

Chapter 2

Project Description

Hibiscus Properties, LLC (Project Sponsor), an affiliate of Facebook, Inc., is proposing to redevelop an existing approximately 58-acre industrial site (Project site), known as the TE Connectivity (TE) Campus, by demolishing existing onsite buildings and landscaping and constructing two new office buildings and a hotel (Project). The Project would expand the existing Facebook Campus, which currently consists of Buildings 10–19 (formerly known as the East Campus), located north of Bayfront Expressway/State Route (SR) 84; Building 20, located east of the Project site; and Building 23, located at the western end of the Project site and currently undergoing tenant improvements.

The Project includes the demolition of existing onsite buildings, paving and landscaping, and the construction of two new office buildings (Buildings 21 and 22), encompassing approximately 962,400 gross square feet (gsf). In addition, the Project includes a 200-room limited-service¹ hotel with approximately 174,800 gsf. Development of the office buildings and hotel would result in a net increase of approximately 121,300 gsf at the Project site. The Project Sponsor is also proposing a trip cap as part of the Project to limit the number of daily and peak-period trips (AM and PM) and reduce traffic impacts. Although Building 20 is currently subject to a trip cap under a prior entitlement process, the Project would implement a trip cap that would apply to both the Project site (including Building 23) and Building 20. In addition, the Project would include a Transportation Demand Management (TDM) program to promote alternatives to private automotive travel and reduce the number of single-occupancy vehicle trips, as well as the resulting traffic, and reduce greenhouse gas emissions.

Building 21, which would be constructed during the first phase of development, would be connected to the existing Building 20 through an enclosed bridge. Building 22 would be constructed during the second phase of development. It is anticipated that Building 22 would be connected to Building 21 through an open-air bridge. The hotel would be located near the corner of Chilco Street and SR 84 and also constructed in the second phase. The Project would provide approximately 3,533 parking spaces for the office buildings, hotel, and Building 23.^{2,3} The office buildings and the hotel would be approximately 75 feet in height.

The Project would be organized around a publicly accessible open space that would provide a connection to the San Francisco Bay Trail (Bay Trail) and a gathering space for the community. A multi-use bicycle/pedestrian bridge over SR 84 would allow access to the Bay Trail and Bedwell Bayfront Park (Bayfront Park) from the Project site and the Belle Haven neighborhood. The Project would also include bicycle/pedestrian pathways that would be separated from the internal vehicle access roads where feasible. The onsite paths would connect the proposed office buildings to the existing Building 20 east of the Project site and Facebook Buildings 10–19 north of SR 84. In addition, a new 1-acre terraced garden space, primarily for employee use, would be provided between Buildings 20 and 21. The perimeter of

¹ A limited-service hotel generally offers fewer services (e.g., in-house drinking and dining options) than a full-service hotel.

² If the hotel is constructed, then the parking spaces associated with the hotel would be in a surface parking lot under the podium of the hotel. If the hotel is not constructed, then a surface parking lot with the same number of spaces would be provided in the northwestern portion of the Project site.

³ Building 23 is not part of the Project but is on the Project site. The parking spaces developed as part of the Project would be available to Building 23.

the Project site would have a landscaped buffer. As a separate project, Facebook (in partnership with the City of Menlo Park) is constructing bicycle and pedestrian improvements on Chilco Street, along the perimeter of the site, to improve safety in the area. The frontage improvements would also include landscaping along the frontage.

2.1 Project Location and Setting

The Project site is located in Menlo Park, north of US 101, and bounded by Bayfront Expressway (SR 84) to the north, Chilco Street to the west and south, and Facebook Building 20 to the east. Figure 2-1 depicts the Project's location and adjacent uses. Tidal mudflats and marshes in the San Francisco Bay (Bay), the Don Edwards San Francisco Bay National Wildlife Refuge (Refuge), Ravenswood Slough, and the former salt ponds⁴ are located across SR 84, north of the Project site. Facebook Building 20 is adjacent to the Project site to the east. South of the Project site, across Chilco Street and the Dumbarton Rail Corridor, is the Belle Haven neighborhood, which includes a mix of uses, including churches, Menlo Park Fire Station No. 77, single-family residences, multi-family residential units, and institutional buildings. The Belle Haven neighborhood also includes institutional and park uses, such as Beechwood School, Belle Haven Elementary School, the Belle Haven Pool, Belle Haven Youth Center, Onetta Harris Community Center, Menlo Park Senior Center, Boys and Girls Club, Hamilton Park, and Kelly Park. Industrial and office uses are located across Chilco Street, west of the Project site.

Regional highways that provide access to the Project site include US 101, approximately 0.3 mile to the southwest, and SR 84, immediately adjacent to the north. The Menlo Park Caltrain station is located approximately 2 miles south of the Project site, providing weekday service from San Francisco to Gilroy and weekend service from San Francisco to San José.

As described above, the existing Facebook Campus consists of Buildings 10–19, located north of SR 84, Building 20, located adjacent to the Project site to the east, and Building 23, located at the western end of the site. Buildings 10–19 total approximately 1 million gsf. These buildings include mainly office uses, except for Buildings 11, 18, and 19, which include cafés and a fitness center. The buildings range in height from 31.5 to 47 feet at the top of the parapet. Parking for Buildings 10–19 includes approximately 3,450 spaces in surface lots. Approximately 6,600 employees currently work in Buildings 10–19.⁵

Building 20 is an approximately 433,555 gsf office building with approximately 1,500 parking spaces, located at-grade beneath the building podium. Inclusive of all rooftop mechanical screening and the East Lobby roof, Building 20 is approximately 73 feet in height. Building 20 became operational in 2015 and accommodates approximately 2,800 employees.

Site Characteristics

The approximately 58-acre Project site encompasses the existing TE Campus at 300–309 Constitution Drive in the city. The Project site is relatively flat; elevations range from 7 to 10.5 feet NAVD.⁶ The Project site consists of one parcel (APN 055-260-250), zoned M-2 (General Industrial) and M-2(X)

⁴ The former salt ponds are the subject of a forthcoming restoration project and analyzed throughout this document as a cumulative (i.e., reasonably foreseeable) project (see Chapter 3, *Environmental Impact Analysis*).

⁵ City of Menlo Park. 2012. *Menlo Park Facebook Campus Project: Final EIR*. April.

⁶ North American Vertical Datum of 1988.



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Figure 2-1
Project Location
Facebook Campus Expansion Project Draft EIR

(General Industrial, Conditional Development). It is designated as Limited Industry under the City of Menlo Park General Plan and can be built out to approximately 1.142 million gsf for office uses under the allowable 0.45 floor area ratio (FAR) and up to approximately 1.396 million gsf (0.55 FAR) for other general industrial uses, including, but not limited to, warehousing, manufacturing, printing, assembling, related office and laboratory uses, and shipping and receiving.

Currently, 10 buildings are located at the Project site (see Figure 2-2), with industrial, warehouse, office, and research and development (R&D) uses totaling approximately 1.02 million gsf (including Building 23).⁷ The buildings, which cover approximately 46 percent of the Project site, range in height from one level to three partial levels. The buildings were generally built in the late 1960s as an industrial and manufacturing facility. In addition, an electrical substation is located on the west side of Building 23.

Site History

Raychem (which was acquired by Tyco Thermal Controls, now known as TE Connectivity) purchased the Project site in the mid-1960s. A former pilot plant operated onsite and contained manufacturing facilities.⁸ TE, which occupies some of the buildings at the site, used and continues to use the site primarily for industrial and manufacturing activities. Table 2-1 summarizes the existing buildings at the Project site.

Table 2-1. Existing Conditions at the Project Site

Building ID	Construction Date	Levels	Area (gsf)
Building 23 (300)	1969 (north)/circa 1975 (south)		180,100
301	1967	2	34,500
302	1967	2	30,200
303	1967	1	35,500
304	1990	1 to 3 (partial)	24,200
305 A, B, C	1966; addition in 1969	1 to 2 (partial)	289,700
306	1968	1 to 2 (partial)	95,400
307	1969	1	156,400
308 ^a	1970	2	120,000
309 ^a	1990	1 to 2 (partial)	47,700
CTF ^b	1989	1	2,200
Total			1,015,900

Source: Hibiscus Properties, LLC, 2015.

Notes:

^a. Buildings 308 and 309 are considered one building, even though they have two distinct addresses. Therefore, the existing Project site includes 10 buildings.

^b. CTF is the Chemical Transfer Facility.

⁷ Although 10 buildings were located on the Project site at the time of the NOP release (the baseline), prior to the City's consideration of the Project, two buildings (307–309) were slated to be demolished. This will occur as a separate project; therefore, for purposes of this analysis, it is assumed that Buildings 307–309 are existing at the Project site.

