

Introduction

PURPOSE OF ENVIRONMENTAL IMPACT REPORT (EIR)

This Environmental Impact Report (EIR) has been prepared for the proposed Sand Hill Road Hotel and Office Development Project (the project) to be located on a 21.4-acre parcel adjacent to the southeastern quadrant of the Interstate-280/Sand Hill Road interchange in the western portion of the City of Menlo Park. The project site is owned by Stanford University. The EIR has been prepared in conformance with the provisions of the California Environmental Quality Act (CEQA) Guidelines as amended.¹

The purpose of the EIR is to provide the City of Menlo Park, public agencies and the public in general with detailed information about the environmental effects of implementing the Sand Hill Road Hotel and Office Development Project, to examine and include methods of mitigating any adverse environmental impacts should the project be approved for construction, and to consider alternatives to the project as proposed.

CEQA provides that public agencies should not approve projects for construction until all feasible means available have been employed to substantially lessen any significant environmental effects of such projects. “Feasible” means capable of being accomplished in a successful manner within a reasonable period of time taking into account economic, environmental, social and technological factors.²

The Final EIR will include comments on the Draft EIR and responses to those comments. The Final EIR will be considered by officials of the City of Menlo Park, acting as Lead Agency for the project under CEQA prior to any decisions being made on the project. Certification of the Final EIR by the City of Menlo Park City Council as complete and adequate in conformance with CEQA does not grant any approvals for the project. The merits of the project will be considered by City officials after the EIR is certified.

EIR PROCESS

Notice of Preparation

On July 14, 2005 the Menlo Park Community Development Department issued a Notice of Preparation (NOP) that an EIR would be prepared for the proposed Sand Hill Road Hotel and Office Development Project. The NOP response period extended for 30 days from the time of receipt of the NOP. The NOP noted that it had been determined that the Sand Hill Road Hotel and Office Development Project may have a significant effect on the environment and an EIR is required to be prepared for the project.

The NOP was sent to approximately 650 individuals and local interest groups, adjacent residents and property owners, and responsible and trustee state and county agencies having jurisdiction or interest

over environmental resources and/or conditions in the project area (e.g., California Regional Water Quality Control Board; California Department of Transportation; and the Governor's Office of Planning and Research, State Clearinghouse for EIRs). The purpose of the Notice was to allow various private and public entities to transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to each individual's or group's interest or agency's statutory responsibility early in the environmental review process.

Scoping Letters In response to the NOP, letters of comment were received from the following (see Appendix A for a copy of the NOP and letters received in response to the NOP):

State Agencies

Governor's Office of Planning and Research, State Clearinghouse
California Department of Transportation (Caltrans)
Native American Heritage Commission

Local Agencies/Utilities

Arthur McIntosh, Planning Commission Chairman, Town of Portola Valley
Bill Kitajima, Projects manager, West Bay Sanitary District
Neil R. Cullen, Public Works Director, County of San Mateo

Individuals

Ann Latta
Janet Davis
Linda and Greg Druehl
Alis and George Fern
Tim Robertson
Suzanne and Richard Gunther
Charlotte Meisel
Susan Monjauze
Marianna Boles

Public Scoping Meeting

The City of Menlo Park Community Development Department conducted an EIR agency/public scoping meeting for the Sand Hill Road Hotel and Office Development Project in the mariposa Conference Room at the William and Flora Hewlett Foundation building on July 28, 2005 at 7 PM. Approximately 30 members from the public, mostly residents near the project site, were in attendance. The purpose of the public scoping meeting was to allow agency representatives, individuals and the public at large to express the environmental issues and project alternatives they felt should be addressed in the project EIR, and for the Community Development Department to record those expressed concerns for purposes of EIR preparation and entry into the record.

In addition to the Notice of Preparation described above and the public scoping session, on May 24, 2005, the City Council conducted a study session in the Council Chambers on the proposed project.

The study session allowed the project applicant to present the proposed project to the City Council and receive comments raised by the Council. Members of the public also provided comments and asked questions about the proposed project. Also, on September 19, 2005, a special meeting of the Planning Commission was convened in the Council Chambers in order for the Commission to become familiar with the project, understand the issues, raise questions and give direction to the project applicant and staff of the Community Development Department. Various discussion topics and questions were raised by the Commission and members of the public in attendance regarding the project and environmental issues. As with the City Council study session and scoping meeting described above, prior to the Planning Commission study session public notification of the meeting was achieved by posting the agenda 72 hours prior to the meeting. In addition, notices of the meetings were mailed to all property owners, residents and businesses within 300 feet of the project site, plus the Sand Hill Circle area and properties located between Sharon Park Drive and Sand Hill Road. Notices were also sent to members of the public who requested to be notified of the project.

Environmental Impact Report Topics

As a result of the City Council study session, letters resulting from issuance of the NOP, EIR scoping meeting and Planning Commission study session, the following issues were determined to be studied in the Sand Hill Road Hotel and Office Development Project EIR (in alphabetical order):

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils and Seismicity
- Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Population and Housing
- Public Services
- Relationship to Plans and Planning Policy
- Traffic and Circulation
- Utilities

Accordingly, the environmental effects of implementing the Sand Hill Road Hotel and Office Development Project are analyzed in this EIR under each major topic as listed above in accordance with CEQA Guidelines and as presented in Appendix G of the Guidelines. The CEQA Guidelines define the effects of a project as changes from the environmental setting (existing conditions) that are attributable to the project. Short-term construction impacts as well as the long-term operational impacts are analyzed as appropriate for the various topics as listed.

STANDARD FOR ADEQUACY

Section 15151 of the CEQA Guidelines specifies that an EIR should be prepared on a project with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently takes account of environmental consequences.

The standards for adequacy are described in CEQA.³

- An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible.
- Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts.
- The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

EFFECT ON THE ENVIRONMENT

In accordance with Sections 15143 and 15145 of the CEQA Guidelines, this EIR focuses on the significant effects on the environment resulting from implementing the Sand Hill Road Hotel and Office Development Project. Each major topic (e.g., *Hydrology*, *Biological Resources*), provides criteria for evaluating whether an environmental impact is significant or less than significant. The criteria presented in this EIR are derived from CEQA Guidelines Appendix G, *Environmental Checklist Form*, and where relevant, from the City of Menlo Park General Plan and subsidiary policies to establish thresholds of impact significance. As explained in Section 15002(g) of the CEQA Guidelines, a significant effect on the environment is defined as a substantial adverse change in the physical conditions which exist in the area affected by the proposed project.

For each significant or potentially significant environmental impact identified, the EIR discusses mitigation measures that would be necessary to avoid or substantially reduce the impact. Determining that a mitigation measure reduces a significant impact to a less than significant level rests with understanding the criteria for determining a significant impact. If the criterion for determining a significant impact is not met, the impact is considered less than significant. For one or more significant unavoidable impacts that cannot be substantially mitigated, the Lead Agency (in this case the City of Menlo Park), under CEQA must prepare a Statement of Overriding Considerations in which the Lead Agency sets forth its views in writing on the ultimate balancing of the merits of approving a project despite the environmental impacts which would result from project implementation. This process requires consideration of the decision maker (the Lead Agency), to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. The Statement is preserved in the record of project approval (if a project is approved), and is prepared after the Final EIR has been completed. The Sand Hill Road Hotel and Office Development Project as defined further in this EIR is treated as a single undertaking to establish the potential environmental impacts under full project buildout.

CUMULATIVE IMPACT ASSESSMENT

Cumulative impacts are discussed at the end of each technical section of this EIR. “Cumulative impact” refers to two or more individual effects when considered together, compound or increase the environmental impact under consideration. A project may have possible environmental effects which are individually limited but cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Further, as noted in CEQA Guidelines Section 15130 (a), “Where a lead agency is examining a project with an incremental effect that is not ‘cumulatively considerable’, a lead agency need not consider that effect as significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.” Section 15130 (a) (3) goes on to note, “A project’s contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.”

Generally, the cumulative impact analysis is based on the projected future level of growth in Menlo Park as described in the Menlo Park General Plan. Consideration is also given to approved or pending projects in close proximity to the Sand Hill Road Hotel and Office Development Project site. Further clarifications regarding the discussion of cumulative impacts are provided in the respective sections of this EIR.

ALTERNATIVES

In addition to identifying significant project-specific and cumulative impacts and mitigation measures for those impacts, the EIR discusses a reasonable range of alternatives to the proposed project.

ECONOMIC AND SOCIAL EFFECTS

Section 15131 of the CEQA Guidelines specify that economic or social effects of a project shall not be treated as significant effects on the environment. However, “an EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.”⁴ Accordingly, this EIR focuses on physical changes that would be caused through implementing the Sand Hill Road Hotel and Office Development Project.

The applicant has prepared a fiscal impact analysis of the proposed project. The report examines market area potential, fiscal revenue potential to the City and related project economic issues. The

report was prepared by CB Richard Ellis Consulting, dba Sedway Group. A copy of the study will be available at the City of Menlo Park Planning Division.

MITIGATION MONITORING AND REPORTING

Amendments to the California Environmental Quality Act (CEQA) require public agencies to adopt mitigation monitoring and reporting programs, for changes to a project to mitigate or avoid significant effects on the environment. The monitoring and reporting program need not be a component of the EIR. The program is part of the project approval process, not necessarily part of the impact analysis process. A mitigation monitoring and reporting program will be included with the City of Menlo Park findings for the Sand Hill Road Hotel and Office Development Project.

CITY ACTION ON THE PROJECT

After the comment period on the Draft EIR closes, the City will respond to issues raised by the comments. The comments and responses will be published in the Final EIR.

If the City approves the proposed project, it must also adopt mitigation measures, a mitigation monitoring and reporting program, and a Statement of Overriding Considerations explaining why the project's benefits outweigh its significant and unavoidable environmental effects.

Endnotes—Introduction

- ¹ *CEQA, California Environmental Quality Act, Statutes and Guidelines*, Guidelines as amended January 1, 2005, published by the Governor's Office of Planning Research.
- ² Public Resources code 21061.1.
- ³ CEQA Guidelines Section 15151.
- ⁴ CEQA Guidelines Section 15131.

Section 1

Summary

1.1 PROJECT DESCRIPTION AND OPERATION

Proposed Project

The Board of Trustees of the Leland Stanford Junior University (the project applicant), is proposing to construct a hotel and office project on a 21.4-acre site adjacent to the southeastern quadrant of the Interstate-280/Sand Hill Road interchange in west Menlo Park. The project site is owned by Stanford University and managed by Stanford Management Company.

The project as proposed includes: 1) an approximate 170,000 gross-square-foot hotel facility comprised of 120 guest rooms and suites, five extended-stay hotel villas, banquet and meeting space, a restaurant with indoor and outdoor seating, a spa/fitness center and administrative and support space, and 2) a 100,000 gross-square-foot office complex comprised of four or five buildings.

Sand Hill Road, a major divided arterial, and office buildings are located to the immediate north of the site. An office building complex with access off Sand Hill Road is located on the east side of the site. Interstate 280, a major north-south freeway along the San Francisco Peninsula, is located on the southwest side of the site to complete the site's general triangular shape. The project site slopes gently from east to west dropping about 50 feet with the lowest elevations found at the toe of an embankment on which I-280 was built.

As noted by Stanford Management Company, the project objectives are to develop the project site with uses that are economically beneficial to both Stanford and the City of Menlo Park, to address a lack of hotel space in the Sand Hill Road corridor, and to provide mutually supportive office and hotel land use functions.

Project Plan

The intent in project design is to combine the hotel and office components of the project into a single development encompassing the entire 21.4 acre site. The developed project would consist of a complex of one- and two-story structures arranged around a series of outdoor courtyards. The hotel and villas would be situated on the southeastern portion of the site, closest to the existing office complex on the adjacent property to the east. The office buildings would be located closest to the Sand Hill Road/Interstate 280 Interchange on the northwest side of the site. The spa, fitness center, restaurant and meeting facilities would be centrally located on the site and available for use by hotel guests, office employees and members of the public.

The project site is currently accessed via an existing traffic signal on Sand Hill Road east of the I-280/Sand Hill Road interchange. Once on the site, vehicular traffic would travel along a road that would follow the northwest, north and east sides of the site. Underground garage parking structures

capable of holding 242 vehicles would be provided for the office and spa portions of the project. Surface parking for 348 vehicles would be available via the site's perimeter road for a total of 590 parking spaces.

