

CHAPTER III

PROJECT DESCRIPTION

A. PROJECT OVERVIEW

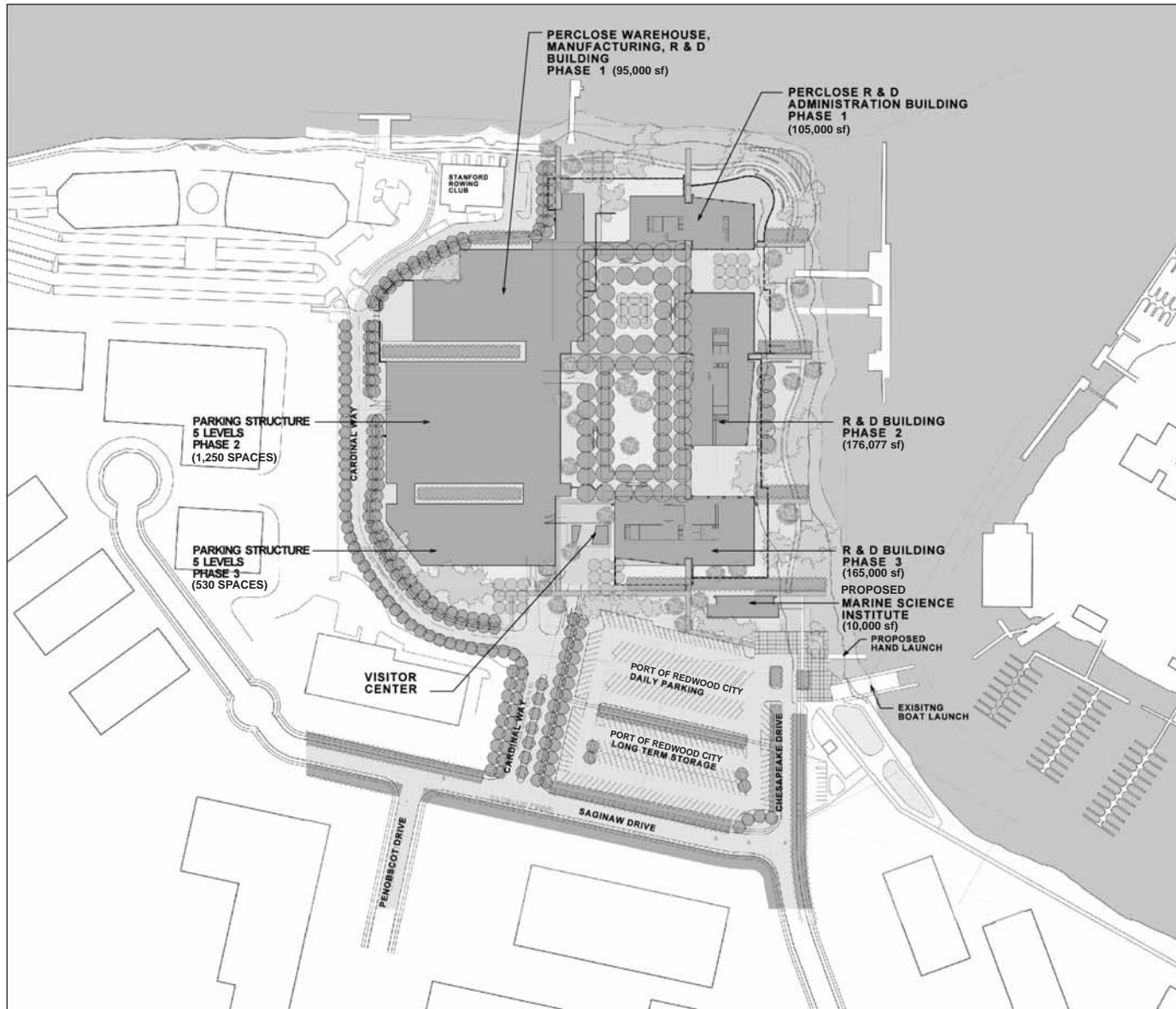
The project sponsor, Abbott Laboratories, proposes to construct a master-planned “West Coast Research Center” located at the terminus of Chesapeake Drive along Redwood City’s bayfront. The proposed project would remove existing salt-processing structures and equipment on the site and construct 541,077 square feet (sf) of space for manufacturing, research and development (R&D), office, and warehouse uses. The project would also include a greenbelt around the waterfront perimeter of the site that would consist of a linear waterfront park and other amenities, and would set aside land for the construction of a new Marine Science Institute facility. Figure III-1 illustrates the proposed site plan and Table III-1 provides an overview of the project’s characteristics by phase.

**TABLE III-1
SUMMARY OF PROJECT CHARACTERISTICS**

Phase	Use	Area (sf)	Parking provided (spaces)	
1	Manufacturing	35,000		
	R&D, Administration, and Amenities	145,000		
	Warehouse	<u>20,000</u>		
	subtotal	200,000	660	
2	R&D	subtotal	176,077	581
3	R&D	subtotal	<u>165,000</u>	<u>545</u>
	Project total	541,077	1,786	

SOURCES: Abbott Laboratories, Gensler, 2002

The City of Redwood City (City), serving as Lead Agency responsible for administering the environmental review for the proposed project, prepared an Initial Study that found that preparation of an environmental impact report (EIR) was required for the proposed project because there was “substantial evidence that the project may have a significant effect on the environment.”



SOURCES: Gensler; Environmental Science Associates

Abbott Laboratories West Coast Research Center / 202108 ■

Figure III-1
Site Plan

B. PROJECT SITE LOCATION AND SITE DESCRIPTION

The project site is located approximately ¾-mile north of the Bayshore Freeway (U.S. 101) in the Harbor neighborhood area of Redwood City at 1 Cardinal Way, at the terminus of Chesapeake Drive on Redwood Creek (see Figure III-2, Project Site Location). The applicant's property comprises Assessor's Parcel Numbers (APN) 054-320-530, 054-320-480, and 054-320-070. These three parcels consist of a total land area of approximately 31.55 acres. APN 054-320-530 contains the entire proposed West Coast Research Center project site and covers an area of approximately 18.75 acres, of which approximately 17.74 acres are above mean sea level (msl) and 1.01 acres are below msl. The Cargill pier is located on APN 054-320-480 and consists of approximately 2.60 acres. To the east of the project site, APN 054-320-070 comprises approximately 10.20 acres of the waters of Redwood Creek. The pier and water parcels are not part of the project site, though the pier is accessed via the project parcel. The Marine Science Institute (MSI), a nonprofit educational facility, currently occupies 1.4 acres in existing buildings along the site's northern waterfront. MSI has been leasing its land from the former site occupant, Cargill Salt Corporation, since 1984. Since 2000, Abbott Laboratories has owned the site and grants MSI use of its portion of APN 054-320-530 at no cost.