⁸ A pilot plant is a small industrial facility that is operated to generate information about the behavior of the facility for use in the design of larger facilities.

The Project site is currently accessible from one stop sign-controlled driveway on Chilco Street. There is also an emergency vehicle access point between the eastern end of the Project site and the adjacent Building 20. The Project site includes approximately 1,690 parking spaces and 770 trees. Of those trees, approximately 274 qualify as heritage trees under the City of Menlo Park's Heritage Tree Ordinance.^{9,10} Approximately 35 tree species are located on the Project site, with the most represented species being London plane (*Platanus x hispanica*), myoporum (*Myoporum laetum*), olive (*Olea europea*), Monterey pine (*Pinus radiata*), and Aleppo pine (*Pinus halepensis*).

Building 23

The Project site includes Building 23 (formerly Building 300). In December 2014, the Planning Commission approved a use permit to convert Building 23, an approximately 184,438 gsf warehouse building in the southwestern portion of the Project site, to office uses without adding any net new square footage, subject to no increase in the number of trips to the overall site. Building 23 will contain approximately 180,100 gsf of floor area upon occupancy (exclusive of the mezzanine space, which is slated for removal). Renovation and occupancy of Building 23 is expected to be completed in the summer of 2016. Although Building 23 is located on the Project site, its renovation and occupancy are not included as part of the Project because it has received a separate permit from the City of Menlo Park. Nevertheless, Building 23 is relevant in that the Project includes a trip cap that addresses trips to the entire Project site, which includes Building 23.¹¹

Hazardous Materials

As explained above, the Raychem Corporation (now part of TE Connectivity) purchased the Project site and adjacent property to the east in the mid-1960s to develop offices and manufacturing facilities. Most products manufactured on the Raychem site were based on a technology that involved radiation crosslinking, a process by which certain polymers are exposed to radiation and cross linked to produce characteristics such as toughness, abrasion resistance, cut-through resistance, solvent and chemical resistance, improved high-temperature performance, and elastic memory. Radiation crosslinking of polymer molecules used high-energy electron beam radiation. From 1968 to 1978, a pilot plant, located on the central portion of the Project site between Buildings 305 and 307, contained manufacturing facilities for polymers, antioxidants, paints, adhesives, epoxies, mastics, PCBs, coatings, and gels. The pilot plant was demolished in 1984.¹²

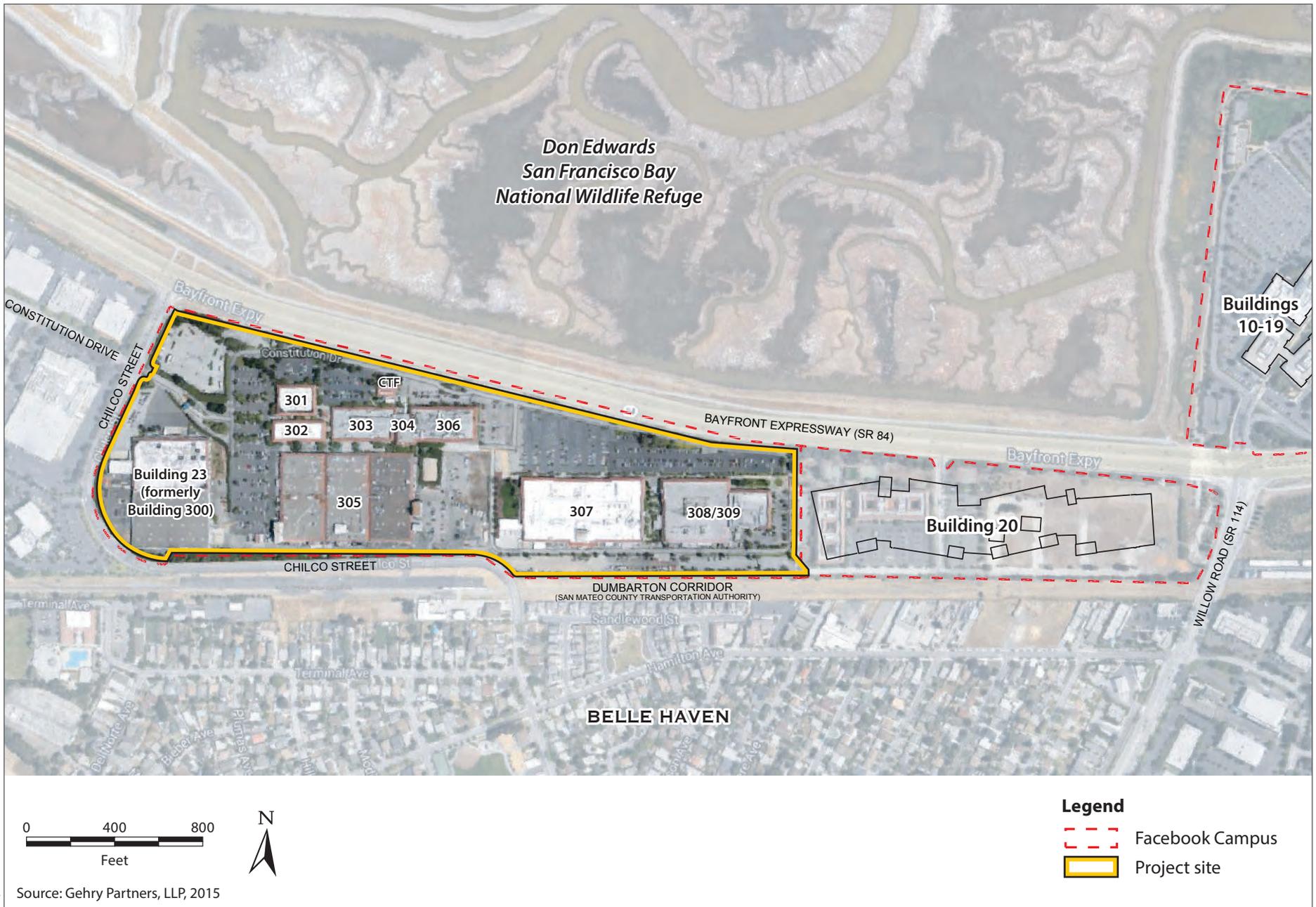
Over the years, a large variety of chemicals, many in large quantities, were used and stored at the Project site. Because residual chemicals remain in the soil and groundwater at the Project site, the California Department of Toxic Substances Control (DTSC) determined that a covenant and agreement to restrict uses at the Project site was necessary for the protection of human health and the environment. A Land Use Covenant (LUC), restricting use of the site, was made between TE and DTSC in January 2007. The LUC is binding upon all owners of the land, their heirs, successors, and assignees. DTSC determined that the LUC was necessary to protect present or future human health and safety or the environment from

⁹ SCBA Tree Consulting. 2015. *Tree Survey at 301-309 Constitution Drive*. December 21, 2015.

¹⁰ City of Menlo Park. 2010. *Menlo Park Municipal Code*. Section 16.46.030(7). December 14, 2010.

¹¹ Under the Project, the proposed trip cap would encompass existing Buildings 20 and 23 and proposed Buildings 21, 22, and the hotel.

¹² Cornerstone Earth Group. 2014. *Phase I Environmental Site Assessment and Preliminary Soil and Soil Vapor Quality Investigation, 300 to 309 Constitution Drive, Menlo Park, California*. July 31.



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Figure 2-2
Existing Site Overview
Facebook Campus Expansion Project Draft EIR

the presence of hazardous materials. The LUC restricts use of the former Raychem site (including the Project site) to commercial and industrial land uses and outlines several requirements that pertain to development and future operation and maintenance of the site. An Operation, Maintenance, and Monitoring Plan was also prepared in 2006 to provide general guidance in the event that odorous or discolored soils are encountered during future redevelopment activities.

2.2 Project Objectives

This draft environmental impact report (Draft EIR) addresses the physical impacts of the Project, as required by the California Environmental Quality Act (CEQA). The Project Sponsor has identified the following Project objectives, which are relevant to the physical impacts considered in this document:

- Responsibly expand the Facebook Campus within Menlo Park to create a diverse and economically resilient workspace for Facebook and its affiliated companies, such as Instagram, Oculus, and Internet.org, and allow for a long-term presence in Menlo Park.
- Provide high-quality, highly sustainable office space at a permitted development density of 0.45 FAR that incorporates a robust TDM program.
- Develop a highly connected Campus that provides flexible workspace.
- Minimize traffic and greenhouse gas emissions by providing multiple transportation options for employees.
- Use highly sustainable design techniques to promote energy and water efficiency.
- Connect the Campus to the community by including publicly accessible open space.
- Create a bicycle-/pedestrian-friendly environment that enhances connectivity between the Belle Haven neighborhood and Bayfront Park and the Bay Trail.
- Rehabilitate an existing industrial site, and remediate hazardous materials where appropriate.
- Provide new green spaces and additional habitat and landscaped areas with native drought-tolerant plant species.
- Create an accessible Campus that enhances connectivity and promotes a sense of transition between the Belle Haven neighborhood and the Bay.
- Generate new revenue for the City and other public entities, including potential transit occupancy tax revenue from a potential new limited-service hotel.

