

Chapter 2

Project Description

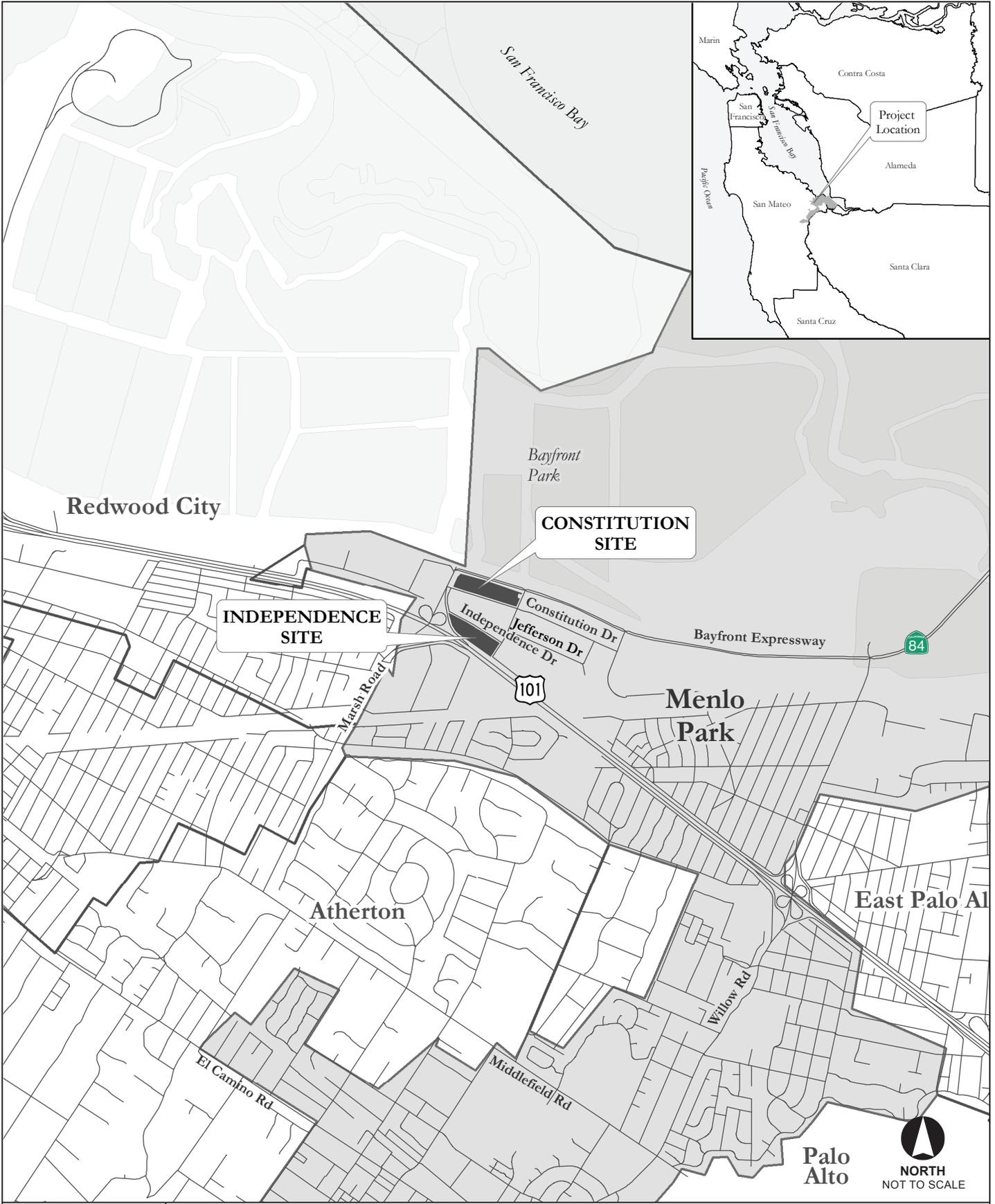
2.1 INTRODUCTION

The Bohannon Development Company (project sponsor) has submitted a proposal to the City of Menlo Park (City) to amend the General Plan to create a new land use designation, “Mixed-Use Commercial Business Park,” and to amend the City’s Municipal Code zoning ordinance to include a new Mixed-Use Commercial Business Park or “M-3” zoning district. Simultaneously, the project sponsor has submitted a site-specific development application (“Menlo Gateway”) for two blocks that make up the project area: one block on Independence Drive (Independence site) and another block on Constitution Drive (Constitution site) (collectively, the project area). The project sponsor has submitted an application to apply the proposed General Plan Amendment (GPA) and new zoning district to this area. The project area is bounded by US 101 to the south, the US 101/Marsh Road interchange to the west, Bayfront Expressway to the north, and Chrysler Drive to the east. The block bounded by Independence Drive, Marsh Road, Chrysler Drive, and Constitution Drive that bisects the project area is not considered part of this project.

For the purposes of this Draft Environmental Impact Report (DEIR), the “proposed project” consists of a proposed General Plan Amendment and Zoning Ordinance Amendment (GPA/ZOA) and a site-specific development application for the project area. While the project is being evaluated at a project-specific level, it is important for the City to understand the full environmental implications of adopting the proposed GPA/ZOA, even in the absence of other specific development applications. In addition, it is possible, although unlikely, that the City could approve the proposed GPA/ZOA but deny the specific development application. Thus, while this is a project-level DEIR, this document also discusses the effects of the GPA/ZOA at a program level, assuming future development proposals could seek consideration from the City under the proposed new General Plan land use designation and M-3 zoning regulations. Analyses of the potential effects of adoption of the GPA/ZOA and of the specific development proposed within the Menlo Gateway application for the project area are both presented in this DEIR for purposes of evaluating environmental impacts under the California Environmental Quality Act (CEQA) (pursuant to CEQA Guideline Section 15168).

2.2 PROJECT LOCATION AND SETTING

The project area is between US 101 to the south, Marsh Road to the west, Bayfront Expressway to the north, and Chrysler Drive to the east (see Figure 2-1 for the project location and Figure 2-2 for the project area). The project area consists of two separate blocks, on Independence and Constitution Drives, comprising a total of 16 acres. The block located between Independence and Constitution Drives, as shown on Figure 2-2, is not considered part of the project. The Independence site, encompassing the properties at addresses 100 to 190 Independence Drive, is approximately 7.0 acres

