Facebook Campus Project

Planning Commission Meeting
Project Summary, Draft Environmental Impact Report (EIR)
January 9, 2012
Meeting Purpose

- Project Location and Description
- Overview of California Environmental Quality Act (CEQA)
- Summary of the Conclusions of the Draft EIR
- Relay next steps in the process
- Public comment on Draft EIR
Project Location
Project Description

* 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
West Campus Proposed 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 Amenity</th>
<th>Parking Structure</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 Amenity / Service</td>
<td>Transit</td>
<td>Transit</td>
<td>Shelter</td>
<td>Shelter</td>
<td>2</td>
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<tr>
<td>Floors</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>2</td>
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<td>2,800</td>
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<td>Undercroft</td>
<td>36,050</td>
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<td>2,050</td>
<td>2,400</td>
<td>2,800</td>
<td>6,200</td>
<td>97,800</td>
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<td>Floor Area (Level 1)</td>
<td>29,550</td>
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<td>29,550</td>
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<td>2,850</td>
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<td>n/a</td>
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<td>3.1%</td>
<td>3.1%</td>
<td>3.1%</td>
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<td>0.9%</td>
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<tr>
<td>Total Coverage</td>
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<td>0</td>
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<td>Parking</td>
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<td>0</td>
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<tr>
<td>Total</td>
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<td>0</td>
<td>0</td>
<td>52</td>
<td>62</td>
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<td>0</td>
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<td>0</td>
<td>52</td>
<td>62</td>
<td>0</td>
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<td>1,430</td>
<td>351</td>
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</table>
West Campus Elevations
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 ($\text{NO}_X$) emissions
  - Particulate Matter ($\text{PM}_{10}$) 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
Intersection Impacts
Near Term 2015 East Campus Only
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

Project Sites

East

West

Atherton

Menlo Park

Palo Alto

East Palo Alto

Palo Alto

Woodland Av

Woodside Rd

Willow Av

Minto Av

University Av

Donohoe St

Bellerium St

Ny Dr

O'Brien Dr

Kavanaugh Dr

Obrien Dr

Hampton Ave

Hamilton Av

Newbridge St

Bayfront Expy

Cerrito Av

Chrysler Dr

Scott Dr

Bohannon Dr

BAY RD

BAY RD

101

Atherton

Menlo Park

Palo Alto

East Palo Alto
Pedestrian/Bicycle Improvements Planned by Facebook
Next Steps

- January 23rd – Draft EIR Comment Period Closes
- January 31st – City Council Study Session
- February 14th – City Council discussion of Project impacts and mitigations
- April – Tentative publication of Final EIR
Comments on the Draft EIR

- Verbal comments on the Draft EIR will be accepted today and responded to in the Final EIR.

- Submit comments in writing to Rachel Grossman (rmgrossman@menlopark.org) no later than **Monday, January 23, 2012 at 5:30 p.m.**