning code. Section 17.34.030 lists Permitted Uses in the POS District, and Table 17.34.030-1 lists Uses of historic and Cultural

3

value as being permitted uses. Is not a library a use of cultural value? If so, then it seems a library would be a permitted use under the existing zoning code and no amendment is necessary.

3
cont.

4. Traffic Studies and Corte Madera. The decision to use Corte Madera Library as an additional reference for the traffic studies and analysis in the DEIR, because it has similar operating characteristics to the proposed library, and the fact that the observed trip generation rates are higher than ITE Trip Generation Rates (the standard usually used for EIR analysis) is noted on pages 100 and 114. Using the trip generation rates from the Corte Madera library provided the most conservative analysis, i.e. the worst case scenario. A table comparing the trip generation using ITE rates vs. the Corte Madera Library rates would provide valuable additional information and highlight the difference between what is considered the standard operating practice for an EIR vs. the method used in this EIR. It would also be helpful to have a comparison of intersection levels of service and parking requirements using the two aforementioned methods so that the Atherton community could better understand the difference between using the Corte Madera trip generation data and standard ITE data. A description of the operational similarities of the proposed library to the Corte Madera Library would provide the context for why that library was used as a reference for the studies, but it is also important to point out clear operational distinctions. For example, the Corte Madera library is a regional branch library serving the entire southern portion of Marin County, including Kentfield and Greenbrae with populations of 6,584 and 11,947, respectively, which do not have their own libraries. Moreover, the next nearest library to Corte Madera, Larkspur, serves a community of 11,926, but is a small library. Finally, the Corte Madera Library services 16,492 cardholders as compared to the Atherton Library which has 9,400 cardholders.

4

5. Watkins and El Camino Intersection. It should be clearly noted that the Town of Atherton, regardless of any action which may be taken with respect to the library, has a traffic problem at this intersection (see page 109 where it is rated “F” in the AM and “D” in the PM). In addition, the entire discussion surrounding the “significant and unavoidable” impact of traffic at the intersection of Watkins and El Camino Real needs to be revised as erroneous.

- a. The additional right-of-way required along the north side of Watkins is available. A study undertaken by two members of the ALBSC - Sandy Crittenden and Kathy McKeithen -- and supported by an April 4, 2012 email from Interim Public Works Director Michael Kashiwagi (copy attached) indicates that the right of way width of Watkins is 60 feet and “there is adequate room to construct a right turn lane”.
- b. Thus, none of the alternatives considered in the DEIR results in a “significant and unavoidable” impact at this intersection.
- c. It was stated at the April 25, 2012 Planning Commission meeting that the use of the available additional right-of way “May not be feasible or desirable due to secondary effects to residential uses...” The only adverse effects to a residence known are those that might occur to the residence at the immediate corner of

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Watkins and El Camino Real. However, if this is a consideration it should be specifically noted on what basis it is either unfeasible or undesirable to use this Town-owned property to alleviate an existing and longstanding traffic problem which has repeatedly been termed “significant” even prior to the consideration of a proposed library in the Park. It should be noted that such property was purchased in 1995 at an arguably discounted price (\$309,000) which likely reflected property issues, by two purchasers who are both lawyers, who are knowledgeable in real estate transactions (having previously purchased at least two other properties in the area) and conceivably knew exactly what was being purchased. To what extent does the Town of Atherton have an obligation to forego use of Town-owned land for a clearly foreseeable public purpose in order to benefit private financial interests?

- d. It was also stated by residents at the recent Planning Commission meeting on April 25, 2012 that this intersection has historically be unsafe and it was suggested that the idea of a total prohibition on left turns be considered. While this may sound reasonable, it would be difficult to enforce unless turns INTO Watkins from southbound El Camino Real were also prohibited by blocking access. Accident numbers of “2-3 per month when the restaurant was at that corner” were cited at that same meeting and are erroneous. Please note the April 27, 2012 e-mail from Chief Ed Flint to Council Member Kathy McKeithen noting that between January 1, 2007 to present date “there have been eleven (11) traffic collisions, one of which involved severe (near fatal) injuries.” Nine (9) of these were caused by drivers’ making an unsafe turn, either right or left, from westbound Watkins Avenue onto El Camino. The other two(2) were caused by drivers making a left hand turn from southbound El Camino Real to eastbound Watkins Avenue.

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cont.

6. Watkins and Middlefield Intersection. Once again, it should be clearly noted that the Town of Atherton, regardless of any action which may be taken with respect to the library, has a traffic problem at this intersection (see charts on page 109 where it is rated “F” in the AM and PM). The discussion of the “significant and unavoidable” impact of traffic at the intersection of Watkins and Middlefield may be subject to mitigation in at least two ways.

- a. The first involves consideration of the installation of a holding lane on northbound Middlefield. This feature would act like the holding lane at El Camino Real and Watkins Avenue, permitting drivers to complete the left turn and wait in the holding lane for traffic to clear before merging into the northbound lane.
- b. The second option is a written commitment by the Joint Powers Association to have its Governing Board consider funding a traffic light at that intersection with Atherton Library Donor Funds, once the library project is at a point where all such funding requests can be made together.

6

7. Parallel Parking Spaces.

- a. General. On page 48 of the DEIR an analysis of the parking at Holbrook-Palmer Park notes that there are “three internal parking lots, which

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accommodate a total of 124 formal parking spaces. Approximately 36 parallel parking spaces are also available along the internal driveway that runs through the center of the park. Event parking on the open lawn areas can accommodate an additional 80 vehicles.” Yet on pages 114-117 no mention is made of the parallel parking spaces or open lawn areas. The parallel parking spaces are routinely used for parking and, as recently as April 7, 2012, the day of the annual Atherton Easter Egg Hunt, it was observed that many vehicles were parked parallel on the access driveway by the roadside though there were ample additional formal parking spaces in the Park available throughout the event. Similar use of parallel parking spaces is observed whenever sporting activities occur at the Park. Moreover, it was noted during a Park and Recreation Commission meeting held on April 4, 2012, that direction was given to utilize one side of the street parking on Watkins Avenue in the event of need for additional parking during the Easter Egg Hunt. At a minimum, if such parallel parking spaces are legal and are commonly used, they should be considered in any analysis of parking capacity and the statement on page 117 : “The total parking capacity of the park is 124 spaces...” should be amended to reflect these facts and the fact that in the past, notwithstanding the absence of a library building, even parking on Watkins has been used.

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cont.

b. Use of Number of Persons Per Vehicle Standard. We also believe the reference to two persons per vehicle is conjectural and, instead, references should be in terms of the number of vehicles only.

8

c. Cessation of Rentals for Large Events. Although the Town has historically rented the Park for large events, such rentals have been discontinued. Thus, the large number of parking spaces utilized by people attending these events are no longer needed. What is the effect of this cessation on public use and parking?

9

d. Proximity of Nearby Parking. Finally, the proximity of parking spaces at the existing library as well as the train parking lot and their utility as a consequence of the new walking bridge to the Park east of the railroad tracks, should be mentioned.

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8. The Reduced Library Size at Holbrook-Palmer Park Alternative indicates that with the elimination of 625 square feet of Atherton Heritage Archive space, 50 square feet of Arts room and 2,125 square feet of cultural/community space designated for the second floor a reduction of 3,500 gross square feet and 2,800 square feet of usable space would result. The DEIR hypothesizes a comparable reduction in parking demands. This is somewhat fallacious reasoning in that it assumes that the Arts Committee will move its headquarters out of the Park -- something which has, to our knowledge, never been considered throughout the long history of this Committee and its many attempts to find permanent program, gallery and storage space in the Park and, most recently, in the Main House. The cultural/community space in the proposed library is, in part, an attempt to meet some of those needs. Thus, the Reduced Size Library Alternative may, in the final analysis, be overlooking the fact that a new location for some of these needs may be more environmentally disruptive

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and have no less traffic impact if ultimately sited in the Park, than additional square footage in a new library in the Park.

11
cont.

9. The existing North Meadow Site at Holbrook-Palmer Park Alternative analysis fails to consider the lack of proximity to all parking; the lack of proximity to the central meeting room in the Park - namely, the Pavilion, which would alleviate the need for another large room in the library; the lack of proximity to complimentary activities such as the children's playground and the Playschool; and fails to consider the long-term operational effects of the proximity to residences and the City Manager's home which, unlike the existing Playschool which is a similar distance from the Main House, would receive little or no benefit from the library.

12

10. Existing Library Site Alternative - here we have the elephant in the room and it is colossal. Nowhere in the DEIR are the potential impacts of High Speed Rail and Electrification discussed. Atherton has two pending lawsuits against the HSR Authority concerning this matter. A specialized Town committee has been established to address these issues and has been in existence for years. An outside consultant has in the past been enlisted to help. "Save Our Neighborhood" signs can be seen throughout the area. Clearly high speed rail is viewed as a threat. Electrification is coming, whether as a 20-30 foot berm or some other form is uncertain. The potential adverse effects of noise, vibration, construction pollution, catenary lines, visual blight, and shoefly tracks are just some of the topics which have been raised by Atherton in our letters and presentations to the legislators. These are topics which legally need be disclosed by local realtors when selling local property. They should be accorded no less importance when discussing potential placement of a library adjacent to the Atherton train tracks. The environmental impact report should address the many potential adverse effects of high speed rail and electrification.

13

11. Town Center Site Alternative - the discussion in #9 above is relevant here as well.

- a. In addition, there is a failure to note the facts that if a library were to be built at the Town Center site, it would like be considered part of the Town Center project. As such, insofar as that project is presently without funding, it could be years before construction commences or it might never come to fruition.
- b. Moreover, Fair Oaks Lane, the road adjacent to the Town Center Site, has historically been a problematic road, prompting years of study into traffic calming devices by the Transportation Committee and thousands of tax dollars. It is an exceptionally winding road with a 20 mph speed limit from the train tracks to Middlefield Road, has a blind intersection with a 15 mph speed limit at Virginia, and a particularly hazardous and partially blind curve intersection at Middlefield and Fair Oaks which by all accounts is worse from traffic volume and safety standpoints than Watkins and Middlefield. This road, together with other residential roads which could be impacted by increased traffic resulting from a Town Center (or Existing Library Site) Location, i.e. Ashfield, should be studied.

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- c. Moreover, Fair Oaks Lane has no pedestrian walkway such as exists along Watkins, only an unsafe, narrow road, interspersed with trees in the potential walking path. 16
- d. You note that to a “lesser extent” the Town Center Site Alternative does not integrate with the “natural beauty of Atherton through usable indoor/outdoor spaces”, nor does it have “synergy with other recreational and cultural activities.” We believe the more honest words would be “to virtually no extent” not “to a lesser extent”. 17

12. Impact of Existing Railway. Finally, neither the Existing Library Site Alternative nor the Town Center Site Alternative adequately address the issues emanating from the presence of dozens of trains each day at speeds of over 90 mph passing within a short distance (i.e. approximately 170 feet in the case of the existing library, 150 feet in the case of the Town Center site) of these buildings each day. Page 157 of the DEIR refers to the potential for exposure of “library staff and users to noise levels of up to and about 73 dBA L which is within the Town’s normally unacceptable range for new library development” (75 dBA L in the case of the new Town Center site, page 165, DEIR) while Appendix C refers to roadway traffic noise levels at many existing nearby intersections at approximately 20 dBA L less. 18

- a. While roadway noise receives substantial evaluation, railway noise does not. Yet these numbers indicate that the degree of difference between the two is considerable and the effects and extent of railway noise has not really been explored or evaluated.
- b. Moreover, there are other aspects of the existing rail which will effect any future library nearby - clearly the vibrational and pollution effects of fast moving diesel trains over long periods need to be considered on the type and cost of construction as well as the use of outdoor space. 19

13. Three final points.

- a. Table IV.A-1, Policy 3.232 on Page 59 of the DEIR states that: “Although two heritage trees would be removed from the park...” In the initial study conducted by the Town’s arborist at the time, it was found there were no heritage trees affected -- the two liquid amber trees potentially within the project site not being of heritage size. Has this finding been revised? 20
- b. Page 70, subsection (3) of the DEIR notes that “a lighting plan would be prepared and reviewed by the Public Works Department for compliance with the Town’s requirements.” We would encourage that it, together with proposed landscaping, also be reviewed by the Atherton Police Department from a safety perspective. 21
- c. A member of the Planning Commission at the April 25, 2012 meeting noted that the DEIR referred to a “degradation in police services” if the library were to be relocated to the Park. Please make specific note of Chief Ed Flint’s response to this possibility in his April 29, 2012 e-mail to Council Member Kathy McKeithen in which he states: “the library in the park in relation to its present location across from the police department with respects (sic) to police response times or quality of service is a moot point (or statistically insignificant), because the 22

police spend most of their time out on patrol or responding to calls for service throughout the Town, not sitting around the police department waiting for a call from the library." Moreover, insofar as a library in the Park would undoubtedly bring a greater police presence into the Park, this would likely be a good development given the recent findings of incipient gang activity and homeless persons taking residence.

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cont.

We thank you for your consideration of these comments.

Respectfully submitted,



Atherton Library Building Steering Committee

LETTER A7

Denise Kupperman

Atherton Library Building Steering Committee Member

May 7, 2012

Response A7-1: In response to this comment, and in response to comment B17-14, page 26 of the Draft EIR is revised as follows:

The recommendations in the Library Needs Assessment ultimately resulted in the establishment formation of the Atherton Library Building Steering Committee (ALBSC) by the Atherton City Council in Resolution No. 10-30, passed in June 2010. Per the Resolution, the mission of the ALBSC is to “oversee the planning and design process of a new Library that meets the current and future needs of the community.” August 2010, which is tasked with recommending a site for the new library; overseeing design and construction; guiding the planning process; and coordinating with Town staff.

Response A7-2: This comment is noted. Please also refer to Master Response #4.

Response A7-3: Please refer to Master Response #4, which addresses the proposed Zoning Ordinance amendment.

Response A7-4: Trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation* are typically used to calculate the number of vehicle trips generated by a proposed development. Surveys are submitted to ITE from locations across the nation and have typically consisted of developments in a suburban setting with a single land use and parking lot. Trip generation rates for libraries, for example, are from sites surveyed between the late 1960s through the 2000s in California, Florida, Georgia, New Jersey, and Oregon. Technological changes can impact trip generation rates over time. For example, after determining that trip generation rates for banks had significantly changed, the ITE eliminated pre-2000 data for bank trip generation from their reported rates.

In addition, national average rates for libraries do not reflect an individual community’s propensity to read, access to electronic media, or other factors that might affect trip generation rates. As stated in *Trip Generation*, the reports “do not include ITE recommendations on the best course of action or the preferred application of the data.”⁵

Table IV.D-7 on page 101 of the Draft EIR displays both ITE trip rates for library and surveyed trip rates for a local library. Utilizing ITE trip genera-

⁵ Institute of Transportation Engineers. *Trip Generation*, Eighth Edition, User’s Guide, Washington D.C., p. ix.

tion rates is one valid method of predicting future trip generation characteristics of a proposed development. Utilizing trip generation rates determined from local conditions is also a valid method of predicting future trip generation characteristics of a proposed development. This comment is correct in stating that the trip generation methodology utilized in the Draft EIR is conservative and that the rates are higher than those developed by ITE. In consultation with Town staff, the EIR authors utilized this approach as it more closely reflected the type of development proposed and local conditions. Therefore, a comparison of results is not warranted or required.

Response A7-5: As noted on page 106 of the Draft EIR, the El Camino Real/Watkins Avenue intersection currently operates at an unacceptable level of service during the AM peak hour and an acceptable level of service during the PM peak hour. The increase in delay associated with the proposed project would increase the delay during both the AM and PM peak hours, resulting in a significant impact during both peak periods. Please refer to Master Response #7, which addresses the feasibility of Mitigation Measure TRANS-2 (construction of a right-turn lane at the El Camino Real/Watkins Avenue intersection). Impacts TRANS-2 and TRANS-4 identified in the Draft EIR remain significant and unavoidable. As described in Master Response #7, prohibition of left-hand turns at this intersection would be infeasible.

The remainder of this comment, which addresses the financial interests of the property owners on Watkins Avenue, does not relate to the adequacy of the Draft EIR and no further response is required. Please also refer to Master Response #3 regarding evaluation of economic issues in an EIR.

Response A7-6: Please refer to Response to Comment A6-2 regarding installation of a holding lane on Middlefield Road.

Response A7-7: In response to this comment, which points out that parallel parking spaces and overflow event parking in the North Meadow may continue to be available for large event parking, the parking impact discussion on pages 116 through 117 of the Draft EIR is revised as follows:

As noted in Chapter III, Project Description, the Main House would be demolished in order to construct the new library; therefore, private events would no longer occur at the site. However, the Pavilion, which has a capacity of 150 persons, and the meadows may continue to be available for private events after the construction of the library.

Assuming an average vehicle occupancy of two persons per vehicle for a special event, up to 75 additional parking spaces could be required to accommodate such events. As noted in Table IV.D-22, there would be fewer than formal 75 parking spaces available at the park during weekday or weekend peak parking demand periods after construction of the library. Therefore, events occurring at the Pavilion could result in parking demands within the park that exceed the available supply.

Impact TRANS-5: Parking demands for the new library, in conjunction with the use of existing facilities for large private events, could exceed the available capacity of the parking supply within Holbrook-Palmer Park. (S)

As noted in Table IV.D-22, there could be about 58 surplus formal parking spaces at the park on a weekday and 41 surplus formal parking spaces at the park on a weekend. These surplus spaces represent 47 percent and 33 percent of the total formal parking spaces, respectively. A significant impact to the parking supply would occur when the total demand exceeds 90 percent of the available parking capacity. The total parking capacity of the park is approximately 124160 spaces including parallel parking; therefore, a significant parking impact would occur when the total surplus is less than 4216 spaces. As a result, up to 4678 spaces would be available for events at the Pavilion on a weekday and 2961 spaces would be available on a weekend. Assuming an average vehicle occupancy of two persons per vehicle during events, a significant parking impact would occur when an event is held at the Pavilion with an attendance of more than 92156 persons on a weekday or more than 58122 persons on a weekend. Therefore, implementation of the following mitigation measure is required to ensure that adequate parking is available to all park and library users.

Mitigation Measure TRANS-5: Upon completion of the proposed library in Holbrook-Palmer Park, private events at the Pavilion shall be regularly limited to 92156 persons on a weekday or 58122 persons on a weekend. If an event larger than the specified size is planned to be held at the Pavilion, the Town shall ensure that event is not scheduled concurrently with other special events in the park or during peak library hours. Additionally, the event coordinator shall submit to the Town a trip reduction plan that would reduce the number of vehicle trips to and from the park during the event. The plan could include measures such as off-site parking and shuttling, carpool matching, or use of alternative modes of transportation such as walking or bicycling. Parking for the event could also be accommodated on-site through the use of valet parking. The Trip Reduction or Valet parking plan(s) shall demonstrate that the plan(s) would reduce the parking demand on site to fewer than 4678 spaces on a weekday and 2961 spaces on a weekend. (LTS)

This revision is a minor change to the Draft EIR text and existing mitigation measure and would not require recirculation of the Draft EIR (see Master Response #8).

Response A7-8:

As noted on page 116, the Draft EIR assumes an average of two persons per vehicle for a special event. This number is used to determine the parking

demand for large private events held at the Pavilion (which has a capacity of 150 persons). Average vehicle occupancy of two persons per vehicle for special events is a routinely used figure for traffic analysis of special events. It must be noted, that the type of special events similar to those held at the Pavilion (e.g., weddings, birthday celebrations) are routinely attended by families and would result in more than two persons per vehicle. In addition, Mitigation Measure TRANS-5 allows a larger number of participants if the trip reduction or valet parking plan demonstrates that parking demand is reduced.

Response A7-9: Although the City Council has discontinued private events rentals at the Main House and Pavilion for 2012, these uses may be reinstated at the Pavilion in the future. If events at the park continue, then Mitigation Measure TRANS-5 would be necessary to ensure that adequate parking exists for library and event operations. If events at the park are not reinstated, then the issue is moot as there would be no events at the Pavilion that would be subject to the requirements of Mitigation Measure TRANS-5.

Response A7-10: Because of the distance from the project site (about 0.4 miles), and lack of consistent pedestrian pathways between the park and the existing library site and Town Center, the existing library and Town Center parking areas are not considered to provide regular parking for the new library within the park. However, at the discretion of the Town's Public Works Department, these spaces may be utilized as an off-site parking option through the trip reduction plan described in Mitigation Measure TRANS-5.

Response A7-11: As shown in Table III-2 on page 34 of the Draft EIR, the Arts Committee currently occupies approximately 580 square feet of office and project space within the Main House. As described on page 42 of the Draft EIR, Arts Committee space displaced by the proposed project with demolition of the Main House would be relocated to the new library. Pages 142 through 143 of the Draft EIR state that with the reduction of 3,500 square feet in available community space considered in the Reduced Library Size in Holbrook-Palmer Park alternative, comparable reductions in parking demand may also result, although this reduction is not exclusively attributed to the elimination of the available Arts Committee space but rather in the overall reduction in gross square footage.

Trip generation is calculated based on the gross square footage of the proposed building, consistent with the determination of the trip generation rate. The method of determining trip generation was applied consistently for the proposed project and the project alternatives without individual adjustment for individual rooms or uses within the building. As stated on page 143 of the Draft EIR, the reduced library size would also reduce the ability of the new library to absorb some of the uses currently accommodated in the Main House and these uses may need to be relocated elsewhere. It is unknown if other park facilities would, with renovations or other physical alterations, be able to

accommodate these uses or if some of these uses would relocate outside of the park. It should be noted that if the Reduced Library Size in Holbrook-Palmer Park alternative is selected and a new location for cultural/community spaces is ultimately sited in Holbrook-Palmer Park, then the adequacy of parking for that use would need to be evaluated. The Draft EIR notes that if these uses are relocated within the park, the potential for renovations or increased physical deterioration of existing facilities could result in new environmental impacts related to park and recreational facilities.

- Response A7-12: Please refer to Master Response #3 regarding the evaluation of social effects related to the location of the library. Pages 144 through 149 of the Draft EIR include an evaluation of the environmental effects of the North Meadow Site in Holbrook-Palmer Park alternative, including an evaluation of land use compatibility (which is identified as compatible, but less so when compared to the proposed project). This comment primarily relates to the merits of the North Meadow Site in Holbrook-Palmer Park alternative as compared to the proposed project location, and not the adequacy of the Draft EIR. Please also refer to Response to Comment A4-5.
- Response A7-13: Please refer to Response to Comment A4-6, which addresses the speculation surrounding electrification and development of a high speed rail line adjacent to the Existing Library Site and Town Center Site alternative locations.
- Response A7-14: This comment is noted. The Town Center Site alternative considers development of a new library within the context of a redeveloped Town Center, as noted on page 158 of the Draft EIR. Additional background on the Town Center project is provided on pages 132 through 133 of the Draft EIR. Given that the Town Center project is currently in the planning phases and an architect for this project was retained by the Town in January 2012, the EIR authors, in consultation with the Town as Lead Agency, determined that evaluation of a Town Center location was reasonable and appropriate for evaluation in the alternatives analysis.
- Response A7-15: Please refer to Master Response #5, which addresses potential impacts to the El Camino Real/Fair Oaks Lane and Middlefield Road/Fair Oaks Lane intersections under the Existing Library Site and Town Center Site alternatives.
- Response A7-16: Please refer to Response to Comment A4-19. Please refer to Response to Comment A4-19. In addition, as stated on page 99 of the Draft EIR, it is the Town's policy that no new vertical curbs or sidewalks shall be constructed. Therefore, construction of sidewalks along Fair Oaks Lane would conflict with the Town's policy.
- Response A7-17: The stated opinion that the Town Center Site alternative would not (or "virtually to no extent," as expressed in the comment) result in integration with the natural beauty of Atherton through usable indoor/outdoor spaces or

synergy with other recreational and cultural activities (two of the project objectives noted and discussed on page 158 of the Draft EIR), is noted. No revisions to the Draft EIR are made as a result of this comment.

- Response A7-18: Traffic- and railroad-related noise impacts associated with the proposed project are discussed on pages 58 through 60 of the Initial Study and are summarized on pages 176 through 177 of the Draft EIR. No traffic- or railroad-related noise impacts are identified for the proposed project. Railroad-related noise impacts that would occur under the Existing Library Site and Town Center Site alternatives are discussed on pages 157 and 165 of the Draft EIR, respectively. As discussed, new railroad-related noise impacts not associated with the proposed project could result at either alternative location due to the proximity to the rail corridor; installation of upgraded building façade materials would likely be required to maintain recommended interior noise levels. Also refer to Master Response #2, which addresses the level of detail appropriate for the analysis of alternatives.
- Response A7-19: The new library would be constructed according to current building code standards; no additional construction techniques or non-standard building materials would be required to sustain the ground-borne vibration generated by the nearby rail corridor due to its distance from both the Existing Library Site and Town Center Site alternative locations. As noted on pages 157 and 165 of the EIR, train noise levels at outdoor areas of these alternative project sites would be within the Town's "normally unacceptable" range for new library development. According to the Town's Noise Element of the General Plan, if development proceeds in environments with noise levels in the "normally unacceptable" range, a detailed acoustic analysis must be performed and needed noise insulation features should be incorporated into the design to reduce impacts to proposed noise sensitive indoor spaces with no mitigation required for exterior spaces. In other words, although outdoor users at the Existing Library and Town Center Sites would be exposed to "normally unacceptable" noise levels, no additional mitigation measures beyond those recommended in the Draft EIR would be required. In addition, most library visitors at these alternative locations would spend the majority of their time indoors and would not be exposed to substantial long-term noise or pollutant emissions generated by nearby, intermittent trains.
- Response A7-20: As described on page 29 of the Draft Initial Study (included as Appendix B of the Draft EIR), two heritage live oak trees are within the southwest extension of the planned grand promenade and would be removed by the project. This evaluation is based on the project boundary shown in Figures III-3a and 3b in the Draft EIR. It is assumed that this comment is referring to the Screening Analysis prepared in September 2011, which evaluated potential impacts to heritage trees (refer to page 26 of the Draft EIR for a description of this document). The potential project boundary evaluated in the Screening Analysis was smaller than the boundary later identified for the proposed project and evaluated in the Draft EIR.

Response A7-21: As noted on page 66 of the Initial Study, the Atherton Police Department will have an opportunity to review specific design plans for the proposed project and will require and verify that crime prevention in site design standards are met prior to project construction. This review will include the final landscaping and lighting plans.

Response A7-22: This comment is noted. Please also refer to Master Response #3 which further addresses social effects related to development of a new library within the park and how these relate to the demand for and provision of police services.

PHILIP D. LIVELY
24 HAWTHORN DRIVE
ATHERTON, CA. 94027

MAY 7, 2012



LISA COSTA-SANDERS
Deputy Town Planner
Town of Atherton,
91 Ashfield Road
Atherton, Ca. 94027

Lisa, In response to the DEIR on the Atherton Library Project , I have the following comments.

Size of the proposed library: At a recent ALBSC meeting it was stated that the library service area has been in existence for many years. Recent census counts show Atherton resident count down from prior census counts. The "service area " seems to be in the fully developed condition, so where is the need for such an increase in the size of our Atherton Library?

1

Page 41, why is there a need for 7000 sq. feet of " new impervious surface" ?

2

Page 42, Please verify each entity agreement to share space in new Library, from footnote 30.

3

Page 70, Please clarify the statement that City Council will have the opportunity to review the

4

The final design plans, this should say "review and approve" the final design plans.

Page 70, (3) When so much more lighting sources are planned, how valid is the conclusion that " new lighting conditions would not likely increase light or glare"

5

Page 71, Review statement "Therefore----Increased light and glare would be less than significant". The sheer size of the proposed structure would seem to create significant light sources and lighting intensity. Also the hours of operation will contribute to need for lighting.

6

Page 84, Review statement that no direct or indirect impacts to identified historic resources ---would result from the development of the proposed project--. 40 feet from old Historic structures would seem to be a very close call.

7

Page 85, D. Transportation, Circulation, and Parking. Much has been said at the Planning Commission meeting , April 25, 2012 on this subject. The Watkins/El Camino intersection has many complicated factors. The Watkins/Middlefield intersection has not been properly studied when it is viewed as a component of the overall traffic movement (or lack of movement) along Marsh Road/ Middlefield/Watkins. A proposal to place a traffic light at Watkins/Middlefield is unworkable unless a traffic study is made and effect of such light is made on Marsh Road and Middlefield Road to Oak Grove Ave. Study should cover peak hours, morning, and evening, not just hours of Library operation. Also , during the P.C. meeting a LSA presenter said in regard to Watkins/Middlefield signal " this will happen" where is authority for this statement?

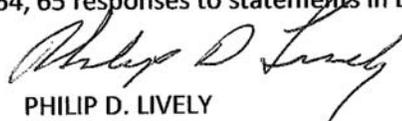
8

Parking: Existing library parking was compared with Proposed site parking, but none of the parking spaces in existing parking area nearby , open space was considered.

Page 124, same comment as in Page 42 above, ref. footnote pg 124, #12

9

Page 125, (2) para. 3. Identify which parks and recreational areas, public and private, which will result in dispersal of use.	10
Page 129, 1. "existing library does not currently meet library service requirements" Library Service requirements were established by a Core Team consisting of four members of San Mateo County library system and three members of from an architectural consulting firm. The public outreach sessions did not address service needs or size. Why should Atherton accept the above quoted statement???	11
Page 130, The existing Library building is not a historic building. Please correct all such comments.	12
Page 161, Analysis of the Town Center Site Alternative: This site should be re-studied to Develop a more detailed analysis of this alternative. Traffic and circulation patterns should be better since there are many more access routes to and from Town Center. Comments on Heritage trees should be reviewed since these trees are located near property edges and should be retained by good design.	13
Flood Park, alternative site: This is a county park , adjacent to Atherton, why no consideration?	14
INITIAL STUDY COMMENTS:	
Page 28,29. Tree removal, while this plan may result in removal of approximatley 37 trees from the site and maybe 46 smaller trees, to be replaced with and addition of 82 new trees, this conversion from old to new, will result in a total new environmental scene for the park. Has this been properly addressed?	15
Page 62, Please confirm two statements " no new staff would be added" and " existing utility connections and public service systems would not necessitate road or other Infrastructure extensions". The proposed grand size of the Library would indicate otherwise.	16
Page 64, Please verify with Fire Marshal Aus that he has studied the proposal and restates MPFPD will not require new fire service requirements, water, alarm, service access. Ref. pg 64 footnote #60	17
Page 65, Please confirm Chief Flints letter , forwarded by Jenifer Frew, footnote #63, in which certain comments are made which indicate an increase in volume of calls to Library in park ---will experience an overall increase in response times, and verify second to last paragraph , last page, " it is clear that the library will be moving to a location with a much greater activity level. Such activity will not only impact Holbrook-Palmer Park and the library, it will impact parking and traffic".	18
Please compare above pgs 64, 65 responses to statements in DEIR on fire and police.	19
	20


 PHILIP D. LIVELY

LETTER A8
Philip Lively
Planning Commission Member
May 7, 2012

- Response A8-1: Please refer to Master Response #1 concerning library operations, size and service areas. The project background and objectives are described on pages 25 through 27 of the Draft EIR. However, the “need” or merits of the project are beyond the purview of the Draft EIR.
- Response A8-2: Please refer to Response to Comment A8-1. The Draft EIR evaluates the project as proposed and as shown in Figures III-4a and III-4b. As currently proposed, the new library building footprint and adjacent plazas and walkways would increase the impervious surface area on the site by 7,000 square feet, the environmental effects of which are evaluated in the Draft EIR and Initial Study.
- Response A8-3: Page 42 of the Draft EIR identifies the potential locations for relocation of existing uses currently accommodated in the Main House, as currently proposed by the ALBSC, in consultation with the Town’s Planning and Public Works staff. Please refer to Master Response #3, with respect to identification and analysis of JPA and Town future agreements with each current user/entity at the Main House, which is a social aspect of the proposed project.
- Response A8-4: In response to this comment, the following minor clarification is made to page 70 of the Draft EIR:
- The proposed project site plan is currently in the preliminary site planning phase, and specific building plans and architectural elements have not yet been developed. However, the City Council would have the opportunity to review and approve of the final design plans prior to construction of the new library.
- Response A8-5: An evaluation of existing and future lighting conditions within the project site and vicinity is provided on page 70 of the Draft EIR. As noted, prior to approval of the final project design plans, a lighting plan would be prepared and reviewed by the Public Works Department for compliance with the Town’s requirements. Although lighting and glare in the park would increase with development of the proposed project, it would not be such that the project would adversely affect day or nighttime views in the area (please refer to the significance criteria related to increases in light and glare on page 68 of the Draft EIR).

Response A8-6: As noted on page 84 of the Draft EIR, implementation of Mitigation Measure NOISE-2 is required to ensure that the operation of heavy machinery does not directly impact the integrity of the Water Tower or Carriage House, which are historic resources, during project construction. As further described on page 60 of the Draft Initial Study (provided in Appendix B of the Draft EIR), the nearest façade of the Water Tower (the closest sensitive structure to the site) is actually a distance of 80 feet from the proposed project construction boundary. Restricting the operation of heavy equipment such as large vibratory roller compactors, large bulldozers, and loaded trucks from operating within 40 feet of the Water Tower would ensure that vibration levels would be reduced to below 0.10 PPV,⁶ which is below the recommended vibration impact criteria of 0.12 PPV for structures considered extremely susceptible to vibration damage. Due to the actual distance of the project boundary from the nearest façade of the Water Tower, it is expected that operation of heavy machinery at this close of a distance would be infrequent.

Response A8-7: Watkins Avenue is located approximately 650 feet from Marsh Road and 1,750 feet from Encinal Avenue, the nearest intersections with signalized traffic control. The signals should be coordinated and programmed to facilitate progression along Middlefield Road. However, the intersections are far enough apart that the queue from one would not effect operations of another. It should be noted that signalized intersections can function well when vehicles arrive in platoons from upstream intersections.

In response to this comment, Mitigation Measure TRANS-1 on page 106 of the Draft EIR is revised as follows:

Mitigation Measure TRANS-1: The Town shall install a traffic signal at the Middlefield/Watkins Avenue intersection and ensure that the signal is coordinated with the traffic signal at the Middlefield/Marsh Road intersection. The installation of a traffic signal would improve intersection operations to an acceptable LOS in both the Existing and Near-Term conditions. (LTS)

This revision is a minor change to the existing mitigation measure and would not require recirculation of the Draft EIR (see Master Response #8). Furthermore, the Draft EIR concludes that Mitigation Measure TRANS-1 is feasible and that there are no physical constraints to construction of the recommended improvement. Ultimately, the City Council will adopt a Statement of Findings to commit to implementation of the new signal.

Response A8-8: As stated on page 94 of the Draft EIR, approximately 80 parking spaces can be utilized on the lawn in Holbrook-Palmer Park in unusual circumstances. These parking spaces are, however, not ordinarily utilized and could not be utilized at the sole discretion of a visitor to the park. Therefore, these spaces

⁶ PPV is the peak particle velocity measured in inches per second.

were not included as part of the parking demand analysis. Please also refer to Response to Comment A7-7.

Response A8-9: Please refer to Response to Comment A8-3.

Response A8-10: Public and private local and regional park facilities within the vicinity of the site are identified on pages 121 through 122 of the Draft EIR. As noted on page 125 of the Draft EIR, the increased use of these facilities that may result during peak use periods at Holbrook-Palmer Park would be dispersed among the various facilities both locally and within the region. In other words, no specific facility is expected to experience a substantial increase in use due to development of the proposed project, particularly such that substantial physical deterioration would occur at any one facility.

Response A8-11: Please refer to Master Response #1 concerning library operations, size and service areas. The project background and objectives are described on pages 25 through 27 of the Draft EIR. However, the “need” or merits of the project are beyond the purview of the Draft EIR.

Response A8-12: Please refer to Response to Comment A5-8, which addresses the historic status of the existing library building. The existing library building is considered a historic structure for the purposes of CEQA.

Response A8-13: Please refer to Master Response #5, which addresses potential impacts to the El Camino Real/Fair Oaks Lane and Middlefield Road/Fair Oaks Lane intersections under the Town Center Site alternatives.

Response A8-14: Figures V-4a and V-4b depict the library location and building orientation for the Town Center Site alternative. There are two heritage trees currently located within or in the immediate vicinity of the conceptual building footprint. Therefore, the Draft EIR assumes that these trees could be removed with development of this alternative. It is noted that, if the Town Center Site alternative is selected, the site could be redesigned to preserve the two trees.

Response A8-15: Please refer to page 134 of the Draft EIR, which notes that Flood Park is located in and operated by San Mateo County. This site is not within the Town’s control or jurisdiction, and is therefore considered to be an infeasible off-site alternative location for development of the proposed project. Also refer to Master Response #2.

Response A8-16: Section IV.B, Visual Resources, in the Draft EIR discusses alterations to the visual quality and character of the park. As noted on page 69 of the Draft EIR, “the proposed project would include new landscaping that would replace and enhance some of the landscaping lost during the demolition phase of the proposed project. New landscaping and enhancements in the vicinity of the site would be consistent with the overall vision of landscaping improvements presented in the park’s Master Plan.” While removal of trees

and other ornamental landscaping would temporarily alter the existing visual character of the park, over time, the new plantings would mature and integrate the new building with the surrounding area.

Response A8-17: Please refer to Response to Comment A4-25 with respect to library staffing.

Response A8-18: Pages 71 through 72 of the Initial Study include a discussion of water and wastewater infrastructure needs for the proposed project. As noted in the Initial Study, the Town's Public Works Superintendent has confirmed that sufficient capacity is available to serve the project. No new roads are proposed as part of the project.

Response A8-19: As stated on page 64 of the Initial Study, the Menlo Park Fire Protection District has reviewed the preliminary site plan for the proposed project and "determined that any minor increases in demand for fire protection services resulting from development of the proposed project would not exceed the ability of staff and equipment to provide service at adequate levels." The discussion goes on to state that, "the Fire District will have the opportunity to review specific design plans for the proposed project once they are developed and will require and verify that adequate emergency access is provided and that the project complies with the current fire code prior to project construction, including the provision of adequate fire flow and location of fire hydrants." As of preparation of the Draft EIR, the Menlo Park Fire Protection District has not expressed any concerns with regard to providing service to a new library within the park.

Response A8-20: The evaluation of environmental effects with regard to fire and police services focuses on whether or not new facilities would need to be constructed to maintain adequate service levels, the construction of which could cause secondary environmental effects. It should be noted that the Draft EIR does not conclude that fire and police response times would not increase with development of the proposed project. Rather, the analysis concludes that the proposed project would increase the demand for services, but not to such a degree that new facilities would need to be constructed in order to maintain acceptable service ratios, response times, or other performance objectives for police and fire services. The information provided by the Menlo Park Fire Protection District and the Atherton Police Department was considered in preparing the analysis of fire and police services found on pages 64 through 66 of the Initial Study.

Parking and traffic considerations are evaluated in Section IV.D, Transportation, Circulation and Parking, on pages 85 through 118 of the Draft EIR. No on-site (i.e., within the park) circulation impacts were identified in the Draft EIR.

From: Marylue Timpson [maryluelu@sbcglobal.net]

Page 1 of 1

Sent: Wednesday, April 18, 2012 11:59 AM

To: Lisa Costa Sanders; Janp_hcs@pacbell.net; phillip.lively@earthlink.net; wgrindley@sbcglobal.net; pquinlan@metabolex.com; Bill Widmer; Kathy McKeithen; Jim Dobbie

Subject: EIR report

To All those CONCERNED about the Park and what goes in it:

I, Marylue Timpson, have read the EIR in detail. I am a member of the Park and Rec Commission and feel that my voice is as important as those who have lived here for 20 years or more and expressed that their opinion is more important than all of ours who pay very high property taxes just because they haven't lived here very long. I, like everyone else, love the park and have proven that with my active involvement in the park and what happens to it. I have read the EIR extensively and know that those who want the library in the current spot or at the some day to be built Town Center, will take the TRAFFIC issue on Watkins and Middlefield as the ONLY fact to be considered in the placement of the library. What they refuse to see is that the Watkins and EL Camino spot will be affected by no matter what happens, where the park goes. (Although I was recently told that it could be mediated because the corner property does belong to the town). They also won't look at the fact the Fair Oaks will be highly affected by the placement of the library any place other than the park.

1

A couple of years ago, the town hired a company to check the traffic levels on Watkins and Fair Oaks. Fair Oaks AT ALL TIMES HAD FIVE TO SEVEN TIMES MORE TRAFFIC THAN WATKINS. In turn, it will have a far greater traffic problem than it has now or than Watkins will have with the library in the park. Nothing in the EIR determined that the library would have any more adverse affect on it than the main house (taking into account that everyone I know wants it smaller, rather than larger). I agree that there will be a traffic problem NO MATTER WHERE THE LIBRARY goes, but it will affect Fair Oaks to a much greater extent than Watkins will be affected; therefore, I am in favor of it going in the park. I fear that the increased traffic on Fair Oaks will possibly cause a death from someone leaving one of its ancillary roads because the people travel at very high speeds around the blind corners. Children could be walking or biking to the library if it were at the Town Center or the current spot and any one of those excessive speeders could do major harm. Watkins is a straight road and the visibility is much clearer and there are actually sidewalks on which to ride or walk.....Fair Oaks has none.

2

Please consider accepting the EIR for what it is worth and approve of the library in the park. Make whatever recommendations you chose in regard to the size as I know most people I have interviewed about the park have clearly stated they did not want a 13500 or even a 11000 square foot building.

3

Thank you for considering my request with the same consideration you do as those who have lived in this wonderful town for years. I know they care about the town, but so do I.

Marylue Timpson,

Park and Rec Commission, Recording Secretary of the Atherton Dames (Past President), Holbrook Palmer Park Foundation Member

LETTER A9
Marylue Timpson
Parks and Recreation Commission Member
April 18, 2012

Response A9-1: This comment, which addresses the merits of the proposed project and not the adequacy of the Draft EIR, is noted. No further response is required.

Response A9-2: This comment primarily addresses the traffic-related merits of locating the proposed library at the project site as compared to the alternative sites and not the adequacy of the Draft EIR. Please refer to Master Response #5 which addresses potential impacts to the Fair Oaks/El Camino Real and Fair Oaks/Middlefield intersections under the Existing Library Site and Town Center Site alternatives. Please also refer to Response to Comment A4-17.

As a point of clarification, it should be noted that, as shown on Figure IV.D-3 on page 92 of the Draft EIR, existing traffic volume on Fair Oaks Lane is higher than existing traffic volume on Watkins Avenue. However, on the day traffic volume data was collected for the environmental analysis, the existing traffic volume on Fair Oaks Lane is approximately twice the existing traffic volume on Watkins Avenue, not five to seven times as suggested by the comment.

Response A9-3: This comment, which addresses the merits of the proposed project, is noted. No further response is required.

B. INDIVIDUALS

From: MARY AWBREY [mawbrey1@att.net]
Sent: Wednesday, April 18, 2012 1:05 PM
To: Lisa Costa Sanders
Cc: mawbery1@att.net; craig awbrey; weegreenmea@yahoo.com
Subject:

Atherton Planning Commission:

The official Town of Atherton Website specifically states in the introduction, "The town of Atherton desires insofar as possible, to preserve its character as a scenic, rural, thickly wooded, residential area with abundant open space and with streets designed primarily as scenic routes rather than for speed of travel." This longstanding profile is threatened and infringed upon by the prospect of locating a public library (with attendant traffic issues) in Holbrook-Palmer Park as the following observations on the Summary (pages 19 and 20) of the current DEIR will explain.

1

Page 19 Table 11-2 D. Transportation, Circulation and Parking

Trans-1

Environmental Impact

*.....proposed project would cause an increase in delay for the critical movement at the Middlefield/Watkins Avenue intersection.....

Mitigation Measure

*The town shall install a traffic signal @ Middlefield/Watkins intersection. The installation of a traffic signal would improve intersection operations.....

**A mitigation traffic signal would periodically back up noisy and polluting vehicles to the detriment of the residential neighborhood.

Middlefield/Watkins will be a "considerable project impact" when a Bohannon development and demands of the new Facebook facility kick in.

2

Trans-2

Environmental Impact

*.....proposed project would cause an increase in delay for the critical movement at the El Camin-o/Watkins Ave. Ave (Intersection #6).....

Mitigation Measures - Trans-2a

*The town shall construct an exclusive right turn lane at the westbound approach on Watkins Ave.....

**With or without a right turn lane, the intersection will continue to be dangerous and problematic.

Currently, left hand turns at Watkins and ECR are extremely challenging. Furthermore, opposite the residential driveway at the home on that corner is an empty (for lease) two story new office building with 40 parking spaces presenting delays and safety issues. Delays will create more emission pollutants and noise for the adjacent homes on Watkins.

3

4

Page 20 Table 11-2 continued

Trans-2 continued

Mitigation Measures - Trans 2b

*Because construction of an exclusive right-turn lane at the intersection of El Camino Real/Watkins Ave. is not feasible.....the Town should provide additional law enforcement monitoring at this intersection.....

5

**The Town is currently financially strapped and, after financing the required traffic control equipment at both ends of Watkins Avenue, it is unlikely there would be funding for additional law enforcement at one or both of those locations.

Trans-3

Environmental Impacts

*Under the Near-Term Project condition, the proposed project would cause an increase in delay.....

Mitigation Measures

*Implement Mitigation Measure Trans-1 (page 19)

6

**Middlefield/Watkins and intersections of Watkins and Fair Oaks among others are currently dangerous and challenging for those of us required to use them daily (we live in Lloyd Park). There is no doubt that Middlefield/Watkins is a "cumulatively considerable project impact" especially when the Bohannon project and the demands of the new Facebook facilities kick in. Traffic delays, noise and pollution are inevitable.

Trans-4

Environmental Impact

*Under the Near Term Plus Project condition, the proposed project would cause an increase in delay for the critical movements at the El Camino Real/Watkins Avenue intersection (Intersection #6) by more than 0.8 seconds. This is a cumulatively considerable project impact.

Mitigation Measures

*Implement Trans 2a (right turnlane) or Trans 2b (law enforcement).

**There is a HUGE array of traffic multipliers waiting to congest ECR (and Watkins). With or without the mitigation measure of a possible right-turn lane there, it will continue to be a dangerous and problematic intersection. In addition to the new for lease office building on that corner (Watkins and El Camino) with 40 parking places, there are a significant number of vacant properties waiting for development--at least half a dozen. There, for instance, is an approved development in Menlo Park at the corner of ECR and College which includes 26 residences. Also in Menlo Park are extensive plans to reconfigure the downtown at adjacent to ECR including more housing. There are new ordinances (see Daily Post 4-12-2012) in Palo Alto which allow a significant density of homes over parking lots and within 1/4 mile of El Camino Real. There is a comprehensive Arrillaga development in progress across from Stanford Shopping Center (less than 3 miles south of the Watkins/ECR intersection) encompassing a theatre complex, office buildings fronting ECR and parking for hundreds of vehicles. Stanford University (including Stanford Hospital 3 miles south of Watkins/ECR intersection) provides ongoing redevelopment and building. Redwood City to the north also has ongoing redevelopment which may include a major "Saltworks" project which would further clog ECR (and affect Watkins/ECR). Any one of these projects is significant but a combination of them is overwhelming.

7

Trans-5

Environmental Impact

*Parking demands for the new library, in conjunction with the use of existing facilities for large private events, could exceed the available capacity of the parking supply within Holbrook-Palmer Park..

Mitigation Measures

*Upon completion of the proposed library in Holbrook Palmer Park, events at the Pavilion shall be regularly limited to 92 persons on a weekday or 58 persons on a weekend. If an event.....

8

**For Atherton residents (taxpayers) these restrictive numbers are punitive and unworkable, i.e. a memorial service (regular occurrence) at the Pavillion on a weekend (or weekday) where aten-

dees would be somewhat unpredictable in number and most likely would exceed the 58 or 92 persons whichever applied.

8
cont.

All in all the town profile mentioned in the first paragraph would, in our opinion be severely blemished, if not ruined, in light of the observations we have set out here if the public library and attendant traffic is allowed to be inserted into Holbrook-Palmer Park. The most effective and, yes, logical mitigation would be to utilize one of the alternative, more appropriate and less damaging sites for the Atherton library. Mr. and Mrs. William Awbrey - Rittenhouse Avenue, Atherton

9

LETTER B1

Mary and William Awbrey

April 18, 2012

- Response B1-1: This introductory comment, which addresses the merits of the proposed project, is noted. Specific comments related to the adequacy of the Draft EIR noted in the subsequent comments are provided below.
- Response B1-2: The beginning of this comment restates the information contained on pages 105 through 106 of the Draft EIR. The comment suggests that secondary noise and air quality impacts would result with installation of a traffic signal at Middlefield Road/Watkins Avenue. Installation of the signal would improve traffic flows and overall idling times in the area and vehicles would be queued at this intersection for a short time, whereas without signalization vehicles may be queued at the intersection for longer periods. The comment does not provide any support for the assertion that “noisy and polluting vehicles [would create a] detriment of the residential neighborhood.”
- As shown in Table IV.D-4 on page 95 of the Draft EIR, Menlo Park Gateway (referred to in the comment as the “Bohannon development”) and Facebook Campus project traffic were included in the analysis of near-term traffic volume at study area intersections.
- Response B1-3: The beginning of this comment restates the information contained on pages 106 through 107 of the Draft EIR. Please refer to Master Response #7 regarding the right-turn lane recommended for the El Camino Real/Watkins Avenue intersection.
- Response B1-4: Please refer to Master Response #6 regarding the medical office building located at the corner of El Camino Real/Watkins Avenue.
- Response B1-5: This comment is noted. Mitigation Measure TRANS-2b states that because construction of an exclusive right-turn lane at the intersection of El Camino Real/Watkins Avenue is not feasible, the Town “should” provide additional law enforcement monitoring at this intersection to enforce the existing westbound right-turn prohibition. It is acknowledged that the effectiveness of such a measure cannot be quantified and the availability of officers to conduct such monitoring cannot be verified. Therefore, this measure is recommended rather than required and Impacts TRANS-2 and TRANS-4 would remain significant and unavoidable.
- Response B1-6: As shown in Tables IV.D-14 and IV.D-15 on page 109 of the Draft EIR, the intersection of Middlefield Road/Watkins Avenue is anticipated to operate at an unacceptable level of service in the near term, conditions (which include cumulative projects such as the Menlo Park Gateway and Facebook Campus

projects) and the proposed project would contribute to delay resulting in Impact TRANS-3. Implementation of Mitigation Measure TRANS-3 would reduce delay at the intersection of Middlefield Road/Watkins Avenue to an acceptable level of service. Please also refer to Response to Comment B1-2 regarding noise and air quality impacts associated with this improvement.

- Response B1-7: The beginning of this comment restates the information contained on page 109 of the Draft EIR. Table IV.D-4 on page 95 of the Draft EIR provides a list of projects that were pending or approved, but not constructed in the communities of Atherton, Menlo Park, North Fair Oaks, and Redwood City at the time that the Notice of Preparation (NOP) of the Draft EIR was published (November 28, 2011). These developments were included in the near-term analysis in the Draft EIR. Please refer to Master Response #6 for a discussion of the medical office building at the intersection of El Camino Real/Watkins Avenue, which was constructed but not occupied at the time of issuance of the NOP.
- Response B1-8: The beginning of this comment restates the information contained on pages 116 through 117 of the Draft EIR. As detailed in Mitigation Measure TRANS-5 on page 117 of the Draft EIR, larger events could be held at Holbrook-Palmer Park provided that the Trip Reduction or Valet Parking Plan demonstrates that parking demand on-site can be reduced to a level that can be accommodated by the park. Please also refer to Response to Comment A7-7, which includes revisions to Mitigation Measure TRANS-5.
- Response B1-9: This concluding comment, which addresses the merits of the proposed project and expresses support for consideration of the project alternatives, is noted. Project consistency with the Town's General Plan policies is provided in Section IV.A, Land Use and Planning Policy, of the Draft EIR.

From: MARY AWBREY [mawbrey1@att.net]
Sent: Tuesday, May 01, 2012 6:54 PM
To: Lisa Costa Sanders
Cc: mawbrey1@att.net
Subject: DEIR-Library at Holbrook-Palmer Park

To Whom It May Concern:

This will be an "addendum" regarding new traffic related factors not known or addressed in our letter dated 4-18-2012. Please attach it to that letter for the DEIR study on this matter.

In the DEIR pg. 20, Table II
Trans-4

Environmental Impact

*Under the Near Term Plus Project condition, the proposed project would cause an increase in delay for critical movements at the El Camino Real/Watkins Avenue intersection (Intersection #6) by more than 0.8 seconds. This is a cumulatively considerable project impact.

Mitigation Measures

*Implement Trans 2a (right turn lane) or Trans 2b (law enforcement).

** There is a HUGE array of traffic multipliers.....

Redwood City to the north also has ongoing redevelopment which may include a major "Saltworks" project which would further clog ECR (and affect ECR/Watkins intersection). Any one of these projects is significant but a combination of them is overwhelming.

Addendum:

** See "The Daily News" 4-27-2012 "Building boom explodes in Redwood City". Nearly 1,000 homes are being built or in planning stages" "975 new housing units in pipeline". Note: Does not include "Saltworks". Of these 975 housing units, at the former Mel's Bowl property (2580 El Camino Real - exactly 1.5 miles north of the ECR/Watkins intersection) an approved building of 141 units will soon be built. Approximately 1 mile north of ECR/Watkins intersection at 2808 El Camino Real is proposed another housing facility of 44 units. Please note the alarming additional impact these developments will have on the already stressed intersection at ECR/Watkins together with those impacts referred to in our previous letter of 4-18-2012

Sincerely,

M/M William Awbrey - Rittenhouse Avenue, Atherton

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LETTER B2

Mary and William Awbrey

May 1, 2012

- Response B2-1: The beginning of this comment restates information provided on page 110 of the Draft EIR. As shown in Table IV.D-4 on page 95 of the Draft EIR, the Saltworks project traffic was included in the analysis of near-term traffic volume at study area intersections.
- Response B2-2: This comment, which refers to a newspaper article on development projects planned for Redwood City, is noted. As shown in Table IV.D-4 on page 95 of the Draft EIR, project traffic related to 2580 El Camino Real and 2808 El Camino Real were included in the analysis of near-term traffic volume at study area intersections.

From: Terri Bullock [titbullock@gmail.com]
Sent: Friday, May 04, 2012 8:51 AM
To: Lisa Costa Sanders
Subject: New Atherton library in Holbrook-Palmer Park

Dear Lisa,

I'm hoping common sense prevails, and we soon have a beautiful new library in Holbrook-Palmer Park. We are a blessed community if our biggest concern is where to put a library we have the funds to build.

In a world plagued by violence, poverty, and health issues, can't we just celebrate this opportunity to create a new space for reading, contemplating and gathering together?

Regards, Terri Bullock
171 Linden Ave., Atherton

LETTER B3
Terri Bullock
May 4, 2012

Response B3-1: This comment, which addresses the merits of the proposed project, is noted.
No further response is required.

From: Tom Croft <pentacroft@gmail.com>
Date: Fri, 20 Apr 2012 16:17:33 -0700
To: Lisa Costa Sanders <lcostasanders@ci.atherton.ca.us>
Subject: DEIR

Page 1 of 1

Lisa Costa Sanders
Deputy Town Planner
91 Ashfield Rd.
Atherton, CA 94027

Dear Lisa.

On page 60 of the DEIR, Open Space and Conservation Policy 4.234 B.

The park is to be used for the benefit of the citizens of Atherton.

This statement does not include residents of other towns or unincorporated parts of San Mateo County. The increased traffic in the park will not benefit the citizens of Atherton.

Secondly, there is only one driveway access to the park from traffic coming from Middlefield and El Camino Real. The existing library location has many accesses, from Maple, Walnut, Station Lane, Ashfield, and Fair Oaks Lane. Traffic there has not, and probably will not be a problem.

Sincerely,
Rachel Croft
76 Moulton Drive
Atherton, CA 94027

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LETTER B4
Rachel Croft
April 20, 2012

- Response B4-1: As discussed on page 60 of the Draft EIR, with development of the proposed project, the park would continue to be used for the benefit of the local community and the project would transfer services currently provided by the existing Atherton Library to a new location within the park. The proposed project would not conflict with General Plan Open Space and Conservation Policy 4.234. No on-site (i.e., within the park) circulation impacts were identified for the proposed project. Also refer to Master Response #4 regarding General Plan amendments and consistency and Master Response #3 regarding the use of the facility by non-Atherton residents.
- Response B4-2: As detailed in Section IV.D, Transportation, Circulation and Parking, and Section V, Alternatives, of the Draft EIR, the impact of the proposed project and the project alternatives were evaluated at the Holbrook-Palmer Park driveways based on existing street and intersection geometrics. The park inbound and outbound driveways are forecast to operate at acceptable LOS with implementation of the proposed project and no new access points are proposed or required. Also refer to Master Response #5 which addresses potential impacts to the Fair Oaks/El Camino Real and Fair Oaks/Middlefield intersections under the Existing Library Site and Town Center Site alternatives.