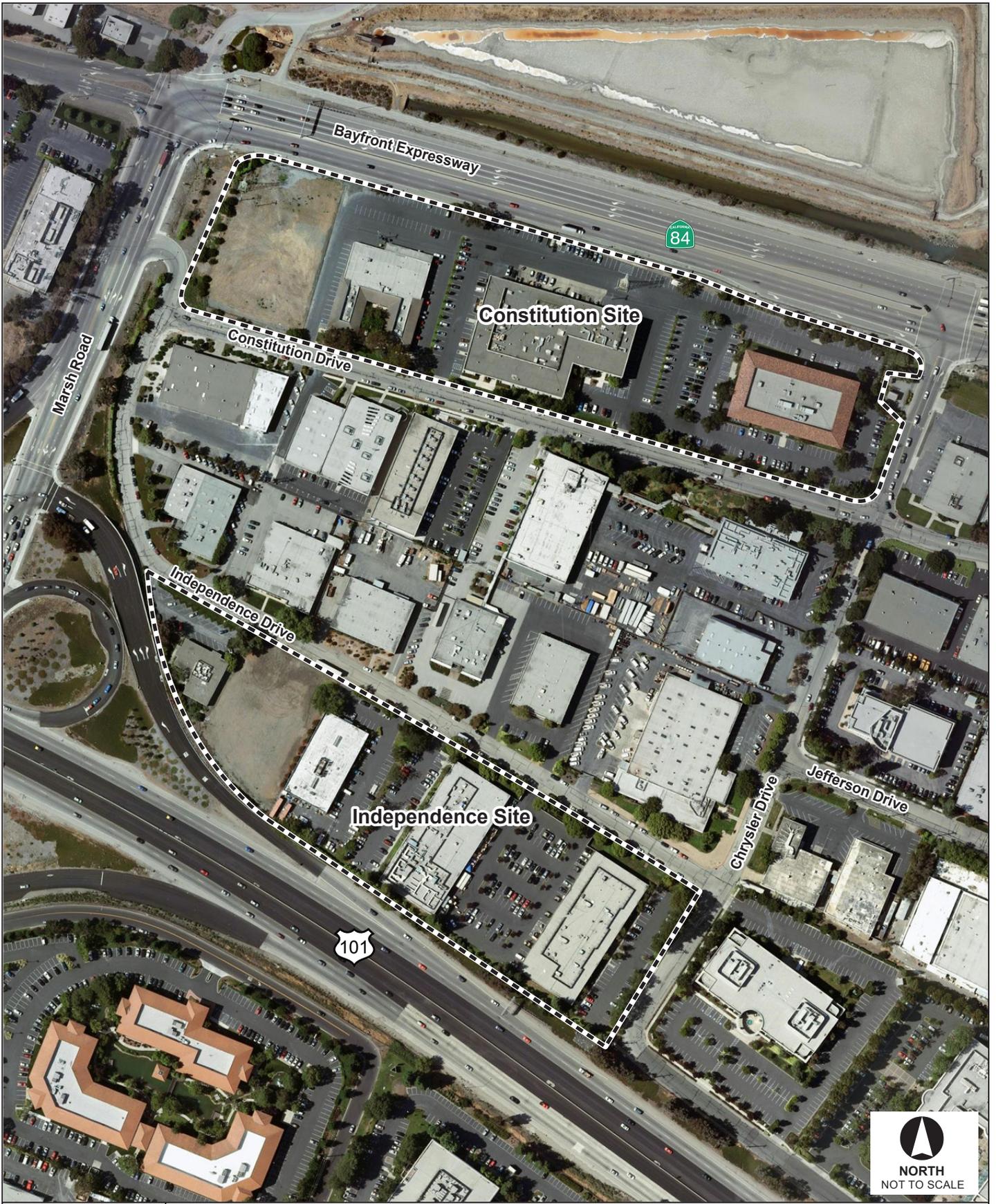


**FIGURE 2-1
Project Location**

Source: US Census Bureau, PBS&J, 2008

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Menlo Gateway Draft EIR



Source: US Census Bureau, PBS&J, 2008



FIGURE 2-2
Project Site

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Menlo Gateway Draft EIR

and is bounded by the US 101 to the south and west, Independence Drive to the north, and Chrysler Drive to the east. The Constitution site, encompassing properties at addresses 101 to 155 Constitution Drive, is about 9.0 acres. It is bordered by Constitution Drive to the south, Independence Drive and Marsh Road to the west, Bayfront Expressway to the north, and Chrysler Drive to the east. Although US 101 is normally regarded as a north-south oriented highway, it runs in a more east-west direction in the stretch adjoining the project area, and this directional convention is used throughout this DEIR.

The project area is relatively flat and lies at an elevation of approximately ten feet above mean sea level. It is currently designated in the City of Menlo Park General Plan as Limited Industrial and zoned M-2 (General Industrial) and has been developed with one- and two-story buildings, mostly of tilt-up construction. Specifically, the Independence site is developed with one- and two-story buildings surrounded by surface parking lots, landscaping, and tree-lined roadways. One parcel on the Independence site, between the most westerly parcel occupied by a low-rise office building and a research and development (R&D)/office building to the east, is vacant with exposed dirt. Existing development on the Independence site totals approximately 85,000 square feet (s.f.) of office/R&D uses. These buildings would be demolished as part of the proposed project. Similarly, existing development on the Constitution site includes one-story and two-story buildings which contain approximately 134,000 s.f. of office/R&D uses and a vacant parcel with exposed dirt. These buildings would also be demolished as part of the proposed project. A 60 kV electrical transmission line bisects the northern portion of the Constitution site, parallel to Bayfront Expressway.

Surrounding Area

More recent development in the vicinity, notably that at 101 Jefferson Drive and at the Jefferson Place Business Park (180-200 Jefferson Drive), include glass and steel buildings two and three stories tall. Landscaping consists mostly of mature ornamental trees, shrubs, and lawns surrounding buildings and along the roadways.

Land uses to the east and west of the project area include R&D/office, light industrial, and some commercial businesses. Residential land uses and the neighborhood-serving Kelly Park are located southeast of the project area, south of the Dumbarton Rail Corridor owned by the San Mateo County Transportation Authority/Caltrain (railroad tracks). Bedwell Bayfront Park, Menlo Park's largest park, lies north of the project area across the Bayfront Expressway.

2.3 PROJECT OBJECTIVES

The proposed project has been designed to meet the following objectives:

- Rejuvenate the older industrial district east of US 101 near the Marsh Road interchange.
- Replace existing industrial buildings, for which there is no longer strong market demand, with a mixed-use business center containing office, hotel, and sports club uses, as well as ancillary

retail, service, and restaurant uses, that are mutually supportive and that serve modern business needs and are in close proximity to one another.

- Locate higher-density uses in close proximity to major highways and transit routes.
- Enhance the image of the City’s US 101/Marsh Road gateway by developing buildings and parking garages with a unified, high-quality architectural design and by adding public plazas and open space.
- Provide Class A office space that has sufficient floor area in market-supported configurations to support high-tech, knowledge-based, and corporate offices.
- Provide a major hotel that serves both business and non-business travelers.
- Provide a high-quality sports club that caters to not only office workers, but also local residents and hotel patrons.
- Use “green” design techniques that promote energy efficiency and resource conservation.
- Employ a stormwater management system that spreads out peak stormwater flows and filters stormwater through landscaping or mechanical means to improve water quality.
- Create a pedestrian-friendly environment that encourages office workers and visitors to walk throughout the project area.
- Allow adjacent office, hotel, and sports club uses to share parking, in order to allow for a reduction of the overall need for parking spaces and the overall size of parking garages.
- Provide new and diverse employment opportunities within the City.
- Generate new revenue for the City and other public entities, over and above existing or allowable development.

2.4 PROJECT CHARACTERISTICS

General Plan Amendment and Zoning Ordinance Amendment (GPA/ZOA)

Mixed-Use Commercial Business Park General Plan Land Use Designation. The proposed project would create a new General Plan Land Use designation for the project area called Mixed-Use Commercial Business Park. Future uses in the project area could continue to include R&D facilities and office uses (including light manufacturing and assembly) allowed under the City’s existing Limited Industry designation, but would also include uses intended to serve businesses in the area (e.g., cafes/restaurants, neighborhood-serving convenience retail, and health/fitness centers) and hotel/motel uses. These types of land uses take advantage of the excellent regional access and high visibility unique to this location. The current maximum Floor Area Ratio (FAR) under the Limited Industrial land use designation is 45 percent for office uses and 55 percent for industrial uses. The proposed GPA/ZOA would increase the allowable FAR in the project area to a combined 137.5 percent for commercial business and hotel/motel uses. However, the maximum allowable lot coverage would be less than the existing M-2 zoning.

