Meeting Purpose

- Opportunity for the City Council to become familiar with project and reports released to date

- Opportunity for the City Council to start preparing to provide direction on February 14
Presentations

- **Facebook** – John Tenanes
- **EIR** – Rachel Grossman & Chip Taylor
- **FIA** – Ron Golem, BAE
- **DA** – Justin Murphy
Project Summary/Draft EIR

- Project Location and Description
- Overview of California Environmental Quality Act (CEQA)
- Summary of the Conclusions of the Draft EIR
- Public Comment on Draft EIR – closed 1/30/12
Project Location

RAVENSWOOD AREA OF THE SOUTH BAY SALT POND RESTORATION PROJECT

EAST CAMPUS

WEST CAMPUS

TE CONNECTIVITY

BELLE HAVEN

BAYFRONT EXPRESSWAY [SR 84]

DUMBARTON CORRIDOR
(SAN MATEO COUNTY TRANSPORTATION AUTHORITY)

MENLO SCIENCE & TECHNOLOGY PARK
East Campus - Amend Conditional Development Permit (CDP) and execute Development Agreement

- Convert existing employee cap to a trip cap
East Campus Trip Cap

- Applicant proposed project component
- Derived from survey rates specific to Facebook employee travel patterns (Appendix 3.5.E)
- Three elements of Trip Cap:
  - 15,000 maximum daily trips
  - 2,600 A.M. peak period trips
  - 2,600 P.M. peak period trips
Project Description

- **East Campus** - Amend Conditional Development Permit (CDP) and execute Development Agreement
  - Convert existing employee cap to a trip cap

- **West Campus** - Evaluate development impacts associated with
  - Maximum floor area per M-2 zoning
  - Height in excess M-2 zone maximum
  - Entitlement application submittal anticipated in mid 2012
East Campus Site Plan
## OFFICE BUILDINGS GROSS FLOOR AREA

<table>
<thead>
<tr>
<th>Buildings</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>n/a</th>
<th>Courtyard</th>
<th>T1</th>
<th>T2</th>
<th>Public</th>
<th>Parking</th>
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<tbody>
<tr>
<td>Use</td>
<td>Office</td>
<td>Office</td>
<td>Office / Café</td>
<td>Office</td>
<td>Office</td>
<td>Bridges</td>
<td>Amenity / Service</td>
<td>Transit Shelter</td>
<td>Transit Shelter</td>
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<tr>
<td>Floors</td>
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<td>3</td>
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<td>Undercroft</td>
<td>Floor Area (Level 1)</td>
<td>36,650</td>
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<td>Non-Office Floor Area</td>
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<td>1.6%</td>
<td>12.5%</td>
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<tr>
<td>Total Space / 1,000 sf</td>
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<td>0</td>
<td>52</td>
<td>62</td>
<td>1,430</td>
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</table>

West Campus Square Footage
West Campus Elevations
CEQA Overview

- Highly structured by State law, guidelines and court cases
- Informational document to disclose impacts to the public and decision makers
- Standard is not perfection, but “adequacy, completeness, and a good faith effort at full disclosure”
- Impacts need to be associated with physical effects on the environment – not social or economic impacts
CEQA Overview

- Analysis must consider **cumulative impact** of project
- Need to consider **feasible alternatives** to project
- Draft EIR comments addressing adequacy of the EIR or the City’s compliance with CEQA will be responded to and can potentially result in changes to the Draft EIR; non-environmental comments will be noted
- Responses to comments included in **Final EIR**
CEQA Analysis – Project Evaluated

- **East Campus** – Increase in population
  - No ground disturbance
  - Technical analysis does **not** review:
    - Aesthetics
    - Wind
    - Cultural Resources
    - Biological Resources

- **West Campus** – Redevelopment and use of site
CEQA Impact Analysis

- **Impact discussions** fall into 1 of 3 classifications:
  - **Less than Significant**: Impacts do not exceed the relevant threshold/criteria
  - **Significant to Less than Significant**: Impacts initially exceed the relevant threshold/criteria, but application of feasible mitigation measures reduces impact to less than significant
  - **Significant and Unavoidable**: Impacts exceed the relevant threshold/criteria, and no feasible mitigation measures are available to reduce the impact to less than significant
Environmental Topics

- Air Quality
- Noise
- Transportation

* = Impacts that did not require analysis in Draft EIR
Bold = Significant and unavoidable impacts
**Significant and Unavoidable Impacts Identified in EIR**

- **Air Quality – project and cumulative**
  - Reactive Organic Gases (ROG) emissions
  - Nitrogen Oxide (NO\(_X\)) emissions
  - Particulate Matter (PM\(_{10}\)) emissions
  - Toxic Air Contaminants - **Cumulative ONLY**

- **Noise**
  - Noise exposure
  - Ground vibration – construction **West Campus ONLY**
  - Ambient noise levels

- **Transportation**
  - **Intersections:** 8 in the Near Term and 10 in the Cumulative
  - **Segments:** 4 in the Near Term and 4 in the Cumulative
  - **Highways:** 6 in the Near Term and 6 in the Cumulative
EIR Summary – Air Quality

