



**NOTICE OF PREPARATION
OF AN
ENVIRONMENTAL IMPACT REPORT
FOR THE
SRI INTERNATIONAL CAMPUS MODERNIZATION PROJECT
CITY OF MENLO PARK
July 30, 2013**

Notice is hereby given that the City of Menlo Park will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the SRI International (SRI) Campus Modernization Project. The EIR will address the potential physical, environmental effects for each of the environmental topics outlined in the California Environmental Quality Act (CEQA). The City of Menlo Park is requesting comments on the scope and content of this EIR.

A Scoping Session will be held as part of the Planning Commission meeting on August 19, 2013 starting at 7:00 p.m. at the Menlo Park City Council Chambers located at 701 Laurel Street, Menlo Park, 94025. The Scoping Session is part of the EIR scoping process during which the City solicits input from the public and other agencies on specific topics that they believe should be addressed in the environmental analysis. Written comments on the scope of the EIR may also be sent to:

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Due to the time limits mandated by State law, comments must be received no later than 5:30 p.m. September 3, 2013.

PROJECT LOCATION AND EXISTING CONDITIONS: The 63.2-acre Project site encompasses the existing SRI International Campus (Campus) at 333 Ravenswood Avenue in the City of Menlo Park. The Project site is zoned C1(X) (Administrative and Professional District, Restrictive, Conditional Development) and P (Parking) and includes Assessor's Parcel Numbers (APNs) 062-390-660; 062-390-670; 062-390-730; 062-390-760; 062-390-780. Currently, there are 38 buildings on the SRI Campus: one is used exclusively to provide campus amenities; three are used exclusively for support functions; and the remaining buildings house a mix of amenity, office, research and development (R&D), and support uses. Existing building gross floor area totals approximately 1.38 million gross square feet (gsf). The current Conditional Development Permit (CDP) for the Campus allows approximately 1.49 million gsf of floor area and a maximum employee count of 3,308 people. Approximately 1,500 SRI employees and 280 non-SRI employees currently work at the Project site.

Regional access to the Project site includes US 101, approximately 1.4 miles to the east, and SR 82 (El Camino Real), approximately 0.4 miles to the west.¹ In addition, the Menlo Park Caltrain Station is located off of Ravenswood Avenue, between Alma Street and El Camino Real, providing daily service from San Francisco to San Jose. Adjacent uses include City Hall, Burgess Park and a childcare facility across Laurel Street to the west, single-family residences, multi-family residential units, and churches along Ravenswood Avenue to the north, Menlo-Atherton High School, single-family residences, and office buildings along Middlefield Road to the east, and a mix of offices, single-family residences and multi-family residential units in the Linfield Oaks neighborhood adjacent to the property's rear lot line to the south. Figure 1 depicts the Project site location and surrounding uses.

PROJECT DESCRIPTION: SRI International (Project Sponsor) is proposing to modernize its Campus with phased development over the next 25 years, amend the existing employee cap, and modify other land use regulations governing the site. Modernizing the Campus is driven by four considerations: continuing SRI's research contributions; retaining and attracting talent; improving energy efficiency; and enhancing safety and security. The Project consists of the following components: building replacement with no net new square footage; reconfiguration of the campus, including site access; increase in existing employee density compared to existing conditions (but below the current employee cap); improved on-site utility systems; increased landscaping; continued implementation of the Transportation Demand Management (TDM) Program; improved bicycle and pedestrian access; and reduced parking.

The Project would retain five of the existing 38 buildings comprising approximately 167,446 gsf and would demolish the remaining 33 buildings comprising approximately 1.21 million gsf. The Project would construct approximately 13 new buildings to replace those being demolished and would not result in an increase of building area; development on the site would remain at approximately 1.38 million gsf. Buildings would be replaced incrementally over the next 25 years and would range in heights with a maximum height of 64 feet on the east side of the Campus. Figure 2 depicts the proposed site plan.

Over the 25-year buildout period, the Project is expected to add approximately 1,200 additional employees, eventually reaching the proposed new employee cap of approximately 3,000.