M-3 Zoning District. The proposed project would also amend the City’s Municipal Code zoning ordinance to include a new Mixed-Use Commercial Business Park (M-3) district that would include development regulations tailored to implement the new Mixed-Use Commercial Business Park land use designation. The proposed M-3 district would permit administrative and professional offices, R&D uses, light industrial uses, motel or hotel uses, health and fitness centers, restaurants/cafés, convenience retail/ community facilities, day care facilities, parking structures, and storage associated with a main use. Under the proposed M-3 zoning district, the maximum FAR for administrative and professional offices, R&D, and light industrial uses could be up to 100 percent of the project area, while health and fitness center, cafes and restaurants, retail/community facilities, and day care facilities could be up to 12.5 percent of the project area, and hotel/motel uses could be up to 25 percent of the project area. Table 2-1 shows the maximum allowable development under these FAR provisions. As a part of the M-3 district, the lot coverage for all structures shall not exceed 45 percent.

Table 2-1 Maximum Allowable Development in the Project Area under the Proposed M-3 District		
Use	Building Area¹	Floor Area Ratio
Hotel	173,667 s.f. (230 rooms)	25.0%
Office/R&D	694,669 s.f.	100.0%
Health Club	69,467 s.f.	10.0%
Café/Restaurant	6,947 s.f.	1.0%
Retail/Community Facilities	10,420 s.f.	1.5%
Parking	NA	NA
Total	955,170 s.f. 230 rooms	137.5%
<i>Source: Independence/Constitution General Plan Amendment and Rezoning Project Initial Study, as revised by Bohannon Development Company application, July 13, 2009.</i>		
<i>Note:</i>		
1. The maximum allowable development under the proposed M-3 zoning district will in some cases be greater than the proposed project’s anticipated maximum development.		

The maximum allowed building height for the proposed project would be 140 feet, which is allowable under the current M-2 zoning with the approval of a conditional development permit. The new M-3 district would allow shared parking configurations, which would take advantage of traffic patterns that would produce parking demand at different peak hours for the various uses.

Proposed Project – Menlo Gateway Development Application

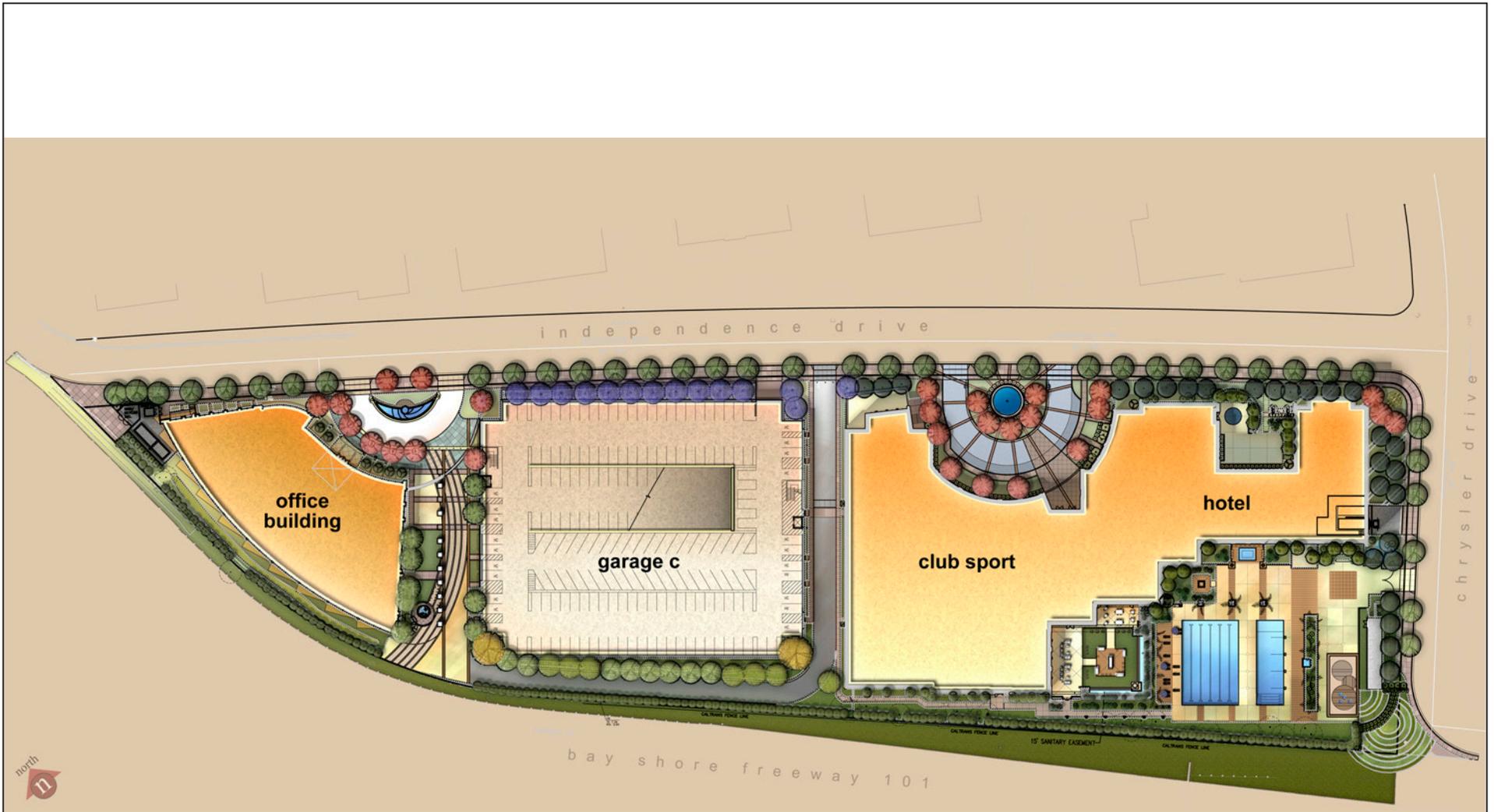
The project sponsor is proposing a mix of office, R&D, hotel, health club, restaurant/café, and retail/community facilities for the project area. Table 2-2 compares the existing and permitted development under the current M-2 zoning district, against the proposed development under the new M-3 zoning. Table 2-2 includes a breakdown of the specific uses proposed as part of the Menlo Gateway development application. The discussion below describes the proposed Menlo Gateway

project, which includes uses that are slightly less intense than what is allowed under the proposed M-3 zoning.

