

MEMORANDUM

DATE: September 16, 2011

TO: Neal Martin, Town of Atherton

FROM: Theresa Bravo, Project Manager
Judith H. Malamut, AICP, Principal
Meghan Macias, Transportation Principal

SUBJECT: Revisions to the Atherton Library Site Alternatives Traffic Analysis
Prepared in June 2011

In June 2011, LSA Associates, Inc. (LSA) prepared a traffic analysis to identify the potential circulation and parking impacts associated with the proposed expansion of the Town of Atherton (Town) Library. Three alternatives on two sites were considered in that analysis. Three elements of LSA's analysis were the subject of comments during public review of the traffic analysis. These elements are listed below.

- 1) The future library size analyzed in LSA's analysis was 12,000 square feet (sf), rather than the anticipated 11,100 sf library.
- 2) The analysis assumed that the existing library would be reused (if the new library were to be constructed at Holbrook-Palmer Park) in a way that would generate a number of trips similar to the existing library.
- 3) The trip distribution was based on an even distribution of patrons of the existing and the new library between north, south, east and west directions, which includes use of United States Route 101 (US-101) to reach the library.

After receiving these comments, LSA spoke with Town staff to confirm the plans for the proposed library expansion and to determine more detailed local travel patterns. Town staff provided the following information:

- **Future Library Size:** The Town confirmed that the future library would be 11,100 sf, not 12,000 sf as analyzed and as depicted in preliminary architectural drawings. Changing the size of the future library slightly reduces trip and parking generation.
- **Existing Library Reuse:** For the two alternatives located at Holbrook-Palmer Park, existing Town functions would expand into the existing library building without adding staff, which means no new trips are anticipated. Therefore, trips generated by re-use of the existing library building should be removed from the traffic analysis.
- **Trip Distribution:** Based on travel patterns to the existing library, it is believed that few, if any, trips to the new library would require travel on US-101. Trip distribution should instead be more heavily weighted toward the southern approaches.

Using this new information, LSA identified fewer project trips at study area intersections associated with the proposed project. LSA has prepared a revised traffic analysis (dated September 2011 and attached to this memorandum). A summary of the September 2011 report's conclusions compared to the findings of the June 2011 report is provided below.

Alternative 1

Alternative 1 would place the new library at the site of the existing 4,790 sf library. The June 2011 traffic analysis concluded that expanding the library to 12,000 sf at this location would not result in any impacts to study area intersections. The revised September 2011 report resulted in the same conclusion. No intersection mitigation would be required for this alternative.

The June 2011 traffic analysis determined that a 12,000 sf library at this location would require 2 additional parking spaces. The revised September 2011 report concluded that the expanded library would not require any additional parking spaces. However, peak demand on a typical day is expected to fully utilize all available parking spaces.

Alternative 2

Alternative 2 would place the new library in Holbrook-Palmer Park where the Main House is currently located. The June 2011 traffic analysis determined that a 12,000 sf library at Holbrook-Palmer Park could result in a level of service impact at the intersection of Watkins Avenue/ Middlefield Road. However, as shown in the revised September 2011 report, with the reduction in the anticipated size of the new library, the removal of existing library building re-use trips from the street network, and the change in trip distribution, no impacts would result to the study area intersections with development of an 11,100 sf library under this alternative.

Both the June 2011 and September 2011 reports concluded that no additional parking spaces would be required in excess of existing parking at Holbrook-Palmer Park.

Alternative 3

Alternative 3 would place the new library in Holbrook-Palmer Park where the northern parking lot is currently located. The June 2011 traffic analysis determined that a 12,000 sf library at Holbrook-Palmer Park could result in a level of service impact at the intersection of Watkins Avenue/ Middlefield Road. However, as shown in the revised September 2011 report, with the reduction in the anticipated size of the new library, the removal of existing library building re-use trips from the street network, and the change in trip distribution, no impacts would result to the study area intersections with development of an 11,100 sf library under this alternative.

Both the June 2011 and September 2011 reports concluded that this alternative would require 26 additional parking spaces to satisfy weekend parking demand. The additional parking spaces would require that approximately 7,800 sf of currently landscaped space be converted to parking.