The Project would also reconfigure site access to more efficiently circulate vehicles from the surrounding public streets and onto the SRI Campus. This reconfiguration would remove vehicular access from Laurel Street, reduce driveways to the SRI Campus on Ravenswood Avenue from five driveways to four, and emphasize the use of existing driveways on Middlefield Road. The Project site currently contains 3,224 parking spaces, which exceeds existing demand. The Project would reduce the amount of parking spaces to approximately 2,444 spaces, with approximately 519 spaces within a parking structure.

PROJECT APPROVALS: The following approvals would be required by the City under the Project:

- General Plan Amendment and Zoning Ordinance Amendment to allow for redevelopment of the Project site
- Amended and Restated CDP
- Rezoning from C-1 (X) and P to a new zoning district
- Heritage Tree Removal Permits
- Lot Merger or Lot Line Adjustments
- Abandonment of Reserved Right-of-Way
- Environmental Review

The Project Sponsor also has applied for a Development Agreement.

¹ For descriptive purposes, true northwest is Project North with El Camino Real running in a north-south direction and Ravenswood Avenue running in an east-west direction.

RESPONSIBLE AGENCIES: The below agencies are expected to review the Draft EIR to evaluate the Project:

- Bay Area Air Quality Management District (BAAQMD)
- California Department of Transportation (Caltrans)
- California Regional Water Quality Control Board (RWQCB)/San Mateo Countywide Water Pollution Prevention Program
- City/County Association of Governments (C/CAG)
- Menlo Park Fire Protection District
- San Mateo County Transportation Authority (SMCTA)
- San Mateo County Environmental Health Division
- Town of Atherton
- City of Palo Alto
- West Bay Sanitary District

INTRODUCTION TO EIR: The purpose of an EIR is to inform decision-makers and the general public of the environmental effects of a proposed project. The EIR process is intended to provide environmental information sufficient to evaluate a proposed project and its potential to cause significant effects on the environment; examine methods of reducing adverse environmental impacts; and identify alternatives to the proposed project. The SRI Campus Modernization Project EIR will be prepared and processed in accordance with CEQA and the State CEQA Guidelines. The EIR will include the following:

- Summary of the Project and its potential environmental effects;
- Description of the Project;
- Description of the existing environmental setting, potential environmental impacts of the Project, and mitigation measures to reduce significant environmental effects of the Project;
- Alternatives to the Project;
- Cumulative impacts; and
- CEQA conclusions.

PROBABLE ENVIRONMENTAL EFFECTS: The EIR will analyze whether the Project would have significant environmental impacts in the following areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning Policy
- Noise
- Population and Housing
- Public Services and Recreation
- Utilities
- Transportation and Traffic

In order to prepare these sections and analyze the impacts, a Transportation Impact Analysis (TIA) will be prepared. The TIA will focus on intersections, residential and non-residential roadway segments, and Routes of Regional Significance. Figure 3 depicts the study intersections and roadway segments.

The following 40 intersections will be included in the TIA:

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|---|--|
| 1. Marsh Road/SB-101 Off-Ramp | 22. Willow Road/Durham Street |
| 2. Marsh Road/Scott Drive/Rolison Drive | 23. Willow Road/Coleman Avenue |
| 3. Marsh Road/Bohannon Avenue/Florence Avenue | 24. Willow Road/Gilbert Avenue |
| 4. Marsh Road/Bay Road | 25. Willow Road/Middlefield Road |
| 5. Marsh Road/Middlefield Road | 26. Ravenswood Avenue/Laurel Street |
| 6. Middlefield Road/Encinal Avenue | 27. Ravenswood Avenue/Alma Street |
| 7. Middlefield Road/Glenwood Avenue | 28. Oak Grove Avenue/Laurel Street |
| 8. Middlefield Road/Oak Grove Avenue | 29. El Camino Real/Encinal Avenue |
| 9. Middlefield Road/Ravenswood Avenue | 30. El Camino Real/Valparaiso Avenue/Glenwood Avenue |
| 10. Middlefield Road/Ringwood Avenue | 31. El Camino Real/Oak Grove Avenue |
| 11. Middlefield Road/Seminary Drive | 32. El Camino Real/Santa Cruz Avenue |
| 12. Middlefield Road/Linfield Drive | 33. El Camino Real/Ravenswood Avenue |
| 13. Middlefield Road/Lytton Avenue | 34. El Camino Real/Roble Avenue |
| 14. Middlefield Road/University Avenue | 35. El Camino Real/Middle Avenue |
| 15. University Avenue/Bayfront Expressway | 36. El Camino Real/Cambridge Avenue |
| 16. Willow Road/Bayfront Expressway | 37. El Camino Real/Sand Hill Road |
| 17. Willow Road/Hamilton Avenue | 38. Santa Cruz Avenue/University Drive (South) |
| 18. Willow Road/Ivy Drive | 39. Santa Cruz Avenue/ Sand Hill Road |
| 19. Willow Road/O'Brien Drive | 40. Bay Road/Ringwood Avenue/Sonoma Avenue |
| 20. Willow Road/Newbridge Avenue | |
| 21. Willow Road/Bay Road | |