Table 2-2 Comparison of Existing and Proposed Zoning Capacity under M-2 and M-3 Zoning Regulations			
Development/ Regulation	Existing Development	M-2 Zoning	Proposed M-3 Zoning
Use	Office, R&D	Office, R&D, Limited Industrial	Hotel, Health Club, Restaurant/Café, Office, R&D, and Retail/Community Facilities
Height	One to Two stories	35 ft ¹	140 ft
Total FAR	31 %	45 % for office/ 55 % for limited industrial	137.5 % (1.4:1 FAR)
Floor Area, in s.f.	218,731 s.f	382,068 s.f. (maximum)	173,667 s.f. Hotel 781,503 s.f. Office/Other Uses 955,170 s.f. Total
<i>Source:</i> City of Menlo Park; Bohannon Development Company, July 13, 2009.			
<i>Note:</i>			
1. This maximum height limit may be increased upon approval of a conditional development permit.			

The overall project schedule is anticipated to take roughly five years from the beginning of construction. Phase 1 would involve buildout of the Independence site, with construction of the hotel and parking structure first, followed by the office building, which is anticipated to take two to three years. Phase 2 would involve buildout of the Constitution site, which is anticipated to take an additional two years.

Independence Site. As permitted by the new M-3 District, an office/R&D building, hotel, health club, and café/restaurant uses are proposed for the Independence site, as shown in Figure 2-3. The eleven-story, approximately 171,563 s.f. hotel would take the form of a semi-detached building on the corner of Independence and Chrysler Drives. The hotel would include 230 rooms. The 4,245 s.f. café/restaurant would be included within the hotel, and the 68,519 s.f. health club/spa would be connected to the hotel. Approximately 200,000 s.f. of office/R&D space would be located on the northernmost portion of the Independence site in an eight-story building. In addition, up to 3,000 s.f. of retail/community facilities could be located in the ground floor of the office building on the Independence site provided there was a corresponding decrease in the amount of office area. A five-story parking structure would be located between the hotel/health club and the office/R&D building, providing equal access to both uses, as well as facilitating a shared parking arrangement. In addition, the project sponsor has provided a scenario for a six-story parking structure, which is analyzed in the technical sections of this EIR. The maximum allowable building height within the Independence site would be 140 feet. A more detailed breakdown of the project components is included in Table 2-3.



Source: DES Architects/Engineers and Dahlin Group Architecture Planning, April 2009.

FIGURE 2-3
Independence Site Plan

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Table 2-3 Proposed Menlo Gateway Project Components			
Land Use	Constitution Site	Independence Site	Total
Office/R&D	494,669 s.f.	200,000 s.f.	694, 669 s.f.
Hotel	n/a	171,563 s.f./230 rooms	171,563 s.f./230 rooms
Health Club	n/a	68,519 s.f.	68,519 s.f.
Café/Restaurant	n/a	4,245 s.f.	4,245 s.f.
Retail/Community Facilities	7,420 s.f.	n/a	7,420 s.f.
Parking Structures	207,814 s.f./701 spaces 238,418 s.f./803 spaces 145 surface parking spaces Total 1,649 spaces	313,220 s.f. to 377,840 s.f./1,017 to 1,230 spaces	759,452 to 824,072 s.f./2,666 to 2,879 spaces
<i>Source:</i> City of Menlo Park; Bohannon Development Company, Development Application, May 21, 2009 and July 13, 2009.			

Constitution Site. As permitted by the new M-3 zoning district, the project sponsor proposes two office/R&D buildings, structured parking, and neighborhood-serving convenience retail/community facilities for the Constitution site, as shown in Figure 2-4. The two eight-story office buildings would include approximately 495,000 s.f. of office/R&D space. The neighborhood-serving convenience retail/community facilities would occupy 7,420 s.f. and take the form of storefronts lining some of the street frontages of the buildings provided there was a corresponding decrease in the amount of office area. Parking would be provided in two parking structures (one four stories and the other five and one-half stories) as well as two surface parking lots. Please see Table 2-3 for more specifics regarding the proposal for the Constitution site. The maximum allowable building height within the Constitution site would be 140 feet.

Table 2-3 provides a breakdown of the land uses currently proposed by the project sponsor as part of the Menlo Gateway development application. The project includes a total of between 2,666 to up to 2,879 parking spaces along with 30 bike racks, six within bike lockers, as part of a shared parking concept, which reduces the total amount of allowable parking because it takes advantage of the different parking demands for each land use. The shared parking concept is allowed under the City's Zoning Code.

Proposed Architectural Components

Building Materials and Elevations. The architectural design of the project would incorporate a variety of spatial devices to achieve scale and proportion consistent with the one to three-story buildings within the surrounding business park.

The two proposed eight-story office buildings on the Constitution site would be stepped-back at the upper levels with balcony and solar trellis elements, which would be used along the upper terraces to give the buildings a light cap. The proposed office buildings would incorporate limestone, tinted and



Source: DES Architects/Engineers and Dahlin Group Architecture Planning, April 2009.

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FIGURE 2-4
Constitution Site Plan

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transparent glazing (Low E) on the windows, prefinished metal panels, and precast concrete panels and natural stone for exterior materials. A horizontal sunshade would be included on the east and south sides of the buildings and signage would be included on the north and west sides of the buildings. An example of the architectural style of the proposed office buildings is shown in Figure 2-5. The Constitution site would also include two four- to five and one-half-story parking structures. The parking structures would include painted concrete, metal trim work, and areas with tinted glass. An example of the design of the parking structure is shown in Figure 2-6. The proposed hotel, office building, and parking structure on the Independence site incorporates many of the same architectural and design elements as the buildings proposed on the Constitution site. The design of the buildings incorporates unifying elements along with a proposed landscaping plan to create a connection between the two sites. The buildings include a variety of design elements to break up the mass of the buildings, including stone details with tinted glass and sunshades on the south side of the office building, as well as stepped terraces and cantilevered bay windows, as shown in Figure 2-7. The buildings also incorporate substantial areas of glass to give further texture and scale to surfaces. Figure 2-8 shows the building elevation of the proposed hotel on the Independence site. As shown in the figure, the hotel is proposed to include tinted windows, sunshades, and stone accent elements to be visually compatible with the office buildings. The Independence site would also include either a five or six-story parking structure. In addition, a 382-foot long, 12-foot high sound wall is proposed adjacent to US 101 to provide a visual as well as sound barrier for the proposed outdoor pool. The wall is designed to meet Caltrans standards and to blend in with the other project features. There is an additional 63-foot long wall near the office building and parking garage on the Independence site.

The Constitution site also includes an amphitheater. The amphitheater is intended to be a focal element between the two office buildings on the site. Functionally, the amphitheater is designed to serve the project as a space for employees to use as a small park/green space and as an informal gathering area.

The proposed exterior treatment elements and design characteristics are common architectural features that facilitate building height transition and typically minimize the perception of a building's height and bulk. For example, as shown in all the office building elevations, three sides of the building include an articulated façade that breaks up the flat plane of the building. The building elevations are included to provide a sense of what the project would look like once it is complete. However, it is anticipated that the final project design would be modified and further refined as part of the City's Architectural Control Review process, which will include input from the public.

Energy and Water Conservation/Sustainability Components. The proposed project's building orientation and design would incorporate sustainable design components that maximize energy efficiency. The office/R&D structures would be oriented along an east-west axis to help minimize heat gain and maximize temperature control. To further the temperature control capabilities of the proposed structures, each building would be designed to capitalize on the amount of sun exposure. For example, on the southern exposures, the buildings would have a variety of shading devices that serve to reduce the amount of radiant energy entering the building. At the same time, these shading devices would act as light shelves that reflect light deeper into the building, thereby reducing the amount of energy needed to artificially illuminate the buildings.