Project Features

Hotel Portion of the Project

One-hundred-twenty hotel guest rooms and suites would be accommodated in a series of individual one- and two-story structures. The individual structures would consist of one to 14 guest rooms and range in size from 1,050 square feet up to 8,340 square feet. Five private villas containing two and three bedrooms would range from 2,500 square feet to 3,750 square feet. Each of the 120 hotel guest rooms and suites is proposed to include private verandas overlooking private gardens and courtyards. Each villa would be provided with a private patio and pool. The spa and fitness center would contain about 16,000 square feet of space with a lobby, fitness and training facilities.

Office Portion of the Project

The office component would be comprised of five, or optionally four, two-story buildings located around a central landscaped courtyard comprising a total of 100,000 square feet of office space. The office portion of the project is intended to provide office space for venture capital firms, investment companies, banks and law firms.

Design Characteristics

The project applicant indicates that the design of the project is inspired by Cliff May's California ranch style architecture, characterized through the use of low-pitched gabled roofs, long and narrow building forms and open patios to reflect the "adobe tradition" or "ranch style". Emphasis would be placed on the use of verandas (roofed open galleries), cedar shake-covered overhanging roof forms, wood balconies and railings, stone veneer accents, thick walls with deep window recesses, and plaster-finished exterior wall surfaces with windows and building trim fabricated of stained wood.

Project Operations

The hotel portion of the project would be operational every day of the year. The office portion of the project would operate on a typical weekly office schedule with the majority of office tenants operating on a standard eight-hour workday five days a week with the option of workers occupying the office spaces on weekends and holidays to suit their business needs. Total employment for the hotel portion of the project is estimated at about 267 persons. Based on 100,000 square feet of office space, the number of office workers to be accommodated on the project site is estimated at about 335. Truck deliveries and pickup would normally be expected between the hours of 7 AM and 5 PM (sanitation removal, food and beverage service, courier service, supplies).

1.2 GENERAL PLAN MAP DESIGNATION AND ZONING

General Plan Land Use Map

The project site is currently designated Professional and Administrative Offices on the Menlo Park General Plan Land Use Diagram. This designation provides for professional offices, executive and general and administrative offices, research and development facilities, residential uses, public and quasi-public uses, and similar and compatible uses. While the proposed office component of the project would be consistent with the General Plan Land Use Diagram designation, the hotel and related facilities are not explicitly identified in the General Plan. Therefore, a General Plan Land Use Diagram amendment is being requested to designate the site as Retail/Commercial which provides for retail services, personal services, professional offices, banks, savings and loans, restaurants, cafes, theaters, social and fraternal clubs, residential uses, public and quasi-public uses, and similar and compatible uses.

Project Site Zoning

The project site is zoned Administrative, Professional and Research District, Restrictive (C-1-C) which, under a Conditional Use Permit, includes professional, administrative and executive offices and research and development facilities. The proposed office component of the project would be consistent with the C-1-C Zoning District while the hotel and related facilities are not permitted in the C-1-C Zoning District. A rezoning from C-1-C to General Commercial District (C-4, other than El Camino Real) is being requested by the project sponsor. Uses allowed in the C-4 District cover a broad range of uses including hotel, personal service, restaurant, commercial, office, administrative, professional, financial and related uses. Under the C-4 zoning requirements, any new construction requires a Use Permit. In addition, the hotel and the provision of alcohol associated with the restaurant, which are conditional uses, would require approval of a Use Permit

As proposed, the project would not meet all the development regulations of the base C-4 (other than El Camino Real) District. The applicant is requesting parking and building height exceptions through a Conditional Development Permit and the corresponding “X” Conditional Development District overlay. This would create the C-4-X General Commercial – Conditional Development District zoning. A Conditional Development Permit allows for flexibility in meeting all development regulations, except for density and floor area ratio.

1.3 AREAS OF CONTROVERSY, ISSUES TO BE RESOLVED

As noted in the *Introduction* section of this EIR, the purpose of the EIR is to provide the City of Menlo Park, public agencies and the public in general with detailed information regarding the potential environmental effects of implementing the Sand Hill Road Hotel and Office Development project, to examine and institute methods of mitigating any adverse environmental impacts should the project be approved for construction, and to consider alternatives to the project as proposed.

As a result of the EIR public scoping session held on July 28, 2005, environmental issues and topics were raised by the public and concerns expressed regarding the potential environmental effects respecting these issues. Environmental issues and topics discussed to be addressed in the EIR included project traffic generation, potential congestion and safety; noise, including noise from I-280 both existing and in the future, and the project's contribution to noise conditions; air quality and the project's potential affects on pollution levels; soils and geology and the location of faults; biological resources and potential impacts on wetlands; aesthetics and how the project would appear when completed when viewed from different vantage points around the project site, not to the exclusion of other issues.

In addition to the public scoping session, a City Council project study session conducted at an earlier date, a subsequent Planning Commission project study session and letters resulting from issuance of the NOP, the topics of visual quality, biological resources, noise, traffic, hydrology and other areas of investigation were determined to be examined in the project EIR as listed in the Table of Contents to this document.

Accordingly, the issues to be resolved include determining those project impacts that would be significant and unavoidable, and those impacts that would be significant but could be reduced to a less than significant level through the implementation of mitigation measures as available. Toward this end, the environmental effects of implementing the Sand Hill Road Hotel and Office Development project are analyzed in this EIR under each major topic as listed in accordance with the CEQA Guidelines as noted earlier.

In addition, important to any decision being made on implementing the proposed project is the examination of project alternatives as required under CEQA. This EIR presents four alternatives for the project, inclusive of No Project, an Alternative Project Site discussion, a Reduced Project and the Environmentally Superior Alternative. Excluding the No Project alternative, which is required under the CEQA, these alternatives focus on project development scenarios in the attempt to avoid or substantially lessen any significant environmental effects of the proposed project. A fundamental issue is whether the project would be approved by City of Menlo Park officials as proposed. This EIR serves to provide information so that decision makers, responsible agencies and the public are fully informed of the environmental consequences of these decisions. The subject of alternatives is addressed in Section 6 of this EIR, *Alternatives to the Proposed Project*.

1.4 MAJOR EIR CONCLUSIONS

Impacts and Mitigation Measures

The following presents the major conclusions and findings of the EIR. Table 1-1 summarizes the environmental impacts and mitigation measures as contained in the body of the EIR. The description of the potentially significant and significant impacts and mitigation measures in Table 1-1 has been abbreviated consistent with the format of a summary section, and the reader is referred to the main EIR text for a complete discussion of environmental impacts and mitigation measures (refer to the

numbering sequence for location). A summary of each alternative to the proposed Sand Hill Road Hotel and Office Development project as addressed in this EIR is also provided following Table 1-1.

**TABLE 1-1
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
3.1 Aesthetics			
Visual Character: <i>Would the project substantially degrade the existing visual character or quality of the site and its surroundings? (Impact Criterion #3)</i>			
Project Construction			
<u>Impact 3.1-1</u>	(PS)	<u>Mitigation Measure 3.4-1</u>	(LS)
Project construction would require surface grading, construction materials stockpiling and storage, and the use of construction equipment for a period of about 18 months. As a change from current site appearances, this is considered a potentially significant adverse short term visual impact.		The stockpiling and storage of construction materials and equipment prior to use and installation should be minimized to the extent practicable. The delivery of construction materials should reasonably be timed to coincide with their use so as not to allow for excessive materials storage on the project site. Although construction staging areas have not been designated at this time, such staging areas should be located away from I-280 and Sand Hill Road to the extent possible, without encroaching on the adjacent office complex, and close to or within the general area of construction, out of the way of vehicular traffic and pedestrian use.	

Legend:	(S)	Significant Adverse Impact	(SU)	Significant, Unavoidable Adverse Impact	(PS)	Potentially Significant Adverse Impact	(LS)	Less than Significant Adverse Impact
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TABLE 1-1 (Continued)
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
Light and Glare: <i>Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? (Impact Criterion #4)</i>			
<u>Impact 3.1-2</u> Project hotel outdoor parking area and building lighting could form point sources of light interfering with nighttime views from off-site locations, including I-280, Sand Hill Road or adjacent office land uses.	(PS)	<u>Mitigation Measure 3.1-2</u> To the exclusion of area-specific tree, sign and decorative accent lighting with limited illumination radii, night lighting for the project should be focused downward and/or shielded to avoid glare and point sources of light from interfering with the vision of off-site persons and motorists on local roadways. Lighting elements including those within the parking areas or attached to the buildings should be recessed within their fixtures to prevent glare. A specialist in lighting design shall be consulted during project design to determine light source locations, light intensities and type of light source.	(LS)
3.2 Air Quality			
Construction Period Emissions: <i>Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Impact Criterion #2)</i>			
<u>Impact 3.2-1</u> Project grading, excavation and construction activities could generate dust, thus exposing people to the potentially unhealthy effects of particulate matter or the annoyance of particulate matter soiling. This would be a temporary but potentially significant impact.	(PS)	<u>Mitigation Measure 3.2-1</u> Implement recommended dust control measures: to reduce particulate matter emissions during project grading, excavation and construction phases, the project contractor(s) should comply with the dust control strategies developed by the BAAQMD. The project sponsor should include in construction contracts the dust control requirements or measures shown to be equally effective as explained in Section 3.2 of this EIR, <i>Air Quality</i> .	(LS)

Legend:	(S) Significant Adverse Impact	(SU) Significant, Unavoidable Adverse Impact	(PS) Potentially Significant Adverse Impact	(LS) Less than Significant Adverse Impact
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TABLE 1-1 (Continued)
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
3.3 Biological Resources			
Sensitive Species: <i>Would the project have a substantial adverse effect, either directly or through habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of fish and Game or U.S. Fish and Wildlife Service? (Impact Criterion #1)</i>			
<u>Impact 3.3-1</u>	(PS)	<u>Mitigation Measure 3.3-1a. Sensitive Bird Species</u>	(LS)
With project implementation, wetland habitat would no longer be available for use by the Alameda song sparrow and salt marsh common yellowthroat for nesting. Therefore the project could have a potentially significant impact in terms of habitat removal on these sensitive bird species. In addition, because the project site could support several species of sensitive plants, the conversion from grassland to a developed environment would remove any plants within the project area.		<p>Prior to construction activities that would result in vegetation removal during the breeding season (February through August), the project sponsor shall conduct a field survey from 21 to 14 days prior to the commencement of these construction activities. A qualified biologist shall determine if active nests of native birds are present in the construction zone. If no bird nests are observed, then no further mitigation is necessary. In the event an active nest is discovered in areas to be disturbed, removal of the nesting substrate shall be postponed until the nest is vacated and juveniles have fledged (typically three to four weeks for small passerines), as determined by the biologist, and there is no evidence of second nesting attempts unless the CDFG (and USFWS for migratory birds) authorize otherwise. No surveys are required if vegetation removal would occur outside the nesting season from September 1 to January 31.</p> <p>Mitigation for loss of wetland habitat potentially used by common yellowthroat and song sparrows would occur through the implementation of Mitigation Measure 3.3-2 which would replace habitat that is lost.</p> <p><u>Mitigation Measure 3.3-1b. Sensitive Plant Species</u></p> <p>During the blooming period for plant species of interest, a qualified botanist shall survey the project site in accordance with protocols developed by California Department of Fish and Game or U.S Fish and Wildlife Service. If no sensitive plant species are observed, no further mitigation is required.</p>	

Legend: (S) Significant Adverse Impact (SU) Significant, Unavoidable Adverse Impact (PS) Potentially Significant Adverse Impact (LS) Less than Significant Adverse Impact

TABLE 1-1 (Continued)
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
<p><u>Impact 3.3-2</u></p> <p>The proposed project could contribute to a significant increase in pollutant loading in San Francisquito Creek which could have adverse survival effects on red-legged frogs and steelhead.</p>	(PS)	<p>If sensitive plant species are observed within the area to be impacted by the project, the botanist shall implement a detailed mitigation plan that includes the specific elements as outlined in Section 3.3 of this EIR, <i>Biological Resources</i>.</p> <p><u>Mitigation Measure 3.3-2. Water Quality</u></p> <p>Implement mitigation measure 3.7-1 (as indicated in Section 3.7, <i>Hydrology and Water Quality</i>), which requires Best Management Practices to be put in place during and after construction to minimize the discharge of pollutants into San Francisquito Creek.</p>	(LS)
<p><u>Impact 3.3-3</u></p> <p>Project construction would require what is considered a substantial reduction in potential foraging habitat for at least three sensitive bat species.</p>	(PS)	<p><u>Mitigation Measure 3.3-3. Bat Foraging Habitat</u></p> <p>Implement mitigation measure 3.3-4 which requires mitigation for impacts to wetland habitats. Mitigation Measure 3.3-4 would require the creation or restoration of wetlands which provide foraging habitat for the species of bats discussed above and others that are not considered special-status species.</p>	(LS)
<p>Wetlands: <i>Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Impact Criterion #3)</i></p>			
<p><u>Impact 3.3-4</u></p> <p>Project implementation would result in the removal of two wetland areas totaling about 0.91 acres. This would be a significant adverse impact in that wetlands are federally protected.</p>	(S)	<p><u>Mitigation Measure 3.3-4</u></p> <p>Because the Corps has asserted jurisdiction over the project site wetlands, the project applicant has two options: avoidance, or removal and mitigation. Avoidance of wetlands is the preferred option but because the proposed project includes development of the entire 21-acre site, avoidance is not assumed as an option. Therefore, mitigation shall be implemented for the project such that there would be no net loss of wetland acreage. Wetland habitat replacement acreage can be greater than the acreage of wetlands that fall under the jurisdiction of the Corps.</p>	(LS)