In addition, 17 residential and non-residential roadway segments will be analyzed:

1. Marsh Road between SB 101 Off-Ramp and Bay Road
2. Bay Road between Marsh Road and Ringwood Avenue
3. Bay Road between Willow Road and Ringwood Drive
4. Willow Road between Bayfront Expressway and Middlefield Road
5. Willow Road between Middlefield Road and Ravenswood Avenue
6. Middlefield Road between Willow Road and Ravenswood Avenue
7. Ravenswood Avenue between Middlefield Road and El Camino Real
8. Linfield Drive between Middlefield Road and Waverly Street
9. Waverly Street between Linfield Drive and Laurel Street
10. Laurel Street between Waverly Street and Ravenswood Avenue
11. Laurel Street between Ravenswood Avenue and Encinal Avenue
12. Oak Grove Avenue between El Camino Real and Laurel Street
13. Encinal Avenue between Laurel Street and City Limit (East)
14. Menlo Avenue between El Camino Real and University Drive
15. University Drive between Menlo Avenue and Santa Cruz Avenue
16. Santa Cruz Avenue between University Drive and Avy Avenue/Orange Avenue
17. Marcussen Drive between Oak Grove Avenue and Ravenswood Avenue

The Project would be subject to review by the San Mateo County Congestion Management Program (CMP) and its requirements. As such, the following nine Routes of Regional Significance will also be evaluated:

1. SR 84 Willow Road to University Avenue
2. SR 84 University Avenue to County Line
3. SR 114 US 101 to Bayfront Expressway
4. SR 82 north of Ravenswood Avenue
5. SR 82 south of Ravenswood Avenue
6. US 101 north of Marsh Road
7. US 101 Marsh Road to Willow Road
8. US 101 Willow Road to University Avenue
9. US 101 south of University Avenue

The environmental impacts of the Project will be measured as the change that results from the project against “baseline” environmental conditions. The baseline environmental conditions for the Project include existing conditions at the release of this Notice of Preparation (NOP).

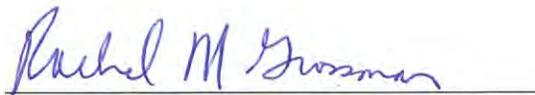
ENVIRONMENTAL EFFECTS NOT LIKELY TO REQUIRE FURTHER ANALYSIS: The Project is not anticipated to result in significant environmental effects in the following areas:

- Agricultural or Forestry Resources
- Mineral Resources

The Project site is fully developed in an urbanized area and located near SR 82 and near US 101. As such, agricultural and mineral resources do not exist on the site.

ALTERNATIVES: Based on the significance conclusions determined in the EIR, alternatives to the Project will be analyzed that might reduce identified impacts. Section 15126.6(e) of the CEQA Guidelines requires the evaluation of a No Project Alternative. Other alternatives may be considered during preparation of the EIR and will comply with the CEQA Guidelines that call for 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.”