From: Tom Croft <pentacraft@gmail.com>
Date: Sun, 1 Apr 2012 21:07:14 -0700
To: Lisa Costa Sanders<lcostasanders@ci.atherton.ca.us>
Subject: LIBRARY IN PARK EIR

As a 46-year Athertonian I visit both park & library many times each week. Here I wish to make two points:

Parking in the park was often impossible until our council outlawed weddings and gatherings recently. Every spot was filled and many parked off-pavement, which was forbidden. I speculate that our council acted partly to decrease parking and thus support its favored plan to put our library in our park with room for library patrons.

| **1**

The EIR says in one place (page 20) that when the library moves to the park, the existing library building will be used by the town for storage & staff offices. Then later this EIR (pp 129-130) rejects use of the existing library because it needs seismic upgrades of 5 types. Both cannot be correct.

| **2**

This EIR is flawed.

| **3**

submitted by Thomas A. Croft, Ph.D. 76 Moulton Drive Atherton

LETTER B5
Thomas Croft
April 1, 2012

- Response B5-1: This comment is noted. Existing parking demand at Holbrook-Palmer Park is detailed on Table IV.D-20 and Table IV.D-21 on pages 115 and 116 of the Draft EIR. As described in the Draft EIR, existing peak parking demand during the parking surveys conducted in May 2011 was approximately 50 percent of the parking stalls on a weekday and approximately 60 percent of the parking stalls on a Saturday. The parking surveys were conducted on days considered to be representative of typical conditions and not during special event periods. Mitigation Measure TRANS-5 is recommended when private events held at the park result in above-average peak demand.
- Response B5-2: As stated on page 34 of the Draft EIR, the existing library building would be repurposed for low-intensity uses associated with Town administrative functions, such as storage, office, or some civic (e.g., meeting) space. Also refer to Response to Comment A4-30.
- As discussed on pages 129 through 130 of the Draft EIR, an alternative which evaluates the impacts of renovating/reusing the existing library was primarily rejected because the building would not only require substantial upgrades to bring it up to seismic code requirements, but also because the building would require substantial expansion to meet library service needs. Such renovations would likely result in significant unavoidable impacts to the integrity of the historic library building and may be financially infeasible/impractical. Reuse/renovation of the library was not solely rejected based on the need for seismic retrofit.
- Response B5-3: This comment, which states that the Draft EIR is flawed, is noted. The commenter does not provide any additional support beyond the previous comments for this assertion; therefore, no further response is required.

From: Tom Croft <pentacraft@gmail.com>
Date: Mon, 2 Apr 2012 08:10:43 -0700
To: Lisa Costa Sanders<lcostasanders@ci.atherton.ca.us>
Subject: ACCESS

Access to H P Park is via only one street: Watkins, with one driveway into the park. Access to the existing library is via a variety of streets: Fair Oaks Lane, Ashfield, Maple, Watkins, Station Lane, etc. There is no need for a driveway.
Thomas A. Croft 76 Moulton Drive Atherton

LETTER B6
Thomas Croft
April 2, 2012

Response B6-1: The proposed project does not include any new access points to Holbrook-Palmer Park. Please also refer to Response to Comment B4-2.

From: Tom Croft [pentacraft@gmail.com]
Sent: Monday, May 07, 2012 2:16 PM
To: Lisa Costa Sanders
Subject: deir

There is a third Atherton library option as yet unconsidered that may be the best. Book reading is changing to wireless digital. This trend is strong but not yet mature. The Amazon kindle system seems best now but with time better systems will be developed. Present library wireless books lean on Amazon's system but that will surely change. All Atherton concerns pro & con re: library-in-park could be avoided by saving some of the \$8M for a future system providing vehicles that traverse Atherton displaying & dispensing wireless books and, if warranted, loading them on resident's hardware. There would be no traffic concern, no park impact, better library service, immunity to HSR, etc. Part of of the \$8M can be used for seismic fixes & perhaps slight expansion of our existing library. Moreover, this approach serves Atherton residents who paid the \$8M, not the entire county.

1

Thomas A. Croft 76 Moulton Drive Atherton

PENTACROFT@GMAIL.COM owned home 46 years; use library & park

LETTER B7
Thomas Croft
May 7, 2012

Response B7-1: This comment, which identifies a potential alternative to development of a new library, is noted. This potential alternative would not achieve any of the project objectives and is therefore not further analyzed in this document. Also refer to Master Response #2 which addresses the adequacy of the alternatives analysis in the Draft EIR.

From: MJ Davey [mjdavey36@gmail.com]
Sent: Monday, May 07, 2012 2:51 PM
To: Lisa Costa Sanders
Subject: EIR Response

Hello,

I am writing in regard to the Library project. I feel that this is a big decision and that the Town of Atherton has been in a state of flux and change lately and that we need to get the town government solidified and Holbrook Palmer Park management solidified as well before embarking on such a large and important decision.

1

Regards.

M.J. Davey
38 Maple Avenue
Atherton

LETTER B8
M. J. Davey
May 7, 2012

Response B8-1: This comment, which addresses the merits of the proposed project and not the adequacy of the Draft EIR, is noted. No further response is required.

From: Nic Dell [livefournoww@yahoo.com] Page 1 of 2
Sent: Thursday, May 03, 2012 6:23 PM
To: Lisa Costa Sanders
Cc: Bill Widmer; Elizabeth Lewis; Kathy McKeithen; Jerry Carlson; Jim Dobbie; Marion Oster; wwalters@menlo.edu; rdioli@shschools.org
Subject: Atherton Library

Dear Ms. Costa Sanders, Mayor Widmer, Council Members, and To Whom It May Concern,

I was a resident of Atherton for over thirty years and care deeply about the Town where I spent many wonderful years. I still have family who live in Atherton and visit the town regularly. I have been an employee of the Peninsula Library System since 1997.

I am writing to express my concern and opposition to the current proposal of relocating the Atherton Library to Holbrook Palmer Park. Some have stated that the library and park will complement each other. While I understand that there is great potential to attracting patrons to the library if it is in a park, traffic to the park will increase significantly and adversely impact it as tranquil open space for leisure and recreation. The park would surely need at least two entrances in order to improve traffic flow in and out of the park if the new library is to be built there. This would ease traffic, but it would still ruin the park's tranquil ambience which so many people appreciate, value and love. Holbrook Palmer Park should retain its open space and its tranquil environment.

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2

I wanted to offer some suggestions regarding the new location of the Atherton Library. First, a portion of land owned by one of the private schools in Atherton (such as Sacred Heart or Menlo School) could be used for a new library building if the school would be willing to lease, sell or even donate land for such a use. The Belle Haven branch of the Menlo Park Library began in a similar way; it is at the edge of the Belle Haven Community School campus. Although not impractical, I realize that such a transaction could be initially unwieldy, since the Atherton Library is, of course, a county facility and not a city library. Second, I believe the Atherton Library Building Steering Committee and Town Council should carefully consider (or reconsider) enlarging the current library building. Being a former resident of Atherton I have visited the library many times over the past few decades and have a good understanding of the land on which it is situated. There is plenty of open space to add at least one wing to the current building. This would be a practical way to significantly

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4

improve the library. Enlarging the current library without demolishing the current building would be far cheaper, would preserve the tranquil environment of Holbrook Palmer Park, and most importantly, would not involve the significant traffic problems that the Holbrook Palmer site has. Third, I read some time ago in The Almanac that a former mayor and/or council member of the Town of Atherton proposed that the library move to [Menlo College](#). I believe that idea has much potential. If the college and the Town of Atherton are willing to work together to devise a plan, I think Menlo College would work extremely well as the new home of the Atherton Library. Merging academic and public libraries has been done successfully before. For example, San Jose State University and the main branch of the San Jose Public Library are in one building. In addition, the libraries at all three community colleges in San Mateo County are part of the Peninsula Library System and therefore open to the public. A merger of the Atherton Library and the library at Menlo College would complement each other with far greater success and be far more practical than moving the Atherton Library to Holbrook Palmer Park.

4
cont.

5

I strongly urge all who are working on this worthy endeavor to continue to search for a better location for the Atherton Library. The Atherton Library's new home should not be Holbrook Palmer Park; it is a priceless asset that should be preserved in its present tranquil form for all to enjoy. I would appreciate if you would kindly forward this letter to all members of the Atherton Library Building Steering Committee for their consideration.

6

Thank you for your time.

Respectfully,
Nick Dellaporta
Library Support Specialist
College of San Mateo Library
Former resident and loyal supporter of Atherton

LETTER B9
Nick Dellaporta
May 3, 2012

- Response B9-1: This introductory comment, which expresses opposition to the proposed project, is noted.
- Response B9-2: Traffic and parking impacts are evaluated and identified in Section IV.D, Transportation, Circulation and Parking, of the Draft EIR. Impacts related to visual quality and character of the park, open space, and recreation, which are all less-than-significant, are discussed in Sections IV.B, Visual Resources and IV.E, Parks and Recreation. Also refer to Response to Comment B4-2.
- Response B9-3: This comment, which suggests additional alternative site for location of the library, is noted. Please refer to pages 133 through 134 of the Draft EIR which discusses the reasoning for rejecting additional off-site alternative locations from the analysis. Also refer to Master Response #2, which addresses the adequacy of the alternatives evaluated in the Draft EIR.
- Response B9-4: This comment, which suggests that the existing library building/site could be renovated, is noted. Please refer to the discussion on pages 129 through 130 of the Draft EIR which provides the reasoning for rejecting this potential alternative for further analysis. Also refer to Master Response #2, which addresses the adequacy of the alternatives evaluated in the Draft EIR.
- Response B9-5: This comment, which suggests additional alternative site for location of the library, is noted. Please refer to pages 133 through 134 of the Draft EIR which discusses the reasoning for rejecting additional off-site alternative locations from the analysis. Also refer to Master Response #2, which addresses the adequacy of the alternatives evaluated in the Draft EIR.
- Response B9-6: This comment, which addresses the merits of the proposed project and not the adequacy of the Draft EIR, is noted. No further response is required.

From: Nic Dell [livefournoww@yahoo.com]

Page 1 of 2

Sent: Thursday, May 03, 2012 10:48 PM

To: Lisa Costa Sanders; Bill Widmer; Elizabeth Lewis; Kathy McKeithen; Jerry Carlson; Jim Dobbie; Marion Oster

Subject: New Site of Atherton Library

Dear Atherton Town Council and Whom It May Concern,

I believe the Town of Atherton is missing an opportunity to create a great public library if the Town decides to use Holbrook Palmer Park as the new home of the Atherton Library. The park does have space for library; it's clear that this is the primary advantage of the park if it is to be used as the new home of the library. However, there are other locations that may be better mainly because such locations would not necessitate any transformation as significant as the one that has been currently proposed for Holbrook Palmer Park. The park will change drastically if a library is built there, and these changes will harm the park, not help it. The Town Council and the Atherton Library Building Steering Committee must not allow such unnecessary and avoidable changes to occur.

1

One location that is potentially better for a new library is the site of the current town administrative offices. The building that houses these offices could be demolished and replaced with a two or possibly three story library building (one level could be partly or completely underground). The administrative offices could in turn be moved to the current library building. If more space is needed for the administrative offices than the current library building can provide, an additional building and/or wing can be erected in the reading park that is adjacent to the current library building. This idea has some advantages over the current proposal of Holbrook Park as the site of the new library. First, it would not require demolishing the Main House currently on the grounds of Holbrook Palmer Park, which is of greater historic and architectural value than the building that houses the town's administrative offices. Second, if the library is built where the town administrative offices currently stand, Holbrook Palmer Park's tranquil ambience would be preserved. Third, it could be less expensive to demolish the town administrative offices than the Main House in Holbrook Palmer Park. Fourth, if the library is built on the site of the administrative offices, the Town of Atherton would have more buildings than if the Main House in the park were demolished and replaced with a library building: the town would still have the Main House in the park, an attractive, practical and well-used park facility; the current library building (which would be converted into offices); and a new library building. In contrast, in the current proposal, the town would lose the Main House at the park and have a library that would potentially be more difficult to get to than in another, more practical location. Fifth, if the new library building is erected on the current site of the town's administrative offices, there would be far more parking available than in the park and the library would be more accessible because it would be built on a town street, rather than inside a public park. This location would completely eliminate the traffic problems associated with the proposed site.

2

I have been a library employee for over ten years. I care about public libraries. Like public parks, they are a priceless resource that must be preserved and cared for. Although I am no longer a resident of Atherton, I feel very loyal to the town because it is very much a part of my heritage. Holbrook Park and the library are both very important assets to Atherton. I urge the Town Council and the Atherton Library Building Steering Committee to take more time to consider other locations for the new library that are more accessible, more practical and that will preserve the character of the town.

Thank you for your time.

Respectfully,

Nick Dellaporta

Former Resident of Atherton

Library Support Specialist, College of San Mateo Library

LETTER B10
Nick Dellaporta
May 3, 2012

- Response B10-1: This introductory comment, which expresses opposition to the proposed project and support for an alternative project location, is noted.
- Response B10-2: This comment, which suggests a project alternative that involves redevelopment of the Town's existing administrative offices within the Town Center, is noted. As described on pages 132 through 133 of the Draft EIR, a number of variations for development of the new library within the Town Center area were considered in the Draft EIR. The Town Center site was selected for evaluation in Chapter V, Alternatives because it was considered to be representative of the various concepts for including the library within the redeveloped Town Center identified during the EIR scoping process. The environmental impacts associated with development of the Town Center Site alternative are described on pages 158 through 164 of the Draft EIR. Please also refer to Master Response #5, which identifies the additional traffic-related impacts that would occur with development of the alternative Existing Library Site or Town Center Site locations. Also refer to Master Response #2, which addresses the adequacy of the alternatives evaluated in the Draft EIR.
- Response B10-3: This comment, which expresses opposition to the proposed project and support for an alternative project location, is noted.

From: Nic Dell [livefournoww@yahoo.com]
Sent: Monday, May 07, 2012 4:50 PM
To: Lisa Costa Sanders
Subject: EIR Comment Letter Re: Atherton Library Site

Dear Ms. Costa Sanders, Atherton Library Building Steering Committee, and Whom It May Concern,

I have reviewed the Environmental Impact Report for the proposed site of the Atherton Library in Holbrook Palmer Park and respectfully submit the following comments for your consideration. These comments relate to compatibility of park and library hours; size of proposed library; and traffic issues.

1

The EIR states that the proposed library's operating hours would be approximately the same as the current library. The EIR also states that the park now closes at sunset and that its current hours would remain the unchanged should the Atherton Library relocate to the park. The proposed library's hours are inconsistent with the open hours of Holbrook Palmer Park. The EIR does not address this inconsistency nor does it address potential security issues that are associated with this inconsistency. Specifically, the EIR does not raise the issue of how the grounds of the park would be secured when the park is closed and the library is still open. Some of the evening classes and programs at Holbrook Palmer Park end after the park close, but the number of people in the park for these classes is relatively small. The number of people within Holbrook Palmer Park would increase substantially with the proposed library. Consequently, the need to secure the park and ensure that no unauthorized persons are in the park after its closure is proportionately greater with the larger number of people inside the park after closure. The EIR fails to state this potential security issue.

2

The EIR states that the proposed library will be approximately 13,500 square feet, but in regards to the buildings visual impact, the EIR only addresses that the proposed building meets the requirement that it is set back far enough from Watkins Avenue and any other public thoroughfare. However, it does not address the issue of the building's overall visual impact. The proposed library is far larger than the Main House and its sheer size is disproportionate to the overall environment of Holbrook Palmer Park. The EIR also merely states that the proposed library in Holbrook Palmer Park could be one of two sizes and both these sizes would have the same footprint. The EIR therefore is lacking in sufficient possible scenarios for proposed building configurations; therefore it is also deficient in its scope of proposed library configurations within Holbrook Palmer Park.

3

The preferred proposed library site in Holbrook Palmer Park at the current site of the Main House will require demolition of the Main House, and construction of the new 13,500 square foot library, which will result in unavoidable construction noise, potentially impacting residents of the surrounding neighborhoods as well as users of the park. This unavoidable impact will, at least temporarily, create an environment that is no longer conducive to recreation, which is the park’s primary purpose. As stated in the EIR, the proposed library at this site would also increase vehicular traffic at Watkins Avenue and Middlefield Road and at Watkins Avenue and El Camino Real. The EIR stated this increase in traffic is unavoidable and that it cannot be sufficiently mitigated.

4

The increase in traffic is a significant disadvantage to the proposed library site at Holbrook Palmer Park. The EIR states that the Town Center Site (located at the northeast corner of the Fair Oaks Lane and Dinkelspiel (Station) Lane intersection) “would achieve all of the project objectives, although the objectives related to integration with outdoor areas and access to recreational, cultural, and community facilities would be achieved to a lesser extent than the proposed project. Most of the impacts identified for the proposed project would be similar under this alternative, although some impacts (e.g., land use and planning policy; visual resources; and parks and recreation) could be slightly reduced due to the location of this alternative.

Mitigation Measure TRANS-5 would not be required due to the availability of adequate parking at the Town Center Site. Mitigation Measure NOISE-2 and HAZ-1 also would not be required because no historic structures are located near the site and no demolition of existing structures would occur (italics mine ND).

Impacts associated with construction-period noise could be greater than the proposed project, but would still be less-than-significant. New operational noise impacts would also result and mitigation would be required to reduce this impact to a less-than-significant level. The significant unavoidable impact to the El Camino Real/Watkins Avenue intersection would still occur under this alternative.”

5

The Town Center Site therefore has less impact than the Holbrook Palmer site: no demolition of any building would be required; mitigation measures would also not be required at this site, unlike the proposed park site. The EIR also states that with the Town Center Site, only one heritage tree and eight smaller trees would be removed; in contrast at least two heritage trees and additional smaller trees at the Holbrook Palmer site would be removed. The issue of integrating the library with the recreational, cultural, and community activities at the Town Center Site is possible because the same square footage at both sites would be used and the proposed buildings at both sites would potentially have rooms and spaces for the same kinds of uses (e.g. community meeting rooms and spaces for art exhibits, art activities and, artistic expression). The EIR does not state that because the buildings at both proposed sites are the same, there is potential for the same kinds of activities. The EIR does not adequately address the potential activities that a library at the Town Center Site could offer; it merely states that it cannot integrate the library and the facilities of the park.

I appreciate the hard work and dedication of the Atherton Town Council and the Atherton Library Building Steering Committee. Your service to the residents of Atherton is admirable and very much appreciated. However, the proposal to move the Atherton Library to Holbrook Palmer Park deserves more study. Residents need to be made more aware of the advantages and disadvantages of both the Town Center Site and the

6

Holbrook Palmer Park Site. Some people have stated that the residents of Atherton should vote on where they want the library. I tend to agree that this is a practical and fair idea. It is clear that the Holbrook Palmer site has some benefits, but I believe this project merits further consideration and discussion. The park is an attractive setting for a library, but this setting should not entice the town to move the library to Holbrook Palmer Park (although I realize that obviously many factors have been carefully and rationally considered in deciding Holbrook Palmer is the preference). I urge the Atherton Council and the Atherton Steering Committee to give more consideration to this project, to continue to encourage residents to voice their opinions and concerns, and to be available to honestly and openly discuss this important project. Based on the information in the EIR, the other options that it examines (especially the Town Center Site) must not be ruled out.

6
cont.

Thank you for your time.
Respectfully,
Nick Dellaporta

LETTER B11
Nick Dellaporta
May 7, 2012

- Response B11-1: This introductory comment is noted. Specific comments related to the adequacy of the Draft EIR noted in the subsequent comments are provided below.
- Response B11-2: Potential conflicts with library operations and established park hours are discussed on pages 55 through 56 of the Draft EIR. Depending on the day of the week, the library would close between 5:00 p.m. and 8:00 p.m., and depending on the time of year, the park would close between 5:00 p.m. and 8:30 p.m. Although there would be time periods of up to a few hours when the park is closed and the library is open, it is noted in the Draft EIR that library hours would not conflict with established hours of use for the park, which can extend to as late as 12:00 a.m. (midnight). The number of library visitors during the hours when the library is open but the park is closed is not expected to be large and is not expected to present a security concern, particularly when considering the various activities also occurring at civic and community facilities within the park. Please refer to pages 65 through 66 of the Initial Study for a discussion of police services and also Master Response #3.
- Response B11-3: Potential impacts to visual resources, including scenic vistas and visual character of the park, are discussed on pages 68 through 70 of the Draft EIR. The building's height, massing, and bulk is described in the context of potential impacts to visual resources within the park. The Draft EIR considers the project as proposed and described in Chapter III, Project Description and depicted in Figures III-4a, III-4b, and III-5 (and also the Reduced Library Size in Holbrook-Palmer Park alternative which is described in Chapter V, Project Alternatives and depicted in Figure V-1) and does not consider multiple potential building configurations, nor is it required to do so.
- Response B11-4: This comment is noted. As discussed on pages 57 through 58 of the Initial Study, construction activities would be short-term and park users would not remain in the park for more than a few hours. In addition, per Mitigation Measure NOISE-1, construction activities would be prohibited during the evening hours and on weekends, when peak use of the park occurs.
- Response B11-5: The comment primarily expresses support for the Town Center Site alternative and summarizes the analysis provided in Chapter V, Alternatives for this alternative. Please also refer to Master Response #5, which identifies a new impact at the Fair Oaks Lane/Middlefield Road intersection under the Town Center Site alternative. Also refer to Master Response #3, which

addresses the EIR's limitations related to discussing the benefits and drawbacks of selecting one site over another. Under the Town Center Site alternative, existing uses within the Main House would not need to be relocated as this building would not be demolished; therefore, relocation of these uses is not considered as part of the Town Center Site alternative, although the Town may choose to relocate these uses if the site is selected.

Response B11-6: This comment, which addresses the merits of the project and not the adequacy of the Draft EIR, is noted. Also refer to Master Response #3.

From: Malcolm Dudley [mhdudley@pacbell.net]
Sent: Monday, April 23, 2012 10:27 PM
To: Lisa Costa Sanders
Subject: Comments on the Draft Impact Report for the Atherton Library Project

April 23, 2012

Subj: Comments on the Draft Impact Report for the Atherton Library Building Project

The following comments incorporate the contents of my letter to the Atherton Library Steering Committee, dated March 8, 2012.

I have been able to attend only one of your public meetings, at which I voiced my opposition to the building of a new library at the park; I would prefer that the old library be renovated, enlarged, and upgraded in its earthquake readiness. I cannot attend any of the March meetings due to conflicts on the dates you've chosen. Therefore, I'm going to address some concerns/interests in this letter.

First, I'll repeat the above: I much prefer a choice of location away from the park, preferably on the present site of the library. After all these years of protecting the park, working to keep the park free from large, non-park uses and structures, many residents are not happy to contemplate a complete change in use like this one, and a quite massive, lengthy building project. In Atherton, especially in Lindenwood, residents are having to endure trucks and noise on a constant, every day basis as homes are torn out and hotel-size mansions are built, seven on my street in the last few years, with three more underway now, a stone's throw from our home. There are no lovely walks in Lindenwood anymore. Some days, to find peace and quiet, it is necessary to go to Holbrook Palmer Park. Is it to be invaded as well?

In your frequently asked questions you include one about the main house, then you answer only part of it, the part dealing with the historic value (there isn't any you maintain) of the house. However, you do not touch on whether the house is "an asset to the Park..." I believe it is. I've been to many events in the house, through the years, some promoting art in the park, involving Atherton artists. I've been in a few shows there, myself, and taken part in receptions. Apart from one afternoon a year at which local artists are honored with a show of their work and reception in the Pavillion. (We have Betty and Ted Ullman to thank for that), the only place for artists has been the main house. In recent times, the basement of the house had been cleaned-up for use as an art venue. Last year several Silicon Valley Open Studios participants showed work there on Open Studio weekend. Some years ago I saw an international children's art exhibit there, and others. Now the Main House has been closed down as a venue for anything, as have other existing buildings in the Park, it appears, in anticipation of the new library; the Main House being chosen for demolition.

1

I am not going to bring up the subject of Rita Corbett Evan's gift to the town, again, here, and how it's never been used as she intended, other than to say that for awhile some of us hoped that ultimately the Main House would be refurbished and dedicated to the arts, art in the park. That, sadly, appears to be highly unlikely now. That being the case, I request that your committee discuss a gallery and studio as part of any new library – not a hall, or a wall somewhere, but a dedicated room for exhibits and studio work.

I would add to the above letter that there could be mitigation for the loss of the arts venue in the Main House, relocating the present art center in the present library building, the house used by city managers or as part of the proposed New Town Center.

2

Cosette Dudley
51 Catalpa Drive, Atherton, CA

LETTER B12
Cosette Dudley
April 24, 2012

- Response B12-1: This comment, which primarily expresses opposition to the project, is noted. Please refer to page 81 of the Draft EIR, which explains why the Main House does not qualify as a historical resource under CEQA. Also refer to Master Response #4 regarding the use of the park.
- Response B12-2: Please refer to pages 42 of the Draft EIR, which describes the planned relocation of existing dedicated uses within the Main House. Also as shown in Table III-3 of the Draft EIR, approximately 2,125 square feet of arts space is planned for the second floor of the new library building. Because displacement of existing space currently used for art displays would not result in a physical environmental impact, no further analysis is provided in the Draft EIR and no mitigation is required.

From: Malcolm Dudley [mhdudley@pacbell.net]
Sent: Monday, April 23, 2012 12:03 AM
To: Lisa Costa Sanders
Subject: Atherton Library Building Project DEIR Comments

April 21, 2012

Subject: Comments on the Draft Impact Report for the Atherton Library Building Project

In accordance with the Notice of Completion and Availability posted March 23, 2012, I am submitting these comments prior to the May 7, 2012 public comments period deadline.

The DEIR is inadequate.

1

The DEIR fails to adequately address Atherton's Historical and Cultural/Art Resources. CEQA protects Historical and Cultural/Art Resources. The demolition of the Main House would result in the loss of a significant town historical resource and the loss of a significant town cultural/art resource.

2

The Main House has historical significance. The 22 acre Holbrook Palmer Park and facilities (Main House, Carriage House and Water Tower) were all part of the original gift of this park to the Town of Atherton. While the Main House was not the original main house, it nevertheless was part of the original gift. Many other structures have been added over the years, including the Pavilion, the Rita Corbett Evans Creative Design Center, the house used as park supervisor's and manager's residence, the tennis courts, the jogging trail, etc, but the Main House was a part of the original gift.

3

The Main House has served as the town's art center, following the loss of the Rita Corbett Evans Creative Design Center, which has been used as a playschool, displacing the art center. The town gave the entire Main House to the Arts Committee to be used as studio space and gallery space. This was part of the plan to add space on a remodeled Pavilion where brides would have changing rooms. This freed up the Main House to be used as the Town Art Center, replacing the original Evans Art Center. Subsequently the town rescinded the agreement and forced the art center into the Main House basement.

Paragraph 7. Relocation of Existing Main House Uses. This paragraph states "Project space for the Atherton Arts Committee could also be accommodated in a community programs space in the new library." This is not an adequate mitigation as shared space cannot accommodate permanent studio and gallery space. The entire Main House should again become the town art center, as previously agreed. The town unfortunately has had a history of ignoring its commitment and obligation under the terms of accepting the Rita Corbett Evans gift of her home to be used as the town art center. The city attorney advised the council that her home could be sold, with the sale proceeds being used to build an art center in the park, where the zoning would permit such a structure.

4

The town has made many improvements to the Main House over the years, including investing approximately \$84,000 of taxpayer funds to fund capital improvements including kitchen renovation, installation of an elevator, etc. The main house should be preserved as the town art center.

Analogous to the town's issue of preserving historic, cultural/art resources was the Douglas Hall Historic Mansion Protection. The Town of Atherton prepared an Environmental Impact Report to address the impacts of the demolition project. The town approved the demolition of the Douglas Hall. A group of concerned local residents formed to advocate against the demolition, called itself Friends of Douglas Hall. The Friends of Douglas Hall then filed an action in the San Mateo County Superior Court to require the Town to comply with CEQA. The court issued an injunction to stop the demolition and ultimately issued a ruling in favor of the Friends. Without CEQA this remarkable resource would have unquestionably been lost forever.

5

There are other alternative sites for locating the new library that would not involve the loss of historic, cultural/art resources. The town needs to reexamine these alternative sites. Atherton residents have historically been protective of their Historical & Cultural Resources.

Malcolm Dudley, former Atherton Council Member

LETTER B13
Malcolm Dudley
April 23, 2012

- Response B13-1: This introductory comment is noted. Specific comments related to the adequacy of the Draft EIR noted in the subsequent comments are provided below.
- Response B13-2: Please refer to Responses to Comments B12-1 and B12-2.
- Response B13-3: This comment, which states that the Main House was part of the original transfer of the park property to the Town, is noted. Also refer to Response to Comment B12-1.
- Response B13-4: This comment, which states that the Main House should be preserved as the town art center, is noted. Also refer to Response to Comment B12-1.
- Response B13-5: This comment, which generally expresses support for an alternative project location and does not address the adequacy of the Draft EIR, is noted.

From: Didi Fisher <didifisher@comcast.net>
Date: Mon, 2 Apr 2012 18:52:38 -0700
To: Lisa Costa Sanders<lcostasanders@ci.atherton.ca.us>
Subject: DEIR

Dear Lisa,

The DEIR discusses traffic impacts on Watkins for the new library traffic. It appears there are problems at both ends of Watkins. | 1

Why wasn't there a professional traffic study done that measures the traffic on Watkins and the El Camino intersection and the Middlefield intersection? | 2

It appears that the El Camino intersection has an engineering solution offered. It can't be mitigated. Extra policing isn't the answer. The Police have a lot of places to be at morning and evening rush hours and the time children are going to school, so that will impact the police budget and there is no analysis of those costs. There are 11 schools in Town that need attention during morning drop offs. | 3

The intersection of Middlefield needs to be looked at by a traffic engineer who can evaluate the costs and whether a light there will work with the Marsh intersection. Is there enough stacking room for traffic during rush hours and driving times for the Encinal and Menlo Atherton school traffic. | 4

Has Lindenwood home commented on the increase traffic and their ingress and egress onto Middlefield? That should also be included in traffic study. | 5

Valet parking is also mentioned in the DEIR. Where will they park? If it is at the train station, have the residents on Station Lane been informed and asked for an opinion? | 6

Lastly, have the Watkins owners been involved or asked for an opinion on this new traffic impact? | 7

Because of all of the above questions, I am requesting a more detailed traffic study that would include all of the affected areas in a dialogue with possible problems and solutions. | 8

Please confirm the fact that you received this..

Thank you ..

Didi Fisher, former Mayor and council Member and 12 year Transportation Committee Member
38 Tuscaloosa Ave
Atherton, ca 94027

LETTER B14

Didi Fisher

April 2, 2012

- Response B14-1: As detailed in Section IV.D, Transportation, Circulation, and Parking, of the Draft EIR, the proposed project is anticipated to result in significant traffic impacts at the intersection of Middlefield Road/Watkins Avenue and El Camino Real/Watkins Avenue.
- Response B14-2: A detailed traffic study was prepared for the proposed project, the results of which are presented in Section IV.D, Transportation, Circulation and Parking, of the Draft EIR. Supporting data is included in Appendix C of the Draft EIR. The area for which the traffic study was performed is described on page 85 of the Draft EIR. As also noted on page 85, both Middlefield Road/ Watkins Avenue and El Camino Real/Watkins Avenue were included in the study area.
- Response B14-3: Please refer to Response to Comment B1-5.
- Response B14-4: Please refer to Response to Comment A8-7.
- Response B14-5: The Notice of Preparation (NOP) of a Draft EIR was published on November 28, 2011 and the Notice of Availability (NOA) of a Draft EIR was published on March 23, 2012. Both of these notices were distributed to all Town residents and posted on the Town's website. All written or verbal comments submitted to the Town in response to these notices are included either in Appendix A of the Draft EIR or within this document. Please see pages 99 through 100 of the Draft EIR which list the significant criteria used for analysis of transportation and circulation impacts.
- Response B14-6: As described in on page 117 of the Draft EIR, Mitigation Measure TRANS-5 requires that events at Holbrook-Palmer Park include a Trip Reduction or Valet parking plan only if the event exceeds a threshold likely to result in insufficient parking at Holbrook-Palmer Park. Town staff will have the opportunity to review the Trip Reduction or Valet parking plan to approve the location of parking for valet parked vehicles and ensure that appropriate measures are taken to minimize parking impacts both within the park and at any off-site parking locations.
- Response B14-7: Please refer to Response to Comment B14-5. Also refer to Master Response #7.
- Response B14-8: The concluding comment is noted. Please refer to Response to Comment B14-2.

----- Forwarded Message -----

From: Didi Fisher <didifisher@comcast.net>
To: vmartin5@pacbell.net; Lisa Costa Sanders <lcostasanders@ci.atherton.ca.us>
Sent: Tue, April 10, 2012 2:10:19 PM
Subject: DEIR

Hi Neil and Lisa,

Some more DEIR comments-

Now that it appears that the traffic impacts on Watkins /El Camino are questioned by possible conflicting information, it appears to me that the only way to assure the residents that the traffic issue is honestly being looked at is a traffic study by an independent contractor to evaluate the library traffic input on Watkins Ave and the intersections with El Camino and Middlefield, Station Lane that will be impacted by the valet parking; the marsh Road intersection and the Middlefield /Lindenwood ingress and egress issue.

1

Secondly, The fast tracking of the EIR issue cut off the Planning Commission hearing the final EIR . Why? The Planning Commission has a precedent set by Sacred Heart Schools of hearing the Final EIR and making a recommendation to the Council. I would like to see this step replaced in the process.

2

Thank you and please confirmation of this email.

Didi Fisher, former mayor and Council Member

LETTER B15
Didi Fisher
April 10, 2012

- Response B15-1: Please refer to Master Response #7 regarding the intersection of El Camino Real/Watkins Avenue. The area for which the traffic study was performed is described on page 85 of the Draft EIR. As described on page 85, the study area intersections included Dinkelspiel (Station) Lane/Fair Oaks Lane, Middlefield Road/Watkins Avenue, Dinkelspiel (Station) Lane/Watkins Avenue, El Camino Real/Watkins Avenue, and the Holbrook-Palmer Park intersections with Watkins Avenue. Watkins Avenue is located approximately 650 feet from Marsh Road and 1,750 feet from Encinal Avenue, the nearest intersections with signalized traffic control. The intersections are far enough apart that the queue from one would not effect operations of another. Also refer to Responses to Comments B14-5 and B14-6.
- Response B15-2: At its April 25, 2012 meeting, the Planning Commission voted to recommend to the City Council that it hold a hearing on the Final EIR before it is considered by the City Council. The City Council subsequently approved that recommendation. A transcript of the April 25, 2012 Planning Commission public hearing is posted on the Town's website and is also included at the end of this chapter (see Section C, Public Hearing Comments). The Final EIR is tentatively scheduled for consideration at the June 27, 2012 Planning Commission meeting.

DIDI FISHER

38 Tuscaloosa Avenue Atherton, California 94027 650-32908290

May 7,2012

Comments on Park DEIR

Land use potential conflicts with current land use policies

This proposed use creates physical conflicts with land use policies (general plan, zoning, and park master plan). Why are we taking administrative word brushes to land use (general plan, park master plan (landscape))? The "mitigation" is obfuscation of the wishes and community values as expressed in the general plan, zoning ordinances and park master plan that have been the basis for Atherton values for many years. There is no evidence that a majority of the Town wants those values changed and the Park and Rec recommendation asking for a Town survey was ignored and omitted from this document. That is a flaw!

1

2

Today, there is a need for more open space for active recreation—fields for soccer, baseball and la crosse. There are more children actively participating in these activities. There is no evidence that the representatives of soccer, little league and la crosse have been consulted and have an opinion. When statistically, we have so many unhealthy and obese people, why are we taking away from our only source of open space the ability to provide playing fields for soccer, little league, la crosse, running for people of all ages and build a huge edifice that takes up open space. The DEIR process has no consideration of this nor evidence that the soccer, little league or la crosse constituents were considered.

3

The lead agency fails to include additional measures and steps that they may be or are being considered to replace the current tennis courts with a parking lot. A council member was seen with other committee members for library project

4

measuring the tennis court area. Removal of current tennis courts to be replaced by additional parking would reduce recreational opportunities in the Park. This reduction of recreational area/activities is not included in this DEIR and needs to be studied and the users need to be consulted. It is a reduction of open space and therefore, the DEIR needs to be redone to expose this. This new use also exposes children to more conflicts with cars on their way to playground or fields.

4
cont.

Mitigation measure for parking include an event coordinator who will decide which events have precedence and the number of cars involved.. Any spontaneous use of fields for play or family entertainment will not be included Where will overflow be accommodated when event coordinator doesn't plan ?

5

Open space and conservation Objectives.. policy 4.234

The Park is to be used as benefit for the enjoyment of residents of Atherton... How does the increased traffic on the street surrounding the park add to that enjoyment?

6

The new use as a library is a commercial use and is in direct conflict of Open Space and Conservation Policy 4.234 Does this mean that we are amending our POS values statement to add commercial buildings? Where does that definition lead us?

7

The impact on open space will effect the park users of fields- little league, AYSO ,lacrosse camps .. Is there any evidence that they have been specifically engaged and their reactions documented and what their reaction to this project are? The General plan requires "existing open space characteristics of parks should be preserved". How does this structure do that? The DEIR doesn't include any evidence of this and needs to be amended to include that .

8

9

There is no proof that the comment that the integration of indoor and outdoor spaces for the library can't be accomplished within a New Town center. The DEIR

10

has no evidence of this statement and no attempt has been made to study how this could be achieved with a master plan for an entire Town center and Library.

**10
cont.**

The consideration of other sites was not thorough. It needs to be redone. Menlo college has expressed interest in a partnership.

11

The DEIR needs to be updated for the current HSR changes. Electrification of train will be quieter and cleaner and use the same space that is there currently. An amendment needs to be considered and included in this document.

12

Thank you.

Didi Fisher, Former Mayor and Council Member

LETTER B16

Didi Fisher

May 7, 2012

- Response B16-1: The commenter does not provide any support for the statement that the “proposed use creates physical conflicts with land use policies.” Section IV.A, Land Use and Planning Policy, in the Draft EIR provides an evaluation of the project’s consistency with applicable land use policies and concludes that no conflicts would occur. Therefore, no mitigation is required. Please also refer to Master Response #4.
- Response B16-2: This comment, which addresses the merits of the proposed project, is noted. Please refer to Master Response #3, regarding the EIR’s treatment of social issues, such as the request for inclusion of a survey.
- Response B16-3: Please refer to Master Response #4; the proposed project would not remove open space areas from the park. Also refer to Response to Comment B14-5, which describes the opportunities provided to date for public involvement in the EIR process.
- Response B16-4: This comment contends that the Draft EIR is in error as it did not fully identify and analyze proposed changes to the tennis courts located within the park that the commenter contends is a component of the library project. The proposed project evaluated in the Draft EIR does not include conversion of the tennis courts at Holbrook-Palmer Park to a parking area. As a result, it would not be appropriate to evaluate this action in the Draft EIR. The EIR authors and Town planning staff have no knowledge of any changes to the tennis courts, and state that any changes to the tennis courts, should they occur, are not part of the library project.
- Response B16-5: The analysis provided on page 116, in Section IV.D, Transportation, Circulation and Parking, of the Draft EIR, shows that during normal periods of use (i.e., when sporting events, family gatherings etc. are occurring) the existing parking supply can accommodate the demand for parking on both weekdays and weekends and use of overflow parking areas would not be necessary. Implementation of Mitigation Measure TRANS-5 is only required when large, organized private or public events are occurring within the park.
- Response B16-6: Table IV.A-1 on page 60 of the Draft EIR describes the proposed project’s relationship to General Plan Open Space and Conservation Policy 4.234(B), which states, “the park is to be used for the benefit of the citizens of Atherton.” Traffic impacts associated with the proposed project are identified in Section IV.D, Transportation, Circulation and Parking, of the Draft EIR. These impacts would not prevent the citizens of Atherton from accessing the park. Also refer to Master Response #4.

- Response B16-7: A library is not considered a commercial use. In fact, the existing library building is located within the Public Facilities and Schools (PFS) Zoning District. Also refer to Master Response #4.
- Response B16-8: Please refer to Response to Comment B14-5, which describes the opportunities provided to date for public involvement in the EIR process. Also refer to Master Response #3.
- Response B16-9: Please refer to Master Response #4; the proposed project would not remove any open space areas from the park.
- Response B16-10: Nowhere in the Draft EIR is it stated that “integration of indoor and outdoor spaces for the library can’t be accomplished within a New Town center.” Page 158 of the Draft EIR does in fact state that, “The Town Center Site alternative would provide less access to nearby outdoor space than the proposed project as the size of landscaped areas surrounding the new building would be much smaller than that provided at the park and no open space/lawn areas would be provided or would be located within the immediate vicinity.” This statement is based on the Town Center Site alternative depicted in Figure V-4a. Currently, the Town Center project is a separate project from the Atherton Library Building Project, although this alternative does identify the potential impacts associated with integrating the library into the Town Center Project.
- Response B16-11: Please refer to Master Response #2 regarding the adequacy of alternatives. Page 134 of the Draft EIR describes the reasoning for rejecting location of the new library at the Menlo College site from further analysis.
- Response B16-12: Please refer to Response to Comment A4-6.

May 7, 2012

Lisa Costa Sanders
Town Planners
91 Ashfield Road
Atherton, CA 94027

Re: Draft Environmental Impact Report for the Atherton Library Project

Dear Ms. Sanders,

I have reviewed the Draft Environmental Impact Report (“DEIR”) for the proposed Atherton Library Plan, and I submit this letter with my clear conviction that the DEIR does not comply with the California Environmental Quality Act (“CEQA”), for the reasons set forth below. Unless the DEIR is extensively revised and a new DEIR circulated, any approvals made on the basis of this environmental analysis will be unlawful.

The DEIR suffers from a bevy of fatal flaws and essential defects—including its thorough going failure to accurately assess the fundamental issues of the Project and the compromised approach taken to conducting the EIR under the improper direction of a limited group of residents, which fails to accurately apply the standards, sensibilities, needs or desires of the residents of the town. Although it never explicitly stated, the DEIR attempts to describe its choices as the logical results of analysis—but instead, these choices reflect mere improper influence and bias that is improperly characterized as a logical conclusion. This is simply false and inaccurate. It is deceptive to make the preferences of one insular group seem like the foregone conclusions of logic—when there is no logic for the selection made aside from that being the specific preference of some. This group, the project steering committee has violated its charter in many ways and subsequently is also attempting to foist its preferences on the whole community and has defined the outcomes seen in this DEIR through improper influence. However, their results fail on the real facts, when a thorough analysis is provided to reflect the true and accurate environmental analysis or when the results require that they reflect the majority needs of the community.

For a professionally done DEIR, it is dismaying to those of us who strive to make our community responsive to the demands of AB 32 and AB 375 that huge parts of required analyses are not even done in this DEIR, clearly also reflecting the ego-centric biases of the steering group—who disdained to bother to collect community input and who also disparage the mere concept of a sustainable community and even climate change or carbon emissions. They have refused to allow the public to participate in the project development stages—in violation of the law and the specific requirements of the authorizing statute. The arrogance of the “steering” committee is visible throughout this DEIR, in its failure to adequate factor in significance from the point of the view of the community—or the state. No DEIR should be written from the point of view of a group with no perspective on how the environment is enjoyed and used and who think all of Open Space should be a patio.

The DEIR is inadequate because sufficient concrete details of the planned project are not specified and so many options were thrown around in the project description that the actual environmental impacts cannot be accurately analyzed or effective mitigation identified. The fog of uncertainty surrounding the project and its impacts leads to both vague and deferred analysis and therefore unfounded conclusions that the impacts are not significant. Some impacts that the rest of the community deems very significant are cast off as insignificant without any explanation as to how they arrived at that conclusion. The

This strategy, while made inevitable by the inadequate project description, is wholly unlawful under CEQA. An EIR is “an environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes *before* they have reached ecological points of no return.” *Village Laguna of Laguna Beach, Inc. v. Board of Supervisors* (1982) 134 Cal. App. 3d 1022, 1027 (emphasis added). The DEIR’s approach strips the document of its ability to provide such forewarning. As explained in detail below, this EIR will not be adequate unless and until the Project is fully described and the discussion of its various impacts completely revised. This blinkered approach to environmental review must be abandoned and replaced with a thorough analysis of the full scope of project impacts.

Revisions of the required magnitude will in turn require recirculation of the DEIR. See CEQA Guidelines 15088.5(a)(4). At the same time, if the project description in the DEIR truly reflects the current state of the City’s planning, then this specific plan is not ready for approval. **The first step in revising the DEIR, must be a serious revision to the perspective from which the project is evaluated. This is not a project whose community consists of seniors and elderly people: there are people of every age and type in this community.**

1
cont.

BACKGROUND AND PROJECT CONTEXT

A careful look at the DEIR demonstrates that a vast bulk of the content of the document is entirely disingenuous or delusional. The DEIR provides the Atherton public and decision-makers with superbly inappropriate conclusions, based upon ALBSC’s project priorities that are inconsistent with the goals of the town and which seek to defeat and circumvent the very essence and soul of the Town’s well-established and firmly embraced planning and conservation values, as clearly enumerated in its land use regulations. The analysis in the DEIR contradicts itself and, while paying lip service to the concept of analysis, skips over fact-based analysis that reflects the true needs of the community, and arrives at a completely arbitrary and, in this case, forced result because of the preferences of the influencers.

One of the fundamental objectives of CEQA is to facilitate the identification of “feasible alternatives or feasible mitigation measures which will avoid or substantially lessen” significant environmental effect. Pub. Res. Code § 21002, the DEIR laughs and points. To

effectuate the purpose that is intended, CEQA mandates that “public agencies should not approve projects as proposed if there are . . . feasible mitigation measures available which would substantially lessen the significant environmental effects of such project . . .” Id. Consequently, an EIR must identify feasible mitigation measures to mitigate significant environmental impacts. CEQA Guidelines § 15126.4 As the Supreme Court has held, “The core of an EIR is the mitigation and alternatives sections.” Citizens of Goleta Valley, 52 Cal. 3d at 564. Yet, the DEIR utterly rejects all of the Alternatives that can successfully avoid the Controversial and Damaging impacts that will result from the Project’s Plan to build a huge county Library in the midst of the Town sole Open Space Recreational Park. I am providing more details and support for my concerns about the way the DEIR was crafted below. I am proud to be a resident of Atherton but I am ashamed of the work that has been done by the Project Proponents presumably on behalf of the residents. This DEIR is not a product of careful, objective analysis: it is the byproduct of propaganda and political pressure.

1
cont.

ANALYSIS

I. THE DEIR IS INADEQUATE UNDER CEQA.

A. Project was approved for “preferred” Park Location by Council based upon improper conduct by the project steering committee and their council representative

- a. Steering Committee failed to adequately engage the public
 - i. Held three preliminary meetings at which this issue was put off for later meetings
 - ii. Never held any meetings at which this issue could be debated and community sentiments expressed
 - iii. Steering Committee refused to conduct surveys, as specifically required by Res. 10-30.
 - iv. Steering Council put forth their preference but did not allow community members to present the case for alternatives
- b. Steering Committee failed to provide any factual support (whether quantitative or qualitative) for their recommendation to council
 - i. Put off providing access to the meeting summaries past the council action to those asking, including other council members
 - ii. Meeting summaries were never posted publicly on the website
 - iii. Meeting summaries were hidden inside large binders and when finally produced, did not show public support for the steering committee’s recommendation.
- c. Steering Committee misrepresented the level of “community engagement” conducted and attempted to confuse the public about the process.
- d. The Council member representative of the Steering Committee acted improperly, to defend the Steering Committee over the interests of the public.
 - i. Opposed efforts to conduct survey
 - ii. Opposed petition of 300 to conduct Master Plan prior to deciding, so good town planning could be conducted

2

- iii. Attacked individuals and committees that raised concerns about Steering Committee improper actions
- iv. Failed to recuse self for Conflicts of Interest
- v. Used improper methods to suppress free speech on the concerns about the decision of the council.
- vi. Evidence of bad faith in keeping the voices of residents suppressed so that the preferences of a few prevail.

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cont.

B. EIR Should be Suspended, Preferred Library Location Vote by Council should be VOIDED and full public engagement on this issue reinstated with a non-partisan Steering Committee, and EIR Process Resumed under direction of Non-Partisan Steering Committee

C. The DEIR's Scope Ignored the Comments Provided In the Scoping Process, which included Comments Pertaining to a Broader Range of CEQA Topics than those included in the DEIR.

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D. The DEIR's Scope Ignored the findings in the Initial Study, which specifically deferred to the DEIR for the discussions and did not actually provide them— which the DEIR subsequently claims were covered in the Initial Study. This makes a mockery of the EIR Process. This is a shameful bate and switch tactic, which shows the less-than-credible job that was done on the DEIR.

The DEIR states:

Based upon the preliminary analysis provided in the Initial Study (included as Appendix B), consultation with Town Staff, and review of the comments received as part of the scoping process, the following environmental topics are addressed as separate sections of this EIR:

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- A. *Land Use and Planning Policy*
- B. *Visual Resources*
- C. *Historic Resources*
- D. *Transportation, Circulation and Parking*
- E. *Parks and Recreation*

All other CEQA topics are reviewed and addressed in the Initial Study in Appendix B.

However, this is a misstatement of fact, as the DEIR should include Biology, Greenhouse Gas Emission, and Mandatory Findings of Significance, which topics were not covered in the Initial Study or which new information has come available.

E. Summary Section of the Project is Inadequate and Misleading.

- a. **The Project's Summary Description of Potential Areas of Controversy and Significant Impacts** does not adequately describe the public

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controversy associated with this project or the dissent expressed by the community at the notions of what is significant as deemed by the Steering Committee.

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cont.

- b. **The Project’s Summary Description of Significant Unavoidable and Cumulative Impacts** does not adequately reflect the ability to avoid most all of the Significant Impacts and Cumulative Impacts by the selection of one of at least two of the alternatives that are evaluated. Instead, the DEIR fallaciously claims that these significant impacts are Unavoidable—which is in direct contradiction of the facts (but which reflects the preferences of the Steering Committee).

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- c. **The DEIR process has been hijacked by a combination of partisan control**, that has resulted in the consultants failing to recognize what the community deems significant, combined with analyses that fail to recognize the ability of the alternatives to adequately mitigate those significant impacts and the huge differences in the available alternatives. Possibly without even being aware of it, the consultants have succumbed to the propaganda campaign used in the project development process by the Steering Committee.

Evidence of the partisan nature of the DEIR is evident in the very way that the EIR Scope is defined in the Summary. Not content to deny that residents are concerned about how profoundly a large built structure will alter the aesthetics of the town’s one park, the DEIR does not even list “Aesthetics” as a CEQA topic. Instead, the DEIR uses the aphorism that suits the preferences of the Steering Committee to not stir up areas of great concern to the community. Instead of describing the impacts to Aesthetics, they change that to “Visual Resources.” This approach is simply a continuation of the propaganda campaign that has plagued this project process from the beginning, which has contributed to the controversy and human impact that has been greatly felt by residents, as the “Steering Committee” continues to deny them a fair process.

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- d. **Table II-1: Summary of Impacts and Mitigation Measures from the Initial Study fails to include all of the Significant Impact described by the Initial Study.** This is more than simple omission, this is misrepresentation of the findings in the Initial Study and requires that the Table be redone, to accurately reflect the findings in the Initial Study and the DEIR redone with complete information for the public and decision-makers.

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The Table lists 17 Environmental Impacts that are “Significant, without Mitigation.” The Initial Study conducted by Neal Martin found 39 Potentially Significant and Potentially Significant Unless Mitigated Impacts. The DEIR fails to address most all of the Potentially Significant Impacts and simply omits consideration of these from this DEIR. This is another way that the

Steering Committee thwarts the law and refuses to address the public's concerns.

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cont.

F. The Description of the Project is Inadequate and Misleading.

- a. **Description of Existing Library Services and Operations is incomplete and not supported by facts.** The public has been asked to accept representations from Carine Risley, who has been the organizer, secretary, and cohort to the “Steering Committee” that has manipulated facts and figures, to better make the case for the need in Atherton for library two to three times bigger than what is currently available. No facts are cited for Atherton’s population, which the recent census has shown has declined. Instead, Carine and her fellow professional library managers have provided numerous, quite lengthy assessments to bolster their case—which through out the data they have collected in Atherton—but which replace that with unsupported facts and assertions about the growth of library usage. One of the most controversial elements of the presentations provided to Atherton residents was statements by Anne-Marie Dispaine claiming that Atherton’s library usage had grown by a lot. Residents who attended these sessions were active library users and there were plenty who disputed those claims. Given the controversy and the importance to the factual assessments of environmental impacts that decision-makers and the public have all the facts, it is necessary for the Project Background to contain some independent sources of data regarding library usage and it is not acceptable to regurgitate the assertions of the partisan “Steering Committee,” which includes Carine Risley. Who was the sole source of the input on this section. Other reliable sources and studies have shown that library usage has been declining since the 1990’s.
- b. **Reliance on the Representations of the JPA Librarians should not be deemed to be adequate by decision-makers, as these individuals would personally benefit from this project.** Atherton is a town with a population of less than 7,000 residents. It comprises 5 square miles and 2,400 homes and one recreational park. Though many areas surrounding Atherton are growing in population, two enormous libraries exist within a mile of Atherton’s borders to the north and the south, with far greater populations. Neither of those libraries are anywhere near capacity. There is no data provided by the JPA librarians that shows that those libraries cannot support the demand. The Library JPA have not established that the 15,000 that Carine Risley cites as the “service Population” are having trouble getting access to library resources. On the contrary, that population’s usage of the library has declined. However, *declining usage of libraries does not stop the Librarians from wanting to seize on an opportunity to build another larger library, so that they can continue with their goals of full employment for librarians at the public’s expense.* This group’s self-interest is apparent to Atherton residents. They care more about libraries than they do sports fields.

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As such, the community should have had more opportunity to vet the claims made by the professionals but this was not permitted by the Steering Committee. At this stage, the claims of the Steering Committee need to be balanced by impartial information researched by LSA, rather than blindly adopted representations made by interested parties as facts, as they have done in the DEIR. It is negligent to rely on those representations without confirming the truth of them.

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- c. **Existing Library Facility Description is Faulty to the Point of Failing the Objectivity Test and Instead is Spreading Biased Misrepresentation.** Following in the general pattern of the ALBSC propaganda that distorts reality to denying the basic facts (and faults) of project, LSA describes the area around the existing library in this way:

The library is generally surrounded by civic, residential, and transportation uses and is located in what is referred to as the Town Center.

Such a description defies reason! The only explanation that can be provided that makes any sense for such a arcane description of the area that the existing library is located in is to give credit to the ABLSC, which is adamantly attempting to defeat the efforts of the Town Center Task Force to include the Library within the scope of that redevelopment project, that their bias has poisoned the LSA authors and emerges from a document presumably written by intelligent, honest people, yet who can describe the area that the existing library is in without using the words "TRAIN" or "TRAIN STATION." As the Atherton Town Center is actually exactly where the library is, along with the train station, in effect, this description fraudulently avoids acknowledging either that this really is the Town Center or that the Town Center and Library are situated adjacent to the town's train station and main transit hub. They further fail to include the fact that a person taking Caltrain to Atherton, could walk to the existing Library in less than 2 minutes from debarking from the train. (In contrast, the hike from the train station to the proposed Library Project site is so long, that only truly rugged and dedicated athletes might contemplate making that walk, which could easily take an average person 40 to 50 minutes.) Such a misleading and fraudulent description demands that the contract with LSA be terminated, work on the EIR suspended until the town can find a way to hire consultants that can work objectively on this very important project without the bias possessed by the project Steering Committee.

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- d. **Existing Library Facility Description's Denial of the Existence of Atherton's Town Center Supports the Argument that LSA has not provided an Objective DEIR.** Why the authors of the DEIR would choose to use the words "in what is referred to as the Town Center" and not say "The Library is situated in the Town Center of Atherton." What contortions must

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the authors have gone to to attempt to deny the existence of this small area being the Town Center? If the authors have so embraced to agenda and biases of the Steering Committee that they cannot even be honest about where the existing library is located, then it further reinforces the claims that the Steering Committee has “poisoned” the objectivity of the LSA consultants, much the same way that they poisoned the objectivity of Group 4, the consultants that were hired to help “engage the public” but which instead helped the Steering Committee simply try to foist their preferences and biases on the whole community. Unless LSA is held to account for denying facts even in the basic Project Descriptions, how can there be any confidence in their more complex analyses for the EIR’s ultimate conclusions. LSA has been “infected” by the bias of an insular library-centric group that does not represent the interests of the town and should not have been the only individuals to have provided data to LSA, creating a flawed process.

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- e. **New Library Planning and Background description is incomplete and misleading.** Yes, the Town completed a structural assessment of the Atherton Library building and determined that this structure does not meet seismic safety standards. Yet, the study concluded that the seismic work that is required would cost an estimated \$350,000. Why would this number be left out? This might seem like a lot of money for the library to need to invest to make sure that its building is seismically fit but when the Library is accruing excess tax funds at the rate of \$750,000 per year, the library could afford to do seismic updating twice a year, if it chose to do that. By leaving out this information, it shows the bias of the ALBSC, which wants the public to think that it is justified in abandoning the building it has occupied exclusively since 1967. If the library could not afford to do those repairs, that might justify its choice to move.

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- f. **New Library Planning Section Shows the Bias of the ALBSC and that LSA did not fully read the Needs Assessment Report.** The Town of Atherton has been under attack by the ALBSC and the Library Professionals with which they work from the very start of this process and the propaganda campaign essentially began with the 100+ page Needs Assessment Report. This report was written after a Survey was issued in the fall of 2009. This survey was poorly announced or distributed over a period of just one month. Only 69 Atherton residents responded to the survey (none of us understood the implications of this survey) and 79 individuals who were not Atherton residents. Based upon a statistically insignificant sample (as described by the report Authors), the survey found that a majority of those respondents, loved the small, intimate and quaint feel of the Atherton library and yet acknowledged that some improvements might be nice. Instead of using these findings, the Library Professionals decreed that the library wasn’t serving the needs of Atherton residents and had to be expanded from 4,790 square feet to 11,100 square feet (a number that has now grown to 13,500 square feet). Any objective reading of this Needs Assessment Report could easily find that

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the Library Professionals simply disagree with the results of the survey of users and chose to impose a MacMansion library on Atherton even though that wasn't what the residents wanted, according to their own survey. This survey did not address the question of location and so there was no data collected regarding the decision by the ALBSC that the library should be moved out of the Town Center. LSA should have reported on the inconsistencies between the survey results and the ultimate findings of the Needs Assessment.