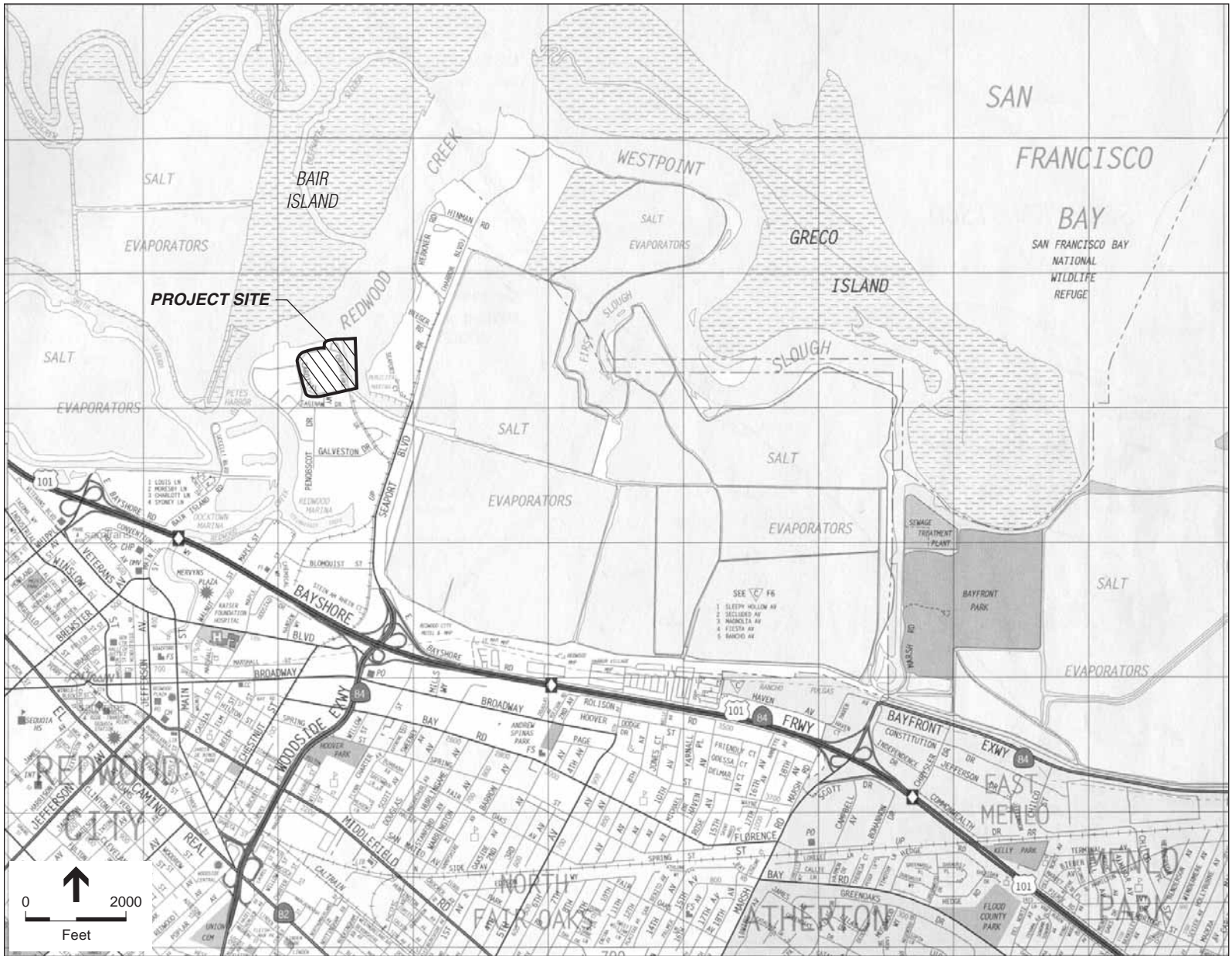
The project site is bounded by Redwood Creek, San Francisco Bay, and the Stanford Rowing Club property to the north; other Abbott parcels (APN 054-320-480 and 054-320-070) and Redwood Creek to the east; the Port of Redwood City parking lot and small boat facilities and office uses in the Seaport Center office park to the south; and the Seaport Plaza and Seaport Center office park to the west (see Figure III-3, Aerial Photograph of the Site and Vicinity).

The project area is currently accessible from two streets: Chesapeake Drive and Cardinal Way. Chesapeake Drive is a local street that begins at Seaport Boulevard, and leads to the project site, but terminates at the Port of Redwood City's parking lot at the site's southern boundary. Cardinal Way is a privately owned local street that begins at Saginaw Drive and is proposed to become a dedicated public street, or alternatively a legal access easement benefiting the public, which would terminate at the southern boundary of the project site. From that point, Cardinal Way would remain a private roadway and loop around the outside of the project site on its western side, providing access to and terminating at Seaport Plaza and the Stanford boathouse.¹

The nearly square-shaped site has frontage on Redwood Creek on two sides, with existing surface grades on the site varying from area to area. The center area of the site is slightly depressed from surrounding grades, with elevations ranging from 100 to 103 feet (ft) msl.² Inside the perimeter of the site at approximately 2 feet below msl is a trench that currently collects drainage and acts as a detention/retention pond. The bottom of the trench ranges from approximately 102 ft to approximately 99 ft in elevation. From the low area, the site grade transitions up to an elevation of 105 to 107 ft. The site elevation increases to approximately

¹ For purposes of this report, Chesapeake Drive, Cardinal Way, and Seaport Boulevard are considered to run in a north-south direction, and Saginaw Drive is considered to run in an east-west direction.

² Mean sea level elevations are based on arbitrary datum placing 100 feet at mean sea level. Source: *Abbott Laboratories Site Investigation*, BKF Incorporated, March 2003.



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SOURCE: The Thomas Guide

Figure III-2
Project Location



SOURCES: BKF, Environmental Science Associates

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Figure III-3
Aerial Photograph of Project Site and Vicinity

106 to 110 ft, forming a levee adjacent to the water that drops down to the water's edge along the northern and eastern perimeters of the site, at an elevation of 104 to 106 ft.

Since the early 1900s, the project site has been used for the industrial production of salt, first by the Leslie Salt Company and later by the Cargill Corporation. As the terminus of salt production, large stockpiles of salt were historically stored on the site. Salt is no longer stockpiled there, although Cargill continues to use the site as a transfer point in the production of bittern.³ Bittern arrives in underground pipelines near the southeast corner of the site, travels along the waterfront in a recently installed underground pipe, and then for a period of approximately two to three consecutive days each month is loaded onto ships at the Cargill pier located on the site's eastern edge. Bittern operations are scheduled to be phased out by the year 2010.

A remaining portion of the project site is still occupied by heavy equipment used for salt mining, underground channels for the conveyance of bittern, an existing single-story quonset-style office and storage shed along the site's southern boundary, and an access road along the east side of the property that connects to Chesapeake Drive (see Figure III-4, Existing and Proposed Easements and Lot Subdivision). A dock extending approximately 100 feet into the waters of Redwood Creek is located along the site's northern boundary. The Marine Science Institute uses this dock as an embarkation point for excursions on Redwood Creek and the San Francisco Bay.