1. WEST ELEVATION

2. SOUTH ELEVATION

0' 8' 16' 32'
SCALE: 1" = 16'-0"

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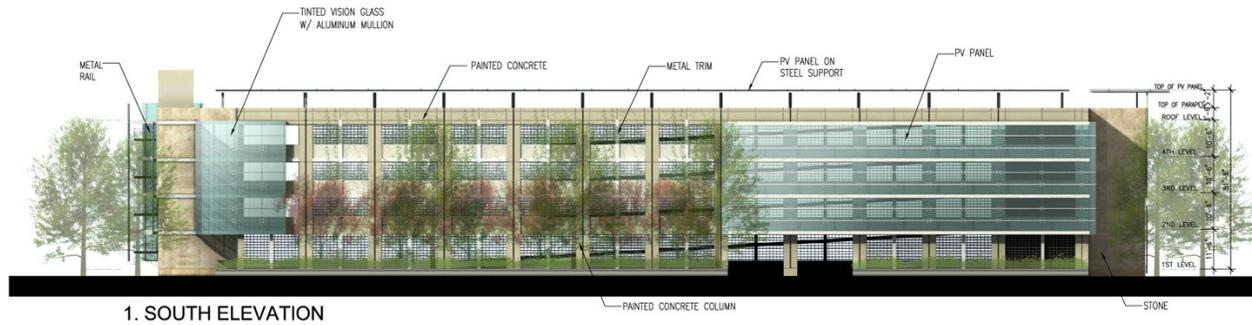


FIGURE 2-5
Constitution Site Office Building - West and South Elevations

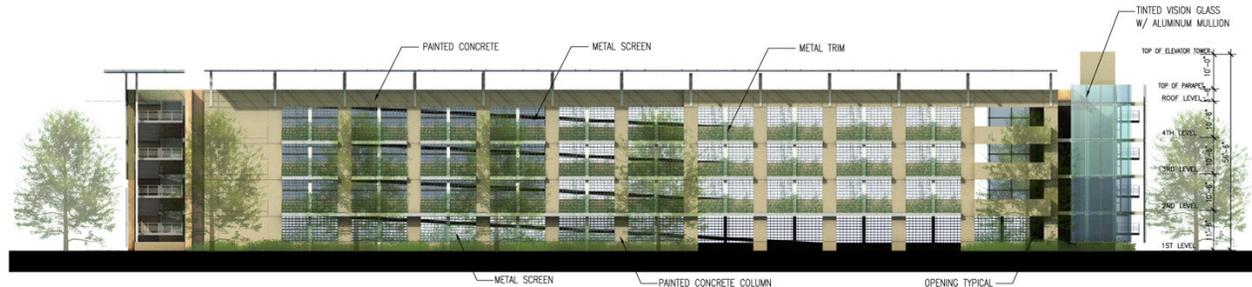
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Source: DES Architects Engineers, 2009.

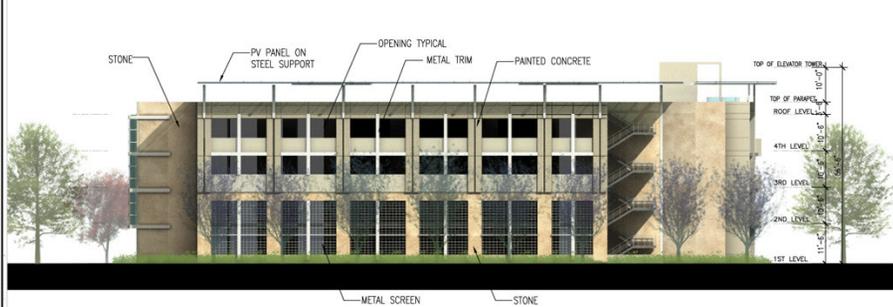
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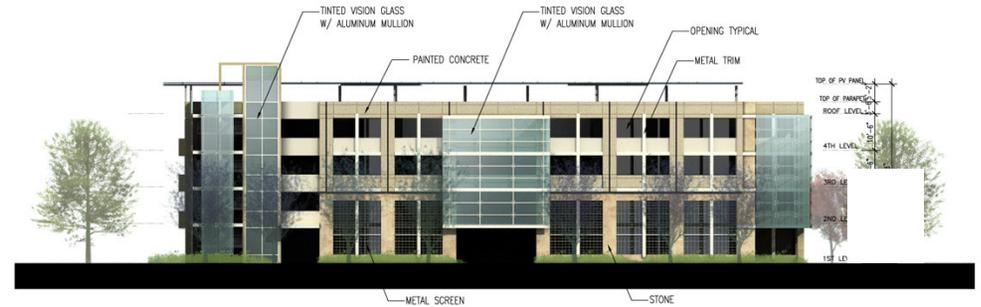
1. SOUTH ELEVATION



2. NORTH ELEVATION



3. EAST ELEVATION



4. WEST ELEVATION

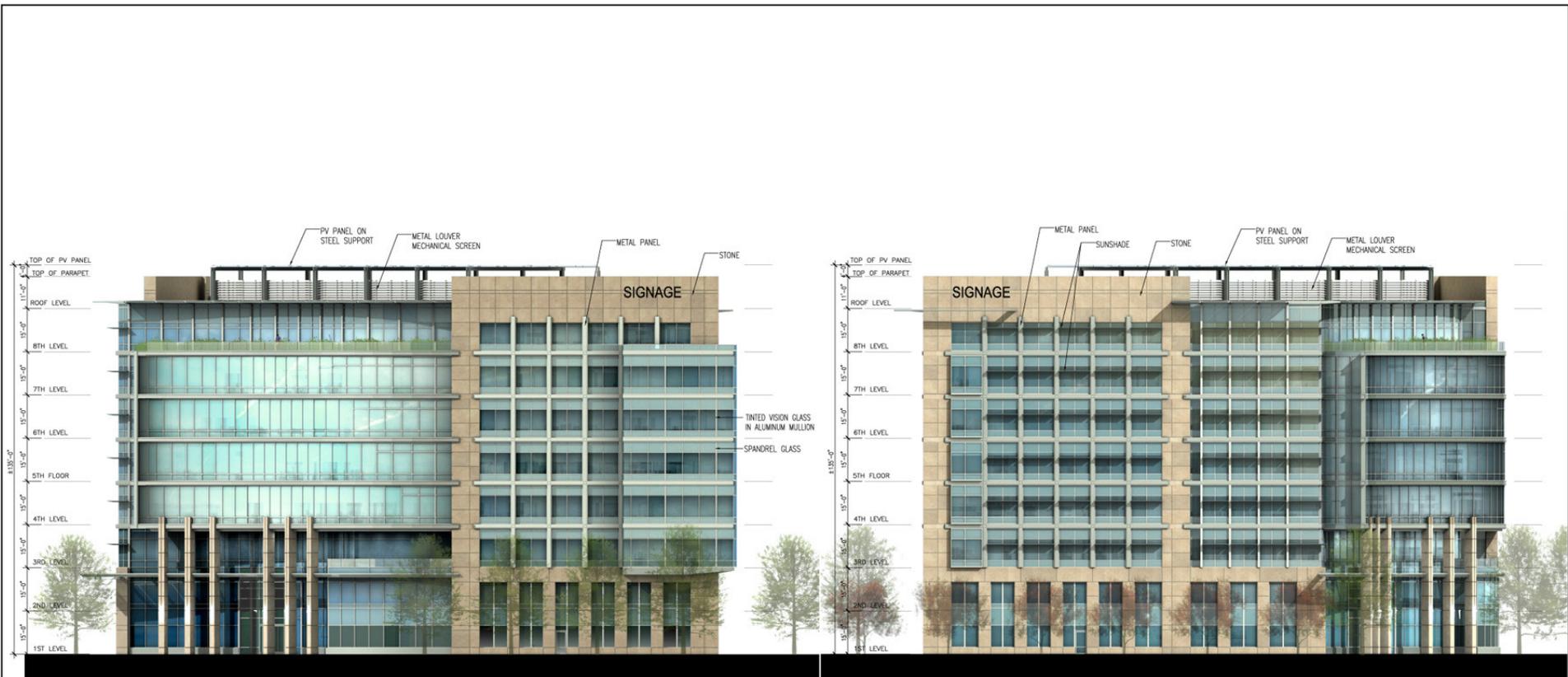
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FIGURE 2-6
Constitution Site – Garage Elevations