Legend:	(S)	Significant Adverse Impact	(SU)	Significant, Unavoidable Adverse Impact	(PS)	Potentially Significant Adverse Impact	(LS)	Less than Significant Adverse Impact
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TABLE 1-1 (Continued)
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
		<p>Wetland mitigation shall be implemented as required as a part of the Section 404 Clean Water Act permitting process. Mitigation is to be provided prior to construction. Mitigation could include purchase of the appropriate amount of credits from a local mitigation bank if available. The exact mitigation ratio is variable, based on the type and value of the wetlands that could be affected by the project, but would be a minimum of 1:1. In addition, a wetland mitigation and monitoring plan shall be implemented that includes the specific measures as outlined in Section 3.3 of this EIR, <i>Biological Resources</i>, under Mitigation Measure 3.3-4.</p>	
<p>Policies: <i>Would the proposed project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Impact Criterion #5)</i></p>			
<p><u>Impact 3.3-5</u></p> <p>Project construction could require the removal of two trees designated as Heritage trees under the City’s heritage tree ordinance.</p>	<p>(PS)</p>	<p><u>Mitigation Measure 3.3-5</u></p> <p>All trees to remain should be protected in accordance with the City’s Tree Protection Specifications – 2001 (or as revised). The City’s tree protection measures require placement of mulch, installation of protective fencing, creation of Tree Protection Zones and designation of activities permitted within that zone, trenching requirements, pipe placement guidelines, damage reporting processes, and routine inspections during construction.</p> <p>The number of trees to be replaced to compensate for the removal of heritage trees should conform to the requirements of City’s Heritage Tree Replacement Program. According to this Program, commercial applicants must replace heritage trees at a ratio of 2:1 (new:removed).</p>	<p>(LS)</p>

Legend:	(S) Significant Adverse Impact	(SU) Significant, Unavoidable Adverse Impact	(PS) Potentially Significant Adverse Impact	(LS) Less than Significant Adverse Impact
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TABLE 1-1 (Continued)
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
3.4 Cultural Resources			
Archaeological Resources: <i>Would the project disturb or destroy a subsurface archaeological resource such that the significance of the resource would be materially impaired? (Impact Criterion #2)</i>			
<u>Impact 3.4-1</u>	(PS)	<u>Mitigation Measure 3.4-1</u>	(LS)
The prehistoric archaeological sensitivity of the proposed project site is moderate. It is therefore reasonable to conclude that prehistoric cultural deposits could be found anywhere within or near the project site and could be disturbed or destroyed through vegetation-clearing, grading, and construction activities.		The project applicant shall hire a qualified archaeologist to prepare an Archaeological Monitoring and Data Recovery Plan (AMDRP). The AMDRP shall be submitted to the City of Menlo Park and to the Stanford University Campus Archaeologist for approval, and shall be implemented prior to the issuance of grading, excavation, or construction permits. The AMDRP shall specify that an archaeologist be present for all vegetation-clearing and grading activities associated with project construction. The AMDRP shall define where and how data recovery will be conducted for all important archaeological resources discovered, how archaeological monitoring will be conducted, and the protocol to be followed in the event that significant resources are discovered during archaeological monitoring as described further in Section 3.4 of this EIR, <i>Cultural Resources</i> .	
Paleontological Resources: <i>Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Impact Criterion #3)</i>			
<u>Impact 3.4-2</u>	(PS)	<u>Mitigation Measure 3.4-2</u>	(LS)
It is possible that a unique paleontological resource could be discovered during the limited excavations necessary for the project. Destruction of a unique paleontological resource would be considered a potentially significant impact.		In the event fossilized or unfossilized shell or bone is uncovered during excavation for the proposed project, contractors shall stop work in the immediate area of the find, notify the landowner, Stanford University, and retain a qualified paleontologist to survey the site and assess the find. The paleontologist retained by the project sponsor shall visit the site and make recommendations for treatment of the find that shall be sent to the Community Development Director. Recommendations could include collection, recordation, and analysis of any significant cultural	

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TABLE 1-1 (Continued)
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
		materials. If a fossil find is confirmed, it shall be recorded with the U.S. Geological Survey and curated in an appropriate repository.	
Human Remains: <i>Would the project disturb any human remains, including those interred outside of formal cemeteries? (Impact Criterion #4)</i>			
<u>Impact 3.4-3</u>		<u>Mitigation Measure 3.4-3</u>	
It is possible, given the evidence of prehistoric tool production on the proposed project site, that excavation or grading for the project could disturb human remains interred outside of formal cemeteries.	(PS)	<p>If human remains are discovered, the project sponsor shall halt further excavation or disturbance of the discovery site or any nearby area reasonably suspected to overlie adjacent human remains. In accordance with State CEQA Guidelines section 15604.5(e), the County Coroner shall be notified immediately. If the remains are found to be Native American, the County Coroner shall notify the Native American Heritage Commission within 24 hours. The most likely descendant of the deceased Native American shall be notified by the Commission and given the chance to make recommendations for the remains. If the Commission is unable to identify the most likely descendant or in the event the landowner and the descendant fail to reach an agreement, the remains may be re-interred with appropriate dignity elsewhere on Stanford University property in a location not subject to further subsurface disturbance.</p> <p>A final report shall be submitted to the Director of Community Development which shall contain a description of the mitigation program that was implemented and its results including a description of the monitoring and testing program, a list of the resources found, a summary of the resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the Director of Community Development.</p>	(LS)

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TABLE 1-1 (Continued)
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
3.5 Geology, Soils and Seismicity			
No significant adverse project impacts are identified with respect to geology, soils and seismic conditions. Buildings and facilities for human occupancy in Menlo Park are required to be sited and designed in accordance with appropriate geotechnical and seismic guidelines and recommendations consistent with the Building Code. Adherence to relevant plans, codes, and regulations with respect to project design and construction would provide adequate levels of safety for the geotechnical and soils conditions at the site.			
3.6 Hazardous Materials			
No significant adverse hazardous materials impacts are identified with respect to the proposed project.			
3.7 Hydrology and Water Quality			
<u>1) Water Quality</u>			
Water Quality: <i>Would the project create or contribute runoff water which would provide substantial additional sources of polluted runoff? (Impact Criterion #5)</i>			
<u>Impact 3.7-1</u>	(PS)	<u>Mitigation Measure 3.7-1</u>	(LS)
Project implementation would result in the conversion of land from an undeveloped condition to commercial land uses that would result in more runoff and an increase in the amount and type of pollutants in stormwater runoff.		<p>Prior to obtaining a grading permit, the project applicant shall prepare a storm water management plan that incorporates stormwater quality Best Management Practices (BMPs) into the project design.</p> <p>The City of Menlo Park requirements for a Grading Plan include maximizing infiltration of stormwater and where on-site infiltration is not sufficient, routing of stormwater through vegetated swales or other comparable BMPs prior to discharge to the public storm drain systems. Other water quality BMPs are included in requirements of the Grading Plan.</p> <p>During the design review process, a qualified stormwater management professional shall review and approve site plans for assuring the effectiveness of stormwater quality BMPs in removing pollutants. BMPs will be installed and maintained as</p>	

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TABLE 1-1 (Continued)
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
		<p>stipulated in the Grading Plan requirements.</p> <p>All construction activities, including road improvements, installation and realignment of utilities, and new development would be subject to the City of Menlo Park Municipal Code Stormwater Management Program (7.42) and requirements for obtaining a Grading Permit prior to the initiation of construction. Areas that disturb one or more acre of land surface are subject to the NPDES Construction General Permit, including preparation of a Storm Water Pollution Prevention Plan (SWPPP) for construction activities. The SWPPP may include, but would not necessarily be limited to, BMPs for reducing sediment and chemicals in stormwater runoff.¹Before obtaining a grading permit, the project proponents would also need to prepare and submit a Grading Plan with associated Erosion and Sedimentation Control Notes/Plans.</p>	
3.8 Land Use			
No significant adverse land use impacts are identified with respect to the proposed project.			
3.9 Noise			
Construction Period Noise Levels: <i>Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing levels? (Impact Criterion #4)</i>			
<u>Impact 3.9-1</u>	(PS)	<u>Mitigation Measure 3.-9-1</u>	(LS)
Project construction activities could generate substantial temporary or periodic increases in noise levels, thus annoying workers and nearby residents.		<p>To minimize construction noise impacts on nearby residents and businesses, and to be consistent with Title 8 of the City of Menlo Park Municipal Code, construction activities that exceed stated noise limits are permitted only between the hours of 8:00 a.m. and 6:00 p.m., Monday through Friday, and are prohibited on weekends and federal holidays.</p> <p>Construction equipment should be properly muffled and maintained with noise reduction devices to minimize construction-</p>	

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TABLE 1-1 (Continued)
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
		<p>generated noise. Prohibit unnecessary idling of internal combustion engines. The contractor should locate stationary noise sources on the project site as far as possible away from existing residential and commercial uses, and require the use of acoustic shielding.</p> <p>The construction contractor should designate a “noise disturbance coordinator” for construction activities. The coordinator would determine the cause of any noise complaint and require reasonable measures warranted to correct the problem be implemented.</p>	
3.10 Population and Housing			
No significant adverse population and housing impacts are identified with respect to the proposed project.			
3.11 Public Services			
No significant adverse public services impacts are identified with respect to the proposed project.			
3.12 Relationship to Plans and Planning Policy			
The proposed Sand Hill Road Hotel and Office Development project has been found to be generally consistent with the Goals and Policies of the Menlo Park General Plan.			
In addition, a General Plan Land Use Diagram amendment is being requested to change of the project site from Professional and Administrative Offices to Retail/Commercial to allow for the proposed hotel and related facilities in combination with the office space as proposed. A General Plan Land Use Diagram amendment would allow for the proposed hotel and related facilities in combination with the office space as proposed. Thus, an inconsistency between the project as proposed and the applicable General Plan Land Use Map designation for the project site exists. While it is not the purpose of the EIR to justify the request for a General Plan Land Use Map amendment, it is the purpose of the EIR to point out inconsistencies between a proposed project and the applicable General Plan. Approval of the General Plan Map amendment as requested would eliminate any inconsistencies with the existing General Plan Map land use classification. The environmental impacts of implementing the amendment which would allow for project construction are as addressed in this EIR.			

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TABLE 1-1 (Continued)
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
3.13 Traffic and Circulation			
Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system? (Impact Criterion #1)			
Street Segments Volumes			
<u>Impact 3.13-1</u>	(SU)	<u>Mitigation Measure 3.13-1</u>	(SU)
Traffic added to the street system by the proposed project would exceed Menlo Park criteria for the generation of significant traffic impacts on 11 street segments.		Prior to issuance of a building permit, the applicant shall pay a traffic impact fee of \$1.60 per square foot of gross building square footage. The City's policy for new development, where traffic impacts cannot be fully mitigated, has been a contribution towards capital improvement projects to mitigate the impacts. The fee could be used on a variety of capital improvement projects to help reduce traffic impacts including adaptive signal timing, capacity improvements throughout the City and/or future traffic calming measures.	
Intersections			
<u>Impact 3.13-2</u>	(SU)	<u>Mitigation Measure 3.13-2</u>	(SU)
In the near term scenario (2007), the addition of project traffic would increase A.M peak hour vehicle delay at the state-controlled intersection I-280 northbound Off-Ramp/Sand Hill Circle and Sand Hill Road which would operate at level of service E or F without the project. With the implementation of the proposed mitigation, this would be a less than significant impact. Without mitigation, this would be a significant impact.		Prior to submittal of an application for a building permit, the applicant shall apply for an encroachment permit from Caltrans to convert the existing through lane from the northbound off-ramp of Interstate 280 to the east bound portion of Sand Hill Road to a through-right lane, including related intersection improvements to accommodate the construction or reconfiguration of the intersection. The through-right and right turn lanes shall extend approximately 300 feet south from Sand Hill Road. The application shall include all necessary improvement plans and documents that are required by Caltrans.	