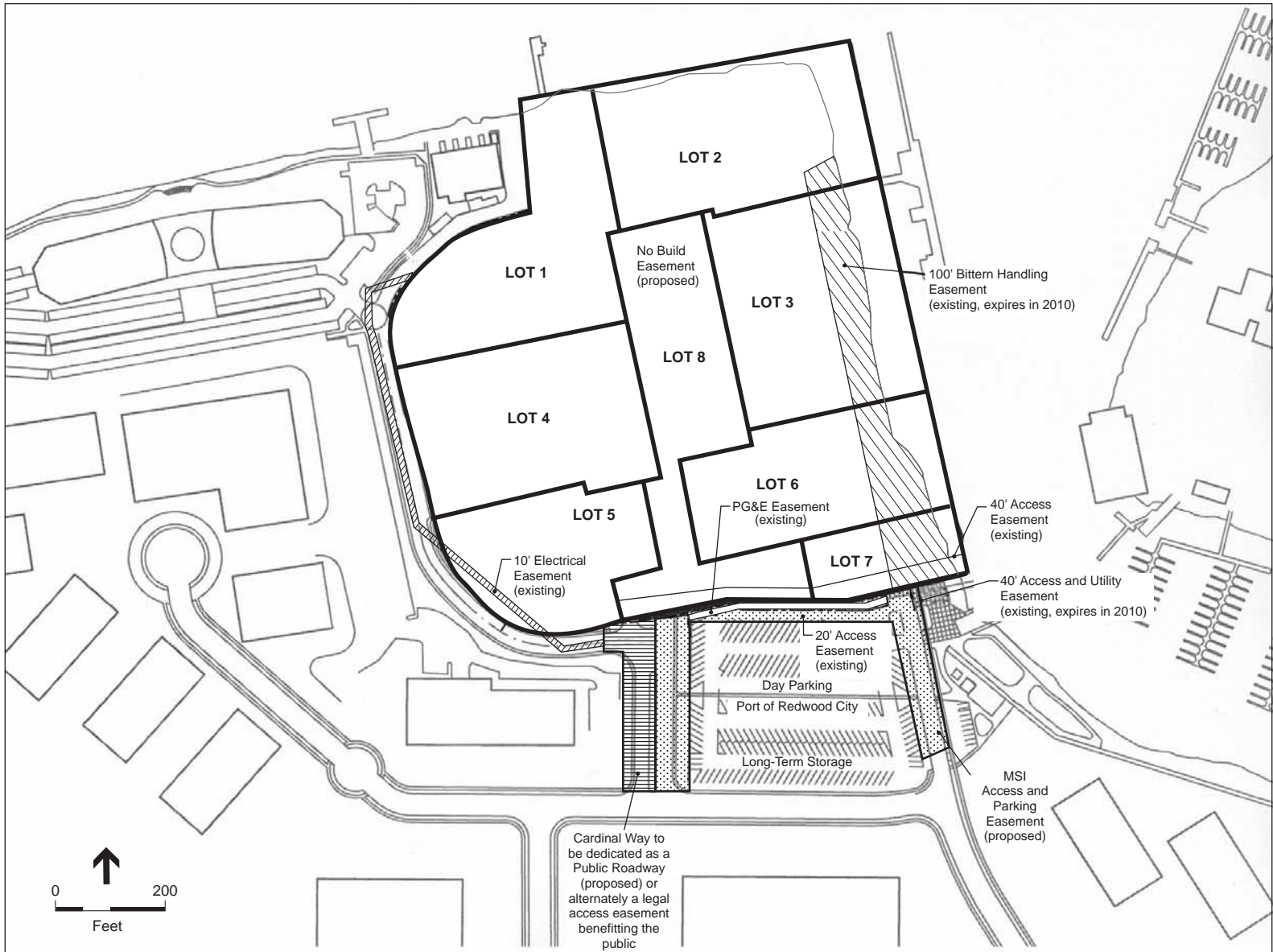
EXISTING EASEMENTS

Cargill Corporation, the former owner and occupant of the site, retains two existing easements on the Abbott property, a bittern handling easement and an access and utility easement (see Figure III-4, Existing and Proposed Lot Easements and Subdivision). The bittern handling easement is a 100-foot-wide access easement located along the eastern edge of the project site from the terminus of Chesapeake Drive to just past the existing Cargill pier. The easement is used for transporting, stacking, storing, and shipping bittern. It will expire in 2010. The utility easement, which will expire in 2010, is located along the site's southern edge. This easement may be used for the installation and use of any utilities required in connection with the continued use of the bittern handling easement, including telecommunications, drainage, electricity, gas, sewer, and water. The easement is also used for pedestrian and vehicular ingress and egress to the bittern handling easement. Additional onsite easements are also shown in Figure III-4.

TENTATIVE MAP AND PROPOSED EASEMENTS

The project sponsor proposes to subdivide the 18.75-acre parcel into eight lots. The configuration of the proposed lots would accommodate the proposed buildings and construction phases and would allow for separate financing for each building and phase of construction. In addition to the six lots for the proposed buildings on the Abbott Laboratories campus (Lots 1-6), the project would create a separate lot for the Marine Science Institute (Lot 7) and a separate,

³ Bittern is a mineral-rich liquid drawn off the crystallizer beds in the last phase of solar salt production and is primarily used as a road de-icer and dust suppressant.



SOURCES: Gensler; Environmental Science Associates

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Figure III-4

Existing and Proposed Easements and Lot Subdivision

“no build” common area lot (Lot 8) for private roadways, utilities and landscaping. Lot 8 would provide private access to all the proposed lots (see Figure III-4).

The project also proposes to relocate MSI to the southern portion of the site. In connection with this relocation, the applicant would coordinate with the Port of Redwood City to create an access and parking easement from the end of Chesapeake Drive to the MSI parcel, which would allow for access and parking by MSI on the Port of Redwood City property. The proposed lot lines for Lot 8 would encompass the proposed travel ways through the central portion of the site and would also allow access to the future MSI building. The distance of the Lot 8 lot lines to the proposed buildings would vary from five to 60 feet. A “No Build” easement would be created on Lot 8.

The project also proposes to convert Cardinal Way (currently a private street) into a public street, or, alternatively a legal access easement benefiting the public, from Saginaw Drive to the project site.

C. PROJECT BACKGROUND

Abbott Laboratories is a broad-based health care company that discovers, develops, manufactures, and markets products and services for medical care – from prevention and diagnosis to treatment and cure. Abbott’s principal businesses are global pharmaceuticals, nutritionals, and medical products, including diagnostics and cardiovascular devices. In 1999, Abbott Laboratories acquired Perclose Suture Medicated Closure, Inc., located in Redwood City. Founded in 1992, Perclose designs, manufactures, and markets minimally invasive medical devices that automate the surgical closure of blood vessels.

Abbott Laboratories has three local offices in the Bay Area, including an ambulatory division in Santa Clara, a hospital products (critical care systems) division in Morgan Hill, and Perclose Inc., which is currently operating adjacent to the project site in the Seaport Business Park. Abbott Laboratories proposes to relocate and expand the Perclose facilities at to its proposed West Coast Research Center, and to research and develop new technologies in the specialized business area of arterial closure products through research and development, acquisition, and licensing agreements.

D. PROJECT CHARACTERISTICS

Abbott proposes to construct its West Coast Research Center on 17.74-acres of the project site adjacent to Seaport Business Park along Redwood City’s bayfront. The construction of the West Coast Research Center would allow Abbott Laboratories to expand its cardiovascular research and manufacturing facility presently operating at the existing Perclose facility at 400 Saginaw Drive in the adjacent Seaport Center office park. Abbott proposes to construct the research center in three phases, over a timeframe of approximately 10 years. Landscaping and site amenities would also be constructed in accordance with the project’s phasing (see Figures III-5, III-6, and III-7).

PHASE 1

PERCLOSE AND MANUFACTURING BUILDINGS

Phase 1 would contain 200,000-square-foot of R&D and manufacturing space along the northern and western edges of the project site. The proposed R&D and manufacturing uses would be divided into two buildings. R&D, office and administrative uses would occupy 105,000 sf in a four-level building along the site's northeastern boundary (see Figure III-5, Phase 1 Diagram). The height of the R&D building would be 59 feet.⁴ Space in the ground level would be allocated to an onsite café for Abbott employees and other employee amenities such as onsite company libraries, exercise rooms, showers, and lockers. The three floors above would consist of R&D labs, quality assurance labs, administration, and amenities intended for Abbott's Perclose division.

