

Constitution/Independence Project (Bohannon Park Hotel/Office)
NOP Comments
Planning Commission – 6/4/07

Aesthetics

- Concern with the increase in height;
- Potential for shadow impacts on nearby properties;
- Need to avoid architectural style that could appear bland and dated in the future;
- General need for specificity and details at point of architectural control review;
- Overall impact of proposal on one of City's primary entry points, or "gateways;"

Biological Resources

- Potential use of open space and water resources to provide wildlife habitat on site;

Noise

- Impact of day-to-day operations on nearby properties and closest residential neighborhoods;

Population & Housing

- Impact of proposal on City's jobs/housing balance, which is already skewed towards employment;
- Potential impact on rest of City with regard to housing demand;
- Potential to encourage outreach to residents of the Belle Haven neighborhood regarding employment opportunities;
- Importance of BMR housing fees;

Public Services

- Potential for providing additional open space on the project sites, either on the ground level or on top of the parking structures;
- Potential for providing public recreation facilities on the project sites;
- Connection between project sites and Bayfront Park;

- Ability of Menlo Park Fire Protection District to serve buildings of these heights;

Transportation/Traffic

- General concerns with the likely increase in traffic and potential conflict with General Plan goals regarding low-impact development;
- Potential of increased shuttle service between the project site and other parts of Menlo Park, particularly downtown and the Caltrain station;
- Interaction with proposed Dumbarton Rail Corridor service;
- Potential benefits of providing neighborhood-serving retail and service uses on the project site itself, to reduce off-site trips by users of the project's facilities, as well as by occupants of other nearby properties;
- Impact on Marsh Road/US-101 interchange, and the potential to return this interchange to a full cloverleaf;
- Bicycle-related improvements, with regard to access from the rest of the City as well as provision of on-site amenities (bike storage and showers, e.g.);

Project Description/Other

- Concerns related to the proposal to create a new General Plan land use designation and zoning district, as opposed to a proposal that incorporated work previously completed for the Commercial Zoning Ordinance Update (CZOU) draft ordinance, in particular with regard to the M-2 "Business Park Master Plan" option;
- Need for a fiscal comparison between existing light industrial/R&D uses and proposed office uses;
- General need for public benefits that align with the private benefits associated with requested approvals;
- Need for more specificity with regard to the likely tenants of the office space;
- Potential for inclusion of the parcels located between the two project sites into the overall project for use as open space;
- Potential to tie the goals of this new zoning district to those of the nearby parcels that would remain in the M-2 zoning district; and
- Possibility of gold or platinum certification with regard to the Leadership in Energy and Environmental Design (LEED) Green Building Rating System.

Hayward Robinson

- Transportation represents a high percentage of worker/visitor “carbon footprints” – EIR should address these impacts and potential mitigations.
- Need to better understand how two project sites are linked- how do people move from one site to other, is it only by car?

John Boyle

- Verify that impact on Fire District operations will be considered.
- Evaluate impact of this development on nearby M-2 uses; in particular, should review whether presence of hotel/health club could affect operations of nearby industrial businesses that may use/store hazardous materials.
- Verify that Development Agreement will be structured to make sure that project is built and operated as analyzed (no scenario where office is built but hotel is not).
- Consider impact of proposal on earlier CZOU (Commercial Zoning Ordinance Update) effort, and whether its proposals could be incorporated into this project.
- Consider impact of loss of light industrial/manufacturing land.
- Understand proposed height in relation to existing hotel near freeway in East Palo Alto.

Rich Cline

- Clarify meaning of “knowledge-based” companies that are projected to occupy offices- verify EIR impacts are being evaluated according to these uses.
- Verify that water allocation/balance issues are being addressed.
- Verify that jobs/housing balance issues are being addressed.
- Will Fire District need new equipment to service these buildings?

Andy Cohen

- Need to understand fiscal impacts of shift from light industrial to office.
- Address potential impacts of having two separate project sites, in particular: what is the impact on unaffiliated parcels in between them?
- Potential need for a more-independent fiscal analysis.
- What is relationship between existing M-2/Limited Industry goals and proposal?
- Alternatives should include:
 - No project
 - Conforming build-out under the existing regulations
 - Initially-proposed (2005) project

- Hotel-only, no office
 - Project with underground parking
- Jobs/housing balance

Kelly Fergusson

- Proposal mentions potential for R&D uses in new buildings, which can be considered a positive for both landlords (in terms of rents) and the City (in terms of lower traffic impacts and higher sales tax revenues) – discuss in more detail how much R&D is accommodated.
- Evaluate project in relation to bicycle routes and integration with bicycle master plan.
- Review connection with Bay Trail.
- Evaluate impact on migratory wildlife species with regard to proximity to wildlife refuge- will buildings' size/height affect flight patterns?
- Marsh/US-101 interchange already impacted- how much will proposal affect current conditions, and what mitigations are possible?
- Consider impacts of potential sea level rise- can design have some protections built in?

DEPARTMENT OF TRANSPORTATION

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June 25, 2007

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SM-84-R26.037
SCH# 2005062161

Mr. Thomas Rogers
Associate Planner
City of Menlo Park
Community Development Department
Planning Division
701 Laurel Street
Menlo Park, CA 94025

Dear Mr. Rogers:

**BOHANNON OFFICE/HOTEL MIXED USE GENERAL PLAN AMENDMENT AND
REZONING – REVISED NOTICE OF PREPARATION**

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the Bohannon Office/Hotel Mixed Use General Plan Amendment and Rezoning project. The following comments are based on the Revised Notice of Preparation.