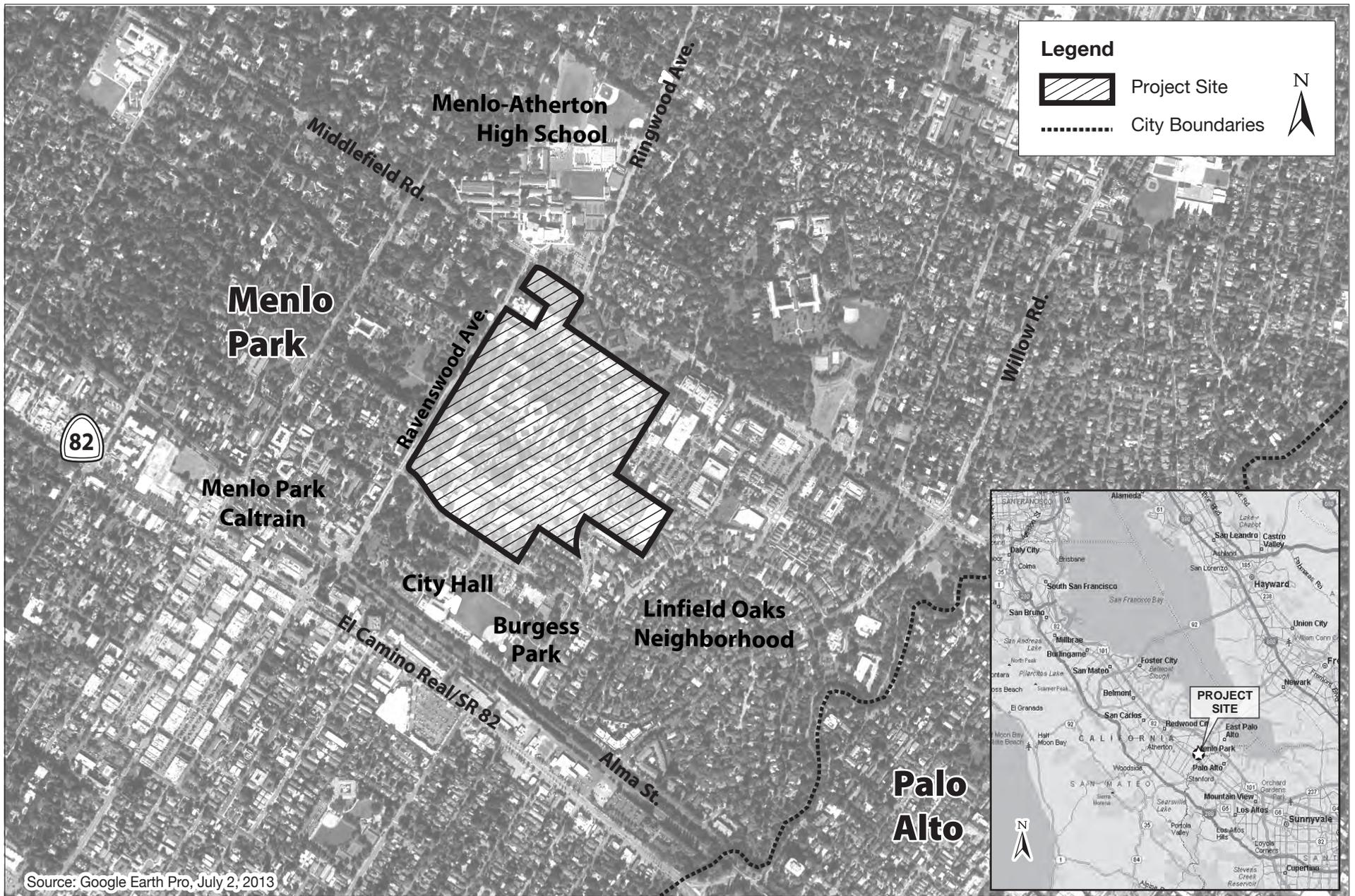
EIR PROCESS: Following the close of the NOP comment period, a Draft EIR will be prepared that will consider all NOP comments. In accordance with CEQA Guidelines Section 15105(a), the Draft EIR will be released for public review and comment for the required 45-day review period. Following the close of the 45-day public review period, the City will prepare a Final EIR which will include responses to all substantive comments received on the Draft EIR. The Draft EIR and Final EIR and will be considered by the Planning Commission and City Council in making the decision to certify the EIR and to approve or deny the Project.