An elevated glass walkway would connect the R&D building to a 95,000-sf manufacturing/warehouse building situated along the site's northwestern boundary. The manufacturing/warehousing building would consist of one to three stories and would be approximately 55 feet in height. The building would contain 35,000 sf of manufacturing use (including manufacturing engineering, clean room manufacturing, molding rooms, tools shops and quality assurance labs) on the building's first level; 40,000 sf of R&D use on three floors immediately adjacent to the central quad; and 20,000 sf of warehouse space along the building's western side. The manufacturing building would contain a loading bay for shipping and deliveries that would be accessible from Cardinal Way. This building would also be intended for use by Perclose.

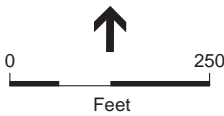
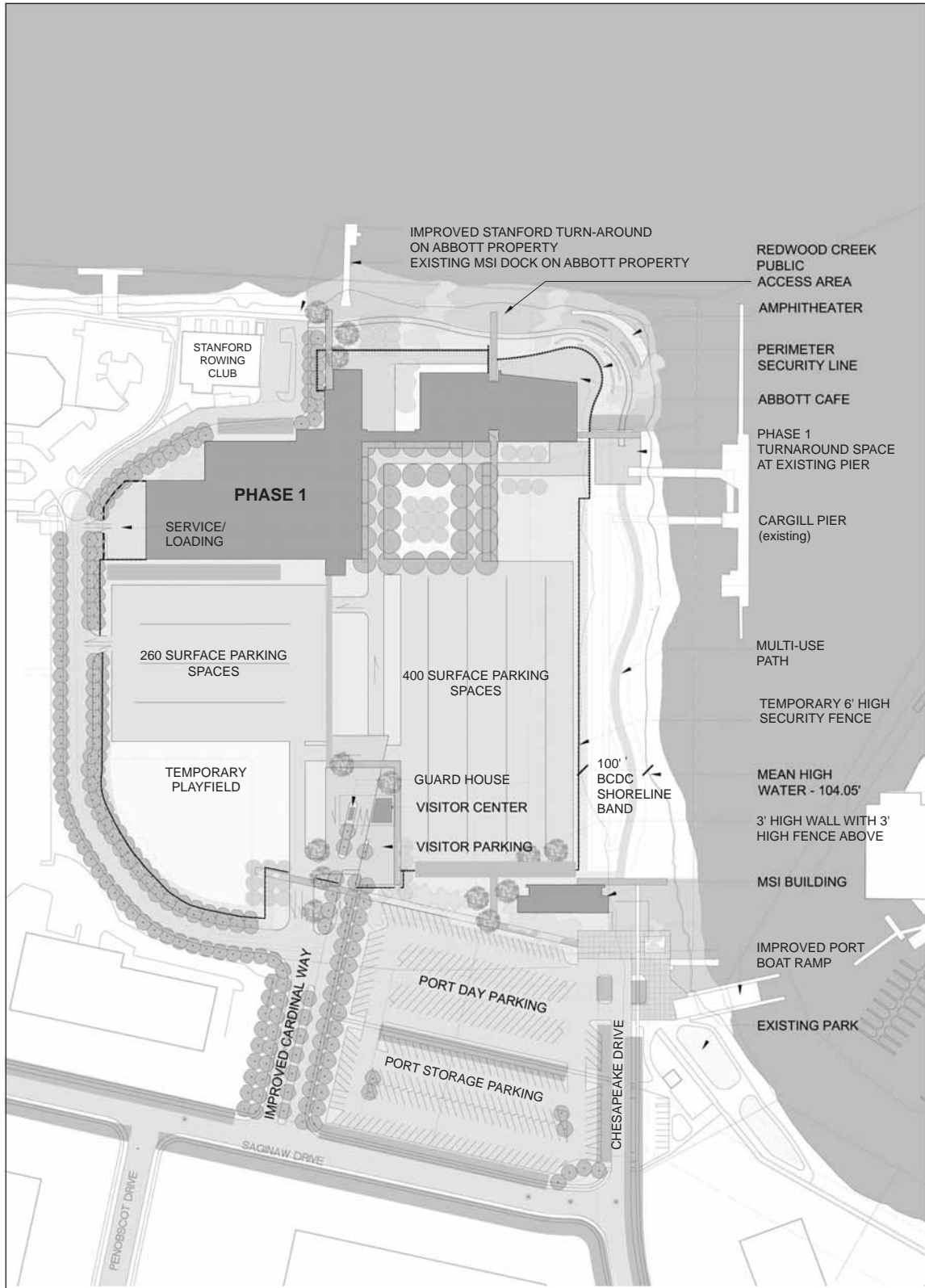
A visitor center/security checkpoint would also be constructed at the site's main (southern) entrance in Phase 1. A metal security fence would ring the perimeter of the project site and delineate the site's private spaces from publicly accessible areas.

MARINE SCIENCE INSTITUTE

The Marine Science Institute is a nonprofit science and environmental education organization that offers hands-on science programs to students and the general public interested in the ecology of San Francisco Bay. The Institute currently operates in temporary buildings located on the northern portion of the project site at 500 Discovery Parkway. The Marine Science Institute uses an existing dock on the site's northern boundary as an embarkation point for excursions on Redwood Creek and San Francisco Bay.

As part of the project, a 2-story, approximately 10,000 square-foot permanent facility for the Marine Science Institute is proposed to be constructed at the site's southeastern corner, at the terminus of Chesapeake Drive. The facility would include classrooms, labs with tanks and aquariums, and offices. MSI would continue to use the existing dock on the northern portion of the site for boat excursions on San Francisco Bay. Abbott Laboratories would offer MSI a long-term land lease or purchase agreement for the designated area at little or no cost. MSI would be

⁴ With respect to height in this EIR, all building heights on the project campus are measured from the campus quad elevation, projected to be 112 ft msl.



SOURCES: Environmental Science Associates; Gensler; SWA

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Figure III-5
Phase 1
Phasing Diagram

responsible for the planning and construction of its new facility within the design guidelines established for the project's master plan. During Phase 1, MSI would temporarily relocate from its current location along the site's northern waterfront to accommodate construction of the proposed Perclose building. MSI would either relocate to its future location at the southeastern corner of the site near the Port of Redwood City day parking lot, or to a temporary alternate location off-site such as in the Port lot. MSI's temporary location will be reviewed by the City as necessary.

