



# **Facebook Campus Project**

Bicycle Commission Meeting

Project Summary, Draft Environmental  
Impact Report (EIR)

December 12, 2011



# 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
- ☪ Not intended to be a formal Draft EIR comment session (this will occur January 9<sup>th</sup>)



# Project Location



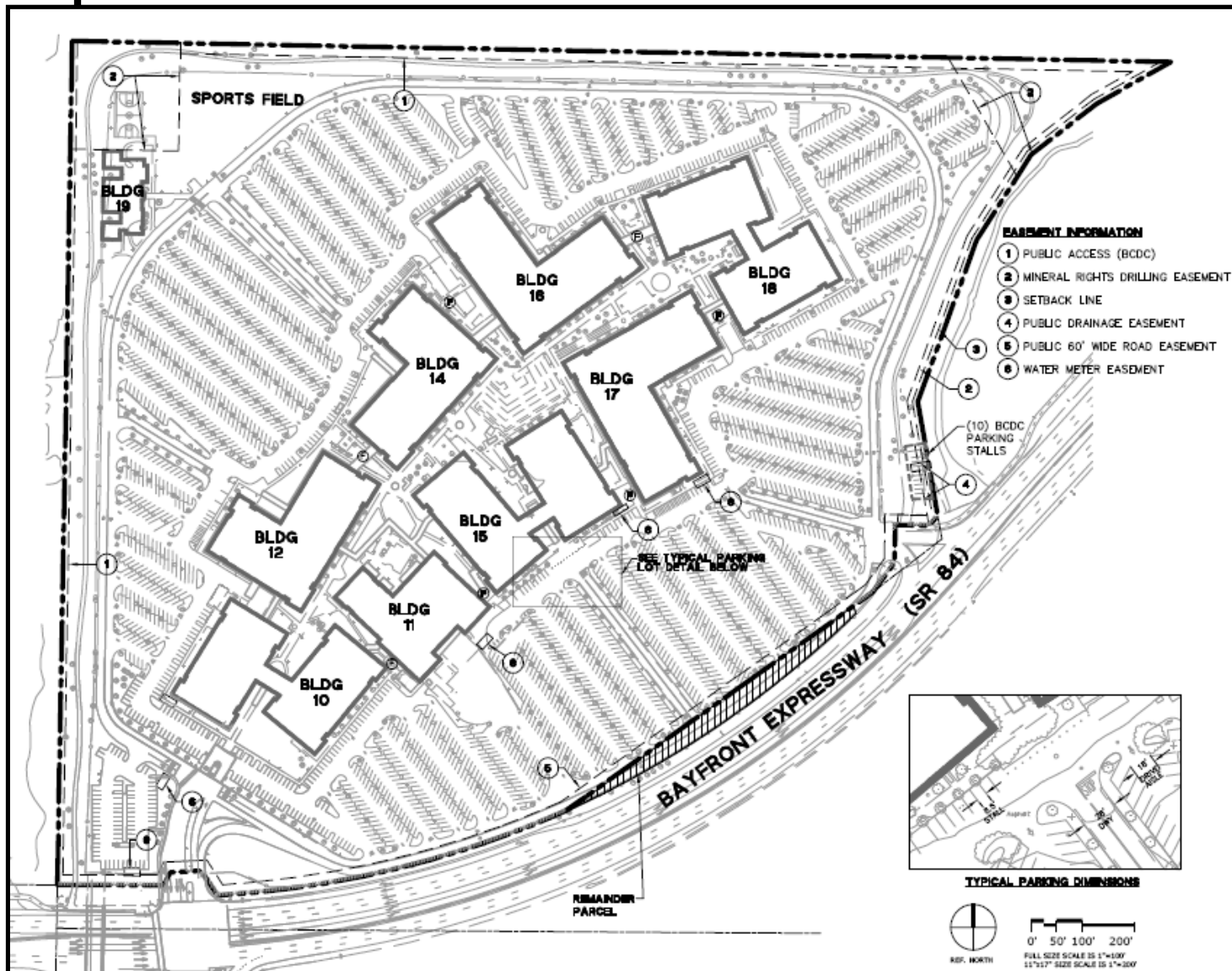


## Project Description

- ⌘ **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





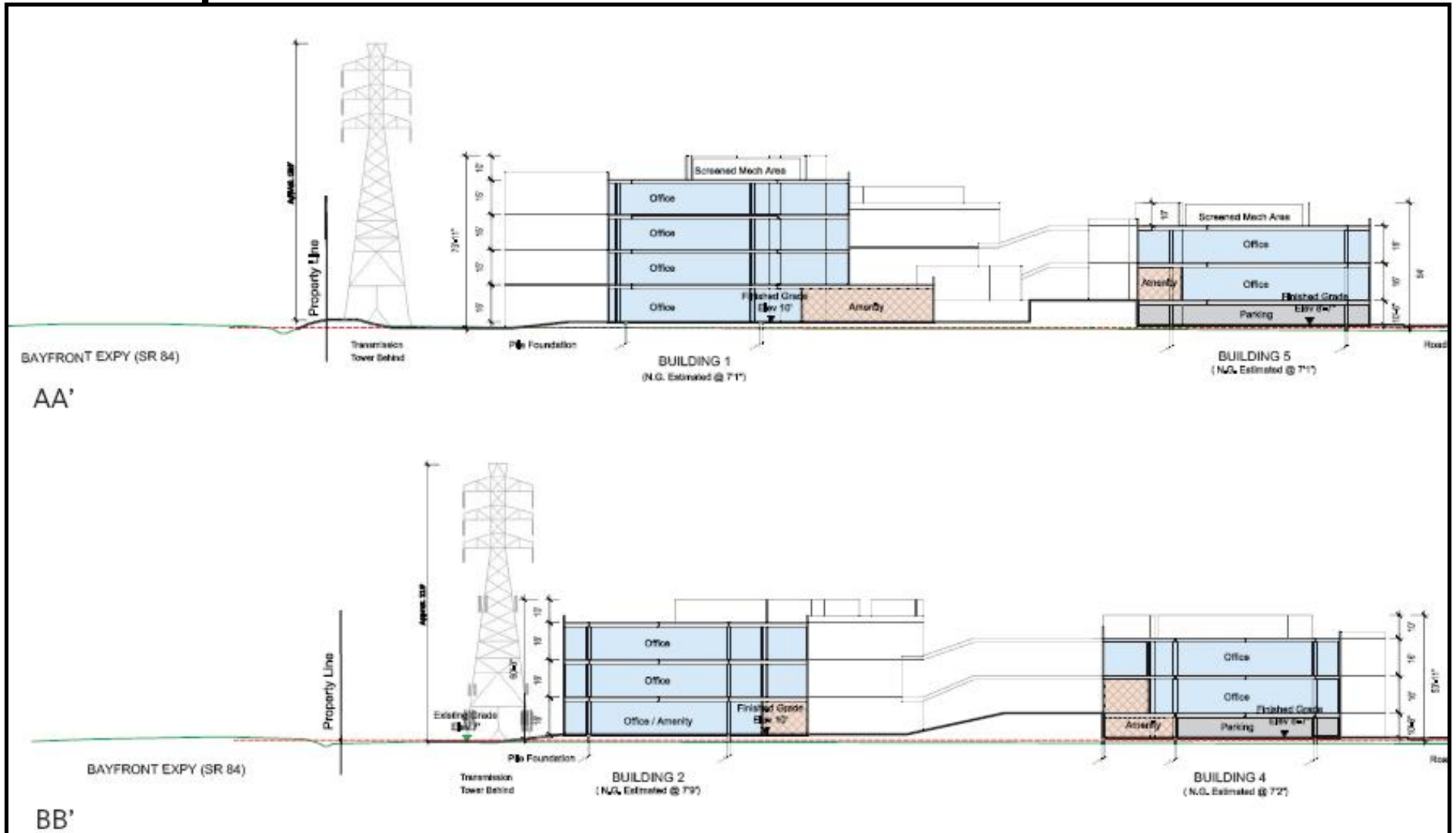
# West Campus Proposed Site Plan







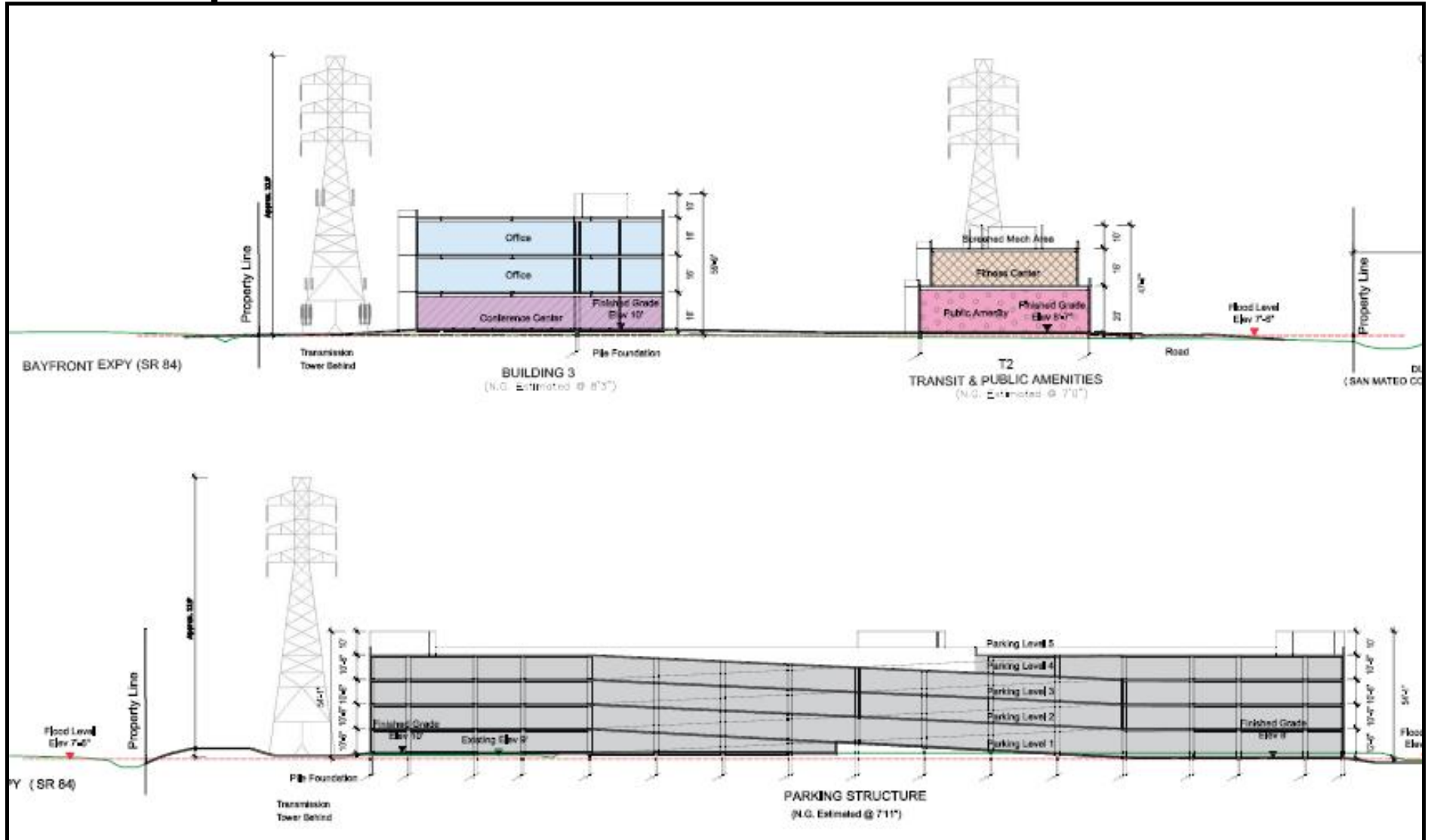
# West Campus Elevations







# 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

- ☪ Aesthetics
- ☪ Agricultural Resources\*
- ☪ **Air Quality**
- ☪ Biological Resources
- ☪ Climate Change
- ☪ Cultural Resources
- ☪ Geology and Soils
- ☪ Hazards and Hazardous Materials
- ☪ Hydrology and Water Quality
- ☪ Hydrology and Water Quality
- ☪ Land Use Planning
- ☪ Mineral Resources\*
- ☪ **Noise**
- ☪ Population and Housing
- ☪ Public Services
- ☪ Recreation
- ☪ **Transportation**
- ☪ Utilities and Service Systems

\* = 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<sub>x</sub>) emissions
- | Particulate Matter (PM<sub>10</sub>) 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<sub>x</sub>) emissions
  - | Particulate Matter (PM<sub>10</sub>) emissions
- ⌘ Mitigation Measures – No feasible mitigation measures to make less than significant





# EIR Summary – Cumulative Air Quality

- ⌘ **C-AQ-2:** The Project, in combination with other development would create new area and mobile sources of air pollutants – majority of emissions due to traffic
  - | Reactive Organic Gases (ROG)
  - | Nitrogen Oxide (NO<sub>x</sub>) emissions
  - | Particulate Matter (PM<sub>10</sub>) emissions
- ⌘ Mitigation Measures – No feasible mitigation measures to make less than significant



## EIR Summary – Cumulative Air Quality

- ⌘ **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, resulting isolation of residences, and aesthetic impacts prevent sound wall installation



## 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, resulting isolation of residences, and aesthetic impacts prevent sound wall installation



## EIR Summary- Cumulative Noise

- ⌘ **C-NO-1:** The Project, in combination with other development in the City, would result in increased exposure of persons to noise levels in excess of General Plan and Municipal Code due to increased traffic
- ⌘ **C-NO-3:** The Project, in combination with other development in the City, would result in increased exposure to permanent increases in ambient noise levels due to increased traffic