2.3 Project Characteristics

The Project includes the demolition of existing buildings and the construction of two new office buildings (Buildings 21 and 22), encompassing approximately 962,400 gsf, combined. The Project also proposes a new limited-service hotel that would be located in the northwest corner of the Project site.

As shown in Table 2-1, the 10 existing onsite buildings total approximately 1.02 million gsf. In total, seven of the 10 existing buildings (301–306 and the CTF), with a total floor area of approximately 511,700 gsf, would be demolished with implementation of the Project. Buildings 307–

309 (approximately 324,150 gsf) would be demolished regardless of Project implementation. Demolition of these buildings would occur prior to Project implementation under a separate ministerial permit.¹³

As shown in Table 2-2, Buildings 21 and 22 would total approximately 512,900 gsf and 449,500 gsf, respectively, and would include office space, support rooms, amenities, event space, and circulation areas. The approximately 174,800 gsf hotel would include 200 rooms, food and beverage areas, function space, a fitness room, a pool, and deck areas.

Table 2-2. Total Development at the Project Site

Building ID	Building Use	Height	Area (gsf)
<i>Existing Building to Remain</i>			
<i>Total Building 23</i>	<i>Office</i>	<i>34 feet</i>	<i>180,100^a</i>
<i>Proposed Buildings</i>			
Building 21	Office		195,900
	Support Rooms		50,400
	Amenities		57,600
	Event Space		31,100
	Circulation, Walls, Structures, Stairs, etc.		177,900
<i>Total Building 21</i>		<i>75 feet</i>	<i>512,900</i>
Building 22	Office		168,800
	Support Rooms		42,000
	Amenities		56,400
	Event Space		1,200
	Circulation, Walls, Structures, Stairs, etc.		181,100
<i>Total Building 22</i>		<i>75 feet</i>	<i>449,500</i>
<i>Total Office Buildings</i>			<i>962,400</i>
Hotel	Office		1,800
	Support Rooms		11,500
	Amenities		13,700
	Hotel		61,700
	Circulation, Walls, Structures, Stairs, etc.		86,100
<i>Total Hotel</i>		<i>75 feet</i>	<i>174,800</i>
<i>Total Proposed Buildings</i>			<i>1,137,200</i>
<i>Total Buildings at Project Site (including Building 23)</i>			<i>1,317,300</i>

Source: Hibiscus Properties, LLC, 2015.

Notes:

^a. Office use associated with Building 23, which is currently being renovated and is not part of the Project.

¹³ Granting a demolition permit is a ministerial action that is exempt from CEQA under Public Resources Code Section 21080(b)(1). Buildings 307–309 were granted a permit and partially demolished prior to certification of this EIR and approval of the Project. Because these buildings were partially demolished prior to certification of the EIR and a separate project under a ministerial permit, their demolition is not included in the Project analysis. Rather, their demolition is analyzed throughout this document as a cumulative (i.e., reasonably foreseeable) project (see Chapter 3, *Environmental Impact Analysis*).

The Project buildings would be organized around a publicly accessible open space, approximately 2 acres in size, that would provide a connection through the Project site to the Bay Trail. A multi-use bicycle/pedestrian bridge would extend over Bayfront Expressway at a height of about 35 feet, allowing access to the Bay Trail and Bayfront Park from the Project site and the Belle Haven neighborhood. The bridge would touch down north of the Bay Trail, within the California Department of Transportation (Caltrans) right-of-way adjacent to the marsh/salt ponds. Approximately 3,533 parking spaces would be provided in podium parking areas under the proposed buildings and within surface parking lots. The office uses (including Building 23) would include 3,288 parking spaces, while approximately 245 spaces would be provided for the hotel.

Figure 2-3 depicts the conceptual site plan for the Project site. Figures 2-4 through 2-6 show the proposed building elevations.¹⁴

Proposed Office Buildings

Buildings 21 and 22, which would be constructed during Phases 1 and 2, respectively, would be oriented in an east/west direction, parallel to SR 84, and located on podiums over surface parking. The parking areas for both buildings would generally be open around the perimeter and screened with landscaping. The majority of parking spaces would be covered by the proposed structures or, potentially, canopies with solar photovoltaic roofs. The outside of the buildings would have exposed open stairways on the north and south façades. In addition, Building 21 would be connected to the existing Building 20 east of the Project site, with an elevated enclosure containing useable floor area. Buildings 21 and 22 would be connected with an open-air bridge. The proposed buildings would be similar in height to Building 20; however, architectural materials, textures, and colors could be different. Each building would offer a variety of design styles and building articulations. Maximum building heights would be 75 feet, not including mechanical structures and related screening.

The construction of Buildings 21 and 22 would result in a gross floor area of approximately 962,400 gsf. Including Building 23, the total gross floor area of office uses on the Project site would be approximately 1.143 million gsf, which is within the 0.45 FAR maximum for office uses. Development of Buildings 21 and 22 and the hotel would result in a net increase in floor area of approximately 121,300 gsf at the Project site. The total gross floor area at the Project site would be approximately 1.317 million gsf, which is within the 0.55 FAR maximum of the M-2 zoning district for other general industrial uses.¹⁵

Combined, construction of Buildings 21 and 22 would result in approximately 364,700 gsf of office uses and 359,000 gsf of circulation, wall, structure, and stair space. In addition, approximately 92,400 gsf would be provided for support rooms, such as electrical and machine rooms, shipping and receiving facilities, storage rooms, security areas, bicycle storage areas, restrooms, information technology rooms, showers, and lockers. The two buildings combined would also include 114,000 gsf of amenity uses, such as cafeterias, a private dining room, and other smaller food service areas. Event space would include approximately 32,300 gsf of performance space, lobbies, restrooms, and back-of-house support.

¹⁴ Note that the design of Building 21 is more complete because it would be constructed during Phase 1 while the existing tenants operate in the other portion of the Project site. The designs for Building 22 and the hotel are essentially massing studies at this stage.

¹⁵ Although Building 23 is not part of the Project, it is included in the FAR calculations because it is located on the Project site.

Building 21

Building 21 (Phase 1) would be located in the eastern portion of the Project site and contain approximately 512,900 gsf of office and event uses. Building 21 would be a multi-story building on a podium structure above an at-grade parking lot. The ground level would consist of parking for approximately 1,476 vehicles and four lobbies for employees and guests. Surface parking would include landscaping to provide visual screening and reduce noise and glare. Solar photovoltaic canopies could also be located above the parking level on the south side of the building. A loading dock would be provided at the northwestern portion of the ground level and accessible via the existing stop sign-controlled driveway on Chilco Street at Constitution Drive. Passenger vehicle access to Building 21 would be from the proposed exit/entry along SR 84.

The first floor of the building would include open office space and several amenity and support spaces, with a mezzanine level above. The event space on the first floor would be utilized primarily for internal Facebook events (e.g., all-hands meetings and internal corporate meetings). Several large annual Facebook events and three or four smaller employee events per week would be held in the 31,100 gsf event space, with capacity to accommodate seating for approximately 2,000 people. The roof level would include a deck with landscaped areas, paths, decks, and patios associated with the interior meeting rooms; a dining area for employees; and a café with outdoor gas-fired grilles and fire pits. The roof area would be landscaped and could provide enclosed conference rooms, sunken gardens, and workspaces. The roof would also include mechanical enclosures for the heating, ventilation, and air-conditioning (HVAC) equipment.

Building 22

The detailed layout and features of Building 22 (Phase 2) have yet to be designed but are anticipated to be similar to those of Building 21. This building would comprise approximately 449,500 gsf of office and event space and be located in the western portion of the Project site. The ground level would include multiple lobbies and parking spaces for approximately 1,294 vehicles. The first floor of the building would accommodate office and amenity space and could include a mezzanine level. As with Building 21, the interior would be designed to provide natural daylight from large window openings on the building's perimeter and skylight roof openings. Useable open space would be provided on the roof, which would include landscaped areas, walking paths, and HVAC equipment, similar to Building 21. An outdoor terraced area would be located adjacent to the food court/dining area on the south side of Building 22. The food court would be separated from the main level by the outdoor terraced area, which would allow for outdoor dining.