VEHICULAR ACCESS, PARKING, AND CIRCULATION

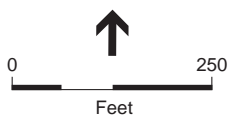
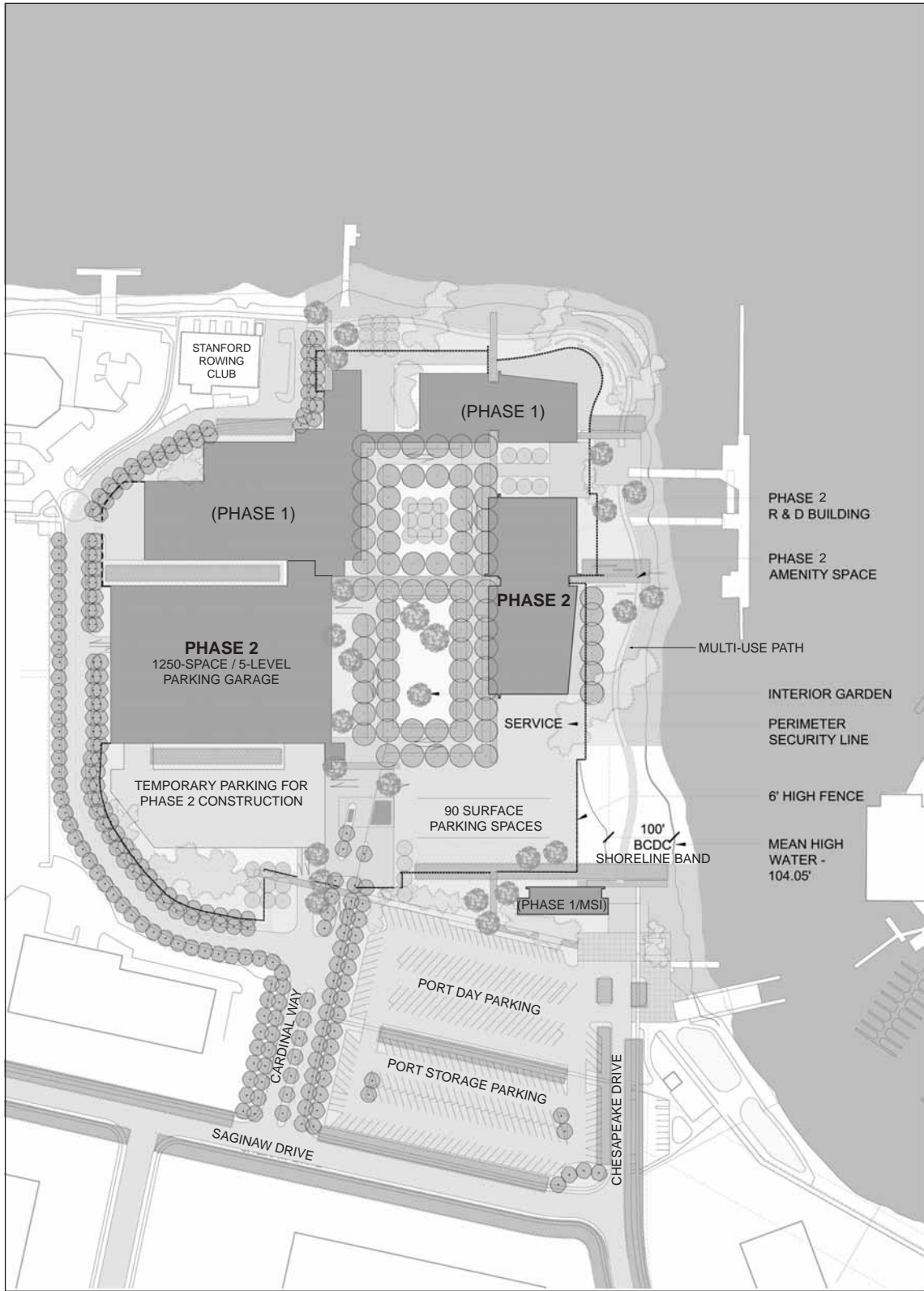
Vehicular access to the site would be accommodated by existing and proposed roadways. Vehicles approaching the site from the south would access the Abbott campus via Chesapeake Drive to Saginaw Drive and then to Cardinal Way. Visitors to MSI would access the site via Chesapeake Drive. A secondary access point for MSI would be available via Cardinal Way at lot 8 (see Figure III-4), however it would normally remain in landscape reserve. The site's main entry would be from Cardinal Way, a private road that begins at Saginaw Drive and loops around the project site's western perimeter to Seaport Plaza to the northwest of the project site. Two secondary entrances would also be located further north along Cardinal Way (to employee parking and the service entrances). As part of this project, Abbott proposes to provide dedicated public access to the site along Cardinal Way between Saginaw Drive and the main entrance to the site, either by dedicating Cardinal Way as a public roadway or by providing a legal access easement benefiting the public. Abbott proposes to improve this portion of Cardinal Way to a double tree-lined boulevard with a planted median. The privately-owned portion of Cardinal Way would also be improved become to a tree-lined street with a sidewalk.

In Phase 1, parking would be accommodated onsite in two temporary surface parking lots, which would provide a total of 660 parking spaces. The smaller of the two surface lots would be constructed directly south of the manufacturing building and would contain 260 parking spaces. The larger surface lot would be constructed along the site's eastern perimeter, would contain space for 400 vehicles, and would serve the parking needs of the manufacturing and Perclose buildings until commencement of the project's second phase. Centralized shipping and receiving facilities (e.g., loading bays) for the Perclose building would be located along the western side of the building, accessible from Cardinal Way.

PHASE 2

R&D BUILDING

Phase 2 of the project would include the construction of a 176,077-sf R&D building along the eastern edge of the project site (see Figure III-6, Phase 2 Phasing Diagram). The 400-space surface parking lot constructed in Phase 1 would be demolished in order to accommodate the R&D building proposed for Phase 2. The Phase 2 R&D building would be constructed directly south of the Phase 1 R&D and administrative building and would contain five levels of R&D uses. Space would be dedicated to pharmaceutical and electromechanical research, biology and analytical laboratory areas (including storage, freezers, coolers, incubators, etc.), associated



SOURCES: Environmental Science Associates; Gensler; SWA

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Figure III-6
Phase 2
Phasing Diagram

support space, as well as administration and employee amenities. The height of the Phase 2 R&D building would be 84 feet.

VEHICULAR ACCESS, PARKING, AND CIRCULATION

A total of 1,250 parking spaces would be constructed in Phase 2. The 260-space surface parking lot south of the manufacturing building constructed during Phase 1 would be demolished during Phase 2 in order to accommodate a five-level parking garage. The parking garage would be approximately 40 feet tall, and would consist of four enclosed levels as well as parking on the rooftop deck. Immediately south of the parking garage, a surface lot consisting of space for approximately 115 vehicles would be constructed for temporary parking during construction of the project's second phase (Gensler, 2003). Also during Phase 2, the 400-space surface parking lot constructed on the site's eastern side in Phase 1 would be removed to accommodate the proposed R&D building; however, a small portion of that lot would continue to be used for surface parking in Phase 2, and 90 temporary spaces would be available adjacent to the site's entry. Shipping and receiving facilities for the R&D buildings would be accommodated by the provision of loading areas that would front onto the quad in the central portion of the site.