## 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

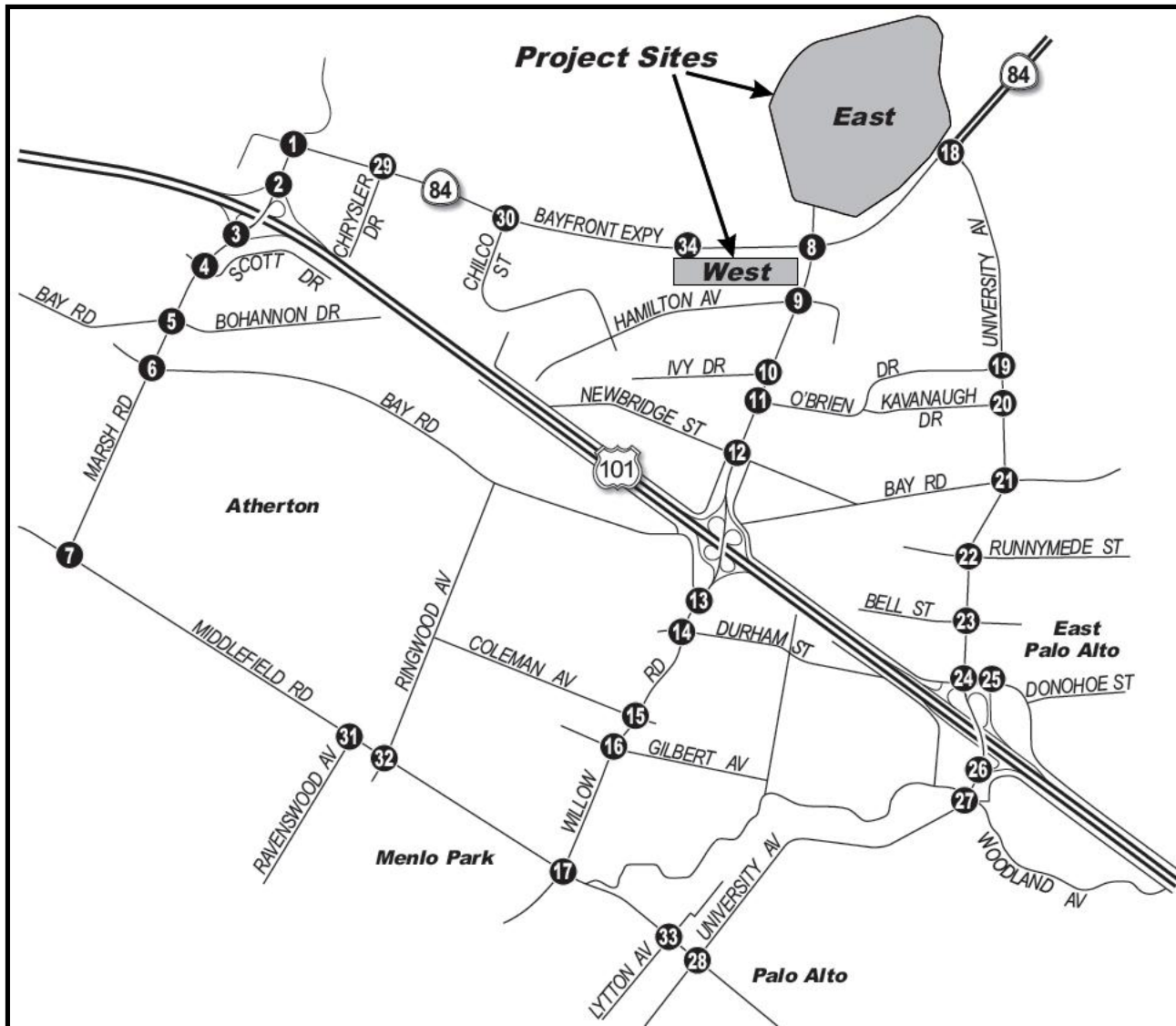


# Transportation Analysis Elements

- ⌚ 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





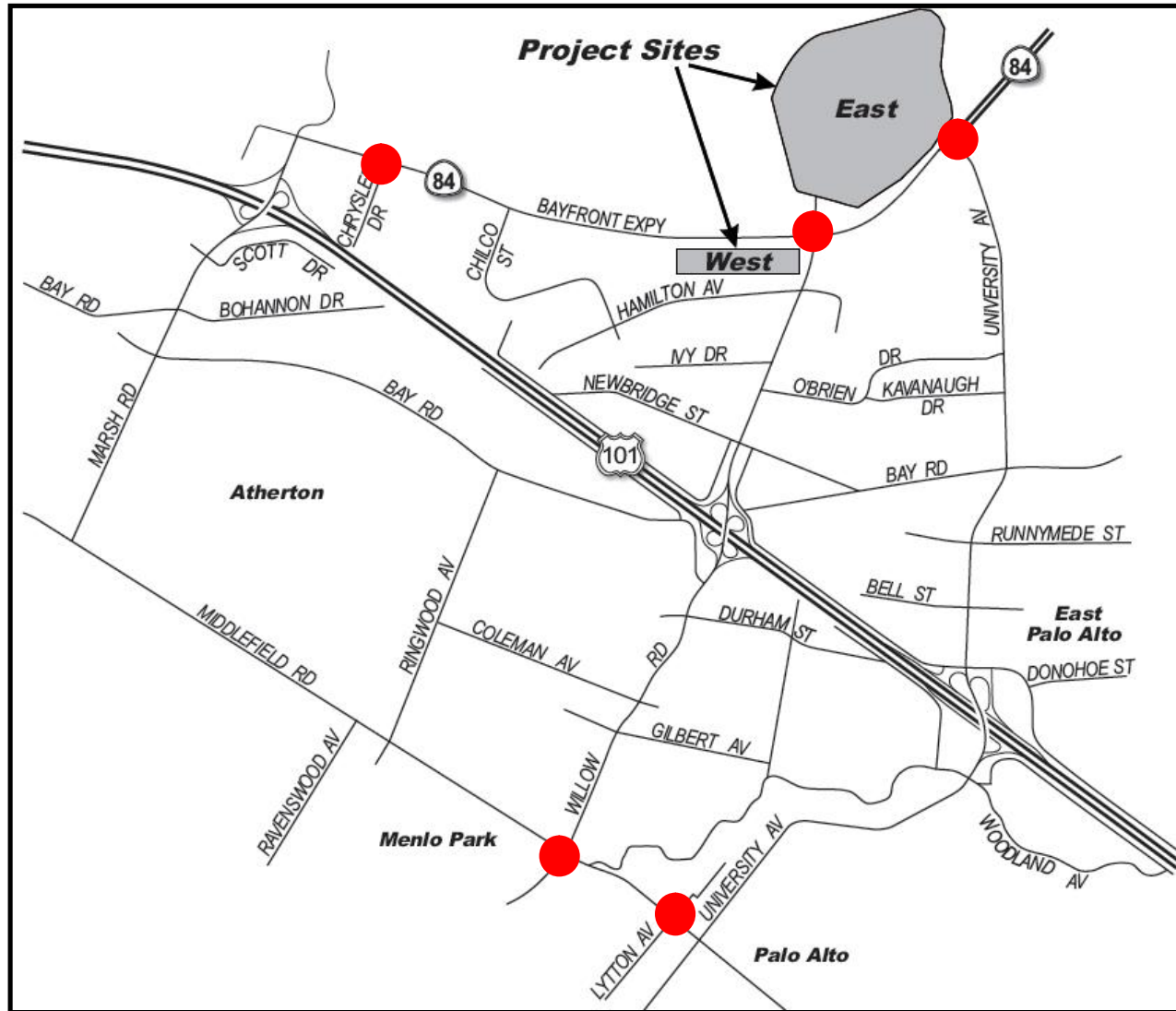
# Transportation Findings

- 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