- **AQ-2**: The Project would create new area and mobile sources of air pollutants – majority of emissions due to traffic
  - Reactive Organic Gases (ROG)
  - Nitrogen Oxide (NO$_X$) emissions
  - Particulate Matter (PM$_{10}$) emissions

- Mitigation Measures – No feasible mitigation measures to make less than significant

- Also a cumulative impact: **C-AQ-2**
C-AQ-5: The project, in combination with other foreseeable development in project vicinity would expose sensitive receptors to substantial Toxic Air Contaminants (TACs)

- Project contribution is less than 5%
- Receptors are exposed to significant TACs even without the Project
- Receptors are closer than recommended 500’ from high volume roadway
- No feasible mitigation
EIR Summary- Noise

- **NO-1**: The project would result in exposure to noise levels in excess of General Plan and Municipal Code standards due to increased traffic noise
  - Marsh Road - between Scott Drive and Bohannon Drive
  - Willow Road - between O’Brien Drive and Newbridge Street
- No feasible mitigation measures
  - Residential driveways, Caltrans height limits, and aesthetic impacts prevent sound wall installation
- Also a cumulative impact: **C-NO-1**
**EIR Summary- Noise**

- **NO-2:** Construction of the West Campus would have the potential to result in ground-borne vibration that would disturb vibration-sensitive land uses.

- **Mitigation Measures:**
  - Business notification
  - Construction Best Management Practices

- Mitigation measures reduce ground-borne vibration impacts, but businesses could still be exposed to excessive ground vibration and impact remains significant and unavoidable.
EIR Summary - Noise

- **NO-3:** The project would result in a permanent increase in ambient noise levels due to increased traffic - similar to impact NO-1**
  - Marsh Road - between Scott Drive and Bohannon Drive
  - Willow Road - between O’Brien Drive and Newbridge Street
- No feasible mitigation measures
  - Residential driveways, Caltrans height requirements, and aesthetic impacts prevent sound wall installation
- Also a cumulative impact: **C-NO-3**
Alternatives Studied in EIR

- Alternatives shall
  - Feasibly attain most basic project objectives
  - Shall avoid or substantially lessen project impacts

- Alternatives considered
  - No Project
  - Reduced Intensity Alternative – 25% reduction in vehicle trips
EIR Summary - Transportation

- Transportation Analysis Elements
- Findings
- Impacts
- Mitigation Measures
Transportation Analysis Elements

- Existing, Near-Term and Long-Term Conditions
Transportation Conditions

- Near Term 2015 East Campus Only
- Near Term 2018 East and West Campuses
- Cumulative 2025 East Campus Only
- Cumulative 2025 East and West Campuses
Transportation Analysis Elements

- Existing, Near-Term and Long-Term Conditions
- Intersection Level-of-Service (LOS) Analysis
  - 34 signalized intersections
  - A.M. and P.M. peak periods
- Roadway Segment Analysis
  - Ten roadway segments
- Routes of Regional Significance
- Programmed/Planned Transportation Facility Improvements
- Public Transit
- Pedestrian/Bicycle Facilities
Study Area and Study Intersections
Transportation Findings

- Project would result in “less-than-significant” impacts for:
  - Transit
  - Pedestrian/Bicycle Facilities

- Near-Term with Project Impacts
  - Eight intersections
  - Four roadway segments
  - Six segments of Routes of Regional Significance

- Long-Term with Project Impacts
  - Ten intersections
  - Four roadway segments
  - Six segments of Routes of Regional Significance
Roadway Segment Impacts Near Term 2015 East Campus Only
Intersection Impacts Near Term 2018
East and West Campuses
Roadway Segment Impacts Near Term 2018 East and West Campuses
Intersection Impacts
Cumulative 2025 East Campus Only
Roadway Segment Impacts
Cumulative 2025 East Campus Only
Intersection Impacts Cumulative 2025
East and West Campuses
Roadway Segment Impacts Cumulative 2025 East and West Campuses
Mitigation Measures

- Intersection Improvements
- Transportation Impact Fee (TIF) Payment
- Trip Cap on West Campus
Intersection Mitigation Measures
Cumulative 2025 East and West Campuses
Willow Rd at Middlefield Rd
Pedestrian/Bicycle Improvements Planned by Facebook
Fiscal Impact Analysis Presentation

Ron Golem, BAE
Development Agreement

- Negotiated, binding contract between City and project sponsor

- East Campus only at this stage

- Negotiation Process

- Public Benefit Ideas
Negotiation Process

- Parameters for Negotiating Team
- Term Sheet from Project Sponsor
- Development Agreement
Public Benefit Ideas

- Ongoing Revenue Source
- Physical Improvements
- Programs and Services
- Other
Next Steps

- **February 14th** – City Council direction on development agreement parameters
- **April 17th** – City Council meeting to review Development Agreement Terms
- **Mid to late April** – Publication of Final EIR, Final FIA
- **May 7th** – Planning Commission review of CDP amendment, Development Agreement, Final EIR and Final FIA
- **June 5th** – City Council action on project
Recommended Procedure

- Clarifying Questions, especially on FIA
- Public Comment
- Council Questions
- Council Discussion
- Council Direction, if applicable