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Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

RECEIVED

JUL 15 2016

CITY OF MENLO PARK
BUILDING

July 12, 2016

Kyle Perata
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Subject: Facebook Campus Expansion Project
SCH#: 2015062056

Dear Kyle Perata:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 11, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015062056
Project Title Facebook Campus Expansion Project
Lead Agency Menlo Park, City of

Type EIR Draft EIR

Description The Project includes the demolition of buildings at the site (Building 23 would not be demolished) and the construction of two new office buildings (Building 21 and Building 22), encompassing approximately 967,000 sf (a net increase of approximately 127,000 sf at the Project site). The proposed Building 21 would contain approximately 512,900 sf of office and event uses and be located on the eastern portion of the Project site. The proposed Building 22 would include approximately 449,500 sf of office uses and would be located on the western portion of the Project site. Maximum building heights would be approximately 75 feet. The Project would also include the potential for a 200-room limited-service hotel with approximately 174,800 sf of space (Building 24) in the northwestern portion of the Project site. Development of the office buildings and hotel would result in a net increase of approximately 121,300 gsf.

Lead Agency Contact

Name Kyle Perata
Agency City of Menlo Park
Phone 650 330 6721
email
Address 701 Laurel Street
City Menlo Park
Fax
State CA **Zip** 94025

Project Location

County San Mateo
City Menlo Park
Region
Lat / Long 37° 28' 50.2" N / 122° 10' 1.1" W
Cross Streets Bayfront Expressway (SR 84) / Chilco Street
Parcel No. 055-260-250
Township 5S **Range** 3W **Section** 23 **Base**

Proximity to:

Highways SR 82, US 101, SR 114
Airports
Railways Dumbarton ROW
Waterways SF Bay, Ravenswood Slough
Schools Belle Haven, Beechwood
Land Use The Project site is zoned M-2 (General Industrial) and M-2-X (General Industrial, Conditional Development).

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Native American Heritage Commission; Regional Water Quality Control Board, Region 2; Public Utilities Commission

Document Details Report
State Clearinghouse Data Base

Date Received 05/26/2016

Start of Review 05/26/2016

End of Review 07/11/2016

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STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

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July 11, 2016

Governor's Office of Planning & Research

JUL 11 2016

STATE CLEARINGHOUSE

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SCH # 2015062056

Mr. 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

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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

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- **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

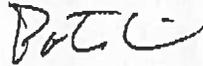
Please include the following to ensure that project-generated transportation impacts are fully mitigated:

- 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
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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