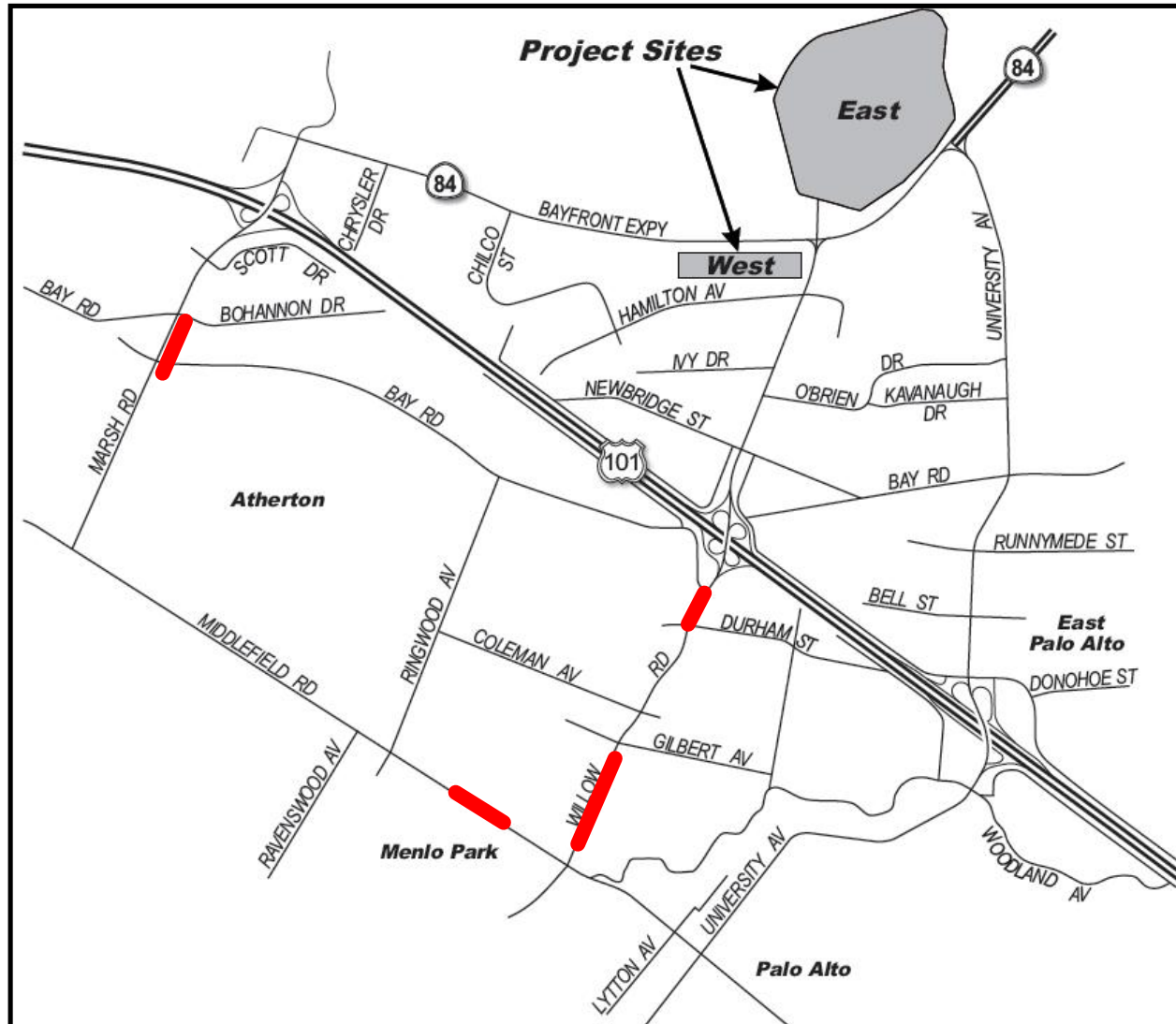
# Intersection Impacts

## Near Term 2015 East Campus Only

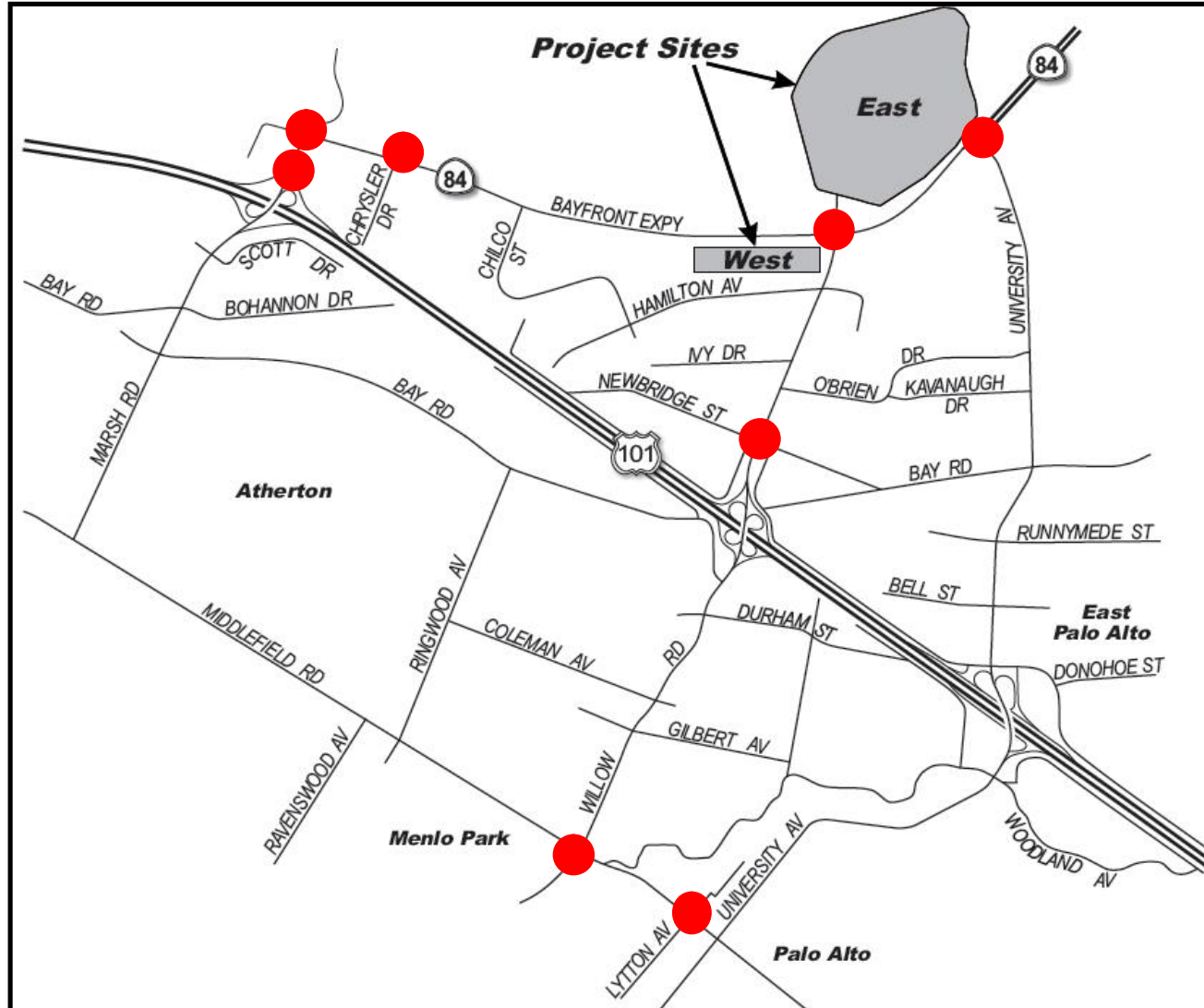


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# Roadway Segment Impacts Near Term 2015 East Campus Only