Proposed Hotel

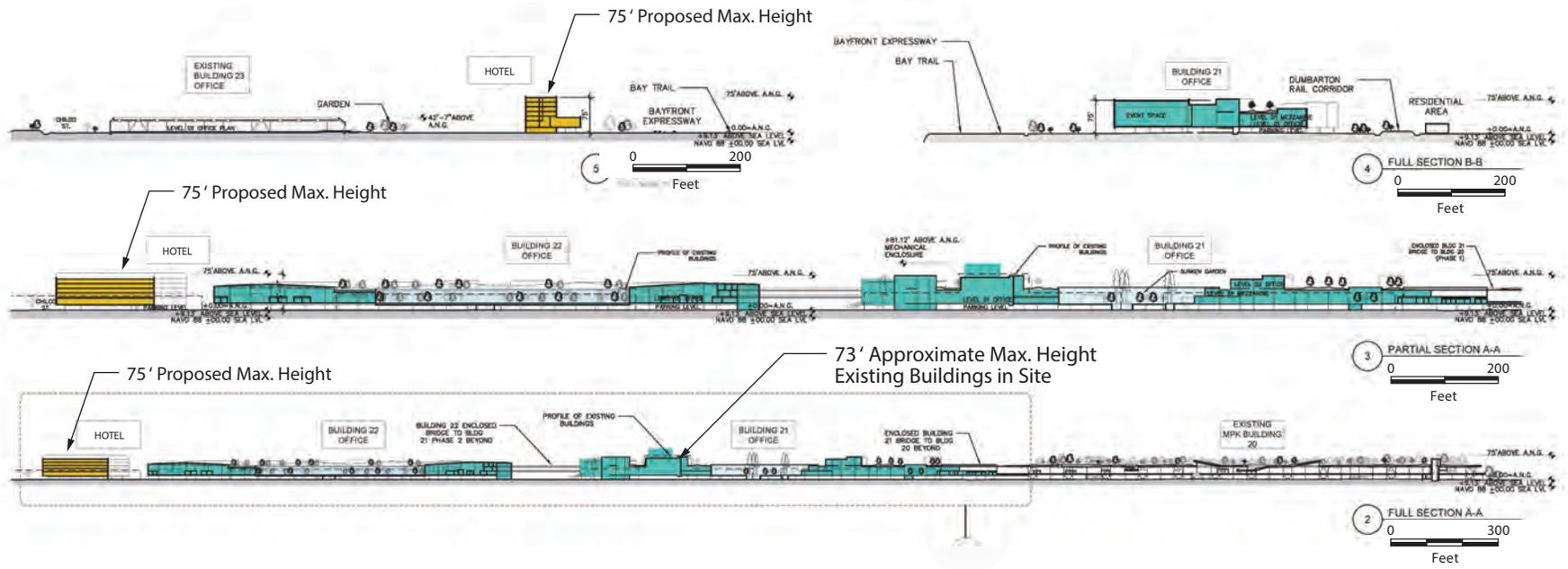
The Project would include a 200-room, limited-service hotel with approximately 174,800 gsf of space in the northwestern portion of the Project site, near the corner of Chilco Street and SR 84. The hotel would provide approximately 73,200 gsf of hotel and support space, approximately 1,800 gsf of office space, approximately 13,700 gsf of amenities, and 86,100 gsf of circulation, wall, structure, and stair space. Included in the amenities would be food and beverage areas for the public, multi-function space, a fitness room, a pool, and deck areas. The hotel has yet to be designed, but for purposes of this EIR, it is assumed to be approximately 75 feet in height.



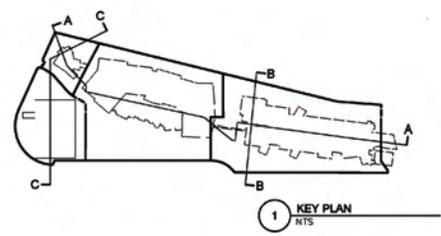
Source: Gehry Partners, LLP, 2016.



Figure 2-3
Conceptual Site Plan
 Facebook Campus Expansion Project Draft EIR



- KEY:
- OFFICE
 - HOTEL
 - EXISTING BUILDINGS
 - BLDG. 23 IS NOT PART OF THE PROJECT

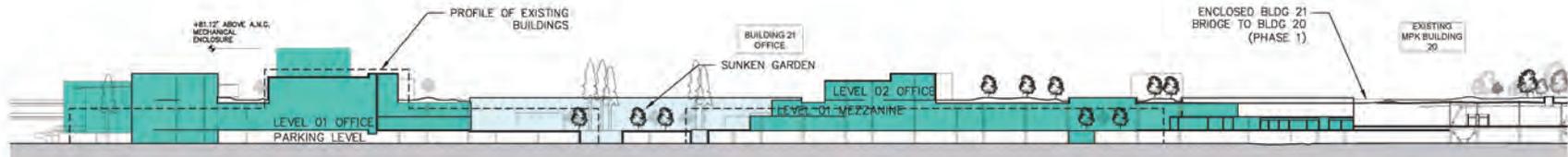


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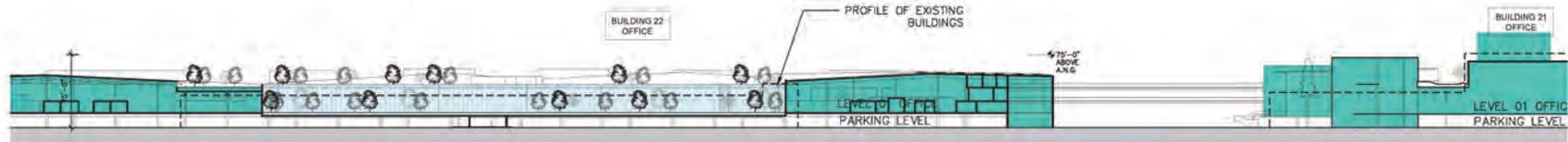
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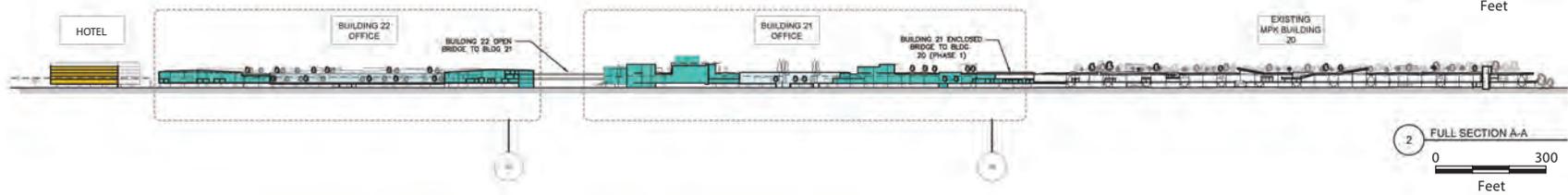
Figure 2-4
Site Sections
 Facebook Campus Expansion Project Draft EIR