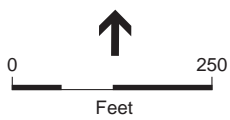
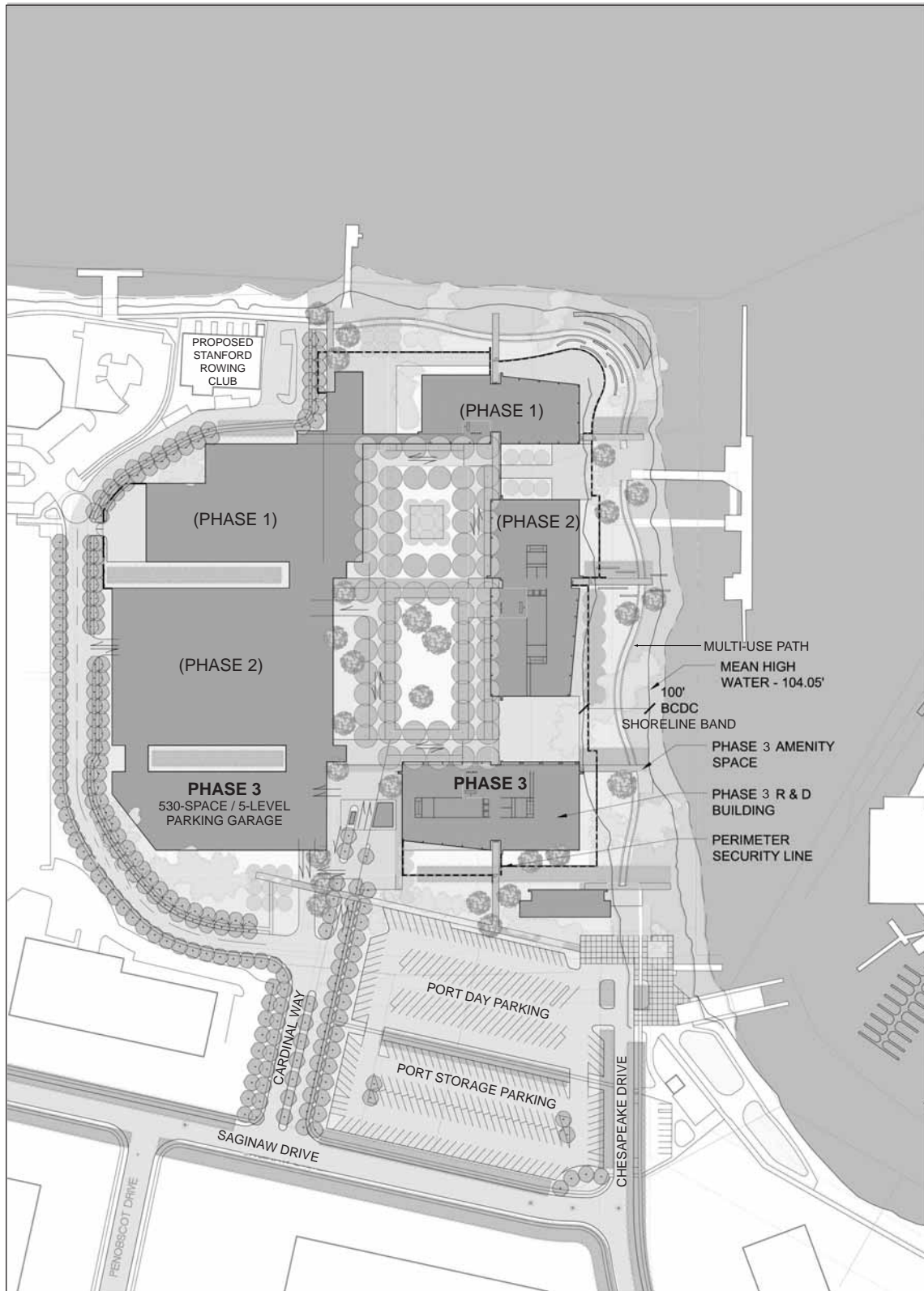
PHASE 3

R&D BUILDING

In Phase 3, Abbott proposes to construct a third R&D building that would consist of 165,000 sf of R&D, administrative, and lab write-up space at the site's southern boundary, adjacent to the proposed location of the Marine Science Institute. This R&D building would have five stories and would contain indoor and outdoor space at ground level near the campus entry gate for potential future childcare services for children of Abbott employees. The height of the Phase 3 R&D building would be 84 feet.

VEHICULAR ACCESS, PARKING, AND CIRCULATION

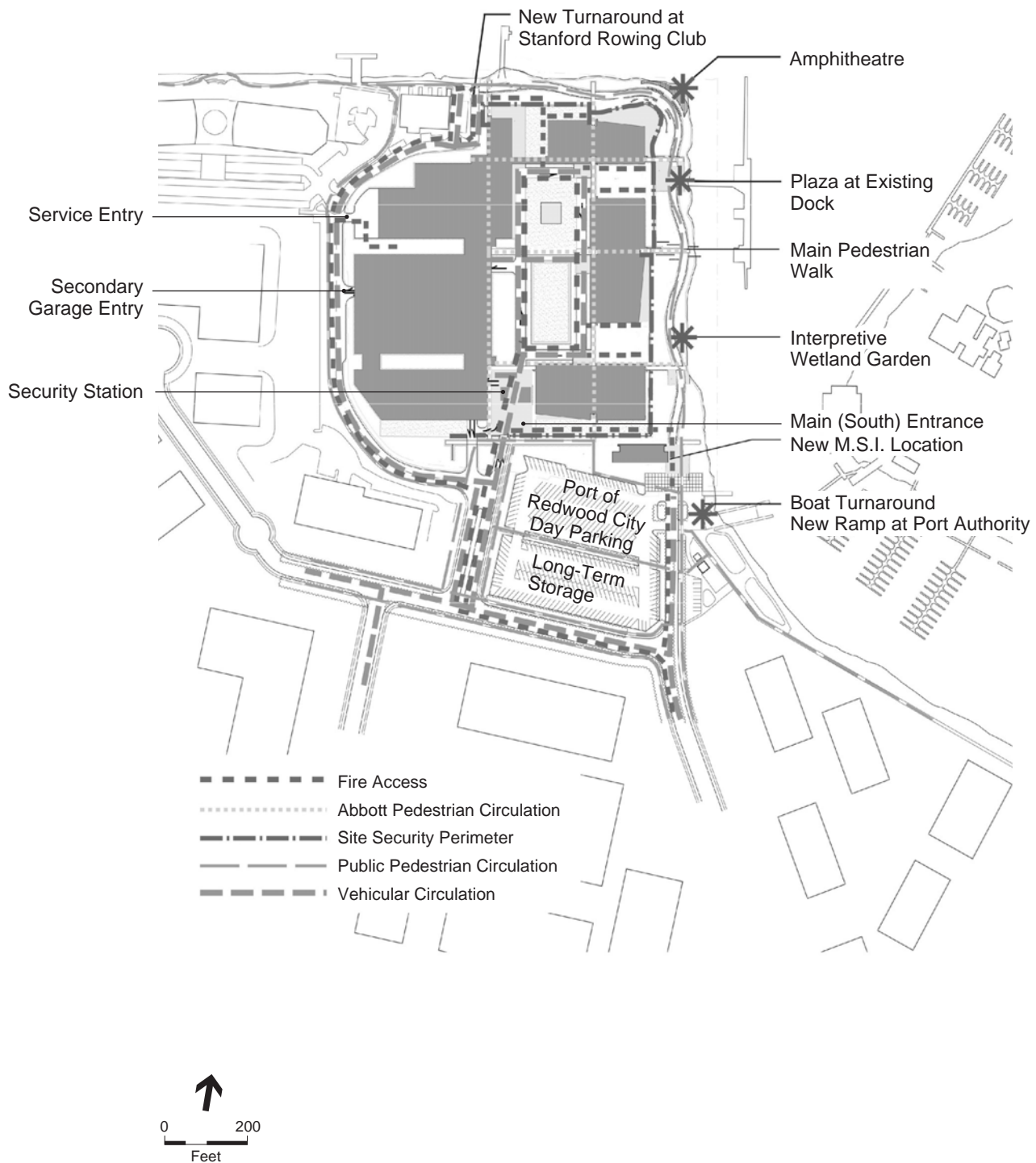
In Phase 3, parking would be accommodated in an expansion to the garage constructed during Phase 2. Phase 3 would provide a total of 530 additional parking spaces; this expansion would be built over the temporary surface parking lot used during Phase 2 construction. The garage expansion would be consistent in height (five levels) and design with the first phase of the garage. At project completion, the parking garage would contain a total of 1,786 spaces. At project completion, vehicles would be able to access the perimeter of the site along Cardinal Way to the proposed new turnaround at the Stanford Rowing Club. After entering the site at the security checkpoint, vehicles would also be able to access the interior portions of the site on a roadway around the central quad (see Figure III-8, Circulation Diagram). Vehicles can also enter via a secured secondary garage entrance from Cardinal Way.



