

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

www.dot.ca.gov

*Severe Drought.
Help save water!*

July 11, 2016

SMVAR31
SM-VAR-VAR
SCH # 2015062056Mr. Kyle Perata
Planning Department
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025**Facebook Campus Expansion Project – Draft Environmental Impact Report**

Dear Mr. Perata:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Facebook Campus Expansion Project. Our comments seek to promote the State's smart mobility goals and are based on the Draft Environmental Impact Report (DEIR). Additional comments may be forthcoming pending final review.

Project Understanding

The proposed project would redevelop an existing 58-acre industrial site by demolishing existing facilities, with an exception to Building 23, and construct two new office buildings and a 200-room limited-service hotel as an expansion to the adjacent Facebook Campus. The two office buildings, Buildings 21 and 22, would result in a cumulative total of 962,400 gross square feet (gsf), the hotel would total 174,800 gsf, and the project site would provide 3,533 parking spaces to accommodate both. A project of this magnitude meets the criteria of having statewide, regional, or area wide significance as noted in Section 15206 of the California Environmental Quality Act (CEQA) Guidelines. The project would also include a pedestrian and bicycle pathway, separated from vehicular travel via an overcrossing, which connects proposed facilities with the existing Facebook Campus located north of State Route (SR) 84. The site is bounded by SR 84 to the north, Facebook Building 20 to the east, and Chilco Street to the west and south. Vehicular access would be gained via the Chilco Street/Constitution Drive intersection and two driveways; one existing and one proposed, both on SR 84 along project frontage.

The proposed project would also implement a trip cap and monitoring program that limits the total number of trips to the project site. Trips associated with Buildings 21 and 22 would be limited to 14,545 total daily weekday trips, with 1,765 trips in the AM and PM peak periods. Trips associated with the hotel would be limited to 1,784 total daily weekday trips, with 134 trips during the AM peak hour and 140 trips during the PM peak hour. Additionally, the project sponsor shall be

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Mr. Kyle Perata, City of Menlo Park
July 11, 2016
Page 2

required to initiate design concepts through a Project Study Report (PSR) for potential future grade separation at the SR 84/University Avenue intersection.

Lead Agency

As the lead agency, the City of Menlo Park (City) 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.

Bicycle and Pedestrian Impacts

We commend the City for working with the project sponsor to create a pedestrian and bicycle friendly community that connects the existing Facebook Campus with the proposed facilities. Please address the following to ensure that site access is connected to existing and planned bicycle and pedestrian facilities:

- Please analyze secondary impacts on pedestrians and bicyclists that may result from any traffic impact mitigation measures. Please describe any pedestrian and bicycle mitigation measures and safety countermeasures that would therefore be needed as a means of maintaining and improving access to the project site and transit facilities to reduce traffic impacts on the regional transportation network;
- Ensure that the horizontal alignment for the proposed pedestrian and bicycle overcrossing of SR 84 conforms to the standards described in Highway Design Manual (HDM) Section 1003.1(10);
- Mitigation Measure TRA-6.1 states that the roadway design for pedestrian and bicycle crossings should direct bicycle and pedestrian traffic to the signalized intersection at the Building 20 driveway to avoid conflicts with vehicles at uncontrolled crossings. Although many pedestrians will prefer to use the proposed pedestrian overcrossing, options to cross SR 84 at grade should be evaluated. The existing and proposed signalized site access along SR 84 should include crosswalks with pedestrian signal heads and median refuge islands; and
- Bike pockets should be provided at every new or reconfigured intersection. The HDM Section 403.6(1) states that locations with right-turn-only lanes should provide a minimum four-foot width for bicycle use between the right-turn and through lane where bikes are permitted. When posted speeds are greater than 40 miles per hour, the minimum width should be six feet.

Vehicular Impacts

Please provide the following information so that Caltrans is able to fully consider all project-generated transportation impacts:

- Project trip generation, trip distribution, and turning movement figures at project build-out;
- Micro-simulation analysis displaying the interaction between the intersections along SR 84 and SR 114 (Willow Road);
- Mitigation Measure, TRA-1 C Bayfront Expressway and Willow Road (#37). Micro-simulation analysis and geometrics of proposed improvements to the SR 84/Willow Road intersection;

Mr. Kyle Perata, City of Menlo Park
July 11, 2016
Page 3

- **Mitigation Measure, TRA-1 D Bayfront Expressway and University Avenue (#38).** Micro-simulation analysis and geometrics of proposed grade separation to the SR 84/University Avenue intersection;
- **Mitigation Measure, TRA-1 L Bayfront Expressway and Facebook Building 20 Entrance (#65).** Micro-simulation analysis and geometrics of proposed improvements to the SR 84/Facebook Building 20 Entrance intersection;
- **Mitigation Measure, TRA-1 M Bayfront Expressway and Facebook Building 21 Entrance (#66).** The proposed intersection cannot be permitted as it would impact SR 84 significantly. An alternative entrance may be placed on the south side of the parcel along Chilco Street. Since this alternative would draw additional trips to the Chilco Street/Constitution Drive intersection, signalization is required and Chilco Street may have to be widened along project frontage. Additional left-turn- and through lanes may be required to ensure that the southbound queue does not reach SR 84;
- **Page 3.3-33 and 3.3-34, Bayfront Expressway and Willow Road (#37).** Micro-simulation analysis and geometrics of the proposal to increase capacity between US 101 and the Dumbarton Bridge via the US 101/Marsh Road interchange. The project proposes the construction of one additional northbound exit lane on US 101 between Willow Road and Marsh Road and a similar measure to accommodate southbound traffic when entering US 101 via the Marsh Road intersection; and
- **Page 3.3-42 and 3.3-43, Mitigation Measure TRA-2.1 Increase Segment Capacity.** Micro-simulation analysis and geometrics of the proposal to increase capacity for the following highway segments:
 - **SR 84 Segments**
 - US 101 to Marsh Road;
 - Willow Road to University Avenue; and
 - University Avenue to San Mateo County Line.
 - **US 101 Segments**
 - North of Marsh Road; and
 - South of Willow Road

Mitigation and Monitoring

Please include the following to ensure that project-generated transportation impacts are fully mitigated:

- The project should be conditioned to pay a fair share fee towards the proposed US 101 Managed Lanes Project (Caltrans project number 1J560) in San Mateo and Santa Clara County; and
- In addition to the TDM measures listed, the Project's TDM Program should include regular monitoring and reports, to ensure compliance with mode share goals.

Mr. Kyle Perata, City of Menlo Park
July 11, 2016
Page 4

Should you have any questions regarding this letter or require additional information, please contact Cole Iwamasa at (510) 286-5534 or cole.iwamasa@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

Cc: SCH