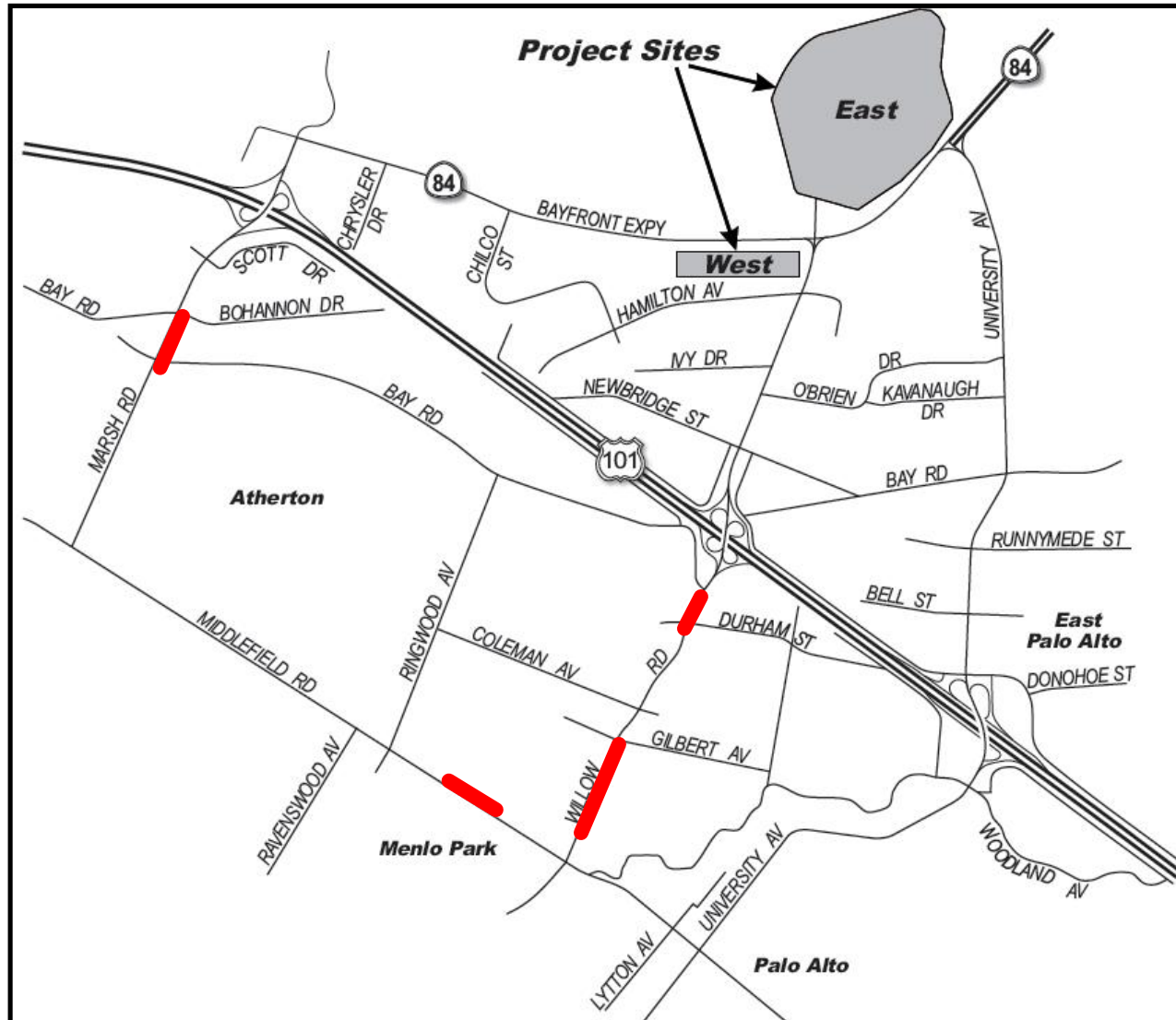


# Intersection Impacts Near Term 2018 East and West Campuses





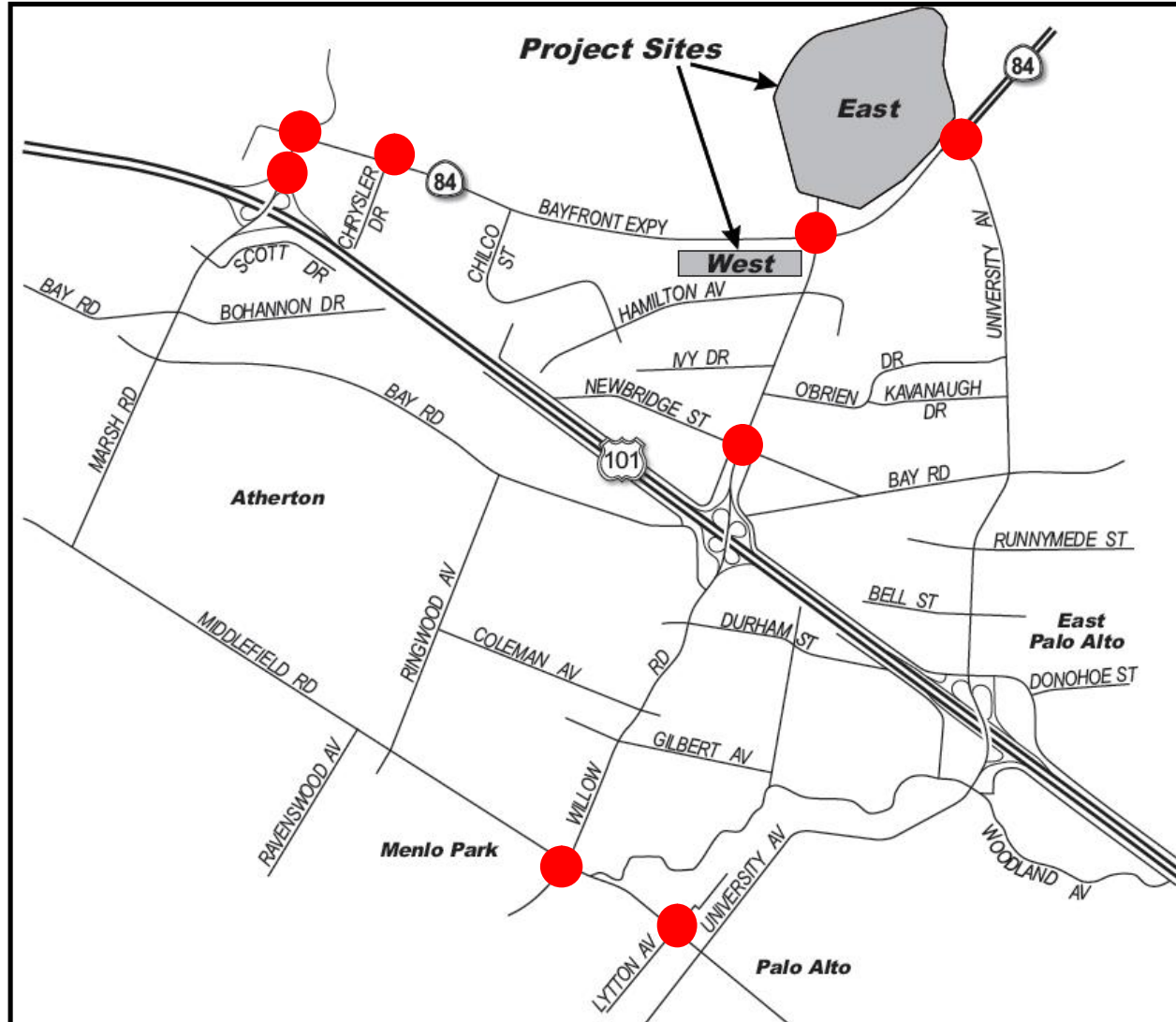
# Roadway Segment Impacts Near Term 2018 East and West Campuses