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Source: DES Architects Engineers, 2009.

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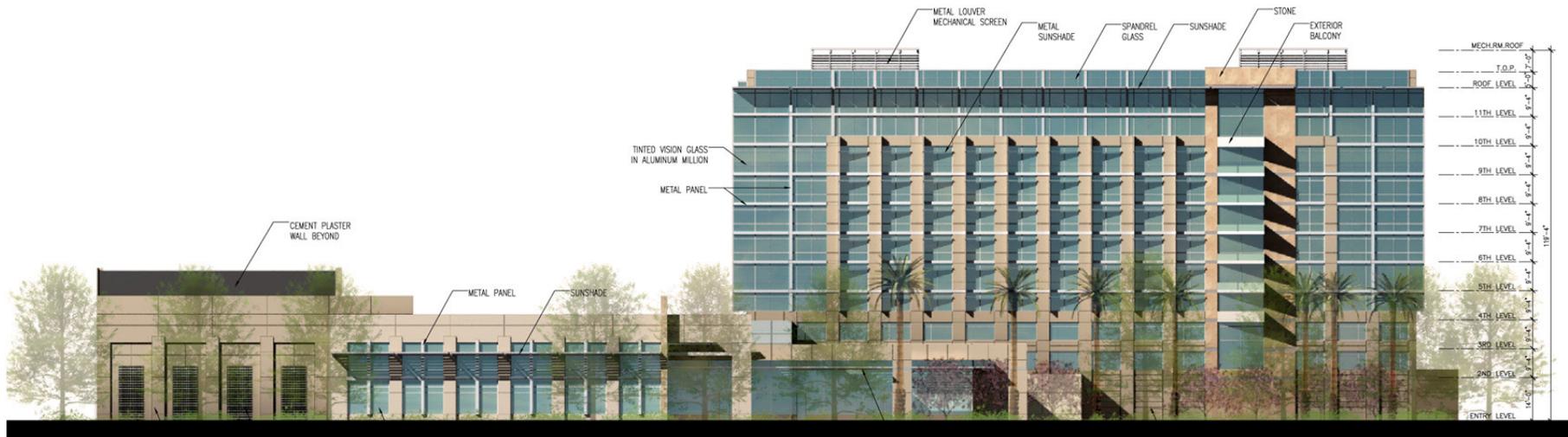
3. NORTH ELEVATION

4. SOUTH ELEVATION

0' 8' 16' 32'
SCALE: 1" = 16'-0"



1. EAST ELEVATION



2. SOUTH ELEVATION

0' 8' 16' 32'
SCALE: 1" = 16'-0"



FIGURE 2-8
Independence Site Hotel - East and South Elevations

D411048.01

Source: DES Architects Engineers, 2009.

Menlo Gateway Draft EIR

On the east and west exposures, a combination of horizontal and vertical shading devices again would be used to reduce the amount of solar heat gain. Finally, the northern facing buildings include floor to floor glazing, which serves to maximize the amount of natural light flowing into the buildings, as well as the views. Additional passive energy-efficient methods, including use of exterior shading devices, light shelves, and large open window areas, would be incorporated into the project design to reduce the use of artificial lighting and temperature control mechanisms. In addition, the proposed project would incorporate cool and green roofs, with roof parapet-mounted trellis structures that would shade the upper floor terraces while potentially supporting photovoltaic (PV) solar collectors. Roof water collection systems would redirect water to irrigate onsite landscaping areas.

The project also proposes to incorporate a number of water conservation measures designed to minimize water demand associated with the hotel, office and restaurant uses, as well as landscape irrigation. Some of the water saving strategies include using low-flow and high-efficiency plumbing fixtures, including showers, toilets and sinks, as well as high-efficiency laundry and dishwashing appliances. Other water conservation methods, such as using a pool cover for the outdoor pool to minimize evaporation, adjusting operating hours for outdoor fountains, installing water sense rated smart weather irrigation systems, and capturing greywater from laundry cycles for reuse would be included as part of the project to conserve potable water. By incorporating all of the measures identified above, as well as using more efficient cooling towers to provide air conditioning for the hotel and office uses, the water savings could be up to 40 percent for the project. The Water Supply Assessment (see Appendix H) prepared for the project provides more detail on the project's water demand and the savings that could be captured by incorporating more energy efficient fixtures and appliances as part of the project.

In addition to the water and energy conservation elements discussed above, a more detailed description is provided below of specific building components the project sponsor is proposing to attain Leadership in Energy and Environmental Design or LEED sustainable development principles.

LEED Building Elements

The proposed project has been designed to incorporate LEED sustainable development principles. The project is targeting a rating of LEED Gold for the offices and LEED Silver for the hotel and health club. The LEED principles include a variety of strategies that cover a number of categories designed to optimize the environmental and health benefits of the building site and the building themselves for inhabitants and visitors. The LEED system employs a comprehensive green building rating system to maximize sustainability, including water conservation, and to determine a building's rating.

In order to obtain certification as a LEED project, the project applicant is proposing the following sustainable design elements:

- Re-use existing industrial land.
- Encourage and support the use of alternate transportation, such as fuel-efficient vehicles and bicycles.

- Provide over eight acres of open space that will incorporate native plants.
- Capture rainwater and runoff on site, which will be used to irrigate landscaping and for water features integrated into the landscape design. Stormwater will be filtered prior to returning to the San Francisco Bay.
- Mitigate heat island effect by shading more than 50 percent of parking and other hard surfaces with shade trees and using highly reflective and grid paving techniques.
- Incorporate highly reflective roof finishes and use roof space for energy generation.
- Meet the Illuminating Engineering Society of North America (IESNA) lighting density and control standards for minimizing light pollution.

In addition, the project sponsor is proposing to attain a goal of reducing potable water needs by at least 30% compared to projects of similar use and size by doing the following:

- Reduce landscape watering by 50 percent by using an efficient water delivery system and drought-resistant plantings, as well as capturing rainwater for irrigation.
- Reduce indoor potable water usage through use of low-flow and waterless restroom toilets, urinals, lavatories, and sinks.
- Capture and reuse laundry final rinse cycle as the first rinse cycle of the next load.
- Establish an operational program to reduce water loss from water features by adjusting fountain operating hours, and using a water treatment approach that reduces the need for draw down and replacement.