SOURCES: Environmental Science Associates; Gensler; SWA

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Figure III-7
Phase 3
Phasing Diagram



SOURCES: Gensler; Environmental Science Associates

Abbott Laboratories West Coast Research Center / 202108 ■

Figure III-8
Circulation Diagram

LANDSCAPING, PUBLIC ACCESS, BUILDING DESIGN

LANDSCAPING

The project would develop its waterfront perimeter as a landscaped amenity for use by both the general public and Abbott Laboratories employees. On-campus buildings would be set back approximately 100 ft from the shoreline (or mean sea level), and the area within the setback would be improved to create a publicly accessible linear park and walkway (multi-use path) between the buildings and water. Landscaping and public amenities would be developed in phases. The waterfront park would include an amphitheater proposed at the northeastern corner of the site, as well as other amenities, such as plazas and interpretive wetland gardens. The site would be landscaped with the intention of reducing heat absorption and visually screening the onsite garage. The proposed landscaping would be intended to be responsive to the conditions of the site, particularly for salt-concentrated soil, wind, and water spray. Plantings would include native coastal trees and shrubs. Tidal plants would be planted in the tidal zone and small plants, shrubs and trees that would provide habitat for animals and birds would be planted in upland areas.

Landscaping improvements would be phased and coordinated with the development of the project's proposed building program. Figures III-5 through III-7 illustrate the extent of the proposed landscaping improvements that would occur in each of the project's three phases. In Phase 1, rough grading would occur on the entire site, and landscaping on the site's northern waterfront would be completed along Redwood Creek, including construction of an amphitheater at the confluence point, which would provide access along Redwood Creek to the BCDC shoreline band. The improvements adjacent to the MSI dock, including seating and the entire MSI multi-use path, would also be completed at this time. Also during Phase 1, a six-foot-tall temporary security fence would be installed around the perimeter of the site. Improvements to Cardinal Way would be completed at this time, including sidewalk construction on the east side of Cardinal Way and tree plantings.

In Phase 2, the landscaped amenity spaces adjacent to the Phase 2 R&D building would be completed, including an interpretive tidal garden. The plantings between the multi-use path and the Phase 2 building would also be completed at this time. In Phase 3, the landscaped amenity spaces adjacent to the Phase 3 R&D building would be completed, including an interpretive wetland garden. The space between the multi-use path would be completed, and permanent security fencing around the site's perimeter would replace the temporary fencing installed during the first phase of the project.

PUBLIC ACCESS

Sidewalks would accommodate pedestrian circulation through and around the site, including a 5-foot-wide tree-lined sidewalk on Cardinal Way on the site's western site boundary. Public pedestrian access to the project site would be available at two primary locations along the site's perimeter. From the south, pedestrians would access the site at a plaza adjacent to the Marine Science Institute. From MSI, a multi-use waterfront path would meander along the site's eastern shoreline to the north. The path would be constructed of stone or similar materials and would

include “pause points” and signage that would provide information relating to the San Francisco Bay and other natural features surrounding the site.

The path would continue to loop around the site’s northern perimeter and would connect to the second public pedestrian access point, which would be located adjacent to the Stanford Rowing Club. The path would be designed to comply with the requirements of the Americans with Disabilities Act (ADA).

BUILDING MASSING AND DESIGN

Abbott Laboratories’ West Coast Research Center campus would be designed with stepped massing and would be organized around a central green space, or quad. Campus buildings would range in height from 40 ft to 84 ft.⁵ The site’s taller buildings would be located along the site’s northern and eastern edges in order to maximize existing waterfront views. To reduce apparent building heights along the waterfront, the top floor of the project buildings (excluding the proposed parking structure) as well as mechanical penthouses on building roofs would be set back from the top of lower roof levels or alternately designed to reduce the apparent building height.

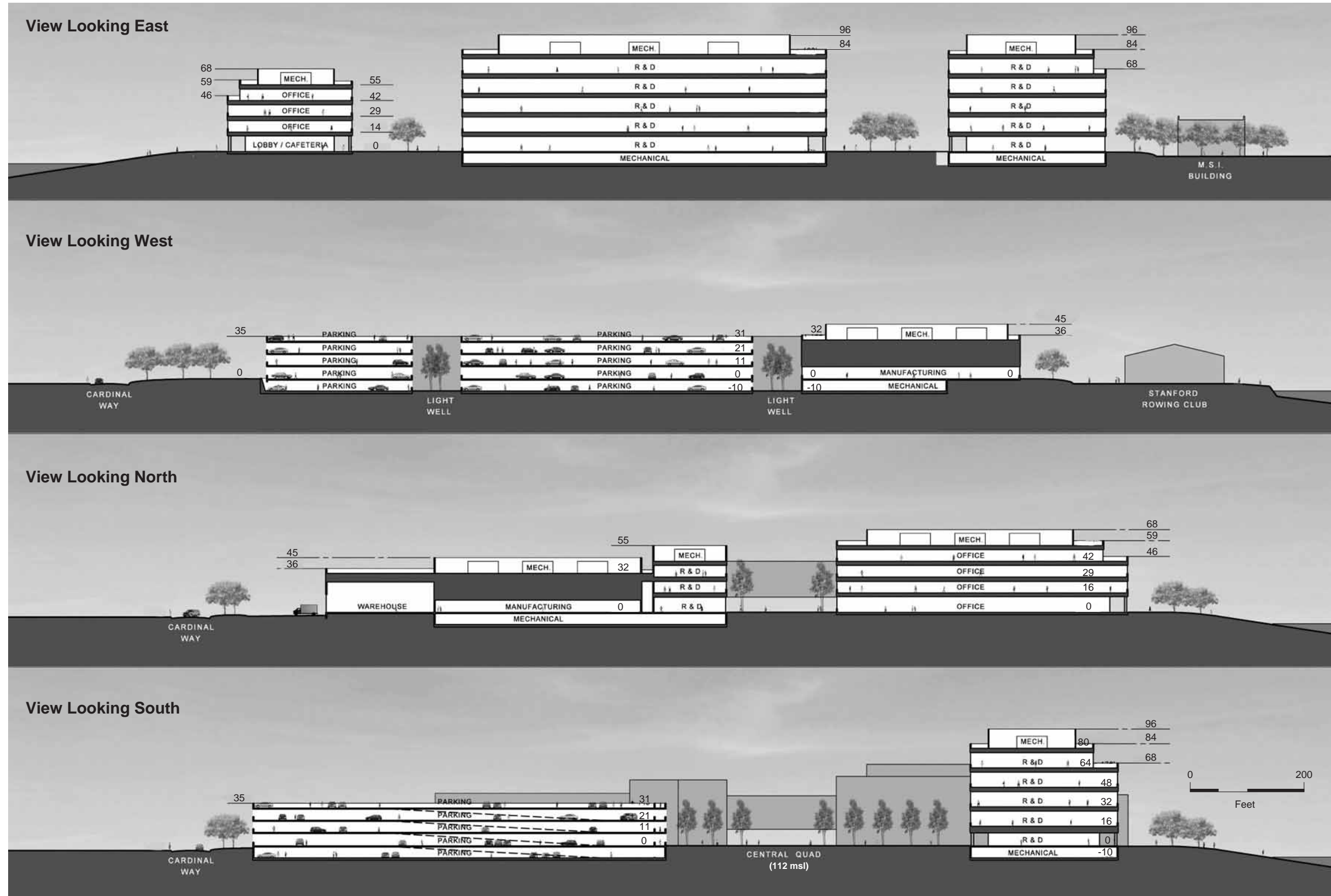
In Phase 2, the Perclose manufacturing building would range in height from 40 ft to 59 ft, in keeping with the heights of the manufacturing and industrial buildings in the adjacent Seaport Center office park. At 84 feet, the tallest onsite buildings would be the R&D buildings constructed during Phases 2 and 3. The two 84-foot R&D buildings would exceed the IR zoning district’s building height limit by 9 feet; as such, the applicant proposes a height limit exception as part of the Planned Development permit for the project. The proposed parking garage would be 40 ft tall, and would employ a design consistent with the other proposed buildings on the Abbott campus (see Figure III-9, Building Sections).⁶