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cont.

- g. **Misleading and inaccurate statements as to the purpose of the formation of the ALBSC, establishing that LSA does not do its homework but takes information from the mouths of the ALBSC, requiring cancellation of LSA's contract, cessation of the EIR until the town is able to hire a consultant to continue work without having facts and truth misappropriated by the ALBSC.** LSA writes:

The recommendations in the Library Needs Assessment ultimately resulted in the formation of the Atherton Library Steering Committee (ALBSC) by the Atherton City Council in August 2010, which is tasked with recommending a site for the new library; overseeing design and construction; guiding the planning process; and coordinating with Town Staff.

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This is exactly how the ALBSC would like the public to see their mandate—that they are charged with recommending a site—but that is a fiction that serves their interest only and is not the reality. Their charter came from Resolution 10-30, passed in June (not August) 2010, which requires that the ALBSC partner with Key Stakeholders to Support and Participate in the Process of Planning and Building a New Library and that **“the community is engaged in the process and public input is drawn from multiple sources including focus group meetings, interview, survey and charrettes/design workshops that will offer the community the opportunity to participate in the design process.”**

- h. **Misleading and inaccurate statements as to the site selection process, which is the KEY POINT OF DISPUTE BY THE ENTIRE COMMUNITY, wherein LSA provides the SPIN directly from the ALBSC does not report the truth of the process, further establishing LSA's unreliability in checking the facts given to it by the ALBSC and requiring that this process be aborted and restarted with an environmental consultant that can produce a report that reflects the truth.** LSA states:

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The site selection process that were approved by the Atherton City Council; holding four community focus group meetings in April and May 2011; and holding two community meetings in June 2011 and one in September 2011. The purpose of the focus group and community group

meetings was to provide the community with information about the project; to learn from the community about how they envisioned a new library; and to hear and answer questions and concerns.

It is difficult to understand exactly how the community could be “engaged” in the site selection process when each and every one of the meetings cited by LSA did **not allow the community to address with full debate and opportunity to come to a resolution on the issue of the location of the library.** Site selection did in fact happen this way, because the community was called to meetings to effectively be told that the ALBSC wanted the library in the park—and then the ALBSC gave the community no way to record or report its dissention from that position. However, the community did not agree and the result was a huge amount of controversy. The ALBSC heard the questions and concerns and suppressed them, attacked individuals who raised their concerns publicly and proceeded to stamp all over the rights of individuals in the community to have a say in the process.

- h. **LSA omits key elements of controversy in their statement of the process, leaving out the problem that ALBSC’s recommendation was rejected by the Park & Rec Commission, which instead voted to have ALBSC conduct a survey of residents, which the ALBSC refused to do.** Instead of accurately reflecting the extensive list of disputed findings and community unhappiness with the ALBSC, LSA reports the events as if they were without obstacle or controversy. This is a gross misrepresentation of the truth that occurred in our community and reflects the fact that LSA has been kept in a vacuum and misled by the ALBSC in the information that they have received.
- i. **By misstating the facts and accepting the “interpretation” of the ALBSC, the DEIR fails on its face for lack of accuracy and should be thrown out.**

G. **The Proposed Project Site.**

- a. **Location is falsely represented by the DEIR and a more accurate measurement needs to be provided that reflects the attention to facts that is required by CEQA.** The DEIR claims that the proposed project site is .4 miles to the northwest. That is not even accurate as the bird flies, however, it is a gross misstatement with respect to the location distance as ordinary human beings would need to travel, since the roads that are available to use require a walk of about a mile. This distance is sufficiently long, so as to make the prospect of anyone taking the train to the Atherton train station and then walking to the library at the proposed location extremely remote. However, by claiming it is a mere .4 miles from the current library, this misstatement minimizes the appearance of multiple problems that the proposed project location suffers from.

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b. **Location is falsely represented by the DEIR and fails to provide complete and thorough information regarding the lack of access to the library by the community from the south side of the park, as a result of tightly restricted access by the Felton Gables neighborhood through the south gate.** The current ALBSC Council representative was Mayor when the Town permitted Felton Gables neighbors to install a lock gate that prevent access or egress by any one other than a Felton Gables resident into the park from the south. This closes off the pedestrian access to the proposed library site by children or other residents and makes this proposed location particularly unsuitable for alternative transportation options. This greatly increases the needs of all constituencies to have to drive, further eliminating the ability of our community to reduce carbon emissions related to transportation.

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H. **Setting, Impacts and Mitigation Measures Do NOT Reflect Scientific or Factual Data, Omit Key Issues and Impacts and Inaccurate Analyses Need to be Redone Entirely.**

a. **This Section Fails to Provide Sufficient Information to Understand Sources.** The DEIR claims that criteria of significance were developed in coordination with Town of Atherton staff. As Atherton has almost no staff, the names of these individuals who provided this critical assistance should be disclosed, in particular since no staff members are listed in the DEIR Contact list.

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b. **This section is based off of the Determination made by Neal Martin, Town Planner, that was done in the Initial Study, in Appendix B. Neal Martin's checklist of Environmental Factors Potentially Affected did not correctly reflect those items that the underlying analysis showed had Potentially Significant Impacts.** His checklist lists only six of the seven areas that he determined had Potential Significant Impacts, so this document needs to be corrected.

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c. **The Statement of Issues Addressed in the Draft EIR Mistakes the topics that that were less than significant and excludes Public Services (which includes the topic of Parks) which is an error that needs to be corrected and that section redone in the Final EIR.**

Topics that had Potentially Significant Impacts in the Initial Study were:

- Aesthetics
- Cultural Resources
- Land Use/Planning
- Public Services
- Recreation
- Transportation/Traffic

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Mandatory Findings of Significance

However, the Issues Addressed in the Draft EIR were listed as:

Land Use and Planning Policy

Visual Resources

Historic Resources

Transportation, Circulation and Parking

Parks and Recreation

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cont.

d. The Statement of Issues Addressed in the Draft EIR Should Include the additional Topics of Biological Resources and Greenhouse Gas Emissions, as these were Mistakenly Found to not Have Potentially Significant Impacts in the Initial Study.

The Initial Study failed to take into account the full range of Climate Impacts or to reflect the fact that the Town of Atherton may have two endangered species, namely an endangered frog and the dusky footed wood rat, that need to be monitored for ten years, per recent information received by town officials. Thus, these sections need to be redone to collect more information about this issue and to reflect the Potentially Significant Impacts to these creatures. Town officials have an obligation to revise the DEIR to reflect information that they have received from local environmental experts prior to the point of certification of the Final DEIR.

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e. The DEIR Inappropriately Re-orders topics and Uses Euphemisms, rather than the Clear Language and Order of CEQA. These actions require everyone to spend time to map those items that they cover to the actual CEQA topic, making the process of reading and interpreting their work difficult and confusing. There are seven required sections, yet the DEIR lists five topics. This is confusing and needs to be corrected.

The DEIR should not substitute CEQA topics with euphemisms that dilute the impact and importance of the underlying issues. Rather than being upfront and accurate with its analysis, the DEIR substitutes its own propaganda phrases, such as "Visual Resources" instead of the word used by the CEQA Guidelines, which is "Aesthetics." Since a very large component of objection by the community is the how a huge new structure will change the aesthetics of our open space park, substituting "Visual Resources" is a type of psychological deception that serves to downplay this environmental impact. Such tactics are clearly disrespectful to the residents and decision-makers that need to conduct evaluations that are not riddled with ploys to influence one's thinking and values. All substituted phrases should be removed and the actual clear titles replaced.

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f. The DEIR's Land Use and Planning section tacks on the word "Policy." The DEIR does not include impact to Policy, yet use of this word

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confuses the assessment that needs to be made by decision-makers regarding the impacts.

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cont.**

g. The DEIR Inaccurately Omits from the Description of the Project Site that the entire Park is designated as Open Space. This omission of the fact that the Project is intended to be built in the center of the town's sole recreation park is an omission that cannot but mislead readers of this document and lead them to erroneous conclusions. If the goal is, as written by the DEIR that the corresponding determination "*be based upon scientific and factual data,*" omitting key information within important descriptions — because it suits the goals of the Proponents of this project — is a direct contravention of the CEQA Guidelines and should require that the DEIR be redone eliminating those ploys to shave off details to make characterizations more favorable for the project proponents. This is a problem that is rampant throughout this document.

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h. The DEIR Makes a Mockery of Land Use Planning and Zoning Laws in Its Illogical and Dishonest Approach to Determinations that Violate Public Policy and Which Constitute Hostile Acts Against the Land Planning Interests Long Held by the Community. Atherton's General Plan, Zoning Ordinance and the Holbrook-Palmer Park Master Plan all proscribe the construction of a library in the Town Open Space. The Town General Plan specifically seeks to preserve its Open Space for Outdoor Recreation purposes. Holbrook-Palmer Park is designated Parks and Open Space, with uses reserved for outdoor recreation, preservation of natural resources . . . and park land. The DEIR is intended to identify such conflicts and mitigate the destruction of the policies of the General Plan—which could readily be done by accomplishing all of the stated Objectives of the Project within the existing built environments (and soon-to-be redevelopment environments) in the Town Center. Instead, the DEIR and Project Proponents simply claim that there is adequate "mitigation" by changing the General Plan, the Zoning Plan and Park master Plans—to permit the offending structure—using minor word edits to the documents. This is not mitigation. This is tautological nonsense that trashes the principles of conservation of nature underlying those long-held town policies and make them worthless—without even having the courage to acknowledging that doing so strips the policies of their meaning. This is a form of public deception that is on a level of low that competes nicely with outright criminal fraud. The integrity of the DEIR is so compromised by this ministerial attack on the planning policies of the town, it should be thrown out. If the Project Intends to Strip the Park of its Open Space Designation, it should be required to say so and Require that the Town Council put that major Planning and Zoning Changes to residents for residents to recognize for what it is. The proposed method is not "mitigation," it is simply finding the back door way to get past the admittedly sticky problems of the fact that all three of the Town's majoring planning policies prohibit what the Proponents want. To change 80 years of conservation and

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protection of nature with cute word edits is simply a deceptive and cowardly trick being foisted on the public. The DEIR brazenly states:

“The project site is currently designated Parks and Open Space on the General Plan land Use and Circulation Diagram. Libraries are not part of this designation; therefore, a General Plan Amendment is required to change the library location depicted on the existing Land Use and Circulation Diagram and in the text of the Land Use Element from its present location at 2 Dinckelspiel (Station) Lane to the proposed location in the park. Specifically, Section 1.540 “Public Services: Police, Fire and Libraries” of the Land Use Element of the Atherton General Plan would be amended as follows:

“The Town of Atherton has its own police force, while fire protection is handled by the Menlo Park Fire Protection District. Library facilities are provided by a branch of the San Mateo County Library, located on Station Lane in Holbrook-Palmer Park.”

Thus, the DEIR proposes a form of mitigation for the land use planning obstacles which involves direct and underhanded circumvention of the specific and well-articulated Land Use objectives of the Town. Given how this proposal undermines the values and principles of CEQA, this DEIR should be thrown out for its disrespectful approach to the heritage and values of the community and a new DEIR not commenced until an objective and honest author can be sourced that has the interests of the community at heart and not the preferences and delusions of the Project Proponents at heart. This circumvention “strategy” is proposed in the DEIR as the way to “mitigate” all of the conflicts with Atherton’s Regulatory guidelines and is so far from being an appropriate form of “mitigation,” to the issue of the inherent conflicts of the Proposed Project to the General Plan, the Park Master Plan and the Town’s Zoning Ordinance, that the entire DEIR process and the professional consultants working on it have lost all credibility with the public and should be suspended.

i. The DEIR Improperly Ignores the Truthful and Only Viable Mitigation of the Significant Impacts to Land Use and Planning as Proposed for Non-Factual or Scientific Reasons that Fail on the Basis of Logic and Propriety.

Given the regulatory context described in the EIR, Atherton’s General Plan, Zoning Ordinances and Park Master Plan all prohibit the construction of the Library in the park. The DEIR Attempting to co-opt these policies and principles of town planning should not be the proposed solution to the “mitigation” of those issues. Rather, an honest and fact-based mitigation is to recognize that such a building is not appropriate for the Open Space zone or for a General Plan that seeks above all to preserve the rural character of our town and to accept the predominantly favored solution of keeping the library in the Town Center area. The DEIR authors fail the CEQA Fact-based integrity test for claiming that

undermining the Regulatory framework is an acceptable form of “mitigation” to these issues—when the damage being proposed to our park and open space constitutes the primary element of the community controversy and concerns.

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i. The DEIR’s Proposed Mitigation of the Regulatory Proscriptions on Building a Library in the Park would Clearly Result in PHYSICAL IMPACTS on the Environment, including the Augmentation of Built Areas resulting in the loss of heritage trees and dozens of other trees, the Loss of Open Space Fields for Sports and Outdoor Recreation, the Irreversible Degradation of the Open Space Aesthetic of the Park and Crowding of the Park, such that recreation and community open space events will be forced out, to allow access by Library users.

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j. **All three of the DEIR’s listed Criteria of Significance are triggered by the choice to implement the Proposed Project in the Park.** The DEIR lists the following Criteria of Significance:

Criteria of Significance. Development of the proposed project would have a significant effect on land use and planning if it would:

- *Physically divide an established community*
- *Introduce new land uses that would conflict with established uses; or*
- *Fundamentally conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over a project, including, but not limited to, a general plan, specific plan, or zoning ordinance, adopted for the purpose of avoiding or mitigating an environmental effect.*

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The proposed Project will physically divide an established community, it will introduce new land uses that conflict with established uses and it absolutely “Fundamentally conflicts with the applicable land use plan, policies and regulation . . . adopted for the purpose of avoiding or mitigating an environmental effect—in this case loss of open space.

k. **The DEIR’s Findings of “Less-than-Significant Lane Use Impacts” is flawed and Deceptive and does not Adequately Analyze All the Ways that Development of the Proposed Project would have Significant Effects on Lane Use and Planning.** Placing a County Library inside a private Town Park Open Space that has been the green preserve and refuge of residents seeking outdoor recreation and escape from buildings, road and traffic result in a physical divide of the Community. Currently the Library is in the Town Center and anyone can access it by public roads using cars and bicycles and three types of mass transit—the Caltrain, the SanTrans buses and Shuttles. If the proposed plan is built in the town’s open space park, which is completely inaccessible from the south side of the park, this creates a significant division of the community. There is already considerable controversy and unhappiness relating to the closure of the Felton Gables neighborhood egress from the park, as that locked

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gate keeps park users from being able to leave the park towards the south. This situation cannot be permitted to continue in the event that the propose project is approved as such a locked gate constitutes a division of the community that would be attracted to the use of the library in the park.

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1. **The DEIR’s Findings of “Less-than-Significant Lane Use Impacts” is flawed and Deceptive and does not Accurately and Factually Describe the Compatibility with Surrounding Land Uses.** The DEIR seems to take an amazingly dim view of the importance and existence of Open Space and its beauty and importance to the park experience. In the flawed description of the Surrounding Land Uses, the DEIR touches solely upon the sparse (though in the community’s view, an already troubling amount of) development in the park and emphasizes an array of civic uses of the Main House, which it cites as “used for private event rentals, such as weddings and meetings.” It further describes “Nearby structures, including the Pavilion, Corporation Yard building, Carriage House, and day care facility are also used for similar purposes that serve the community and park functions and are also part of the park’s civic core.” All this is more or less accurate—except that the description completely omits any mention of the fact that these structures are nestled into groves of trees and separated by lush expanses of mature and aesthetically pleasing open space, containing native and traditional lawns, modest narrow paths and a scarcity of large, obtrusive structures thereby permitting the park to retain the ambiance and aesthetic of a park. It does not feel like an urban, built area (as it will if this Proposed Project is built) — it feels like a park because the Main House, the central and largest of the structures is still very small and modest, at less than 4,000 square feet and it is surrounded with mature and magnificent heritage trees and dozens and dozens of other trees (37 of which the Proposed Project would eliminate). The second civic structure, the Pavilion, is not crowded by the Main House but they serve in complementary ways—with events usually spanning both structures. The DEIR fails to convey this synergy and working aesthetic. The DEIR also fails to convey the impact of the Carriage House, an historic structure that sits on the edge of the park, much like a humble barn, providing little in the way of busy activity or crowding. The Corporation Yard, while mentioned and sounding like full commercial structure, is actually more like a shed which is completely hidden behind unobtrusive gates and serves as the maintenance center for the park, not accessed by or even much noticed by park users and open space aficionados. None of these structures add substantially in any measure to attract crowds, cars or activity—and thus are harmonious with the serenity and idyllic environs of the park. Yet, according to the DEIR’s description, these modest structures are described in a manner that conveys both the sense that this is virtually all there is to the park and that cumulatively, the park is used exclusively for civic purposes. This is a huge misrepresentation of the environs of the park. There is no mention of the lush, blossoming trees, the mosaics of lawns and gardens, the rows of hedges and flowers, the vast and varied arrays of toweringly tall heritage trees that comprise

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an almost forest-like natural and biologically alive environment for walkers, runners, strollers, children on bikes, etc.

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m. **The DEIR's Findings of Compatibility with Surrounding Land Uses Denies and Ignores the Entire Point of the Communities Embrace of their Park for the Purpose of Quiet Enjoyment of Open Space for Recreational Purposes.**

In its bizarre failure to recognize and honor the critical value to the community of the undeveloped open space of the park, the DEIR relegates recreational use to a minor region of the park. Only individuals who have never actually enjoyed the expanse and natural serenity of Holbrook-Palmer Park would claim, as the DEIR does, that:

"Active recreational uses are mostly concentrated in the western area of the park..."

Not only is this statement contrary to the facts that every user of the park would agree to, it is entirely misleading and possibly evidences the corruption of this DEIR process, wherein the DEIR authors have been poisoned with the typically myopic view held by the Project Proponents. This and other claims made in the DEIR make it apparent that the Project Proponents have no idea what the word "recreation" actually means. As the Project Proponents are primarily retirees and seniors, none of whom have young children or appear to have any active sports interests themselves, they confuse "recreation" with things you do inside a library. They also fail to recognize that recreation is happening all around the park, in the open fields on all sides, on park benches lurking in quiet alcoves, in the work-out stations located in all corners of the circumference path, on the tennis courts, in the children's playground, on the open patios and stairs of the Main House and, yes, also on the baseball diamond and in the large open fields in the western end of the park. The DEIR's limited depiction of how recreation happened in the park so distorts the reality of the park's value and uses, it comprises a completely misleading picture for the public and decision-makers and requires that the DEIR is thrown out and a new group that is capable of writing a more accurate, honest and truthful statement of park uses be hired to redo an entirely new DEIR, free from the insular, self-serving influence of the Project Proponents..

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n. **The DEIR Erroneously and Randomly Claims that the Library Poses no Inherent Land Use Conflict to the Park, simply on the Basis that the Park and a Library attract both Local Residents and the Larger Community and Equates this with Compatibility.**

Not only aren't the library and the park compatible uses, building the huge library Proposed by this plan will eradicate the ability of park users to enjoy a serene and natural-feeling area of wide open open space, as this massive new Library will be dropped down in the dead center of the park. The presence of the library and its daily parade of employees and users will vanquish the park's serene, recreational ambiance. Those who are familiar with the Park's ebb and flow of activity know that the park roads

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and parking spaces bottleneck when there are Little League games, Lacross Summer Camp Sessions, Open Houses at the Playschool, when there are weddings, Earth Day celebrations and when there are other occasional uses. The Proposed Project would place a continuous burden on the park the preponderance of which is likely to preclude most all of these other uses. Inevitably, it would not take long for the existing recreational activities to be chased away by the crowding and inaccessibility of the park as a result of Library activities. Little League organizers won't be able to tell the Library don't hold an ice cream social when we have play-offs, so the Little League would have to go elsewhere. It is a relatively simple analyses that finds that the current slate of park activities, which are now fully compatible occasional uses would be largely precluded by the presence of a large county library in the center of the park, taking up parking spaces and turning natural beauty into a developed, built milieu.

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- o. The DEIR Claims that the Library Poses no Inherent Land Use Conflict to the Park, Finds No Traffic-Related impacts in the Park and Omits Descriptions of the Known Conflicts the Library will Pose on Competition for the limited parking spots and difficult maneuvering within the lots, pose potentially significant traffic issues in the Park.** As evidence that the Project Proponents are aware that the Library poses a threat to the ability of other current library uses to be conducted, these Proponents put a halt to most of the other activities that were previously permitted, so as to eliminate this issue and obfuscate the obvious environmental impact that the Library's Users and car traffic would have on those activities. Consistent with the DEIR's failure to adequate describe the Project Background, however, the DEIR fails to report on the move by members of the lead agency (Town Council members) to halt rentals of the Park buildings for the regular slate of purposes that were ordinarily allowed and which continue to be allowed by the General Plan and the Park Master Plan, but which are now officially proscribed by the Council. These individual Town Councilmembers initiated changes to the Park Master Plan prior to consideration of those Changes by the council and prior to having had those items on the agenda for public comments, which constituted an illegal form of sabotage of the General Plan by the Project Proponents. Furthermore, parking spaces are typically at a premium any time there is an event in the park and the Library's usage of a dozen parking spots for regular employees and as many as this and more for library patrons with create havoc when the community attempts to find parking spaces for regular recreational events that have traditionally been accessible, such as Little League and Laross Games.

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- p. The DEIR Claims that the Library Poses no Inherent Land Use Conflict to the Park, yet the DEIR Fails to Include Further Project Elements Being Added by the Lead Agency that would Eliminate Additional Recreational Activities in the Park Entirely, resulting in the Obsolescence of the Current DEIR and the Requirement to Go Back to the Initial Study Phase and start again.** After the publication of the DEIR and prior to the end of the Comment

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period, members of the Lead Agency and Project Proponents began to evaluate the use of the existing area that contain six Tennis Courts available for the public to play tennis, for conversion into park spaces for the needs of the Library. Council member McKeithen, the ALBSC's Council Representative and other members of the ALBSC including Sandy Crittenden measured the tennis courts and began to collect information about tennis revenues, so as to initiate council action to include the Tennis courts in this Proposed Project. This completely new and highly worrisome and potentially *major new project element*, that touches on an area greater than the entire area of the Proposed Project, is not even addressed by the DEIR. As a result, this DEIR is obviously obsolete and needs to be thrown out.

- q. **The DEIR Fails to Include any Mention or Consideration of New Project Elements Involving the Park Tennis Courts, which Are Suddenly and Actively Being Addressed by the Lead Agency and Project Proponents As Considerations for the Proposed Project, Evidencing the Fact that This Project is Not Well Thought Out and That Such Inadequate Project Planning Requires that This DEIR process Be Suspended Until the Full Project has been Evaluated and ALL project Elements Can be Included in the DEIR, beginning with the Initial Study of Such Potentially Significant Impacts as Elimination of the Park Tennis Courts, when Such the Project's Possible Use of the Park's Tennis Courts Would Result in the Termination of Long-Term Recreational Activities in the Park Entirely and this Element has not been Described within this DEIR.** While opponents have known that the Proposed Project was rushed and poorly planned, the evidence provided by the Lead Agency and Project Proponents suddenly evaluating the use of an existing park feature, namely the Tennis Courts, as part of this project require that, for the purposes of the CEQA, the current DEIR be thrown out so that the project design and development can be redone and the project returned to the Initial Study Phase and the remaining analyses started again. After the publication of the DEIR and prior to the end of the Comment period, members of the Lead Agency and Project Proponents began to evaluate the use of the existing area that contain six Tennis Courts available for the public to play tennis, for conversion into park spaces for the needs of the Library. Council member McKeithen, the ALBSC's Council Representative and other members of the ALBSC Proponents, including Sandy Crittenden, were seen measuring the tennis courts and they began to collect information about tennis revenues, so as to initiate council action to include the Tennis courts in this Proposed Project. This element was discussed in a public meeting, yet the community was not provided information about this consideration on an agenda. This completely new and highly worrisome and potentially *major new project element*, that touches on an area greater than the entire area of the Proposed Project, is not even addressed by the DEIR. As a result, this DEIR is obviously obsolete and needs to be thrown out.

r. **The Proposed Project is Not Actually Well Thought Out or Completed When the EIR was Commenced and Should be Returned to the Community Drawing Board.** The fact that the Project Proponents are seizing on yet other changes and land grabs even before the DEIR Comment Period has ended, demonstrates that this project has been conducted in a hasty and poorly thought-out process, which the community has complained vociferously, also violated the law and public policy by excluding the public from decisions that were made by the Project Proponents. Obviously, the addition of new project elements added after the completion of the Initial Study, and the assessment of the Potentially Significant Impacts mandates that these new project elements be fully evaluated, be added to the Project Description and Background and that an entirely new DEIR drafted so that the public and decision-makers have *all of the facts, circumstances and figures associated with the Proposed Project and such information fully assessed in this CEQA process so as to be able to make fact-based decisions.*

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s. **Additional Biological Elements are Now Known to be Potentially Significant by the Lead Agency and DEIR should be Updated to Provide a Full Assessment of the Potentially Significant Impacts to Endangered Species.** The Lead Agency has an obligation to revise the DEIR to include Biological Elements as an additional area to be considered in the DEIR, as new information has been brought to the attention of the Lead Agency and it is their duty to disclose that to the public and to Decision-makers involved with this Proposed Project. Although the Lead Agency may be disdainful of the importance of the protection of the two small species sited by Environmental Authorities (Council member Dobbie suggested that they arm kids with beebie guns to hunt the creatures), nevertheless, CEQA Guidelines require that all potentially significant impact be assessed and this information was received prior to the Finalization of the EIR, however, it appears to have been received after the completion of the DEIR. As such, the DEIR should be revised and re-issued to include Biological elements

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t. **The DEIR's Assessment of the Cumulative Land Use Impacts is so Riddled with Factual Errors and Inaccuracies that it can only serve the purpose of attempting to deceive decision-makers and reflects the Efforts of the Project Proponents to Turn the DEIR and EIR into Propaganda and Persuasion, rather than "fact-based" information to aid in decision-making.** The DEIR states in this Cumulative Impact Statement:

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The proposed project is consistent with the overall vision of the Town's General Plan, Zoning Ordinance, and the Holbrook-Palmer Park Master Plan. The proposed Project, in addition to any other proposed project included in the Cumulative development, would not contribute to a significant cumulative land use impact.

Seriously! It is not clear whether such misrepresentation of reality is a result of delusions or professional negligence. One could well ask the DEIR Authors look themselves in the eye and make this outlandish statement when they have just been through a complete analysis of the need to sneakily amend all three of these planning documents in order to back-door a library into the park, *since each and every one of the three regulatory planning documents would, on their face, preclude the construction of the Library in the park.*

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u. **The DEIR's Assessment of the Cumulative Land Use Impacts is Deliberately Avoiding the Appropriate Consideration of the Impacts of a Huge Library on the Open Space nature of the park, when looked at with the prior impacts of prior construction that includes the Main House, the Pavilion, the Preschool, the Carriage House and the Corporation Yard.** This is the assessment that should be considered in order to see whether the offense and impact on the Town's Zoned Open Space would be physically damaged by the addition of this augmented structure. However, the DEIR blithely ignores and skips over these inconvenient prior structures in its flawed assessment to find no cumulative Land Use Impacts. However, the section fails to discuss even one cumulative impact to the Project Site.

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v. **The DEIR's Assessment of the Cumulative Land Use Impacts Specifically Omits and Does Not Adequately Evaluate the Proposed Project's Impacts in Light of the Planned Town Center Development Project, which Provides the Base Framework for one of the Primary Alternatives to the Project and, as such, should be taken into consideration in this DEIR.** For no other reason than that the Library Project Proponents Refuse to coordinate, or seriously consider the compelling case for the Library to be located in the redeveloped Town Center, the DEIR fails to adequately Evaluate and Assess the Cumulative Impacts of this Project in combination with the Town Center project that is already in the works and so fails to provide good information. This failure causes the informational value of this DEIR to be of such limited integrity and thoroughness, as to be more of a hindrance to Decision-maker than a benefit.

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w. **The DEIR Fails to Cover the Significant Impacts that Result from the Proposed Project Not being Planned, Assessed and Conducted in an Integrated Process with the Town Center Project, which is already a known project of the Town.** This is such a serious failure of good governance both by the Town of Atherton and the Project Proponents that it makes a veritable farce of CEQA and the entire EIR process. The town of Atherton is engaged in a rather comprehensive process to redo all of the buildings in its Town Center (having started that process even prior to the launch of the Library project), including Town Administration, Building Department, Public Works, Library and Police Stations. Yet, because the Library has Prop 13 funds, the Project Proponents essentially want to jump ship like rats abandoning a sinking ship for the specifically enumerated reason that they didn't want to have to be near the High

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Speed Rail. The “preference” held by the Project Proponents does not justify their position to omit all information pertaining to the Town Center from this DEIR process. The fact that they have leaped ahead to commence their own Project and pretend that the other isn’t moving ahead as well is preposterous and a violation of the trust of the community that the CEQA evaluation be fair and objective.. Yet, any responsible decision made to redevelop and/or move the Library, including any and all votes that need to be made by the Town Agency and Decision-Makers must necessarily involve a thorough understanding of the Town Center Project, its Impacts and the cumulative impacts that will like happen when the Town Center Project is looked at as a whole together with the Library Redevelopment project, that is the basis of this DEIR. No decisions about the Library will be good without such thorough assessment of the Town Center Project, since Decision-Makers are already well aware that the process has begun for the Town Center Project and that it is a competing and complementary project that needs to be assessed in tandem with any decisions about the Library. The Project Proponents would like to Pretend these two projects are not inter-related and inter-dependent but they area. As such, it is gross misrepresentation of a Fair Environmental Review Process for the Library Redevelopment Project and the Town Center Projects to Be Looked at in isolation from each other. The DEIR should be redone so as to enable both simultaneous projects to be assessed in an Integrated Way and the Total Cumulative Impacts Identified.

- x. **The DEIR fails to provide Remotely Adequate Analysis when Looking at the Cumulative Impacts of the Proposed Project and the Town Center Project, which, if done, would result in very different Calculus on Significant Impacts as well as Full Mitigation of Significant Unavoidable Impacts.** The analysis of all of the Significant Impacts will have different calculus if done correctly in an integrated way, with the full Town of Atherton Redevelopment Project being evaluated. What this DEIR deems Unavoidable Significant Impacts would be Fully Mitigated by the Decision to seriously consider one of the two very feasible and less environmentally damaging Alternative Town Center options cited by the DEIR. Deliberately avoiding the appropriate consideration of the Impacts of a Huge Library on the Open Space nature of the park, which violate all zoning and planning principles of the town, when looked at in light of the ability of the alternative sites to meet all of the objectives of the Proposed Project and still avoid the substantial, and Open Space reducing impacts of placing this huge built structure in the town’s sole recreational park is an inexcusable corruption of duty by the Lead Agency.
- y. **The DEIR does a completely negligent job of evaluating the listed Alternatives and does not provide Decision-makers with the facts that are needed for them to evaluate the ability of those options to mitigate the most egregious of Environmental Impacts.** There is no explanation for how the DEIR could have been written with so little, fact-based logic other than that the Project Proponents insisted upon the results being given by LSA and LSA taking these results and substituting them for their real beliefs. Otherwise, the

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obvious environmental impacts that would result from moving the library to the center of the park would be adequately mitigated by opting to keep the library in the town center, where none of those significant impacts would result.

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cont.

- I. **The DEIR's Analysis of the Impacts of the Proposed Project on Park Aesthetics is as Non-factual and Biased as the name "Visual Resources" indicates and Should be Redone Completely to be an honest, unbiased assessment.**
- z. **The DEIR's finding that there would be "Less-than-Significant Visual Resources Impacts" is flawed, based upon non-fact-based and secret preferences used to influence the authors of the DEIR and not facts and does not accurately reflect the Words or Intent of the Land Use Element, the Circulation Element or the Open Space and Conservation Element of the Town of Atherton, and therefore should be struck from the DEIR and redone.**
- a. The Land Use Element Goal, as written in the DEIR, is expressly: *"To preserve the Town's character as a scenic, rural, thickly wooded residential area with abundant open space."* Given that the Proposed Project would cut down 37 heritage and assorted other mature trees, would encroach on thousands of square feet of open space, wedge a huge new structure into the areas in and around the Main House, thereby greatly expanding the footprint of the existing Main House from 4,000 sq/ft to as much as 13,500 sq feet and reaching almost to the Pavilion, creating a cluttered and full of structure view, rather than a view of trees, bushes and open lawns, thereby vastly filling the scenic vista with buildings, rather than the abundant open space that characterizes the aesthetics (ie the Visual Resources) provided to users of the Park, it is just a mystery how the DEIR could find that the Proposed Project does not create a significant impact on this stated goal of the Land Use Element as stated herein.

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The Open Space and Conservation Element contain the following sections:

- b. **Open Space and Conservation Goal 4.210:** To protect both publicly and privately held lands from deterioration of their rural charm, scenic value and environmental equilibrium.
- c. **Open and Conservation Space Policy 4.232:** The Town shall endeavor to protect scenic resources, significant stands of natural vegetation, wildlife habitat, public safety and significant archaeological resources, both publicly and privately held.
- d. **Open and Conservation Space Policy 4.233:** The Town seeks to preserve the open space characteristics of existing public and private

schools, churches, the Circus Club, the California Water Service property and public parks.

Given all of these statements and express preference to preserve what we have in rural and natural charm and existing scenic vistas, the Proposed Project is simply an abhorance under these guidelines. It conforms to none of them—whereas, if the Library were built in the Town Center, none of the degradation of the natural beauty of the park would be at risk. How is it exactly that the Town has a DEIR which claims that putting the Library in the Park (with the loss of 37 mature trees — whether or not they are in a grove stand or spread out) and many other types of vegetation, including mature pitasporin, ivy, bushes of other varieties — and replacing some of these with landscaped new planting, is beyond belief. The project would have irreparable impacts on the park aesthetics, making it less rural and natural and move it into the column of looking like every other landscape public works project in the vicinity. This destroys the intent and fundamental value of the Atherton General Plan and its Land Use Elements. This section is so bereft of facts and reality that it is an insult to the intelligence of Atherton residents. That the DEIR finds that:

“The Proposed Project would not result in any significant Visual resources impacts. Therefore, no mitigation is required”

is simple astounding. This is characteristic of the compromised state of use of facts and analysis in this document, that the Authors redefine the purpose of this CEQA document to conform to a known propaganda campaign and apparently write conclusions like this that seem to be bereft of any real comprehension of the reality of what they are describing.

- J. **The DEIR’s Analysis of the Historic Resources finding that the Main House is not a Historic Resource is faulty and rife with Self-Serving Information that is both inaccurate and and misleading.** When such critical and subjective opinion on a matter is based upon information coming primarily from a member of the ALBSC Project Proponent—this being Marion Oster, member of the ALBSC, who was just referred to as a member of the Atherton Heritage Association, but whose interests are conflicted in this assessment—but who is not identified as an Interested Party in this Project, this undermines the credibility of the opinion and the ability of decision-makers to provide a good decision based upon accurate information. For a matter of this importance, it is unacceptable that full disclosure regarding Marion Osters’ conflicted role should not have been provided in the DEIR, which factual information is required by CEQA for decision-makers to have. Furthermore, it reflects the overall shabby and unprofessional approach taken by the Lead Agency and Authors of this DEIR that a full range of appropriate experts and residents were not consulted, regarding the various opinions and assessments that may have been available as to the Historic importance of the Main House. These failing by the DEIR should result in the Historic Resources Analysis to be

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Discarded and New Assessment provided. As the DEIR accurately states: For a cultural resource to be considered a “historic resource” for purposes of CEQA, it generally must be 50 years or older. Thereafter, whether or not it is included in a local historical register or identified as part of a survey or be determined by the lead agency to be historically significant is not relevant. The Lead Agency is the Town Council and the Town Council has to take its direction from the residents of Atherton and the Lead Agency, which has members of the Project Proponents, cannot determine what the resident desire regarding the historical significance of the Main House unless they have been asked. In this case, the Lead Agency has refused to provide any surveys to the residents regarding their opinions about any aspect of this Proposed Project and thereby have forfeited their legitimacy as representing the interests of residents. They cannot be trusted to provide an honest assessment of the Historical significance of the Main House when they, themselves, personally have promoted and advocated to remove it. The fact is that the Main House is well over 50 years old and many residents deem it of Historical Significance. The analysis conducted in the DEIR is simply a perversion of justice and should be thrown out, with most all of the rest of the DEIR, as being fiction and not based upon the reality of the sentiments of the majority of the community. Exactly

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- K. **The DEIR Analysis Does not Include the Scenario that Considers the Option of Tearing down the Main House, as described by the Proposed Project, but not building any new structures, preventing the town from having the adequate opportunity to assess the importance to it of such an option that might restore more open space and scarce open fields for use by recreational users of the park, such as soccer teams, lacross, softball and baseball.** A full Master Planning Assessment process was denied the town by the Lead Agency, despite a petition with over 300 signatures requesting that the Failure of the Project Proponents to Integrate their assessment with that being done by the Town Center be corrected through a process that would at least have the benefit of allowing the town to identify opportunities to provide creative solutions to a variety of issues and concerns. Instead, the Lead Agency denied multiple requests and has thwarted the public interest in having more participation and creative solutions for a given level of expenditure. As such, this DEIR does not include the evaluation of what the Town’s preference might be for the area of the park that is being taken up by the main House. This lack of evaluation and dearth of good vetting of community priorities and decision-making from the point of view of residents is a function of the dysfunction foisted on the community by the Lead Agency and the Project Proponents. If this DEIR and Project proceed, any actions taken by decision-makers regarding use of this portion of Holbrook-Palmer Park will not have been made premised upon good and complete information about numerous important competing needs for that space. With respect to this issue as well as many other determinations that involve the competing interests of park users and residents versus those of the Library Professionals and the ALBSC, the public and most all Key Stakeholders have been illegally prevented from weighing in on matters of such great interest to them. This is the responsibility of the Lead Agency and the Project

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Proponent, working in cahoots and a failing of this DEIR and the processes used by the Lead Agency that prevent the Integration of Town Center and Library projects to fully evaluate the benefit to the residents or the town of preferences being pushed on us by the Project Proponents.

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L. **The DEIR Transportation, Circulation and Parking Analysis is faulty to the point of being laughable, as it depends entirely on a statistically insignificant study based upon one day of observation.** Very little needs to be said, since no professional would take seriously the results of a study of traffic conducted on one day. This is simple irresponsible to premise the findings that have been produced in the DEIR based upon numbers that could be skewed by any number of factors that make a study of one day unreliable. No intelligent decision-maker can rely on such data and so the entire Transportation section should be redone, based upon professional data collection. The methodology and the analysis are worthless.

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a. **The Transportation analysis omits consideration of the closure of the south entrance to the park for pedestrians or bicyclists, and so is faulty and incomplete.** The DEIR needs to be redone to include the issues and problems associated with having no access to the park from the south side, which divides the community and makes it necessary for children to use main artery thoroughfares, including Middlefield and El Camino to access the Park from the south.

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b. **Given the recent efforts by the Project Proponents to evaluate the use of the Park's Tennis courts to be converted into parking for the Project, the DEIR's Existing Parking Supply Analysis is obsolete and needs to be redone after the assessment by the Project Proponents has been completed.** Now that the town knows that individual council members (Kathy McKeithen, a member of the Lead Agency and the ALBSC along with other Project Proponents) and other members of the ALBSC have begun to evaluate the size and cost of commandeering the Park's tennis courts, this DEIR should be discarded and a new DEIR needs to be produced that includes the impact on that element of the project on the environment as well.

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c. **Regarding the "Mitigation" of the parking issue, it is not an acceptable form of mitigation to arbitrarily determine that usage by groups of the Town's community meeting structures, such as the Pavilion, need to be limited to a set number, so that parking is not an issue.** That is a ridiculous, impractical notion that doesn't even begin to address the issues that such an edict would pose on the suppression of civic engagement, a big component of prior park usage. Would the council tell residents that only 92 of them could show up to council meetings held at the Pavilion? Recommendations such as these point out the haste and unprofessional approach taken by the Project Proponents on this project and fail to fulfill the trust, standards and expectations of a town that has considerable creative energy and ideas to put to use to help solve problems. The Lead Agency and

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Project Proponents suppression of community participation has been a big factor in the myopia evidenced in this DEIR. The failure of the Lead Agency and the Project Proponents to fully think through the impacts that this project will have on many important town resources and functions that comprised pre-existing park uses, is an insult to and embarrassment for residents of this town.

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M. The DEIR Assessment of Alternatives Lacks any Basis in Fact and Provides Sufficient Evidence that the intent of a DEIR has been thwarted by the Project Proponents, who have co-opted the fact-based process required by CEQA and have replaced that with their Propaganda and “Preference” based analysis that refuses to fairly evaluate and find superior to the current project site, the numerous Town Center Alternatives that Avoid the Damage to the park that the Project Impacts will impose. A look at the Alternatives find that Alternatives 1, 4 and 5 all have the positive virtues of not requiring changes to the town’s general plan, zoning ordinances and park master plan and none of them would contain impacts to the Aesthetics, Biology, Planning and Land Use, Parks and Recreation, Traffic, Circulation, Parking and other areas that pose huge costs to the town from the project. Yet, the DEIR rejects these alternatives out of hand without the support of any facts. This causes the DEIR to fail on the merits of not living up to being a document with conclusions based upon facts.

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N. The DEIR Erroneously Asserts that the Project Objectives cannot be met, except by selecting the option of building a library in the park, which has Significant Impacts that need Mitigation and Significant Unavoidable Impacts that will cause issues in the community, already covered in this Comment Letter. Yet, a completely object review of the Project objectives reveal that all Objectives can be met with Alternatives 1, 4 and 5, without any of the serious impacts to the park, its usage, its environs and traffic on the local streets. There are no Project Objectives that can’t be satisfied by implementation of good design in the Town Center. Each and every objective is 100% viable through a design process that works creatively to create the enclosed patio envisioned by the library and plant the project’s proposed new trees within the town center. It is only the obstinance, and some might suspect meanheartedness that produces the failure to work together with the Town Center team, and so precluding the Project Proponents from acknowledging that Alternatives 1,4 and 5 are all superior to Alternative 2, that the DEIR defectively finds is the preferred option.

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O. The DEIR Promotes a Conclusion not Based upon any semblance of a “Rule of Reasons” through the existing Facts, Logic, Reality or Community preference, but rather promotes a conclusion based upon the preferences of a very small, if influential group, that has had an undue influence on the DEIR. Decision-makers

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should be alerted to the problems of basing decisions off of the DEIR, as this document, taken as a whole, bears little resemblance to reality and serves primarily to be a mouthpiece of the same group that denied residents their right to engage in decision-making about this project. That improper process may be the subject of future investigations but this DEIR should be thrown out and a document that fulfills the requirements of CEQA to provide decision-makers with facts needs to be done, before this project should be acted upon by those with the responsibility of protecting the public interest.

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- P. **The DEIR Fails Accurately Account, Describe or Calculate the Increased Carbon Emission and resulting Climate impacts that will be imposed by this Proposed Project—but which would be entirely avoided by the selection of Alternatives 1,4 or 5—having to do with the need by the community to drive their cars to the park in order to access the library.** This includes employees and member of the community, who will no longer be able to access the library from CalTrain, as they do with the Existing Library. The DEIR claims that there are no climate impacts and fails to complete a full analysis of this issue, which includes the additional impacts associated with traffic and traffic lights used as proposed mitigation for the traffic impacts. The DEIR fails to respect the Sustainable Community mandate of AB 375 in evaluating the best ways to reduce car usage in a community and take all reasonable effort to increase opportunities for communities to use mass transit, especially to access public buildings. In this case, the Proposed Project is going in the wrong direction, putting built areas into open space, rather than concentrating such built areas and protecting its open space. This project is “greenwashed” rather than “green,” as it has refused to respect the climate requirement of AB 32 and other state regulations.

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This set of DEIR Comments are Respectfully Submitted this 7th Day of May, 2012

Valerie Gardner

LETTER B17
Valerie Gardner
May 7, 2012

Response B17-1:

This comment is primarily an introduction to the comments that follow, and provides the commenter's thoughts regarding the adequacy of the Draft EIR and project background and context. This comment also includes a number of misconceptions about the environmental review process required by CEQA as well as a number of factual errors and misstatements.

The EIR authors and Town staff do not agree with the commenter's conclusion that the Draft EIR is fatally flawed and needs to be recirculated per the discussion contained in Master Response # 8. The EIR provides an adequate project description for environmental analysis and sufficient unbiased information to allow the Town decision-makers to make an informed decision about the project that takes into account the environmental effects of the project.

The EIR authors also disagree with the contention that the EIR was conducted "under the improper direction of a limited group of residents." The Town of Atherton, not the ALBSC, is the Lead Agency under CEQA, and the EIR was prepared in accordance with State law and at the direction of Town staff. Additionally, the commenter appears to contend that the Draft EIR is flawed because the ALBSC selected and defined the proposed project evaluated in the Draft EIR without collecting community input and had "improper influence" over the outcomes in the EIR. These comments are erroneous in that the Town of Atherton is the Lead Agency for the Draft EIR and the City Council identified the proposed project (a new library in Holbrook-Palmer Park) that was evaluated in the Draft EIR; additionally, a site evaluation and selection process was undertaken by the Town and the ALBSC and public input was solicited at a number of meetings and workshops (see pages 22-23 in the Draft EIR for a summary and the outcomes of that process). See also Master Response #1 in regards to how the proposed project evaluated in the Draft EIR was defined and identified.

As described previously, a Draft EIR concerns itself with evaluating the potential adverse physical environmental impacts of a proposed project and not social or economic issues such as determining the significance of a physical impact based on the "majority needs of the community" or the "point of view" of the community or a group within the community (*CEQA Guidelines* §15131). Additionally, the fact that there is a dispute, public controversy or differing views over the process, merits or location of a project is not the basis or criteria for determining if the project would have a significant adverse environmental impact in a document prepared under CEQA. See also Master Response #3.

In response to the commenter's view that "the DEIR utterly rejects all of the Alternatives," the Draft EIR does not reject feasible alternatives, rather it identifies a reasonable range of feasible alternatives for consideration by the Town's City Council who is the agency responsible for approving or rejecting the proposed project or an alternative to the project. See also Master Response #2 in regards to the adequacy of the alternatives analyses.

Response B17-2:

This comment contends that the Town and the ALBSC acted improperly during the site selection and project definition process and did not allow adequate public comment and engagement, and for these reasons the EIR should be suspended. Public involvement is an essential feature of CEQA, and as such, the Town has provided opportunities for the public to participate in the EIR process via scoping (a public notice was published on November 28, 2011 and a scoping meeting was held on December 8, 2011), public notice and public review and comments on the Draft EIR (published on March 23, 2012 and a public hearing on the Draft EIR was held in front of the Planning Commission on April 25, 2012), and this response to public comments. Please see Master Response #1 in regard to the Town and ALBSC's site selection process. It is important to note that the City Council is a publically-elected body, representing residents of the Town of Atherton. Opinions as to the City Council's or its committees' communication with its constituents are not relevant to the CEQA process.

As described previously, CEQA does not require a Draft EIR to evaluate the social or economic issues of a project (*CEQA Guidelines* §15131). See also Master Response #3.

Response B17-3:

The Draft EIR authors disagree that the "DEIR's Scope Ignored the Comments Provided in the Scoping Process." The Draft EIR, which includes the scoping comments in Appendix A as well as an Initial Study in Appendix B, has considered all the comments that were made and all of the environmental topics under CEQA and has carried-out its responsibility to disclose the environmental impacts associated with the project.

Response B17-4:

This comment contends that the Draft EIR should have included separate sections on Biology, Greenhouse Emissions, and Mandatory Findings of Significance, as these topics were not covered in the Initial Study or new information regarding these issues has become available (although the commenter does not identify the available "new information" in this comment). Please refer to pages 18 through 30 in the Initial Study (Appendix B of the Draft EIR) for an analysis of the effects of the project on biological resources; pages 38 to 43 for an analysis of the project's greenhouse gas emissions; and pages 75 to 76 for a discussion of Mandatory Findings of Significance. As required by *CEQA Guidelines* § 15091, written findings for each of the significant effects identified in the Draft EIR will also be prepared for the City Council's consideration of the EIR for certification and project approval deliberations.

Response B17-5: As discussed in Response to Comment B17-1, the ALBSC did not determine the significance criteria used in the Draft EIR to determine the significance of project impacts. As Lead Agency, the Town determined the criteria. Chapter II of the Draft EIR provides a summary of the EIR contents (*CEQA Guidelines* §15123), including a list of areas of known controversy.

In response to this comment, page 6 of the Draft EIR is revised as follows:

Nineteen letters were submitted in response to the NOP, in addition to the verbal comments made at the scoping session held on December 8, 2011. Scoping comments generally included the following concerns: traffic, circulation, and parking; open space, park, and recreational resources; tree removal; noise; public safety and police services; visual resources; location and siting of the new library; and evaluation of alternatives. Unresolved issues and areas of known controversy raised by the public included the location of the new library, the level of public and community input regarding the proposed project, and financing and use of the new library. The NOP and scoping comments are included in Appendix A. A discussion of these topics along with recommended mitigation measures, as necessary, are provided in the appropriate topical sections of this EIR and in the Initial Study included in Appendix B.

Response B17-6: As required under CEQA and in response to this comment, the Draft EIR authors do not agree that the EIR Summary is flawed. The significant and unavoidable impacts *of the proposed project*, are appropriately identified on page 7 of Chapter II, Summary. Additionally, the feasible alternatives to the project are also identified and summarized on page 7 for the review and consideration of the City Council who will make a determination regarding approval of the project or, possibly, one of the project alternatives.

Response B17-7: The EIR authors and Town staff do not agree with the commenter's conclusion that the Draft EIR and CEQA process "has been hijacked by a combination of partisan control," that the EIR is therefore flawed and the public has been denied a "fair process." Additionally, Chapter V, Alternatives of the Draft EIR provides a description of five feasible alternatives and compares each one to the proposed project in an effort to provide information concerning how each alternative addresses the significant impacts identified for the project.

As stated previously, the Town of Atherton, not the ALBSC, is the Lead Agency under CEQA, and the EIR was prepared in accordance with State law and at the direction of Town staff. The Draft EIR does include substantial evidence to support the conclusions of adverse or beneficial impacts. CEQA requires that a lead agency consider the views held by members of the public when determining whether an effect of the project will be adverse or beneficial (*CEQA Guidelines* § 15064(c)). However, "argument, speculation,

unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible shall not constitute substantial evidence.” In this comment, the commenter does not provide evidence concerning where there are specific errors in the Draft EIR.

Response B17-8: The Draft EIR authors do not understand what is meant by this comment. A “Summary of Impacts and Mitigation Measures” was not included (and is not required) in the Initial Study. However, potentially significant impacts and mitigation measures discussed in the Initial Study are identified on Table II-1, in Chapter II, Summary of the Draft EIR. Additionally, all impacts and final mitigation measures will be identified and included in the Findings for the project and the Mitigation Monitoring and Reporting Plan, as required by CEQA, that will be prepared and submitted to the City Council for their review and adoption. The EIR authors can not find a list of environmental impacts under the heading of “Significant, without Mitigation,” or “Potentially Significant Unless Mitigated Impacts.” In the Initial Study, where an environmental factor was identified as a “Potentially Significant Impact,” it was evaluated in a section of the Draft EIR. Where an environmental factor was identified as “Potentially Significant Unless Mitigation Incorporated,” it was discussed in that section of the Initial Study and the appropriate mitigation was identified to reduce that impact to a less-than-significant level.

Response B17-9: The EIR authors disagree with the comment that the description of the project is inadequate and misleading and does not provide sufficient facts and information about the project to allow the EIR authors to consider and inform the public and decision-makers about the environmental effects of the project. The information provided in Chapter III, Project Description was adequate in regards to evaluating the potential environmental effects of the project. Please also see Master Response #1.

Response B17-10: The EIR authors disagree with the comment that the supposed bias of the ABLSC has “poisoned” or unduly influenced the EIR authors such that the information provided in Chapter III, Project Description failed the “objectivity test” spread “biased misrepresentation” and is a “misleading and fraudulent description.” LSA does not have any relationship with the ABLSC, and these unfounded and misleading claims of the commenter are not supported by evidence. See also Responses to Comments B17-1 and B17-9.

In response to this comment, page 24 of the Draft EIR is revised as follows:

b. Existing Library Facility. The existing Atherton Library is located at 2 Dinkelspiel (Station) Lane, approximately 0.4 miles northwest of the project site. The library is generally surrounded by civic, residential, and transportation uses (including the Atherton Train Station, to which Caltrain provides service on weekends as of May 2012) and is located in ~~what is referred to as~~ the Town Center.

- Response B17-11: See Response to Comment B17-10.
- Response B17-12: This comment appears to include a misconception that “the library,” the San Mateo County Library, or the ALBSC, rather than the City Council, ultimately chooses and approves of the proposed project or an alternative to the project for implementation. As noted in Master Response #3, CEQA does not require an EIR to evaluate social and economic issues, such as the cost of the necessary seismic retrofit. Additionally, if the City Council were to choose the No Project alternative and to undertake the required seismic upgrades, the Draft EIR notes that “the Town would continue to be underserved by library space under the No Project alternative.”
- Response B17-13: In response to this comment regarding the process for identifying the need for, size of, and location of the proposed project, please refer to Master Response #1. In regards to an adequate range of alternatives provided in the Draft EIR, including one which would locate the library in the Town Center, see Master Response #2.
- Response B17-14: Comment noted. See Responses to Comments A7-1 and B17-10.
- Response B17-15: The EIR authors do not agree with the comments that the Draft EIR is misleading and inaccurate and should be “thrown out,” or that the consultant team has been “poisoned” and unduly influenced by the ALBSC or other groups within the community. See also Responses to Comments B17-5 and B17-7 as well as Response to Comment B17-10 and Master Response #3 regarding public debate and controversy over a project.
- Response B17-16: Comment noted. In response to this comment, page 28 of the Draft EIR is revised as follows:
- Regional vehicular access to the project site is via U.S. Highway 101 (US 101), Marsh Road, and El Camino Real (State Route [SR] 82). The site can also be accessed via Interstate 280 (I-280) and either Woodside Road or Sand Hill Road to El Camino Real. Transit access in the vicinity of the site is via San Mateo County Transit District (SamTrans) buses, including stops along Middlefield Road and El Camino Real. Caltrain provides limited weekend-only service to Atherton on its San Francisco-San Jose line. The project site is located approximately 0.4 miles southeast of the Atherton Train Station, which is located at 1 Dinkelspiel (Station) Lane.
- Response B17-17: Comment noted regarding the lack of public access along the southern portion of the park. Public access to the proposed project site is described on page 28 of the Draft EIR and shown on Figure III-1.
- Response B17-18: Town of Atherton staff that were consulted and coordinated with during the identification of significance criteria included Neal Martin, Town Planner,

Lisa Costa Sanders, Deputy Town Planner, and Michael Kashiwagi, Public Works Director.

- Response B17-19: In response to this comment, it is correct that the box for “Mandatory Findings of Significance” was not checked on the “Environmental Factors Potentially Affected” checklist (page 9 of the Initial Study in Appendix B of the Draft EIR) while the boxes were checked for this factor on page 75 of the Initial Study. As the topic, “Mandatory Findings of Significance” in an Initial Study checklist is a summary of findings for the individual environmental topics considered in the body of the Initial Study (e.g., biological resources, cultural resources, air quality...), and the appropriate boxes for the individual environmental topics to be evaluated in the Draft EIR for potentially significant impacts were checked, this oversight does not render the Initial Study or the Draft EIR inadequate.
- Response B17-20: As described on page 67 of the Initial Study, the effect of the proposed project on park services will be evaluated in the Draft EIR. As described on page 68 of the Initial Study, the affect of the proposed project on park and recreational services and amenities at the proposed project site will be evaluated in the Draft EIR. The Draft EIR combined the evaluation of these closely related issues in Draft EIR Section IV.E, Parks and Recreation.
- Response B17-21: The potential adverse effects of the project on greenhouse gas emissions and global climate change were identified and addressed in Section VII, on pages 38 through 43 of the Initial Study. This comment does not identify the additional climate impacts upon which the project might have a significant effect. Similarly, the comment does not identify the “recent information received by town officials” that would change the status of the “endangered frog” or the San Francisco dusky-footed woodrat or finding of No Impact. Table 4 starting on page 21 of the Initial Study identifies “Special-Status Species Potentially Occurring in the Vicinity of the Proposed Project Site.” The California red-legged frog (federally listed as Threatened and a California Species of Special Concern) and the San Francisco dusky-footed woodrat (listed as a California Species of Special Concern) are both identified in Table 4, and LSA biologists determined that no suitable habitat for these species was present at the proposed project’s Main House site in Holbrook-Palmer Park. No revisions to the Initial Study or Draft EIR are necessary.
- Response B17-22: See Responses to Comments B17-19 and B17-20 regarding environmental topics addressed in the Draft EIR. The EIR authors disagree with this comment that they were engaging in subterfuge, “propaganda,” or “psychological deception” in using the term “Visual Resources” in the Draft EIR rather than “Aesthetics.” An Initial Study checklist is just that, a preliminary analysis prepared by the Lead Agency, used to focus on potentially significant effects to be evaluated in the Draft EIR. The “model Initial Study checklist” found in Appendix G of the *CEQA Guidelines* was used as the

basis for the Initial Study included in Appendix B of the Draft EIR; however, CEQA does not require the use of the model checklist or the terms (e.g., “Aesthetics”) in an Initial Study or Draft EIR. For over hundreds of EIRs, LSA has preferred to use the more definitive and descriptive term “Visual Resources” over “Aesthetics” when describing and evaluating the affects of a project on the visual environment or character of an area.