3B PARTIAL SECTION A-A
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Feet

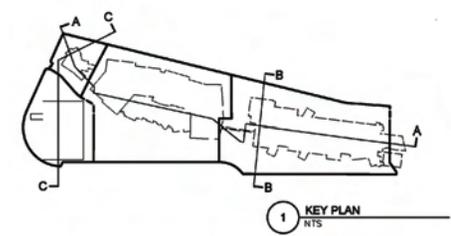


3A PARTIAL SECTION A-A
0 200
Feet



2 FULL SECTION A-A
0 300
Feet

- KEY:
- OFFICE
 - HOTEL
 - EXISTING BUILDINGS
 - BLDG. 23 IS NOT PART OF THE PROJECT

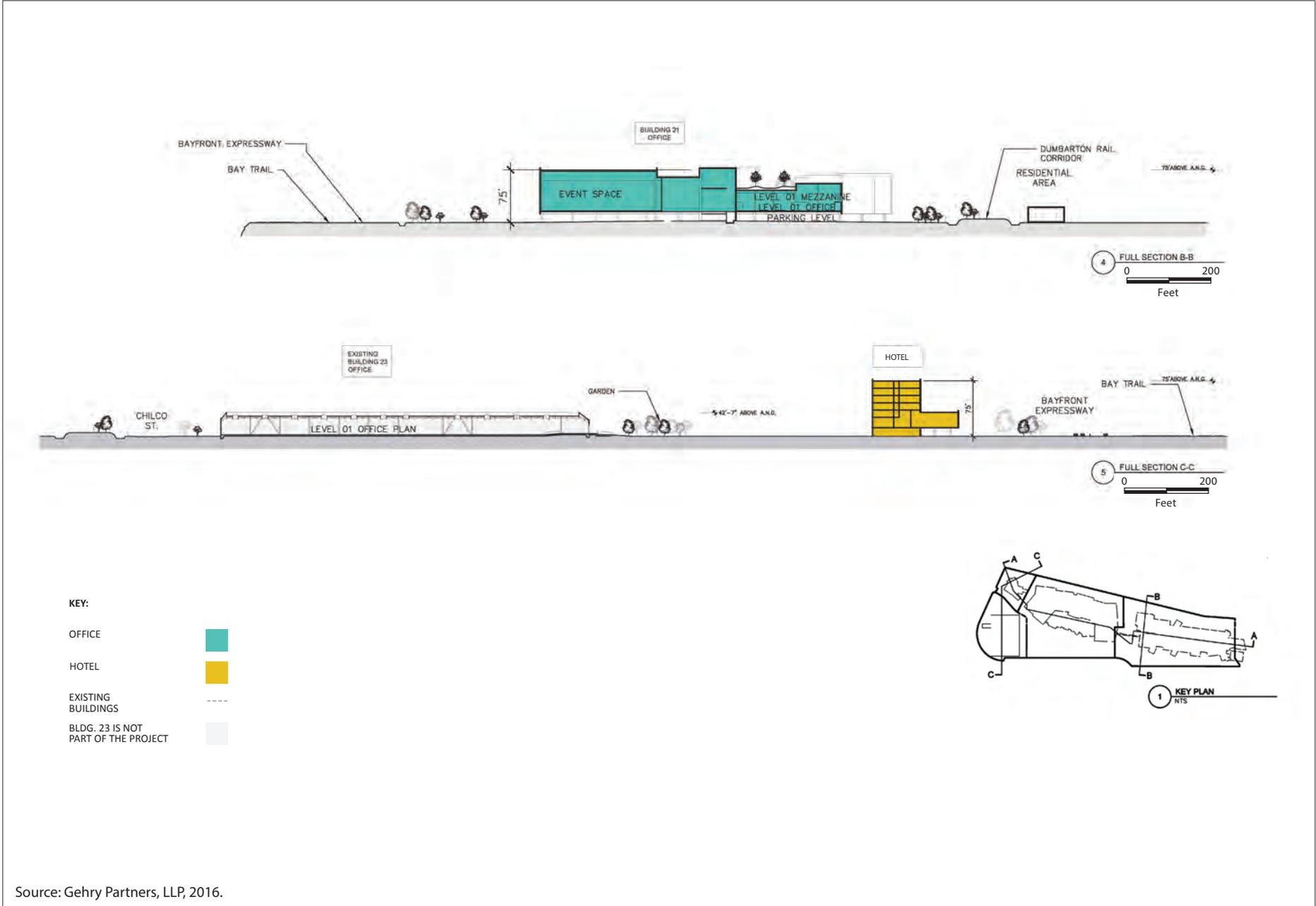


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Source: Gehry Partners, LLP, 2016.



Figure 2-5
Site Sections
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Source: Gehry Partners, LLP, 2016.



Figure 2-6
Site Sections
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Activity/Employment

Building 21 would accommodate approximately 3,400 employees, and Building 22 would accommodate approximately 3,000 employees. Therefore, in total, the proposed office buildings would accommodate approximately 6,400 workers including office workers and employees for on-site food services, amenities, and building services. The hotel would employ approximately 150 workers. This Draft EIR assumes that no employees currently work at the Project site as a result of the use permit that transferred all vehicle trips and, therefore, employees to Building 23.

Site Access, Circulation, and Parking

Vehicular Access and Circulation

The Project site is currently accessible from one four-way stop sign-controlled intersection on Chilco Street at Constitution Drive. As part of the Project, one access point to the Project site would be constructed. A new signalized intersection would be located along SR 84 at approximately the midpoint of the site, east of the publicly accessible open space and the multi-use bicycle/pedestrian bridge. Because SR 84 is under Caltrans jurisdiction, the Project Sponsor is working with Caltrans regarding placement of the new signalized intersection and approval of an encroachment permit. The Project Sponsor has identified vehicular, bicycle, and pedestrian routes within the Project site, as well as emergency vehicle access routes, that would link with Building 20 and ultimately Buildings 10–19, allowing employees and vehicles to circulate within the overall Campus. A vehicular connection to the existing Building 20 on the east end of the site could also be constructed.

Shuttle Access. Facebook currently offers a shuttle service to its employees, including long-distance regional service and service to/from nearby Caltrain stations. Shuttle access to the Project site would be provided at the existing stop sign-controlled driveway on Chilco Street. Two shuttle stops would be located near the lobby on the west side of Building 22. In addition, a shuttle stop would be located near the lobby on the north side of Building 21, close to the outdoor terrace. Building 20 also has an existing shuttle stop on the west end of the building that would be shared with Building 21.

Tram Access. Facebook currently offers a tram for intra-campus travel. The existing tram system connects Buildings 10–19, north of SR 84, with Building 20 to the south via a grade-separated crossing under SR 84. Utilization of this tram system allows for the efficient movement of employees without adding vehicular traffic to SR 84 or Willow Road. With implementation of the Project, the tram system would be expanded onto the Project site. Tram access to the Project site would be provided from Building 20, along the perimeter roadway located south of Building 21. Tram stops would be located near the lobby on the south side of Building 22, near the lobby on the west side of Building 21 adjacent to the proposed park, near the outdoor terrace southeast of Building 21, and near the lobby on the northwest side of Building 21. The trams operate at maximum speeds of 25 miles per hour (mph) on the Campus, with highest speeds reached on the onsite private ring road near Buildings 10–19 where the trams share the roadway with personal vehicles and shuttle buses. At the Project site, the trams are expected to operate at 20 mph or less.

Truck Access. Truck access to the Project site would be provided from the existing stop sign-controlled driveway on Chilco Street at Constitution Drive. Truck access to the Project site would not be provided from any other portion of Chilco Street. The Project site would include a total of three loading docks. One dock would be located at Building 21, one dock would be located at Building 22, and one dock would be located near Chilco Street between Building 23 and the proposed surface parking lot to the east. At

Building 21, it is currently anticipated that 10 deliveries of food products would be made per day, while two deliveries of equipment would be made per week. At Building 22, approximately nine deliveries of food products would be made per day, and equipment would be delivered twice per week.

Emergency Vehicle Access. Emergency vehicle and fire truck access would be provided along the outside perimeter of the office buildings. Each proposed building would be accessible to emergency vehicles via the perimeter roadway or parking aisles. Along Chilco Street, emergency vehicles would access the site from the existing stop sign-controlled driveway. In addition, emergency vehicles would access the site from the new signalized intersection on SR 84, at the midpoint of the site, as well as two points on Chilco Street, immediately southeast of Building 23 and south of the proposed open space. The emergency routes for the Project would connect with the existing emergency vehicle access routes that serve Building 20. Staging areas for emergency vehicles would be located throughout the site. Two turnaround areas for fire trucks would be located northwest of Building 23, and one turnaround area would be located near Chilco Street between Building 23 and the proposed surface parking lot to the east.

Bicycle/Pedestrian Circulation

The Project would be organized around a publicly accessible open space and a multi-use bicycle/pedestrian corridor that would run north-south through the middle of the site. The Project would also include construction of a new multi-use bicycle/pedestrian bridge over SR 84 to allow public access to the Bay Trail and Bayfront Park from the Project site and the Belle Haven neighborhood. In addition, residents of the Belle Haven neighborhood, as well as the general public, would have access to the publicly accessible open space and the multi-use bicycle/pedestrian bridge, thereby increasing public access to the Bay Trail. The foundation and vertical supports of the bridge touchdown north of SR 84 would be located within the Caltrans easement and the Bay Trail, but would not extend into the Refuge. A portion of the aerial walkway could cantilever beyond the Caltrans easement. The bridge would have a maximum height of approximately 35 feet and be designed to accommodate any future levee improvements, including those that correspond with the SAFER Bay project, which includes flood protection measures (e.g., bridges, channel widening, and levees/floodwalls).

The perimeter of the Project site would be a landscaped buffer that would provide screening for the parking areas. A new sidewalk and other frontage improvements would be constructed along Chilco Street; however, these would occur as part of a separate project. Such improvements are analyzed throughout this document in the cumulative discussion (see Chapter 3, *Environmental Impact Analysis*).