A key objective of the project is to approach a minimum of 5 to 15 percent energy savings over that of a conventionally designed building under California's Title 24 energy code. Heating, ventilation, and air conditioning systems will meet or exceed national standards for bringing in and filtering outside air.

To meet LEED requirements for energy management systems, the project applicant is proposing to:

- Design buildings that avoid the use of heating, refrigeration, and fire suppression systems that include chlorofluorocarbons or halon compounds.
- Design buildings such that 75 percent of regularly occupied interior spaces will include natural daylight and 90 percent will have exterior views.
- Include on site PV panels on office building roofs and parking structure roofs to meet a percentage of the project's electric power needs.
- Orient buildings to maximize passive heating and cooling efficiency and control heat gain and reduce the demand for cooling by installing a high-performance building envelope and glazing, as well as shaded east, south, and west facades.
- Include a CO₂ and humidity monitoring system in buildings to track CO₂ levels to improve indoor ventilation.
- Consider reducing dependence on fans to move air.

- Develop strategies that maximize the capture of waste heat from domestic water and water features.
- Include natural ventilation, where appropriate.

In addition, to minimize waste during construction, the project applicant is proposing to:

- Crush a percentage of existing paving and concrete buildings to be re-used as base material.
- Recycle or salvage construction waste.
- Include a high percentage of recycled content and finish materials in all buildings.
- Use new building materials that are specified for resource efficiency; for example, precut steel to minimize construction waste.

Proposed Circulation and Parking

Circulation. The proposed project would not reconfigure any existing roadways within the project area nor would it include construction of any new roadways. The proposed project would include new sidewalks along the building frontages, but would not alter the existing street pattern. In order to minimize potential traffic and congestion impacts on existing roads resulting from buildout of the proposed project, the project sponsor has prepared a preliminary Transportation Demand Management (TDM) program. The intent of the TDM program is to provide implementable measures which could reduce anticipated vehicle trips and mitigate direct and indirect environmental impacts associated with the project. The following TDM measures would be incorporated as a part of the project in order to reduce transportation-related impacts:

- Bicycle lockers and racks;
- Showers and changing rooms;
- Shuttle service;
- Subsidized public transit tickets;
- Subsidies for pedestrian/bicyclists who commute to work;
- Vanpool program;
- Preferential carpool and vanpool parking;
- Commute assistance center;
- Employee commute surveys;
- Alternative work schedules;
- Provision of on-site amenities;
- Guaranteed ride home program;
- Installation and maintenance of alternative transportation kiosks;
- Telecommuting; and

- Connections for non-motorized travel.

The proposed project's preliminary TDM measures are also consistent with LEED sustainable development principles and are designed to mitigate the proposed project's overall impact on traffic, climate change, and air quality.

Parking. The new M-3 zoning district would permit a combination of surface and structured parking to serve development on the Constitution site with a total of approximately 1,649 spaces. Likewise, structured parking is proposed for the Independence site accommodating 1,017 to 1,230 parking spaces under the proposed five-story parking structure scenario, as well as a potential six-story structure, respectively. The proposed parking supply is based on one parking space per every 350 s.f. of gross floor area of office; one parking space per every 190 s.f. of gross floor area of health club; one parking space per every 65 s.f. of restaurant; and 0.91 parking spaces per hotel guestroom. On the Independence site, the proposed office/R&D building, hotel, health club, and café/restaurant would share parking. This shared parking configuration reduces the total amount of parking that would otherwise be necessary, because it takes advantage of the different parking demands at different peak hours for each use. Shared parking is permitted by the City's Policy for Administrative Review of Parking Reduction Requests and outlined in the City's Transportation Impact Analysis Guidelines. Architectural design, trees, and landscaping would be used to soften the appearance of the parking structures, where visible from the street or the areas surrounding the development.

Construction Details

To accommodate the proposed new uses, the project would require the demolition of existing buildings, surface parking lots, and removal of trees and other landscaping. As noted above, the first phase of construction would require building removal and site grading/clearing of the Independence site with construction of the hotel and parking structure first, followed by the office building, which is anticipated to take two to three years. Once construction is complete on the Independence site, the second phase would involve construction of the Constitution site. All construction equipment would be staged onsite, with the exception of the final stages of construction per site. It is anticipated that construction vehicles would access the project area via Marsh Road, Independence Drive, Constitution Drive, Chrysler Drive, and Bayfront Expressway.

Due to the proximity to the bay, portions of the project area (primarily the Constitution site) are located within the floodplain; therefore, the project would be required to comply with floodplain development requirements or raise the buildings and certain utilities to above the base flood elevation. At this time, the project sponsor is proposing to import fill to raise the first floor level of the occupied buildings and parking structures to above the floodplain or base flood level. The project sponsor is not proposing to raise the level of the entire project area, but rather only those areas where buildings are proposed that need to be raised above the base flood elevation. The exact amount of fill that would be required is not known at this time, but it is anticipated it would be approximately 800 cubic yards for the Independence site and 13,300 cubic yards for the Constitution site.

Other Project Improvements

Landscaping. The Menlo Gateway project would include approximately 175,100 s.f. of landscaping within the Constitution site and 124,290 s.f. within the Independence site. This landscaping proposal would result in an increase of existing landscaped land of approximately 20 percent and 8 percent within the Constitution and Independence sites, respectively. The proposed landscape design would incorporate a contemporary style, consistent with the proposed architecture. The landscaped areas would be designed to provide visibility and access to Bedwell Bayfront Park with generous areas for passive and active recreation. Between the two buildings on the Constitution site, an earthen amphitheater along with an entry courtyard would serve as the focal point of the landscaping design. The entry courtyard would provide a series of intimate gathering spaces. The entry drives into the project area would contain a row of trees that open to a motor court. The project is proposing to include new trees and drought-tolerant landscaping throughout the project area.

Interior courtyards would be located between buildings on the Independence site to offer areas for informal gatherings and to allow space for informal and passive recreational uses. The entry drive/drop off areas for the hotel/health club and office buildings would be more open and designed as a formal welcoming area for guests, patrons and visitors.

On-site Utility Infrastructure. The existing on-site sewer, water and storm drainage infrastructure are expected to be adequate for the project. Accordingly, no new utility infrastructure or upsizing of the existing infrastructure is anticipated for the project.

Off-site Improvements. No off-site improvements would be anticipated as part of the project with the exception of 1) a Class I bike/pedestrian pathway located on Caltrans property connecting Constitution Drive to the intersection of Bayfront Expressway and Marsh Road and 2) sidewalk improvements along the west side of Chrysler Drive, between Constitution and Independence Drives; along the east side of the portion of Independence Drive that parallels Marsh Road; as well as a small area along the south side of Constitution Drive, as shown in Figure 2-9. Sidewalks would be 5-foot-wide with a 4-foot planting strip adjacent to the curb, where feasible. Some existing mature trees would need to be removed in order to accommodate the proposed sidewalks. There are approximately 32 trees that would be removed to accommodate the sidewalk along Chrysler Drive.