Response B17-23: This comment appears to include a misconception that planning and land use policies were not considered in Section IV.A Land Use and Planning Policy, in the Draft EIR. As stated on page 47 of the Draft EIR,

In addition, this section contains a discussion of the consistency of the proposed project with relevant land use policies; however, according to CEQA policy conflicts do not, in and of themselves, constitute a significant environmental impact. Policy conflicts are considered to be environmental impacts only when they would result in direct *physical* impacts. Any such associated physical impacts are discussed in this EIR under specific topical sections.

Response B17-24: The EIR authors disagree with this comment. The Draft EIR states on page 33 that “The park is designated “Parks and Open Space” on the Town of Atherton General Plan Land Use and Circulation Plan Diagram and is zoned POS (Parks and Open Space) District.” This information is provided again on page 53 of the Draft EIR.

Response B17-25: The EIR authors disagree with this comment and note that a number of misconceptions are contained therein. First, the Atherton General Plan, Zoning Ordinance, and the Holbrook-Palmer Park Master Plan do not specifically prohibit or “proscribe the construction of a library in the Town Open Space.” On pages 56 through 60, the Draft EIR contains an analysis of the proposed project’s compatibility with these applicable land use regulations and determines that, the proposed project would generally be consistent with and would not conflict with General Plan policies and the overall vision or intent for use of the park. Second, the result of the analysis contained in Section IV.A Land Use and Planning Policy, found that development of the project would result in no significant land use impacts. CEQA does not require mitigation measures for effects which are not found to be significant (*CEQA Guidelines* 15126.4). Therefore, the EIR makes no “claim that there is adequate “mitigation,” as none is required. The Draft EIR identifies and evaluates Town policies and programs, it does not and cannot “co-opt” them. Additionally, the proposed changes to the Atherton General Plan, Zoning Ordinance, and the Holbrook-Palmer Park Master Plan are part of the project being evaluated (as stated on page 43 of the Draft EIR) rather than any sort of mitigation. Third, the Town of Atherton is both the Lead Agency under CEQA and the project sponsor of the library, not the ALBSC. There is no basis or underlying facts to support the claims of the commenter concerning the integrity and credibility of the Draft EIR and LSA, see also Responses to

Comments B17-7 and B17-10 and Master Response #3 in regards to community controversy and concerns over the merits of or alternatives to a project. Also refer to Master Response #4 regarding consistency with Town policies.

- Response B17-26: Comment noted. The Draft EIR and the Initial Study (included in Appendix B) address the potentially significant physical impacts associated with the project including the loss of heritage and other trees (see pages 28 through 30 in the Initial Study); the effect of the project on other park facilities and recreation services (see Section IV.E, Parks and Recreation, pages 119 to 126 in the Draft EIR); and the effect of the project on aesthetic and visual resources (see Section IV.B, Visual Resources, pages 61 through 71 in the Draft EIR and pages 10 and 11 in the Initial Study).
- Response B17-27: Comment noted. The EIR authors disagree with the comment and determined (on pages 54 through 60) that the proposed project will not physically divide an established community, does not introduce new land uses that conflict to a significant degree with established uses, and does not fundamentally conflict with adopted policies and plans. The proposed library would be built on the site of the Main House, and would not substantially reduce the amount of “open space” used for recreation currently available in the park. As depicted on Figure III-3a, the project boundary primarily encompasses the existing Main House building footprint and the immediately surrounding landscaped and plaza areas associated with this use. No reduction in space for active recreational uses would occur.
- Response B17-28: The EIR authors disagree with the comment that the Draft EIR’s evaluation of land use and planning policies is “flawed and deceptive,” see Responses to Comments B17-10, B17-25, and B17-27. The commenter is in error in referring to Holbrook-Palmer Park as a “*private* Town Park Open Space,” as it is a “public recreational park,” per the condition of transfer of the park to the Town by Ms. Palmer. As noted in Master Response #4, the term “recreation” generally relates to activity that amuses or stimulates, and as such, library usage has been upheld by the courts as a form of recreation that is appropriate and complementary to other recreation and park uses. See Response to Comment B17-17 regarding the lack of public access along the southern portion of the park; however, this does not make the park, or a library within the park, inaccessible, nor does it physically divide the community or constitute a significant impact.
- Response B17-29: The comments and additional descriptions of park facilities, landscaping, services, and uses are noted. The EIR authors disagree with the comment that the Draft EIR’s evaluation of less-than-significant land use impacts is “flawed and Deceptive and does not Accurately and Factually Describe the Compatibility with Surrounding Land Uses,” see also Responses to Comments B17-10, B17-25, B17-27, and B17-29.

- Response B17-30: In regards to the comment regarding the analysis in the Draft EIR concerning the analysis of compatibility of the project with surrounding land uses and recreation in the park, see Responses to Comments B17-28 and B17-29. In regards to the comment that the Draft EIR authors have been “poisoned” with the views held by the “Project Proponents,” see Response to Comment B17-10.
- Response B17-31: The EIR authors disagree with the comment that the Draft EIR’s determination that impacts associated with land use conflicts would be less-than-significant is based solely on the fact that the park and library attract both local residents and the larger community. To the contrary, the finding of general compatibility of the library with the other recreation uses in the library was based on the facts that the library structure would replace the Main House building which was used for community-oriented meetings and events within the park (activities that are considered to be compatible with other park uses) and not “wide open open space” as described by the commenter; that other buildings and facilities near the library site sponsor complementary community uses such as the day care facility and recreational sports; that a library use is complementary with other community- and youth-oriented uses already in the park; and library operating hours are similar to and would not conflict with the park operating hours. Also refer to Master Response #4. In regards to the potential parking and park access impacts identified by the commenter, a parking study was undertaken and is provided in Section IV.D, Transportation, Circulation and Parking, and with implementation of Mitigation Measure TRANS-5, impacts to parking would be less-than-significant.
- Response B17-32: In regards to the comment questioning the analysis of whether there would be adequate parking, see Response to Comment B17-31. The comments concerning the actions of the City Council are not comments on the analysis contained in the Draft EIR, and no response is required.
- Response B17-33: Please refer to Response to Comment B16-4.
- Response B17-34: In regards to this comment that there is new information concerning endangered species and additional analysis is required, see Responses to Comments B17-4 and B17-21.
- Response B17-35: The EIR authors disagree with the comment that the Draft EIR’s analysis of cumulative land use impacts is “Riddled with Factual Errors and Inaccuracies,” or that the General Plan, the Park Master Plan, and the Zoning Ordinance preclude the construction of a library in the park. The commenter does not actually identify any factual errors that need to be addressed. The proposed discretionary actions to revise these documents to allow the library are relatively minor and include: changing a diagram and text to identify a new location for the library, substituting the term “Library” for “Main

House,” and allowing the library as a permitted use within the Parks and Open Space District. Also refer to Master Response #4.

Response B17-36: The existing structures within the park noted by the commenter are part of the existing baseline conditions against which the effects of the project are considered in the existing and cumulative conditions. As discussed in Section IV.A Land Use and Planning Policy, the project would not have significant adverse land use impacts in the existing or cumulative condition.

Response B17-37: It is correct that the Draft EIR evaluated and considered the effects of the project if it were to be moved to a site within the proposed Town Center project under the Town Center Site alternative. Information concerning the Town Center project was gathered and included in the Draft EIR as part of this evaluation. However, the purpose of this EIR is not to evaluate the Town Center project itself. To the degree that there was additional growth or changes in the environment (e.g., number of trips, employees...) associated with the Town Center project, it was considered in the cumulative impacts analyses for the library project.

Response B17-38: The EIR authors and Town planning staff disagree that the library project and the Town Center project needed to be evaluated together under one EIR in order for the EIR on the library project to be a valid and useful analysis, as they are two separate projects. The Town staff and decision-makers are certainly aware of the Town Center project and may undertake additional environmental analyses of that project as well, once it is defined. The EIR authors disagree that the identified significant and unavoidable impacts associated with the library project would be fully mitigated if the library were located in the Town Center project per the analysis of this alternative on pages 161 to 165 in the Draft EIR. Additionally, new significant impacts associated with noise from rail line could occur with implementation of the Town Center Site alternative. Also refer to Master Response #5, which identifies a level of service impact at the Middlefield Road/Fair Oaks Lane intersection under this alternative. Refer to Response to Comment B17-37 regarding information regarding the Town Center project being included and considered in the Draft EIR on the library project. See Response to Comment B17-25 and Master Response #4 regarding the general consistency of the project with Town zoning and planning documents.

Response B17-39: In regards to the evaluation of alternatives in a Draft EIR, see Master Response #2. The EIR authors and Town staff disagree that the information provided in the Draft EIR was biased and pre-supposed, and the commenter does not offer any facts or evidence to support this contention; also refer to Responses to Comments B17-5 and B17-10. See also response to comment B17-38.

Response B17-40: The EIR authors disagree with the comments that the analysis of visual resources and aesthetics is “flawed, based upon non-fact-based and secret

preferences.” In Section IV.B, Visual Resources, the Draft EIR presents facts concerning the current visual characteristics of the Main House site and the park, a set of significance criteria against which to evaluate the project to determine potential effects, and provides a reasoned analysis that describes that the project would have a less-than-significant effect on existing scenic vistas, existing visual character, and provision of new sources of light and glare. The comment appears to include a misperception that the Main House would remain in the park after construction of the library. In fact, the Main House would be demolished and a two-story library would replace this structure, see Figure III-4a in the Draft EIR. Additionally, while approximately 37 trees would be removed from the site, approximately 82 new trees would be planted. Refer to Responses to Comments B17-25 and B17-35 regarding the general consistency of the library project with the Town’s General Plan, as well as Master Response #4.

Response B17-41: The EIR authors (including LSA cultural resources experts and architectural historians) disagree with the comments that the analysis of historic resources is “faulty and rife with Self-Serving Information that is both inaccurate and misleading.” In Section IV.C, Historic Resources, the Draft EIR presents facts concerning the current historic setting and a cultural resources overview including a discussion of the architectural context of the Main House. This section presents a significance criterion against which to evaluate the project to determine potential effects, and provides a reasoned analysis that describes that the project would have a less-than-significant effect on historic resources because the Main House is not a historic resource under CEQA. In regards to comments concerning the purpose of the EIR, see Master Response #1.

Response B17-42: The Draft EIR did not include an alternative that considers tearing down the Main House and not building the library at the Main House site, as it would not meet the primary objective of constructing a new library. In regards to the comment that the library and Town Center projects should be evaluated under one EIR, see Response to Comment B17-38. See also Master Response #1 regarding the purpose of an EIR, and Master Response #3 regarding review of socio-economic effects of a project. The EIR authors disagree with the comment that the public and key stakeholders have been prevented from “weighing in on matters of such great interest to them,” as opportunities have been provided during the scoping process and meeting on the EIR, at the public hearing on the Draft EIR, and via these comments on the Draft EIR. The public is also able to comment at the hearings on the Final EIR as well as future hearings and meetings on the library and Town Center projects.

Response B17-43: The EIR authors disagree with this comment as it is common traffic engineering practice to prepare a traffic impact analysis based on counts conducted during one typical weekday. As noted on page 86 of the Draft EIR, traffic counts were conducted during a typical weekday in May, 2011. Traffic counts at the intersection of Middlefield Road/Watkins Avenue were re-counted in January, 2012 to document the changed traffic conditions due

to an increase of enrollment at a nearby school. Also refer to Master Response #5.

- Response B17-44: The project does not propose closure of the south entrance to the park for pedestrians or bicyclists. As a result, this is an action that is not part of the project description and does not need to be analyzed in the Draft EIR. As discussed in Section IV.D, Transportation, Circulation and Parking, the proposed project would not conflict with adopted policies, plans, or programs regarding bicycle or pedestrian facilities.
- Response B17-45: Please refer to Response to Comment B16-4.
- Response B17-46: Mitigation Measure TRANS-5 provides several options for management of parking, including limiting attendance at the Pavilion. It should be noted, however, that the mitigation measure allows for events with more than the specified number of persons to be scheduled when the library is closed, when other special events are not scheduled, or during off-peak library times. Also refer to Response to Comment A7-7 which includes minor modifications to Mitigation Measure TRANS-5.
- Response B17-47: In regards to the comment on the assessment of alternatives in the Draft EIR, see Master Response #2, in regards to comments on perceived bias in the Draft EIR, see Responses to Comments B17-5, B17-7, B17-10, and B17-15, in response to comments on the Town Center alternative, see Responses to Comments B17-37 and B-17-38.
- Response B17-48: The comment appears to include a misperception that the “Draft EIR Erroneously Asserts that the Project Objectives cannot be met, except by selecting the option of building a library in the park.” In fact, nowhere in the Draft EIR is there such a statement. The Draft EIR provides information to the Town decision-makers and the public to allow them to make a decision about the project, and alternatives to the project, that takes into account the physical effects on the environment. Please refer to Master Responses #1 regarding definition of the project, #2 regarding alternative review, and #3 review of social and economic effects in an EIR.
- Response B17-49: Comment noted, and the EIR authors disagree with the comment that the Draft EIR “promotes a conclusion based upon the preferences of a very small, if influential group, that has had an undue influence.” See Responses to Comments B17-5, B17-7, B17-10, B17-15, and B17-48.
- Response B17-50: This comment contends that the Draft EIR did not account for or describe the greenhouse gas emissions associated with the project. The topic of Greenhouse Gas Emissions was covered in the Initial Study, and the reader is directed to pages 38 to 43 in the Initial Study (Appendix B of the Draft EIR) for an analysis of the project’s greenhouse gas emissions and how the evaluation and the project considered AB 375 and AB32.

March 28, 2012

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**Subject: Comment about Watkins Av-Middlefield Rd Intersection
45 DAY PUBLIC REVIEW PERIOD AND PUBLIC HEARING
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE ATHERTON LIBRARY BUILDING
PROJECT (State Clearinghouse #2011112059)**

I wish to comment about a glaring defect in the traffic analysis and mitigation recommended in the Library EIR report released to the public on March 23, 2012.

I have lived in Lindenwood on a street off of James Avenue and am a frequent user of Middlefield Road at all hours of the day and night. I have lived at my present address for over 43 years. I am very knowledgeable about the traffic at various times on Middlefield Road, Watkins Road, Encinal, El Camino, and nearby surface streets. It is no secret that traffic has increased materially over the years through Atherton as neighboring communities transit Atherton. It has reached almost intolerable levels in the area of Middlefield Road where I live. My wife and I have to time leaving and going home to avoid peak hours. I often have to wait at the James Avenue gate for over four minutes to make a left turn onto Middlefield Road and it is often a scary event to merge into the oncoming traffic safely. Compounding the problem are students walking and biking to Encinal School at various times of day.

The Subject draft EIR indicates the LOS is an F at the intersection of Middlefield and Watkins and recommends as a mitigation of a traffic signal at that intersection:

Mitigation Measure TRANS-1: The Town shall install a traffic signal at the Middlefield/Watkins Avenue intersection. The installation of a traffic signal would improve intersection operations to an acceptable LOS in both the Existing and Near-Term conditions. (LTS)

Table IV.D-11: Existing and Existing Plus Project Intersection Levels of Service Comparison Summary – Middlefield Road/Watkins Avenue (Without and With Mitigation)

Study Intersection	Existing		Existing Plus Project		Existing Plus Project with Mitigation	
	Delay	LOS	Delay	LOS	Delay	LOS
Mitigation Measure TRANS-1						
2. Middlefield Road/Watkins Avenue – AM Peak Hour	63.6	F	67.4	F	8.7	A
2. Middlefield Road/Watkins Avenue – PM Peak Hour	54.1	F	62.2	F	6.7	A

While that might alleviate the problem right there at this point in time the report totally ignores the fact that there is another complicated intersection to the north less than 0.1 mile at Marsh Road and Middlefield. It has to be one of the most heavily used intersections on the Peninsula and is literally a choke point from westbound and eastbound cars using highway 101 but also including traffic coming from Dumbarton Bridge. The signal light appear to have complicated meter flow for cross traffic and right and left turns off of

1

Middlefield. At various times of day traffic can be backed up westbound to the railroad tracks. In the afternoon Middlefield Road is literally a parking lot northbound and southbound as people try to enter Marsh Road.

1
cont.

There is no mention in the report to explain how the mitigated signal might interact with the metered signal at Marsh Road and further delay at a Watkins light might affect traffic flow. This is a glaring error in the DEIR and needs to be addressed. The library in the Park would attract even more traffic from non-residents and significantly affect the quality of the environment we live in.

It would appear Atherton would pay for the traffic signal and apparently previous installations cost between \$400,000 and \$500,000. Given the current state of Atherton finances, I suspect that the Town cannot afford that expenditure. Also given the fact that the library in the Park is largely a Community Center for non-residents and the traffic transiting Atherton are mostly non-residents it is not a wise use of Atherton's resources.

2

In addition, the report is defective in that it does not mention the Menlo Park EIR reflecting in the impact of what is estimated to be the addition of a planned 9,000 employees at the Facebook campus. Atherton is part of this study and the intersection of Marsh Road and Middlefield Road is comprehensively studied for near and long term effects.

Quoted below is some significant paragraphs from that report, and it should be integrated in the Atherton's EIR. Obviously the Park grounds and planned library will be a very attractive destination for many people at Facebook in the years ahead.

3.5 TRANSPORTATION

3

Introduction

This study provides an evaluation of traffic and transportation issues resulting from the implementation of the Project. The information is based on current traffic volumes and traffic demand models prepared for this Draft EIR by DKS Associates. The transportation analysis for the Project was prepared according to the methodology detailed in the Menlo Park Transportation Impact Analysis (TIA) Guidelines from November 2003 and from the San Mateo County Congestion Management Program (CMP) Guidelines. Potential impacts to intersections, local roadway segments, highways, transit, bicycle, and pedestrian facilities were evaluated following these standards, methodologies, and significance criteria. Particular attention is given to vehicular impacts to transportation facilities located within the City of Menlo Park, the City of East Palo Alto, the City of Palo Alto, and the Town of Atherton.

The following conditions were evaluated as part of this study:

- Existing Conditions
- Near Term 2015 Condition
- Near Term 2015 East Campus Only Condition
- Near Term 2018 Condition
- Near Term 2018 East Campus and West Campus Condition
- Cumulative 2025 Condition
- Cumulative 2025 East Campus Only Condition
- Cumulative 2025 East Campus and West Campus Condition

Table 3.5-18
Near Term 2018 East Campus and West Campus Condition Level of Service

Study Intersection	Near Term 2018 Condition				Near Term 2018 East Campus and West Campus Condition			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay ^a	LOS ^b	Delay ^a	LOS ^b	Delay ^a	LOS ^b	Delay ^a	LOS ^b
1. Marsh Rd and Bayfront Exp	23.4	C	61.1	E	26.0	C	63.5	E
SB Critical Local Approach	84.2	F	118.0	F	92.2	F	122.0	E
WB Critical Local Approach	66.4	E	155.8	F	66.4	E	159.9	F
2. Marsh Rd and US 101 NB Off-Ramp	46.7	D	33.4	C	73.9	E	35.0	C
3. Marsh Rd and US 101 SB Off-Ramp	25.6	C	25.4	C	29.7	C	29.8	C
4. Marsh Rd and Scott Dr	26.6	C	21.1	C	26.9	C	22.9	C
5. Marsh Rd and Bohannon Dr	15.1	B	21.4	C	15.0	B	21.8	C
6. Marsh Rd and Bay Rd	16.7	B	14.5	B	17.6	B	14.5	B
7. Marsh Rd and Middlefield Rd	26.9	C	41.6	D	31.8	C	45.4	D

Table 3.5-31
Summary of Potential Intersection Mitigation Measures

#	Intersection Description	Significant Impact?				Jurisdiction	Potential Mitigation	Fully Mitigates Impact?	Feasible?	Other Agency Approval/Coord?	Significant Impact?
		Near Term 2015 East Campus Only	Near Term 2018 East Campus and West Campus	Cumulative 2025 East Campus Only	Cumulative 2025 East Campus and West Campus						
1	Marsh Rd and Bayfront Expy	N	Y	Y	Y	Caltrans	Reconfigure the westbound approach from a shared left-through-right lane to a left-through lane and a through-right lane.	Y	Y	Y	Y ^c
2	Marsh Rd and US-101 NB Ramps	N	Y	Y	Y	Caltrans	Add a northbound right lane, additional receiving capacity would be needed.	Y	Y	Y	Y
7	Marsh Rd and Middlefield Rd	N	N	N	Y	Atherton	Add a second left-turn lane to the southbound approach and widen paving. Restripe Marsh to accommodate receiving lane. Fair share contribution to the Project calculated to be approximately 30.4%.	Y	Y	Y	Y

3
cont.

**Table 3.5-16
Near Term 2018 Condition Level of Service**

Study Intersection	AM Peak Hour		PM Peak Hour	
	Delay ^a	LOS ^b	Delay ^a	LOS ^b
1. Marsh Rd and Bayfront Exp	23.4	C	61.1	E
SB Critical Local Approach	84.2	F	118.0	F
WB Critical Local Approach	66.4	E	155.8	F
2. Marsh Rd and US 101 NB Off-Ramp	46.7	D	33.4	C
3. Marsh Rd and US 101 SB Off-Ramp	25.6	C	25.4	C
4. Marsh Rd and Scott Dr	26.6	C	21.1	C
5. Marsh Rd and Bohannon Dr	15.1	B	21.4	C
6. Marsh Rd and Bay Rd	16.7	B	14.5	B
7. Marsh Rd and Middlefield Rd	26.9	C	41.6	D
8. Willow Rd and Bayfront Exp	46.1	D	115.6	F
WB Critical Local Approach	64.9	E	173.7	F

**3
cont.**

It is interesting to note the mitigation offered is to add a second left turn lane southbound with Atherton paying for most of it. It would appear it would just add a lane to funnel in more traffic into a road that is largely congested right now and add more vehicles to the slow moving queue.

The Menlo Park EIR also directly mentions Cargill Saltworks project under application right now. It is estimated they would like to build 16,000 residential units and the report suggests this will have a huge impact on Menlo Park. It certainly would have the same impact on Atherton and particularly a nice library in the Park as part of the County library system.

I would urgently request these comments be addressed in the EIR. I would also urge the Town Administration rejects the building of a Library in Holbrook Park and considers the alternative Town Center locations that will have less impact on Atherton's roadways.

4

Sincerely,

Sherman R. Hall III
46 Lilac Dr
Atherton, CA 9027

LETTER B18
Sherman Hall
March 28, 2012

- Response B18-1: The beginning of this comment restates the information contained on pages 105 through 106 of the Draft EIR. Please refer to Response to Comment A8-7 which describes how the recommended signal at Middlefield Road/Watkins Avenue would interact with other traffic movements in the vicinity. Also refer to Response to Comment B1-2 which addresses secondary impacts of signal installation.
- Response B18-2: This comment is noted. The Draft EIR recommended mitigation measures to mitigate the significant impacts of the project. The cost of the mitigation measures is not required to be included or evaluated in the Draft EIR. Please refer to Master Response #3 which addresses socio-economic effects related to project costs and use of the park by non-residents.
- Response B18-3: As detailed in Table IV.D-4 on page 95 of the Draft EIR, the Facebook Campus project traffic and the Saltworks project traffic were included in the analysis of near-term traffic volumes at study area intersections. The excerpts from the Facebook Project EIR reprinted in this comment are noted and the related information was considered in the Draft EIR.
- Response B18-4: This comment, which expresses support for an alternative location for the project, is noted.

March 28, 2012

Lisa Costa Sanders
Deputy Town Planner
91 Ashfield Road
Atherton, CA 94027

Subject: Comment about Watkins Av-Middlefield Rd Intersection
45 DAY PUBLIC REVIEW PERIOD AND PUBLIC HEARING
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE ATHERTON LIBRARY BUILDING
PROJECT (State Clearinghouse #2011112059)

I wish to comment on the **parking assessment portion** of the Atherton Library Building DEIR. The report is written with the viewpoint that the parking situation in the Park needs to be analyzed so that the new Library building parking requirements work on a priority basis in conjunction with other Park uses. It is much like putting the cart before the horse. It is a Park first then a possible library site.

The Impact quoted below states that there is not enough parking for the library and “private events”. It is assuming in this Impact statement that the library would have priority over large private events.

The nature of my comment is that it uses the **private** in the context that denotes non-public use or non-resident use and includes weddings and corporate events. In fact, this is the route the Town Council chose to ban events in the Park late last year only to have to back off recently and redefine **private events** to include the long-standing Easter Egg Hunt, memorial services, and other ill-defined community events. Then they were required to go further to produce a modification to their ban to except town-designated committees and organizations as well as birthday parties and other small celebratory events hosted by residents. This solution stands in stark contrast to the mitigation offered which does not use the word private but the word **event** and at the same time not distinguishing who is sponsoring the event or purpose. For instance, the Annual Easter Egg Hunt which takes place on a weekend would be limited to 58 people and the event would require an event coordinator who would arrange valet parking to restrict parking to 29 spaces. Presumably the rest of the parking spaces would be help open for users of the Library (Community Center) who could be residents or non-residents. Essentially the County of San Mateo library system would have ownership of 29 spaces on the weekend and 46 spaces during the weekend. The event coordinator would have control and the mitigation is silent on whom this might be and if that person has police powers?

Of course this mitigation is preposterous, unworkable and unenforceable. It points out to the fact that the Park area is for use of Atherton residents as originally designated by Olive Palmer. For years it has been the site of the Easter Egg Hunt, memorial services, and Atherton community events and interest groups and has worked well until the Council interfered.

If there are large weddings to be accommodated within the Park then it is appropriate that they arrange for valet parking and be charged for the facilities. It is a source of revenue for the Town. Events of any sort large and small have been controlled by the Town for years and outright banning them has been a financial and political disaster. To build a Library attracting more vehicles who compete for parking spaces with other uses such as tennis, little league or just dog walkers is just not in the realm of common sense when other there are appropriate venues are available for a library that does not add these environmental burdens.

The DEIR should be amended to redo the mitigation to define a suggested solution to recent Town Council policy on events at the Park.

Impact TRANS-5: Parking demands for the new library, in conjunction with the use of existing facilities for large private events, could exceed the available capacity of the parking supply within Holbrook-Palmer Park. (S)

As noted in Table IV.D-22, there could be about 58 surplus parking spaces at the park on a weekday and 41 surplus parking spaces at the park on a weekend. These surplus spaces represent 47 percent and 33 percent of the total parking spaces, respectively. A significant impact to the parking supply would occur when the total demand exceeds 90 percent of the available parking capacity. The total parking capacity of the park is 124 spaces; therefore, a significant parking impact would occur when the total surplus is less than 12 spaces. As a result, up to 46 spaces would be available for events at the Pavilion on a weekday and 29 spaces would be available on a weekend. Assuming an average vehicle occupancy of two persons per vehicle, a significant parking impact would occur when an event is held at the Pavilion with an attendance of more than 92 persons on a weekday or more than 58 persons on a weekend. Therefore, implementation of the following mitigation measure is required to ensure that adequate parking is available to all park and library users.

Mitigation Measure TRANS-5: Upon completion of the proposed library in Holbrook-Palmer Park, events at the Pavilion shall be regularly limited to 92 persons on a weekday or 58 persons on a weekend. If an event larger than the specified size is planned to be held at the Pavilion, the Town shall ensure that event is not scheduled concurrently with other special events in the park or during peak library hours. Additionally, the event coordinator shall submit to the Town a trip reduction plan that would reduce the number of vehicle trips to and from the park during the event. The plan could include measures such as off-site parking and shuttling, carpool matching, or use of alternative modes of transportation such as walking or bicycling. Parking for the event could also be accommodated on-site through the use of valet parking. The Trip Reduction or Valet parking plan(s) shall demonstrate that the plan(s) would reduce the parking demand on site to fewer than 46 spaces on a weekday and 29 spaces on a weekend. (LTS)

Sincerely,

Sherman R. Hall III
46 Lilac Dr
Atherton

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cont.

LETTER B19
Sherman Hall
March 28, 2012

Response B19-1: Mitigation Measure TRANS-5 does not preclude the continuation of larger community events, such as the Easter Egg Hunt, mentioned by the commenter. Mitigation Measure TRANS-5 requires that these events be scheduled so that there are not multiple large special events taking place during the peak library or park use periods. The mitigation measure aims to prevent conflicts between various uses within the park, including existing uses and the proposed library. The organizer of special events is irrelevant to the discussion of how many spaces are available if the project was built in Holbrook-Palmer Park. The Town would continue to have jurisdiction over which public and private events could be held at the park facilities. In addition, the City Council will ultimately decide whether or not large “private” events can be held at the Pavilion in the future. Please also refer to Response to Comment A7-7 which includes modifications to Mitigation Measure TRANS-5. Also refer to Master Response #3 which addresses socio-economic effects. The remainder of this comment restates the information included on pages 116 through 117 of the Draft EIR.

April 2, 2012

Lisa Costa Sanders
Deputy Town Planner
91 Ashfield Road
Atherton, CA 94027

Subject: Comment about Police Services
45 DAY PUBLIC REVIEW PERIOD AND PUBLIC HEARING
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE ATHERTON LIBRARY BUILDING
PROJECT (State Clearinghouse #2011112059)

There are at least two sections in the report that discuss public services: a) police services at the intersection of Watkins Avenue and El Camino Real and, b) police calls for service at the library.

Proposed Mitigation: Watkins Avenue and El Camino Real (TRANS-2b)

There are three approaches to traffic problems: engineering, education, and enforcement. The report rightly suggests the proper mitigation is an “engineering” solution. The report proposes one “engineering” solution: the acquisition of property. It rightfully suggests that this mitigation step would be cost prohibitive.

The report immediately jumps to an “enforcement” mitigation solution that directly impacts public safety: increased enforcement efforts by the Police Department. Proactive traffic enforcement competes with other service calls. It is unrealistic to rely on the Police Department to mitigate this increased congestion only through enforcement without adjusting staffing levels, including dedicated Traffic Officers. The report should consider this impact on the Police Department staffing.

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More importantly, the report does not consider another obvious engineering mitigation measure: construction of a new traffic signal at the intersection of Watkins and El Camino Real. Given the two pedestrian fatalities in the last year near this intersection, it seems an opportune time to seriously explore a traffic signal. A new signal would mitigate not only existing or increased traffic congestion, but also improve safety for pedestrians.

2

12. Public Safety Impact

Appendix B (Initial Study) discusses the logic the creators used to conclude this project would have a Less Than Significant (LTS) impact on the Police Department.

The writer of the initial report made a questionable assumption when concluding the impact would be LTS. Their conclusion stated the 20% increase in calls for service could be accommodated without impact:

Given the above data, it could be conservatively assumed that with an increase in size from 6,038 to 13,500 square feet, average increases in calls for service at the new library could double or even triple, for an increase from 1 to 2 per month to 2 to 6 per month, increasing overall calls to the park from an average of 21 month to about 27 per month (or a 20 percent increase). – Appendix B, Page 66

3

This initial study acknowledges that the majority of calls to Holbrook Palmer Park are “security checks”. These checks are merely log entries to ensure Officers are checking the Park. They consist, generally, of an Officer driving through the Park. These calls require minimal resources.

Service calls to the library can require considerably more resources including multiple Officers and, possibly, investigative resources. Bundling these types of calls into “security checks” and concluding the impact would be

minimal is misleading. The conclusion doesn't adequately capture the possible additional demand on finite law enforcement resources, which could very well be significant.

Moreover, the report only measures the impact on "Priority 1" call response times. While these response times might not suffer, the impact on other calls is less obvious. Lower priority calls, such as proactive traffic enforcement, traffic complaints, neighborhood patrols, house checks, and even suspicious person calls could all take a lesser priority to a library related call.

Anecdotal information from other communities suggests that public libraries do impact law enforcement resources. Aside from the Redwood City library information included in the DEIR, the Mountain View Public Library and Police Department published a presentation on 12-22-11 that documented their library related law enforcement problems.

Mountain View has a 30,000 square foot library that generates 3,000 behavior incidents a year. (Using that ratio, Atherton's 13,500 square foot library would have 1,350 such incidents.) Mountain View Police hired uniformed "Police Assistants" to help with public security concerns. These Assistants help with the following calls: lost children, behavior policy issues, pornography, angry customers, and theft deterrence.

I request the DEIR should make a more realistic assessment of the increased demand upon public safety. If the Police Department budget needs to be adjusted to accommodate these mitigation steps, that information should be recognized before the project is allowed to proceed.

Sincerely,

Sherman R. Hall III
46 Lilac Dr
Atherton, CA 9027

**3
cont.**

LETTER B20
Sherman Hall
April 2, 2012

Response B20-1: Please refer to Response to Comment B1-5.

Response B20-2: Please refer to Master Response #7, which addresses additional options for mitigating the impact at the El Camino Real/Watkins Avenue intersection.

Response B20-3: Police service calls currently attributed to the existing library location would be diverted to the new site within the park. The analysis on pages 65 through 66 of the Initial Study concluded that based on the analysis of applicable data for other similar facilities, it is reasonable to expect that calls for service associated with the increased library size could increase calls for service by about 20 percent (or from a low of 1 per month to a high of 6 per month). For the purposes of determining how overall calls for service to the park might change with relocation of the library, existing call data for the park was also considered. An average of 21 “incidents” currently occur at the park per month. Therefore, the analysis assumes that calls or incidents could increase to about 27 per month with development of the new library. The EIR authors utilized the most relevant data and conservative assumptions in identifying the potential increase in calls for services that could be associated with the proposed project.

As noted on page 65 of the Initial Study, approximately 62 percent of “incidents” at the park consist of after hour security checks, or routine patrols, and about 1 percent consist of Priority 1 calls. The security checks are not distinguished from other types of calls, which actually inflates the perceived average number of calls for service to the park. When calls for service are received, they are assigned a priority by the dispatcher, with Priority 1 calls being given the highest priority, regardless of the location. Priority 1 calls are subject to a response time goal of 8 minutes, while other types of calls are not subject to a response time goal. As noted, the analysis focuses on whether or not “the proposed project would require new police service facilities, the construction of which could cause significant environmental impacts to maintain service ratios, response times, or other performance objectives.”

The analysis attempts to provide a conservative estimate of the probable increase in calls for service associated with the proposed project and the related potential for response time goals to not be met. The analysis does identify an increase in demand for police services, but it does not show that response times would be so substantially adversely affected that new police service facilities would need to be constructed. Also refer to Master Response #3, which discusses socio-economic effects.

April 3, 2012

Lisa Costa Sanders
Deputy Town Planner
91 Ashfield Road
Atherton, CA 94027

Subject: Comment about Public Safety Services and Library Operations
45 DAY PUBLIC REVIEW PERIOD AND PUBLIC HEARING
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE ATHERTON LIBRARY BUILDING
PROJECT (State Clearinghouse #2011112059)

In reviewing the DEIR there seems to be an area of Public Safety and Library Operations that has not been addressed except very superficially. The **potential anticipated use of the Park by homeless, transient and non-library users** attracted to the library facilities and park facilities should be assessed as part of the DEIR. Councilman Jerry Carlson raised the following issues (see below) in his letter during the scoping phase of the EIR, and they were just **not addressed** at all or adequately in the DEIR.

4. Public Safety Services – Given the library will attract a greater number of non resident users to a new regional park library, large development projects in the region and the cumulative impact of road closures due to accidents, increased area jobs, children attending Atherton schools, etc. the impact on public service requirements will need to be reassessed in the EIR.

a) Fire and Medical Services

- Fire response time impacts due to additional traffic
- Accessibility to park emergencies
- Accessibility to using Watkins Ave – back-ups at Middlefield/El Camino and narrow street limiting passage between rows of vehicles.

b) Police Service

- Police response time - Watkins during ‘worse case’ traffic situation where Hwy 101 is closed due to accident and traffic is rerouted on Marsh, Middlefield, etc. Watkins is a very narrow street and it would be difficult to get passed traffic stopped in both directions.
- Additional patrols and park presence - The EIR must take into account the attraction of a park site for homeless people and others who use public park facilities for non library use, including library restroom facilities. Again, LSA needs to draw upon the experiences of Menlo Park and other regional libraries experience as to how these open public facilities serve as a magnet for transient and others to ‘hang out’ and use public facilities. In addition, LSA must comment on the impact of such use being a deterrent to families and other users that would otherwise use the park playground etc.
- Night time library operating hours, whereas, except for ‘permitted uses’ the park is closed at sunset.

1

Councilman Carlson requested information that certainly would have been readily available from the Menlo Park Library and the Redwood City Library as well as both their police departments to gain an assessment and knowledge of their crime and contact reports and experiences. This was not done. The Menlo Park Library always has homeless hanging around the library entrance and grounds, and it would appear to be an on-going problem and something they cannot fix. It might provide a glimpse on what might happen in Holbrook Palmer Park.

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cont.

Also the topic of internet use, pornography and the law was raised in several communications during the scoping process. To our knowledge these concerns were not addressed. Library law and public internet use appears to be a tricky area because of various citizens' rights. Actually enforcement of viewing pornography is hampered by the fact that it is not illegal (except child pornography). With 17 computer stations scattered around this the library in various places the problem will be an area of concern and should be assessed. Again the JPA libraries have extensive experience to draw on and given the size and location of the new library it will involve the Atherton Police Department to the extent that staffing levels should be reviewed in detail. JPA policy and management of this potential problem is not explained in the DEIR as a mitigation.

2

The Town is embarking on a whole new library concept given the size and the admitted end use as a community meeting building with the emphasis on children's activities. Adults will use the building primarily as a gathering space enhanced in an outdoor Park setting. The "needs" for this was amply described in the studies of the county library needs committee. As noted in their report over half of the users will be non-Atherton residents and yet no assessment was made as to the effect on security, behavioral and policing "needs" in the expected increase in usage.

3

The report is posted in the following PDF file report:
http://www.ci.atherton.ca.us/documents/ALBSCReportonSiteSelection_000.pdf

This report was never referred to in the DEIR analysis and yet it is the blueprint for the new library design and a complicated study of the objectives of the new library/community center. It should have been incorporated in the DEIR.

Listed below are rules taken from the City of Glendale interior and exterior rules of behavior as well as the rules of behavior on internet use. The DEIR should address the various issues of library operations as part of the environmental impact on the park that includes interior and exterior components. It would seem that these rules would serve Atherton well in its new capacity as a regional library.

4

Glendale Public Library Interior Rules of Behavior

The City of Glendale welcomes everyone to use Library facilities and resources for learning, reading, writing, studying, thinking and obtaining information. The Interior Rules of Behavior are designed to ensure the safety

of, and respect for, of all people, to maintain the facilities and to encourage that the Library be used for the purpose for which it was designed.

To meet these goals the following conduct, behavior and acts are prohibited:

- Disturbing the peace including, but not limited to, talking loudly.
- Using personal equipment (such as computers, cellular phones and audio players) that is disruptive, noisy or unsafe. Audio equipment may be used with headphones if it does not disturb others.
- Overcrowding in seating areas. This includes having 1) no more than four people per table; 2) no more than one person per carrel or chair and; 3) no more than two people per computer workstation. This rule does not apply to infants under two years of age.
- Reserving carrels or tables.
- Sleeping in excess of thirty minutes. This rule does not apply to children under four years of age.
- Smoking.
- Causing odors that bring forth complaints or cause discomfort to others.
- Soliciting, panhandling or begging.
- Unauthorized distribution of materials or gathering of signatures for petitions.
- Running, boisterous behavior and fighting.
- Obstructing entrances, exits, aisles and passageways.
- Bringing in excessive baggage such as sleeping bags, bedrolls, luggage and shopping carts. Small backpacks, bookbags, briefcases and purses are permitted.
- Bringing animals into the Library. This rule does not apply to service animals.
- Visiting the Library without shoes or a shirt.
- Roller blading, in-line skating, bike riding or skateboarding.
- Adults who are not related to or supervising children shall not loiter in areas identified as Children's Rooms or in the Children's Rooms bathrooms.
- Adults loitering for the purpose of engaging anyone under eighteen years of age in unlawful or illegal conduct.
- Leaving children under the age of nine unattended. Parents are responsible for their children's supervision and appropriate behavior.
- Leaving personal belongings unattended. The Library is not responsible for lost, damaged or stolen items. Unattended personal items may be disposed of by staff.
- Harassing patrons or staff.
- Engaging in exhibitionism; voyeurism; or physical, sexual or verbal abuse.
- Illegal behaviors including threats; acts of violence; brandishing a weapon; theft; gambling; consumption of alcoholic beverages; being under the influence of, or using or selling alcohol or drugs; and possession of illegal drugs.
- Destroying, damaging, defacing or misusing library materials, equipment, furniture, facilities or property. This includes, but is not limited to; 1) writing in, highlighting or annotating library materials; 2) cutting, tearing and removing pages and parts of pages from library materials; 3) misusing, altering or tampering with computer hardware or software; 4) applying graffiti; 5) unauthorized rearranging of furniture; and 6) tipping back chairs or putting feet on furniture.
- Misusing restrooms, including laundering personal belongings, bathing and not keeping the restrooms clean.
- Consuming food or beverages. Food or drink, including water bottles, must be stored inside backpacks, purses or briefcases, or consumed before entering the building.
- Leaving the Library without checking out Library materials. Patrons who trigger the theft detection system may be required to open bags or purses for inspection.
- Urinating or defecating in anything other than a toilet.
- Engaging in conduct which is incompatible or inconsistent with the operation and purpose of the Library or which prevents others from using the Library for the purpose for which it is designed.
- Violating any state, federal or local law with regard to public behavior.

**4
cont.**

ENFORCEMENT:

Violation of any of the Rules of Behavior may result in exclusion from the Library premises for the remainder of the day. Repeated or severe incidents may result in a more extended loss of privileges. A hearing process is available to excluded individuals. While a violation of these Rules of Behavior may not constitute criminal conduct, criminal charges may be filed against anyone who disobeys an order that excludes or suspends them from the Library.

Additionally, the Glendale Public Library will uphold all state, federal and local laws and ordinances with regard to public behavior. Assistance from the Glendale Police Department will be requested as needed.

These Rules of Behavior were written in consultation with the Glendale City Attorney. The complete Rules of Behavior and procedures for an exclusion hearing as prepared by the City Attorney are available from the Administration Office at the Central Library.

GUIDELINES FOR INTERIOR RULES OF BEHAVIOR

Excessive Baggage means:

More packages, duffel bags, shopping bags, book bags, etc than you can stow under a chair or table, or out of the pathways of library users or;

More items of any kind than can fit fully into your bags and remain secure from falling out or spilling over.

These rules are maintained to protect staff and public from tripping over other people's personal belongings and to protect your belongings from being taken.

Sleeping in excess of thirty minutes means:

One wake up reminder per day only.

If you have been asleep for more than 30 minutes and we have to wake you up, then if you fall asleep in the library again that day you will have to leave the library for the remainder of the day.

This rule is maintained to make sure there is adequate space for all who need to use the library for reading and studying and to assure that others are not disturbed by snoring or sprawling.

Food or beverages may not be consumed in the library.

One exception:

Beverages in sealed containers, such as bottles with tight caps or cups with tight lids that have no other openings, may be used with care in the library. Please seal and put these containers away when not in use.

Other drinks in open containers, or cups with loose lids or openings that cannot be sealed, may not be brought into the library. If you are carrying any food, it must be stored inside a container such as a bag, backpack, purse or briefcase. You must take your food outside of the library to consume it.

These rules are maintained in order to protect the books, materials and furniture from spillage and debris.

**4
cont.**

Last modified: Thursday, February 09, 2012 1:11:32 PM

Glendale Public Library Exterior Rules of Behavior

The City of Glendale welcomes everyone to use the grounds surrounding the Library. The Exterior Rules of Behavior are designed to ensure the safety of, and respect for, all people, to ensure the maintenance of the grounds and to create a welcoming library environment that encourages use of the Library for the purpose for which it was designed.

To meet these goals the following conduct, behavior and acts are prohibited:

- Obstructing or interfering with the regular course of City business.
- Disturbing the peace.
- Blocking the entrance to the Library building or any other access points.
- Leaving personal belongings unattended. The Library is not responsible for lost, damaged or stolen items. Unattended personal items may be disposed of by staff.
- Storing personal property.
- Bringing shopping carts onto Library grounds.
- Littering.
- Running, fighting or boisterous behavior.
- Providing entertainment in exchange for money.
- Filming without a City of Glendale permit.
- Roller blading, in-line skating, bike riding or skateboarding.
- Leaving children under the age of nine unattended.
- Preventing by force, harassment coercion, intimidation, threat, or assault, any person from using the Library for the purpose for which it was designed.
- Engaging in exhibitionism; voyeurism; or physical, sexual or verbal abuse.
- Adults loitering with the intention of engaging any minor in unlawful or illegal conduct.
- Urinating or defecating in anything other than a toilet.
- Illegal behaviors including, but not limited to, threats; acts of violence; brandishing a weapon; theft; gambling; consumption of alcoholic beverages; being under the influence of, or using or selling alcohol or drugs; and possession of illegal drugs.
- Engaging in conduct which is incompatible or inconsistent with the operation and purpose of the Library grounds or which prevents others from using the grounds for the purpose for which it was designed.

ENFORCEMENT:

Violation of any of the Rules of Behavior may result in exclusion from the Library premises for the remainder of the day. Repeated or severe incidents may result in a more extended loss of privileges. A hearing process is available to excluded individuals. While a violation of these Rules of Behavior may not constitute criminal conduct, criminal charges may be filed against anyone who disobeys an order that excludes or suspends them from the Library.

Additionally, the Glendale Public Library will uphold all state, federal and local laws and ordinances with regard to public behavior. Assistance from the Glendale Police Department will be requested as needed.

These Rules of Behavior were written in consultation with the Glendale City Attorney. The complete Rules of Behavior and procedures for an exclusion hearing as prepared by the City Attorney are available from the

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cont.**

Administration Office at the Central Library.

Internet Policy

NEW POLICY

A valid library card or new eCard will be required to use computers at all Glendale Public Library locations.

Starting December 5, 2011 Glendale Public Library will start offering eCards to those who do not qualify for a full library card. An eCard will allow you to reserve and use computers, access electronic resources remotely and check-out eBooks. A photo ID is all that is required to get an eCard.

Starting January 3, 2012 anyone wishing to use computers must have either an eCard or a full-privileged Library Card. Guest slips will no longer be available.

Computers for the library catalog will continue to be made available without a library card.

Please see library staff for assistance!

Policies and Other Important Information

The Internet is a global computer network which allows millions of people to communicate and share information. It is also a reference tool with constantly changing resources. These resources provide access to a wide variety of government, academic, cultural, scientific, educational, business and recreational information. The Internet is one of many print and electronic resources available at the Glendale Public Library. Library staff are dedicated to educating patrons about how to find the most reliable and up-to-date information and to guiding patrons to the most appropriate source to meet information needs. The Glendale Public Library has chosen to make the Internet available to the public because of its value as a reference and educational tool.

The staff at the Glendale Public Library invites you to explore and enjoy the Internet.

CHILDREN & THE INTERNET

Parents are responsible for their own children's use of all Library materials, including the Internet. The Library staff does not take the place of a parent and cannot monitor children's use of the Internet or any information or materials obtained through such use. To ensure a positive and productive experience, parents and their children should explore the Internet together. Parents need to be aware that not all sites are appropriate for their children.

The following suggestions for parents are for their children's safety while accessing the Internet:

- Establish your own family rules and guidelines for Internet use.
- Teach your children never to give out their names, addresses, phone numbers or other personal,

- identifying or family information.
- Get to know the sites your children use by viewing them.
- Encourage discussion about all sites including those that make your children feel uncomfortable.
- Make sure your children never arrange a face-to-face or telephone meeting with another Internet user, regardless of how "nice" or "friendly" the user may seem.
- Teach your children never to respond to messages or bulletin board items that are suggestive, obscene, belligerent, threatening or make them feel uncomfortable.
- If you or your children become aware of the transmission, use or viewing of child pornography while online, immediately report it to the National Center for Missing and Exploited Children by calling 1-800-843-5678.

The Library recommends that parents read these brochures:

- Kids on the Internet available at the Glendale Public Library.

POLICIES FOR INTERNET USE

Age Requirements

- Internet workstations in the adult areas are to be used by patrons in the ninth grade and above.
- Internet workstations in the children's areas are to be used only by patrons through eighth grade.
- Children under nine years old using any Internet workstation must be accompanied by a parent at all times.
- Children's area workstations are designed to begin Internet access at sites specifically recommended for children. However, the Library cannot guarantee that children's Internet access will be limited to only these sites and assumes no responsibility for sites that may be accessed, or for the method or manner in which any information or materials obtained is used.

Patron Conduct

- Patrons must respect all Internet rules including time limits and must cooperate with others to share the workstations.
- The same rules of conduct which govern use of all Glendale Public Library facilities and collections apply to the use of the Internet workstations.
- Abuse or misuse of Library equipment, such as modifying or tampering with computer hardware or software, is a violation of California Penal Code, Section 502, et seq.
- Use workstations with care. Make no attempt to fix problems. Immediately report any problems to Library staff.
- There is a limit of two people per workstation.
- Patrons may not sign up for others.
- The City of Glendale does not condone, authorize, or permit any person to send or receive any materials over the Internet that may be classified as indecent, obscene, incitement to riot, or which have otherwise been declared unlawful or unconstitutional by any state, local or federal court of law.
- The Glendale Public Library reserves the right to revoke Library or Internet privileges for violation of these or other Library or City policies and procedures or of any local, state or federal law.

Availability

- Internet workstations are available during all open hours. There is no charge to view the Internet.

Sign-Up

- Reservations are for same-day use only, and must be made in person using the PC Reservation System or asking staff for assistance. A valid Library card or eCard must be used in order to make a reservation and use an internet computer.
- Before using an Internet workstation, patrons must read and agree to follow the Glendale Public Library Internet policies and procedures and must register with Library staff. Some form of identification may be held by staff during use of a workstation.

Downloading

- Downloading to diskette may be permitted at some Library workstations.
- The Library assumes no responsibility for any data which may be downloaded by the user or for the reliability of such data.
- Due to the risk of computer viruses, patrons may not use their own diskettes in the Library workstations. A new diskette must be purchased from the Loan Desk.
- Warning: anti-virus software is installed on the Library's computers, but it may not find every virus. The Glendale Public Library is not responsible for damage to patrons' diskettes, data or computers that may occur from use of the Library's workstations.

Printing/Vending Cards Printers are available at most Internet workstations for a cost per page. Where available, vending cards may be purchased from a machine or at a service desk. Cards should be saved for future use as value can be added.

- Patrons should check the length of a document before printing it. Many home pages are very long and may print multiple pages. To print a portion of the document, the approximate page number(s) should be specified in the print window.

Limits On Internet Service The Library cannot guarantee privacy in using the Internet.

- The Library does not provide e-mail accounts. However, patrons may access their own accounts or register for free e-mail services available on the Internet.
- Patrons may not create bookmarks.
- Downloading any programs, graphics or other computer codes onto the Internet workstation hard drive is not permitted.
- Some features may not be available on Library workstations. Audio capability, chat rooms and sites that collect personal information (such as ones that employ cookies) are examples of special features that may not be available.

I urge the Planning Committee and Town Council to look beyond the physical aspects of the Library in the Park and make an in-depth study of the homeless use and problems connected with pornography in the library operations.

Sincerely,

Sherman R. Hall III
46 Lilac Dr
Atherton, CA 9027

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cont.

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LETTER B21
Sherman Hall
April 3, 2012

- Response B21-1: Please note that all call data, including types of incidents, from the Menlo Park and Redwood City Libraries was reviewed as part of preparation of the Draft EIR. Only select libraries (e.g., Redwood City Main Library and Redwood Shores Library) believed to be most similar to the proposed project were referenced in the analysis. Refer to Master Response #3 regarding the analysis of social effects such as use of the park by the homeless, transients, or non-library users.
- Response B21-2: Please refer to Master Response #3 and also Response to Comment B20-3.
- Response B21-3: Please refer to Master Response #3. In addition, the Report to the *Town of Atherton Town Council, Site Selection for Atherton Library Building Project* document is in fact cited and referenced in footnote 11 on page 26 of the Draft EIR. Also refer to Master Response #1.
- Response B21-4: This comment, which contains an excerpt of the City of Glendale’s “Public Library Rules of Behavior,” is noted. The San Mateo County Library system has an established set of expectations called Library Behavior Standards. They are posted on the library’s website at <http://www.smcl.org/en/node/37>. The standards are also posted on the library community information bulletin board next to the front door. Staff may take immediate action if the standards are not complied with, including giving a warning, asking the individual to leave, or barring the individual from the library. The violation of any of the listed standards, depending on the severity of the infraction, may also result in the police being called. Please also refer to Master Response #3 regarding the analysis of socioeconomic effects.
- Response B21-5: This concluding comment, which generally summarizes the points made in the previous comments in this letter and responded to above, is noted.

6 May, 2012
delivered via email and in-person

Lisa Costa Sanders,
Deputy Town Planner,
Town of Atherton Administration Offices,
91 Ashfield Road,
Atherton, California 94027

Re: Atherton Library Environmental Impact Review #2011112059

Dear Ms. Sanders,

I am writing regarding the Atherton Library, and its desire to build a new 9000-13000 sq ft facility. I believe the process used to push this project through town council, potentially Atherton's largest project in decades, has been nothing short of a demonstration of how out of touch some members of the town government are. There is a line between what Athertonians believe decisions a town council can make without actively (i.e. a vote) determining town resident support - this project is across that line. The primary site selection decision, for example, is a moment in Atherton town politics where I can't believe the major did what he did.

1

I include below my comments on the Library Environmental Impact Report, which must have cost a lot of money to prepare. It is unfortunate that the primary site decision in the town was made without active support from the town residents. I fear the costs of this report and the ill will generated by the process will detracting from the goal of providing a town library, and improving the town facilities and infrastructure in the future.

Land Use and Planning

The project plan appears be to remove the main house, but the project does not appear to factor into its costs (nor the environmental impact review) providing that function elsewhere (and revenues, or if a buyout, the full opportunity cost of the lost space to the town and residents). It is simply not acceptable to assume that other facilities can take on the extra roles, traffic, or even provide the same tangible and intangible benefits to the town and its residents.

2

On page 127, alternatives are discussed. The No Project Alternative, while a placeholder, does not address a key question, and that is wait. From a project perspective - with larger impacts on total City of Atherton Environmental Impact, a big unanswered question about the library project question is "Why Now"? There is uncertainty surrounding the current town site. High-speed rail although increasingly unlikely, potentially increases rail corridor size which will result in massive impact as the town's services need to move. Moving the library to the park (and displacing functions and services from the park) places new, potentially more difficult constraints on moving town services.

3

Evaluating a Library Environmental Impact Report without evaluating it in the context of a coordinated Atherton general plan (and budgeting, and EIR), is making a decision in the

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absence of a important and highly relevant data and context. Where is the coordinated general plan and an evaluation of the impact of the Library in the context of overall expected impact of town facility planning. We don't know for example, that the Library proposal with the Holbrook Palmer site would have the worst-case environmental impact, compared with alternate way of configuring the town facilities.

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cont.

For this reason, the option of waiting is the recommendation at this point. There is insufficient data given uncertainties and lack of coordinated general plan and execution. The town needs to move forward with a coordinated plan, EIR and execution. Doing otherwise places the town in the awkward position of not knowing if it is making a bad choice - budget-wise, environmental impact-wise, or opportunity cost wise. Deciding to proceed without this is a decision to ignore the bigger impact to Atherton and its residents - clearly a breach of responsibility of the town's government.

Transportation, Circulation and Parking

Current users of Holbrook Palmer park can attest to the constraints of the existing parking. The parking lots can fill up quite frequently, even when nothing is going on in the main house. The park's parking is already stressed - and overflow options are lacking due to the lack of on-site parking along the creek. Accessibility to nearby additional parking is a problem. While encasing the creek in a culvert and providing parking in the space that creates is possible, it would be at a ridiculous cost per parking spot. Placing parking on far-away streets creates major accessibility frustrations for general users of all facilities at Holbrook Palmer park. The project scope does not include reimbursing the costs incurred by park users - they might use the park less.

5

The Library project scope therefore, needs to include in its cost, scope and EIR all compensations that need to occur to balance the impact. This is too much to ask of the Library committee, since their perspective is logically the new library. The full plan, cost impact and EIR needs to have representation from, advocates of, and fiduciary responsibility of the town as it benefits all the residents with all its services. This is another reason why the town needs to have a combined town facility (council chambers, library, town center, police etc.) in a combined planning, combined/coupled environmental impact, and co-execution.

The report cites (p40) including new pathways, but does not detail which roads in Atherton would have bicycle paths added to them to make it possible to bike to the library safely. Adding lanes is not acceptable, since Atherton's lanes are too narrow for a paint-line separated bike lane to be a compensation. Adding bike paths along road-sides adds cost, and bears its own environmental impact and potentially legal obligations on the town (e.g. insurance to cover the bike paths).

6

The report states (p 85) that the proposed project would not generate more that 100 net peak hour trips to a Route of Regional Significance, concluding that an analysis of Routes of Regional Significance is not required. This statement is not supported by facts, and the provided implied circumstance of considering the library in isolation, rather than the library combined with existing traffic and that of and moving functions from the park to other places. Traffic patterns an impact are highly non-linear: the difference of moving from 20-60 cars per hour at an major unsignalled intersection to going from 60-100 cars per hour, for example, can make the difference between added delay to near gridlock n side streets. The impact on intersections at Middlefield/Watkins and El Camino Real/Watkins, neither of which have stoplights, are likely

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to be a real problem. Real flow data, augmented with estimates from the project and its explicit and implicit impacts needs to be factored in. Adding stoplights to those streets, if possible, would incur substantial cost, and would inconvenience motorists on those major roads.