Rachel Grossman, Associate Planner
City of Menlo Park

July 30, 2013

Date



Source: Google Earth Pro, July 2, 2013

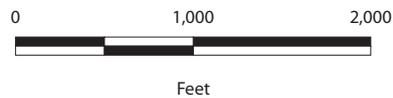
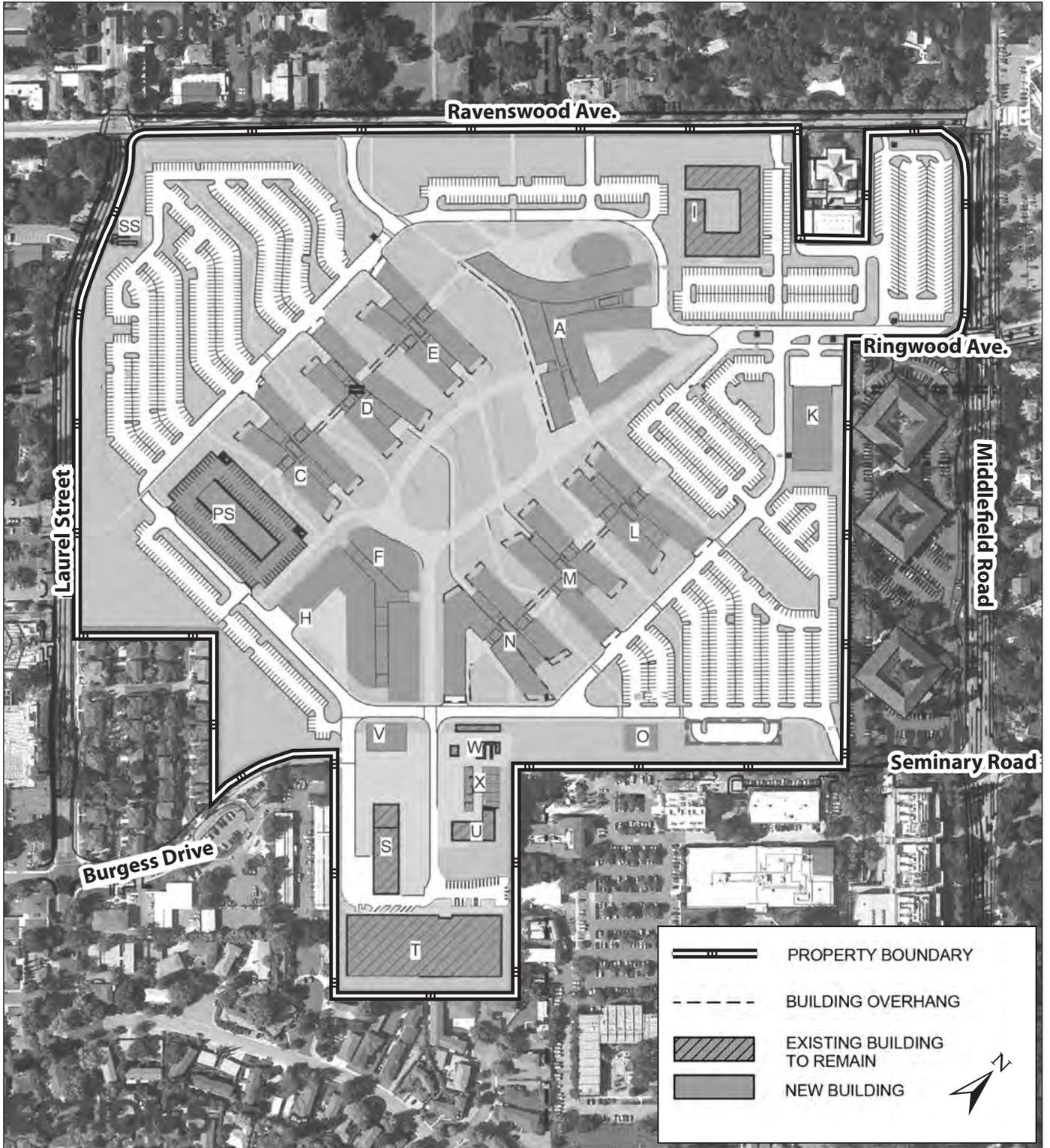