The building area of the proposed structures would be 541,077 sf on 772,967 sf of lot space (above msl). Thus, the proposed project’s floor-area-ratio (FAR) would be 0.7.⁷ The existing zoning on the project site is General Industrial (GI). As part of the project, the sponsor proposes to rezone the parcel to IR (Industrial—Restricted). The proposed R&D, manufacturing, and administrative support uses would more closely conform to the uses permitted in the IR District. The IR District permits a maximum allowable FAR on the project site of 0.7. The proposed Marine Science Institute building would cause the project to exceed the 541,077 sf maximum allowable FAR (70 percent FAR) by approximately 10,000 sf. The applicant seeks a Zoning Text Amendment to accommodate the square footage of the proposed Marine Science Institute building.

⁵ Building heights are based on the vertical distance from the topmost point of the parapet, excluding mechanical penthouses, to any portion of the lot covered by a building. In IR zoning districts, building heights are limited to 75 feet. For purposes of this analysis, building heights were measured from the project’s central quad elevation, which has a baseline elevation of 112 ft msl.

⁶ Although current plans show the proposed parking structure ranging in height from 31 to 35 feet, upon construction it may reach heights of up to 40 feet. Thus, throughout this document, the EIR conservatively refers to the parking structure as having a height of 40 feet.

⁷ Floor area ratio is determined by dividing the gross floor area of all buildings on a lot by the area of that lot. It expresses in one measure the mathematical relation between volume of building and unit of land.



NOTE: Heights are represented relative to the mean sea level elevation of the central quad (112 ft msl)

Campus buildings would employ a simple and contemporary architectural style. Each structure would be designed from a group of systems or styles by sharing materials and details, with the intent of creating a unified campus while at the same time retaining some individuality among the buildings. Preliminary designs suggest a building system with approximately 75 percent glass and aluminum curtain wall and 25 percent colored, opaque panels on the façade. Other building materials may include brick and stone.

E. CONSTRUCTION

Project buildout is expected to occur over a period of approximately 10 years. Construction is anticipated to start in spring 2004 and would proceed in three distinct phases, with the anticipated occupancy date of the first phase in late 2005.

A summary of the preliminary project phasing includes:

Phase 1: Construction of this phase is expected to last approximately 16 months and would include construction of the Perclose building, the Marine Science Institute, surface parking areas, visitor center/guard house, and a temporary (unimproved) playfield for Abbott employees. Extensive site landscaping and other public amenities would begin in Phase 1.

Phase 2: Construction of this phase is expected to last approximately 14 months and would include construction of a five-story R&D building, the first portion of the five-level parking garage, and temporary surface parking. Additional landscaping would also occur in Phase 2.

Phase 3: Construction of this phase is expected to last approximately 14 months and would consist of a five-story R&D building and an expansion to the Phase 2 parking garage. Site landscaping would conclude in this phase.

Construction activities would generally include removal of the existing onsite salt-processing equipment and structures; grading, excavation, and construction associated with installation of new utilities (including new utility hookups, stormwater junction structure, and storm drain system); construction of foundations, buildings, and parking lots; installation of new onsite landscaping and lighting improvements; and construction of all offsite roadway and streetscape improvements. Construction vehicles and equipment may include trucks, tractors, cranes, rollers, forklifts, small cherry pickers, small boom cranes, graders, backhoes, and various finishing tools. Pile driving is anticipated for the construction of the building foundations and would occur over an average of 16 days in each of the three construction phases.

F. PROJECT SPONSOR'S OBJECTIVES

The sponsor's objectives for the project are the following:

- to create a 541,000 square foot multi-phased campus-like development encompassing R&D, manufacturing, warehouse space, administrative office, amenities, and parking structure;
- to provide an expanded Redwood City manufacturing center for the existing Perclose/Abbott Laboratories for the design and manufacturing of lifesaving vascular devices;

- to provide a world class West Coast center for R&D of pharmaceutical, nutritional, and hospital products for the improvement of patient care and hi-tech, biotech advances in hospital R&D;
- to increase the diversified job force in the Redwood City/San Mateo County economy;
- to improve and maximize the visual amenity of this San Francisco bayfront site while at the same time providing recreational opportunities for Abbott employees and the public at large.

G. APPROVAL PROCESS

The City of Redwood City serves as Lead Agency for the proposed project under CEQA (CEQA Guidelines Sec. 15051). This EIR is intended to be used to address all required discretionary City actions for the project and any actions required to enter into long-term agreements for the project. Following certification of the Final EIR, the Redwood City Planning Commission would make a decision on the discretionary permits required by the proposed project. This EIR is intended to assess the impacts of the entire project and any discretionary actions that may be required, including (without limitation):

- Zoning Map Amendment
- Zoning Text Amendment
- Planned Development Permit
- Vesting Tentative Map
- Development Agreement
- Architectural and Landscaping permit for each of the project's three proposed phases

Review and approvals that would be required from other agencies include:

- Regional Water Quality Control Board certification for proposed onsite storm drain outfalls
- Army Corps of Engineers Section 10 of the Rivers and Harbors Act permit
- U.S. Army Corps of Engineers Nationwide Permit #7 for pipeline and outfall construction
- San Mateo County Department of Environmental Health Groundwater Protection Plan permit
- Bay Conservation and Development Commission use permit

REFERENCES – Project Description

(The references cited below are available at the Redwood City Planning Services office, 1017 Middlefield Road, Redwood City, California, unless specified otherwise below.)

Abbott Laboratories, Incorporated, project site plans prepared by Gensler Architecture, Design and Planning, various dates.

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City of Redwood City, *City of Redwood City Zoning Ordinance*, electronic version, 2001.

City of Redwood City, *City of Redwood City Strategic General Plan*, as amended, 1999.