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cont.

Furthermore, by concentrating the majority of the report on the library as a primary site appears to place the cart before the horse: one should have preliminary data for all possible sites (e.g. on El Camino, on Alameda de las Pulgas, on 5th Avenue, etc. so that there is actual data to substantiate a comparative case.

8

Aesthetics

The main house in the park is approximately 3500 square feet. It already dominates that part of the park. Constructing a building of 9000-13000 square feet would create a huge building in between a sizeable proportion of the park's parking lot and the park itself. I fail to see how constructing a new building with this many square feet could possibly be done without taking down several beautiful old trees, and pulling out plants and lawn. The existing house and its enclosed grounds are a relaxing spot - one of the few places in Atherton where a wedding can be staged. There is no mitigation for destroying a peaceful spot other than creating another one of equal or greater value. The library project must integrally include in it's costing proposal, full EIR, funding and co-execution the creation of a new site for this function. An example of one option that would meet this criteria is acquiring the vineyard on Polhemus and add to this "operating vineyard" a romantic event center.

9

Supporting Data Skewed

The data and options presented in this EIR is skewed. The selected facts and positions advocated by the Library Committee members factor heavily in the underlying direction taken by the EIR document. Reference: "Contacts (p. 182)" cited by LSA, show the residents listed - these appear to be Library Committee members, although not all identified as such. This bias alone suggests that the overall direction of the EIR is not balanced and that a wider spectrum of town residents may well support an entirely different direction, and these different directions may have far lower impacts and be far more beneficial to the town and its residents, and have substantially lower environmental impact.

10

As such, I believe the foundation of this EIR is shaky and that regardless of whether the form of the report may be acceptable, the conclusions are not strengthened through diversity of contribution of Atherton's residents, nor is it strengthened by a coordinated plan and environmental impact that shows how the town and its residents are getting the best deal possible, rather than getting a library project that many residents are opposed to that could end up in an overall far higher cost to the town for its overall facilities plan, and overall far higher environmental impact.

Conclusion

The shaky foundations of this project should cause the town council pause, and they should not approve and move forward on current course. The town council should consider calling a timeout, look at why town residents are so upset by the library project, get a balanced proposal, and factor into and coordinate library planning and environmental impact into that for town services in general. Anything less than this context can cause town money to be wasted and inconvenience and opportunity costs foisted onto future town government, future projects and ultimately Atherton's residents.

11

Sincerely,

Ross Koningstein
130 Selby Lane,
Atherton

LETTER B22
Ross Konigstein
May 7, 2012

- Response B22-1: This introductory comment, which addresses the merits of the proposed project, is noted. Specific comments related to the adequacy of the Draft EIR noted in the subsequent comments are provided below. Please also refer to Master Response #3 regarding site selection.
- Response B22-2: The plan for relocation of existing dedicated Main House uses is identified on page 42 of the Draft EIR. Section IV.E, Parks and Recreation, considers the potential physical impact on other facilities within the park due to relocation of these uses (see page 124 of the Draft EIR). Please refer to Master Response #3 which discusses social and economic effects such as costs and loss of revenue.
- Response B22-3: This comment, which primarily addresses the merits of the proposed project, is noted. The No Project alternative is required by CEQA and assumes the continuation of existing conditions within the project site and at the existing library site and provides a comparison with the impacts identified for the proposed project. The No Project alternative does not aim to address the merits of moving forward with the project now vs. in the future. Also refer to Response to Comment A4-6 regarding high-speed rail and Master Response #3.
- Response B22-4: This comment, which suggests that the proposed project should be evaluated in the context of a larger Town-wide planning effort, is noted. The Draft EIR evaluates the project as proposed by the Town and not as part of a larger planning effort such as a general plan update or as part of the Town Center project. Also refer to Master Response #1 regarding how the project was identified, Master Response #3 regarding social and economic effects, and Master Response #4 regarding project consistency with applicable land use plans.
- Response B22-5: Impacts to the existing parking supply are evaluated in Section IV.D, Transportation, Circulation and Parking, of the Draft EIR. As stated on page 116 of the Draft EIR, the existing parking supply can accommodate the project parking demand on both weekdays and weekends during normal periods of use. Development of additional parking spaces is not required nor recommended in the Draft EIR. Please refer to Response to Comment A7-7 which identifies modifications to Mitigation Measure TRANS-5, which is recommended to address parking supply issues during peak periods of use. Also refer to Master Response #3 which addresses social and economic issues.

- Response B22-6: New pedestrian paths are proposed to be located in the immediate vicinity of the new library, as shown in the conceptual site plan provided in Figure III-4b on page 36 of the Draft EIR. No new sidewalks or bike lanes are proposed or required to serve the project. Bicycle and pedestrian impacts are discussed on page 113 of the Draft EIR and are identified as less than significant.
- Response B22-7: As displayed on Table IV.D-7 on page 101 of the Draft EIR, the proposed project is anticipated to generate 96 net new trips in the PM peak hour, which is less than 100, and not all of those trips will reach a route of regional significance. The intersections of Middlefield Road/Watkins Avenue and El Camino Real/Watkins Avenue were included in the study area and were quantitatively evaluated based on existing traffic counts in the existing and future near-term condition.
- Response B22-8: Please refer to Master Response #2 regarding the adequacy of the alternatives analysis. The primary focus of the Draft EIR is to evaluate the environmental impacts of the proposed project.
- Response B22-9: Potential impacts to visual resources are discussed in Section IV.B, Visual Resources, of the Draft EIR. Removal of existing trees and landscaping and related impacts to the visual character of the site and surroundings are discussed on page 69 of the Draft EIR and were determined to be less than significant. An impact related to visual resources would occur if the project would “substantially degrade the visual character or quality of the site and its surroundings.” Although the project would alter existing visual conditions at the site, replacement of landscaping trees and shrubs removed by the project would ensure that the visual quality and character of the site would not be degraded.
- The comments related to the requested provision of an event or wedding facility elsewhere within the Town are noted. The Main House would be demolished with development of the proposed project and existing dedicated uses would be relocated. There is no environmental impact associated with the removal of a facility which previously provided space for weddings and other private events; therefore, no mitigation is required. Also refer to Master Response #3 regarding social and economic effects.
- Response B22-10: In preparing the Draft EIR, the EIR authors reviewed a wide variety of information and sources, all of which are cited on pages 179 through 183 of the Draft EIR. The list of references and contacts noted in Chapter VII, Report Preparation provide an alphabetical listing of the sources that are cited in the footnotes shown throughout the document. The lists are separated into “References,” which consists of documents, websites and other sources which can be accessed by the public and reproduced and “Contacts,” which consist of verbal or written communications with individuals. Each source, whether it is a document or communication, is directly related to a specific statement or determination in the Draft EIR and the text and related footnotes

shown in each chapter clearly depict this relationship. Communication with certain individuals was necessary and initiated either by the Town or LSA to obtain factual data about the proposed project, library operations, or Town operations and each communication is cited appropriately throughout the document. Each member of the community has the opportunity to provide information to the EIR preparers either through the scoping process (see Response to Comment B17-2) or through submission of comments on the Draft EIR, which is the purpose of this document. Also refer to Master Response #1 and #3.

Response B22-11: This comment, which addresses the merits of the proposed project and not the adequacy of the Draft EIR, is noted. No further response is required.

268 Austin Avenue
Atherton, CA 94027
April 2, 2012



Atherton Planning Commission
Attn: Neal J. Martin, Town Planner
C/o Lisa Costa Sanders, Deputy Town Planner
Atherton Town Hall
91 Ashfield Road
Atherton, CA 94027

Re: Draft Environmental Impact Report for the Atherton Library Building Project

As Atherton residents for over 25 years, it seems apparent to us that there is but one best choice for resolving the problem of whether to replace or renovate the existing Atherton Library. That would be to incorporate a new library facility within the proposed Atherton Town Center. Adjacent areas within the complex could be designed to provide space necessary for various other community programs, thus adding to the possibilities for its use while not infringing on traditional library functions.

1

Our current library would be quite adequate were it not for the addition, in recent years, of purposes other than books and reading. Its use as a computer center and children's entertainment area all within one big room has greatly diminished its usefulness as a library. Patrons can no longer read or study there for all the racket. Apparently, these multiple non-library uses were deemed necessary to justify its survival in a period where books and libraries are being replaced by internet access in the privacy of everyone's home. Work-horse collars, whale-oil lamps and bound editions of Encyclopedia Britannica all met the same fate as progress marches ahead.

2

Therefore, if we must have a new library at all, the structure should be part of a design that will allow easy change of purpose as society's need for bound books phases out and other needs prevail. A site in the new Town Center, at the intersection of Fair Oaks and Dinkelspiel Lane, would serve as the perfect solution. Equally important, Atherton's Holbrook Palmer Park should remain the pristine and lovely retreat that it was intended to be. The negative effects of adding high-usage facilities there have been well documented and should absolutely rule out the Park as a site for any new buildings.

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Sincerely,

Samuel and Nancy Lerner

LETTER B23

Samuel and Nancy Lerner

April 2, 2012

Response B23-1: This comment, which expresses support for the Town Center Site alternative and does not address the adequacy of the Draft EIR, is noted.

Response B23-2: This comment, which does not address the adequacy of the Draft EIR, is noted. Also refer to Master Response #1.

Response B23-3: This comment, which addresses the merits of the proposed project and not the adequacy of the Draft EIR, is noted. No further response is required.

From: Robert Loarie [rloarie@comcast.net]
Sent: Thursday, May 03, 2012 6:06 PM
To: Lisa Costa Sanders
Subject: DEIR for proposed new library- Comments and questions

To: Lisa Costa Sanders
Town of Atherton

Dear Lisa--

Please include the following comments and questions among those which should be addressed as the library project continues to be considered by our City Council and committees.

Ladies and Gentlemen:

While I am certainly in favor of a new library for the Town of Atherton, I am alarmed by the degree to which the Draft EIR seems to give only cursory consideration to some of the important issues surrounding the idea of building a new library in Holbrook-Palmer Park, especially with respect to traffic and parking matters.

1

With respect to the existing library site or the town center area, consideration should certainly be given to the fact that substantial parking exists around the Atherton train station which is now largely unused since CalTrans has removed the station from service except on weekends. Also, it seems obvious that access to the existing site and/or the town center area is via (depending on how you count them) 6 to 9 different streets, which would substantially avoid the massive and **"unacceptable"** (according to the DEIR) delays and **"F"** levels of service at both ends of Watkins Avenue if the new library is sited in the park.

2

I also strongly question the level of traffic for the new library if sited in park that the DEIR creates out of methodology and assumptions that are questionable at best and unproven and possibly a pipe dream at worst. A first class new library that is twice the size of the existing library, with larger spaces, more facilities, more activities, and substantially more attractive to library users than the existing library would certainly draw many more users from a much wider area than the existing library. There are many, many reasons presently for one to consider using either the Menlo Park library or the the Redwood City library instead of Atherton's as-is. Many of these would diminish substantially or disappear if a large, attractive new library is available in Atherton. This could easily cause the projected **"unacceptable"** delays on Watkins to instead become disastrous. I hope the Council realizes that traffic projections such as those contained in the DEIR are not reality, they are simply possibilities based on unproven and possibly irrelevant assumptions. As a person who lives near Watkins Avenue and uses it frequently and all times of the day, this is of great concern.

3

The DEIR is complicated and difficult for citizens unused to reading such densely worded documents written in bureaucratese, but I have done so. For me, it all comes down to page 178, which many readers may not have had the patience to reach. That is item D under "CEQA - Required Assessment Conclusions":

"Even with implementation of the mitigation measures recommended in Section IV.D., Transportation, Circulation and Parking the proposed project **would result in significant and unavoidable impact to the operation of the El Camino Real/Watkins avenue intersection.** And this assumes that the Watkins/Middlefield intersection would be mitigated by a traffic light. So even with unproven and highly dubious assumptions about traffic in the area, the report concludes that significant and unavoidable impacts would result. Perhaps it would be wise to view the matter in terms of the realistic range of possibilities, not just simple, throwaway assumptions that our citizens will have to live with for 50+ years.

Finally, and this is not DEIR comment, I cannot fathom how the hard-working and responsible members of our council and committees can avoid the obvious conclusion that some kind of opinion poll or ballot measure be devised to determine the real sense of the community on this matter, not just the small group that seems to have a preconceived agenda of their own.

| **4**

Sincerely,

Robert Loarie
Winchester Drive, Atherton

LETTER B24
Robert Loarie
May 4, 2012

- Response B24-1: This introductory comment is noted. Specific comments related to the adequacy of the Draft EIR noted in the subsequent comments are provided below.
- Response B24-2: As stated on pages 156 and 162 of the Draft EIR, the Existing Library Site and Town Center Site alternatives were determined to have a less than significant impact on parking demands whereas the proposed project is determined to have a significant impact that could be mitigated to a level of less than significant with implementation of Mitigation Measure TRANS-5. Please also refer to Master Response #5 regarding intersection impacts associated with the Existing Library Site and Town Center Site alternatives.
- Response B24-3: As displayed on Table IV.D-7 on page 101 and detailed on page 100 of the Draft EIR, the existing library is estimated to generate 6 trips in the AM peak hour and 44 trips in the PM peak hour whereas the proposed project is anticipated to generate 34 trips in the AM peak hour and 140 trips in the PM peak hour. The trip generation of the proposed library factored in the larger size and the increased attractiveness of the new facility, reflected by utilizing higher trip generation rates per square foot than the existing library. The traffic analysis provided in the Draft EIR is based on conservative assumptions.
- Also please note that Chapter II, Summary of the Draft EIR provides an overview of the findings outlined in the Draft EIR. The significant unavoidable impact identified for the El Camino Real/Watkins Avenue intersection is discussed on page 7 of the Draft EIR.
- Response B24-4: Please refer to Master Response #3 regarding a Town survey or vote.

MAY 4, 2012

Dear Lisa Costa Sanders,

Atherton has been pledged
by traffic through out the town...
Please, no library in Holbrook Plumer
Park!

1

Maguet McConville
17 Holbrook Lane
Atherton, Ca.
94027

LETTER B25
Jacquet McConville
May 4, 2012

Response B25-1: This comment, which addresses the merits of the proposed project and not the adequacy of the Draft EIR, is noted. No further response is required.

From: Anne McNertney [annescs@hotmail.com]
Sent: Tuesday, April 17, 2012 3:01 PM
To: Lisa Costa Sanders
Subject: Draft EIR, new draft EIR, Notice

Dear Ms. Sanders,

I am Anne McVeigh, wife of William J. McNertney, I usually introduce myself as Anne McNertney but for San Mateo Registrar of Voters purposes I am Anne McVeigh, resident of 1 Watkins Ave which corners El Camino Real, Atherton.

As you know it is our property which would be negatively affected if a Right-Turn lane was put in. Both myself, my husband, our neighbor Carl Ferrero who has lived behind our house since 1976, brought the 4/7/12 Daily Post article about the Right-Turn lane to our attention; we seriously object to expanding Watkins Ave. It is enough of a raceway as it is.

Carl our neighbor whose property's egress is onto El Camino informed us that the fence in question has been there since 1976 when he bought his property and suggested that the town of Atherton probably built the small white fence. I know that the town of Atherton Public Works Dept. maintained it in the past. I saw the trucks parked in front with, people replacing the wood when it has been broken, painting it, etc. The nasty implication of the reporter who wrote the article perhaps possesses another characteristic that often accompanies the one she ascribes to the owners of 1 Watkins, laziness! My husband is always home. Why were we not asked? Also

One of the reasons from the nature of the article is that she was probably led down the garden path by Mr. Crittenden & Ms. McKeithen avid promoters of the Holbrook-Palmer Park Site for the new library as it seems only that side was quoted. It is surprising that Sandy Crittenden did not know or see Atherton Public Works maintaining the area as he lived in close proximity across the street for over 20 years. Atherton does own the property but I suspect it was built in line with the other fences all along Watkins as an indication to preserve the neighborhood's character. Atherton probably owns the property down to the Railroad tracks.

I do not recall receiving any notice from the town about the Right-Lane proposal. Why did the people quoted in the Daily Post and subsequent articles in the Almanac go to the papers first. Why did they not go through you Deputy Town Planner? Town Council, Planning, Parks, & Lib. Steering Comm. are the more appropriate places for discussion of errors in reports. Two months ago I spoke about a number of mistakes, misrepresentations in the pro park report; I also mentioned Mr. Ringman's report which was more numerically representative & called for a more accurate assessment as the steering committee had told him at the Parks Dept. meeting that they just accepted the facts the pro-park report in good will.

I was surprised that the "robust investigation" of the will of Athertonians in the pro-park report in reality only represented 1% of the population. I was also surprised when after I called for a referendum on the location of the library & numerous other people wanted a vote; Mr. Doobie & Ms. McKeithen vigorously opposed the idea. I heard at a subsequent town council meeting another request was made for a Vote on whether the new library should be in the Park was again defeated by an abstention by the mayor. What a pity! The people of Atherton deserve better. There are many practical reasons for not having the library in the park which I will discuss at the meeting and in another letter but first let me dispense with the politics.

The behavior of many pro-park supporters but particularly of our elected representatives Ms. McKeithen, Mr. Doobie fits into the category of what I call "The New Mandarins". This phrase describes people in government who for the sake of a particular goal bypass fair government. They do not follow protocol but go to the papers first, they do not notice parties involved, they bypass people in their own administration who should be notified, misrepresent, over control, beat up the Constitution, and try as hard as they can to limit public input. Unfortunately all of these things have occurred with the library project. We need a Vote. Please share my letter with everybody. Thanks, Anne Mc Veigh

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LETTER B26
Anne McNertney
April 17, 2012

- Response B26-1: This comment primarily refers to various newspaper articles and a “pro-park” report which is assumed to refer to the Atherton Library Building Steering Committee’s October 2011 *Site Selection Report to the Town of Atherton*. The points expressed in this comment, which do not address the adequacy of the Draft EIR, are noted. Please refer to Master Response #7, which further addresses the secondary effects to property owners that could result with construction of the single right-turn lane at the El Camino Real/Watkins Avenue intersection, as recommended in Mitigation Measures TRANS-2 and TRANS-4 in the Draft EIR.
- Response B26-2: The comment, which primarily addresses the merits of the proposed project and the process by which it was developed, is noted. Please refer to Master Responses #1 and #3.

From: Anne McNertney [annescs@hotmail.com]
Sent: Tuesday, April 17, 2012 3:30 PM
To: Lisa Costa Sanders
Subject: Practical arguments against the right hand turn lane on Watkins

Dear Ms. Sanders,

This is a continuation of the previous email. The LSA EIR may not have considered the impact of the medical offices of across the street which has 50 parking spaces & egress & ingress onto Watkins. Traffic jams and many accidents are highly foreseeable. Our neighbors on El Camino will have an impossible time getting in & out of their driveways. People cross Watkins to get to the bus stop. We have no sidewalk. We need a safe walkway between the road & our house. We will not have a place to park our cars. I believe cars are not supposed to be within 18' feet of our house following Atherton set-back rules.

1

Watkins avenue is already too much of a Raceway! The new RR tressle has blind spots i.e. more accidents with more traffic. The noise pollution and the increased traffic will destroy the neighborhood value of the street. It will substantially lower the value of our property & the others on our section of the street. For us the value lost is practically tantamount to a condemnation. My husband a retired Navy Captain, father of seven children, and Atherton tax payer for over Thirty years on Station Lane, then Oak Grove, and now Watkins does not deserve this treatment.

2

If you have any questions, please feel free to contact me at 415-377-9287 or 650-322-5408. Please inform us of events. Hopefully, I will see you at meetings. Thank you for your co-operation.

Sincerely,
Anne McNertney

LETTER B27
Anne McNertney
April 17, 2012

- Response B27-1: Please refer to Master Response #6. The effect of the medical office at the corner of Watkins Avenue/El Camino Real on pedestrian traffic would not be affected by the project and therefore is not evaluated in the Draft EIR.
- Response B27-2: This comment is noted. Please refer to Master Response #7 and Responses to Comments A7-5 and B1-2.

From: Anne McNertney [annescs@hotmail.com]
Sent: Monday, May 07, 2012 4:55 PM
To: Lisa Costa Sanders
Subject: Objections & comments to DEIR report on Library

Dear Ms. Sanders,

Please share this email with the planning commissioners & town council members as well as the preparers of the DEIR. I can only conclude that the DEIR is adversely biased against any other site than the Park site by the treatment the alternatives sites received and the significant omissions of salient facts. For example the affect of 1906 El Camino Real on traffic since the ingress & egress is on Watkins directly across from 1 Watkins Ave driveway which will be blocked by a dedicated Right Turn lane. Why is p. 134 the only page on which the dental/medical building is mentioned? At least this proves LSA knew about it.

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Please explain why you repeatedly conclude that people will use Watkins to get to El Camino if the Library is at the existing site or the new town center. Anyone who has common sense will use Fair Oaks to get to El Camino as it has a stoplight. Why wasn't a Stop Light at Fair Oaks & Middlefield proposed as a traffic mitigation instead of one at Watkins & Middlefield which is less than 300 feet from a Stop Light at Middlefield & Marsh?

3

I also need to correct something I said at the planning commission meeting on the Deir. When the Acorn Restaurant was across the street there were approximately 3 ambulance, often more, requiring accidents a month; there were many more fender benders and accidents. With a dedicated Right Turn Lane people will increase there usage of Watkins as a cut through to Menlo Park and we will see many more accidents & fatalities. Atherton can not afford to post an officer to enforce the no left turn lane between 4-6pm one of the DEIR's Mitigations on pp. 106 &107. The DEIR mentioned they observed 10 cars ignoring it on a test day.

4

The DEIR staff heard from a preponderance of people who were on the Library Committee & Pro-Park. The DEIR could only be accessed electronically ; there was no available hard copy at the Town Offices this is prejudicial against the elderly who are not as computer literate as their younger counterparts. The DEIR staff played favorites I saw Sandy Crittenden walk into the Planning Commission meeting with a hard copy of the DEIR although he is not a planning commissioner or a town council member. How did he get one.

5

Unlike the Town Council Chambers which are designated historical the Library is not. The report is written as if it is & uses that to support the Park. In some discussions in Town Council meetings it has been emphasised that it is not, I believe, in the DEIR is is admitted to as well. Although on p.128 of the DEIR it states that new library place placement in the town center will minimise impact to parks & neighborhood, it blithely dismisses it as preferred spot. One of the most glaring Omissions of the DEIR is that communities do not like to put libraries in parks because it provides Child Molesters a place to hang out. It is like placing senior housing on heroin ridden 6th St. like San Francisco has.

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7

On page 90 or nearby the DEIR is in error about the KX bus line being an express;it becomes a local somewhere around 3rd Ave. I've taken it from the airport there is a stop directly across El Camino & in front of the medical/dental building 1906 El Camino. There are many bicyclists returning to Redwood city at night on our side of El Camino. The Atherton General Plan section 2.271 designates all streets in the town's jurisdiction as scenic routes & that they should not be over 2 lanes. A designated Right Turn lane will expand Watkins to 3 as well as violate Gen. Pln. #2.4212 to preserve all routes as scenic routes & create dangerous, foreseeable, hazardous conditions.

8

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In Short this DEIR needs to be reworked with a longer & more comprehensive representation of Atherton populace & the facts. I resent the imposition of a small group of people's will on such a large project and what I have described as New Mandarin tactics.

10

Thank you for your consideration,
Anne McNertney
Atherton, Ca

LETTER B28
Anne McNertney
May 7, 2012

- Response B28-1: Please refer to Master Response #1 regarding the proposed project evaluated in the Draft EIR and Master Response #2 regarding the adequacy of the alternatives analysis. The purpose of the Draft EIR is to evaluate the environmental effects of the project, as proposed.
- Response B28-2: Please refer to Master Response #6 regarding the medical office building on El Camino Real/Watkins Avenue and Master Response #7 regarding Mitigation Measure TRANS-2.
- Response B28-3: The trip distribution assumed for each alternative was developed based on the location of the new library identified in each alternative (and is therefore different for the park sites and town center sites). The resulting differences in trip distribution and intersection levels of service when compared to the proposed project are shown in the tables provided in Section V, Alternatives. Please also refer to Master Response #5. As stated on pages 105 and 109 of the Draft EIR, the proposed project is anticipated to result in a significant impact at the intersection of Middlefield Road/Watkins Avenue. Installing a traffic signal at the intersection of Middlefield Road/Fair Oaks Lane would not provide mitigation for that impact.
- Response B28-4: A dedicated right-turn lane at the westbound approach of El Camino Real/Watkins Avenue would reduce delay for vehicles turning north on El Camino Real toward Atherton. The statement that a right-turn lane on Watkins Avenue at El Camino Real would result in more traffic accidents and fatalities is speculative and not supported by evidence in the comment. As stated on page 107 of the Draft EIR, the effectiveness of additional monitoring cannot be quantified, and therefore it is unknown whether the impact would be fully mitigated by this measure. As a result, the impact at the intersection of El Camino Real/Watkins Avenue remains significant and unavoidable. Also refer to Master Response #5.
- Response B28-5: Copies of the Notice of Availability (NOA) of the Draft EIR were mailed to public agencies, organizations, all Town residents, and other interested individuals. The Draft EIR and an announcement of its availability were posted electronically on the Town's website, and a hard copy was available for public review at the Atherton Town Hall and at the library. Hard copies were also available for purchase at the Town Planning Department during regular business hours. Refer to Response to Comment B17-2 regarding opportunities for the public to provide information to the EIR preparers.

Response B28-6: Please refer to Response to Comment A5-8 regarding the historic status of the existing library building.

Response B28-7: The Draft EIR provides an analysis of the project as proposed as well as alternatives to the project. The Draft EIR does not identify a preferred location for the project but compares the environmental impacts of each alternative to the proposed project. Also refer to Master Response #4 regarding the project's consistency with land use planning documents and Master Response #3 regarding the social effects of the proposed project.

Response B28-8: In response to this comment, page 90 of the Draft EIR is revised as follows:

Samtrans. Samtrans Lines 296, 297, 397, 83, 390, and KX are located within the vicinity of the proposed project site. Routes 296, 297 and 397 provide the closest stops to the project site with a stop on Middlefield Road near Watkins Avenue. Route 296. Route 296 serves Redwood City, Atherton, Menlo Park, and East Palo Alto. Route 297 provides service between the Redwood City Caltrain Station and the Palo Alto Caltrain Station. Route 397 serves San Francisco, South San Francisco, San Francisco International Airport, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, and Palo Alto. Route 83 provides limited but local service through Atherton and Menlo Park including schools and the senior center. Route 390 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 primarily along El Camino Real. The KX line offers express service north of San Francisco International Airport and local service on routes that stop at the Menlo Park Caltrain station and along El Camino Real near the project vicinity. The route serves regional areas including Palo Alto, Menlo Park, Atherton, Redwood City, San Carlos, Belmont, San Mateo, and San Francisco.

This revision is a minor change to the Draft EIR text and existing mitigation measure and would not require recirculation of the Draft EIR (see Master Response #8).

Response B28-9: This comment is noted. Please refer to Master Response #4 regarding General Plan consistency and Master Response #7 regarding the right-turn lane recommendation for the El Camino Real/Watkins Avenue intersection.

Response B28-10: This comment is noted. Please refer to Master Response #8 regarding recirculation of the Draft EIR.

LETTER B29
Michael McPherson
April 25, 2012

Response B29-1: Please refer to Master Response #2 regarding the adequacy of the alternatives analysis. The comment does not provide additional information to support the assertion that the EIR does not provide a “thorough comparison of alternative sites, including loss of open space, noise and traffic.” All of these topics are discussed in Chapter V, Alternatives.

Refer to Response to Comment B17-3 regarding the scoping letters received during the NOP comment period. Also refer to Master Response #5, which addresses potential impacts to the El Camino Real/Fair Oaks Lane and Middlefield Road/Fair Oaks Lane intersections under the Town Center Site alternative.

Response B29-2: Please refer to Master Response #1 regarding the proposed project.

From: Michael McPherson [mcmimco@aol.com]
Sent: Monday, May 07, 2012 10:07 AM
To: Lisa Costa Sanders
Subject: Draft EIR for the Library

I have the following comments on the draft EIR for the Library.

There is inadequate evaluation of alternatives. Remodeling of the existing Library is essentially dismissed with the comment "may be financially infeasible and/or impractical". That is not a serious evaluation of that alternative.

1

There is inadequate justification for the project. In the Alternatives Section, reference is repeatedly made to "Chapter III, Project Description" as to why there is needed certain square footage, or why some alternatives are not acceptable. Chapter Three does not adequately address alternatives to library use by the Internet, other close by libraries, etc.

2

There is no justification for the belief that traffic and noise from a newly built library in Park, and that from a remodeled library in its existing location, would be similar. It is likely that the a new Library, in an attractive Park location, will attract more casual visitors, and therefore generate more of both traffic and noise.

3

Thank you for your consideration of these comments;

Mike McPherson

LETTER B30
Michael McPherson
May 7, 2012

Response B30-1: Please refer to Response to Comment B5-2. Also refer to Master Response #2 regarding the adequacy of the alternatives analysis.

Response B30-2: Please refer to Master Response #1 regarding the project evaluated in the Draft EIR and Master Response #2 regarding the adequacy of alternatives.

Response B30-3: Traffic and noise impacts for each alternative are discussed in Chapter V, Alternatives and are compared to the proposed project impacts. The comment does not provide any additional information in support of the assertion that the analysis in the Draft EIR, which is supported by technical data, is incorrect. Please refer to Master Response #5, which addresses potential impacts to the El Camino Real/Fair Oaks Lane and Middlefield Road/Fair Oaks Lane intersections under the Town Center Site alternative.

From: Margaret [mhm2472@yahoo.com]
Sent: Saturday, May 05, 2012 4:16 PM
To: Lisa Costa Sanders
Subject: Comments on Draft EIR for a new Atherton Library

Dear Ms. Sanders:

My name is Margaret Monroe, and I am a more than 50-yr resident of Menlo Park, and a long-time user of the Atherton Library.

I am very opposed to building a new Atherton Library in Holbrook Palmer Park.

The present Atherton Library building is beautiful, and it seems that -- for now --it is quite able to accommodate all who want to use it. Parking is also never a problem.

IF the Library truly needs to expand, then please listen to ideas suggested by one of Atherton's own residents in a letter printed in the April 18, 2012, issue of The Almanac. Thomas Croft suggested that there is a third option the Library should explore, that of using digital technology much more than is done now. He suggested that some of the monies that can be used only for the Library could, instead, be used for vehicles that go throughout Atherton as mobile wireless sources where residents could access electronic copies of books. He went on to say that the people who operate these electronic bookmobiles should be tasked, if needed, with downloading electronic books onto residents' own computers.

He pointed out that, in the future, there will doubtless be even more technologies developed that will allow people to access information that is now available only in paper copies of books.

IF Mr. Croft's excellent ideas are adopted, there would be NO need for an expensive and disruptive Library in Holbrook Palmer Park, and thus there would be no need for any new traffic signals at

1

2

Watkins and Middlefield or at Watkins and El Camino Real. Mr. Croft's ideas are also the least harmful to the environment.

2
cont.

I myself have recently learned that the Peninsula Library System already has some books available in an electronic format. Right now, one can download a book onto one's own computer and read it -- all without the need to even go to a library. This service will doubtless expand in the future. There would be no need to pay for a Kindle copy of a book if your local library system already has it available in electronic form. As time goes on, the process used to do this will surely get much simpler.

3

I also believe there is already a program in Atherton which allows bona fide Atherton residents who are either senior citizens or who are disabled to request regular paper copies of books from the Atherton Library; those books will be transported to the residents, who then are allowed to use the books as long as they wish -- with no need to return the books in only 3 weeks.

There is thus NO need for ANY new Library to be built within Holbrook Palmer Park.

Please leave the Atherton Library right where it is!

Sincerely,

Margaret Monroe
Menlo Park

LETTER B31
Margaret Monroe
May 6, 2012

Response B31-1: This comment, which addresses the merits of the proposed project and not the adequacy of the Draft EIR, is noted.

Response B31-2: This comment is noted. Please refer to Master Response #1 regarding the project evaluated in the Draft EIR and Response to Comment B7-1 and Master Response #2, regarding the adequacy of the alternatives analysis.

April 2, 2012

To: Lisa Costa Sanders, Deputy Town Planner

91 Ashfield Road, Atherton 94027

From: Earl T. Nielsen, 187 Burns Avenue, Atherton *Earl T. Nielsen*

Comments on the Draft EIR

The EIR ignores the vehicular /pedestrian traffic where Dinklespiel(Station) Lane intersects with Watkins Avenue. Traffic approaching the train tracks from both Middlefield Road and El Camino Real is visually obscured by the raised train tracks(see pictures 1/2). Tall greenery on the corner of Dinklespiel(Station) Lane and Watkins Avenue completely hides any cars coming from El Camino Real from the view of drivers on Dinklespiel(Station) Lane near the intersection with Watkins Avenue(see picture 3).

1

The projected electrified train traffic and high speed trains will present continuous interruptions for cars and pedestrians using Dinkespiel(Station) Lane by the tracks to get to the park. For the pedestrians it is especially hazardous because there isn't a crosswalk in close proximity(see picture 4).

2

The EIR only took into account number of vehicles per a certain time period that turned a particular way. They should have also considered obscured vision hindering drivers and pedestrians.

3

2.

3. Dinklespiel(Station) Lane facing Watkins Avenue with El Camino Real to the right.



4. Dinklespiel(Station) Lane on the left next to tracks.



Earl T. Nielsen

3

1. Watkins facing tracks toward Middlefield Road



2. Watkins facing tracks toward El Camino Real



Earl T. Nielsen

LETTER B32

Earl Nielsen

April 2, 2012

- Response B32-1: Page 85 of the Draft EIR describes the area for which the traffic study was performed. The study area intersections included Dinkelspiel (Station) Lane/Fair Oaks Lane, Middlefield Road/Watkins Avenue, Dinkelspiel (Station) Lane/Watkins Avenue, El Camino Real/Watkins Avenue, and the Holbrook-Palmer Park intersections with Watkins Avenue. Sight distance issues caused by vegetation are an existing maintenance issue and would not be affected by the proposed project. The photos provided as an attachment to Letter B32 are noted.
- Response B32-2: Please refer to Response to Comment A4-6. The photos provided as an attachment to Letter B32 are noted.
- Response B32-3: As stated on page 99 of the Draft EIR, the methodology used to analyze the proposed project is consistent with significance criteria utilized in San Mateo County. Sight distance at study area intersections is not included in the significance criteria.

TO: Lisa Costa Sanders, Deputy Town Planner

Town of Atherton

91 Ashfield Road

Atherton, CA 94027

FROM: Earl T. Nielsen

187 Burns Avenue

Atherton, CA 94027

Subject: EIR Section focus on WATKINS AVENUE and EL CAMINO REAL April 26, 2012

A FORGOTTEN ADDITION TO TRAFFIC The 11,000+square feet Medical Facility at the corner of Watkins Avenue and El Camino Real is currently being prepared to open. By its very nature it will have a constant turnover of patients adding to an increase of traffic on Watkins Avenue and El Camino Real. The EIR report does not take this into consideration.



There is one vehicle entrance to the facility on El Camino Real northbound. And the other is on Watkins Avenue directly opposite the proposed right turn lane eighty five feet from El Camino Real. Traffic problems at the intersection of Watkins Avenue and El Camino Real will be compounded with the patient and medical personnel use of the spacious parking lot since paving is already completed, spaces lined, and extensive lighting provided for some **48 vehicles.**



**1
cont.**

In addition, SAM TRANS has a designated bus stop located adjacent to the medical facility on El Camino Real north of one entrance. Three buses stop here each hour. This adds to the overall traffic situation which will increase safety concerns. These traffic problems are more reasons for not having the proposed 10,000-13,000 square foot library in the park.



LETTER B33
Earl Nielsen
April 30, 2012

Response B33-1: Please refer to Master Response #6 regarding the medical office building at El Camino Real/Watkins Avenue.

Response B33-2: Please refer to Response to Comment B28-8.

To: Lisa Costa Sanders
Deputy Town Planner
91 Ashfield Road
Atherton , CA 94027

From: Robert R. Roeser
23 Wilburn Avenue
Atherton, CA 94027

Date: May 7, 2012

Comments on the DEIR for the New Library in Holbrook Palmer Park

I believe there are a number of elements in the DEIR that are flawed.

More visitors (it is a county library in the only recreational park in Atherton) will obviously cause a significant increase in traffic. This increased traffic is in direct conflict with current uses, and causes safety concerns for those who use the park for walking, biking, taking toddlers to school, or to using the playground.

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The current library has four access roads while the proposed Holbrook Palmer Park location only has two.

2

Traffic on Watkins towards El Camino Real and/or Middlefield Road has not been adequately analyzed. The current traffic on Middlefield Road is unacceptable, and was not properly planned for, given the increased traffic for pick up and drop offs at schools and increased traffic due to an increased number of commuters.

3

Adding a right turn lane on Watkins at El Camino as a mitigation to the increased traffic, is, at best, a quick fix. However, where is the data and analysis that this will handle the traffic, and more importantly the dangerous situation presented to walkers, bikers and drivers making right and left hand turns? The additional traffic due to locating the library in Holbrook Palmer Park only makes this intersection more dangerous.

4

The lack of parking space was an issue prior to the reduction of allowable events at Holbrook Palmer Park. The new San Mateo County Library in the park plans to host community events, and it will bring additional visitors to the library. When you add in the parking necessary for events at the school, there will be a return to parking on walkways, and in many areas which are unsafe. The DEIR has not adequately analyzed this parking issue to determine how it affects the environment or the safety for the people walking in the park or those attending recreational activities.

5

I believe the DEIR has not adequately addressed the environmental factors or the safety issues affecting the residents of the Town of Atherton.

6

Sincerely,

Robert R. Roeser
23 Wilburn Avenue
Atherton, CA 94027

LETTER B34
Robert Roeser
May 7, 2012

- Response B34-1: This comment is noted. Section IV.A, Land Use and Planning Policy, in the Draft EIR evaluates potential land use conflicts and Section IV.D, Transportation, Circulation and Parking, evaluates potential traffic impacts of the project. No on-site circulation impacts were identified in the Draft EIR.
- Response B34-2: This comment, which does not relate to the adequacy of the Draft EIR, is noted.
- Response B34-3: Intersection impacts at the El Camino Real/Watkins Avenue and Middlefield Road/Watkins Avenue intersections are evaluated in Section IV.D, Transportation, Circulation and Parking, of the Draft EIR. The comment does not provide any additional information or support for the assertion that the analysis is inadequate.
- Response B34-4: Table IV.D-17 on page 113 of the Draft EIR demonstrates that addition of a right-turn lane would decrease the delay experienced by drivers at the intersection of Watkins Avenue/El Camino Real. However, as stated on page 107 of the Draft EIR, the right turn improvement is not considered to be feasible and the impact at the intersection of El Camino Real/Watkins Avenue remains significant and unavoidable. Also refer to Master Response #7.
- Response B34-5: Please refer to Response to Comment B22-5. Demand for additional parking would not result in safety issues with on-site circulation.
- Response B34-6: This concluding comment, which generally summarizes the previous comments contained in Letter B34, is noted.

From: Walter Sleeth [wjsleeth@comcast.net]
Sent: Monday, May 07, 2012 12:43 PM
To: Lisa Costa Sanders
Subject: Re: Public Comments on the DEIR for the new Library

Dear Ms Sanders:

This submittal is responsive to the notice given by Mr. Neal Martin on March 23, 2012.

While the DEIR is comprehensive, the traffic analysis captured in the tables at Pages 168 through 170 seemed to have missed that the Library is never open until 10:00 AM. 1) Could the LSA team analyze that into the delay times and consider if any alternatives would somehow improve the situation.

1

2) I would like them also to address the traffic impacts on both the Fair Oaks/El Camino and Fair Oaks/Middlefield intersections, which are significantly effected wherever the Library facilities are located. This did not seem to be addressed. It is possible that with four different access points that good traffic engineering could be devised to make any of the alternatives 'less than significant'.

2

Thank you for your help.

Sincerely yours,
Walter Sleeth

227 Catalpa Dr.
650.325.7595

LETTER B35
Walter Sleeth
May 7, 2012

- Response B35-1: As stated on page 100 of the Draft EIR, trip generation for the proposed project was developed based on operations of the Corte Madera library. While both the Corte Madera library and the proposed project do not open to the public before 10:00 a.m., traffic was generated at the Corte Madera library between the hours of 7:00 a.m. and 9:00 a.m. This traffic consisted of employees and library patrons returning books. Therefore, an equivalent number of AM peak hour trips were evaluated for the proposed project.
- Response B35-2: Please refer to Master Response #5, which addresses potential impacts to the El Camino Real/Fair Oaks Lane and Middlefield Road/Fair Oaks Lane intersections under the Existing Library Site and Town Center Site alternatives.

From: Gene Straube [gstraube@straubeassoc.com]
Sent: Sunday, May 06, 2012 9:47 PM
To: Lisa Costa Sanders
Subject: Letter to Ms Sanders re DEIR/New Library

Dear Ms. Sanders,

This is to advise you that my reading of the DEIR indicates that there are several errors in it.

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Because of this and because of several other conditions I wish to tell you that I am opposed to Atherton building the new library. One major reason is that this new library will attract many non-residents and greatly increase the traffic in our city.

Please advise by return email that you have received my letter.

Thank You for your consideration of my views on this important issue.

Gene F. Straube
365 Atherton Avenue
Atherton, California
94027

LETTER B36
Gene Straube
May 6, 2012

- Response B36-1: This introductory comment, which states that there are errors in the Draft EIR, but does not identify those errors, is noted. Because the commenter does not provide any subsequent comments to support this statement, no further response is required.
- Response B36-2: This comment, which primarily expresses opposition to the project, is noted. Also refer to Master Response #3.

From: Marie Straube [MarieStraube@me.com]
Sent: Monday, May 07, 2012 9:42 AM
To: Lisa Costa Sanders
Subject: Comments on DEIR of Atherton Library Building Project--PLS ACKNOWLEDGE RECEIPT

Lisa Costa Sanders
Deputy Town Planner
91 Ashfield Road
Atherton CA 94027

Re: Draft environmental impact report for the Atherton Library Building Project

Dear Ms. Sanders:

The following comments are offered on behalf of ourselves as well as our daughter, also an Atherton resident.

I have lived in Atherton for 41 years, previously at 81 Faxon Road, and currently at 365 Atherton Avenue. During much of that time I was actively involved in the area as a real estate broker.

My daughter, Dana Stone, an attorney, resides at 1 Acacia Drive in Lindenwood and has 2 children who have attended Encinal School at the corner of Middlefield Road and Encinal Avenue.

We have reviewed the DEIR and submit this letter to state our position that it is defective in many areas. Some of the most egregious follow.

1

1. There are potentially Significant Impacts in the area called "Aesthetics" in the Initial Study by Neal Martin, appendix B page 10.

Rather than responding to these impacts as required, the DEIR changes the word Aesthetics to a confusing and euphemistic "Visual Resources". The estimate of the removal of 37 trees, including 2 heritage oak trees, is not cited as damaging to the "Visual Resources" of the area nor does the creation of a building as large as 13,500 sq ft have any significant impact on the aesthetics of the park.

2

2. Land Use and Planning is another area of the DEIR (Initial Study p.53) which is not addressed in a manner consistent with the goals and characteristics of the Town of Atherton. By using the Town's limited Open Space for a Public building the future potential use of this land for greener uses such as playing fields, gardens and maintaining the park-like nature of the area will be gone forever. No mitigation is offered for this loss in the DEIR.

3

3. The DEIR does not provide solutions to the traffic issues that would result from the construction of this library on a narrow 2 lane road with no room for expansion or turn lanes and a dangerously steep ditch along one side. 4

The proposed “mitigation” of a stoplight at Watkins/Middlefield is shortsighted and inadequate in that there is already serious congestion at the Marsh/Middlefield intersection which would be further impacted by another stop light in such close proximity. 5

The report also ignores the traffic congestion that exists on Encinal Avenue during school pick up and drop off hours, and does not address how the increased library traffic would be directed away from Encinal, which offers an alternate through street to Watkins to cross between El Camino Real and Middlefield. 6

The report does not address the additional traffic congestion and dangerous conditions which would be created for the children crossing and walking along Middlefield and Encinal to enter the school area.

The increase in traffic would make it even more difficult for Lindenwood residents to enter/exit on James and Linden Avenues. Again, if stop lights are offered as “mitigation” for these traffic issues, then this is inconsistent with the town’s character and the town’s budget, which would have to be stretched to cover the cost of each additional light, estimated at approximately half a million dollars. 7

4. There is a glaring defect in the report in that there is no mention of the projected impact of 8,000 employees (plus families) at the Facebook campus. Atherton is a part of the Menlo Park EIR study on this subject, with specific attention to the Middlefield/Marsh intersection. 8

5. Public Safety has not been adequately addressed in the DEIR. The anticipated use of the Park by the homeless, transient and non-library users who will be attracted to the area by this new facility will impact the safety of the areas surrounding the park and will create the need for more costly police services (as well as fire, medical and legal), none of which is provided for in the town budget. 9

6. The DEIR is inadequate in addressing the preservation of Atherton’s Historical and Cultural/Art Resources, which are protected by CEQA. 10

The demolition of the Holbrook Palmer House would result in the loss to Atherton of a significant historical and cultural/art resource.

Replacing it with an “attractive nuisance” within the park is inconsistent with the goals of the Town of Atherton and is in conflict with the Town’s obligations under the terms of accepting the gift of Rita Corbett Evans of her home to the town. 11

There is a serious impact on the peace and safety of the citizens of Atherton, and perhaps the legal obligations of the Town, which has not been addressed by the DEIR.

Sincerely,

Atherton Residents
Marie and Gene Straube
Dana Stone

LETTER B37
Marie and Gene Straube
May 7, 2012

- Response B37-1: This introductory comment, which asserts the Draft EIR is defective, is noted. Specific comments related to the adequacy of the Draft EIR noted in the subsequent comments are provided below.
- Response B37-2: Please refer to Response to Comment B17-22. Section IV.B, Visual Resources, discusses tree removal and the proposed project's height, bulk, and massing in relation to the potential for the visual quality and character of the site to be degraded. Although the analysis acknowledges that the visual quality and character of the site would be altered with the project, these changes would not be so substantial and adverse as to result in a significant impact.
- Response B37-3: Please refer to Response to Comment B17-27 and Master Response #4; no existing open space would be removed with development of the proposed project.
- Response B37-4: The area for which the traffic study was performed is described on page 85 of the Draft EIR. The study area intersections included the Holbrook-Palmer Park intersections with Watkins Avenue. As shown in the Draft EIR, the project would not cause a significant increase in delay at the intersections along Watkins Avenue. Because the worst traffic operations are generally experienced at intersections, the project would not be expected to cause any operational deficiencies on Watkins Avenue.
- Response B37-5: Please refer to Response to Comment A8-7.
- Response B37-6: Traffic on Encinal Avenue was not evaluated in the Draft EIR, as Encinal Avenue does not provide access to or a direct route from or to the proposed project. As a result, project traffic is not expected to affect existing school traffic on Encinal Avenue. The Draft EIR does address the additional traffic that would be added to Middlefield Road, as this roadway provides access to the proposed project.
- Response B37-7: As displayed on Figure IV.D-6 on page 103 of the Draft EIR, the proposed project is anticipated to result in a total of 13 additional trips south of Watkins Avenue in the AM peak hour and a total of 50 additional trips south of Watkins Avenue in the PM peak hour, which equates to an increase in traffic of approximately 1 percent in the AM peak hour and 3 percent in the PM peak hour. While it is acknowledged that traffic will be added to Middlefield Road south of Watkins Avenue, the traffic signal required to mitigate project impacts at the intersection of Middlefield Road/Watkins

Avenue should increase the number of gaps in traffic on Middlefield Road, thereby allowing traffic to enter and exit unsignalized intersections along Middlefield Road.

- Response B37-8: As detailed in Table IV.D-4 on page 95 of the Draft EIR, Facebook Campus project traffic was included in the analysis of near-term traffic volume at study area intersections.
- Response B37-9: Please refer to Master Response #3 regarding social effects of the proposed project.
- Response B37-10: This comment does not provide any support for the assertion that the Draft EIR does not adequately address the Town's historical or cultural/art resources. Section IV.C, Historic Resources, provides an analysis of potential impacts to historic resources.
- Response B37-11: It is assumed that the comment is referring to the Main House, which would be demolished by the proposed project. Please refer to Responses to Comments B12-2 and B17-41.
- Response B37-12: This comment, which generally expresses opposition to the proposed project, is noted. Also refer to Master Response #4 regarding appropriate uses for the park.

From: Jennifer Flores Tasto [jennifer.tasto@gmail.com]
Sent: Wednesday, May 02, 2012 6:38 AM
To: Lisa Costa Sanders
Subject: Atherton Library

KEEP the library where it is!!!

| 1

The traffic on Watkins Ave is bad enough. Traffic on Watkins and Middlefield will get worse and more backups. Cars already ZOOM by with near misses for pedestrians, pets, runners, cyclists, children.

| 2

LEAVE well wnough alone!!!

Jennifer Tasto
Atherton Resident
98 McCormick Lane

LETTER B38
Jennifer Tasto
May 2, 2012

Response B38-1: This comment, which addresses the merits of the proposed project and not the adequacy of the Draft EIR, is noted.

Response B38-2: This comment, which addresses the merits of the proposed project and associated environmental impacts identified in the Draft EIR, is noted. This comment does not relate to the adequacy of the Draft EIR and no further response is necessary.

LETTER B39
Ed and Barbara Wright
April 30, 2012

- Response B39-1: This comment, which generally expresses opposition to the proposed project, is noted. Please refer to Master Response #4.
- Response B39-2: As discussed and shown in the analysis provided in Section IV.D, Transportation, Circulation and Parking, of the Draft EIR, the proposed project would result in level of service impacts at the El Camino Real/ Watkins Avenue and Middlefield Road/Watkins Avenue intersections. Mitigation measures in the Draft EIR are recommended to reduce these impacts to a less-than-significant level; however, the El Camino Real/ Watkins Avenue intersection would remain significant and unavoidable. Mitigation Measure TRANS-5 is recommended for parking impacts associated with periods of peak use. Also refer to Response to Comment A7-7.
- Response B39-3: This comment, which expresses support for the Town Center Site alternative and does not address the adequacy of the Draft EIR, is noted.

From: Zaza Wu [zazahwu@gmail.com]
Sent: Thursday, May 03, 2012 4:54 PM
To: Lisa Costa Sanders
Subject: EIR report and the Atherton library

I do not understand why locating a library in Holbrook Palmer will greatly affect traffic in and out of the park. Library patrons come and go in the course of a day, unlike baseball and soccer games, or weddings and other functions at the park where the numbers of people present at one time are much greater than those at the library even if an occasional special event is held there. I cannot believe that library traffic could exacerbate the existing traffic issues at El Camino and Watkins and Middlefield and Watkins. If we can have games and parties, we can have a library. Those two corners are already preexisting problem areas. Find solutions to fix them but don't blame a new library for creating the problem.

1

I am looking forward to the new library in the Park. I think it's a perfect setting and an ideal location. I have climbed the rickety stairs in the Main House and have been present in its dark interior. It will be wonderful to have the new library replace this old and seemingly structurally unsafe building and it will be lovely to be able to relax with a book near a window that looks out onto the Park. I'm also looking forward to hearing a story or seeing a slide show or lecture without the noise of the train roaring by. A library in the park will encourage more readers to enter in search of a good book, whether it be children coming in after their sports activities or toddlers and their families before or after playing in the park. It will be a great asset to the community.

2

Zaza Wu
Lilac Drive, Atherton

P.S. I appreciate all the work that the ALBSC put into the well publicized series of meetings asking for public input for the construction and needs of the new library. The one I went to was well organized, civil and the members welcomed everyone's input. A far cry from the supposedly "broad survey" (which I never received) of residents that produced percentages based on only **155** respondents. Is that even statistically significant?

LETTER B40

Zaza Wu

May 4, 2012

Response B40-1: This comment, which generally addresses the merits of the proposed project, is noted. Please refer to Response to Comment B39-2.

Response B40-2: This comment, which addresses the merits of the proposed project and not the adequacy of the Draft EIR, is noted.

C. PUBLIC HEARING COMMENTS

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TOWN OF ATHERTON PLANNING COMMISSION

ATHERTON PROCESS FOR FINAL REVIEWS)
OF EIR - LIBRARY BUILDING PROJECT)
_____)

REPORTER'S TRANSCRIPT OF PROCEEDINGS

WEDNESDAY, APRIL 25, 2012

ATHERTON COUNCIL CHAMBERS

ATHERTON, CALIFORNIA

Reported by: MARK I. BRICKMAN, CSR RPR
License No. 5527

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REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 BE IT REMEMBERED that, pursuant to Notice of
2 the Meeting, and on April 25, 2012, at the hour of 6:11
3 PM, at Atherton, California, before me, MARK I. BRICKMAN,
4 CSR No. 5527, State of California, there commenced a
5 scoping meeting set forth under the California
6 Environmental Quality Act.

7

8 MEETING PARTICIPANTS

9 THE PLANNING COMMISSION

10 HERMAN CHRISTENSEN - Chairperson

11 WILLIAM GRINDLEY

12 PHIL LIVELY

13 KRISTI WALDRON

14 PAUL QUINLAN - Not present

15

16 WILLIAM B. CONNERS - Town Counsel

17 JENNIFER CONNERS LARSON - Deputy Town Counsel

18 LISA COSTA SANDERS - Deputy Town Planner

19 JUDITH MALAMUT - LSA Associates Principal

20 THERESA WALLACE - Project Manager, LSA Associates

21

22

23

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REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

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REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 CHAIRPERSON CHRISTENSEN: We'll move on,
2 then, to our public hearing. There's been some comment
3 that there may be a request for the Commission to
4 continue this matter, and I think we should act on that
5 first if -- because if it passes, obviously there'll be
6 no hearings tonight.

7 Is there any -- going to be a request for a
8 continuance in this commentary period?

9 AUDIENCE PARTICIPANT: I want to say
10 something. Was this for the library?

11 CHAIRPERSON CHRISTENSEN: Are you requesting
12 a continuance?

13 AUDIENCE PARTICIPANT: I'm not very --

14 CHAIRPERSON CHRISTENSEN: If we don't have a
15 continuance, then we'll go into the commentary period
16 where you may request the certain items on the DEIR are
17 either clarified, expanded or added -- added to.

18 AUDIENCE PARTICIPANT: Okay. I'm not
19 familiar with this procedure, but, you know, I just would
20 like to say my piece as a neighbor that's being affected.

21 CHAIRPERSON CHRISTENSEN: On the library and
22 the EIR itself?

23 AUDIENCE PARTICIPANT: Yes.

24 CHAIRPERSON CHRISTENSEN: A continuance would
25 mean you're requesting it on one basis, either the law or

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 your own feelings about a lack of notice that enough
2 people haven't been notified or know of the hearing.

3 AUDIENCE PARTICIPANT: Okay. Great. Thank
4 you.

5 CHAIRPERSON CHRISTENSEN: And we act on that
6 before we act.

7 If there's not going to be, we can go right
8 into the hearing itself.

9 AUDIENCE PARTICIPANT: Great. Thank you.

10 CHAIRPERSON CHRISTENSEN: Yes.

11 AUDIENCE PARTICIPANT: May I ask a question?
12 It's about the continuance. If in the commentary on the
13 Draft EIR certain mistakes are -- are noted or mentioned,
14 then can we ask for continuance of that Draft EIR so
15 that -- my question is by not asking for a continuance
16 now, do we waive our right to ask for a continuance?

17 Because there may be new data that comes up by
18 the affected party, and I -- so I am an affected party
19 and I did not get proper notice.

20 I knew about the right turn lane when I -- I
21 saw an article in the Daily Post that a neighbor brought
22 to my attention.

23 So I don't know if it's appropriate to ask for
24 a continuance on that basis, but there are other factual
25 errors in the EIR, and once they're brought to light in

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 this meeting, can we then ask for a continuance?

2 CHAIRPERSON CHRISTENSEN: I would have to
3 refer that to the attorney. As I understand, at that
4 point, you know, you can always ask for it, but the
5 purpose of the meeting is if there are errors in the EIR
6 is to give the preparer of the EIR a chance to correct
7 those errors or comment on those subjects that you bring
8 up.

9 So this draft is -- it's apparently not cast
10 in stone. You'll have to realize that certainly for
11 myself, this is the first time dealing with the EIR, and
12 I understand, also, that the Planning Commission is --
13 under the law does not necessarily have to hear the
14 comments on the draft.

15 But in this particular case, it's been decided
16 to have a meeting like this so people can make comments
17 that are corrections, omissions or so forth, and the
18 drafters of the EIR have to respond to us.

19 AUDIENCE PARTICIPANT: Thank you. I think
20 we'll continue, then. I mean, I'm not asking for a
21 continuance.

22 CHAIRPERSON CHRISTENSEN: Key word.

23 MR. CONNERS: Mr. Chair, since you raised a
24 legal question, perhaps you would like a legal answer.

25 CHAIRPERSON CHRISTENSEN: Sure.

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 MR. CONNERS: The question about continuance
2 has to do with whether or not there was an adequate
3 notice of the meeting that was given, and under the Brown
4 Act, all that's required is the posting, not on a website
5 or in the newspaper or anything else.

6 And so legally, adequate notice was, in fact,
7 imparted.

8 The second part of that question is kind of
9 why -- the process of the Draft Environmental Impact
10 Report. The Draft Environmental Impact Report is almost
11 always flawed.