Parking

As shown in Table 2-3 and Figure 2-7, the Project site could include surface parking for up to 3,533 vehicles, including vehicles at Building 23, resulting in a net increase in the number of parking spaces (1,690 parking spaces currently serve existing tenants on the site and would serve future occupants of Building 23). As described above, parking for Buildings 21 and 22 would be provided in surface parking lots under the buildings, with approximately 1,476 and 1,294 parking spaces per building, respectively. As part of the Project, a surface parking lot would be constructed south of Building 22 and east of Building 23. This parking lot would provide approximately 518 spaces for Building 23. In total, parking spaces at the office uses (including Building 23) would accommodate 3,288 vehicles. In addition, approximately 245 spaces would be provided in the parking area under the hotel. Of the 3,533 parking spaces, approximately 106 parking spaces would be designated for energy-efficient vehicles, 65 spaces would be Americans with Disabilities Act- (ADA-) compliant for vehicles, and 11 spaces would be ADA-compliant for vans.



Source: Gehry Partners, LLP, 2016.



Figure 2-7
Parking Level Plan
 Facebook Campus Expansion Project Draft EIR

Table 2-3. Total Parking at the Project Site

Location	Number of Spaces
Building 21	1,476
Building 22	1,294
Building 23	518
Hotel	245
<i>Total Parking Spaces</i>	<i>3,533</i>

Source: Hibiscus Properties, LLC, 2016.

Landscaping, Site Design, and Publicly Accessible Open Space

The proposed landscaping improvements are intended to increase open space and landscape areas at the Project site significantly, provide public access and connectivity between the Belle Haven neighborhood and the Bay Trail, improve biking and pedestrian circulation, create new social spaces, and integrate with the adjacent Building 20. The new landscaping would be developed pursuant to the City of Menlo Park Water-Efficient Landscape Ordinance and composed of native plant communities that would be well adapted to the Project site and sensitive to adjacent bayland habitats. The Project would include multi-level landscaping, with spaces at the ground, office, and roof levels.

The existing site is primarily hardscape, with landscaping and other pervious materials covering approximately 14 percent, or 303,400 gsf, of the Project site (not including Building 23). At full development, the Project would increase the amount of pervious landscaped area to approximately 30 percent, or 662,200 gsf, of the site. The proposed landscape would include natural areas at the eastern and western ends of the Project site, including stormwater treatment areas that would be depressed several feet. These treatment areas would receive stormwater runoff that has been diverted from impervious surfaces associated with roof landscapes, terrace landscapes, and adjacent parking areas. The natural areas would be planted with a wide variety of native species, with a focus on habitat and stormwater treatment functions. In addition, a series of bioretention areas, known as bioswales, would be integrated within the parking lots to provide stormwater treatment for runoff from impervious surfaces outside of the building footprints.

Approximately 770 trees are currently located on the Project site. Of these, 274 are considered heritage trees per Section 13.24 of the City of Menlo Park's Municipal Code.¹⁶ Under the existing site plans, all trees would be removed, and no heritage trees would remain. However, heritage trees that are in good health (as determined by a certified arborist) would be replaced at a ratio of 2:1; heritage trees with fair or poor health, or dead heritage trees, would be replaced at a ratio of 1:1. The Project Sponsor is proposing to replace the 274 heritage trees that would be removed following Project implementation by planting a minimum of 423 trees throughout the Project site, which meets the Project Sponsor's proposed heritage tree replacement ratio requirement.

Monument and wayfinding signage would be provided at each of the vehicular entry points, consistent with the City of Menlo Park Signage Ordinance. Additional pedestrian wayfinding and rules signage would be located throughout the Project site, including in the publicly accessible open space. The landscaped areas and outdoor amenities for Buildings 21 and 22, the hotel, and the publicly accessible open space are described in more detail below.

¹⁶ SCBA Tree Consulting. 2015. *Tree Survey at 301-309 Constitution Drive*. December 21, 2015.

Buildings 21 and 22

The proposed perimeter landscape areas on the northern and southern boundaries of the Project site, along SR 84 and the Dumbarton Rail Corridor, would continue the landscape established as part of Building 20. Low landforms, up to 4 feet above existing grades, would be planted with native and adapted understory plants. The landforms and groupings of trees would provide a buffer along the northern and southern boundaries of the Project site. In addition, the perimeter of the Project site would be secured with an approximately 8-foot-high fence, comparable in design to the perimeter fencing at Building 20, with security stations at each entry to monitor and secure access to the Project site. The location and alignment of the fence would vary, depending on adjacent conditions along SR 84, Chilco Street, and the Dumbarton Rail Corridor. The parking areas that would extend beyond the building footprints would be shaded by trees that would be interspersed with landscaped areas. In some cases, these may be utilized for stormwater treatment functions but would generally consist of low-maintenance groundcover plantings.

A series of building entry courtyards would be combined with building lobbies at the eastern and western ends of Buildings 21 and 22 as well as within the parking area at the center of each building. Each entry would have a slightly different character and provide seating areas and bicycle parking spaces. An outdoor terrace, approximately 1 acre in size, would be located southeast of Building 21. This terrace would consist of outdoor seating, trees, and simple landscape features, including native and climate-adapted plantings. The terrace area would be shaded by a large open-air canopy structure.

The roof areas of Buildings 21 and 22 would include a combination of pedestrian paths, gathering areas, conference rooms, food service amenities, mechanical spaces, seating and outdoor dining areas, and larger planting areas that would include native and climate-adapted understory and tree plantings. The roof landscape would incorporate “green roof” systems that would provide adequate soil, drainage, and water-efficient irrigation.

Hotel

The western and northern boundaries of the Project site would be improved and landscaped consistent with the rest of the Project site and Building 20. A mixture of pedestrian paths, understory landscape plantings, and trees would be included. The design of the perimeter landscape would integrate with the potential bicycle and pedestrian improvements to Chilco Street. Landscape improvements within the potential hotel site would be developed in the future to support hotel functions while maintaining consistency with the overall Campus character and native climate-adapted plantings.

Publicly Accessible Open Space

An approximately 2-acre publicly accessible open space is proposed between Buildings 21 and 22. The space would include a mix of uses and provide a safe route for pedestrians and bicyclists between the Belle Haven neighborhood, SR 84, and the Bay Trail. As a privately owned publicly accessible open space, this area would be compatible with both the Campus environment and public access needs, providing a gathering place as well as new points of connection to the Bay. As with the perimeter of the Project site, the boundaries of the publicly accessible open space would be secured, with security stations to monitor and secure access to the office buildings.

A public plaza and event space would mark the entry to the park at the intersection of Chilco Street and the Dumbarton Railroad Corridor. The plaza would be a focal point for the open space, consisting of a flexible space with a mix of paving, seating, and shaded landscaped areas. The northern section of the

open space would include the southern portion of the multi-use bicycle/pedestrian bridge, as explained above, spanning over SR 84 and allowing access to the Bay Trail and Bayfront Park from the Project site and the Belle Haven neighborhood. Stormwater treatment features would also be incorporated as part of the landscaping and design.

Trip Cap and Transportation Demand Management Program

As part of the Project, the Project Sponsor is proposing to implement a trip cap and monitoring program for both the Project site (including Building 23) and Building 20 combined.¹⁷ Buildings 10–19 and Building 20 are currently subject to a trip cap with a monitoring and enforcement policy that limits the number of morning and evening peak-period and daily trips to and from each of these respective sites. The City of Menlo Park continuously monitors compliance with the existing trip caps to ensure conformance, as outlined in the respective approvals for Buildings 10–19 and Building 20. In developing the proposed trip cap for the Project, the Project Sponsor utilized the same trip generation rates and assumptions that were used in the previous entitlement processes for Buildings 10–20. The trip generation rates for Facebook workers account not only for trips generated by the workers but also trips generated by typical numbers of contractors, interns, visitors, and other non-Facebook workers. Trips associated with Buildings 21 and 22 would be capped at 14,545 total daily weekday trips, with 1,765 trips in the AM and PM Peak Periods. Trips associated with the hotel would be capped at 1,784 total weekday trips, with 134 trips in the AM Peak Period and 140 trips in the PM Peak Period.¹⁸

To meet the trip cap, an enhanced TDM program would be implemented as part of the Project. The TDM program would be designed to provide alternatives to single-occupancy automobile travel to and from the Project site as well as between the Project site and the existing Facebook Campus. Facebook currently implements a TDM program, which has evolved over time, at its existing facilities. The Project would be required to implement a TDM program, which would be similar to the program for the rest of the Campus.¹⁹

Key ongoing elements that are likely to be included in the TDM program are listed below.