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TABLE 1-1 (Continued)
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
		<p>The applicant shall construct the improvements as applied for within 180 days of obtaining Caltrans encroachment permit therefore unless a longer timeframe, not to exceed one year, is identified in the Caltrans permit. If after five years from the date of project approval the applicant has not obtained an encroachment permit from Caltrans, the applicant will no longer be obligated to pursue the encroachment permit. After said five year period, the City of Menlo Park, at its discretion, has up to three years to determine whether to enter into an agreement with the applicant, for the City to pursue the necessary approvals and construct the improvements subject to the applicant paying for said improvements, including but not limited to, construction costs, design fees, consultant fees, inspection fees and costs associated with obtaining Caltrans approval. The process for the implementation of the proposed improvements shall not be longer than 10 years from the date of project approval. If after 10 years from the date of project approval an encroachment permit has not been issued by Caltrans, neither the City nor the applicant shall be obligated to implement said improvements.</p> <p>The mitigation would provide LOS D operations and would reduce the impact to less than significant.</p> <p>The proposed mitigation measure would reduce the project's impact to a less than significant level if implemented. However, the City recognizes that the timing and implementation of this measure is outside the jurisdiction and responsibility of the City. Approval of improvements would be required from Caltrans. The City recommends that Caltrans approve implementation of the proposed mitigation measure, but also recognizes that in the event that Caltrans does not approve or allow implementation of the recommended mitigation measure, potentially significant impacts could result in the near term and cumulative scenario for A.M. peak hours vehicle delay at the state-controlled intersection I 280</p>	

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TABLE 1-1 (Continued)
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
<p><u>Impact 3.13-3</u></p> <p>In the near term scenario (2007), the addition of project traffic would increase P.M. peak hour vehicle delay by more than 0.8 seconds on the critical movements on the local approaches at the state-controlled intersection of El Camino Real and Ravenswood Avenue, which would operate at LOS E or F without the project.</p>	(SU)	<p>northbound off ramp/Sand Hill Circle and Sand Hill Road. Without implementation of the proposed mitigation, the impact would be significant and unavoidable.</p> <p><u>Mitigation Measure 3.13-3</u></p> <p>Mitigation to improve intersection operations at El Camino Real & Ravenswood Avenue would require restriping with parking removal and/or widening of El Camino Real to provide a third through lane in each direction. If undertaken, the improvement would reduce the average delay by approximately 15 seconds and would change the LOS from E to D in the P.M. peak hour. If this mitigation were not feasible due to right-of-way limitations, Impact 3.13-3 would remain significant and unavoidable.</p>	(SU)
Intersections - Cumulative			
<p><u>Impact 3.13-4</u></p> <p>In the Cumulative (2015) scenario the addition of project traffic would increase A.M. peak hour vehicle delay at the state-controlled intersection I-280 northbound Off-Ramp/Sand Hill Circle and Sand Hill Road which would operate at LOS E or F without the project. With the implementation of the proposed project, this would be a less than significant impact. Without mitigation, this would be a significant impact.</p> <p>With approved and proposed development, and traffic growth associated with area development up to 2015 using a one percent per year growth factor, the I-280 northbound off-ramp/Sand Hill Circle and Sand Hill Road would be operating at LOS F. The City of Menlo Park has determined that this is a significant impact, as it is standard practice in other jurisdictions such as Santa Clara County to assess a significant impact when a project adds more than four seconds of delay to an intersection operating at LOS F without the project.</p>	(SU)	<p><u>Mitigation Measure 3.13-4</u></p> <p>Implement mitigation measure 3.13-2. Should Mitigation Measure 3.13-2 not be implemented, Impact 3.13-2 would remain significant and unavoidable.</p>	(SU)

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TABLE 1-1 (Continued)
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
<p><u>Impact 3.13-5</u></p> <p>In the Cumulative 2015 scenario, the addition of project traffic would impact the state-controlled intersection of El Camino Real and Ravenswood Avenue by changing the level of service (LOS) from D to E in the A.M. peak hour, and by increasing P.M. peak hour vehicle delay by more than 0.8 seconds on the critical movements on local approaches to the intersection which would operate at LOS E or F without the project.</p> <p>During the A.M. peak hour, the addition of project traffic would change the LOS at El Camino Real and Ravenswood Avenue from D to E. During the P.M. peak hour, the project would cause a 2.3 second per vehicle increase in average delay for all movements and a 1.2 second per vehicle average increase in average delay on the critical movements, and would change the LOS from E to F.</p> <p>Construction-Period Traffic</p> <p><u>Impact 3.13-6</u></p> <p>Project construction would require the use of heavy machinery for site excavations, grading, and utility and building construction. In addition construction would require the delivery of building materials and construction workers on a daily basis throughout the project site, potentially disrupting local traffic flow during the period of construction (short-term impact).</p>	<p>(SU)</p> <p>(PS)</p>	<p><u>Mitigation Measure 3.13-5</u></p> <p>Implement mitigation measure 3.13-3. If undertaken, the improvement would reduce the average delay by approximately 28 seconds and would change the LOS from F to D in the P.M. peak hour. If this mitigation were not feasible, Impact 3.13-5 would remain significant and unavoidable.</p> <p><u>Mitigation Measure 3.13-6</u></p> <p>Prior to construction, the selected contractor shall prepare a Traffic Control Plan that identifies the timing and routing of all major construction equipment and trucking to avoid potential traffic congestion and delays on the local street network, and encourage the use of Interstate 280. It may be necessary to limit construction activities and materials delivery to off-peak hours or determine access to particular areas of construction that would not conflict with local traffic circulation or vehicular access to the residential areas, the office and commercial areas along Sand Hill Road, and Stanford University.</p>	<p>(SU)</p> <p>(LS)</p>

Legend:	(S)	Significant Adverse Impact	(SU)	Significant, Unavoidable Adverse Impact	(PS)	Potentially Significant Adverse Impact	(LS)	Less than Significant Adverse Impact
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TABLE 1-1 (Continued)
SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT PROJECT ADEIR
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impacts	Impact Significance Without Mitigation	Mitigation Measures	Impact Significance With Mitigation
<i>Would the project conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Impact Criterion #3)</i>			
Transit Service			
<u>Impact 3.13-7</u>		<u>Mitigation Measure 3.13-7</u>	
The proposed project would result in an increase in demand for transit services to the project site without activities being within easy walking distance of transit stops.	(S)	The project sponsors shall fund and implement the operation of a shuttle service connecting the project site with existing local and regional transit services along El Camino Real consistent with a proposed Transportation Demand Management (TDM) plan (see Mitigation Measure 3.13-8 below).	(LS)
Congestion Management			
<u>Impact 3.13-8</u>		<u>Mitigation Measure 3.13-8</u>	
The project would generate more than 100 net new trips during the AM and PM peak hours (316 trips in the AM and 333 trips in the PM). This would be a significant impact in that the San Mateo City/County Association of Governments' (C/CAG) calls for developers and/or tenants to mitigate all new peak hour trips (including the first 100 trips) projected to be generated by the development through the use of their trip credit schedules.	(S)	The Project sponsors shall implement a Transportation Demand Management (TDM) program acceptable to C/CAG and, where possible, consistent with the City of Menlo Park's Transportation Demand Management guidelines. These programs, once implemented, must be on going for the occupied life of the development.	(LS)
3.14 Utilities and Service Systems			
No significant adverse utilities and service systems impacts are identified with respect to the proposed project.			

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Alternatives

The purpose of the discussion of alternatives is to focus on project solutions which may be capable of avoiding or substantially lessening any significant environmental effects of a project, even if those alternatives would impede to some degree the attainment of the project objectives or would be more costly. The range of alternatives is to include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects.

Among the factors that may be taken into account when addressing the feasibility of alternatives for inclusion in an EIR are site suitability, economic viability, availability of infrastructure, general plan consistency, or other plans or regulatory limitations, including jurisdictional boundaries. The significant effects of the alternatives are to be discussed, but in less detail than the significant effects of the project as proposed.

Impacts that cannot be reduced to a less than significant level for the Sand Hill Road Hotel and Office Development project as proposed include those relating to traffic, inclusive of considerations for cumulative development in Menlo Park. It was concluded that project generated traffic would exceed Menlo Park criteria for the generation of significant traffic impacts on 15 street segments, and would increase the average vehicle delay at the poorly performing El Camino Real and Ravenswood Avenue intersection beyond the Menlo Park threshold of 0.8 seconds additional delay for intersections during the PM peak hour. These impacts would be significant and unavoidable because the available mitigation measures would not be sufficient to reduce these traffic impacts to less than significant levels and meet the Impact Criteria thresholds as stated.

All other identified significant and/or potentially significant impacts can be mitigated to less than significant levels. This includes mitigating for unsightly construction appearances and potential project lighting glare; the generation of construction dust; the loss of wetland habitat and displacement of sensitive bird species that use the wetland habitat, and a reduction in foraging habitat for sensitive bat species; potential loss of archaeological resources that would thus require construction monitoring; potential for erosion; reduction of construction noise; and implementing Congestion Management Plans and controlling construction traffic; not to the exclusion of other issues. Other potential impacts for each of the subject areas examined in this EIR would be less than significant, so mitigation would not be required. No significant or potentially significant project impacts were identified for the subjects of land use; population and housing; public services or utilities.

Accordingly, the range of alternatives presented in the EIR focuses on alternative project development scenarios that may offer less involved or costly means of mitigating the identified significant impacts to less than significant levels. The project alternatives include the following:

- No Project
- Alternative Project Site
- Reduced Project
- Alternative Land Use
- Environmentally Superior Alternative

As indicated further of this EIR, the project objectives are as follows:

- Objective #1: “To develop a vacant site, currently designated for Professional and Administrative Offices, with uses that are most economically beneficial to both Stanford and the City of Menlo Park in the long term.”
- Objective #2: “To address the existing lack of hotel space along the Sand Hill Road Corridor, the hub of the nations’ venture capital industry.”
- Objective #3: “To provide mutually supportive office, hotel, conference and amenity spaces in immediate proximity to each other.”

No Project

Under the No Project alternative, there would be no Sand Hill Road Hotel and Office Development project adjacent to the I-280/Sand Hill Road interchange as proposed at this time. The grassland covered site as it currently exists would remain as is for an unspecified period of time. This would not preclude the potential for a revised proposal for site development under the current General Plan and zoning designation for the site (see the *Alternative Land Use* scenario discussion below).

There would be no environmental impacts at this time as a result of the No Project alternative. Under the No Project alternative, none of the objectives of the project as put forward by the project applicant would be realized at this time, including developing the site for long term economic return, providing hotel space in the Sand Hill Road corridor area, and providing supporting conference and office space facilities along with the hotel portion of the project.

Alternative Project Site

This alternative focuses on alternative locations for the proposed Sand Hill Road Hotel and Office Development project. Any alternative site would fail to meet Project Objective #1 because it would leave the proposed project site undeveloped. The off-site alternative would fail to derive any economic benefit for Stanford or the City from the I-280/Sand Hill Road site, which has long been identified for economically beneficial development. The search for alternative sites focused on other factors as follows:

- Sites along the Sand Hill Road Corridor that could provide hotel space (Project Objective #2).
- Sites potentially large enough to support Project Objective #3: "mutually supportive office, hotel, conference and amenity spaces in immediate proximity to each other."
- Sites within the jurisdiction or sphere of influence of the City of Menlo Park.
- Sites either owned by Stanford University or available for purchase.

- Sites offering the possibility of reduced traffic impacts.
- Sites offering the possibility of reduced non-traffic impacts.
- Sites where development would not cause additional impacts compared to the proposed project.

No alternative site has been located that would satisfy all of these factors. During the EIR scoping process, other locations for the project were suggested such as Page Mill Road, El Camino Real and Junipero Serra Boulevard across from the Stanford campus. These sites and others were reviewed. No site was identified by the project sponsor on either Page Mill Road or Junipero Serra Boulevard that was potentially suitable.