12 The drafters know that. So they present the
13 Draft Environmental Impact Report to the world. There's
14 a 45-day comment period, and during that comment period,
15 anyone can submit orally at a public hearing.

16 So this is a legally required public hearing
17 of the Planning Commission tonight. Despite the
18 chairman's assertions to the contrary, it is legally
19 required that at this stage, the Planning Commission take
20 comment from the public on issues related to the Draft
21 Environmental Impact Report.

22 Problems with it, issues that they didn't
23 cover well enough or in -- inappropriate misinformation,
24 things like that.

25 The comments then go back to the drafter of

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 the EIR, the EIR consultant. They will go out to their
2 experts. They have to -- the experts have to provide
3 written responses to all of the comments.

4 Now, the responses may -- six people may get
5 up and say the same thing, so they'll get one comment
6 that responds to all of it, but the comments plus the
7 responses are added to the Draft Environmental Impact
8 Report, and that becomes the Final Environmental Impact
9 Report.

10 So it's not an issue of continuing it. That's
11 not going to happen if there's a flaw in the Draft EIR.
12 The Draft EIR we know is going to be flawed.

13 That's why we have this hearing, and then the
14 process allows for comments to come back.

15 Where the chair I think got a little confused
16 is the question is whether or not the comments and
17 responses have to come back to the Planning Commission
18 for review before they go on to the City Council for
19 certification of the E -- EIR.

20 The CEQA guidelines say they want you to do
21 that, they recommend you do that, but you don't have to
22 do that.

23 And so since Atherton's CEQA ordinance is
24 outdated. It doesn't really state how that's supposed to
25 work.

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 So one of the items on tonight's agenda is
2 does the Planning Commission want to recommend that the
3 City Council put in that intermediate step so that
4 comments and responses come back so that the Planning
5 Commission gets to recommend to the City Council that
6 they approve it because they think that these comments,
7 whether they like them or not, have been adequately
8 responded to.

9 And that's the process that we have before us
10 tonight.

11 CHAIRPERSON CHRISTENSEN: Thank you for
12 clarifying that point.

13 AUDIENCE PARTICIPANT: May I ask a question
14 about the process? In other jurisdictions, is it normal
15 for the City Council to be working with the Planning
16 Commission or should the Planning -- Planning Commission
17 sort of be more independent because it's the facts and
18 figures sort of --

19 MR. CONNERS: They're required by law to be
20 independent.

21 AUDIENCE PARTICIPANT: So would this adding
22 this intermediate step in some ways lessen the Planning
23 Commission's independence?

24 MR. CONNERS: No.

25 AUDIENCE PARTICIPANT: Okay. Thank you.

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 CHAIRPERSON CHRISTENSEN: All right. Who
2 wants to be first?

3 MR. CONNERS: Oh, Mr. Chairman, I do have
4 a --

5 CHAIRPERSON CHRISTENSEN: I'm sorry.

6 MR. CONNERS: -- housekeeping matter ahead
7 of -- ahead of the comment.

8 There's been some questions raised about
9 whether or not the Planning Commission or indiv -- the
10 individual Planning Commissioners have taken positions
11 that might indicate a bias.

12 As you know, this isn't exactly a quasi-
13 judicial hearing tonight, but you do have quasi-judicial
14 hearings that will be coming up on this topic, such as
15 whether or not to amend the General Plan, whether or not
16 to -- there was another one, Lisa. Oh, the Zoning
17 Ordinance, whether or not to amend the Zoning Ordinance.

18 Those will require you to take independent
19 judgments.

20 If you have gone out to into public and made
21 comments or suggested that you have predetermined how
22 you're going to vote for things like that, you may, in
23 fact, get to a point where you're no longer allowed to
24 participate at all.

25 Now, I've looked at that issue today. I don't

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 believe anybody's there yet, but it's stock certificate.
2 I don't have a factual allegation that anybody has
3 stepped over the line.

4 I would caution you in this instance and in
5 other instances when you have matters that are on an
6 agenda or coming up that you know are going to be on your
7 agenda in the future, saying nothing, taking a stance or
8 a position, writing an article attacking one side or the
9 other, basically demonstrating a lack of objectivity
10 ahead of the project is not a good idea.

11 AUDIENCE PARTICIPANT: Does this apply to the
12 Council, also?

13 MR. CONNERS: No, actually it doesn't apply
14 to the Council because they're elected. They're elected
15 by a constituency that expects them to take certain
16 positions, and the -- if it gets bad enough that they're
17 quote embroiled in a controversy, they can be
18 disqualified, too, but simply stating their position
19 doesn't do that.

20 By the way, simply stating the position
21 doesn't disqualify a Planning Commissioner. It has to be
22 something a little more a egregious than that.

23 So in order to keep an open mind and be able
24 to sit and fulfill your duties, it's pretty important
25 that you not go out and present yourself to the public as

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 being for or against any project ahead of the proc --
2 ahead of the coming to you through this process.

3 So I just wanted to remind you of that
4 obligation so that we don't have any situations arise in
5 the future where we have to basically tell somebody that
6 they probably have crossed the -- crossed the line.

7 Thank you.

8 CHAIRPERSON CHRISTENSEN: Staff report.

9 MS. COSTA SANDERS: Well, City Attorney
10 Connors has given most of my staff report. Thank you for
11 that explanation, but --

12 MR. CONNERS: Can I leave now?

13 MS. COSTA SANDERS: No. Most definitely not.
14 I just haven't been to a Planning Commission meeting, but
15 this is a formal proceeding and all discussions will be
16 directed through the chair. So thank you for respecting
17 that.

18 The Draft Environmental Impact Report has been
19 prepared and circulated for comment. The comment period
20 is a 45-day comment period and that's open through May
21 7th.

22 Today we have we received seventeen written
23 comments, and as our City Attorney explained, all of
24 those comments will be included in the draft document
25 which will be responded to, as well as any comments

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 received this evening or any comments received in writing
2 prior to the close of the comment period.

3 So it's appropriate this evening for anyone
4 that has a comment or a question on the Environmental
5 Impact Report to raise that comment or question this
6 evening.

7 It would not necessarily be appropriate to
8 state an opinion on the library, because that item is not
9 before us, but it's really comments or questions directed
10 to the Environmental Impact Report and the analysis
11 contained within that document.

12 The report has been prepared by LSA
13 Associates, and at this time, unless there's any
14 procedural questions, I'd like to turn it over to them
15 and they'll really walk you through the steps of the CEQA
16 requirements and how they prepared this document.

17 Thank you.

18 MS. MALAMUT: Good evening. Planning
19 Commissioners, Chair. Thank you, Lisa. I'm Judith
20 Malamut. I'm a principal with LSA Associates and we are
21 the environmental planner and consultant for this
22 project.

23 With me tonight is Theresa Wallace. She's the
24 senior planner for LSA and she's a project manager and
25 she's going to help me run our -- our presentation and

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 our Power Point tonight.

2 The first slide provides an overview of
3 tonight's presentation. We'll go through the purpose of
4 tonight's meeting, which we talked about at length
5 currently.

6 I'll provide project overview, the purpose of
7 the Draft EIR, the CEQA process and timeline, the Draft
8 EIR findings and then the next step.

9 So tonight we're here to receive comments on
10 the Draft EIR and, as the City Council has said. The
11 public comment period began on March 23rd. We'll take
12 oral and written comments, if you have them this evening,
13 and written comments again by the close of business May
14 7th.

15 MS. COSTA SANDERS: If I can just interrupt.
16 I'm sorry. On the oral comments, we do have a court
17 reporter here this evening, so we will ensure that we're
18 getting very accurate comments.

19 Thank you.

20 MS. MALAMUT: We ask that the comments, as we
21 said, be specific to the Draft EIR, not about the
22 proposed project's merits.

23 We will be responding to all of the comments
24 on the Draft EIR, the environmental comments that are
25 made.

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 We'll be preparing a response to comments
2 document, which will include a copy of all of the
3 documents as well as the court reporter's transcript, and
4 we'll be enumerating each comment that are made and then
5 we'll be providing a response.

6 There will be other hearings in front of the
7 Planning Commission to address the merits and all the
8 permit and the zoning change and the General Plan change
9 and other issues that will need to come before you.

10 So no decisions will be made tonight on the
11 adequacy of the Draft EIR. We're just here essentially
12 to hear your comments and to collect them and to go back
13 and start preparing our response to comments document.

14 This slide provides a very brief summary of
15 the proposed project that was evaluated in the EIR. You
16 can see the town is proposing construction of a new two-
17 story 13,500 square foot library in Holbrook Palmer Park.

18 The project would require the demolition of
19 the existing main house building and the relocation of
20 the existing main house uses, which is the office storage
21 and basement.

22 The project also encourages repurposing of the
23 existing library for storage and existing or other things
24 used.

25 This slide shows the required project

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 approvals, some of which we've talked about tonight in
2 regards to EIR certification, amending the General Plan,
3 also amending the Holbrook Palmer Park Master Plan,
4 amending the Zoning Ordinance for the park, any
5 demolition permits for the main house and a building
6 permit for the new library.

7 We'll also be getting other permits from the
8 Regional Water Quality Control Board, the water hookup
9 and water services company, approval of wastewater hookup
10 as well as approval of the site plan, that there's
11 appropriate access to ensure that -- that the fire
12 department can get in and protect the building should it
13 be required to do so.

14 This slide goes over the purpose of CEQA. As
15 the environmental consultant, we're tasked with following
16 state law, the California Environmental Quality Act,
17 which is the law under which this EIR was prepared.

18 The EIR -- the purpose of CEQA essentially is
19 to identify a project's significant environmental impacts
20 and disclose those impacts to responsible agencies and
21 the decision-makers who are the lead agency for the
22 project, and in this case, that's the City Council who
23 will be making the ultimate decision about certification
24 about the EIR and approval of the project.

25 It's also important that the -- that the EIR

1 disclose the information to the public and the other
2 permitting agencies in regards to significant
3 environmental impacts.

4 And we just wanted to remind folks that
5 impacts are direct physical changes the environment and
6 reasonably foreseeable indirect physical changes, and so
7 we're talking about environmental topics, which is air,
8 water, soil, noise, traffic, things that you can --
9 literally are physical -- physical manifestations of the
10 environment, and not issues, which is socioeconomic type
11 of issues.

12 Those aren't required to be evaluated under
13 CEQA, although the town as a lead agency could require
14 that under a separate issue if they wanted to pursue
15 that.

16 The EIR has also identified ways to mitigate
17 or avoid those project impacts and it must identify
18 reasonable alternatives to meet basic project objectives
19 and avoid project impact.

20 The EIR is used to inform the public and
21 decision-makers of the environmental effects of a
22 project, and that's the most critical thing, and then to
23 avoid those effects wherever possible.

24 This slide shows where we are in the CEQA
25 process and guideline. We started out with the notice

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 that we're going to prepare an EIR back in November. We
2 then had a scoping meeting on December 8th and the Notice
3 of Preparation and the notice from the scoping meeting
4 are all in Appendix A of the Draft EIR.

5 We then went off, took all the information,
6 did -- that we could possibly collect with due diligence
7 to prepare the Draft EIR that was then distributed and
8 posted essentially and was available on March 23rd, 2012.

9 Tonight's our public hearing on the Draft EIR
10 where we'll take your comments, and the close of the
11 Draft EIR public comment period is May 7th.

12 After this meeting, we're going to go off and
13 prepare that response to comments document. We'll also
14 prepare a mitigation monitoring and reporting program,
15 and that will be all of the mitigation measures
16 identified in the Draft EIR will explain a table which
17 will identify how the city -- the town, sorry, will go
18 about identifying and monitoring and ensuring that all of
19 those mitigation measures are, in fact, implemented over
20 time.

21 We'll also be preparing findings and a
22 statement, if necessary, of overriding considerations for
23 any significant and unavoidable impacts, and those are
24 impacts for which, even if there are measures which could
25 reduce the -- the adverse impacts, could not reduce it to

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1 a level of less than significant.

2 The Final EIR will be possibly coming back
3 before, which is the response to comments as well as the
4 Draft EIR, which is the next discussion item, will either
5 be coming back to the Planning Commission for their
6 recommendation and then to the City Council for their
7 decision or -- or possibly directly to the City Council
8 for their decision in regards to the certification and
9 approval of the project.

10 And then the town will begin consideration of
11 the project and it will come back before the Planning
12 Commission.

13 This slide describes the contents of the Draft
14 EIR and includes an introduction, a summary, project
15 description, a number of topics in regards to the setting
16 information, project and cumulative impacts and
17 mitigation measures to the residents of the impacts.

18 It also identifies a number of alternatives
19 that were evaluated. It includes the CEQA required
20 assessment conclusions, identifies the report preparers
21 and also includes the technical appendices, including the
22 notice of preparation, scoping comments, et cetera.

23 One of the first steps that we did for the
24 environmental evaluation of the project was to prepare an
25 initial study to compare all of the CEQA documents and

1 identify those that could not be in-depth and further
2 evaluation as topical sections in the Draft EIR, and the
3 initial studies are included in Appendix A of the Draft
4 EIR, as well.

5 And this slide shows the topics that we
6 decided needed additional or in-depth analysis were
7 included in the chapters in the Draft EIR.

8 So we have Land Use and Planning Policy,
9 Visual Resources, Historic Resources, Transportation,
10 Circulation and Parking, and Parks and Recreation.

11 Please note that the S after the topic denotes
12 that significant impacts were identified and that
13 mitigation measures were also identified in the Draft EIR
14 to reduce impacts to a less than significant level, and
15 the SU after the topic denotes a significant and
16 unavoidable impacts identified, and the lack of any
17 notation means that no significant impacts were
18 identified for that topic.

19 If you want to go back one, you can see that
20 the only one for which we identified both significant and
21 significant and unavoidable impacts was for
22 transportation, circulation and parking.

23 So the process that we went through to
24 evaluate the potential effects of the library project for
25 each of those topics was first we identified the

1 significance criteria, and the significance criteria are
2 specific to that topic.

3 They're included in the Draft EIR, and what
4 they are is they provide a significant threshold for each
5 topic.

6 So you would say the project would create a
7 significant effect or adverse impact if it would, you
8 know, produce, et cetera, et cetera, this many cars over
9 the allowed level of service, this particular
10 intersection, and so therefore it would be a significant
11 impact, and I'll be talking about some of the ones that
12 we found in a bit, in the next couple of slides.

13 So we have a significance -- significance
14 criteria. We identified the project. We evaluate the
15 project again for significant criteria to see if there's,
16 in fact, a significant adverse effect related to that
17 particular topic or that particular item.

18 And we determine, then, if that impact was to
19 a level of less than significant or significant in
20 regards to the threshold that we have identified.

21 Again, impacts are direct physical changes in
22 the environment, and economic and social changes are not
23 physical environmental impacts, and that is all certainly
24 defined under the CEQA guidelines.

25 So the CEQA guidelines in Section 151 say the

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1 following about what makes an adequate EIR, and it's
2 essentially the task of the City Council will be to
3 determine whether the EIR, the Final EIR provides
4 adequate information regarding the impact of the project
5 that is sufficient to allow the City Council to make an
6 informed decision about the project.

7 So in light of especially with the City
8 Council, the City Attorney said, we recognize that -- and
9 CEQA recognizes that there's no such thing as perfection,
10 and the court -- in fact, if it comes before a court --
11 are not looking for perfection, but for adequacy,
12 completeness and a good faith effort at full disclosure
13 of those adverse impacts when they're looking at the
14 adequacy of an EIR.

15 So we recognize that it's -- you know, we need
16 to use our due diligence, we need to undertake the
17 sufficient and thorough examination to determine what
18 those adverse impacts are, but nevertheless, we do -- we
19 are not omniscient, but we are certainly looking forward
20 to hearing your comments tonight and taking into account
21 the additional information that you'll provide, and we'll
22 be going back and making the required changes to address
23 issues, inadequacies that are in the Draft EIR as part of
24 our response to comments document.

25 For the next new slides present the key

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1 findings of the Draft EIR, and this slide identifies all
2 the CEQA topics for which no significant adverse impacts
3 were identified.

4 So we have -- these are all CEQA topics that
5 are essentially need to be evaluated per the CEQA
6 guidelines.

7 So we have agriculture and forestry resources,
8 land use and planning policy, mineral resources, parks
9 and recreation, population and housing. Fire, police --
10 yes, they do. Fire, police and school services, historic
11 resources, utilities and infrastructure. Sorry about
12 that.

13 So these include both topics that are
14 identified and addressed in the Draft EIR, as well as
15 topics that are in Appendix A.

16 So this slide identifies and summarizes the --
17 the topics for significant impacts were identified, but
18 mitigation measures were also identified that would
19 reduce the impacts to a less than significant level, and
20 these are all -- the mitigation measures that are
21 identified are all standard mitigation measures.

22 So what we have on this slide are air quality,
23 and there would be construction period impacts to air
24 quality associated with dust and -- that would be
25 produced as a result of the construction, and there are

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1 various standard mitigation measures required to reduce
2 the dust that would come about due to that construction.

3 We also have biological resources. We're
4 going to be needing to remove some trees. So what we
5 need to do is make sure that there are no nesting birds
6 in those trees.

7 Some of those trees are also heritage trees,
8 and so we have a program for planting of new trees in
9 order to make sure that that impact is sufficiently
10 mitigated.

11 There's cultural resources, standard
12 mitigation in regards to unidentified archaeological
13 resources, paleontological resources that can be
14 identified while they're doing some ground stripping.

15 Geology and soils, if there's any unstable
16 soils, that those are all be mitigated prior to
17 construction of the new library.

18 Going on, there's greenhouse gas emissions,
19 construction period impacts where they do the greenhouse
20 gas emissions, again, reducing the noise, the dust
21 associated with construction. We'd certainly address
22 those.

23 Hazards and hazardous materials, because of
24 the potential exposure to hazardous building materials,
25 but because due to the demolition of the main house,

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1 which is an older house and may contain some potentially
2 asbestos materials, so there just needs to be some care
3 taken in regards to demolition.

4 Hydrology and water quality period, impacts to
5 runoff during construction, and then operation period
6 impacts to water quality in regards to the use of
7 pesticides or other kinds of herbicides that might be
8 used in terms of the landscaping in the area.

9 And there are standard programs and policies
10 that need to be put into place to ensure that the water
11 coming -- the storm water coming off of the site is
12 cleaned up.

13 Noise. Construction period temporary noise
14 impacts and possibly groundwater vibration impacts, and
15 there are certain mitigation in regards to the hours that
16 construction can go on since the receptors are less
17 affected by the noise associated with construction.

18 So we did identify two significant but
19 mitigable impacts having to do with the transportation,
20 circulation and parking section, and one of those, the
21 first has to do with a delay for critical movement at the
22 Middlefield Road/Watkins Avenue intersection, and in that
23 case, any delay that is more than .8 seconds is the
24 threshold over which it would be a significant impact.

25 So, in fact, we do have one delay from that

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1 intersection would have delays associated with project-
2 related traffic, which would be over .8 seconds in the AM
3 peak hour and also in the PM peak hour.

4 So we had a significant impact, and what
5 the -- what the mitigation for that is to put in a
6 traffic signal at that intersection, and that's going to
7 happen.

8 So with the traffic signal then, while it is
9 currently level of service F, which is the absolute
10 worst, it will be then level of service A with the
11 addition of library traffic at Middlefield Road and
12 Watkins Avenue.

13 AUDIENCE PARTICIPANT: Could you repeat that
14 or clarify that?

15 MS. MALAMUT: Sure. So the Middlefield
16 Road/Watkins Avenue intersection has a number of -- I
17 want to call them legs, but turning movements, critical
18 movements that people make in terms of right hand, left
19 hand, et cetera, different turns that they're making on
20 and off those streets, and the level of significance
21 threshold in the city, the Town of Atherton is that if a
22 project includes trips that would increase one of those
23 intersection movements beyond a .8 second delay is
24 considered a significant impact.

25 So in the -- I have it. In the eastbound

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1 lane, there is -- the project -- the project-related
2 trips would create a ten second delay in the AM peak hour
3 and at the same turning movement a 32.8 second delay in
4 the PM peak hour.

5 So the -- what the mitigation is to improve
6 the level of service from level of service F, even
7 without the project.

8 AUDIENCE PARTICIPANT: Currently it's an F.

9 MS. MALAMUT: We can certainly look that up
10 in terms of the Draft EIR.

11 So currently it's an F. So the way to address
12 the traffic that is currently there and what the project
13 effects would be is to -- is to provide a signal at that
14 particular intersection, and that's what the town thinks
15 that they're going to do.

16 AUDIENCE PARTICIPANT: And what would the --

17 CHAIRPERSON CHRISTENSEN: Let the --

18 AUDIENCE PARTICIPANT: I was going to ask the
19 level of service.

20 CHAIRPERSON CHRISTENSEN: I understand, but
21 why don't you wait for her --

22 AUDIENCE PARTICIPANT: Sorry.

23 CHAIRPERSON CHRISTENSEN: -- to finish and
24 we'll open it up to questions from both the Commissioners
25 as well as the public.

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1 MS. MALAMUT: Okay. So with that signal, it
2 would be a level of service A in the AM and PM peak hour.

3 The second significant mitigable impact is in
4 regards to parking demands in conjunction with the use of
5 existing facilities for large events, which would be --
6 primarily could exceed available capacity of the parking
7 supply within the park, and the -- the mitigation measure
8 essentially was to require coordination of events
9 occurring at the park.

10 We did an analysis of weekday peak demand at
11 the park for parking as well as weekend -- Saturday
12 analysis essentially at the park.

13 So all of that is in the Draft EIR, and the
14 mitigation measure essentially to require coordination of
15 larger events over a particular number of people to
16 ensure that all of the users at the park on any
17 particular day, there would be sufficient parking, and
18 then the -- to limit, if necessary, the number of persons
19 who can attend an event on any given day at the pavilion
20 and/or to have the event coordinator essentially submit a
21 trip reduction plan or parking reduction plan that the
22 event would then have to comply with.

23 So we did identify one significant and
24 unavoidable impact in regards to transportation and
25 circulation, and this was that the project would cause an

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1 increase in delay for critical movement at the El Camino
2 Real and Watkins Avenue intersection by more than eight
3 seconds, .8 seconds under the existing plus project and
4 cumulative plus project conditions.

5 So existing plus projects are conditions that
6 are occurring today, and future cumulative plus projects
7 are the conditions that would be occurring in the future
8 when the project is built and it's operating.

9 So we looked into the future and made
10 projections in terms of what we would see happening then.

11 So we determined through the analysis that we
12 could mitigate this particular impact with installation
13 of a right turn lane at the westbound approach on Watkins
14 Avenue, and that would improve this intersection
15 operation to pre-project conditions, meaning with no
16 additional traffic associated with the project or in a
17 level of service that it is currently.

18 However, we also determined that installation
19 of this improvement may not be feasible or desirable due
20 to secondary effects to residential uses and heritage --
21 heritage trees, which are within that particular existing
22 right-of-way associated with the roadway.

23 So we determined that even with the mitigation
24 measures identified in the Draft EIR, that these impacts
25 may not be reduced to less than significant levels, and

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1 therefore it was considered significant and unavoidable
2 impact.

3 CEQA guidelines require the analysis of a
4 range of reasonable alternatives to the project or to the
5 location of the project that would feasibly attain most
6 of the project-based objectives and avoid or
7 substantially lessen any of the significant effects of
8 the project.

9 So the range of alternatives required in an
10 EIR is governed by a rule of reason that requires the EIR
11 to set forth only those alternatives necessary to permit
12 a reasoned choice essentially by the City Council in
13 their determination and deliberation in regards to
14 certification of the EIR and approval of the project.

15 And CEQA states that an EIR should not
16 consider alternatives whose effects could not be
17 ascertained and whose implementation is remote and
18 speculative.

19 So therefore we're just looking at the
20 alternatives that we evaluated in the Draft EIR are those
21 that -- that essentially the town has some control over.

22 AUDIENCE PARTICIPANT: Could you repeat that
23 last phrase that ended with remote and speculative? I
24 didn't hear it.

25 MS. MALAMUT: So CEQA states that an EIR

1 should not consider an alternative whose effect cannot be
2 ascertained and whose implementation is remote and
3 speculative.

4 So you could speculate -- a lot of times this
5 comes up in -- well, we have a number of -- as I go on,
6 I'll talk about, in fact, alternatives that we identified
7 but did not further evaluate because there -- the effect
8 is in fact speculative because there's no -- the town has
9 no control over those particular sites or locations.

10 So the Draft EIR contained an extensive
11 analysis of project alternatives and the slide summarizes
12 the five alternatives that were identified in the
13 alternative chapter of the Draft EIR.

14 So we're required by CEQA to look at the no
15 project alternative, which is that the existing
16 conditions to continue just as they are. The current
17 library building would stay the same and that a new
18 library would not be constructed in Holbrook Palmer Park.

19 The second one was that a reduced library in
20 Holbrook Palmer Park, a one story 10,000 square foot
21 library at the location where it is now.

22 The third is that the site in Holbrook Palmer
23 Park would be the location for the 13,500 square foot
24 library, which would also require the demolition of the
25 main house.

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1 The existing library site which includes the
2 existing library next door to us would be demolished and
3 that a two-story, 13,500 square foot library would be
4 constructed at that location, and then the Town Center
5 site alternative assumes a two-story, 13,500 square foot
6 library would be developed within the redeveloped Town
7 Center.

8 CEQA requires that they identify what the
9 environmentally superior alternative is if it's not
10 the -- and it can't be the proposed project alternative,
11 and in this case, after looking over all the
12 alternatives, the Holbrook Palmer Park reduced library
13 site alternative was considered the environmentally
14 superior alternative.

15 So we did look at and consider a number of
16 alternatives that were identified or had been brought up
17 as far as scoping or in coordination with the town came
18 up with, and then we identified and described them in the
19 alternative chapter, but then we rejected them from
20 further in-depth analysis as they did not meet the basic
21 project objectives or they created new significant
22 adverse impacts that the project would not or were so
23 substantially similar to alternatives that were already
24 being studied in-depth that the analysis of them did not
25 warrant it.

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1 So these were renovation and are reuse of the
2 existing library, reduced library size less than 8,000
3 square feet, other locations within Holbrook Palmer Park,
4 other locations within the Town Center/existing library
5 site, and other offsite locations.

6 So the next step -- and I can show those
7 questions about -- about the alternatives.

8 The next step in the CEQA process will be to
9 collect all the comments and to prepare the written
10 responses to the comments, create the response to comment
11 document which we estimate will be available this summer.

12 Then we -- if we decide that the Planning
13 Commission then will be hearing and recommending to the
14 City Council in regards to the Final EIR and then go to
15 the City Council to consider certification of the Final
16 EIR, and then consideration of the project by the
17 Planning Commission, Parks and Recreation Commission and
18 the City Council.

19 So with that, that ends my presentation, and
20 so again, we're here tonight just to hear your comments
21 on the Draft EIR and answer particular questions if you
22 have them, and I'll return it back to the chair.

23 CHAIRPERSON CHRISTENSEN: All right. I think
24 at this time if you have any questions on the report
25 or -- you should ask them.

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1 Are there any questions?

2 AUDIENCE PARTICIPANT: Should I go to the
3 podium or may I ask it here?

4 CHAIRPERSON CHRISTENSEN: I think you have to
5 go to the podium. I'm sorry.

6 AUDIENCE PARTICIPANT: I just want -- I'm
7 kind of filling up on the parts that I was asking about.

8 MS. COSTA SANDERS: If I could just
9 interrupt. If everybody can give their name and street.

10 AUDIENCE PARTICIPANT: The -- the mitigation
11 for the traffic at Watkins and Middlefield is -- is
12 suggesting a traffic light; is that correct?

13 MS. MALAMUT: Yes.

14 AUDIENCE PARTICIPANT: Okay. Currently the
15 service is at F?

16 MS. MALAMUT: I believe so, yes.

17 AUDIENCE PARTICIPANT: And after the traffic
18 light is installed, it becomes an A?

19 MS. MALAMUT: Yes.

20 AUDIENCE PARTICIPANT: Okay. So we're
21 actually improving the traffic flow by putting in a
22 traffic light more than the traffic is put in from the
23 new library?

24 In other words, the addition of the extra cars
25 from the library is more than being more than offset by

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1 the traffic light; is that correct?

2 MS. MALAMUT: Um --

3 AUDIENCE PARTICIPANT: Let me rephrase it,
4 then.

5 We're at a level F. Without any mitigation,
6 what is the addition of the library traffic due to that
7 intersection?

8 MS. MALAMUT: Well, that is certainly the
9 gist of what's evaluated in the traffic and circulation
10 report.

11 So at this point, I would say that the
12 mitigation measure for reducing the impacts associated
13 with the project is to put in a traffic signal, and that,
14 in fact, would reduce the adverse effects associated with
15 the project to a level of service A.

16 AUDIENCE PARTICIPANT: Great. Thank you very
17 much. It sounds like a nice opportunity to make a left-
18 hand turn.

19 CHAIRPERSON CHRISTENSEN: Are there any
20 questions of staff? Commissioners, do any of you have
21 questions? Phil.

22 COMMISSIONER LIVELY: I guess I had one right
23 at the end.

24 On the other alternatives considered -- can
25 you go back to that slide? No, not that one. That one.

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1 Who are the people that you talked to in order to get
2 some of the answers that these should be projected? How
3 did you get the information to make that decision?

4 MS. MALAMUT: We -- well, we started by
5 collecting, of course, all of the suggestions that we
6 heard as far as the scoping and also working with the
7 city staff, the town staff, sorry, to come up with the
8 most exhaustive list that we possibly could.

9 And then we evaluated each of those sites by
10 talking to, for example, Flood Park or these other
11 locations that are in the other jurisdictions in terms of
12 the information that we could ascertain from talking to
13 our planners and those other communities or looking at
14 their websites, we needed to find those Zoning and
15 General Plan designations that they had in those
16 locations.

17 In regards to Holbrook Palmer Park, we had the
18 plan and we, you know, had evaluated that site in
19 particular.

20 COMMISSIONER LIVELY: For example, the
21 renovation reuse of existing library, where did you go to
22 look for that information?

23 MS. MALAMUT: Well, there was a number of
24 technical studies that were done prior to us becoming the
25 environmental consultant that were done by the town and

1
cont.

2

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1 also by the Library Committee in regards to the -- the
2 existing buildings in terms of its historical --
3 historical resources as well as the issues with the
4 issue.

5 So we took the information that was existing
6 about the technical reports that had been prepared on
7 that existing building and then we also did further
8 evaluation in regards to the historical resource
9 component.

10 COMMISSIONER LIVELY: Are you saying that
11 there is a historic resource?

12 MS. MALAMUT: Yes, because by virtue of the
13 fact that the town had deemed it to be one. But there is
14 a historic resources chapter in the Draft EIR and that
15 goes into quite a bit of depth in regards to what the
16 significant specials are in regards to CEQA versus
17 historic resource, and if it's essentially on the list
18 that the local jurisdiction has and are what are deemed
19 to be historic resources, they're automatically
20 identified.

21 MR. CONNERS: Or eligible to be.

22 CHAIRPERSON CHRISTENSEN: Yeah. I'm sorry.
23 I'll give you a chance in a moment, but I want the
24 Commission itself to ask questions at this point.

25 Kristi.

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1 COMMISSIONER WALDRON: I have some questions
2 about the traffic in general. So my understanding from
3 the EIR that you say all five options given, right, no
4 library and one in the park and one, rebuilding the
5 existing location are kind of equally.

6 Is that my understanding or is there a
7 preference for the library in the park site?

8 MS. MALAMUT: Well --

9 COMMISSIONER WALDRON: Here's my question
10 with traffic. Traffic impacts for an option not in the
11 park would mainly affect Fair Oaks and Middlefield and
12 that intersection was not looked at and also Ashfield
13 Road and El Camino for any site other than in a park, an
14 increased library usage would seem to impact those
15 intersections and they were not looked at in the EIR.

16 MS. MALAMUT: We deemed if it were at the --
17 if it was at the existing location or if it was in the
18 Town Center?

19 COMMISSIONER WALDRON: If it's in the Town
20 Center or existing location and all the traffic wouldn't
21 come from Watkins. It would come from El Camino and
22 essentially from Ashfield.

23 I'm curious to see if they come from
24 intersections and the additional traffic would impact
25 those.

4

5

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1 MS. MALAMUT: We did -- yeah. We did not
2 look at those. We identified the intersection in
3 coordination with the town in terms of which ones to do,
4 and we essentially did a screening analysis, and those
5 are the ones -- the ones that are in our study
6 intersections are the ones that were determined to be the
7 most affected in terms of the level of service.

8 But it's certainly a good comment.

9 COMMISSIONER WALDRON: It would seem to me
10 the existing location and the Town Center location could
11 be impacted.

12 MS. MALAMUT: I can certainly look into that.

13 COMMISSIONER WALDRON: My other comment, at
14 Watkins and El Camino, I know you looked at the
15 possibility of a right turn lane being added, but what
16 about a right turn only situation?

17 It's a dangerous intersection without anything
18 going on. I would never make a left turn there today,
19 but what would be the impact of a right turn only at
20 Watkins?

21 MS. MALAMUT: Mm-hmm.

22 COMMISSIONER WALDRON: I think those are my
23 only comments for now.

24 CHAIRPERSON CHRISTENSEN: William, some of
25 these might sound like trivia, but they are questions for

6

7

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1 clarification.

2 MS. MALAMUT: Mm-hmm.

3 COMMISSIONER GRINDLEY: Bear with me. If you
4 look at page 124, you will not find any space allocated
5 to Atherton Civic League and/or Holbrook Palmer
6 Foundation in page -- on that table on page 40, but yet
7 on page 124, you talk about space being devoted to --
8 there's a disconnect between those two pages.

9 MS. MALAMUT: Okay.

10 COMMISSIONER GRINDLEY: Following page 41,
11 under tree landscaping, it says approximately 37 trees.
12 I can only count 21. Thank you. I would like to see
13 where the 37 are.

14 This is going to be tedious. Page 69.
15 It talks about -- actually 70 where it says, quote: "The
16 new building would be a similar height to the existing
17 water tower structure."

18 I'm trying to figure out when I go back to
19 page 69, is that kind of a ground zero at the level of
20 the park itself or is it is the building level where the
21 building starts up on the mound, what's called the main
22 house? Where does that start? Where are you measuring
23 zero from?

24 I think that just needs clarification, because
25 you equate it to the height of the water tower.

8

9

10

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1 MS. MALAMUT: On figure 3.5, there is some
2 post project mapping which shows that it's ground level
3 that we're measuring.

4 COMMISSIONER GRINDLEY: Ground level being
5 the normal ground level, not the starting at the height
6 of the mound at which the main house is built.

7 CHAIRPERSON CHRISTENSEN: May I interject
8 myself for you?

9 COMMISSIONER GRINDLEY: Two times.

10 CHAIRPERSON CHRISTENSEN: The purpose of this
11 is to clarify the staff report. I think we will have a
12 section -- after the audience gets through with their
13 comments, we'll make our comments, and your comments are
14 well taken, but I think --

15 COMMISSIONER GRINDLEY: All right. You --
16 you may be correct in that it's speculation, and allow me
17 to get away from the mic, and it may be a good idea.

18 This is -- what is that road? Not Willow.

19 MR. CONNERS: Marsh.

20 COMMISSIONER GRINDLEY: This is Marsh Road,
21 right? You're talking about there's a light here
22 already. You're talking about putting a light here,
23 which I would say is certainly under 300 feet from the
24 Marsh Road/Middlefield intersection.

25 That if you try to turn left and meet another

11

12

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1 light, both of which happen to be red at the time, I
2 speculate that that's going to cause a lot of people to
3 try to sneak across and block that Middlefield/Marsh Road
4 intersection, creating a traffic difficulty there.

5 So please address that at sometime, because
6 that may be speculation, but it's pretty damn good
7 speculation.

8 Thank you.

9 MS. MALAMUT: Mm-hmm.

10 CHAIRPERSON CHRISTENSEN: The questions I
11 have would be in regard to the construction process. I
12 assume that heritage trees would be -- that they're to be
13 removed. They'd be under the town ordinance.

14 MS. COSTA SANDERS: That's correct. It would
15 be.

16 CHAIRPERSON CHRISTENSEN: And the
17 construction hours and so forth would have to at least
18 meet the --

19 MS. COSTA SANDERS: The standards in the
20 municipal code.

21 CHAIRPERSON CHRISTENSEN: There's no special
22 case.

23 COMMISSIONER GRINDLEY: For clarification on
24 that, you talk about 8:00 to 5:00? Is that the
25 correct -- for building construction hours, 8:00 to 5:00?

12
cont.

13

14

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1 MS. COSTA SANDERS: I don't know.

2 COMMISSIONER GRINDLEY: I thought it was
3 8:30.

4 CHAIRPERSON CHRISTENSEN: It's 8:00 to 5:00.

5 Do we -- I think you mentioned that the
6 present library is a historical resource.

7 Do we -- by what document? And if there is
8 such a document or action, may we have a copy of it?

9 MS. MALAMUT: So let's see. We can
10 certainly -- well, there's -- so in the Historical
11 Resources section in C, there's the Atherton -- Town of
12 Atherton historical artifact inventory, which is one of
13 the documents that we relied on.

14 There's also --

15 COMMISSIONER GRINDLEY: An artifact is not a
16 building. Let's be very clear about that or vice versa.

17 MR. CONNERS: Mr. Chair, to be even more
18 clear, the purpose of this meeting is not to answer all
19 of the comments that are presented. The purpose is to
20 gather all the comments, go back to the experts and they
21 will come back to responses.

22 So the answer -- I think Mr. Grindley was
23 actually correct saying, "Can I get than answer to this?"
24 That's what's going to come back to us.

25 So the purpose is not for the environmental

15

16

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1 consultants to answer every question tonight.

2 If they don't answer, that's great, but it may
3 be that those will come back to you in the responses. In
4 fact, that's the normal way.

5 CHAIRPERSON CHRISTENSEN: That -- that I
6 agree with what you say as the Town counsel, but I think
7 when a statement is made in the report and you ask for
8 the backup on that, I think that's appropriate to
9 consider the request if it cannot be produced at this
10 meeting.

11 And then I think it should be mentioned in
12 your report or copies should be given to the requester at
13 a later date.

14 MS. MALAMUT: We certainly didn't bring
15 copies of all of the documents tonight.

16 CHAIRPERSON CHRISTENSEN: I understand, and
17 that's --

18 MS. MALAMUT: Certainly.

19 CHAIRPERSON CHRISTENSEN: You mentioned in
20 your verbal report, it was a historic resource.

21 MS. MALAMUT: And the analysis.

22 CHAIRPERSON CHRISTENSEN: I'm questioning the
23 source of your statement.

24 Did you -- I want to go back to the audience
25 again.

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1 Do you wish to make other questions of the
2 staff report? Not commentary.

3 AUDIENCE PARTICIPANT: Okay. Commentary.

4 CHAIRPERSON CHRISTENSEN: Questions, clarify
5 it, and then we'll go to comments are made.

6 AUDIENCE PARTICIPANT: Yes. My name --

7 CHAIRPERSON CHRISTENSEN: Correction and so
8 forth on the report.

9 AUDIENCE PARTICIPANT: My name is Ann
10 McNerney and I live on Watkins, and I wanted to know if
11 the -- first of all how was LSA chosen? Are you related
12 to the architectural firm that prepared the March 28th
13 report on the park?

14 MS. COSTA SANDERS: I can answer that if the
15 chair would like a response at this time.

16 CHAIRPERSON CHRISTENSEN: I think that's a
17 fair question.

18 MS. COSTA SANDERS: The town sent out a
19 request -- the town sent out a request for proposal to
20 numerous firms that specialize in environmental review.

21 We received proposals. Staff evaluated those
22 proposals, conducted interviews and chose the firm of
23 LSA.

24 They have no relation that I'm aware of --
25 because they were required to submit a conflict of

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1 interest statement. They have no relation to group four
2 architects or any other architectural firm or my firm or
3 the City Attorney's firm.

4 AUDIENCE PARTICIPANT: Thank you. That's
5 comforting.

6 And also when you were mentioning in your
7 report the consideration of alternatives, did you
8 consider the park policy, the essential park policy of
9 renting meadows out or allowing families to use a certain
10 portion of the park to have parties?

11 This is in addition to what the income stream
12 comes from renting out the pavilion facilities. This is
13 part of the sort of park program that if you want to have
14 a family gathering, there's an area that's usually next
15 to the playground where a lot -- there's a lot of
16 birthday parties and there's also lot of local residents'
17 parties on the green, and I believe it's part of the park
18 policy that will continue.

19 So that is going to bring visitors and demand
20 for parking in the park, and I just wanted to know if you
21 considered that in your report.

22 CHAIRPERSON CHRISTENSEN: Go ahead. I think
23 if you can answer, fine. If not --

24 MS. MALAMUT: We certainly worked very, very
25 closely and in coordination with town staff as well as

1 everybody at the park and did a careful review of the
2 park policies in regards to the General Plan as well as
3 the Park Master Plan.

4 And so we took all of that into consideration
5 in terms of the ongoing ways that the park is currently
6 used and what's allowed in terms of renting and rentals
7 and all of the situations that could occur under that.

8 AUDIENCE PARTICIPANT: So on page 40 and page
9 124, page -- somewhere, the public usage of the park and
10 parking spaces required for that is mentioned?

11 MS. MALAMUT: The way we did the -- I mean,
12 it goes into -- it goes into great depth with regards to
13 how we did the parking study and how parking -- parking
14 spaces were allocated, but I -- I happen to know that
15 there -- there was a general use category in terms of the
16 park, but in terms of how big those birthday parties are.

17 If it's a use that the city -- if it's a use
18 that the town does, in fact, rent out, then we had
19 information on it in regards to how big or how many
20 people or how many parking spaces you might have and we
21 incorporated all of that information.

22 AUDIENCE PARTICIPANT: Yeah. I guess that --
23 that usage would be hard to predict because it sort of
24 goes through people who are reserving, you know, for
25 their kids's birthday parties. It's pretty frequent.

19

20

1 Pretty smart people take advantage of our nice quiet and
2 sane park.

3 Then you also sort of mentioned that you
4 mailed the report to Atherton residents, and in your
5 report, you said you mailed a copy of the report, and I
6 didn't see a copy of the report in the post office on the
7 desk there.

8 Maybe I should have gone to the planning
9 meeting, but I found accessing the report kind of
10 difficult.

11 How -- how did you do that?

12 CHAIRPERSON CHRISTENSEN: I think these are
13 questions that belong properly in the commentary.

14 AUDIENCE PARTICIPANT: I'm sorry. Then I'll
15 reserve them.

16 CHAIRPERSON CHRISTENSEN: So I don't want to
17 stop --

18 AUDIENCE PARTICIPANT: All right. Thank you.

19 CHAIRPERSON CHRISTENSEN: -- if there's
20 something.

21 MS. MALAMUT: I could quickly answer. The
22 report itself was not mailed, but the notice of
23 preparation, the notice that a Draft EIR had been
24 prepared was mailed by the town.

25 CHAIRPERSON CHRISTENSEN: William, you have a

20
cont.

21

1 question.

2 COMMISSIONER GRINDLEY: Just a quick note in
3 terms of process. There was a very clear -- I don't know
4 what the right word. Somebody correct me. A very clear
5 deed of transfer with restrictions on it from the owners
6 to the Town of Atherton which -- which I suspect you
7 inspected, but I just -- you didn't mention it, so I
8 assume that you have cleared all the legal hurdles that
9 that might cause.

10 MR. CONNERS: Yes, I have.

11 COMMISSIONER GRINDLEY: Thank you very much.

12 CHAIRPERSON CHRISTENSEN: Thank you.

13 Do you have a written statement on that?

14 MR. CONNERS: At least two, I believe.

15 CHAIRPERSON CHRISTENSEN: Okay. May the
16 Commission have copies of your --

17 MR. CONNERS: Sure. I don't have a problem
18 with that. That is certainly a tangential question.
19 It's not an environmental --

20 CHAIRPERSON CHRISTENSEN: I understand it's
21 not environmental. But in any case, heirs who have --
22 whose parents and grandparents have contributed money and
23 so forth to various non-profits and educational
24 institutions.

25 MR. CONNERS: A really short explanation is

1 that any recreational use is allowed pursuant to the
2 deed, and there's case law that says a recreational use
3 includes the library, a museum and a whole bunch of other
4 things you wouldn't believe.

5 COMMISSIONER WALDRON: That was previously
6 submitted to the Planning Commission.

7 CHAIRPERSON CHRISTENSEN: Perhaps I missed
8 it.

9 At any rate, then I would take it almost that
10 there's no need to modify the General Plan or the -- any
11 Zoning Ordinance for the library.

12 MR. CONNERS: The General Plan and Zoning
13 Ordinance are separate. Those are things that we, the
14 town has created as matters of law.

15 The inheritance of the property, the question
16 of whether or not the use is permitted -- in fact, the
17 only uses permitted pursuant to the dedication is for
18 recreational uses.

19 There's some question -- in fact, there's a
20 probability that that's no longer an enforceable
21 condition because of passage of time, but that doesn't
22 matter, because in this case, it certainly is appropriate
23 that a library be considered as a recreational zoning.

24 CHAIRPERSON CHRISTENSEN: I think we'll await
25 your papers on the subject.

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1 Are there -- I think we --

2 AUDIENCE PARTICIPANT: Can I ask a question?

3 CHAIRPERSON CHRISTENSEN: Yes, you may.

4 AUDIENCE PARTICIPANT: Thank you.

5 My name is Carl Pereira. 809 El Camino Real,
6 and what I was wondering in the report, you mentioned
7 traffic, and I wonder if there was any consideration
8 given to the fact that now people are going to be walking
9 down Watkins from El Camino area towards the -- crossing
10 El Camino and walking down Watkins, because there's the
11 main street there, towards El Camino -- from El Camino
12 Real towards the new library and park.

13 I was wondering if any consideration was given
14 to the impact on pedestrians in the area with limited
15 width and no sidewalks.

16 Is that something that they require in the
17 EIR? I don't know.

18 CHAIRPERSON CHRISTENSEN: I -- I guess this
19 is the problem with what we're doing tonight. I think
20 that would fall more in the comment section --

21 AUDIENCE PARTICIPANT: Okay.

22 CHAIRPERSON CHRISTENSEN: -- if you don't
23 mind.

24 AUDIENCE PARTICIPANT: Not at all.

25 CHAIRPERSON CHRISTENSEN: Rather the purpose

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 of the questions at this time is really to try to ask
2 staff and the EIR authors --

3 AUDIENCE PARTICIPANT: Okay.

4 CHAIRPERSON CHRISTENSEN: -- things about
5 that.

6 AUDIENCE PARTICIPANT: It's a part of
7 traffic.

8 CHAIRPERSON CHRISTENSEN: If you want to
9 reserve your comment --

10 AUDIENCE PARTICIPANT: I'll reserve my
11 comment.

12 CHAIRPERSON CHRISTENSEN: -- and ask for
13 further clarification.

14 Seeing that there's no more questions, since
15 I've cut them off, we'll go to the members of the
16 citizenry outside, out in front here and we'll start the
17 process of comments.

18 Remember, the comments are not whether you're
19 for the library in the park or against it. The comments
20 are slated at the report, and you'll receive an answer by
21 the authors in due time.

22 So I would ask you to limit your comments
23 to -- to four minutes. I will also ask the Commissioners
24 if they have any questions of the individual who is
25 making the comments.

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1 So who is going to be number one? Fine.

2 AUDIENCE PARTICIPANT: My name is Earl
3 Neilsen. I live on Burns Avenue, and this is meant as
4 information for the EIR.

5 Recently we've noticed that the building, the
6 medical building up on the corner of Watkins and El
7 Camino has not received its attention.

8 It's over 11,000 square feet. It's also the
9 other address they have for Menlo Park since it is in
10 Menlo Park is 1906 El Camino Real.

11 It's designed and built to be a medical
12 building. Unfortunately, it was never completely
13 developed or occupied.

14 So it was completed in 2009, but now we have
15 new owners, and they are in the throes of getting all the
16 permits. They have people there today. So we have the
17 beginning of an input into our traffic.

18 This is the building for people who've never
19 seen it. It's a beautiful building. Here's the other
20 exit where the car is. There are only two access units
21 to that. One is on El Camino going north, one entrance
22 there, access.

23 The other access happens to be on Watkins and
24 entrance. 85 feet from El Camino, right across from the
25 proposed right turn lane.

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1 And what do these two entrances show when you
2 get inside? Here is completely marked eighty -- pardon
3 me. 48 parking places. 48 for this building.

4 With a medical building with cars coming and
5 going -- if you've been to the Palo Alto Medical Clinic,
6 there are cars coming and going at all times.

7 This -- these cars would come out on Watkins
8 or come out on El Camino.

9 In addition to that, we have samTrans three
10 times in an hour stopping right out in front providing
11 more traffic.

12 So that's the complete thing, and I hope that
13 it gives the EIR people something to look at.

14 I think perhaps the reason they didn't do more
15 was they didn't know that the ownership had changed.

16 Thank you.

17 CHAIRPERSON CHRISTENSEN: Do you have any
18 other questions of this speaker?

19 COMMISSIONER GRINDLEY: No.

20 CHAIRPERSON CHRISTENSEN: Next, please.

21 MR. CONNERS: Mr. Chair, because the last
22 speaker referred to photos and held them up, we need
23 those because they now become part of the record.

24 And the EIR consultant will need them so they
25 can go back and make reference to them.

25
cont.

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1 AUDIENCE PARTICIPANT: Fine.

2 CHAIRPERSON CHRISTENSEN: I trust you have
3 copies.

4 AUDIENCE PARTICIPANT: Thank you for asking.

5 CHAIRPERSON CHRISTENSEN: Yes.

6 AUDIENCE PARTICIPANT: So anyway, Carl
7 Pereira, 809 El Camino again.

8 So my concern is not so much with the
9 environment, so you can tell me take that I'm speaking
10 out of line here, but for the people that are going to be
11 using this and the trouble that we've had at that corner,
12 and I'm in agreement with Kristin on this -- Kristi,
13 excuse me, on this as far as putting the right turn lane
14 in then creates a left turn problem, and I've seen people
15 die out there at that intersection.

16 We're going to have tons of increased traffic
17 as Earl said with the medical center and people going to
18 the library, and the main point I want to make is that I
19 came back from a trip out of town and I found somebody's
20 spare tire in my driveway.

21 Now I'm at least a hundred feet away from that
22 intersection. They got hit so hard, traffic goes so fast
23 down El Camino, I complained. There's nothing you can
24 do, because CHP can't be out there, and the police can't
25 be out there all the time, and there's always somebody

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1 getting hit, and I don't know if that's part of an
2 environmental report or not, but it's -- it's definitely
3 a hazardous area.

4 And I use the library here and I never -- I
5 never walk down Watkins because it's just another fast,
6 heavily traveled area. I always come down to Walnut and
7 walk down there. That is -- calmer street.

8 So I think you're going to be endangering a
9 lot of people.

10 CHAIRPERSON CHRISTENSEN: I think that I may
11 summarize what you say. You're asking the -- that the
12 effects of the new office building as well as the train
13 passing through be considered in the traffic study of the
14 intersection of Watkins.

15 AUDIENCE PARTICIPANT: Correct. Without a
16 light there, I think you're asking for a lot of trouble.

17 CHAIRPERSON CHRISTENSEN: All right.

18 AUDIENCE PARTICIPANT: Thank you very much.

19 CHAIRPERSON CHRISTENSEN: Any questions?

20 Next.

21 AUDIENCE PARTICIPANT: My name is Ann
22 McNerney and I live on Watkins Avenue, and the -- at the
23 Menlo Park Planning Commission when they were first
24 planning the medical building suggested an ingress and
25 egress to the medical building be on El Camino, and they

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cont.

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1 said -- they were only having an ingress there, and the
2 ingress and egress is on to Watkins.

3 There is -- there was a reason because of the
4 bus there that they needed to minimize traffic for the
5 bus stop that's there.

6 I know that the maintenance of the fence in
7 front of our house where the proposed lane was was
8 maintained by Atherton Public Works, and I know Sandy
9 lives on Watkins across the street and that's Menlo Park
10 and then they had it changed to Atherton for over twenty
11 years, so I think Sandy could do that, too.

12 So I don't think it was any surprise, and that
13 fence was built to be in line with the other fences to
14 make the neighborhood have a consistent quality, and
15 there's several trees that are over seventy feet, at
16 least I think one heritage tree, but I'm not sure, and
17 some brick walls that thin quite away out.

18 I think Atherton can go with that plan for a
19 long time, and Carl has lived around the corner on El
20 Camino since 1976. That fence has been there since 1976.

21 So putting a right turn in the -- an expanded
22 right turn lane is a real change from, you know, the
23 town's stated intentions for the neighborhood and will
24 really devalue the neighborhood.

25 I sent two e-mails to Miss Sanders which I

**29
cont.**

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1 would like to be -- which I think I guess are part of the
2 official comment already about, but I can tell you that
3 the people that live in 22. There's a lovely couple,
4 Diane and David Boeringer.

5 Were on a first name basis with the police,
6 because when that left hand turn lane was -- the
7 restaurant was there, there were accidents, sometimes two
8 or three a month.

9 So they -- they had -- one brought the
10 Willows, one brought the 911, would call. They knew
11 them, and if we put in a right turn lane, besides from
12 devaluing the property and also changing the nature of
13 the neighborhood and boxing in the people, people who
14 know the area use Watkins as a cut-through to get to
15 Menlo Park, and it's -- it's enough of a raceway now.

16 There's not -- you know, there needs to be
17 more space just for the safety of the people who are in
18 that -- on that block.

19 So I just wanted to say I really object to the
20 right turn lane and I object to the process of the -- the
21 building in the park as being presented as a fait
22 accompli.

23 At the last Town Council meeting, a
24 wonderfully creative idea about cooperating with Menlo
25 College came about, and then the alternative, Mr.

**30
cont.**

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1 Rigman's report, which wasn't mentioned, reducing it to
2 10,000 and was more factual and using the existing site,
3 you know, was quite developed, and I would hope that the
4 LSA people would not so quickly decide that the park is
5 the best, because there's a lot of alternatives, like the
6 lady who mentioned Flood Park that I just don't think
7 have been adequately considered by this report.

8 Thank you.

9 CHAIRPERSON CHRISTENSEN: Any questions?

10 Next.

11 Don't tell me with all of you out there, you
12 don't have a comment or asking for expansion of
13 clarification of the EIR.

14 AUDIENCE PARTICIPANT: I have one, one quick
15 question. Charles Marsala, 33 Emily. The question is
16 the existing uses in the main house, where -- will that
17 require another building in the park to relocate those?
18 How are those addressed as far as the storage, the park
19 shop that's in the basement and the other offices that
20 are there?

21 MS. MALAMUT: Well, the Draft EIR certainly
22 does include a discussion of that. Theresa's looking it
23 up right now, but we do consider all of the uses that are
24 there and we work with the town in terms of what other
25 locations are available, and it's on page 42.

32
cont.

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1 AUDIENCE PARTICIPANT: You won't need to
2 build a building to replace those, and it explains where
3 those things go.

4 MS. MALAMUT: Yeah.

5 AUDIENCE PARTICIPANT: Thanks.

6 CHAIRPERSON CHRISTENSEN: Any questions?

7 All right. Any others who would like to
8 comment on the EIR?

9 If not, I'll close the public end of the
10 meeting and we'll go to the Commissioners. I'll start
11 off on my left, then, with you, William. You can make
12 your comments.

13 COMMISSIONER GRINDLEY: Did you capture those
14 two prior comments I had about the disconnect between the
15 table on page 40 and the statements -- the other one
16 about where ground zero was?

17 MS. MALAMUT: Yes.

18 COMMISSIONER GRINDLEY: The third one I would
19 very much like to see clarification of library visits per
20 year.

21 It talks about the number of residents in
22 Atherton. It talks about visits, but it doesn't give me
23 a clue as to how many visits per year there are.

24 Sorry. Bear with me, please.

25 I would also like -- and I'm unable to

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1 determine by looking at the large scale of the overhead
2 plans for the park whether the fountain near the main
3 house and where the Diana with the hound statue are to be
4 moved, and if the answer is no, then I'll accept that
5 right now, but we do have a town artifacts ordinance
6 which says you can't move an artifact under certain
7 conditions, and if you would just please comment on that
8 and make an official legal determination. It's not in
9 the report.

10 MS. MALAMUT: I don't have a legal
11 determination.

12 COMMISSIONER GRINDLEY: Make that for me,
13 please.

14 MS. WALLACE: No. They would not be removed.
15 That is discussed in the historic portion.

16 COMMISSIONER GRINDLEY: I read that and
17 didn't find it, so please make that loud and clear.

18 Figure 5-4, somehow the name of what I know as
19 the Marsh Road exit has been changed the 18th Avenue, and
20 what I know is Middlefield has become Heather Drive, and
21 that's right after page 96. I think that's an inaccurate
22 description of those two. Let's clarify that if it needs
23 clarification.

24 I'm sorry. I'm thumbing through these.

25 That issue about the misconnect between what

36
cont.

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1 gets eliminated is also noted on page 136, page 40 and
2 124 and 136. You can see I've been reading a lot of
3 California high speed rail things recently.

4 I think that's it for me for the moment. I've
5 managed to get through here, and thank you for being
6 comprehensive on what may be a five million dollar
7 contract. You can imagine how incomprehensive a hundred
8 billion dollar contract is.

9 CHAIRPERSON CHRISTENSEN: Okay. Kristi.

10 COMMISSIONER WALDRON: I made my comment
11 previously, sorry, but I do want to say that I think you
12 did prepare an excellent document. I commend you on
13 looking at numbers from Corte Madera and increasing the
14 loads in general in terms of, you know, patrons that
15 would visit and go beyond what the minimum standards were
16 so we can be sure that, you know, comments were addressed
17 and the impacts were thoroughly studied.