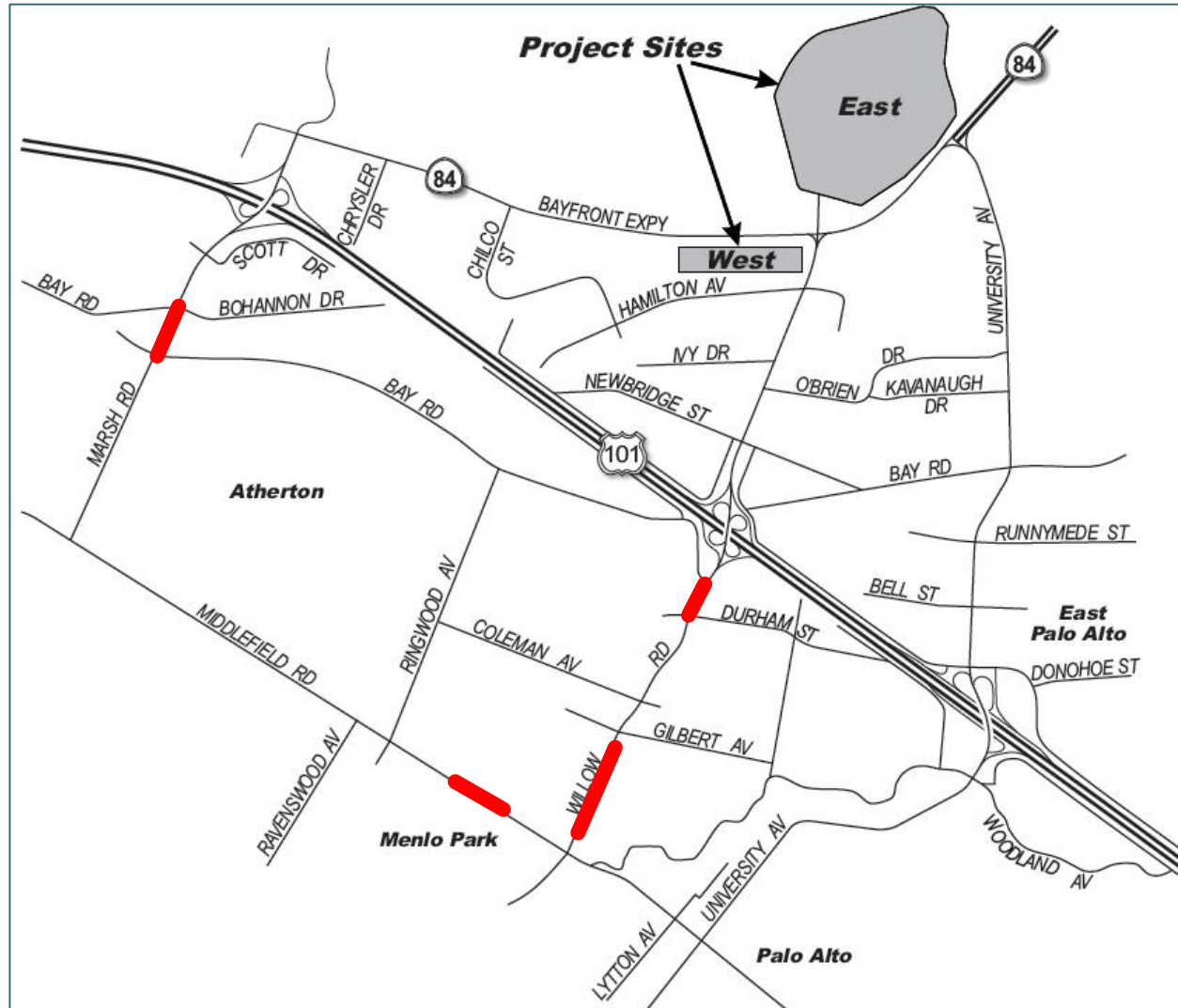
# Intersection Impacts

## Cumulative 2025 East Campus Only

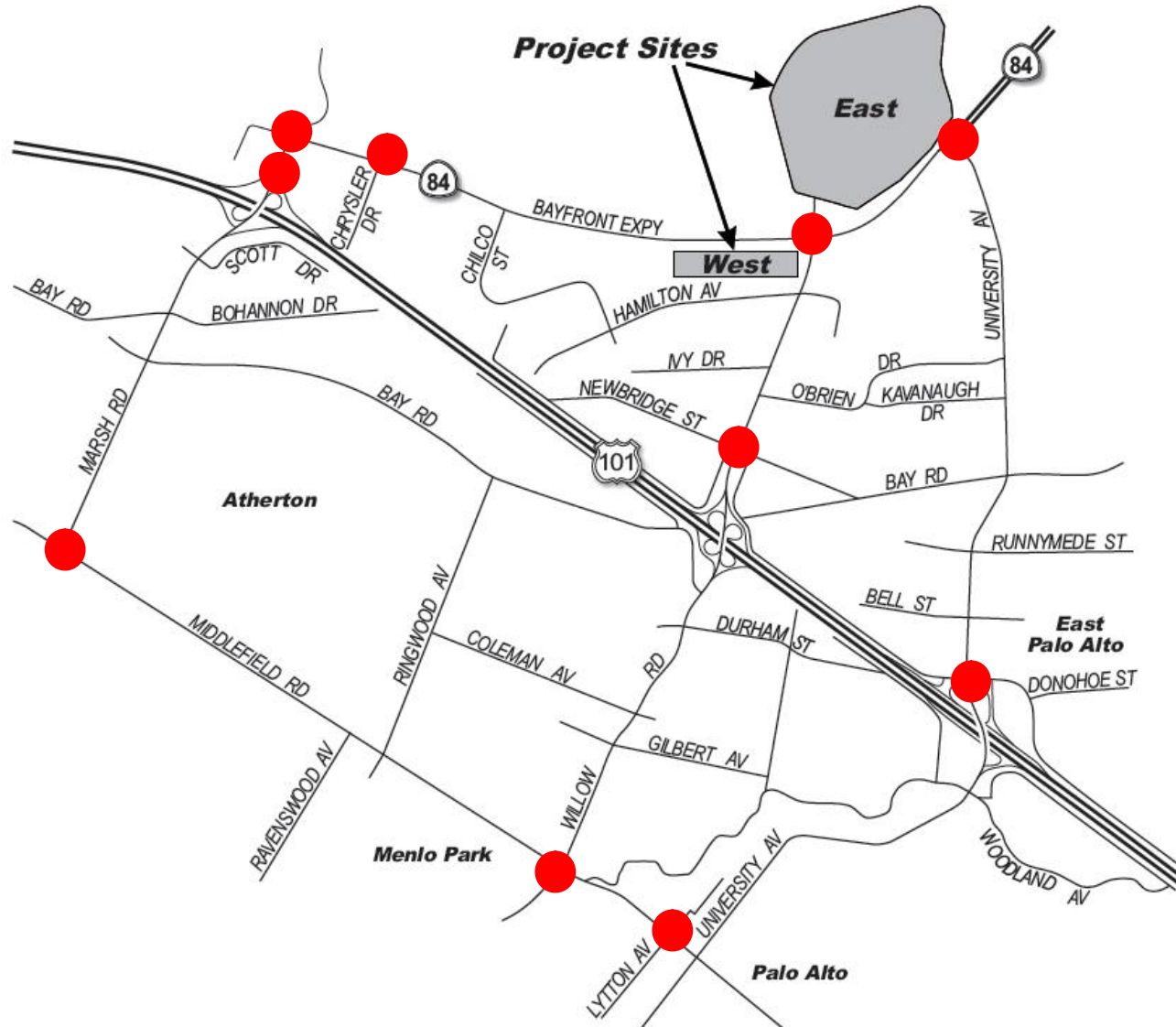




# Roadway Segment Impacts Cumulative 2025 East Campus Only

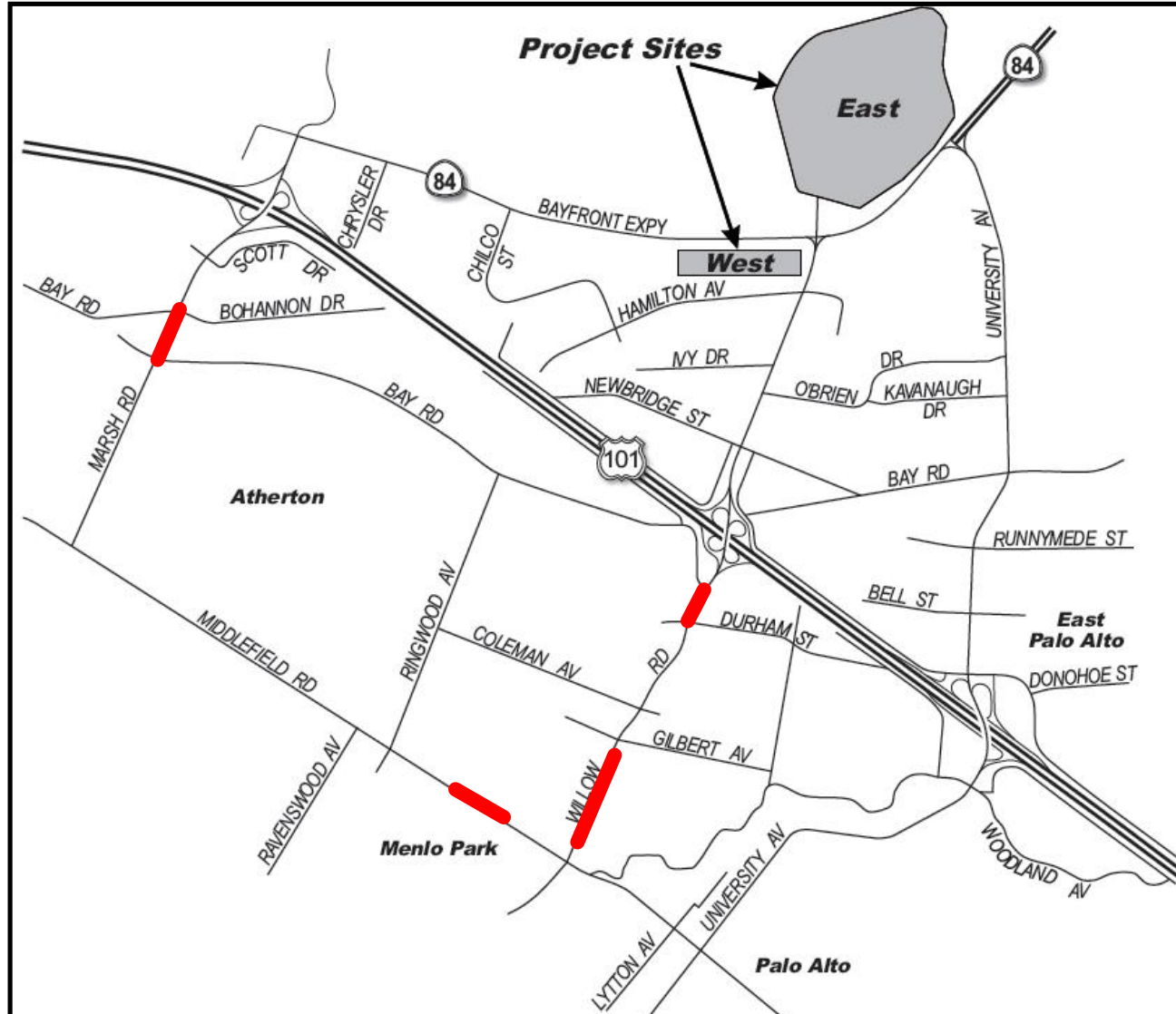


# Intersection Impacts Cumulative 2025 East and West Campuses





# Roadway Segment Impacts Cumulative 2025 East and West Campuses





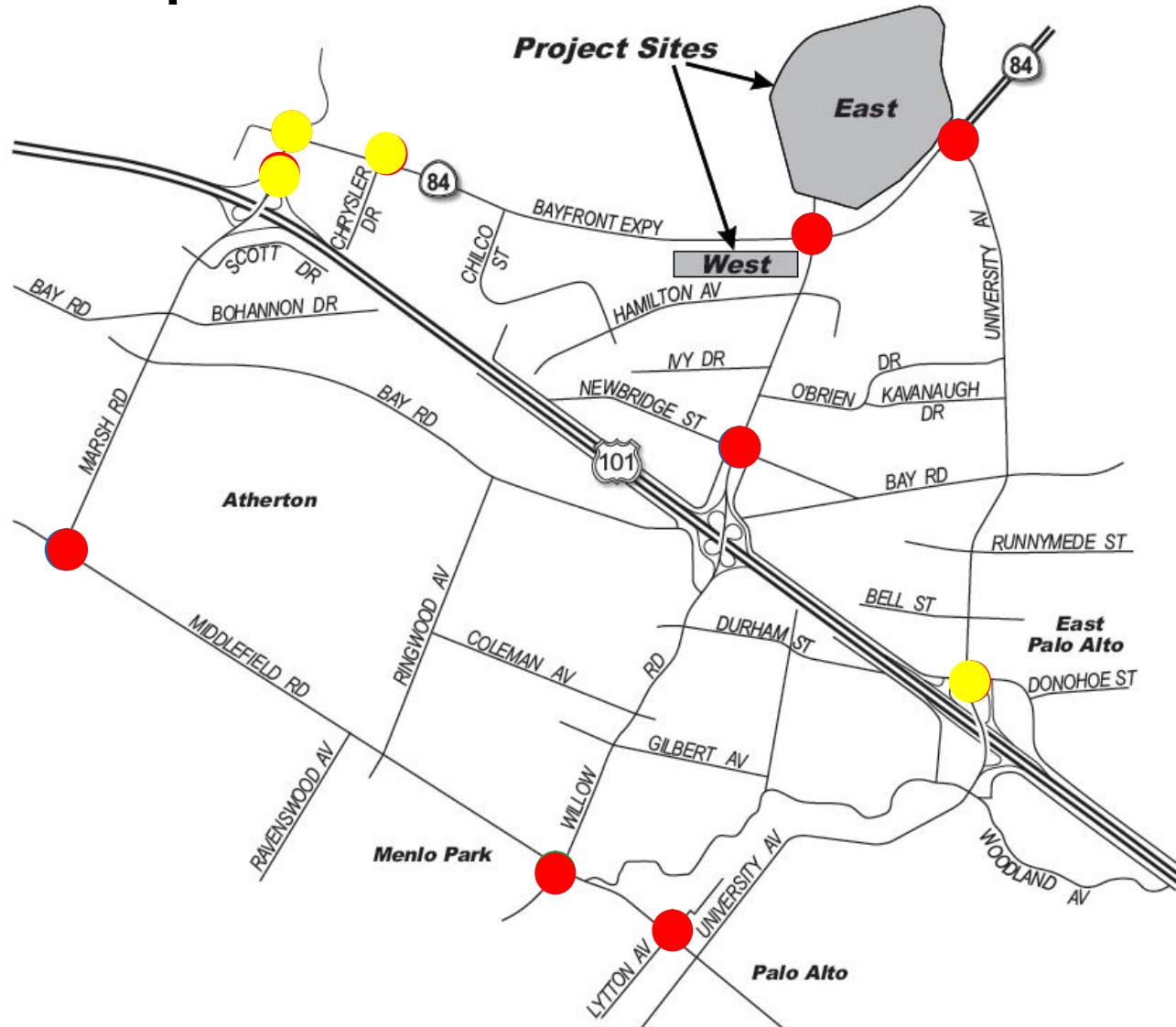