As the lead agency, the City of Menlo Park is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State Right of Way (ROW), and the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the County work with both the applicant and the Department to ensure that our concerns are resolved during the CEQA process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

Traffic Impact Study

Please include the information detailed below in the Traffic Impact Study (TIS) to ensure that project-related impacts to State roadway facilities are thoroughly assessed. We encourage the City to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. The Department's "*Guide for the Preparation of Traffic Impact Studies*" should be reviewed prior to initiating any traffic analysis for the project;

it is available at the following website:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

The TIS needs to analyze the northbound (NB) and southbound (SB) US-101 main lines between the following interchanges (I/C):

1. US-101/Woodside Road I/C and US-101/Marsh Road I/C
2. US-101/Marsh Road I/C and US-101/Willow Road I/C

Include a queuing and storage analysis on NB and SB US-101 off-ramps at the US-101/Marsh Road Interchanges.

The TIS should also include:

1. Site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. State right-of-way (ROW) should be clearly identified.
2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.
3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. *The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative levels of service. Lastly, the Department's LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all state facilities.*

While the 2000 Highway Capacity Manual (HCM) may not be the preferred level of service methodology, it should be used for analyzing impacts to state facilities, particularly where previous analysis employing alternative methodologies has identified impacts. The residual level of service, assuming mitigation has been implemented, should also be analyzed with HCM 2000.

4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.
5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the San Mateo County Congestion Management Agency's Congestion Management Plan should be evaluated.
6. *Mitigation should be identified for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic.* The project's fair share contribution, financing, scheduling,

implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

7. Special attention should be given to the following trip-reducing measures:
- Encouraging mixed-use,
 - Maximizing density through offering bonuses and/or credits,
 - Coordinating with samTrans, Caltrain and BART to increase transit/rail use by expanding routes and emphasizing express service to regional rail stations, and by providing bus shelters with seating at any future bus pullouts,
 - Providing transit information to all future project employees, and
 - Encouraging bicycle- and pedestrian-friendly design.

Encroachment Permit

Please be advised that work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating State ROW, must be submitted to the address below. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

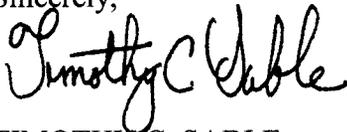
Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Please forward a copy of the environmental document, along with the Traffic Impact Study, including Technical Appendices, and staff report to the address below as soon as they are available.

Sandra Finegan, Transportation Planner
Community Planning Office, Mail Station 10D
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

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

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

Constitution/Independence Project (Bohannon Park Hotel/Office)
NOP Comments
City Council – 7/10/07

Note: Comments relating to fiscal impact analysis have been omitted here, given that they were clarified at a later Council Meeting.

Public Comment – Vincent Bressler (Planning Commissioner, but speaking as a resident)

- Need to focus on impact of housing.
- Based on his analysis, project could result in City losing \$1.3 million per year, due to required housing allocation and costs of providing those new residences with services.

Public Comment – Elias Blawie

- Need to evaluate two blocks separately.
- Rejects concept that hotel is public benefit- hotel should stand on its own two feet.
- Disparity between this project and Rosewood Hotel (2825 Sand Hill Road) with regard to office square footage – 100,000 vs. 700,000.
- Consider big picture- developer owns other properties nearby, and also other parcels in the vicinity will want this deal.
- Housing impacts important.
- Statement in Initial Study that there won't be impacts on schools and parks does not make sense.

Public Comment – Morris Brown

- Echo Bressler/Blawie comments.
- City should let developer know now if it's something we consider or not.
- Project is out of scale.
- Project will induce similar changes for land located in between two project parcels.
- Traffic issues- will induce traffic into/out of Downtown and Sand Hill Road, and Marsh Road is limited in capacity.
- Housing impacts important- potential for school impacts.

Public Comment – Patti Fry

- Major project, doesn't fit with General Plan or Zoning Ordinance.
- Actions with regard to scope helps frame later actions.
- CC may want to modify project- therefore, scope should require granular analysis.
- The two sites should be separately analyzed.
- Project is on a scale with Sun campus.
- Ripple effects will occur as a result of the proposed development.

- Analyze direct and indirect impacts, especially with regard to housing, schools, and parks.
- City should do more area planning instead of project-driven planning.
- Should ask for as much information as possible through EIR and related analyses.

Public Comment – David Speer

- Lets his letter speak for itself.
- Growth-inducing impacts- housing into schools into playing fields.
- Developer embarking on a long, expensive process- needs City guidance now.
- Scale of buildings is not appropriate.

City Council – John Boyle

- Need to understand impacts by site- segmented analysis.
- Would like to see analysis with hotel and much smaller office building.
- Five alternatives stated by Cohen at earlier meeting are good.
- Different types of office use could affect evaluation of office impacts.

City Council – Rich Cline

- [*absent*]

City Council – Andy Cohen

- Concern- project would have 15 years to be built?
- Concern- project would be two times bigger than earlier proposal.
- If underground parking is infeasible, state why.

City Council – Kelly Fergusson

- Cumulative and growth-inducing impacts important.
- Occupants of office would likely use Bayfront Park – reconsider potential impacts on parks.
- Climate change impacts should be addressed- will forward document.

City Council – Hayward Robinson

- Housing impacts important.
- Echoes Blawie comment regarding schools, parks, public facilities impact (Attachment C48) - does not seem accurate to say no significant impact.