It is therefore concluded no alternative site location is identified for the proposed project and no significant environmental advantage is identified for an alternative project location. There is no substantial evidence to conclude that this alternative would avoid or substantially lessen the significant unavoidable traffic impacts identified for the proposed project. It is important to note the mix of road segments that could be adversely impacted with the project at another location would not be expected to be identical to the project as currently proposed, but the impact would be expected to occur given the size of the project to include a 120 room hotel and attendant facilities and 100,000 square feet of office space.

As defined, this alternative would not meet the project applicant's objectives to develop the I-280/Sand Hill Road site for long term economic return or provide hotel space perceived as needed in the Sand Hill Road corridor area. Further, it is not confirmed that Stanford Management Company would acquire, control or have access to a site it does not own within the local hotel and office market area and no alternative site is identified as capable of avoiding or substantially lessening any significant environmental effects of the project. Further details regarding alternative sites examined are contained in Section 6 of this EIR, *Alternatives*.

Reduced Project

The Reduced Project alternative is a project smaller than the project as currently proposed. The Reduced Project alternative seeks to lessen the project's significant and unavoidable traffic and circulation impacts. As noted, it was determined that traffic added to the street system by the proposed project would exceed Menlo Park criteria for the generation of significant traffic impacts on 11 street segments, a significant and unavoidable impact. It was also noted that the traffic impact could be reduced to a less-than-significant level at all locations if the project were to be reduced to a much smaller size. The smaller size thus needed would be a level of development generating approximately ten percent of the trips of the project as currently proposed. A ten percent level of development compared to the project as proposed (e.g., 10,000 square feet of office space, 12 hotel rooms, 0.5 villa, a 16 seat restaurant and a 1,600 square foot spa), would not be considered economically viable by the project applicant.

Between the proposed project and a 10% development alternative there is an unlimited number of possible reduced projects that would reduce the stated environmental impacts of the proposed project, but not to a less-than-significant level. For every hotel room or office deleted, a number of vehicle trips would be deleted from the proposed project's count. It is possible, however, that these trip reductions would be offset by trip increases elsewhere in Menlo Park or the area. For example, the hotel portion of the proposed project has been designed to meet Sand Hill Road Corridor hotel demand; if that demand is not met on Sand Hill Road, presumably it is, or will be, met through hotels on El Camino Real and at other locations, necessitating longer trips to the Sand Hill Road Corridor and greater traffic impacts, including in Menlo Park.

Furthermore, the hotel and office components of the proposed project have been sized to complement each other, so that hotel guests can walk to meetings at the offices and office employees can walk to the hotel's restaurant, spa and fitness center, and conference facilities. At some point a reduced project would undermine the ability to provide facilities that project users could walk rather than drive to. Also, it is likely that any economically viable use of the project site would encroach on at least a portion of the wetlands (or be near enough to the wetlands to inhibit their use by wildlife) and could require removal of the trees for project access.

With the exception of traffic and of "footprint" impacts on biological resources, any reduced project alternative would be expected to have similar impacts to those of the proposed project as mitigated.

A reduced project alternative would not meet Project Objective #1 because it would not be the most economically beneficial to both Stanford and the City of Menlo Park. A Reduced Project alternative would compromise, but not necessarily fail entirely to meet, Project Objective #2 (address the existing lack of hotel space along the Sand Hill Road Corridor) and Project Objective #3 (provide mutually supportive office, hotel, conference and amenity spaces in immediate proximity to each other).

Alternative Land Use

Under the current General Plan Map designation and zoning the project site could be built out for office and related uses. Hotel facilities would not be permitted. Under this scenario, the project site could contain more than 230,000 square feet of office space. With 230,000 square feet of office space, the project would generate 2,452 daily trips which is 104 percent of the trip generation of the project as proposed. Under these conditions, it is not expected that the significant and unavoidable street segment traffic impact as explained previously would be significantly different than for the project as proposed. This alternative would also not be likely to include all of the hotel amenity spaces that would allow office employees to walk to a restaurant, spa/fitness center or conference facility. Project generated traffic would still be expected to exceed Menlo Park criteria for the generation of significant traffic impacts on 11 street segments, and would increase the average vehicle delay at the El Camino Real and Ravenswood Avenue intersection beyond the Menlo Park threshold for intersections during the PM peak hour. These impacts would continue to be significant and unavoidable under the Reduced Project alternative because mitigation measures would not be sufficient to reduce these traffic impacts to less than significant levels and meet the Impact Criteria thresholds as stated. A project of further reduced

size as explained above under the Reduced Project alternative would be required to avoid the traffic impacts as stated.

The Alternative Land Use scenario would not meet Project Objectives #2 and #3 because it would not provide a hotel use. The office-only project would partially meet Project Objective #1 because it would develop the vacant site and would provide some economic benefit both to Stanford and to the City of Menlo Park. The office-only project might be equally or more economically beneficial to Stanford compared to the proposed project. The office-only project would, however, be less economically beneficial to the City of Menlo Park compared to the proposed project because it would eliminate transient occupancy taxes, currently 10 percent of the room rate, which are significantly greater than the City revenues derived from office uses.

Environmentally Superior Alternative

As described above, under the No Project alternative, there would be no Sand Hill Road Hotel and Office Development project adjacent to the I-280/Sand Hill Road interchange as proposed. There would be no environmental impacts at this time as a result of the project as proposed. No mitigation measures would be required. The No Project alternative would, however, avoid the significant and unavoidable impact of adding traffic to the street system that would exceed Menlo Park criteria for the generation of significant traffic impacts on 11 street segments. Therefore, the No Project alternative is environmentally superior. However, under CEQA, if the Environmentally Superior alternative is the No Project alternative, then at least one of the other alternatives must be designated as the Environmentally Superior alternative.

Under the Alternative Project Site scenario, the feasibility of alternative sites was doubtful as were any significant environmental advantages. As defined, this alternative would not meet the project applicant's objectives for project development. Under the Reduced Project alternative, it was concluded that the proposed project's significant impact on street segments could only be reduced to a less than significant level at all locations if the project were to be reduced to ten percent of the size as currently proposed.

A Reduced Project alternative of greater than 10% development would reduce the project site's traffic impacts, but not to a less than significant level. It was determined that the more the project is reduced, the greater the likelihood that the office and hotel demand the proposed project is intended to meet would instead be met by other nearby projects that could cause equal or greater traffic impacts. The Reduced Project alternative would be unlikely to avoid footprint impacts to biological resources.

Under the Alternative Land Use scenario, it was determined the project site could conceivably contain approximately 230,000 square feet of office space as currently proposed with no hotel component under the existing General Plan and zoning code. Assuming all of the project site were used for office development, the project site could adequately accommodate roughly twice the intensity of office use as proposed. Under these conditions, the project would generate 104 percent of the trips of the project as proposed and it is not expected that the significant and unavoidable street segment traffic impact noted above would be significantly different than for the project as proposed. Project generated traffic would

still be expected to exceed Menlo Park criteria for the generation of significant traffic impacts on 11 street segments, and would increase the average vehicle delay at the El Camino Real and Ravenswood Avenue intersection beyond the Menlo Park threshold for intersections during the PM peak hour.

In view of the above, it is concluded that the Environmentally Superior alternative is the Reduced Project alternative because this alternative would reduce or eliminate the significant unavoidable impact of exceeding Menlo Park criteria for the generation of significant traffic impacts on 11 street segments.

1.5 PROJECT SCHEDULING

Assuming the various project approvals and permits as described further below for the Sand Hill Road Hotel and Office Development project would be secured, it is estimated that the entire project, both the hotel and office portions of the project, would be constructed in a single phase as soon as the project entitlements would be granted. Assuming project approvals would be received in the summer of 2006, site grading would begin at about that time and be expected to extend into the late summer or early fall of 2006. Building construction would be expected to last through 2007, with project completion and occupancy in the spring of 2008. Overall, construction would be expected to cover about an 18-month time frame.

1.6 REQUIRED APPROVALS

City of Menlo Park

A General Plan Land Use Diagram amendment is being requested to change the land use designation from Professional and Administrative Offices to Retail/Commercial to allow for the proposed hotel and related facilities in combination with the office space as proposed. A rezoning from Administrative, Professional and Research District, Restrictive (C-1-C) to General Commercial – Conditional Development District (C-4-X) is requested to be consistent with the proposed uses and General Plan land use designation, and for the exceptions to the parking requirements and building height requirements under the C-4 General Commercial District Zoning.

The application for a Conditional Development Permit will be considered by the City Planning Commission at a public hearing to establish specific land uses, review development regulations and architectural designs, and address the project's effects on the City and adjacent neighborhoods. Special conditions or requirements and/or improvements could be requested of the project applicant. Subsequently, the City Council will consider the Conditional Development Permit as recommended by the Planning Commission or as further modified by the City Council.

The removal of a tree having a trunk with a circumference 47.1 inches or more measured at 54 inches above grade or the removal of any oak tree native to California with a trunk greater than 10 inches in diameter for project construction would require approval and issuance of a permit for tree removal by

the City in accordance with the City's Heritage Tree Ordinance. Replacement trees would be at a 2:1 ration (new:removed).

Project construction plans and specifications would be reviewed and/or amended and approved by the City in accordance with the adopted mitigation measures as specified in the Mitigation Monitoring and Reporting Program prepared for the project prior to issuing grading and construction permits. Conditions of approval would require that the project comply with the latest adopted editions of the Uniform Building Code, Plumbing Code, Mechanical Code, Building Security Code, National Electric Code, California Building Standards Code (Title 24), and Uniform Fire Code and all appendices and standards thereto.

Regional Water Quality Control Board (RWQCB)

Regulations pertaining to stormwater discharges associated with construction activity issued by the U.S. Environmental Protection Agency in 1999 became effective in March 2003. The regulations prevent the pollution of storm water through the control of erosion, sedimentation and toxic or hazardous materials at construction sites. A permit pending project approval is required for construction projects that are greater than one acre in extent and would apply to the proposed project. A Storm Water Pollution Prevention Plan is required that identifies the potential sources of sediment and other potential pollutants, and ensures the reduction of sediment and other pollutants in the storm water discharged from a construction site. A certification under Section 401 of the Clean Water Act would also be required from the RWQCB for activities that would affect wetland habitat subject to the jurisdiction of the U.S. Army Corps of Engineers.

West Bay Sanitary District Annexation

The sphere of influence of the West Bay Sanitary District (WBSD) includes the proposed project site. The project site would require annexation into the WBSD through the San Mateo Local Agency Formation Commission (LAFCO) to enable the treatment and disposal of wastewater generated by the project. LAFCO's requirements may be determined to be met by submission of this EIR because of the infrastructure information included in the document.

U.S. Army Corps of Engineers (COE)

The COE regulates activities in waters of the United States under Section 10 of the Rivers and Harbors Act of 1899, and Section 404 of the Clean Water Act ("Section 10" and "Section 404" permits). The COE would need to issue a Section 404 Permit under the Clean Water Act, and Section 10 Permit under the Rivers and Harbors Act for any alterations to wetlands (these subjects are discussed further in Section 3.3 of this EIR, *Biological Resources*).

California Department of Fish and Game (DFG)

Because the project would require the removal of wetlands, a Section 1601 Streambed Alteration Agreement would likely be required from DFG to alter the banks of streams channels. The DFG is

also responsible for protecting plant and wildlife populations, and is responsible for overseeing the California Endangered Species Act. In general, DFG allows the US Fish and Wildlife to take the lead in the management of sensitive species but reviews any needed permits to ensure compliance with the State Endangered Species Act.

Endnotes — Summary

¹ BMPs may include the following:

Erosion and Sediment Control BMPs

- Construction scheduling, such as phasing and season avoidance, to minimize erosion and sediment
- Perimeter protection such as straw wattles or silt fences
- Check dams to prevent gulley erosion and/or slow water down to allow sediment to settle out
- Gravel bag berm/barriers to prevent runoff or run-on of surface water flows
- Street sweeping and vacuuming to remove vehicle-tracked soil and sediment
- Storm Drain Inlet Protection such as filter bags and perimeter protection
- Stabilized Construction Entrance to prevent vehicle tracking of sediment and debris on roadways
- Wind Erosion Control BMP such as soil stabilizers (would require more water quality modeling), wetting down of dry sediment, or covering exposed surfaces

Vehicle and Equipment Operation BMPs

- Construction equipment to be brought to the site no sooner than it is needed and removed from the site as soon as practical. Major equipment overhaul will take place off site.
- Vehicle and Equipment Maintenance facilities prepared and used to prevent discharges of fuel and other vehicle fluids.
- Vehicle and Equipment Fueling to take place in a contained staging area to prevent discharges of fuel and other vehicle fluids

Waste Management and Materials Management BMPs

- Material Delivery and Storage—materials to be stored either off-site or under cover. Hazardous materials to be stored in contained areas

Section 2

Project Description

2.1 HOTEL AND OFFICE DEVELOPMENT PROJECT

Proposed Project and Location

The Board of Trustees of the Leland Stanford Junior University (the project applicant), is proposing to construct a hotel and office project in the western portion of the City of Menlo Park. The 21.4-acre triangular project site at 2825 Sand Hill Road, adjacent to the southeastern quadrant of the Interstate-280/Sand Hill Road interchange, is owned by Stanford University and managed by Stanford Management Company (see Figures 2-1, *Regional Location Map* and 2-2, *Site Location Map*, for the project site location).