## Mitigation Measures

⌘ Intersection Improvements

⌘ Transportation Impact Fee (TIF)  
Payment

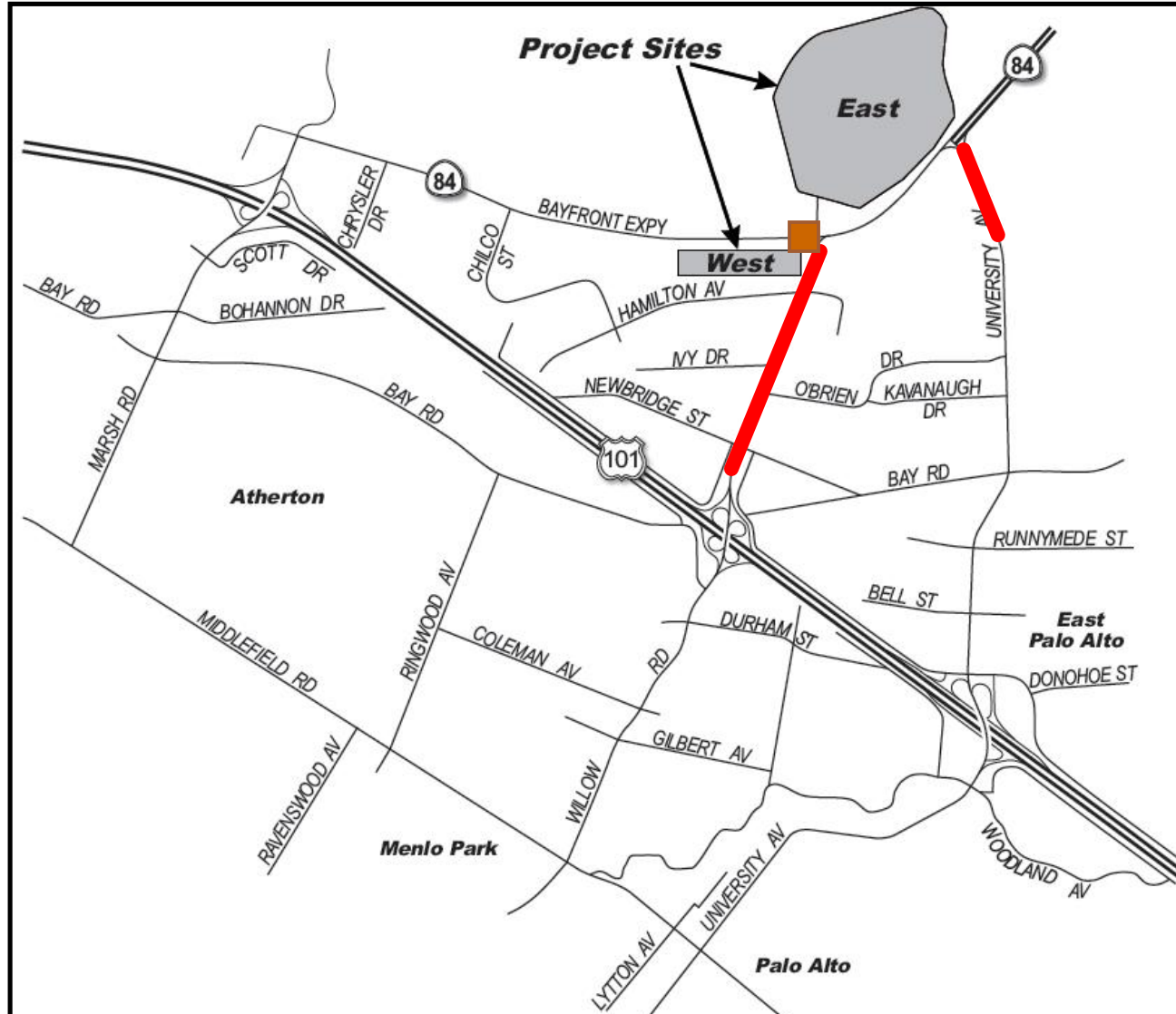
⌘ Trip Cap on West Campus

# Intersection Mitigation Measures Cumulative 2025 East and West Campuses





# Pedestrian/Bicycle Improvements Planned by Facebook







# Next Steps

- ⌘ Upcoming informational meetings:
  - | Transportation Commission – 12/14
  - | Housing Commission – 1/4
  - | Environmental Quality Comm. – 1/4



# Comments on the Draft EIR and Draft FIA

- ⌘ No verbal comments on the Draft EIR will be accepted today
- ⌘ Submit comments verbally at the Planning Commission Public Hearing on **Monday, January 9, 2012 at 7:00 p.m.**
- ⌘ Submit comments in writing to Rachel Grossman ([rmgrossman@menlopark.org](mailto:rmgrossman@menlopark.org)) no later than **Monday, January 23, 2012 at 5:30 p.m.**