18 COMMISSIONER LIVELY: I've got a couple
19 comments. Two of them come in the initial study, page 64
20 on the initial study, I just ask for clarification.

21 This was the footnote comment by Fire Marshal
22 House who says they wouldn't need any more fire engines,
23 but I don't think that was the question. I would like
24 clarification of that.

25 Did he ever look at the potential plan and

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cont.

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1 what would be needed for additional fire service -- fire
2 service as in bigger fire mains, et cetera, for the park
3 because of the size of the library? And I don't think he
4 answered the question properly. I don't think he knew he
5 was being asked.

6 And the second question is one that has to do
7 with the notations from Chief Flint that have to do with
8 footnotes number 63, 67 and 68.

9 Basically he says in his comments that -- if I
10 can find them, that there will be some degradation in
11 services because the park is located farther away. The
12 EDR says there will be no degradation of the police
13 services and I'd like clarification on that, please.

14 I'll have further comments written in due
15 time.

16 CHAIRPERSON CHRISTENSEN: That concludes your
17 comments.

18 COMMISSIONER LIVELY: Yes.

19 CHAIRPERSON CHRISTENSEN: My comments -- and
20 I'll hand them in -- are the following. I'd like a
21 definition or clarification of what the service area with
22 15,000 people, which is twice the population of Atherton,
23 what areas of Menlo Park or the county encompasses, if
24 that can be further described, and theoretically this
25 library is to serve those 15,000, not necessarily

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cont.

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1 citizens of Atherton.

2 I'd like also to know whether the areas
3 outside of Atherton that are in this special district,
4 our service district, are they subject to the library
5 tax?

6 Okay. This is a very small matter, but on
7 page 24, you talk about the existing site being northwest
8 of the project. It is northwest by project north, but by
9 compass north, it's actually west of the project site.

10 On page 27, you talk about the criteria,
11 including accessibility, safe for pedestrians, bicycles
12 and vehicles.

13 Traffic, I think there was one comment from --
14 tonight already on pedestrians on Watkins, but I would
15 like the routes that in general would be -- would be
16 taken by various parts of the Atherton and outside
17 community to get to there.

18 For instance, west Atherton I think would have
19 to go south on El Camino making a left-hand turn on to
20 oncoming traffic at Watkins instead of now crossing El
21 Camino to get on to Fair Oaks at the signal.

22 And also I think depending on where those
23 other areas, those 7,500 plus people in the service area
24 are, what routes are they going to use? I assume has
25 their effect been considered in the study of those

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cont.

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44

1 intersections.

2 I'm -- this is more of a legal question, but
3 the -- there's several approvals here that are necessary
4 under this procedure.

5 As I read the zoning ordinance, the -- it
6 calls for -- let me go to this particular district. It
7 calls for a conditional use if ever the recreational
8 purpose is asked for, and that to me would seem to be a
9 lot simpler than all the amendment of General Plan and so
10 forth. I'd like an answer to that.

11 And then of course I have the feeling of what
12 the legal status is on the dedication of the park to the
13 town, as a recreational park and why this hasn't been
14 followed. I asked for a paper already.

15 I think also under the uses, one speaker, Mr.
16 Marsala pointed out that there are various uses to the
17 main house. Obviously I would think that the pavilion
18 there, that many of these uses could be accommodated in
19 the pavilion.

20 I've asked for the document or action to make
21 the library building a historic resource. I think
22 architecturally, even though it was built in 1929, it is
23 not an outstanding example of this style in California,
24 and certainly in my mind, nothing has occurred to the
25 Wallace.

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cont.

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REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 So I would ask for further expansion of why it
2 is a historical resource.

3 When we talk about the existing library site
4 as an alternate, it results in significant impact at
5 Middlefield and Watkins. I don't understand why.

6 I would think that rather than turning off at
7 Watkins, many people would go on up to Fair Oaks and use
8 that to the existing library. Perhaps that can be
9 expanded on.

10 And also the -- it points out on page 164 that
11 the contribution of the Town Center site adds to average
12 UAs at El Camino and Watkins that would be greater than
13 the second under existing conditions.

14 I don't understand why -- if it's the same
15 location, why it would add to the delay and traffic
16 effect at El Camino and Watkins.

17 Those are my comments. I'll pass them over.

18 COMMISSIONER LIVELY: Excuse me, Mr.
19 Chairman. I forgot the most major thing.

20 I would like to ask the LSA folks to review
21 the intersection between the signal -- proposed signal at
22 Watkins and Middlefield with the signal -- the main
23 signal at Marsh Road and Middlefield and also the one at
24 Encinal.

25 Anyone that travels an Middlefield these days

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cont.**

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REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 in morning or evening knows what problems that are there
2 right now without having another signal that isn't in
3 totally in sync with the other signals. There's
4 potentially a lot of problems there.

5 Secondly, I would like to ask for review of
6 the comments that traffic would be as severe if a Town
7 Center location was chosen even though there's more ways
8 to enter and leave from the Town Center than there is
9 from the site at the park.

10 Thank you.

11 CHAIRPERSON CHRISTENSEN: Any other comments
12 from the Commissioners?

13 If not, it's time for us to take action.
14 Action is not whether you're for the library or against
15 it, but has this hearing provided enough comments so that
16 we feel that we've done our duty in getting comments from
17 the citizenry on this proposal.

18 COMMISSIONER LIVELY: Written comments are
19 still accepted?

20 CHAIRPERSON CHRISTENSEN: Till May 7th.

21 COMMISSIONER GRINDLEY: Do written comments
22 come to us?

23 MR. CONNERS: No.

24 CHAIRPERSON CHRISTENSEN: Written comments do
25 not come to us.

51
cont.

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REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 MS. COSTA SANDERS: Comments are directed to
2 my attention and they can be done by e-mail, mail, drop-
3 off.

4 CHAIRPERSON CHRISTENSEN: But they'll be
5 addressed --

6 COMMISSIONER GRINDLEY: All written comments
7 will be included in the Final Environmental Impact
8 Report.

9 COMMISSIONER LIVELY: I have a question for
10 staff. We have a court reporter here. Even though I've
11 taken reasonable notes, will we be able to get a copy of
12 the transcript within a reasonable time so we'll see it
13 before May 7th.

14 MS. COSTA SANDERS: I don't know if the court
15 reporter can respond.

16 THE REPORTER: Check with the office.

17 MS. COSTA SANDERS: I'll bet back to you.

18 MR. CONNERS: My recent experience is that
19 can be problematic. It's usually about a two-week
20 turnaround.

21 So, I mean, that's kind of on the cusp, and
22 even if they get it to you in two weeks, you may have
23 little time to respond to it.

24 CHAIRPERSON CHRISTENSEN: I think also on the
25 agenda tonight is the request to the Council to put us

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 back into the loop again, and I'll see the answers to
2 those questions at that time.

3 COMMISSIONER GRINDLEY: I'm unclear as to
4 what we're supposed to approve doing our study.

5 CHAIRPERSON CHRISTENSEN: We'll ask the Town
6 counsel.

7 COMMISSIONER GRINDLEY: Counsel, go ahead.

8 MR. CONNERS: I'd defer to Lisa. Usually --
9 usually it's required that you have a public hearing to
10 take comment. Seeing none, you've done your job and
11 close the public hearing and move on to the next item.

12 MS. COSTA SANDERS: The suggested motion is
13 to close the public hearing, request LSA Associates to
14 prepare a response to comments and the Final EIR.

15 AUDIENCE PARTICIPANT: I have one legal
16 question for the attorney.

17 CHAIRPERSON CHRISTENSEN: Yes. Go ahead.

18 AUDIENCE PARTICIPANT: Because it says here
19 how City Council -- when does -- since people have
20 brought up questions to you, then you go back and you
21 modify your report or do you modify your report?

22 MR. CONNERS: Understand the process.
23 Generally speaking, tonight is to take comments. They go
24 back and they have various experts that have worked on
25 this report.

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 They will now be given back the comments that
2 you've made tonight, which is really the reason for the
3 reporter so that we can refer to the reporter, make sure
4 that the comments are accurate.

5 Once they're received, they have to be
6 responded to. Each and every comment will get a
7 response. It may say: "See answer to number four," but
8 everyone of them requires a response.

9 That -- the comments and the responses read
10 together with the Draft EIR constitutes the Final EIR.
11 That will come back. It will be either -- the next item
12 on the agenda is whether or not the Planning Commission
13 will see them again and then recommend them on to the
14 City Council or whether we'll go directly to the City
15 Council and they will determine whether or not the
16 comments, responses and the Draft EIR all read together
17 make an adequate Environmental Impact Report that allows
18 them to make an informed decision on the project
19 ultimately.

20 We may have just taken care of the second
21 item, pretty much.

22 MS. MALAMUT: We may also as response to the
23 comments identify and make corrections to the Draft EIR
24 in terms of changing of -- making sure that there's
25 consistency among tables or --

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 AUDIENCE PARTICIPANT: I'd like to add for
2 you a question to consider, which is the architectural
3 firm that represented the March 28th report, I think it
4 was on page 27, I'm not sure, that there was more
5 available parking potentially if the library was at the
6 existing site.

7 Because we could use the train station
8 parking. And, you know, access the egress to the library
9 could be more easily done on the Atherton Avenue approach
10 to the train station.

11 CHAIRPERSON CHRISTENSEN: The public hearing
12 is closed.

13 What do the Commissioners want to do? We have
14 to pass, the hearing is closed and --

15 COMMISSIONER GRINDLEY: There's a motion.

16 CHAIRPERSON CHRISTENSEN: Will somebody make
17 that motion or do you wish to call for more comments
18 or --

19 COMMISSIONER GRINDLEY: I move that the
20 Planning Commission recommend choose that LSA Associates
21 prepare the response to the comments to the Final EIR.

22 CHAIRPERSON CHRISTENSEN: Any further
23 questions? All those in favor, say aye.

24 (Unanimous vote aye).

25 CHAIRPERSON CHRISTENSEN: All those against?

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 The motion passes. The EIR is closed for now.

2 We'll go on to the -- considering a motion of
3 offering to the Council for reviewing or recommending the
4 Final EIR that is adequate as we keep the Cal
5 Environmental Quality Act in mind.

6 Does anybody want to volunteer?

7 COMMISSIONER LIVELY: Well, we have some
8 precedent in this matter. Recently we've seen the Draft
9 EIR and the Final EIR for Sacred hart, and I think that
10 was very well done and was very well received by the
11 Council, and I think we should follow that precedent and
12 ask that the Council change the schedule so that the
13 Draft EIR and the Final EIR returns to the Planning
14 Commission for further comment and referral on approval
15 to the Council.

16 CHAIRPERSON CHRISTENSEN: All right. Would
17 you make a motion to that effect?

18 COMMISSIONER LIVELY: So moved.

19 MR. CONNERS: I think you might want to hear
20 from the comment, the Commission and the public to
21 comment.

22 CHAIRPERSON CHRISTENSEN: All right. Do you
23 have a comment from the public?

24 Thank you.

25 We'll close it, and Commissioners.

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 COMMISSIONER GRINDLEY: I'll comment.

2 CHAIRPERSON CHRISTENSEN: Yes.

3 COMMISSIONER GRINDLEY: I believe that in
4 both the spirit and the letter of our rule, we should
5 make as our advisory capacity role to bring to focus as
6 much as we can the work of the Council which has the
7 statutory authority to work on this and recognize that we
8 are only advisory in this capacity.

9 We are not the legally responsible ones for
10 this, so I hereby would vote in favor of bringing it back
11 to the Planning Commission.

12 CHAIRPERSON CHRISTENSEN: Do we have a
13 motion?

14 COMMISSIONER GRINDLEY: So moved.

15 CHAIRPERSON CHRISTENSEN: So moved.

16 COMMISSIONER LIVELY: Second.

17 CHAIRPERSON CHRISTENSEN: No further
18 questions. All those in favor?

19 (Unanimous vote aye).

20 CHAIRPERSON CHRISTENSEN: It passes. We'll
21 request that the Council to bring us back into the
22 picture.

23 This item is closed and -- unless the
24 Commission wishes to take a break, we'll move on.

25 COMMISSIONER GRINDLEY: I would like to make

REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 a comment to thank our town for going through this
2 process, and in terms of 100 billion dollars that may be
3 spent on high speed rail, Governor Brown wishes to exempt
4 that project from the environmental reporting process.

5 CHAIRPERSON CHRISTENSEN: We'll take a break.

6 (The record was closed at 7:52 PM).

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REPORTER'S TRANSCRIPT OF PROCEEDINGS 04-25-2012

1 STATE OF CALIFORNIA)

2 COUNTY OF SAN FRANCISCO)

3

4 I, the undersigned, hereby certify that the
5 discussion in the foregoing meeting was taken at the
6 time and place therein stated; that the foregoing is a
7 full, true and complete record of said matter.

8

9 I further certify that I am not of counsel or
10 attorney for either or any of the parties in the
11 foregoing meeting and caption named, or in any way
12 interested in the outcome of the cause named in said
13 action.

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IN WITNESS WHEREOF, I have
hereunto set my hand this
10th day of May,
2012.

MARK I. BRICKMAN CSR 5527

**Planning Commission
Public Hearing Transcript
April 25, 2012**

- Response C-1: Please refer to Master Response #2, which addresses how alternatives to the proposed project were developed. A variety of sources, including Town staff and the websites of neighboring Cities were consulted during preparation of the Draft EIR. All sources are cited in Chapter VII, Report Preparation.
- Response C-2: Please refer to Master Response #1 and Responses to Comments A5-8 and B5-2.
- Response C-3: Please refer to Response to Comment A5-8, which addresses the historic status of the existing library building. The existing library building is considered a historic structure for the purposes of CEQA.
- Response C-4: Please refer to Master Response #5, which addresses potential impacts to the El Camino Real/Fair Oaks Lane and Middlefield Road/Fair Oaks Lane intersections under the Existing Library Site and Town Center Site alternatives. Similar to the intersection of El Camino Real/Watkins Avenue, the intersection of El Camino Real/Ashfield Road is a two way stop controlled intersection with traffic on El Camino Real proceeding through the intersection without stopping. Delay at the intersection occurs on Ashfield Road and Winchester Drive and the primary contributors to delay are the through and left-turn movements. While Ashfield Road provides a route between the Existing Library Site and El Camino Real, it is believed that most drivers planning to travel across El Camino Real or south on El Camino Real would choose the nearby signalized intersection of El Camino Real/Fair Oaks Lane where the expected delay would be considerably less.
- Response C-5: Please refer to Master Response #5, which addresses potential impacts to the El Camino Real/Fair Oaks Lane and Middlefield Road/Fair Oaks Lane intersections under the Existing Library Site and Town Center Site alternatives.
- Response C-6: Please refer to Master Response #5, which addresses potential impacts to the El Camino Real/Fair Oaks Lane and Middlefield Road/Fair Oaks Lane intersections under the Existing Library Site and Town Center Site alternatives.
- Response C-7: Please refer to Master Response #7 regarding the El Camino Real/Watkins Avenue intersection impact and mitigation.
- Response C-8: Table III-3 on page 40 of the Draft EIR shows the preliminary program for library development and generally identifies an excess of 2,800 usable square

feet of available meeting spaces, activity space or other uses that are compatible with the library. The table does not specifically show where or how space would be allocated to the various community groups currently accommodated at the Main House. As described on page 42 of the Draft EIR, offices for the Holbrook-Palmer Park Foundation and the Atherton Civic Interest League could be relocated to a shared work space dedicated to supporting community organizations within the new library.

- Response C-9: The 37 trees to be removed by the proposed project are identified on Figure III-3b on page 32 of the Draft EIR. In some instances the trees are immediately next to one another and it may be difficult to distinguish each tree.
- Response C-10: As shown on Figure III-5 on page 37 of the Draft EIR, the height of the proposed library structure would measure 34 feet from the ground level. It is assumed that the site would be graded and leveled after demolition of the Main House. As shown in the figure, the height of the proposed library would be very slightly shorter than the existing Water Tower.
- Response C-11: Please refer to Response to Comment C-10.
- Response C-12: Please refer to Response to Comment A8-7.
- Response C-13: Potential impacts to heritage trees are evaluated on pages 28 through 30 of the Initial Study and are summarized on page 174 of the Draft EIR. The project would be required to comply with Chapter 8.10 of the Town's Municipal Code.
- Response C-14: As stated in Mitigation Measure NOISE-1, construction hours would be restricted to the hours of 8:00 a.m. to 5:00 p.m. on weekdays and will not be permitted on weekends or holidays. As stated on page 56 of the Draft EIR, the Town of Atherton's Municipal Code Noise Control Ordinance provides that construction activities may occur at these times only unless otherwise exempted by the Town.
- Response C-15: Please refer to Response to Comment A5-8, which addresses the historic status of the existing library building. The existing library building is considered a historic structure for the purposes of CEQA.
- Response C-16: This comment is correct that historical "artifacts" are not synonymous with historical "buildings." Please refer to Response to Comment A5-8, which addresses the historic status of the existing library building.
- Response C-17: Please refer to Response to Comment A5-8, which addresses the historic status of the existing library building. The existing library building is considered a historic structure for the purposes of CEQA.

- Response C-18: Please refer to Responses to Comments A4-18 and A7-7. The parking supply is anticipated to accommodate library operations and private events of up to 122 people on the weekend.
- Response C-19: Please refer to Responses to Comments A4-18 and A7-7.
- Response C-20: This comment is noted. Please refer to Responses to Comments A4-18 and A7-7.
- Response C-21: The commenter is incorrect. The Notice of Availability of the Draft EIR was mailed to all Atherton residents. Also refer to Response to Comment B28-5 regarding the availability of the Draft EIR.
- Response C-22: Please refer to Master Response #4 which addresses the use of the park for recreational purposes as identified in the legal transfer of the property from private to public use.
- Response C-23: Please refer to Master Response #4, which addresses the proposed General Plan, Zoning Ordinance, and Holbrook-Palmer Master Plan amendments.
- Response C-24: Please refer to Response to Comment A5-3. It should be noted that a pedestrian walkway exists along Watkins Avenue. This walkway accommodates existing park users and would be available for pedestrians destined to and from the proposed project.
- Response C-25: Please refer to Master Response #6, which includes an analysis of the transportation and circulation-related effects of the medical office building at the southeast corner of the El Camino Real/Watkins Avenue intersection as it relates to the proposed project.
- Response C-26: This comment is noted. Please also refer to Master Responses #6 and #7.
- Response C-27: Please refer to Master Response #6. The comment also refers to the “train passing through.” It is not known what train is referred to, however it should be noted that the project would not affect the operation of any train nor would be affected by trains.
- Response C-28: Please refer to Master Response #7.
- Response C-29: The commenter correctly states that ingress and egress to the medical office building is located on Watkins Avenue. Please refer to Master Response #6.
- Response C-30: This comment, which states that there are safety issues at the El Camino Real/Watkins Avenue intersection, is noted. Please refer to Master Response #7.

- Response C-31: This comment, which expresses opposition to the proposed project and implementation of Mitigation Measure TRANS-2, is noted.
- Response C-32: Please refer to Master Response #1 regarding the proposed project evaluated in the Draft EIR and Master Response #2 regarding the adequacy of the alternatives analysis. The reference to the “Mr. Rigman report,” which was presented to the Parks and Recreation Commission and then to the City Council by Atherton citizen Arthur J. “Jack” Ringham, is noted.
- Response C-33: Relocation of existing dedicated office space, storage and meeting spaces that are currently accommodated within the Main House would either be absorbed by other existing facilities within the park or within the new library itself. Potential locations for all existing Main House uses identified in Table III-2 on page 34 of the Draft EIR are identified on page 42.
- Response C-34: No new buildings would be built within the park to accommodate existing Main House uses displaced by development of the proposed project. Please also refer to Response to Comment C-33.
- Response C-35: Please refer to Master Responses #1 and #3 which address the library service area and requests to identify the number of visitors per year. The project background and objectives are described on pages 25 through 27 of the Draft EIR, to the extent that such information is required to inform the environmental analysis.
- Response C-36: As noted on page 84 of the Draft EIR, the Water Fountain, located near the park entrance, and the *Diana with Hound* Statue, located near the Jennings Pavilion, are listed in the Town of Atherton *Historical Artifacts Inventory*. It is not anticipated that demolition of the Main House or construction of the new library would impact these resources because of their distance from the site. These resources are outside of the project boundary shown in Figure III-4 of the Draft EIR.
- Response C-37: The commenter correctly notes that Marsh Road and Middlefield Road are mislabeled in Figure IV.D-4. In response to this comment, Figure IV.D-4 on page 97 of the Draft EIR is revised as shown on the following page.
- Response C-38: Please refer to Responses to Comments C-8 and C-33.
- Response C-39: This comment is noted.
- Response C-40: Please refer to Responses to Comments A8-19 and A8-20.
- Response C-41: Please refer to Responses to Comments A8-19 and A8-20.

- Response C-42: Please refer to Master Response #1, concerning library operations and service areas. Also refer to Master Response #3, which addresses comments that relate to economic issues, such as collection and use of library tax funds.
- Response C-43: This comment is noted. Please refer to Response to Comment A5-2.
- Response C-44: Please refer to Response to Comment A5-3 regarding the significance criteria used for evaluation of project and alternative impacts and Response to Comment A5-4 regarding access routes.
- Response C-45: Please refer to Master Response #4, which addresses the proposed General Plan, Zoning Ordinance, and Holbrook-Palmer Master Plan amendments.
- Response C-46: Please refer to Master Response #4 which addresses the use of the park for recreational purposes as identified in the legal transfer of the property from private to public use.
- Response C-47: Please refer to Response to Comment C-33.
- Response C-48: Please refer to Response to Comment A5-8, which addresses the historic status of the existing library building. The existing library building is considered a historic structure for the purposes of CEQA.
- Response C-49: Please refer to Response to Comment A5-10.
- Response C-50: The Town Center Site alternative would add to the delay at the El Camino Real/Watkins Avenue intersection because the size of the library would be increased. The increased size has the potential to add trips to study area intersections, including the intersection of El Camino Real/Watkins Avenue. Also refer to Response to Comment A5-10.
- Response C-51: Please refer to Response to Comment A8-7.
- Response C-52: The analysis provided on pages 161 through 164 of the Draft EIR shows that the Town Center Site alternative would result in similar transportation and circulation impacts as the proposed project. As detailed in Table V-10 on page 162 of the Draft EIR, the Town Center alternative is not anticipated to result in a significant impact to the intersection of El Camino Real/Watkins Avenue in the PM peak hour whereas the proposed project is anticipated to result in a significant impact to the intersection of El Camino Real/Watkins Avenue in the PM peak hour. Also refer to Master Response #5.

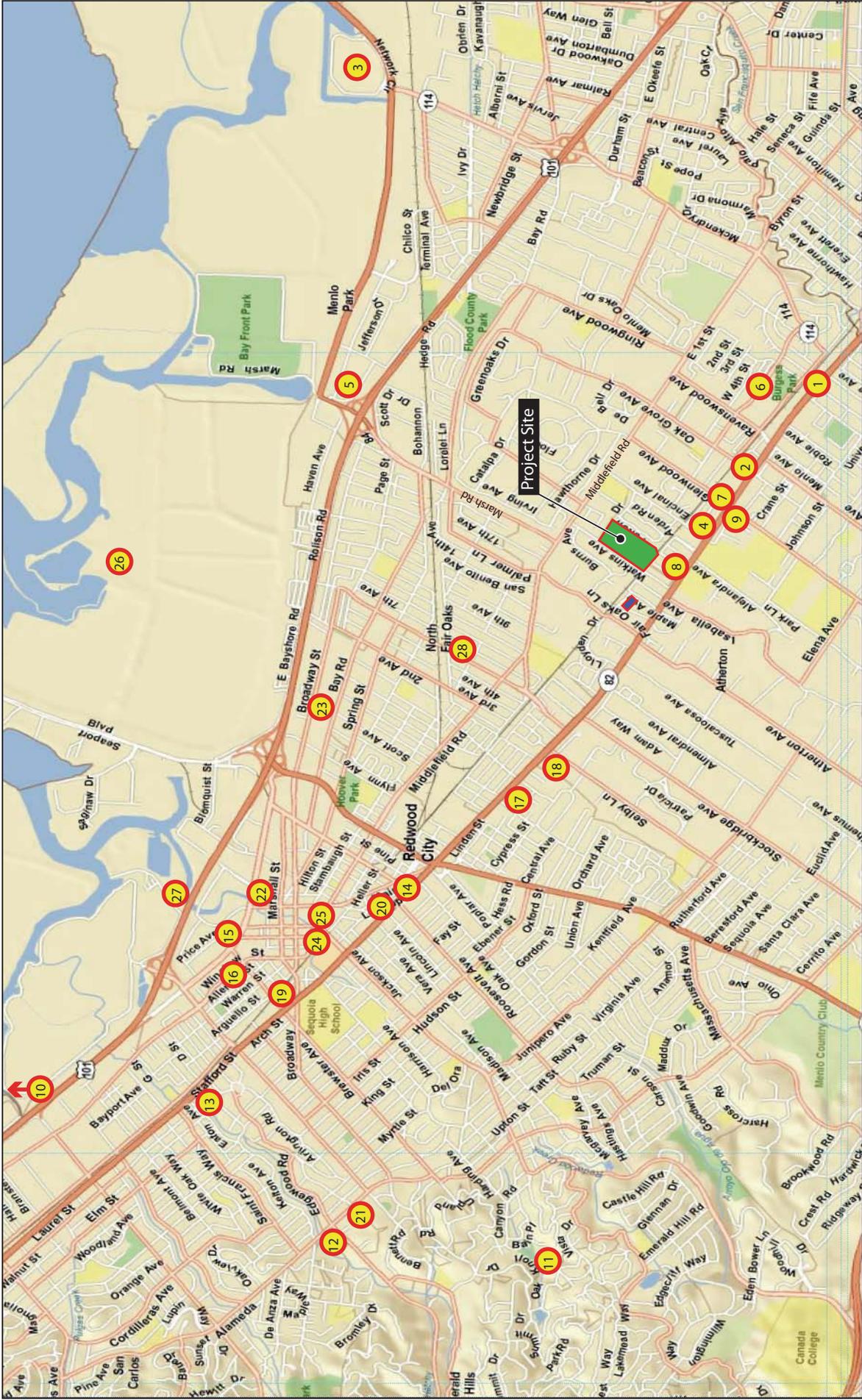


FIGURE IV.D-4 - REVISED

- Existing Library
- Holbrook-Palmer Park
- Cumulative Project

LSA

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0 2500 5000
FEET

Atherton Library Building Project EIR
Cumulative Project Locations

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IV. DRAFT EIR REVISIONS

Chapter IV presents specific changes to the text of the Draft EIR that are being made to clarify any errors, omissions, or misinterpretation of materials in the Draft EIR, in response to comments received during the public review period or as initiated by Town staff. In no case do these revisions result in a greater number of impacts or impacts of a greater severity than those set forth in the Draft EIR. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with underlined text. Text deleted from the Draft EIR is shown in ~~strikeout~~. Pages numbers correspond to the page numbers of the Draft EIR. No text changes are made to the Draft Initial Study included as Appendix B to the Draft EIR.

Page 6 of the Draft EIR is revised as follows:

Nineteen letters were submitted in response to the NOP, in addition to the verbal comments made at the scoping session held on December 8, 2011. Scoping comments generally included the following concerns: traffic, circulation, and parking; open space, park, and recreational resources; tree removal; noise; public safety and police services; visual resources; location and siting of the new library; and evaluation of alternatives. Unresolved issues and areas of known controversy raised by the public included the location of the new library, the level of public and community input regarding the proposed project, and financing and use of the new library. The NOP and scoping comments are included in Appendix A. A discussion of these topics along with recommended mitigation measures, as necessary, are provided in the appropriate topical sections of this EIR and in the Initial Study included in Appendix B.

Table II-2, which begins on page 19 of the Draft EIR, is revised as follows:

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
D. TRANSPORTATION, CIRCULATION AND PARKING			
TRANS-1: Under the Existing Plus Project condition, the proposed project would cause an increase in delay for the critical movements at the Middlefield Road/Watkins Avenue intersection (Intersection #2) by more than 0.8 seconds.	S	TRANS-1: The Town shall install a traffic signal at the Middlefield/Watkins Avenue intersection <u>and ensure that the signal is coordinated with the traffic signal at the Middlefield/Marsh Road intersection.</u> The installation of a traffic signal would improve intersection operations to an acceptable LOS in both the Existing and Near-Term conditions. (LTS)	LTS

Table II-1 Continued

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-2</u>: Under Existing Plus Project conditions, the proposed project would cause an increase in delay for the critical movements at the El Camino Real/Watkins Avenue (Intersection #6) intersection by more than 0.8 seconds.</p>	<p>S</p>	<p><u>TRANS-2a</u>: The Town shall construct an exclusive right-turn lane at the westbound approach on Watkins Avenue. The addition of an exclusive right-turn lane would improve intersection operations to pre-project LOS in both the Existing and Near-Term conditions.</p> <p>Construction of this improvement would require the <u>removal of a mature tree and fence currently located within the Watkins Avenue public right-of-way</u>. Acquisition of additional right of way along the north side of Watkins Avenue, approximately 7 feet in width for a distance of approximately 110 feet. The necessary right of way would require acquisition of residential property. Additionally, there is a residential driveway located near the intersection which may be within the right of way required to provide a standard transition from a single westbound lane to two lanes at the intersection. A right-turn lane and transition of approximately 85 feet could be constructed without interference to the existing tree or driveway. However, the analysis indicates that a left-turning queue of three vehicles (or approximately 75 feet) is anticipated during the AM peak hour. A queue of three vehicles could block access to a right-turn lane 85 feet in length. Widening Watkins Avenue along the north side approximately 7 feet in width for a distance of approximately 110 feet would permit vehicles to enter the right-turn lane without interference from the left-turn queue. A right-turn lane 110 feet in length with transition could interfere with a residential driveway. Due to the potential for this improvement to adversely affect <u>adequate circulation and residential property</u>, this potential improvement is not considered <u>feasible impractical</u> and the impact would remain significant and unavoidable.</p> <p>OR</p> <p><u>TRANS-2b</u>: Because construction of an exclusive right-turn lane at the intersection of El Camino Real/Watkins Avenue is not feasible due to <u>potential adverse effects to adequate circulation and residential property right of way constraints</u>, the Town should provide additional law enforcement monitoring at this intersection to enforce the existing westbound left-turn prohibition <u>between the weekday hours of 4:00 p.m. and 6:00 p.m.</u> However, the effectiveness of additional monitoring cannot be quantified, and therefore it is unknown whether the impact would be fully mitigated by this measure. As a result, the impact at the intersection of El Camino Real/Watkins Avenue remains significant and unavoidable.</p>	<p>SU</p>

Table II-1 Continued

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-5</u>: Parking demands for the new library, in conjunction with the use of existing facilities for large private events, could exceed the available capacity of the parking supply within Holbrook-Palmer Park.</p>	<p>S</p>	<p><u>TRANS-5</u>: Upon completion of the proposed library in Holbrook-Palmer Park, <u>private</u> events at the Pavilion shall be regularly limited to 921<u>156</u> persons on a weekday or 581<u>22</u> persons on a weekend. If an event larger than the specified size is planned to be held at the Pavilion, the Town shall ensure that event is not scheduled concurrently with other special events in the park or during peak library hours. Additionally, the event coordinator shall submit to the Town a trip reduction plan that would reduce the number of vehicle trips to and from the park during the event. The plan could include measures such as off-site parking and shuttling, carpool matching, or use of alternative modes of transportation such as walking or bicycling. Parking for the event could also be accommodated on-site through the use of valet parking. The Trip Reduction or Valet parking plan(s) shall demonstrate that the plan(s) would reduce the parking demand on site to fewer than 467<u>8</u> spaces on a weekday and 296<u>1</u> spaces on a weekend.</p>	<p>LTS</p>

Source: LSA Associates, Inc., 2012.

Page 24 of the Draft EIR is revised as follows:

- b. Existing Library Facility.** The existing Atherton Library is located at 2 Dinkelspiel (Station) Lane, approximately 0.4 miles northwest of the project site. The library is generally surrounded by civic, residential, and transportation uses (including the Atherton Train Station, to which Caltrain provides service on weekends as of May 2012) and is located in ~~what is referred to as~~ the Town Center.

Page 25 of the Draft EIR is revised as follows:

- c. New Library Planning and Background.** In 2009, the Town completed a Structural Facility Evaluation for the existing Atherton Library structure. The study determined that this structure does not meet seismic safety standards per the *Life-Safety* seismic performance levels required by the State of California’s Real Estate Services Division and requires substantial seismic retrofitting. Based on the results of this evaluation, the San Mateo County Library completed a Library Needs Assessment during fiscal year 2009-2010. The Library Needs Assessment findings indicate that the existing library facility presents significant barriers to the effective delivery of modern library services. Specifically, the current library facilities are located in a remodeled residence which was not designed for library use. Despite various renovations, issues with accessibility still exist. The open floor plan creates acoustical issues for different types of uses, especially when activities are taking place concurrently. The entry lobby and browsing area are undersized and overcrowded. In addition, staff space is laid out inefficiently. The report recommends that in order to effectively meet identified service needs, the

facility would require an increase from the current 4,790 square feet to approximately 11,100 square feet. However, based on population data and San Mateo County service model standards, the minimum space required for a library in Atherton is 8,000 square feet of usable space. For the purposes of San Mateo County Library space planning, adjusted per capita figures are based on the number of Atherton Library card holders, which is 9,846 ~~or square feet of usable space~~ (0.81 square feet of usable space per capita).

Page 26 of the Draft EIR is revised as follows:

The recommendations in the Library Needs Assessment ultimately resulted in the establishment ~~formation~~ of the Atherton Library Building Steering Committee (ALBSC) by the Atherton City Council in Resolution No. 10-30, passed in June 2010. Per the Resolution, the mission of the ALBSC is to “oversee the planning and design process of a new Library that meets the current and future needs of the community.” August 2010, which is tasked with recommending a site for the new library; overseeing design and construction; guiding the planning process; and coordinating with Town staff.

Page 28 of the Draft EIR is revised as follows:

Regional vehicular access to the project site is via U.S. Highway 101 (US 101), Marsh Road, and El Camino Real (State Route [SR] 82). The site can also be accessed via Interstate 280 (I-280) and either Woodside Road or Sand Hill Road to El Camino Real. Transit access in the vicinity of the site is via San Mateo County Transit District (SamTrans) buses, including stops along Middlefield Road and El Camino Real. Caltrain provides limited weekend-only service to Atherton on its San Francisco-San Jose line. The project site is located approximately 0.4 miles southeast of the Atherton Train Station, which is located at 1 Dinkelspiel (Station) Lane.

Page 70 of the Draft EIR is revised as follows:

The proposed project site plan is currently in the preliminary site planning phase, and specific building plans and architectural elements have not yet been developed. However, the City Council would have the opportunity to review and approve of the final design plans prior to construction of the new library.

Page 90 of the Draft EIR is revised as follows:

Samtrans. Samtrans Lines 296, 297, 397, 83, 390, and KX are located within the vicinity of the proposed project site. Routes 296, 297 and 397 provide the closest stops to the project site with a stop on Middlefield Road near Watkins Avenue. Route 296. Route 296 serves Redwood City, Atherton, Menlo Park, and East Palo Alto. Route 297 provides service between the Redwood City Caltrain Station and the Palo Alto Caltrain Station. Route 397 serves San Francisco, South San Francisco, San Francisco International Airport, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, and Palo Alto. Route 83 provides limited but local service through Atherton and Menlo Park including schools and the senior center. Route 390 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 primarily along El Camino Real. The KX line offers express service north of San Francisco International Airport

and local service on routes that stop at the Menlo Park Caltrain station and along El Camino Real near the project vicinity. The route serves regional areas including Palo Alto, Menlo Park, Atherton, Redwood City, San Carlos, Belmont, San Mateo, and San Francisco.

Figure IV.D-4 on page 97 of the Draft EIR is revised as shown on the following page.

Page 106 of the Draft EIR is revised as follows:

Mitigation Measure TRANS-1: The Town shall install a traffic signal at the Middlefield/Watkins Avenue intersection and ensure that the signal is coordinated with the traffic signal at the Middlefield/Marsh Road intersection. The installation of a traffic signal would improve intersection operations to an acceptable LOS in both the Existing and Near-Term conditions. (LTS)

Pages 106 through 107 of the Draft EIR are revised as follows:

As shown in Table IV.D-12, implementation of Mitigation Measure TRANS-2a, would reduce this impact to a less-than-significant level; however, it may not be feasible to implement this measure. Analysis of the intersection during Near-Term Plus Project conditions indicates that a queue of three left-turning vehicles (or approximately 75 feet) is anticipated during the AM peak hour. Widening Watkins Avenue along the north side approximately 7 feet in width for a distance of approximately 110 feet, including transition, would permit vehicles to enter the right-turn lane without interference from the left-turn queue. Widening of Watkins Avenue would require the removal of an existing mature tree and fence currently located within public right-of-way. In addition, a new turn lane 110 feet long from the beginning of the taper to the intersection would interfere with an existing private driveway, creating new circulation impacts. Acquisition of additional right-of-way Relocation of the private driveway necessary to construct the exclusive right turn lane may not be feasible be impractical due to cost, existing improvements, and/or eminent domain considerations. If this measure is not implemented, the impact would be significant and unavoidable. In addition, the Town of Atherton currently restricts westbound to southbound left-turn movements at the El Camino Real/Watkins Avenue intersection between the hours of 4:00 p.m. and 6:00 p.m., Monday through Friday. A sign posted below the stop sign indicates this prohibition to drivers. Regardless of this prohibition, 10 westbound left-turns were identified between the hours of 4:00 p.m. and 6:00 p.m. on the day traffic counts were collected. Seven of those westbound left-turns occurred during the busiest hour. The proposed project is anticipated to increase desire for westbound left-turns in the PM peak hour by four vehicles. Without additional enforcement of the posted turn prohibition, these turn movements are likely to occur. Additional volume at the critical westbound left-turn movement results in the project impact in the PM peak hour. If no additional westbound left-turns occurred in the PM peak hour, the project impact would not occur. Therefore, if Mitigation Measure TRANS-2a is not implemented, Mitigation Measure TRANS-2b is recommended. However, the effectiveness of this measure cannot be determined thus, the impact would remain significant and unavoidable even with implementation of this recommended measure.

Mitigation Measure TRANS-2a: The Town shall construct an exclusive right-turn lane at the westbound approach on Watkins Avenue. The addition of an exclusive right-turn lane

would improve intersection operations to pre-project LOS in both the Existing and Near-Term conditions.

Construction of this improvement would require the removal of a mature tree and fence currently located within the Watkins Avenue public right-of-way. ~~acquisition of additional right of way along the north side of Watkins Avenue, approximately 7 feet in width for a distance of approximately 110 feet. The necessary right of way would require acquisition of residential property. Additionally, there is a residential driveway located near the intersection which may be within the right of way required to provide a standard transition from a single westbound lane to two lanes at the intersection. A right-turn lane and transition of approximately 85 feet could be constructed without interference to the existing tree or driveway. However, the analysis indicates that a left-turning queue of three vehicles (or approximately 75 feet) is anticipated during the AM peak hour. A queue of three vehicles could block access to a right-turn lane 85 feet in length. Widening Watkins Avenue along the north side approximately 7 feet in width for a distance of approximately 110 feet would permit vehicles to enter the right-turn lane without interference from the left-turn queue. A right-turn lane 110 feet in length with transition could interfere with a residential driveway.~~ Due to the potential for this improvement to adversely affect adequate circulation and residential property, this potential improvement is ~~not~~ considered ~~feasible~~ impractical and the impact would remain significant and unavoidable.

OR

Mitigation Measure TRANS-2b: Because construction of an exclusive right-turn lane at the intersection of El Camino Real/Watkins Avenue is not feasible due to potential adverse effects to adequate circulation and residential property~~right-of-way constraints~~, the Town should provide additional law enforcement monitoring at this intersection to enforce the existing westbound left-turn prohibition between the weekday hours of 4:00 p.m. and 6:00 p.m. However, the effectiveness of additional monitoring cannot be quantified, and therefore it is unknown whether the impact would be fully mitigated by this measure. As a result, the impact at the intersection of El Camino Real/Watkins Avenue remains significant and unavoidable. (SU)

Pages 116 through 117 of the Draft EIR are revised as follows:

As noted in Chapter III, Project Description, the Main House would be demolished in order to construct the new library; therefore, private events would no longer occur at the site. However, the Pavilion, which has a capacity of 150 persons, and the meadows may continue to be available for private events after the construction of the library. Assuming an average vehicle occupancy of two persons per vehicle for a special event, up to 75 additional parking spaces could be required to accommodate such events. As noted in Table IV.D-22, there would be fewer than formal 75 parking spaces available at the park during weekday or weekend peak parking demand periods after construction of the library. Therefore, events occurring at the Pavilion could result in parking demands within the park that exceed the available supply.

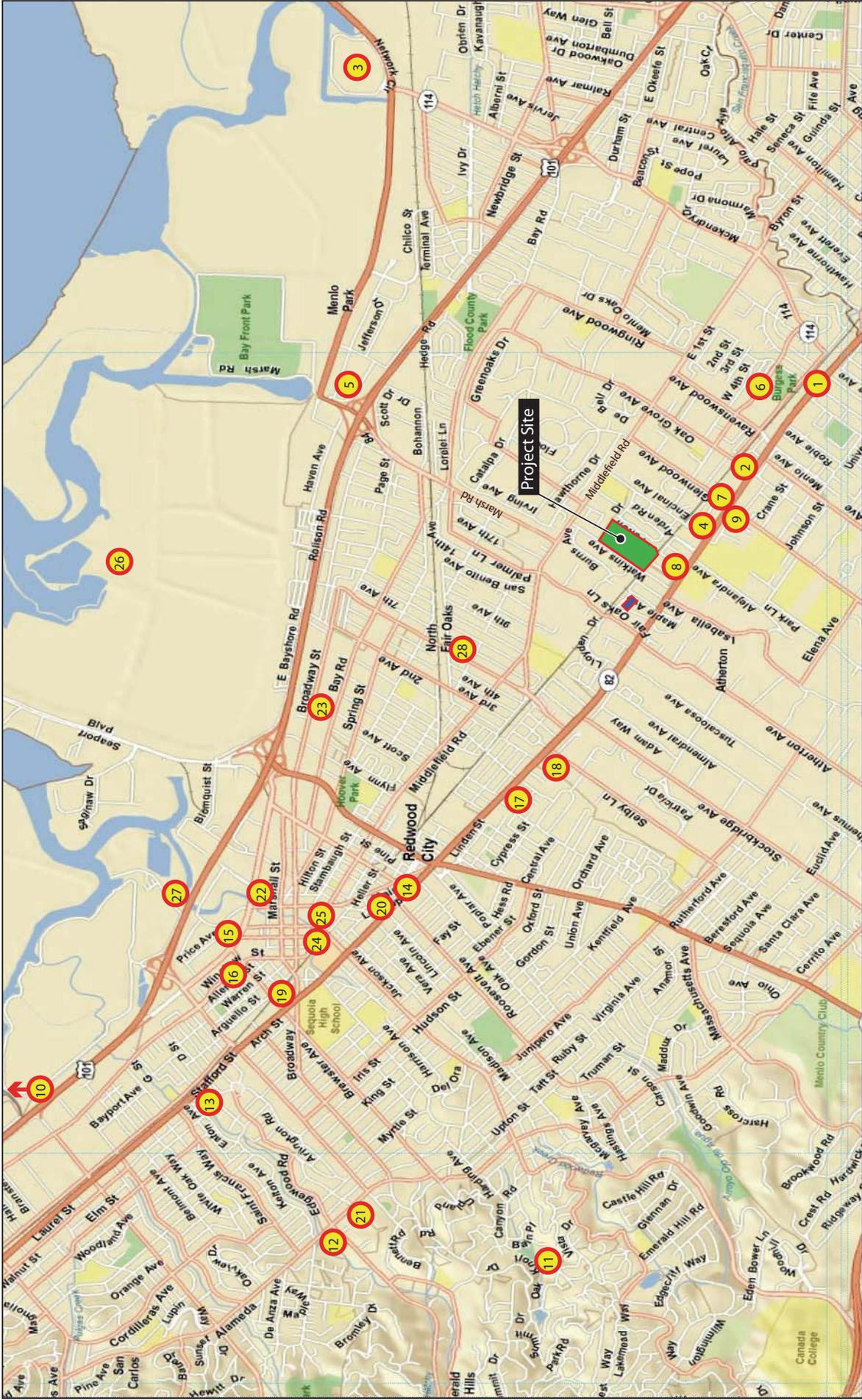


FIGURE IV.D-4 - REVISED

- Existing Library
- Holbrook-Palmer Park
- Cumulative Project

Atherton Library Building Project EIR
 Cumulative Project Locations

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Impact TRANS-5: Parking demands for the new library, in conjunction with the use of existing facilities for large private events, could exceed the available capacity of the parking supply within Holbrook-Palmer Park. (S)

As noted in Table IV.D-22, there could be about 58 surplus formal parking spaces at the park on a weekday and 41 surplus formal parking spaces at the park on a weekend. These surplus spaces represent 47 percent and 33 percent of the total formal parking spaces, respectively. A significant impact to the parking supply would occur when the total demand exceeds 90 percent of the available parking capacity. The total parking capacity of the park is approximately 124160 spaces including parallel parking; therefore, a significant parking impact would occur when the total surplus is less than 1216 spaces. As a result, up to 4678 spaces would be available for events at the Pavilion on a weekday and 2961 spaces would be available on a weekend. Assuming an average vehicle occupancy of two persons per vehicle during events, a significant parking impact would occur when an event is held at the Pavilion with an attendance of more than 92156 persons on a weekday or more than 58122 persons on a weekend. Therefore, implementation of the following mitigation measure is required to ensure that adequate parking is available to all park and library users.

Mitigation Measure TRANS-5: Upon completion of the proposed library in Holbrook-Palmer Park, private events at the Pavilion shall be regularly limited to 92156 persons on a weekday or 58122 persons on a weekend. If an event larger than the specified size is planned to be held at the Pavilion, the Town shall ensure that event is not scheduled concurrently with other special events in the park or during peak library hours. Additionally, the event coordinator shall submit to the Town a trip reduction plan that would reduce the number of vehicle trips to and from the park during the event. The plan could include measures such as off-site parking and shuttling, carpool matching, or use of alternative modes of transportation such as walking or bicycling. Parking for the event could also be accommodated on-site through the use of valet parking. The Trip Reduction or Valet parking plan(s) shall demonstrate that the plan(s) would reduce the parking demand on site to fewer than 4678 spaces on a weekday and 2961 spaces on a weekend. (LTS)

Page 134 of the Draft EIR is revised to add the following bulleted text:

- Provide library books and some other services only via digital technology, including the web, or vehicles using mobile wireless sources to supply books and library services to Atherton residents.

Pages 154 through 156 of the Draft EIR are revised as follows:

d. Transportation, Circulation and Parking. Under the Existing Library Site alternative, the size of the library would be expanded by approximately 7,460 additional gross square feet. It should be noted, however, that the existing library is believed to generate trips at a lower rate per square foot than the new library would. Trips generated by the entire 13,500 square feet of the future library would be the same as calculated for the proposed project. It is estimated that the Existing Library Site alternative would generate 13 new inbound and 15 new outbound trips in the AM peak hour and 49 new inbound and 47 new outbound trips in the PM peak hour. Because of the proximity of the Existing Library Site to Fair Oaks Lane and the likelihood that

visitors to this location would use different routes than those identified for the project site, the Middlefield Road/Fair Oaks Lane and El Camino Real/Fair Oaks Lane intersections are included in the study area for this alternative. Intersection levels of service are also included for the project site to provide a comparison. The effects of these additional trips on the study area intersections, when compared to Existing and Existing Plus Project conditions, are shown in Tables V-5 and V-6, respectively. The effects of the Existing Library Site alternative on study area intersections, when compared to Near-Term and Near-Term Plus Project conditions, are shown in Tables V-7 and V-8, respectively.

Table V-5: Existing and Existing Plus Project AM Peak Hour Intersection Levels of Service Comparison Summary with Existing Library Site Alternative

Study Intersection	Existing		Existing Plus Project			Existing Plus Existing Library Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Existing
1. Dinkelspiel (Station) Lane/ Fair Oaks Lane	2.9	A	2.9	A	0	3.3	A	0.4
2. Middlefield Road/ Watkins Avenue	63.6	F	67.4	F	3.8	64.3	F	0.7
3. Holbrook-Palmer Park Exit/ Watkins Avenue	9.3	A	9.4	A	0.1	9.3	A	0.0
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.6	A	7.6	A	0	7.6	A	0.0
5. Dinkelspiel (Station) Lane/ Watkins Avenue	9.9	A	9.9	A	0	9.9	A	0.0
6. El Camino Real/ Watkins Avenue	59.6	F	61.7	F	2.1	60.5	F	0.9
7. Middlefield Road/ Fair Oaks Lane	<u>63.4</u>	<u>F</u>	<u>64.0</u>	<u>F</u>	<u>0.6</u>	<u>63.6</u>	<u>F</u>	<u>-0.4</u>
8. El Camino Real/ Fair Oaks Lane	<u>19.3</u>	<u>B</u>	<u>19.2</u>	<u>B</u>	<u>-0.1</u>	<u>19.6</u>	<u>B</u>	<u>0.4</u>

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Table V-6: Existing and Existing Plus Project PM Peak Hour Intersection Levels of Service Comparison Summary with Existing Library Site Alternative

Study Intersection	Existing		Existing Plus Project			Existing Plus Existing Library Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Existing
1. Dinkelspiel (Station) Lane/ Fair Oaks Lane	2.4	A	2.0	A	-0.4	3.1	A	0.7
2. Middlefield Road/ Watkins Avenue	54.1	F	62.2	F	8.1	53.6	F	-0.5
3. Holbrook-Palmer Park Exit/ Watkins Avenue	9.2	A	9.3	A	0.1	9.3	A	0.1
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.4	A	7.5	A	0.1	7.4	A	0.0
5. Dinkelspiel (Station) Lane/ Watkins Avenue	9.3	A	9.4	A	0.1	9.5	A	0.0
6. El Camino Real/ Watkins Avenue	29.9	D	43.2	E	13.3	30.6	D	0.7
7. Middlefield Road/ Fair Oaks Lane	<u>40.2</u>	<u>D</u>	<u>39.5</u>	<u>E</u>	<u>-0.7</u>	<u>44.9</u>	<u>E</u>	<u>5.4</u>
8. El Camino Real/ Fair Oaks Lane	<u>15.9</u>	<u>B</u>	<u>15.3</u>	<u>B</u>	<u>-0.6</u>	<u>16.7</u>	<u>B</u>	<u>1.4</u>

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Table V-7: Near-Term and Near-Term Plus Project AM Peak Hour Intersection Levels of Service Comparison Summary with Existing Library Site Alternative

Study Intersection	Existing		Near-Term			Near-Term Plus Project			Near-Term Plus Existing Library Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Near-Term	Delay	LOS	Increase in Delay from Near-Term
1. Dinkelspiel (Station) Lane/ Fair Oaks Lane	2.9	A	3.2	A	0.3	3.1	A	-0.1	3.7	A	0.5
2. Middlefield Road/ Watkins Avenue	63.6	F	136.1	F	72.5	144.4	F	8.3	137.3	F	1.2
3. Holbrook-Palmer Park Exit/ Watkins Avenue	9.3	A	9.3	A	0.0	9.4	A	0.1	9.3	A	0.0
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.6	A	7.6	A	0.0	7.6	A	0	7.6	A	0.0
5. Dinkelspiel (Station) Lane/ Watkins Avenue	9.9	A	9.9	A	0.0	9.9	A	0	9.9	A	0.0
6. El Camino Real/ Watkins Avenue	59.6	F	82.4	F	22.8	86.2	F	3.8	83.8	F	1.4
7. Middlefield Road/ Fair Oaks Lane	<u>63.4</u>	<u>F</u>	<u>163.0</u>	<u>F</u>	<u>99.6</u>	<u>163.7</u>	<u>F</u>	<u>0.7</u>	<u>162.2</u>	<u>F</u>	<u>-1.5</u>
8. El Camino Real/ Fair Oaks Lane	<u>19.3</u>	<u>B</u>	<u>19.0</u>	<u>B</u>	<u>-0.3</u>	<u>19.0</u>	<u>B</u>	<u>0</u>	<u>19.4</u>	<u>B</u>	<u>0.4</u>

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Table V-8: Near-Term and Near-Term Plus Project PM Peak Hour Intersection Levels of Service Comparison Summary with Existing Library Site Alternative

Study Intersection	Existing		Near-Term			Near-Term Plus Project			Near-Term Plus Existing Library Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Near-Term	Delay	LOS	Increase in Delay from Near-Term
1. Dinkelspiel (Station) Lane/ Fair Oaks Lane	2.4	A	2.8	A	0.4	2.3	A	-0.5	3.6	A	0.8
2. Middlefield Road/ Watkins Avenue	54.1	F	114.3	F	60.2	137.5	F	23.2	113.3	F	-1.0
3. Holbrook-Palmer Park Exit/ Watkins Avenue	9.2	A	9.2	A	0.0	9.3	A	0.1	9.3	A	0.1
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.4	A	7.4	A	0.0	7.5	A	0.1	7.4	A	0.0
5. Dinkelspiel (Station) Lane/ Watkins Avenue	9.3	A	9.3	A	0.0	9.4	A	0.1	9.5	A	0.2
6. El Camino Real/ Watkins Avenue	29.9	D	39.8	E	9.9	66.4	F	26.6	41.0	E	1.2
7. Middlefield Road/ Fair Oaks Lane	40.2	<u>E</u>	93.4	F	53.2	90.5	F	-2.9	107.9	F	17.4
8. El Camino Real/ Fair Oaks Lane	15.9	<u>B</u>	15.4	<u>B</u>	-0.5	14.7	<u>B</u>	-0.7	16.1	<u>B</u>	1.4

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

As shown in the tables, and similar to the proposed project, the Existing Library Site alternative would result in a significant impact at the Middlefield Road/Watkins Avenue intersection. This intersection already operates at an unacceptable level of service and the increase in trips associated with this alternative would result in an impact to this intersection. Similar to the proposed project, this impact would be reduced to a less-than-significant level with implementation of Mitigation Measures TRANS-1 and TRANS-3.

The contribution to the average delay at the El Camino Real/Watkins Avenue intersection would be greater than 0.8 seconds under either Existing or Near-Term Plus Project conditions under the Existing Library Site alternative. Therefore, this significant unavoidable impact would be similar to the proposed project. This impact would not be reduced to a less than significant level without implementation of Mitigation Measures TRANS-2 and TRANS-4. Similar to the proposed project, this impact would remain significant and unavoidable under this alternative.

Unlike the proposed project, impacts to the Middlefield Road/Fair Oaks Lane intersection would occur under the Existing Library Site alternative for both the Existing and Near-Term Plus Project conditions. Mitigation measures not recommended for the proposed project would be required to mitigate this new level of service impact. Specific mitigations are not identified in this analysis. It is not currently known if feasible mitigation measures would reduce this impact to a less-than-significant level.

Pages 161 through 164 of the Draft EIR are revised as follows:

d. Transportation, Circulation and Parking. The Town Center Site alternative would have identical trip generation to the proposed project, but would be located at the Town Center Site rather than Holbrook-Palmer Park. Because of the proximity of the Town Center Site to Fair Oaks Lane and the likelihood that visitors to this location would use different routes than those identified for the project site, the Middlefield Road/Fair Oaks Lane and El Camino Real/Fair Oaks Lane intersections are included in the study area for this alternative. Intersection levels of service are also included for the project site to provide a comparison. The effects of these additional trips on the study area intersections, when compared to Existing and Existing Plus Project conditions, are shown in Tables V-9 and V-10, respectively. The effects of the Town Center Site alternative on study area intersections, when compared to Near-Term and Near-Term Plus Project conditions, are shown in Tables V-11 and V-12, respectively.