Figure 1
Project Location



Graphics/SRI International/NOP (06-13) SS

Source: SRI International, 2013

SRI Campus Modernization Project



Figure 2
Proposed Site Plan

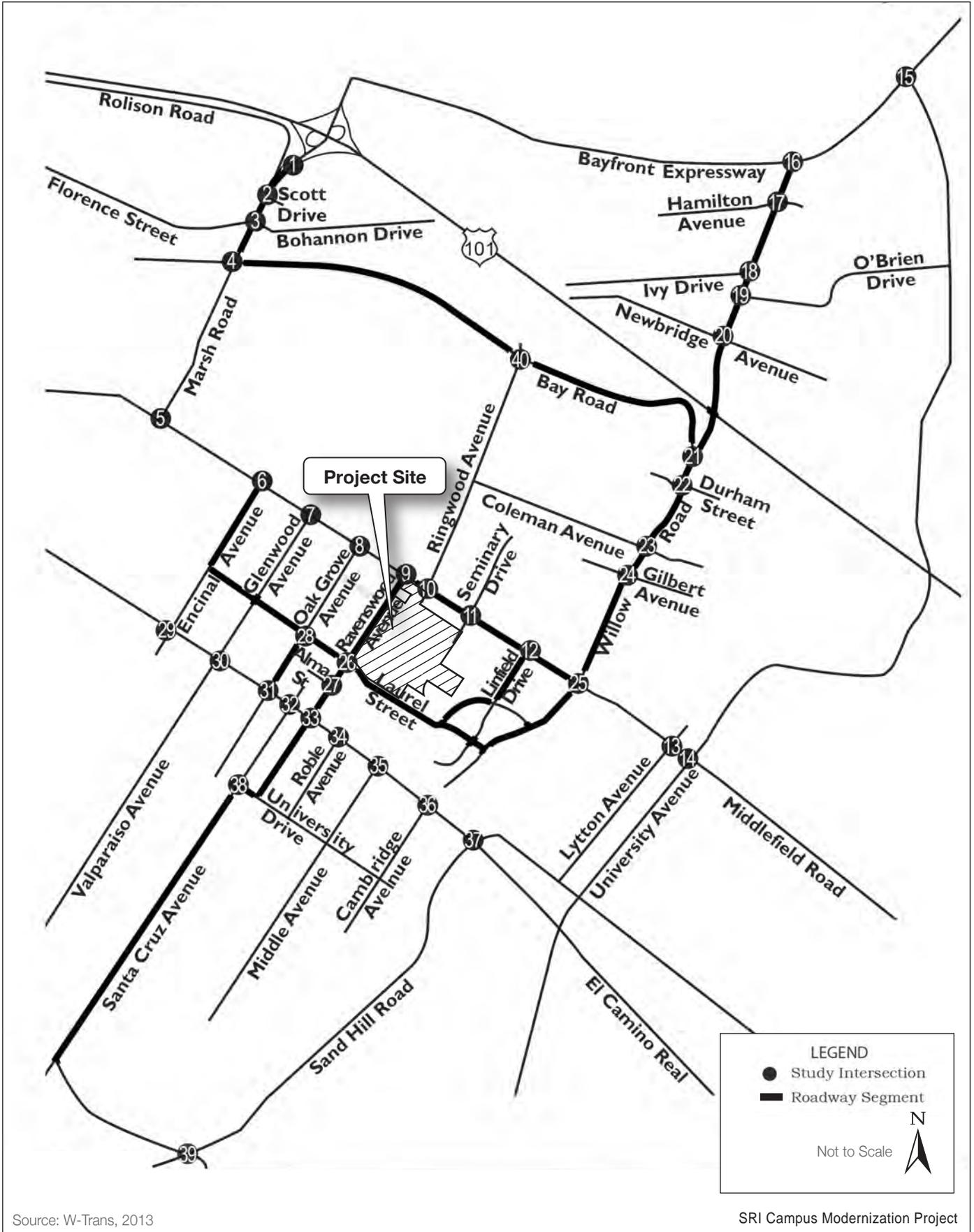


Figure 3
Study Intersections and Roadway Segments