- Subsidized Caltrain Go-Passes and Caltrain station shuttles.
- Employee commuter shuttle bus services/intern shuttles.
- Campus bike share program for employee use on Campus.
- Bicycle amenities, such as bike shops, lockers, a towel service, bicycle pumps, self-repair stations, and loaner bikes.
- Vanpool program for groups of employees to share rides to and from work.
- Educational and promotional events to encourage employees to use alternative modes of travel.
- Rideshare program that allows users to find other drivers or passengers who are traveling along the same route.

¹⁷ During entitlement of Building 20, trip caps were established for the AM and PM Peak Periods and daily trips. These trip caps are continually monitored by the City of Menlo Park, as required by the EIR's Mitigation Monitoring and Reporting Plan (MMRP). Currently, there is no formal or ongoing trip cap associated with the renovation of Building 23, apart from a one-time monitoring obligation 1 year after the renovation is complete.

¹⁸ Fehr & Peers. 2015. *TE Campus Expansion Project Trip Generation/Trip Cap*. Memorandum. September 16.

¹⁹ Fehr & Peers. 2015. *Facebook Menlo Park TDM Program*. Memorandum. August 7.

- Emergency ride home for employees in case of emergency.
- Car-share service on Campus.
- Electric vehicle parking.

Utilities

Onsite utility usage involves energy, domestic water, wastewater, and storm drainage facilities. All onsite utilities would be designed in accordance with applicable codes, including the Green Buildings Standards Code²⁰ and the California Building Energy Efficiency Standards,²¹ and current engineering practices.

Energy. It is anticipated that Pacific Gas & Electric (PG&E) would provide gas and electrical power for the proposed facilities, although the Project Sponsor also has the right to purchase power from other providers. Existing electricity and gas lines in the vicinity of the site would continue to serve the Project.

Water. Onsite water lines connect to the Menlo Park Municipal Water District (MPMWD). For domestic water, the Project site would connect to an existing 12-inch domestic water main that connects to the City of Menlo Park's distribution system near Chilco Street in the southwestern portion of the Project site. For water used for firefighting, the Project site would connect to an existing 12-inch fire water main that connects to the City of Menlo Park's distribution system near Chilco Street, also in the southwestern portion of the Project site.

Wastewater. The sanitary sewer system in this area of the city is owned and operated by the West Bay Sanitary District (WBSD). The sanitary sewage collection system at the site consists primarily of four lift stations and an associated sump, along with associated gravity and force mains. The wastewater collected at the Project site would drain to an existing 30-inch WBSD sanitary sewer line that runs through the western portion of the Project site. The wastewater would be pumped to the Menlo Park Pump Station. In addition, the Project Sponsor is proposing a potential onsite wastewater system as part of the Project that could process up to approximately 88,300 gallons per day (gpd) during normal business days, which equates to approximately 23 million gallons of water annually (not including weekends). The plumbing fixtures at the Project site, including, but not limited to, toilets/urinals, lavatories, kitchen sinks, and drinking fountains, would feed into the wastewater system from Buildings 21 and 22. Wastewater from the kitchen, including wastewater that could be high in fats, oils, and grease, would be routed through a grease trap prior to reaching the wastewater treatment system. The system would serve toilets/urinals and possibly irrigation for site landscaping.

Raw wastewater from each building would be captured by gravity conveyance pipes and routed through a grinder pump (Muffin Monster) to a lift station outside of the building footprint. Raw wastewater from kitchen facilities would be routed through a grease trap before entering the lift station to remove excess fats, oils, and grease. Wastewater from Buildings 21 and 22 would be screened, pretreated, and equalized in large primary tanks and then pumped to the drain and fill-constructed wetlands for treatment prior to polishing, disinfection, and reuse. Odor controls would be designed for the headworks building, which would contain the screen, with slight negative pressure venting from the primary tanks. Odors would not be associated with wastewater treatment at the drain and fill-constructed wetlands. If approved by the California State Water Board, the San Mateo County

²⁰ California Building Standards Commission. 2014. *California Green Building Standards Code*. January 1.

²¹ California Energy Commission. 2012. *2013 Building Energy Efficiency Standards*. May.

Environmental Health Division, and the City Building Official and implemented by the Project Sponsor, the reused water would be treated to the highest standard of Title 22 for use as tertiary disinfected recycled water.

Storm Drain. Stormwater collected in the eastern portion of the Project site would drain to existing private storm drains on the adjacent Building 20 site. Stormwater collected in the center of the Project site would drain from a proposed 24-inch private storm drain to an existing 27-inch City-owned storm drain that runs along SR 84. The 27-inch City-owned storm drain flows to a 33-inch City-owned storm drain, which collects stormwater from an existing 25- by 16-inch City-owned storm drain in the western portion of the Project site. The City-owned storm drain would be relocated to Chilco Street as part of the improvements that are analyzed throughout this document as a cumulative project (see Chapter 3, *Environmental Impact Analysis*). As a result, the onsite storm drain would not be connected to the public storm drain in Chilco Street and would drain only onsite stormwater. Therefore, the storm drain would be considered private. The stormwater would be pumped to the Chrysler Drive Pump Station.

Sustainability Features

The Project Sponsor intends to design Building 21 to Leadership in Energy and Environmental Design (LEED) Gold 2009 standards. The Project would include strategies that would optimize energy performance and environmental and health benefits for the buildings and their inhabitants. The sustainability measures include, but are not limited to, the items listed below.

- TDM program
- Redevelopment of industrial land
- Bike parking and shower facilities
- Parking and charging access for electric vehicles
- Vegetated green space onsite
- Best management practices for stormwater management
- Water-efficient plumbing fixtures to reduce water consumption by 40 percent compared with the LEED baseline
- Water-efficient landscaping design to reduce irrigation water consumption by 50 percent compared with the LEED baseline
- Onsite amenities to reduce off-site vehicular transportation
- Heat island mitigation through covered parking, shade trees, and reflective envelope materials
- Optimized building envelope
- Building form and space layout that promotes daylight use
- Possible natural ventilation strategies
- Energy-efficient lighting and HVAC equipment
- Energy-efficient site lighting to minimize light pollution
- Energy modeling to improve building performance by at least 15 percent beyond the minimum requirements of California's Title 24-2013, Part 6, Energy Code Standards
- Building management systems to optimize energy performance on an ongoing basis

- Building systems that avoid the use of heating, refrigeration, and fire suppression systems that use chlorofluorocarbons or halon compounds
- Commissioning of building energy and water systems
- Advanced energy sub-metering
- Onsite renewable energy generation (e.g., photovoltaic panels)
- Enhanced indoor air quality strategies, including low-emitting materials, a construction air quality plan, and interior contaminant management
- Diversion of at least 60 percent of construction waste from landfills
- Reuse of existing paving; concrete buildings re-used as base material
- Prioritization of resource-conserving materials, including materials with recycled content, rapidly renewable materials, and materials that were sourced within a 500-mile radius
- Water-efficient equipment (i.e., boilerless steamers, ice-making machine, dishwashers)
- Behavioral management (e.g., educating employees about using actual dishes rather than disposable dishes, turning off electronics)
- Bioswales
- Water consumption monitoring

2.4 Project Construction

Construction Schedule and Phasing

Demolition and construction of the buildings would be phased to allow existing tenants to continue operating. The Project would consist of two phases. Each phase would consist of the following: demolition (Phase 1 would not include building demolition), grading and utility work, foundation, core and shell, and tenant improvements. Phase 1 is expected to be complete by mid-2018; it is anticipated by the Project Sponsor that Phase 2 would be built out by mid-2020.

Phase 1

Construction of Building 21 and the publicly accessible open space would occur during Phase 1. It is anticipated that Phase 1 would start in fall 2016 with grading and utility work. Foundations would start in late 2016, construction of the core and shell would start in early 2017, and tenant improvements would start in mid-2017. Phase 1 would continue over approximately 18 months, with completion by early 2018. Construction of the multi-use bridge over Bayfront Expressway would be subject to Caltrans approval but is anticipated to be completed in 2018 as well.

Phase 2

Demolition of Buildings 301–306 and the CTF, as well as construction of Building 22 and the hotel, would occur during Phase 2. It is anticipated that construction of Building 22 would start in early 2018 with demolition of Buildings 301–306 and the CTF. Specifically, demolition would start in early 2018, grading and utility work would start in mid-2018, foundations would start in mid-2018, construction of the core and shell would start in late 2018, and tenant improvements would start in mid-2019. Construction of Building 22 would continue over approximately 23 months, with full buildout by late 2019.