Table V-9: Existing and Existing Plus Project AM Peak Hour Intersection Levels of Service Comparison Summary with Town Center Site Alternative

Study Intersection	Existing		Existing Plus Project			Existing Plus Town Center Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Existing
1. Dinkelspiel (Station) Lane/Fair Oaks Lane	2.9	A	2.9	A	0	3.2	A	0.3
2. Middlefield Road/Watkins Avenue	63.6	F	67.4	F	3.8	64.9	F	1.3
3. Holbrook-Palmer Park Exit/Watkins Avenue	9.3	A	9.4	A	0.1	9.3	A	0.0
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.6	A	7.6	A	0	7.6	A	0.0
5. Dinkelspiel (Station) Lane/Watkins Avenue	9.9	A	9.9	A	0	9.9	A	0.0
6. El Camino Real/Watkins Avenue	59.6	F	61.7	F	2.1	60.5	F	0.9
7. Middlefield Road/Fair Oaks Lane	63.4	F	64.0	F	<u>0.6</u>	66.2	F	<u>2.2</u>
8. El Camino Real/Fair Oaks Lane	<u>19.3</u>	B	<u>19.2</u>	B	<u>-0.1</u>	<u>19.6</u>	B	<u>0.4</u>

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Table V-10: Existing and Existing Plus Project PM Peak Hour Intersection Levels of Service Comparison Summary with Town Center Site Alternative

Study Intersection	Existing		Existing Plus Project			Existing Plus Town Center Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Existing
1. Dinkelspiel (Station) Lane/Fair Oaks Lane	2.4	A	2.0	A	-0.4	3.2	A	0.8
2. Middlefield Road/Watkins Avenue	54.1	F	62.2	F	8.1	59.5	F	5.4
3. Holbrook-Palmer Park Exit/Watkins Avenue	9.2	A	9.3	A	0.1	9.1	A	-0.1
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.4	A	7.5	A	0.1	7.4	A	0.0
5. Dinkelspiel (Station) Lane/Watkins Avenue	9.3	A	9.4	A	0.1	9.1	A	-0.2
6. El Camino Real/Watkins Avenue	29.9	D	43.2	E	13.3	30.6	D	0.7
7. Middlefield Road/Fair Oaks Lane	40.2	D	39.5	E	-0.7	49.9	E	10.4
8. El Camino Real/Fair Oaks Lane	15.9	B	15.3	B	-0.6	17.2	B	1.9

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Table V-11: Near-Term and Near-Term Plus Project AM Peak Hour Intersection Levels of Service Comparison Summary with Town Center Site Alternative

Study Intersection	Existing		Near-Term			Near-Term Plus Project			Near-Term Plus Town Center Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Near-Term	Delay	LOS	Increase in Delay from Near-Term
1. Dinkelspiel (Station) Lane/Fair Oaks Lane	2.9	A	3.2	A	0.3	3.1	A	-0.1	3.5	A	0.3
2. Middlefield Road/Watkins Avenue	63.6	F	136.1	F	72.5	144.4	F	8.3	138.9	F	2.8
3. Holbrook-Palmer Park Exit/Watkins Avenue	9.3	A	9.3	A	0.0	9.4	A	0.1	9.3	A	0.0
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.6	A	7.6	A	0.0	7.6	A	0	7.6	A	0.0
5. Dinkelspiel (Station) Lane/Watkins Avenue	9.9	A	9.9	A	0.0	9.9	A	0	9.9	A	0.0
6. El Camino Real/Watkins Avenue	59.6	F	82.4	F	22.8	86.2	F	3.8	83.8	F	1.4
7. Middlefield Road/Fair Oaks Lane	63.4	F	163.0	F	99.6	163.7	F	0.7	171.0	F	7.3
8. El Camino Real/Fair Oaks Lane	19.3	B	19.0	B	-0.3	19.0	B	0	19.4	B	0.4

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

Table V-12: Near-Term and Near-Term Plus Project PM Peak Hour Intersection Levels of Service Comparison Summary with Town Center Site Alternative

Study Intersection	Existing		Near-Term			Near-Term Plus Project			Near-Term Plus Town Center Site Alternative		
	Delay	LOS	Delay	LOS	Increase in Delay from Existing	Delay	LOS	Increase in Delay from Near-Term	Delay	LOS	Increase in Delay from Near-Term
1. Dinkelspiel (Station) Lane/Fair Oaks Lane	2.4	A	2.8	A	0.4	2.3	A	-0.5	3.6	A	0.8
2. Middlefield Road/Watkins Avenue	54.1	F	114.3	F	60.2	137.5	F	23.2	127.5	F	13.2
3. Holbrook-Palmer Park Exit/Watkins Avenue	9.2	A	9.2	A	0.0	9.3	A	0.1	9.1	A	-0.1
4. Holbrook-Palmer Park Entrance/Watkins Avenue	7.4	A	7.4	A	0.0	7.5	A	0.1	7.4	A	0.0
5. Dinkelspiel (Station) Lane/Watkins Avenue	9.3	A	9.3	A	0.0	9.4	A	0.1	9.1	A	-0.2
6. El Camino Real/Watkins Avenue	29.9	D	39.8	E	9.9	66.4	F	26.6	41.0	E	1.2
7. Middlefield Road/Fair Oaks Lane	<u>40.2</u>	<u>E</u>	<u>93.4</u>	<u>F</u>	<u>53.2</u>	<u>90.5</u>	<u>F</u>	<u>-2.9</u>	<u>121.4</u>	<u>F</u>	<u>30.9</u>
8. El Camino Real/Fair Oaks Lane	<u>15.9</u>	<u>B</u>	<u>15.4</u>	<u>B</u>	<u>-0.5</u>	<u>14.7</u>	<u>B</u>	<u>-0.7</u>	<u>16.7</u>	<u>B</u>	<u>2.0</u>

Notes:

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

See Table IV.D-1 for definitions of LOS for signalized and unsignalized intersections.

Bold = Unacceptable LOS

Source: LSA Associates, Inc., 2012.

As shown in the tables, similar to the proposed project, the Town Center Site alternative is anticipated to result in a significant impact at the Middlefield Road/Watkins Avenue intersection. This intersection already operates at an unacceptable level of service and the increase in trips associated with the Town Center Site alternative would result in an impact to this intersection. Similar to the proposed project, this impact would be reduced to a less-than-significant level with implementation of Mitigation Measures TRANS-1 and TRANS-3.

The contribution of the Town Center Site alternative to the average delay at the El Camino Real/Watkins Avenue intersection would be greater than 0.8 seconds under either Existing or Near-Term Plus Project conditions. This impact would not be reduced to a less than significant level without implementation of Mitigation Measures TRANS-2 and TRANS-4. Similar to the proposed project, this impact would remain significant and unavoidable under this alternative.

Unlike the proposed project, impacts to the Middlefield Road/Fair Oaks Lane intersection would occur under the Town Center Site alternative for both the Existing and Near-Term Plus Project conditions. Mitigation measures not recommended for the proposed project would be required to mitigate this new level of service impact. Specific mitigations are not identified in this analysis. It is not currently known if feasible mitigation measures would reduce this impact to a less-than-significant level.

Page 166 of the Draft EIR is revised as follows:

- The **Existing Library Site alternative** would achieve all of the project objectives, although the objectives related to integration with outdoor areas and access to recreational, cultural, and community facilities would be achieved to a lesser extent than the proposed project. Additionally, library services may be reduced and/or interrupted during construction. Most of the impacts identified for the proposed project would be similar under this alternative, although some impacts (e.g., land use and planning policy; visual resources; and parks and recreation) could be slightly reduced due to the location at the existing library site. Mitigation Measure TRANS-5 would not be required due to the availability of adequate parking at the Existing Library Site.

However, unlike the proposed project, this alternative would result in a significant unavoidable impact to historic resources. Construction-period noise and ground-borne vibration impacts could also be slightly greater under this alternative. New operational noise impacts would also result and mitigation would be required to reduce this impact to a less-than-significant level. Not only would the significant unavoidable impact to the El Camino Real/Watkins Avenue intersection would still occur under this alternative, but a new impact not identified for the proposed project would also occur at the Middlefield Road/Fair Oaks Lane intersection.

- The **Town Center Site alternative** would achieve all of the project objectives, although the objectives related to integration with outdoor areas and access to recreational, cultural, and community facilities would be achieved to a lesser extent than the proposed project. Most of the impacts identified for the proposed project would be similar under this alternative, although some impacts (e.g., land use and planning policy; visual resources; and parks and recreation) could be slightly reduced due to the location of this alternative.

Mitigation Measure TRANS-5 would not be required due to the availability of adequate parking at the Town Center Site. Mitigation Measure NOISE-2 and HAZ-1 also would not be required because no historic structures are located near the site and no demolition of existing structures would occur.

Impacts associated with construction-period noise could be greater than the proposed project, but would still be less-than-significant. New operational noise impacts would also result and mitigation would be required to reduce this impact to a less-than-significant level. Not only would the significant unavoidable impact to the El Camino Real/Watkins Avenue intersection would still occur under this alternative, but a new impact not identified for the proposed project would also occur at the Middlefield Road/Fair Oaks Lane intersection.

Page 167 of the Draft EIR is revised as follows:

As discussed above, none of the alternatives to the project would eliminate the significant unavoidable impact to the El Camino Real/Watkins Avenue intersection. The North Meadow Site at Holbrook-Palmer Park alternative would not eliminate or reduce any of the impacts identified for the proposed project, and the Existing Library Site alternative would create a new significant unavoidable impact (i.e., related to cultural resources). While the Town Center Site alternative would eliminate some project-related impacts, other impacts may actually increase under this alternative and a new impact would also result (i.e., noise related to the rail line).

Both the Existing Library Site and Town Center Site alternatives would also create a new level of service impact at the intersection of Middlefield Road/Fair Oaks Lane.

Table V-13 on page 168 of the Draft EIR is revised as follows:

Table V-13: Comparison of Potentially Significant Impacts

Environmental Impacts	Proposed Project Without/With Mitigation	No Project Alternative Without/With Mitigation	Reduced Library Size in Holbrook-Palmer Park Alternative Without/With Mitigation	North Meadow Site in Holbrook-Palmer Park Alternative Without/With Mitigation	Existing Library Site Alternative Without/With Mitigation	Town Center Site Alternative Without/With Mitigation
IMPACTS IDENTIFIED IN THE EIR						
D. Transportation, Circulation and Parking						
<u>An increase in delay by more than 0.8 seconds would occur for the critical movements at the Middlefield Road/Fair Oaks Lane Intersection during the Existing and Near-Term Plus Existing Library Site alternative and Town Center Site alternative conditions.</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>S/LTS</u>	<u>S/LTS</u>

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APPENDIX A

ADDITIONAL TRAFFIC DATA

All Traffic Data

(916) 771-8700

City of Atherton

File Name : 12-7238-001 El Camino-Fair Oaks
 Site Code : 00000000
 Start Date : 5/22/2012
 Page No : 2

Start Time	El Camino Real Southbound				Fair Oaks Lane Westbound				El Camino Real Northbound				Atherton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	12	566	53	631	23	45	21	89	31	254	16	301	29	16	34	79	1100
08:00	26	512	37	575	29	43	23	95	21	238	8	267	23	19	23	65	1002
08:15	24	516	11	551	26	25	12	63	13	175	9	197	30	25	36	91	902
08:30	30	543	8	581	12	35	18	65	17	218	10	245	34	17	28	79	970
Total Volume	92	2137	109	2338	90	148	74	312	82	885	43	1010	116	77	121	314	3974
% App. Total	3.9	91.4	4.7	28.8	47.4	23.7	8.1	87.6	4.3	36.9	24.5	38.5	36.9	24.5	38.5	8.6	903
PHF	.767	.944	.514	.926	.776	.822	.804	.821	.661	.871	.672	.839	.853	.770	.840	.863	.903

All Traffic Data

(916) 771-8700

City of Atherton

File Name : 12-7238-002 Middlefield-Fair Oaks
 Site Code : 00000000
 Start Date : 5/22/2012
 Page No : 2

Start Time	Middlefield Road Southbound				Palmer Lane Westbound				Middlefield Road Northbound				Fair Oaks Lane Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	2	115	15	132	6	3	2	11	42	94	1	137	1	0	45	46	326
08:00	2	138	19	159	5	26	19	50	59	83	2	144	1	2	43	46	399
08:15	2	136	24	162	3	8	8	19	24	102	0	126	2	2	49	53	360
08:30	2	143	7	152	1	8	5	14	47	89	1	137	2	0	54	56	359
Total Volume	8	532	65	605	15	45	34	94	172	368	4	544	6	4	191	201	1444
% App. Total	1.3	87.9	10.7	28.8	16	47.9	36.2	94	31.6	67.6	0.7	94	3	2	95	8.6	903
PHF	1.000	.930	.677	.934	.625	.433	.447	.470	.729	.902	.500	.944	.750	.500	.884	.897	.905

All Traffic Data

(916) 771-8700

City of Atherton

File Name : 12-7238-001 El Camino-Fair Oaks

Site Code : 00000000

Start Date : 5/22/2012

Page No : 4

Start Time	El Camino Real Southbound				Fair Oaks Lane Westbound				El Camino Real Northbound				Atherton Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	6	278	20	304	13	16	17	46	36	461	21	518	43	28	23	94	962
17:00	20	320	13	353	16	25	19	60	44	446	21	511	31	22	14	67	991
17:15	9	319	6	334	27	25	21	73	44	480	15	539	27	16	17	60	1006
17:30	17	310	6	333	12	30	17	59	37	490	11	538	26	18	13	57	987
Total Volume	52	1227	45	1324	68	96	74	238	161	1877	68	2106	127	84	67	278	3946
% App. Total	3.9	92.7	3.4		28.6	40.3	31.1		7.6	89.1	3.2		45.7	30.2	24.1		
PHF	.650	.959	.563	.938	.630	.800	.881	.815	.915	.958	.810	.977	.738	.750	.728	.739	.981

All Traffic Data

(916) 771-8700

City of Atherton

File Name : 12-7238-002 Middlefield-Fair Oaks

Site Code : 00000000

Start Date : 5/22/2012

Page No : 4

Start Time	Middlefield Road Southbound				Palmer Lane Westbound				Middlefield Road Northbound				Fair Oaks Lane Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	7	97	17	121	2	2	1	5	49	159	5	213	12	9	40	61	400
17:15	4	83	20	107	0	1	4	5	43	176	6	225	9	7	26	42	379
17:30	3	149	18	170	0	1	6	7	42	159	4	205	4	4	35	43	425
17:45	4	120	6	130	1	1	3	5	37	173	4	214	5	4	28	37	386
Total Volume	18	449	61	528	3	5	14	22	171	667	19	857	30	24	129	183	1590
% App. Total	3.4	85	11.6		13.6	22.7	63.6		20	77.8	2.2		16.4	13.1	70.5		
PHF	.643	.753	.763	.776	.375	.625	.583	.786	.872	.947	.792	.952	.625	.667	.806	.750	.935

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #7 Fair Oaks In/Middlefield Rd

 Average Delay (sec/veh): 7.7 Worst Case Level of Service: F [63.4]

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Include
Lanes:	1 0 1 0	0 0 1 0 0	0 1 0 0 1	0 0 1 0	0 0 1 0

Volume Module:
 Base Vol: 172 368 4 8 532 65 6 4 191 15 45 34
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 172 368 4 8 532 65 6 4 191 15 45 34
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 172 368 4 8 532 65 6 4 191 15 45 34
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 172 368 4 8 532 65 6 4 191 15 45 34
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 172 368 4 8 532 65 6 4 191 15 45 34

Critical Gap Module:
 Critical Gap: 4.1 xxxxx 4.1 xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpIn: 2.2 xxxxx 2.2 xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
 Cnflct Vol: 597 xxxxx 372 xxxxx 1334 1297 565 1392 1327 370
 Portent Cap: 989 xxxxx 1198 xxxxx 132 163 529 121 157 680
 Move Cap: 989 xxxxx 1198 xxxxx 80 134 529 65 129 680
 Volume/Cap: 0.17 xxxxx 0.01 xxxxx 0.08 0.03 0.36 0.23 0.35 0.05

Level of Service Module:
 2Way95thQ: 0.6 xxxxx 8.0 xxxxx 15.6 xxxxx
 Control Del: 9.4 xxxxx 8.0 xxxxx 15.6 xxxxx
 LOS by Move: A * * * * * C * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxx xxxxx xxxxx xxxxx 95 xxxxx xxxxx 149 xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx 3.4 xxxxx
 Shrd ConDel: xxxxx xxxxx xxxxx xxxxx 47.3 xxxxx xxxxx 63.4 xxxxx
 Shared LOS: * * * * * E * * * * *
 ApproachDel: xxxxx xxxxx 17.2 C
 ApproachLOS: *****

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #8 Fair Oaks In/El Camino Real

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
 Loss Time (sec): 0 Average Delay (sec/veh): 19.3
 Optimal Cycle: 83 Level of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Prot+Permit	Prot+Permit	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Y+R:	4.0 4.0 4.0 4.0	4.0 4.0 4.0 4.0	4.0 4.0 4.0 4.0	4.0 4.0 4.0 4.0
Lanes:	1 0 2 1 0	1 0 2 1 0	1 0 1 0 1	0 1 0 0 1

Volume Module:
 Base Vol: 82 885 43 92 2137 109 116 77 121 90 148 74
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 82 885 43 92 2137 109 116 77 121 90 148 74
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 82 885 43 92 2137 109 116 77 121 90 148 74
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 82 885 43 92 2137 109 116 77 121 90 148 74
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 82 885 43 92 2137 109 116 77 121 90 148 74
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 82 885 43 92 2137 109 116 77 121 90 148 74

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.90 0.90 0.95 0.90 0.90 0.95 0.91 0.91 0.98 0.98 0.85
 Lanes: 1.00 2.86 0.14 1.00 2.85 0.15 1.00 0.39 0.61 0.38 0.62 1.00
 Final Sat.: 1805 4912 239 1805 4901 250 1805 671 1054 705 1159 1615

Capacity Analysis Module:
 Vol/Sat: 0.05 0.18 0.18 0.05 0.44 0.44 0.06 0.11 0.11 0.13 0.13 0.05
 Crit Moves: *****
 Green/Cycle: 0.58 0.52 0.67 0.60 0.60 0.16 0.16 0.16 0.18 0.18 0.18 0.18
 Volume/Cap: 0.43 0.35 0.35 0.19 0.72 0.72 0.41 0.72 0.72 0.72 0.72 0.26
 Uniform Del: 13.6 14.1 14.1 6.7 14.0 14.0 37.8 40.0 40.0 38.9 38.9 35.5
 IncrementDel: 1.6 0.1 0.1 0.2 0.9 0.9 0.9 9.2 9.2 7.8 7.8 0.5
 InitQueueDel: 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 15.2 14.2 14.2 6.8 14.9 14.9 38.8 49.2 49.2 46.6 46.6 36.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 15.2 14.2 14.2 6.8 14.9 14.9 38.8 49.2 49.2 46.6 46.6 36.0
 LOS by Move: B B A B B D B D
 HCM2kAvgQ: 2 6 6 1 19 4 7 7 8 8 8 2

Level of Service Computation Report
 2000 HCM Unsynchronized Method (Future Volume Alternative)

Intersection #7 Fair Oaks Ln/Middlefield Rd
 Average Delay (sec/veh): 6.2 Worst Case Level of Service: E [40.2]
 Optimal Cycle: 54 Level of Service: B
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Include
Lanes:	1 0 1 0 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0				
Volume Module:					
Base Vol:	171 667 19 18 449 61 30 24 129 3 5 14				
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
Initial Bse:	171 667 19 18 449 61 30 24 129 3 5 14				
Added Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
PasserByVol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
Initial Fut:	171 667 19 18 449 61 30 24 129 3 5 14				
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
PHF Volume:	171 667 19 18 449 61 30 24 129 3 5 14				
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
FinalVolume:	171 667 19 18 449 61 30 24 129 3 5 14				

Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpIn: 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
 Conflict Vol: 510 xxxxx xxxxx 1544 1544 480 1611 1565 677
 Potential Cap: 1065 xxxxx xxxxx 917 xxxxx xxxxx 95 116 590 85 113 457
 Move Cap: 1065 xxxxx xxxxx 917 xxxxx xxxxx 76 95 590 47 93 457
 Volume/Cap: 0.16 xxxxx xxxxx 0.02 xxxxx xxxxx 0.39 0.25 0.22 0.06 0.05 0.03

Level of Service Module:
 2Way95thQ: 0.6 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx 0.8 xxxxx xxxxx xxxxx
 Control Del: 9.0 xxxxx xxxxx 9.0 xxxxx xxxxx xxxxx xxxxx 12.8 xxxxx xxxxx xxxxx
 LOS by Move: A * * * * * A * * * * * B * * * * *
 Movement: LT - LTR - RT
 Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx 84 xxxxx xxxxx 148 xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 3.0 xxxxx xxxxx 0.5 xxxxx
 Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx 105.7 xxxxx xxxxx 33.6 xxxxx
 Shared LOS: * * * * * * * * * * * F * * * * * * * * * *
 ApproachDel: xxxxx xxxxx 40.2
 ApproachLOS: xxxxx E
 Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Fair Oaks Ln/El Camino Real
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
 Loss Time (sec): 0 Average Delay (sec/veh): 15.9
 Optimal Cycle: 54 Level of Service: B
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Prot+Permit	Prot+Permit	Split Phase	Split Phase	Split Phase
Rights:	Include	Include	Include	Include	Include
Lanes:	4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0				
Volume Module:					
Base Vol:	161 1877 68 52 1227 45 127 84 67 68 96 74				
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
Initial Bse:	161 1877 68 52 1227 45 127 84 67 68 96 74				
Added Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
PasserByVol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
Initial Fut:	161 1877 68 52 1227 45 127 84 67 68 96 74				
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
PHF Volume:	161 1877 68 52 1227 45 127 84 67 68 96 74				
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
FinalVolume:	161 1877 68 52 1227 45 127 84 67 68 96 74				

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.91 0.91 0.95 0.91 0.91 0.95 0.93 0.93 0.98 0.98 0.85
 Lanes: 1.00 2.90 0.10 1.00 2.89 0.11 1.00 0.56 0.44 0.41 0.59 1.00
 Final Sat.: 1805 4981 180 1805 4978 183 1805 986 787 772 1090 1615

Capacity Analysis Module:
 Vol/Sat: 0.09 0.38 0.38 0.03 0.25 0.25 0.07 0.09 0.09 0.09 0.09 0.05
 Crit Moves: *****
 Green/Cycle: 0.70 0.65 0.56 0.51 0.51 0.15 0.15 0.15 0.15 0.15 0.15 0.15
 Volume/Cap: 0.34 0.58 0.30 0.48 0.48 0.48 0.48 0.58 0.58 0.58 0.58 0.30
 Uniform Del: 7.4 9.8 9.8 10.4 15.6 15.6 39.1 39.8 39.8 39.4 39.4 37.7
 IncrementDel: 0.4 0.3 0.3 1.0 0.1 0.1 1.4 3.2 3.2 3.0 3.0 0.7
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 7.8 10.0 10.0 11.4 15.8 15.8 40.5 43.0 43.0 42.4 42.4 38.4
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 7.8 10.0 10.0 11.4 15.8 15.8 40.5 43.0 43.0 42.4 42.4 38.4
 LOS by Move: A B B B B B D D D D D D D
 HCM2kAvgQ: 2 12 12 1 9 9 4 5 5 6 6 6 2

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #8 Fair Oaks Ln/El Camino Real
 Average Delay (sec/veh): 100 Worst Case Level of Service: E [39.5]
 Optimal Cycle: 53 Level of Service: B
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R L - T - R

Control:	Prot+Permit	Include	Prot+Permit	Include	Split Phase	Split Phase
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1
Volume Module:	161	1886	63	50	1236	45
Base Vol:	1.00	1.00	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	1886	63	50	1236	45
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	161	1886	63	50	1236	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1886	63	50	1236	45
Reduc Vol:	0	0	0	0	0	0
Reduced Vol:	161	1886	63	50	1236	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1886	63	50	1236	45

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.91 0.91 0.95 0.91 0.91
 Lanes: 1.00 2.90 0.10 1.00 2.89 0.11
 Final Sat.: 1805 4994 167 1805 4980 181

Capacity Analysis Module:
 Vol/Sat: 0.09 0.38 0.38 0.03 0.25 0.25
 Crit Moves: ****
 Green/Cycle: 0.71 0.66 0.66 0.57 0.52 0.52
 Volume/Cap: 0.34 0.57 0.57 0.29 0.47 0.47
 Uniform Del: 6.9 9.1 9.1 9.8 15.1 15.1
 Increment Del: 0.4 0.2 0.2 0.9 1.1 1.1
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00
 AdDel/Veh: 7.4 9.3 9.3 10.8 15.2 15.2
 LOS by Move: A A A B B D
 HCM2kAvgQ: 2 12 12 1 9 4

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #7 Fair Oaks Ln/Middlefield Rd
 Average Delay (sec/veh): 6.0 Worst Case Level of Service: E [39.5]
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R

Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1	0	1	0
Volume Module:	171	675	19	18
Base Vol:	1.00	1.00	1.00	1.00
Growth Adj:	1.00	1.00	1.00	1.00
Initial Bse:	171	675	19	18
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	171	675	19	18
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	171	675	19	18
Reduc Vol:	0	0	0	0
FinalVolume:	171	675	19	18

Critical Gap Module:
 Critical Gap: 4.1 xxxxx 4.1 xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpIn: 2.2 xxxxx 2.2 xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
 Cnflct Vol: 515 xxxxx 694 xxxxx 1558 1558 486 1625 1578 685
 Potent Cap: 1061 xxxxx 911 xxxxx 92 114 585 83 111 452
 Move Cap.: 1061 xxxxx 911 xxxxx 74 93 585 45 91 452
 Volume/Cap: 0.16 xxxxx 0.102 xxxxx 0.38 0.22 0.07 0.06 0.05

Level of Service Module:
 2Way95thQ: 0.6 xxxxx 0.1 xxxxx 0.8 xxxxx
 Control Del: 9.0 xxxxx 9.0 xxxxx 12.9 xxxxx
 LOS by Move: A * * * * * B * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxx xxxxx xxxxx 82 xxxxx xxxxx 144 xxxxx
 SharedQueue: xxxxx xxxxx xxxxx 2.9 xxxxx xxxxx 0.5 xxxxx
 Shrd ConDel: xxxxx xxxxx xxxxx 105.6 xxxxx xxxxx 34.4 xxxxx
 Shared LOS: * * * * * F * * * * *
 ApproachDel: xxxxx xxxxx 39.5
 ApproachLOS: *****E*****
 Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #7 Fair Oaks In/Middlefield Rd
 Average Delay (sec/veh): 12.6 Worst Case Level of Service: F(163.7)
 Optimal Cycle: 87 Level of Service: B
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Include
Lanes:	1 0 1 0 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0				
Volume Module:					
Base Vol:	172 534 4 8 634 64 6 4 191 15 45 34				
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
Initial Bse:	172 534 4 8 634 64 6 4 191 15 45 34				
Added Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
PasserByVol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
Initial Fut:	172 534 4 8 634 64 6 4 191 15 45 34				
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
PHF Volume:	172 534 4 8 633 64 6 4 191 15 45 34				
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
FinalVolume:	172 534 4 8 633 64 6 4 191 15 45 34				
Critical Gap Module:					
Critical Gp:	4.1 xxxxx xxxxx 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2				
FollowUpIn:	2.2 xxxxx xxxxx 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3				
Capacity Module:					
Cnflict Vol:	697 xxxxx xxxxx 538 xxxxx xxxxx 1600 1563 665 1658 1593 536				
Potent Cap:	908 xxxxx xxxxx 1041 xxxxx xxxxx 86 113 463 79 108 549				
Move Cap:	908 xxxxx xxxxx 1041 xxxxx xxxxx 42 91 463 38 87 542				
Volume/Cap:	0.19 xxxxx xxxxx 0.10 xxxxx xxxxx 0.14 0.04 0.41 0.39 0.52 0.06				
Level of Service Module:					
2Way95thQ:	0.7 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 2.0 xxxxx xxxxx xxxxx				
Control Del:	9.9 xxxxx xxxxx 8.5 xxxxx xxxxx xxxxx xxxxx 18.1 xxxxx xxxxx xxxxx				
LOS by Move:	A * * * * * A * * * * * C * * * * *				
Movement:	LT - LTR - RT				
Shared Cap:	xxxxx xxxxx xxxxx xxxxx xxxxx 53 xxxxx xxxxx xxxxx 97 xxxxx				
SharedQueue:	xxxxx xxxxx xxxxx xxxxx xxxxx 0.6 xxxxx xxxxx xxxxx 5.8 xxxxx				
Shrd ConDel:	xxxxx xxxxx xxxxx xxxxx xxxxx 88.0 xxxxx xxxxx xxxxx 164 xxxxx				
Shared LOS:	* * * * * * * * * * * F * * * * *				
ApproachDel:	xxxxxx xxxxxx 21.6 C				
ApproachLOS:	xxxxxx xxxxxx 163.7 F				
Note:	Queue reported is the number of cars per lane.				

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #8 Fair Oaks In/El Camino Real
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 0 Average Delay (sec/veh): 19.0
 Optimal Cycle: 87 Level of Service: B
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Prot+Permit	Prot+Permit	Split Phase	Split Phase	Split Phase
Rights:	Include	Include	Include	Include	Include
Lanes:	4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0 4 0				
Volume Module:					
Base Vol:	82 970 42 92 2211 109 116 76 121 90 147 74				
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
Initial Bse:	82 970 42 92 2211 109 116 76 121 90 147 74				
Added Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
PasserByVol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
Initial Fut:	82 970 42 92 2211 109 116 76 121 90 147 74				
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
PHF Volume:	82 970 42 92 2211 109 116 76 121 90 147 74				
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
FinalVolume:	82 970 42 92 2211 109 116 76 121 90 147 74				
Critical Gap Module:					
Critical Gp:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
FollowUpIn:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
Capacity Module:					
Cnflict Vol:	82 970 42 92 2211 109 116 76 121 90 147 74				
Potent Cap:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
Move Cap:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
Volume/Cap:	82 970 42 92 2211 109 116 76 121 90 147 74				
Level of Service Module:					
2Way95thQ:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900				
Control Del:	0.95 0.90 0.90 0.95 0.90 0.90 0.95 0.91 0.91 0.98 0.98 0.85				
LOS by Move:	A * * * * * A * * * * * C * * * * *				
Movement:	LT - LTR - RT				
Shared Cap:	0.44 0.37 0.37 0.20 0.74 0.74 0.41 0.74 0.74 0.74 0.74 0.27				
SharedQueue:	13.7 13.5 13.5 6.5 13.8 13.8 38.2 40.3 40.3 39.2 39.2 35.9				
Shrd ConDel:	1.6 0.1 0.1 0.2 0.9 0.9 1.0 10.3 10.3 8.7 8.7 0.5				
Shared LOS:	* * * * * * * * * * * F * * * * *				
ApproachDel:	xxxxxx xxxxxx 21.6 C				
ApproachLOS:	xxxxxx xxxxxx 163.7 F				
Note:	Queue reported is the number of cars per lane.				

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #7 Fair Oaks Ln/Middlefield Rd
 Average Delay (sec/veh): 10.3 Worst Case Level of Service: F [90.5]
 Optimal Cycle: 57 Level of Service: B
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 1 0 1 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module:
 Base Vol: 171 804 19 18 628 58 28 24 129 3 5 14
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 171 804 19 18 628 58 28 24 129 3 5 14
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 171 804 19 18 628 58 28 24 129 3 5 14
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 171 804 19 18 628 58 28 24 129 3 5 14
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 171 804 19 18 628 58 28 24 129 3 5 14

Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpIn: 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
 Cnflct Vol: 686 xxxxx xxxxx 823 xxxxx xxxxx 1858 1858 657 1925 1878 814
 Potent Cap: 917 xxxxx xxxxx 816 xxxxx xxxxx 57 974 468 51 72 381
 Move Cap: 917 xxxxx xxxxx 816 xxxxx xxxxx 43 59 468 22 57 381
 Volume/Cap: 0.19 xxxxx xxxxx 0.102 xxxxx xxxxx 0.65 0.41 0.28 0.14 0.09 0.04

Level of Service Module:
 2Way95thQ: 0.7 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx 1.1 xxxxx xxxxx xxxxx
 Control Del: 9.8 xxxxx xxxxx 9.5 xxxxx xxxxx xxxxx xxxxx 15.6 xxxxx xxxxx xxxxx
 LOS by Move: A * * * * * C * * * * *
 Movement: LT - LTR - RT
 Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx 49 xxxxx xxxxx xxxxx 84 xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 4.6 xxxxx xxxxx xxxxx 1.0 xxxxx
 Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx 276.2 xxxxx xxxxx xxxxx 62.6 xxxxx
 Shared LOS: * * * * * F * * * * *
 ApproachDel: xxxxx xxxxx
 ApproachLOS: xxxxx F
 Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #8 Fair Oaks Ln/El Camino Real
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
 Loss Time (sec): 0 Average Delay (sec/veh): 14.7
 Optimal Cycle: 57 Level of Service: B
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Prot+Permit Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:
 Base Vol: 161 2033 63 50 1377 45 127 78 67 62 90 71
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 161 2033 63 50 1377 45 127 78 67 62 90 71
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 161 2033 63 50 1377 45 127 78 67 62 90 71
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 161 2033 63 50 1377 45 127 78 67 62 90 71
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 161 2033 63 50 1377 45 127 78 67 62 90 71
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 161 2033 63 50 1377 45 127 78 67 62 90 71

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.91 0.91 0.95 0.91 0.91 0.95 0.93 0.93 0.98 0.98 0.85
 Lanes: 1.00 2.91 0.09 1.00 2.91 0.09 1.00 0.54 0.46 0.41 0.59 1.00
 Final Sat.: 1805 5011 155 1805 4998 163 1805 952 817 760 1103 1615

Capacity Analysis Module:
 Vol/Sat: 0.09 0.41 0.41 0.03 0.28 0.28 0.07 0.08 0.08 0.08 0.08 0.04
 Crit Moves: *****
 Green/Cycle: 0.73 0.68 0.68 0.59 0.55 0.55 0.14 0.14 0.14 0.14 0.14 0.14
 Volume/Cap: 0.36 0.60 0.60 0.31 0.50 0.50 0.51 0.60 0.60 0.60 0.60 0.32
 Uniform Del: 7.4 8.6 8.6 9.3 14.1 14.1 40.0 40.5 40.5 40.5 40.6 39.0
 IncremntDel: 0.5 0.3 0.3 1.1 0.1 0.1 1.8 4.0 4.0 3.8 3.8 0.8
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 7.9 8.9 8.9 10.4 14.2 14.2 41.8 44.6 44.6 44.4 44.4 39.8
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 7.9 8.9 8.9 10.4 14.2 14.2 41.8 44.6 44.6 44.4 44.4 39.8
 LOS by Move: A A B B D D D D D D D D
 HCM2kAvGq: 2 13 13 1 10 10 4 5 5 5 5 2

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #7 Fair Oaks In/Middlefield Rd
 Average Delay (sec/veh): 7.8 Worst Case Level of Service: F (63.6)
 Optimal Cycle: 84 Level of Service: B
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Include
Lanes:	1 0 1 0	0 1 0 0	0 1 0 1	0 0 1 0	0 1 0 0
Volume Module:					
Base Vol:	172 368 4	8 532 66 8 4	191 15 45 34		
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	172 368 4	8 532 66 8 4	191 15 45 34		
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	172 368 4	8 532 66 8 4	191 15 45 34		
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	172 368 4	8 532 66 8 4	191 15 45 34		
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	172 368 4	8 532 66 8 4	191 15 45 34		
Critical Gap Module:					
Critical Gp:	4.1 xxxxx xxxxx	4.1 xxxxx xxxxx	7.1 6.5 6.2	7.1 6.5 6.2	
FollowUpIn:	2.2 xxxxx xxxxx	2.2 xxxxx xxxxx	3.5 4.0 3.3	3.5 4.0 3.3	
Capacity Module:					
Cnflct Vol:	598 xxxx xxxxx	372 xxxx xxxxx	1335 1297	565 1393 1328	370
Potent Cap:	989 xxxx xxxxx	1198 xxxx xxxxx	132 163	528 120 157	680
Move Cap:	989 xxxx xxxxx	1198 xxxx xxxxx	80 134	528 65 128	680
Volume/Cap:	0.17 xxxx xxxxx	0.10 xxxx xxxxx	0.10 0.03	0.36 0.23 0.35	0.05
Level of Service Module:					
2Way95thQ:	0.6 xxxxx xxxxx	0.0 xxxxx xxxxx	xxxx xxxx	1.6 xxxxx xxxxx	xxxxxx
Control Del:	9.4 xxxxx xxxxx	8.0 xxxxx xxxxx	xxxxxx xxxxx	15.6 xxxxx xxxxx	xxxxxx
LOS by Move:	A * * * *	A * * * *	C * * * *	C * * * *	
Movement:	LT - LTR - RT	LT - LTR - RT			
Shared Cap:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	92 xxxxx xxxxx	149 xxxxx	xxxxxx
SharedQueue:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	0.4 xxxxx xxxxx	3.4 xxxxx	xxxxxx
Shrd ConDel:	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx	49.9 xxxxx xxxxx	63.6 xxxxx	xxxxxx
Shared LOS:	* * * *	* * * *	E * * * *	* * * *	
ApproachDel:	xxxxxx	xxxxxx	17.7	63.6	
ApproachLOS:	xxxxxx	xxxxxx	C	F	

Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #8 Fair Oaks In/El Camino Real
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
 Loss Time (sec): 0 Average Delay (sec/veh): 19.6
 Optimal Cycle: 84 Level of Service: B
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Prot+Permit	Prot+Permit	Split Phase	Split Phase	Split Phase
Rights:	Include	Include	Include	Include	Include
Lanes:	4 0 4 0	4 0 4 0	4 0 4 0	4 0 4 0	4 0 4 0
Y+R:	1 0 2 1	1 0 2 1	1 0 1 0	1 0 1 0	1 0 1 0
Volume Module:					
Base Vol:	82 885 42	93 2137 109	116 79 121	94 151 76	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	82 885 42	93 2137 109	116 79 121	94 151 76	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	82 885 42	93 2137 109	116 79 121	94 151 76	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	82 885 42	93 2137 109	116 79 121	94 151 76	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	82 885 42	93 2137 109	116 79 121	94 151 76	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	82 885 42	93 2137 109	116 79 121	94 151 76	
Saturation Flow Module:					
Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.95 0.90	0.95 0.90	0.90 0.91	0.91 0.98	0.98 0.85
Lanes:	1.00 2.86	1.00 2.85	0.15 1.00	0.39 0.61	0.38 0.62
Final Sat.:	1805 4917	233 1805 4901	250 1805 682	1045 715 1149	1615
Capacity Analysis Module:					
Vol/Sat:	0.05 0.18	0.18 0.05 0.44	0.44 0.06 0.12	0.12 0.13 0.13	0.05 0.13 0.13
Crit Moves:	xxxx	xxxx	xxxx	xxxx	xxxx
Green/Cycle:	0.58 0.51	0.66 0.60	0.60 0.16 0.16	0.16 0.18 0.18	0.18 0.18 0.18
Volume/Cap:	0.43 0.35	0.19 0.73	0.73 0.40 0.73	0.73 0.73 0.73	0.73 0.73 0.73
Uniform Del:	13.9 14.4	14.4 6.8 14.3	14.3 37.8 40.0	40.0 38.7 38.7	35.2 35.2 35.2
IncrementDel:	1.6 0.1	0.2 0.9	0.9 0.9 9.5	9.5 7.8 7.8	0.5 0.5 0.5
IntQueueDel:	0.0 0.0	0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0
Delay Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Delay/Veh:	15.5 14.5	14.5 7.0 15.2	15.2 38.7 49.5	49.5 46.5 46.5	35.7 35.7 35.7
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdDel/Veh:	15.5 14.5	14.5 7.0 15.2	15.2 38.7 49.5	49.5 46.5 46.5	35.7 35.7 35.7
LOS by Move:	B B B	A B B	B B B	D D D	D D D
HCM2kAvGq:	2 6 6	1 19 4	7 7 7	9 9 9	

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #7 Fair Oaks In/Middlefield Rd

 Average Delay (sec/veh): 12.6 Worst Case Level of Service: F(162.2)

 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 1 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0
 Volume Module:
 Base Vol: 172 532 4 8 632 66 8 4 191 15 45 34
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 172 532 4 8 632 66 8 4 191 15 45 34
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 172 532 4 8 632 66 8 4 191 15 45 34
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 172 532 4 8 631 66 8 4 191 15 45 34
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 172 532 4 8 631 66 8 4 191 15 45 34
 Critical Gap Module:
 Critical Gap: 4.1 xxxxx 4.1 xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpIn: 2.2 xxxxx 2.2 xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
 Capacity Module:
 Cnflct Vol: 697 xxxxx 536 xxxxx 1597 1560 664 1655 1591 534
 Potent Cap: 908 xxxxx 1043 xxxxx 87 113 464 79 109 550
 Move Cap: 908 xxxxx 1043 xxxxx 42 91 464 38 87 550
 Volume/Cap: 0.19 xxxxx 0.10 xxxxx 0.19 0.04 0.41 0.39 0.51 0.06
 Level of Service Module:
 2Way95thQ: 0.7 xxxxx 0.5 xxxxx 0.0 xxxxx 0.0 xxxxx 2.0 xxxxx xxxxx xxxxx
 Control Del: 9.9 xxxxx 8.5 xxxxx xxxxx xxxxx 18.1 xxxxx xxxxx xxxxx
 LOS by Move: A * * * * * C * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxx xxxxx xxxxx xxxxx 51 xxxxx xxxxx 97 xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx 0.8 xxxxx xxxxx 5.7 xxxxx
 Shrd ConDel: xxxxx xxxxx xxxxx xxxxx 96.0 xxxxx xxxxx 162 xxxxx
 Shared LOS: * * * * * F * * * * *
 ApproachDel: xxxxx xxxxx 22.7 * * * * *
 ApproachLOS: xxxxx C
 Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #8 Fair Oaks In/El Camino Real

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
 Loss Time (sec): 0 Average Delay (sec/veh): 19.4
 Optimal Cycle: 89 Level of Service: B

 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R
 Control: Prot+Permit Prot+Permit Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
 Volume Module:
 Base Vol: 82 968 42 93 2209 109 116 79 121 94 151 76
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 82 968 42 93 2209 109 116 79 121 94 151 76
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 82 968 42 93 2209 109 116 79 121 94 151 76
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 82 968 42 93 2209 109 116 79 121 94 151 76
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 82 968 42 93 2209 109 116 79 121 94 151 76
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 82 968 42 93 2209 109 116 79 121 94 151 76
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.90 0.90 0.95 0.90 0.90 0.95 0.91 0.91 0.98 0.98 0.85
 Lanes: 1.00 2.88 0.12 1.00 2.86 0.14 1.00 0.39 0.61 0.38 0.62 1.00
 Final Sat.: 1805 4941 214 1805 4908 242 1805 682 1045 715 1149 1615
 Capacity Analysis Module:
 Vol/Sat: 0.05 0.20 0.20 0.05 0.45 0.45 0.06 0.12 0.12 0.13 0.13 0.05
 Crit Moves: ****
 Green/Cycle: 0.59 0.53 0.67 0.61 0.61 0.16 0.16 0.16 0.18 0.18 0.18 0.18
 Volume/Cap: 0.44 0.37 0.37 0.20 0.74 0.74 0.41 0.74 0.74 0.74 0.74 0.27
 Uniform Del: 14.0 13.8 13.8 6.8 14.1 14.1 38.1 40.3 40.3 39.0 39.0 35.5
 IncrementDel: 1.7 0.1 0.1 0.2 1.0 1.0 1.0 10.6 10.6 8.8 8.8 0.5
 InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 15.7 13.9 13.9 7.0 15.1 15.1 39.1 50.9 50.9 47.8 47.8 36.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 15.7 13.9 13.9 7.0 15.1 15.1 39.1 50.9 50.9 47.8 47.8 36.0
 LOS by Move: B B B A B D B D D D
 HCM2kAvgQ: 2 7 7 1 20 20 4 8 8 9 9 9

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #7 Fair Oaks Ln/Middlefield Rd

 Average Delay (sec/veh): 12.3 Worst Case Level of Service: F(1107.9)

 Approach: North Bound East Bound West Bound
 Movement: L _ T _ R L _ T _ R L _ T _ R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 1 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module:
 Base Vol: 171 796 19 18 620 64 34 24 129 3 5 14
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 171 796 19 18 620 64 34 24 129 3 5 14
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 171 796 19 18 620 64 34 24 129 3 5 14
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 171 796 19 18 620 64 34 24 129 3 5 14
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 FinalVolume: 171 796 19 18 620 64 34 24 129 3 5 14

Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpIn: 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
 Conflict Vol: 684 xxxxx xxxxx 815 xxxxx xxxxx 1845 1845 652 1912 1868 806
 Potent Cap: 919 xxxxx xxxxx 821 xxxxx xxxxx 58 76 471 52 73 385
 Move Cap: 919 xxxxx xxxxx 821 xxxxx xxxxx 44 60 471 22 58 385
 Volume/Cap: 0.19 xxxxx xxxxx 0.102 xxxxx xxxxx 0.77 0.40 0.27 0.13 0.09 0.04

Level of Service Module:
 2Way95thQ: 0.7 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx 1.1 xxxxx xxxxx xxxxx
 Control Del: 9.8 xxxxx xxxxx 9.5 xxxxx xxxxx xxxxx xxxxx 15.5 xxxxx xxxxx xxxxx
 LOS by Move: A * * * * * A * * * * * C * * * * *
 Movement: LT - LTR - RT
 Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx 50 xxxxx xxxxx xxxxx 86 xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 5.2 xxxxx xxxxx xxxxx 0.9 xxxxx
 Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx 313.4 xxxxx xxxxx xxxxx 60.9 xxxxx
 Shared LOS: * * * * * * * * * * F * * * * *
 ApproachDel: xxxxx xxxxx 107.9
 ApproachLOS: xxxxx F
 Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #8 Fair Oaks Ln/El Camino Real

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
 Loss Time (sec): 0 Average Delay (sec/veh): 16.1
 Optimal Cycle: 60 Level of Service: B

 Approach: North Bound East Bound West Bound
 Movement: L _ T _ R L _ T _ R L _ T _ R

Control: Prot+Permit Prot+Permit Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
 Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:
 Base Vol: 161 2024 63 56 1368 45 127 90 67 74 102 77
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 161 2024 63 56 1368 45 127 90 67 74 102 77
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 161 2024 63 56 1368 45 127 90 67 74 102 77
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 161 2024 63 56 1368 45 127 90 67 74 102 77
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 161 2024 63 56 1368 45 127 90 67 74 102 77
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 161 2024 63 56 1368 45 127 90 67 74 102 77

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.91 0.91 0.95 0.91 0.91 0.95 0.94 0.94 0.98 0.98 0.85
 Lanes: 1.00 2.91 0.09 1.00 2.90 0.10 1.00 0.57 0.43 0.42 0.58 1.00
 Final Sat.: 1805 5010 156 1805 4997 164 1805 1019 759 782 1078 1615

Capacity Analysis Module:
 Vol/Sat: 0.09 0.40 0.40 0.03 0.27 0.27 0.07 0.09 0.09 0.09 0.09 0.05
 Crit Moves: *****
 Green/Cycle: 0.70 0.65 0.58 0.53 0.53 0.14 0.14 0.14 0.15 0.15 0.15 0.15
 Volume/Cap: 0.38 0.62 0.62 0.34 0.52 0.52 0.49 0.62 0.62 0.62 0.62 0.31
 Uniform Del: 8.2 10.1 10.1 10.3 15.1 15.1 39.5 40.3 40.3 39.5 39.6 37.7
 InCrmtDel: 0.6 0.4 0.4 1.2 0.2 0.2 1.5 4.6 4.6 4.1 4.1 0.7
 InItQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Delay/Veh: 8.8 10.4 10.4 11.5 15.3 15.3 41.0 44.9 44.9 43.7 43.7 38.4
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 8.8 10.4 10.4 11.5 15.3 15.3 41.0 44.9 44.9 43.7 43.7 38.4
 LOS by Move: A B B B B B D D D D D D D
 HCM2kAvgQ: 2 14 14 1 10 10 4 6 6 6 6 2

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Fair Oaks Ln/El Camino Real
Average Delay (sec/veh): 100
Critical Vol./Cap.(X): 0.605
Optimal Cycle: 58
Level of Service: B

Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Prot+Permit Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 0 1 0 1 0 1

Volume Module:
Base Vol: 161 1877 81 59 1227 45 127 96 67 80 108 80
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 161 1877 81 59 1227 45 127 96 67 80 108 80
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 161 1877 81 59 1227 45 127 96 67 80 108 80
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 161 1877 81 59 1227 45 127 96 67 80 108 80
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 161 1877 81 59 1227 45 127 96 67 80 108 80

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 0.90 0.91 0.91 0.95 0.94 0.94 0.98 0.98 0.98 0.85
Lanes: 1.00 2.88 0.12 1.00 2.89 0.11 1.00 0.59 0.41 0.43 0.57 1.00
Final Sat.: 1805 4943 213 1805 4978 183 1805 1050 733 792 1069 1615

Capacity Analysis Module:
Vol/Sat: 0.09 0.38 0.38 0.03 0.25 0.25 0.07 0.09 0.09 0.10 0.10 0.05
Crit Moves: ****
Green/Cycle: 0.68 0.63 0.63 0.55 0.50 0.50 0.15 0.15 0.15 0.17 0.17 0.17
Volume/Cap: 0.35 0.60 0.60 0.34 0.49 0.49 0.47 0.60 0.60 0.60 0.60 0.30
Uniform Del: 8.1 11.2 11.2 11.3 16.5 16.5 38.8 39.7 39.7 38.5 38.6 36.5
Increment Del: 0.5 0.3 0.3 1.2 0.1 0.1 1.3 3.9 3.9 3.4 3.4 0.6
InitQueueDel: 0.0 0.0 0.0 0.0 0.0 0.0 1.0 0.0 0.0 0.0 0.0 0.6
Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
User DelAdj: 8.6 11.5 11.5 12.4 16.7 16.7 40.0 43.5 43.5 42.0 42.0 37.1
AdjDel/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
LOS by Move: A B B B B B D D D D D D D
HCM2kAvgQ: 2 13 13 1 10 10 4 6 6 6 6 6

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Fair Oaks Ln/Middlefield Rd
Average Delay (sec/veh): 7.9
Worst Case Level of Service: E [49.9]
Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module:
Base Vol: 188 667 19 18 449 64 36 24 146 3 5 14
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 188 667 19 18 449 64 36 24 146 3 5 14
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 188 667 19 18 449 64 36 24 146 3 5 14
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 188 667 19 18 449 64 36 24 146 3 5 14
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 188 667 19 18 449 64 36 24 146 3 5 14

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpIn: 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 513 xxxxx xxxxx 1579 1579 481 1655 1602 677
Potential Cap.: 1063 xxxxx xxxxx 917 xxxxx xxxxx 89 110 589 79 107 457
Move Cap.: 1063 xxxxx xxxxx 917 xxxxx xxxxx 71 89 589 40 86 457
Volume/Cap: 0.18 xxxxx xxxxx 0.02 xxxxx xxxxx 0.51 0.27 0.25 0.07 0.06 0.03

Level of Service Module:
2Way95thQ: 0.6 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del: 9.1 xxxxx xxxxx 9.0 xxxxx xxxxx xxxxx xxxxx 13.1 xxxxx xxxxx
LOS by Move: A * * * * * A * * * * * B * * * * *
Movement: LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 77 xxxxx xxxxx xxxxx 135 xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 3.8 xxxxx xxxxx xxxxx 0.6 xxxxx
Shrd ConDel: xxxxx xxxxx xxxxx xxxxx xxxxx 139.5 xxxxx xxxxx xxxxx 36.7 xxxxx
Shared LOS: * * * * * * * F * * * * * * * * * * *
ApproachDel: xxxxx xxxxx 49.9
ApproachLOS: E E E
Note: Queue reported is the number of cars per lane.

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #7 Fair Oaks Ln/Middlefield Rd

 Average Delay (sec/veh): 14.8 Worst Case Level of Service: F(1121.4)

 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Include
Lanes:	1 0 1 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0				
Volume Module:					
Base Vol:	188 796 19 18 620 64 36 24 146				
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
Initial Bse:	188 796 19 18 620 64 36 24 146				
Added Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
PasserByVol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
Initial Fut:	188 796 19 18 620 64 36 24 146				
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
PHF Volume:	188 796 19 18 620 64 36 24 146				
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
FinalVolume:	188 796 19 18 620 64 36 24 146				
Critical Gap Module:					
Critical Gap:	4.1 xxxxx xxxxx 4.1 xxxxx xxxxx 7.1 6.5 6.2				
FollowUpIn:	2.2 xxxxx xxxxx 2.2 xxxxx xxxxx 3.5 4.0 3.3				
Capacity Module:					
Conflict Vol:	684 xxxxx xxxxx 815 xxxxx xxxxx 1879 1879 652 1955 1902 806				
Potent Cap:	919 xxxxx xxxxx 821 xxxxx xxxxx 55 72 471 49 70 385				
Move Cap:	919 xxxxx xxxxx 821 xxxxx xxxxx 41 56 471 19 54 385				
Volume/Cap:	0.20 xxxxx xxxxx 0.102 xxxxx xxxxx 0.88 0.43 0.31 0.16 0.09 0.04				
Level of Service Module:					
2Way95thQ:	0.8 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx 1.3 xxxxx xxxxx xxxxx				
Control Del:	9.9 xxxxx xxxxx 9.5 xxxxx xxxxx xxxxx xxxxx 16.0 xxxxx xxxxx xxxxx				
LOS by Move:	A * * * * * A * * * * * C * * * * *				
Movement:	LT - LTR - RT				
Shared Cap:	xxxxx xxxxx xxxxx xxxxx xxxxx 46 xxxxx xxxxx xxxxx 76 xxxxx				
SharedQueue:	xxxxx xxxxx xxxxx xxxxx xxxxx 5.7 xxxxx xxxxx xxxxx 1.1 xxxxx				
Shrd ConDel:	xxxxx xxxxx xxxxx xxxxx xxxxx 377.7 xxxxx xxxxx xxxxx 70.1 xxxxx				
Shared LOS:	* * * * * * * * * * * F * * * * * * * * * *				
ApproachDel:	xxxxxx xxxxxx 121.4				
ApproachLOS:	*****				
Note:	Queue reported is the number of cars per lane.				

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #8 Fair Oaks Ln/El Camino Real

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
 Loss Time (sec): 0 Average Delay (sec/veh): 16.7
 Optimal Cycle: 62 Level of Service: B

 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Prot+Permit	Prot+Permit	Split Phase	Split Phase	Split Phase
Rights:	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
Y+R:	4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0				
Lanes:	1 0 2 1 0 1 0 2 1 0 1 0 2 1 0 1 0 1 0 1 0 1				
Volume Module:					
Base Vol:	161 2024 81 59 1368 45 127 96 67 80 108 80				
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
Initial Bse:	161 2024 81 59 1368 45 127 96 67 80 108 80				
Added Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
PasserByVol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
Initial Fut:	161 2024 81 59 1368 45 127 96 67 80 108 80				
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
PHF Volume:	161 2024 81 59 1368 45 127 96 67 80 108 80				
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				
Reduced Vol:	161 2024 81 59 1368 45 127 96 67 80 108 80				
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
FinalVolume:	161 2024 81 59 1368 45 127 96 67 80 108 80				
Saturation Flow Module:					
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900				
Adjustment:	0.95 0.90 0.91 0.91 0.95 0.94 0.91 0.95 0.94 0.94 0.98 0.98 0.85				
Lanes:	1.00 2.88 0.12 1.00 2.90 0.10 1.00 0.59 0.41 0.43 0.57 1.00				
Final Sat.:	1805 4957 198 1805 4997 164 1805 1050 733 792 1069 1615				
Capacity Analysis Module:					
Vol/Sat:	0.09 0.41 0.41 0.03 0.27 0.27 0.07 0.09 0.09 0.10 0.10 0.05				
Crit Moves:	*****				
Green/Cycle:	0.70 0.64 0.64 0.58 0.53 0.53 0.14 0.14 0.14 0.16 0.16 0.16				
Volume/Cap:	0.38 0.63 0.63 0.35 0.52 0.52 0.49 0.63 0.63 0.63 0.63 0.31				
Uniform Del:	8.6 10.7 10.7 10.8 15.5 15.5 39.4 40.3 40.3 39.3 39.3 37.2				
IncrementDel:	0.6 0.4 0.4 1.2 0.2 0.2 1.4 5.1 5.1 4.4 4.4 0.7				
IntQueueDel:	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0				
Delay Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
Delay/Veh:	9.2 11.1 11.1 12.0 15.7 15.7 40.8 45.4 45.4 43.7 43.7 37.8				
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00				
AdjDel/Veh:	9.2 11.1 11.1 12.0 15.7 15.7 40.8 45.4 45.4 43.7 43.7 37.8				
LOS by Move:	A B B B B B B B B B B B				
HCM2kAvgQ:	2 15 15 1 10 10 4 6 6 6 6 2				

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #2 Watkins Ave/Middlefield Rd

Average Delay (sec/veh): 10.0 Worst Case Level of Service: F(147.7)
Approach: North Bound South Bound East Bound West Bound
Movement: L-T-R L-T-R L-T-R L-T-R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 1 0 1 0 0 0 1 0 0 0 0 0

Volume Module:
Base Vol: 77 1098 0 0 857 54 61 0 84 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTime: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 911 xxxxx xxxxx xxxxx xxxxx 2136 xxxxx 884 xxxxx xxxxx xxxxx
Potential Cap: 756 xxxxx xxxxx xxxxx xxxxx 55 xxxxx 347 xxxxx xxxxx xxxxx

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #6 Watkins Ave/EI Camino Real

Average Delay (sec/veh): 3.2 Worst Case Level of Service: F(87.5)
Approach: North Bound South Bound East Bound West Bound
Movement: L-T-R L-T-R L-T-R L-T-R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module:
Base Vol: 0 1907 70 30 1349 0 0 0 0 0 0 0 0 13 0 108
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Critical Gap Module:
Critical Gap: xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx xxxxx xxxxx 6.8 6.5 6.9
FollowUpTime: xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3

Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 1977 xxxxx xxxxx xxxxx xxxxx xxxxx 2452 3351 671
Potential Cap: xxxxx xxxxx xxxxx 297 xxxxx xxxxx xxxxx xxxxx xxxxx 26 8 404

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #6 Watkins Ave/EI Camino Real

Average Delay (sec/veh): 3.2 Worst Case Level of Service: F(87.5)
Approach: North Bound South Bound East Bound West Bound
Movement: L-T-R L-T-R L-T-R L-T-R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 2 1 0 1 0 3 0 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module:
Base Vol: 0 1907 70 30 1349 0 0 0 0 0 0 0 0 13 0 108
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Critical Gap Module:
Critical Gap: xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx xxxxx xxxxx 6.8 6.5 6.9
FollowUpTime: xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3

Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 1977 xxxxx xxxxx xxxxx xxxxx xxxxx 2452 3351 671
Potential Cap: xxxxx xxxxx xxxxx 297 xxxxx xxxxx xxxxx xxxxx xxxxx 26 8 404