Signage. The Menlo Gateway development project includes signage to provide project identity, wayfinding, and campus safety. Master sign plan criteria have been developed to provide conceptual guidance for the ultimate Master Sign Plan, which would be developed to ensure that the Menlo Gateway signage achieves the highest level of design quality, consistent with the architectural quality and style of the buildings and the design elements that contribute to the overall aesthetic quality of the project. Street level signage at critical intersections would be set back to avoid obstructing views and sight lines. Signs below 20 feet would include anti-graffiti coating. Illuminated signs would ensure that light levels are adequate for sign identification while reducing any visual impacts or glare beyond the project boundary. Sign locations and types are set out in the criteria to allow for maximum integration and oversight into the vision and planning of the Menlo Gateway project.

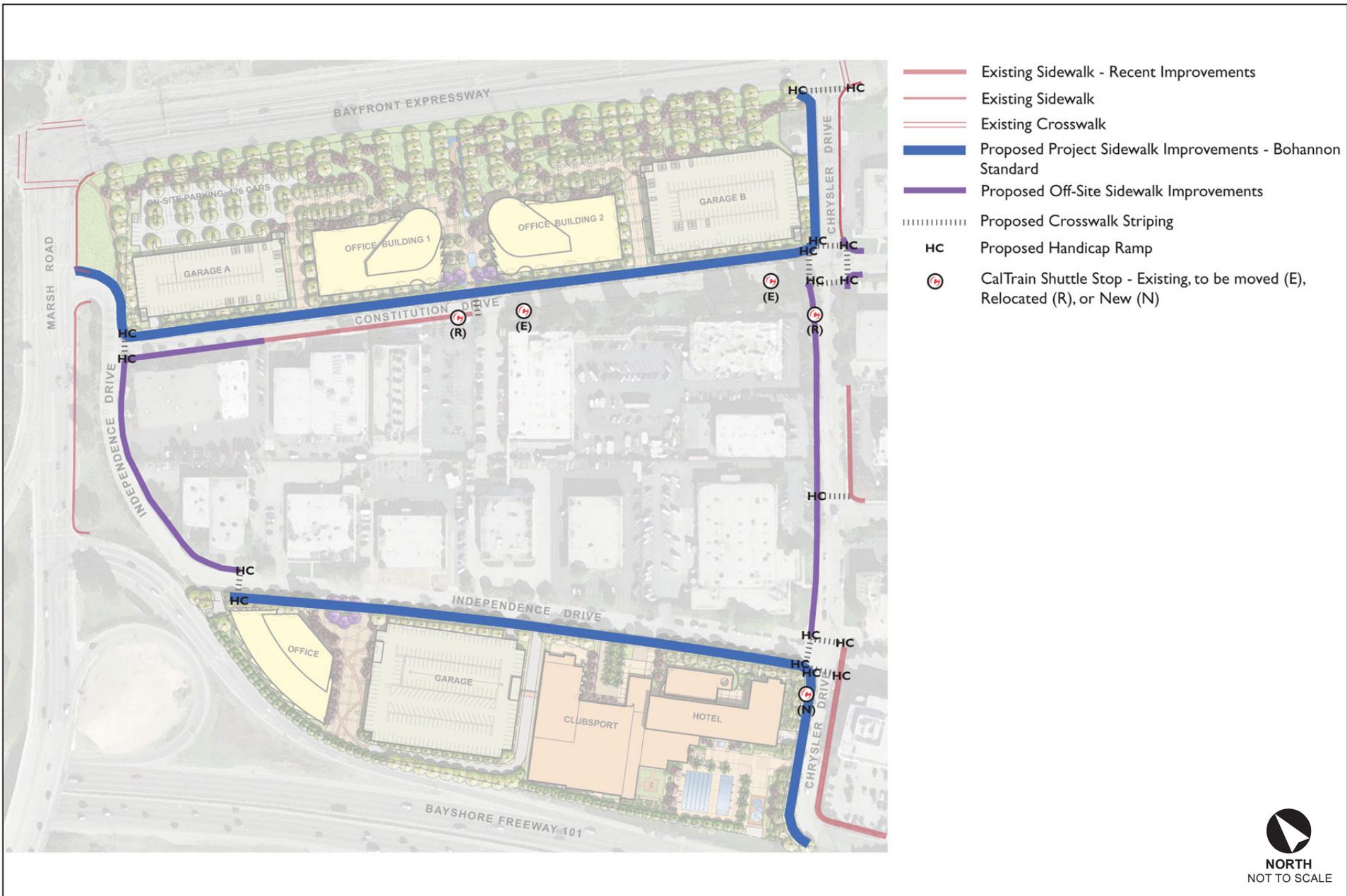


FIGURE 2-9
Project Area Off-Site Sidewalk Improvements

Source: Community Design Architecture, March 2009.

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Menlo Gateway Draft EIR

2.5 PROJECT APPROVALS

City Approvals

Upon certification of the EIR, the following approvals by the City would be required prior to development of the project area:

- **General Plan Text Amendment.** A GPA would be required in order to allow for the development of a hotel on land that is presently designated for office, R&D, and limited industrial uses. The proposed GPA would create a new Mixed-Use Commercial Business Park designation for the entire project area and would increase the maximum allowed land use intensity from an FAR of 55% to 137.5%. The General Plan Text Amendment would require approval by the City Council.
- **Zoning Ordinance Amendment (ZOA).** A zoning ordinance amendment would be required to amend the City's Municipal Code to create a new M-3 District. The ZOA would require approval by the City Council. One purpose of the M-3 district would be to implement the proposed Mixed-Use Commercial Business Park General Plan land use designation.
- **General Plan Amendment for the Specific Development Application.** The General Plan Land Use Map would be amended to change the designation of the Independence site and the Constitution site to Mixed-Use Commercial Business Park. The GPA would require approval by the City Council
- **Rezoning for the Specific Development Application.** The proposed project would require a rezoning of the Independence site and the Constitution site from the existing M-2 district to the new M-3 district. The rezoning would require approval by the City Council.
- **Development Agreement.** The project sponsor proposes to enter into a Development Agreement with the City to create vested rights in project approvals, address implementation of the proposed design and infrastructure improvements in the project area, and specify benefits to the City. The Development Agreement would require approval by the City Council.
- **Parcel Map.** The project sponsor proposes a parcel map on the Independence site and a parcel map on the Constitution site to merge lots, adjust lot lines, and establish easements. The parcel maps would require approval by the City Council.
- **Architectural Control.** Architectural Control approval would be required for design review of the specific development proposed for the Independence and Constitution sites.
- **Tree Removal Permit.** A tree removal permit would be required for each heritage tree proposed for removal per Municipal Code Section 13.24.040.
- **Mitigation Monitoring Plan.** Approval of the mitigation measures identified in the EIR and the Mitigation Monitoring Plan would be required by the City Council.

Approvals by Responsible Agencies

Approvals by other agencies that may be needed for the Menlo Gateway project to proceed are identified below and those agencies are expected to review this DEIR in evaluating the proposed project:

- Caltrans – review of traffic circulation effects and consultation on potential traffic improvements affecting state highway facilities, ramps, and intersections; as well as review and approval of landscape and pathway improvements within Caltrans property, and approval of encroachment permits with the City for construction and maintenance of improvements.
- California Regional Water Quality Control Board (RWQCB)/San Mateo Countywide Water Pollution Prevention Program – approval of National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharge.
- West Bay Sanitary District – approval of wastewater hookups.
- Bay Area Air Quality Management District (BAAQMD) – permitting of asbestos abatement activities, if any.
- City/County Association of Governments – review of potential effects on Routes of Regional Significance and the proposed TMD program.