It is anticipated that construction of the hotel, which would occur during Phase 2, would start in early 2019 with demolition of the surface parking. Grading and utility work would start in early 2019, foundations would start in mid-2019, construction of the core and shell would start in late 2019, and tenant improvements would start in late 2019. Construction of the hotel would continue over approximately 18 months, with full buildout by mid-2020.

The timing for construction of the multi-use bicycle/pedestrian bridge over SR 84 would be determined by the Development Agreement and subject to approval by Caltrans and potentially other agencies.

Construction Equipment and Staging

Typical equipment that would be used during construction would include, but not be limited to, excavators, semi trucks, generators, tire washers, concrete crushers, work trucks, bobcats, blades, semi dump trucks, scrapers, backhoes, gradalls, pile rigs, dump trucks, and cranes. All off-road diesel engines used during construction would meet Tier 4 emission standards. The number of truck deliveries would range from two to eight trips per day during each phase of development, with most trips occurring during the foundation stage.

All import material would be staged onsite, as would all construction equipment and construction workers' vehicles. For construction of Building 21, staging would occur in the southern portion of the Project site, between what is currently Buildings 307–309 and the Dumbarton Rail Corridor. For construction of Building 22, staging would occur in the western portion of the Project site, between Building 23 and Building 305. For construction of the hotel, staging would occur near the northernmost portion of the Project site. In addition, between 20 and 25 temporary trailers would be used onsite during construction. These would be located immediately east of Building 305.

Construction Employment

The number of construction workers per day would range between 75 and 250 workers. The minimum number of construction workers would be at the Project site during construction of the hotel, should that occur after Buildings 21 and 22 are constructed. The maximum number of construction workers would be at the Project site during construction of Buildings 21 and 22, to the extent any construction activities occur concurrently. The construction staff would most likely be obtained from Bay Area sources. Parking for construction workers' vehicles would be provided onsite.

Construction Hours

Standard construction work hours would be 7:00 a.m. to 7:00 p.m. Monday through Friday. However, because of the size of the Project, construction of the Project would result in extended work hours. Therefore, Saturday construction work hours would be from 8:00 a.m. to 5:00 p.m. No noise-generating exterior building work or site work would occur on Sundays or holidays. In addition, construction activities could occur between the hours of 7:00 p.m. and 10:00 p.m. Monday through Friday. The additional work hours would require, in some cases, construction site lighting for safety reasons.

Construction Spoils, Debris, and Materials

For both phases of development, crushed concrete would be used onsite as road base or engineered fill. If hauled offsite, it would be used at a nearby construction project. Other recycled materials would be taken to local recyclers (Ox Mountain Landfill in Half Moon Bay would be used). Ox Mountain Landfill,

which is anticipated to close in 2034, is permitted to accept 3,598 tons per day and has a remaining capacity of approximately 27 million cubic yards (cy).^{22,23} Construction of the Project would result in a total of approximately 25,550 cy of recycled material and 1,020 cy of material that would be disposed of at a landfill.

Phase 1

Demolition. As explained above, it is anticipated that Buildings 307–309 would be granted a permit and demolished as a separate and independent project prior to certification of this EIR and approval of the Project. Therefore, these buildings, which would be demolished prior to Phase 1, are analyzed throughout this document as a cumulative (i.e., reasonably foreseeable) project (see Chapter 3, *Environmental Impact Analysis*). As part of the Project, Phase 1 would require demolition and removal of a paved parking lot, other impervious surfaces, and vegetation. The demolition work would generate approximately 1,220 tons of concrete debris.

Grading, Utilities, and Foundation. Grading may require the import of 5,000 cy of material to the site and the export of 15,000 cy from the site. General excavation during Phase 1 would occur at a depth of 5 to 10 feet.

Phase 2

Demolition. Phase 2 would require the demolition and removal of Buildings 301–306, a paved parking lot, other impervious surfaces, and vegetation. The demolition work would generate approximately 11,325 tons of concrete debris and 3,510 tons demolition debris. In addition, construction of the hotel would require demolition and removal of a paved parking lot.

Grading, Utilities, and Foundation. Grading for Building 22 may require the import of 7,000 cy of material to the site and the export of 15,000 cy from the site. General excavation during Phase 2 would occur at a depth of 5 to 10 feet. Grading for the hotel may require the import of 5,000 cy of material to the site and the export of 3,000 cy from the site.

2.5 Project Approvals

City Approvals

The following discretionary approvals by the City of Menlo Park would be required prior to development at the Project site:

- **Rezoning from M-2 and M-2-X Zoning District to M-2-X Zoning District.** The Project Sponsor proposes to rezone the entire site to exceed the maximum 35-foot height limit and identify Project-specific development standards.

²² Devincenzi, Monica. Municipal Relationship Manager, Republic Services. March 30, 2016—email communication.

²³ California Department of Resources Recycling and Recovery. 2016. *Facility/Site Summary Details: Corinda Los Trancos Landfill (Ox Mtn) (41-AA-0002)*. Available: <<http://www.calrecycle.ca.gov/SWFacilities/Directory/41-AA-0002/Detail/>>. Accessed: March 28, 2016.

- **Conditional Development Permit (CDP).** A CDP would be required for the Project. The CDP would be incorporated as part of the Project to define the development standards and create mechanisms for the City of Menlo Park to process any revisions to the Project that might arise over the buildout period.
- **Zoning Ordinance Text Amendment.** The Project site is currently within M-2 (General Industrial) and M-2-X (General Industrial, Conditional Development) zoning districts. The M-2 (General Industrial) zone, which applies to the portion of the Project site where the hotel is proposed, allows general industrial uses and offices. The Project Sponsor proposes to amend the zoning ordinance text to accommodate the proposed hotel.
- **Development Agreement.** The Project Sponsor proposes to enter into a development agreement with the City of Menlo Park to create vested rights in Project approvals and specify benefits to the City of Menlo Park.
- **Heritage Tree Removal Permit.** A tree removal permit would be required for each heritage tree proposed for removal, per City of Menlo Park Municipal Code Section 13.24.040.
- **Below-Market-Rate Housing Agreement.** A Below-Market-Rate Housing Agreement would be required, including the payment of in-lieu fees or delivering offsite below-market-rate units, as associated with the City of Menlo Park's Below-Market-Rate Housing Program.
- **Lot Reconfiguration.** A lot line adjustment or lot merger would be required to modify the location of the lot line between the Project site and the adjacent Building 20 and ensure that the proposed structures would not cross parcel boundaries.
- **Environmental Review.** Certification of the EIR and approval of a Mitigation Monitoring and Reporting Program (MMRP) and a Statement of Overriding Considerations would be required, to the extent the EIR discloses any potentially significant impacts that cannot be mitigated to less-than-significant levels.
- **Fiscal Impact Analysis.** A fiscal impact analysis would be required to evaluate the revenue and cost items considered; this would include police, fire, public works, recreation, and library programs and services provided to the public and general government services for both the city and special districts (e.g., fire and school districts).

Because of the proposed site-wide trip cap as well as the proposed connections between Buildings 20, 21, and 22, it is also anticipated that the existing CDP and the Development Agreement for Building 20 would need to be amended and restated.

Approvals by Responsible Agencies

Approvals and consultation by other agencies that may be needed for the Project to proceed are also identified. Some of these agencies will need to approve certain parts of the Project prior to full implementation, but their approval is not required for EIR certification.

- Bay Area Air Quality Management District (BAAQMD) – Permitting of asbestos abatement activities, if any, and permits for additional onsite generators. Permits may also be required for boilers and other utility equipment.

- Caltrans – Review of traffic circulation effects and consultation on potential traffic improvements that may affect state highway facilities, ramps, and intersections. Review of encroachment permits for improvements within SR 84, as necessary, and for the multi-use bicycle/pedestrian bridge. In addition, issuance of the permit to construct the bridge.
- California Regional Water Quality Control Board (RWQCB)/San Mateo Countywide Water Pollution Prevention Program – Approval of National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharge.
- City/County Association of Governments (C/CAG) – Review of potential effects on Routes of Regional Significance and the proposed TDM program.
- San Mateo County Transportation Authority – Review of potential effects on public transit.
- Menlo Park Fire Protection District – Approval of proposed fire prevention systems, additional onsite generators, and emergency vehicle access.
- San Mateo County Environmental Health Division – Review of food service functions and additional onsite generators.
- West Bay Sanitary District – Approval of wastewater hookups.
- U.S. Fish and Wildlife Service – Approval of encroachment permits for the multi-use bicycle/pedestrian bridge, if necessary.
- PG&E – Issuance of permit to use PG&E property; transmission tower easement for the multi-use bicycle/pedestrian bridge.