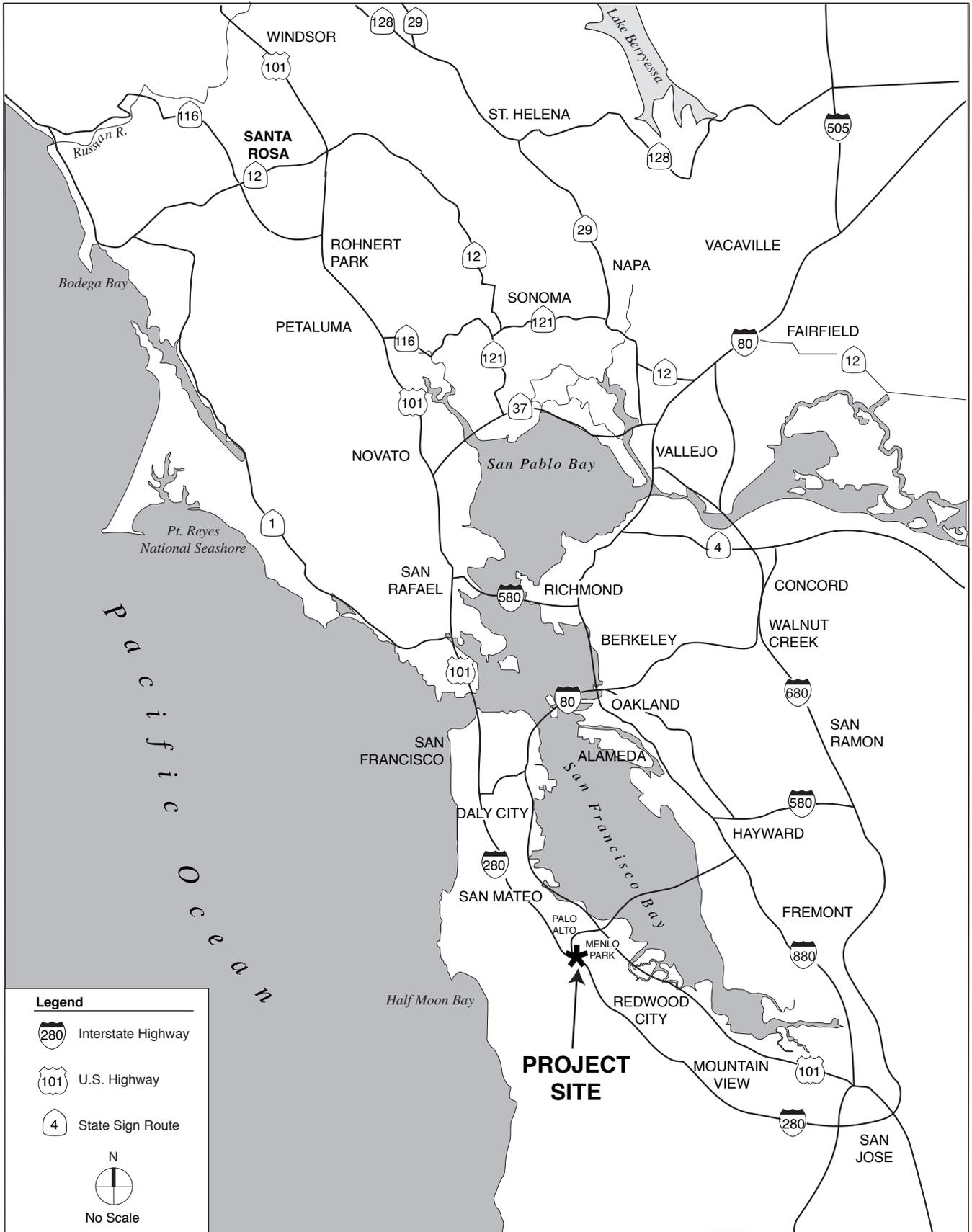
The project as proposed includes: 1) an approximate 170,000 gross-square-foot hotel facility comprised of 120 guest rooms and suites, five extended-stay hotel villas, banquet and meeting space, a restaurant with indoor and outdoor seating, a spa/fitness center and administrative and support space, and 2) a 100,000 gross-square-foot office complex comprised of four or five buildings.

The project site is currently undeveloped with a grassland cover and about 20 randomly occurring oak and eucalyptus trees around the periphery of the site. Sand Hill Road, a major divided arterial, and office buildings are located to the immediate north of the site. An office building complex with access off Sand Hill Road is located on the east side of the site. Interstate 280, a major north-south freeway along the San Francisco Peninsula, is located on the southwest side of the site to complete the site's general triangular shape (see Figure 2-2). The project site slopes gently from east to west dropping about 50 feet with the lowest elevations found at the toe of an embankment on which I-280 was built. Access to the project site is from Sand Hill Road on the north side of the property by way of an existing signalized intersection.

Project Objectives

As noted by Stanford Management Company, the project objectives are as follows:¹

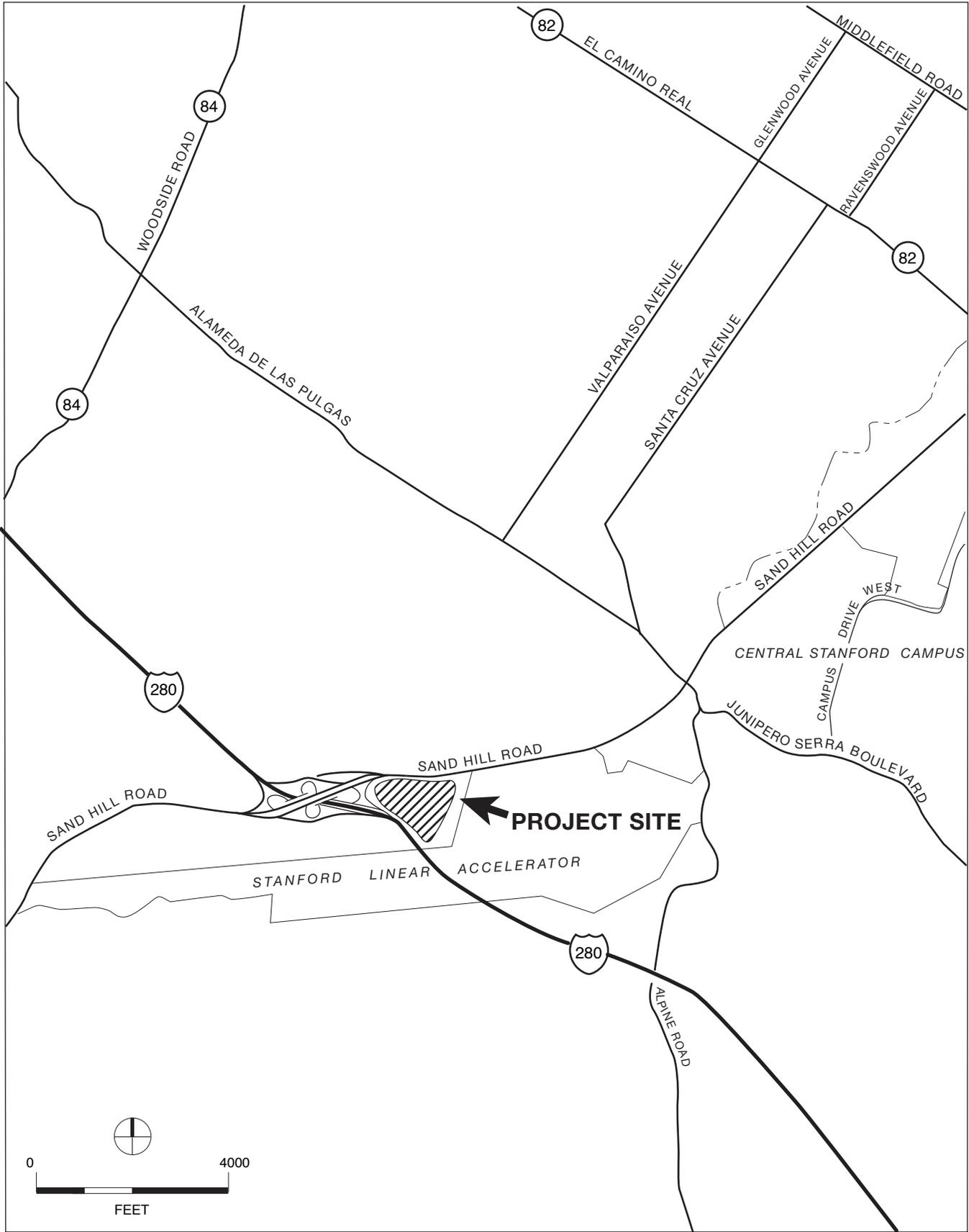
- To develop a vacant site, currently designated for Professional and Administrative Offices, with uses that are most economically beneficial to both Stanford and the City of Menlo Park in the long term.
- To address the existing lack of hotel space along the Sand Hill Road Corridor, the hub of the nations' venture capital industry.
- To provide mutually supportive office, hotel, conference and amenity spaces in immediate proximity to each other.



SOURCE: EIP Associates



SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT
FIGURE 2-1: REGIONAL LOCATION MAP



SOURCE: EIP Associates



SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT
FIGURE 2-2: SITE LOCATION MAP

Project Plan

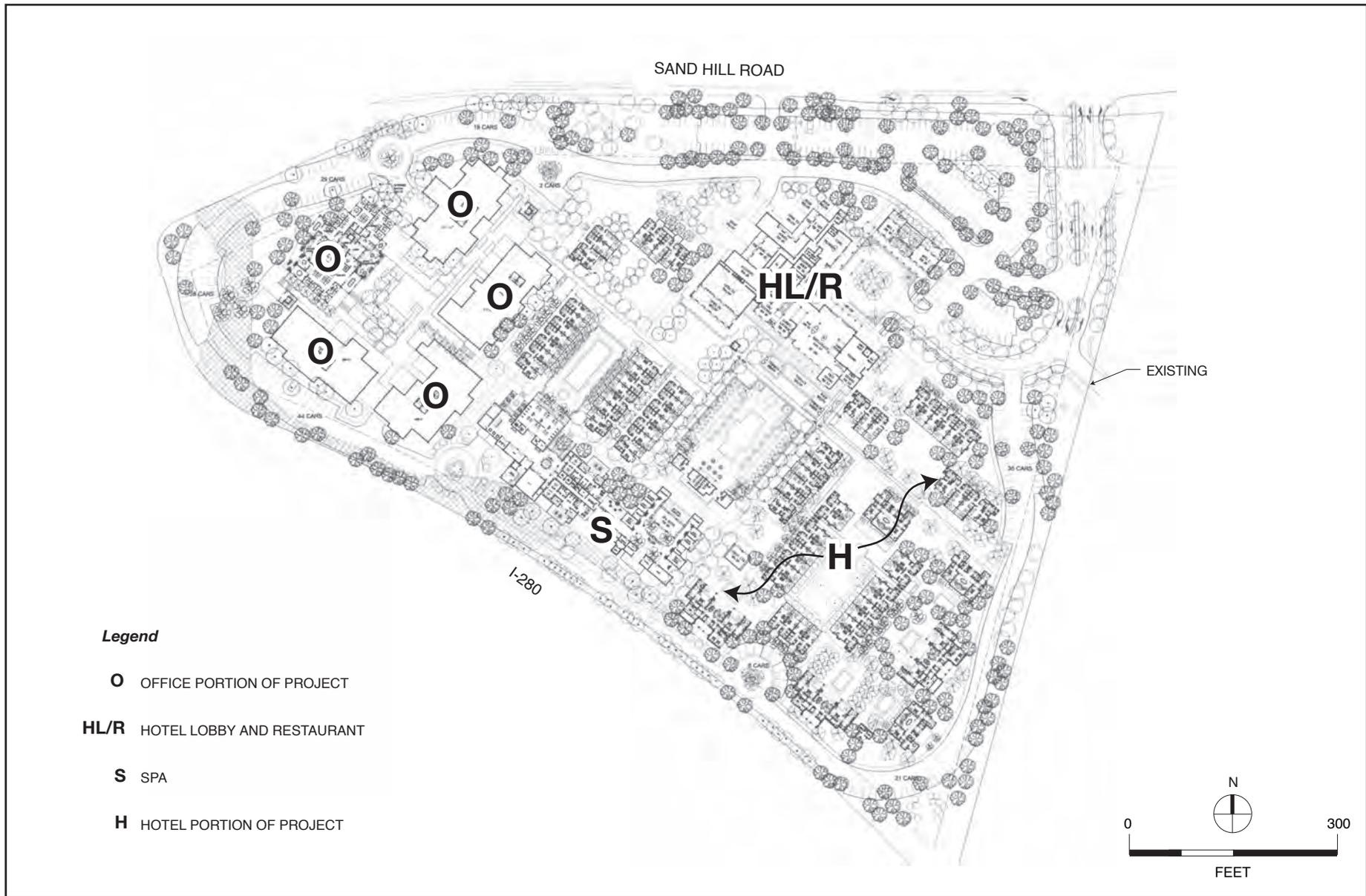
Figures 2-3A and 2-3B, *Site Plan*, illustrates the project in plan view (see also Section 3.1, *Aesthetics*, for further illustrations showing building architecture). Figure 2-3A illustrates the entire project with five office buildings while Figure 2-3B illustrates the project with the option of four office buildings in lieu of five office buildings. Throughout, the intent is to combine the hotel and office components of the project into a single development encompassing the entire 21.4 acre site. The developed project would consist of a complex of one- and two-story structures arranged around a series of outdoor courtyards. It is intended that each of the courtyards would have a distinct character both for identity within the overall project and architectural variety. The hotel and villas would be situated on the southeastern portion of the site, closest to the existing office complex on the adjacent property to the east. The office buildings would be located closest to the Sand Hill Road/Interstate 280 Interchange on the northwest side of the site. The spa, fitness center, restaurant and meeting facilities would be centrally located on the site and available for use by hotel guests, office employees and members of the public. Thus, while the hotel and office uses would be located on the southeast and northwest portions of the project site respectively as indicated on Figure 2-3A, the common facilities available for use by all site occupants would be centrally located common to both the hotel and office portions of the project.

The project site is currently accessed via an existing traffic signal on Sand Hill Road east of the I-280/Sand Hill Road interchange. This intersection would serve as primary ingress to and egress from the site, which currently serves the adjacent office buildings east of the project site. A new right-turn only driveway is proposed on Sand Hill Road west of the signalized intersection to provide emergency access to the project site and would not be available for general public use. Once on the site, vehicular traffic would travel along a road that would follow the northwest, north and east sides of the site (see Figure 2-3A). Underground garage parking structures capable of holding 242 vehicles would be provided for the office and spa portions of the project with the intent to minimize perceived building density and maximize the amount of less intensively developed outdoor area. Surface parking for 348 vehicles would be available via the site's perimeter road for the office, restaurant and hotel portions of the project for a total of 590 parking spaces. Valet service would be available for hotel guests and restaurant patrons.

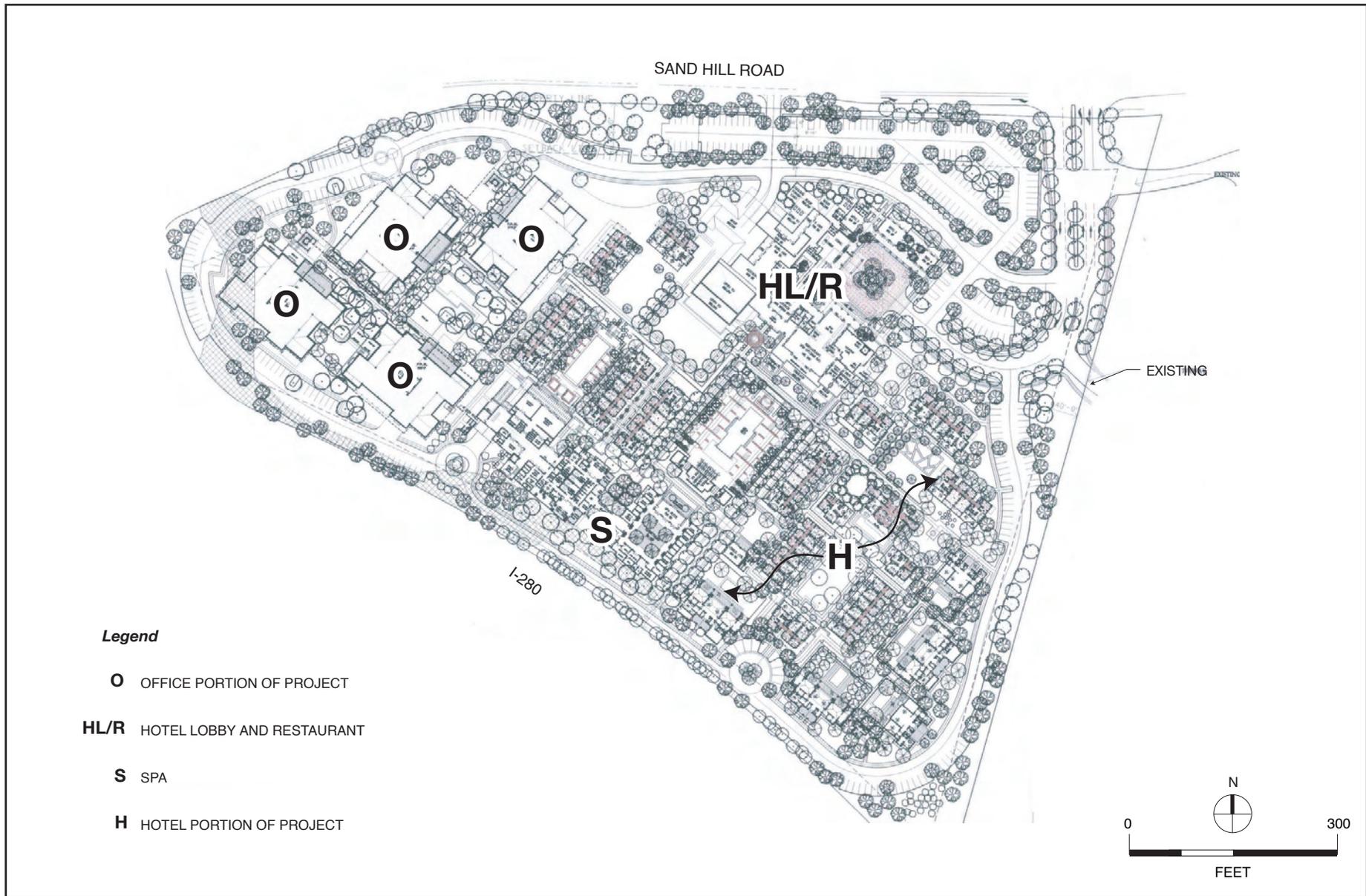
Project Features²

Hotel Portion of the Project

One-hundred-twenty hotel guest rooms and suites would be accommodated in a series of individual one- and two-story structures. The typical guestroom would include about 550 square feet of floor space. The individual structures would consist of one to 14 guest rooms and range in size from 1,050 square feet up to 8,340 square feet. The five private villas containing two and three bedrooms would range from 2,500 square feet to 3,750 square feet. Each of the 120 hotel guest rooms and suites is proposed to include private verandas overlooking private gardens and courtyards. Each villa would be



SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT
FIGURE 2-3A: SITE PLAN (FIVE OFFICE STRUCTURES)



SAND HILL ROAD HOTEL AND OFFICE DEVELOPMENT
FIGURE 2-3B: SITE PLAN (FOUR OFFICE STRUCTURES)

provided with a private patio and pool. The spa and fitness center would contain about 16,000 square feet of space with a lobby, fitness and training facilities, lounge, dressing rooms and various treatment rooms (facial, manicure, multi-purpose).

The hotel lobby, bar, restaurant and meeting room spaces would be oriented toward the same courtyard in the center of the project site. Patios and pools with water elements around the individual buildings are intended to offer guests and visitors opportunities to interact for business purposes or pleasure. The five single-story residential villas are planned to be located in the southeast portion of the site and feature full hotel housekeeping and other hotel services to accommodate extended-stay guests.

Office Portion of the Project

The office component would consist of five, or optionally four, two-story buildings located around a central landscaped courtyard (Figures 2-3A and 2-3B), comprising a total of 100,000 square feet of office space. The office portion of the project is intended to provide office space for venture capital firms, investment companies, banks and law firms. One or more of the office buildings proposed for construction could be occupied by a single tenant. Most are expected to be shared by several tenants.

Design Characteristics

The project applicant indicates that the design of the project is inspired by Cliff May's California ranch style architecture, characterized through the use of low-pitched gabled roofs, long and narrow building forms and open patios to reflect the "adobe tradition" or "ranch style". This is the overall design theme proposed for the project. Emphasis would be placed on the use of verandas (roofed open galleries), cedar shake-covered overhanging roof forms, wood balconies and railings, stone veneer accents, thick walls with deep window recesses, and plaster-finished exterior wall surfaces with windows and building trim fabricated of stained wood. Landscape development is proposed to include a mix of California native oaks, madrones and redwoods with olive trees extending around the site augmented with an understory of indigenous plant materials such as coffeeberry, toyon and manzanita. Oak trees are planned to line the pedestrian connections into internal courtyard spaces. Within the spaces as defined by the buildings, the landscape would transition to include accent plant materials using foliage texture or form including olives, Italian cypress, crepe myrtle, pistache and peppers. Canary Island palms are planned to signify the main hotel visitor drop-off location.

Table 2-1 provides a breakdown of approximate project building area by use, building coverage and parking.

Project Operations

The hotel portion of the project would be operational every day of the year. The office portion of the project would operate on a typical weekly office schedule with the majority of office tenants operating on a standard eight-hour workday five days a week, with the option of workers occupying the office spaces on weekends and holidays to suit their business needs.

Building Area by Use	Unit
Hotel Guest Rooms	80,000 Sq. Ft.
Hotel Public Areas	24,000 Sq. Ft.
Hotel Admin./Conf./Misc.	35,000 Sq. Ft.
Hotel Spa and Fitness Center	16,000 Sq. Ft.
Hotel Extended Stay Villas (5 @ 3,000 Sq. Ft.)	15,000 Sq. Ft.
Total Hotel	170,000 Sq. Ft.
Total Office	100,000 Sq. Ft.
Total Building Area	270,000 Sq. Ft.
Building Coverage	—
Hotel Guest Rooms	44,051 Sq. Ft.
Hotel Public Areas/Admin./Misc.	44,380 Sq. Ft.
Hotel Spa and Fitness Center	16,000 Sq. Ft.
Extended Stay Villas	15,000 Sq. Ft.
Office	56,600 Sq. Ft.
Total Coverage (Percent)	176,031 Sq. Ft. (18.88%)
Parking	—
Hotel Parking	240 Cars
Office Parking (Partially Under Buildings)	350 Cars
Total Parking	590 Cars

Source: Hill Glazier, Architects, *Sand Hill Road Rosewood Hotel – Program – 5/9/05*

Based on information developed by Rosewood Hotels and Resorts which plans to operate the hotel if the hotel is approved for development, guest market sources would be 40 percent from the west coast, 40 percent from the east coast, 10 percent from other U.S. locations and 10 percent from international locations. Sixty-five percent of the guests would come through San Francisco International Airport, 30 percent would come from the San Jose area and five percent would come from Oakland. Sixty-five percent of the guests would arrive via rental car, 20 percent via town car, five percent by taxi and 10 percent by private car. Total employment for the hotel portion of the project is estimated at about 267 persons. Based on 100,000 square feet of office space, the number of office workers to be accommodated on the project site is estimated at about 335.³ Truck deliveries and pickup would normally be expected between the hours of 7 AM and 5 PM (sanitation removal, food and beverage service, courier service, supplies).

2.2 GENERAL PLAN MAP DESIGNATION AND ZONING

General Plan Land Use Map

The project site is currently designated Professional and Administrative Offices on the Menlo Park General Plan Land Use Diagram. The Professional and Administrative Offices designation provides for professional offices, executive and general and administrative offices, research and development facilities, residential uses, public and quasi-public uses, and similar and compatible uses. While the proposed office component of the project would be consistent with the General Plan Land Use Diagram designation, the hotel and related facilities are not explicitly identified in the General Plan. Therefore, a General Plan Land Use Diagram amendment is being requested to designate the site as Retail/Commercial which provides for retail services, personal services, professional offices, banks, savings and loans, restaurants, cafes, theaters, social and fraternal clubs, residential uses, public and quasi-public uses, and similar and compatible uses. A General Plan Land Use Diagram amendment would allow for the proposed hotel and related facilities in combination with the office space as proposed.

Project Site Zoning

The project site is zoned Administrative, Professional and Research District, Restrictive (C-1-C) which under a Conditional Use Permit includes professional, administrative and executive offices and research and development facilities. The proposed office component of the project would be consistent with the C-1-C Zoning District while the hotel and related facilities are not permitted in the C-1-C Zoning District. A rezoning from C-1-C to General Commercial District (C-4) (not applicable to El Camino Real) is also being requested by the project sponsor. Uses allowed in the C-4 District cover a broad range of commercial, office, administrative, professional, financial and related uses. Under the C-4 zoning requirements, any new construction requires a Use Permit. The project would require a Use Permit for new construction of the office, personal service and restaurant uses. The hotel and the provision of alcohol associated with a restaurant are conditional uses and require a Use Permit.

The project would also require exceptions under the C-4 zoning for parking requirements and building height based on the proposed plans. As proposed, the project would not meet all the development regulations of the base C-4 (not applicable to El Camino Real) District. The applicant is requesting two exceptions through a conditional Development Permit and the corresponding “X” Conditional Development District Overlay to create the C-4-X General Commercial – Conditional Development District zoning.

The Conditional Development District, also referred to as “Combining District”, is a zoning district specifically established for the purpose of combining special regulations or conditions with another zoning district. Therefore, under the C-4-X District, permitted uses would include all uses allowed in the C-4 District with specific development regulations as specified in a Conditional Development Permit. The purpose of the Conditional Development Permit is to permit “adjustments of the requirements of the district in order to secure special benefits possible through comprehensive planning

of such large development. Further, such adjustment is intended to allow relief from the monotony of standard development; to permit the application of new and desirable development techniques; and to encourage more usable open space than would otherwise be provided with standard development.”⁴ The proposed use of the project site and floor area ratio would need to be consistent with the C-4 District as provided for in the Zoning Ordinance.

The project would require an exception to the parking and height requirements of the C-4 District. The parking requirement for the C-4 Zoning district is six spaces per 1,000 square feet of gross floor area regardless of use. With a total gross floor area of 270,000 square feet, the parking requirement would be 1,590 spaces. Based on the proposed uses, the project applicant is proposing 350 spaces for the office component and 240 spaces for the hotel component for a total of 590 parking spaces. The second exception would be the building height. The maximum height allowed in the C-4 District is 30 feet, while the proposed project plans show office building heights of approximately 39 feet above the finished grade. These two exceptions and all elements requiring a Use Permit would be covered through a Conditional Development Permit. The project would be consistent with maximum the floor area ratio standards of 40 percent in the C-4 Zoning District.⁵

2.3 PROJECT SCHEDULING

Assuming the various project approvals and permits as described further below for the Sand Hill Road Hotel and Office Development Project would be secured, it is estimated that the entire project, both the hotel and office portions of the project, would be constructed in a single phase as soon as the project entitlements would be granted. Assuming project approvals would be received in the summer of 2006, site grading would begin at that time and be expected to extend into the late summer or early fall of 2006. Building construction would be expected to last through 2007, with project completion and occupancy in the spring of 2008. Overall, construction would be expected to take about 18 months as indicated in Table 2-2 which indicates project construction scheduling on a monthly basis.

2.4 REQUIRED APPROVALS

City of Menlo Park

This EIR is intended to be used in connection with the following City approvals:

- **General Plan Land Use Diagram Amendment**

A General Plan Land Use Diagram amendment to change the land use designation from Professional and Administrative Offices to Retail/Commercial to allow for the proposed hotel and related facilities in combination with the office space as proposed.

Table 2-2
Sand Hill Road Hotel and Office Development Project Projected Construction
Timetable¹

Construction Activity	Estimated Start	Estimated Completion
Issue contractor Notice to Proceed	August 06	—
Erect site fencing	August 06	Aug. 06
Build construction access	August 06	Sept. 06
Conduct rough grading/site excavation	August 06	Sept. 06
Begin office shell construction	Sept. 06	—
Construct garage and podium	Sept. 06	Dec. 06
Construct building shells	Dec. 06	Oct. 07
Conduct site work and landscaping	July 07	Sept. 07
Conduct final inspections	Oct. 07	Oct. 07
Office shell complete	—	Oct. 07
Begin hotel construction	Sept. 06	—
Install site utilities, infrastructure	Sept. 06	Nov. 06
Construct loop road and parking	Nov. 06	Dec. 06
Install building foundations	Nov. 06	June 07
Erect building framing	Jan. 07	July 07
Install roofing and exterior finishes	Mar. 07	Aug. 07
Install site hardscape and landscape features	June 07	Oct. 07
Rough-in interior utilities	Feb. 07	Aug. 07
Install gyboard and finishes	Mar. 07	Oct. 07
Conduct final life safety inspections	Sept. 07	Oct. 07
Conduct final inspections	Oct. 07	Nov. 07
Weather allowance	—	Jan. 08
Occupancy	Jan. 08	June 08

Note:

¹ Data supplied by PERT/CPM Primavera Systems, Inc., July 12, 2005.

- **Rezoning**

A rezoning from Administrative, Professional and Research District, Restrictive (C-1-C) to General Commercial – Conditional Development District (C-4-X). The rezoning is requested to be consistent with the proposed uses and General Plan land use designation, and for the exceptions to the parking requirements and building height under the C-4 General Commercial District Zoning.

- **Conditional Development Permit**

Application for a Conditional Development Permit requires the submittal of architectural drawings, site development plans, building elevation drawings, the proposed location and type of landscaping, the proposed use and treatment of grounds around the buildings, project off-

street parking to be provided, infrastructure (lighting, fences, signs, drainage features, etc.) to be provided and other information considered appropriate by the Planning Commission.

The application for a Conditional Development Permit will be considered by the City Planning Commission at a public hearing to establish specific land uses, review development regulations and architectural designs, and address the project's effects on the City and adjacent neighborhoods. This EIR would provide information to the Planning Commission in reviewing the project at the public hearing. Special conditions or requirements and/or improvements could be requested of the project applicant. Subsequently, the City Council will consider the Conditional Development Permit as recommended by the Planning Commission or as further modified by the City Council. Council approval would be in the form of an ordinance which would combine the X District with the C-4 District governing development of the project site. A General Plan Land Use Map amendment decision would also be based on a decision of the City Council. Approval of General Plan amendment, rezoning, and the Conditional Development Permit would constitute the authority granted by the City to Stanford Management Company to use the 21.4 acre project site for the hotel and office purposes proposed.

- **Heritage Tree Removal Permit**

The removal of a tree having a trunk with a circumference 47.1 inches (15 inches in diameter) or more measured at 54 inches above grade or the removal of any oak tree native to California with a trunk greater than 10 inches in diameter for project construction would require approval and issuance of a permit for tree removal by the City in accordance with the City's Heritage Tree Ordinance. The number of trees to be replaced to compensate for the removal of heritage trees would need to conform with the requirements of the Heritage Tree Replacement Program at a ratio of 2:1 (new:removed).

- **Construction Plan Review and Approval**

Project construction plans and specifications would be reviewed and/or amended and approved by the City in accordance with the adopted mitigation measures as specified in the Mitigation Monitoring and Reporting Program prepared for the project. Conditions of approval would require that the project comply with the latest adopted editions of the State of California Building Code and Fire Codes and all appendices and standards thereto.

Regional Water Quality Control Board (RWQCB)

Regulations pertaining to stormwater discharges associated with construction activity issued by the U.S. Environmental Protection Agency in 1999 became effective in March 2003. The regulations prevent the pollution of storm water through the control of erosion, sedimentation and toxic or hazardous materials at construction sites. These regulations are administered by the Regional Water Quality Control Boards (North Coast Region) through the National Pollution Discharge Elimination

System (NPDES) Program. The City of Menlo Park administers the NPDES permits within the City limits.

Pollution reduction design is required as part of the permanent drainage system for the post-construction period as well as for the construction phases of a project. A permit is required for construction projects that are greater than one acre in extent and would apply to the proposed project. A Storm Water Pollution Prevention Plan is required that identifies the potential sources of sediment and other potential pollutants, and ensures the reduction of sediment and other pollutants in the storm water discharged from a construction site. A monitoring program is required to aid the implementation of, and assure compliance with the Pollution Prevention Plan. A certification under Section 401 of the Clean Water Act would also be required from the RWQCB for activities that would affect wetland habitat subject to the jurisdiction of the U.S. Army Corps of Engineers. Additionally, the RWQCB has jurisdiction over wetlands where a proposed project does not require a federal permit, but involves removal or placement of material into Waters of the State. In these cases, the project must receive a permit for Waste Discharge Requirements or a Waiver of Waste Discharge Requirements from the RWQCB.

West Bay Sanitary District Annexation

The sphere of influence of the West Bay Sanitary District (WBSD) includes the proposed project site. The project site is within the WBSD service area, but is not currently connected to the WBSD system for the treatment and disposal of wastewater. The project site would require annexation into the WBSD through the San Mateo Local Agency Formation Commission (LAFCO) to enable the treatment and disposal of wastewater generated by the project. The procedures for changing the boundaries of a special district such as the WBSD are governed by California Code Section 56000 and the policies of the San Mateo LAFCO. LAFCO's requirements may be determined to be met by submission of this EIR because of the infrastructure information included in the document.

U.S. Army Corps of Engineers (COE)

The COE regulates activities in waters of the United States under Section 10 of the Rivers and Harbors Act of 1899, and Section 404 of the Clean Water Act ("Section 10" and "Section 404" permits). Authorization and pre-construction notification under the COE permit program would be required where drainages are determined to be "waters of the U.S." The COE would need to issue a Section 404 Permit under the Clean Water Act, and Section 10 Permit under the Rivers and Harbors Act for any alterations to wetlands (these subjects are discussed further in Section 3.3 of this EIR, *Biological Resources*).

California Department of Fish and Game (DFG)

The DFG prepares streambed alteration agreements for all projects involving work in streams. Because the project would require the removal of wetlands, a Section 1601 Streambed Alteration Agreement would likely be required from DFG to alter the banks of streams channels. The DFG is also responsible for protecting plant and wildlife populations, and is responsible for overseeing the

California Endangered Species Act. In general, DFG allows the US Fish and Wildlife to take the lead in the management of sensitive species but reviews any needed permits to ensure compliance with the State Endangered Species Act.

Endnotes — Project Description

- ¹ Objectives supplied by Keith Schneider, Real Estate Associate, Stanford Management Company, September, 2005, File # WC/30172638.1.
- ² Source of information: Hill Glazier, Architects, Sand Hill Road Hotel and Office Development, *Planning Submission*, September 6, 2005, sheets A0.0, L1.01 through L1,=.04, A100, A2.01 through A2.07, A400 through A404, A501 through A508, A601 and A602. Supplemental information provided on Sand Hill Road Rosewood Hotel – Program – 5/9/05, Project #04037.
- ³ Association of Bay Area Governments, *1987 Input-Output Model and Economic Multipliers for the San Francisco Bay Area*, March 1995, page 19. Based on a generation rate of 300 square feet per employee.
- ⁴ City of Menlo Park, *Zoning Ordinance*, June 24, 2005, section II, *Conditional Development Permits*, page 79. As specified in the Ordinance, every application for a Conditional Development Permit shall be accompanied by architectural drawings and plot plans showing all details of project design. Also as noted in the Ordinance: “Upon receipt of an application for a Conditional Development Permit, the secretary of the Planning Commission shall set a date for a public hearing on such application; --- Application for Conditional Development Permits shall be considered by the Planning Commission in relation to the effect upon the immediate neighborhood and the City. The Planning Commission may require offers of dedication or whatever special conditions or improvements are necessary to keep the proposed development within the spirit and purpose of this Chapter. The application may be approved and recommended to the City Council if the Commission finds that the development will serve the health, safety, and general welfare of the City.” The City Council may approve the Conditional Development Permit as recommended by the Planning Commission or as modified by the City Council. Council approval is in the form of an ordinance which combines the X District with the appropriate zoning district.
- ⁵ The floor area ratio is the maximum permitted ratio of the total square footage of the gross floor area of all buildings on a lot as compared to the total square footage of the lot.