

Chapter 2

Project Description

2.1 INTRODUCTION

As part of the Menlo Park Facebook Campus Project (Project), Facebook (Project Sponsor) is moving its operations from its existing facilities in the City of Palo Alto to the City of Menlo Park (City). The Project Sponsor proposes to move its operations to two sites located north of US 101 near the intersection of Bayfront Expressway and Willow Road. The Project site consists of a 56.9-acre East Campus, which was formerly occupied by Oracle (formerly Sun Microsystems), and a 22-acre West Campus, which was formerly owned by General Motors (GM) and by TE Connectivity (formerly Tyco Electronics) (Project site). The East Campus and the West Campus are connected by an existing undercrossing beneath Bayfront Expressway.

The Project Sponsor proposes to modify the existing Conditional Development Permit (CDP) that applies to the East Campus by converting the 3,600 employee cap included in the CDP into a vehicle trip cap for the East Campus. The trip cap (Trip Cap) proposed by the Project Sponsor includes a maximum of 2,600 trips during the AM Peak Period from 7:00 a.m. to 9:00 a.m. and the PM Peak Period from 4:00 p.m. to 6:00 p.m. and a maximum of 15,000 daily trips. The Trip Cap would allow approximately 6,600 employees to occupy the East Campus. The Project Sponsor also proposes to develop the West Campus to accommodate approximately 2,800 employees. No employee cap is proposed as part of the Project.

To accommodate the Project Sponsor's rapid employment growth, the first phase of the Project includes occupying the East Campus' nine existing buildings, which contain 1,035,840 square feet (sf). Tenant Improvements (TIs) are being undertaken to convert existing hardware-intensive laboratory spaces and individual hard-wall offices to a more open, shared workspace characteristic of the Facebook work environment, which is intended to foster innovation, teamwork, and creativity. However, the TIs are being done through ministerial building permits and are not part of the Project.¹

The second phase of the Project includes developing the West Campus. The existing buildings at the West Campus would be demolished and developed with office buildings and amenities structures totaling approximately 440,000 sf. Although the Project Sponsor does not intend to apply for entitlements for the West Campus at this time, this second phase of development is evaluated as part of the Project in this Draft Environmental Impact Report (EIR).

¹ In addition to the TIs, the Project Sponsor proposed new construction on the East Campus resulting in an increase in gross floor area, which required approval of a use permit in the M-2 zoning district. The addition of approximately 1,400 sf to accommodate two small structures in the courtyard area and minor additions to Buildings 11 and 15 for two security control points was subject to CEQA review but determined to be categorically exempt under Class 3 (Section 15303) of the CEQA Guidelines.

2.2 PROJECT LOCATION AND SETTING

The Project site, which includes the East Campus and the West Campus, is located in Menlo Park, north of US 101. The East Campus and the West Campus are separated by Bayfront Expressway/State Route (SR) 84, which runs in an east-west direction between the two campuses. The two campuses are connected by an existing undercrossing beneath Bayfront Expressway. Figure 2-1 depicts the location of the Project.

East Campus

The 56.9-acre (2,478,907-sf) East Campus is bound by the tidal mudflats and marshes of the San Francisco Bay (Bay) and Ravenswood Slough to the north, east, and west, and Bayfront Expressway to the east and south. The East Campus is relatively flat and lies at an elevation of approximately five to nine feet above mean sea level (msl). The East Campus consists of one parcel, which was recently merged and has not yet been assigned an Assessor's Parcel Number (APN) by San Mateo County (County). The site is accessible via the main egress/ingress point at 1601 Willow Road, which is adjacent to the intersection of Bayfront Expressway and Willow Road. A second access point, which is right-in/right-out only, exists for vehicles coming from the East Bay and is located off of Bayfront Expressway in the eastern portion of the site.

As shown in Table 2-1 and Figure 2-2, there are nine existing buildings on the East Campus, totaling more than one million sf. These buildings mainly include office uses, except for Buildings 11, 18, and 19, which include cafés and a fitness center, respectively. The buildings range in height from 31.5 feet to 47 feet to the top of the parapet. In addition to these buildings, the site also includes existing surface parking striped for up to 3,165 vehicles (including 36 motorcycle parking spaces), 10 parking spaces for the Bay Conservation and Development Commission (BCDC) Trail (which is not included in the East Campus parking count), a central courtyard, landscape features, and a sports field and lighted basketball courts adjacent to the fitness center.

Table 2-1
Existing Conditions at the East Campus

Building Number	Building Use	Total Floor Area (sf)	Number of Floors
Building 10	Office	114,145	2
Building 11	Office/Café	46,911	2
Building 12	Office	139,149	3
Building 14	Office	139,149	3
Building 15	Office	122,204	2
Building 16	Office	174,128	3
Building 17	Office	174,128	3
Building 18	Office/ Café	114,227	2
Building 19	Amenity/Fitness Center	11,799	1
<i>Total</i>	--	<i>1,035,840</i>	--

Source: Gensler, 2011.



- Project Site Boundary
- //// East Campus
- West Campus
- City Boundaries

0 1/4 1/2 mi

NORTH

FIGURE 2-1
Project Location

Source: Google Earth; Atkins, 2011.



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The East Campus is currently zoned M-2-X (General Industrial, Conditional Development) and is located within the City's Limited Industry land use designation in the General Plan. Wilson Menlo Park Campus, LLC is the existing property owner of the East Campus and the Project Sponsor is leasing the property with an option to acquire at a later time.

West Campus

The 22-acre (963,684-sf) West Campus is bound by Bayfront Expressway to the north, Willow Road to the east, the Dumbarton Rail Corridor to the south, and the TE Connectivity site to the west. The residential Belle Haven neighborhood is located across the Dumbarton Rail Corridor, further to the south. The West Campus is relatively flat and lies at an elevation of approximately five to nine feet above msl. Approximately half of the West Campus is developed and the entire site is currently unoccupied. The West Campus is currently accessible by an unsignalized entrance on Bayfront Expressway. The driveway includes left- and right-turn in access, and right-turn out only access. Secondary and emergency vehicle access is provided via Constitution Drive, along the site's southern edge.

As shown in Figure 2-3, the West Campus currently consists of two parcels: APN 055-260-210 to the west and APN 055-260-220 to the east. These parcels will be merged as part of the West Campus entitlements. The developed, western portion of the site consists of approximately 13.5 acres (587,930 sf) with 12 percent of the parcel occupied by development. Existing development at this site includes two office buildings totaling 127,246 sf, with a maximum height of 35.4 feet, a surface parking lot with 347 parking stalls, landscape features, a basketball court, and a guard house. The vacant, eastern portion of the site is approximately 8.5 acres (370,149 sf) and consists of previously developed land with minimal vegetation. There is also fencing around an engineered cap on the eastern area of the West Campus to control the existing area of contaminated soil, as discussed in more detail later in this section. The West Campus is zoned M-2 (General Industrial), with a land use designation of Limited Industry, and is currently owned by Giant Properties, LLC, a single member LLC of which the sole member is the Project Sponsor.

Also included in the proposed West Campus is a 0.13-acre (5,605-sf) plot of land in the northwestern corner. This area includes APN 055-260-200 and is currently part of the adjacent TE Connectivity site, but would become part of the West Campus by way of a lot line adjustment.

2.3 PROJECT OBJECTIVES

This 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 that are relevant to the physical impacts considered in this document:

- Establish Facebook's permanent headquarters in the City.
- Develop an integrated, multi-phased campus that is sized to accommodate Facebook's long-term growth potential.

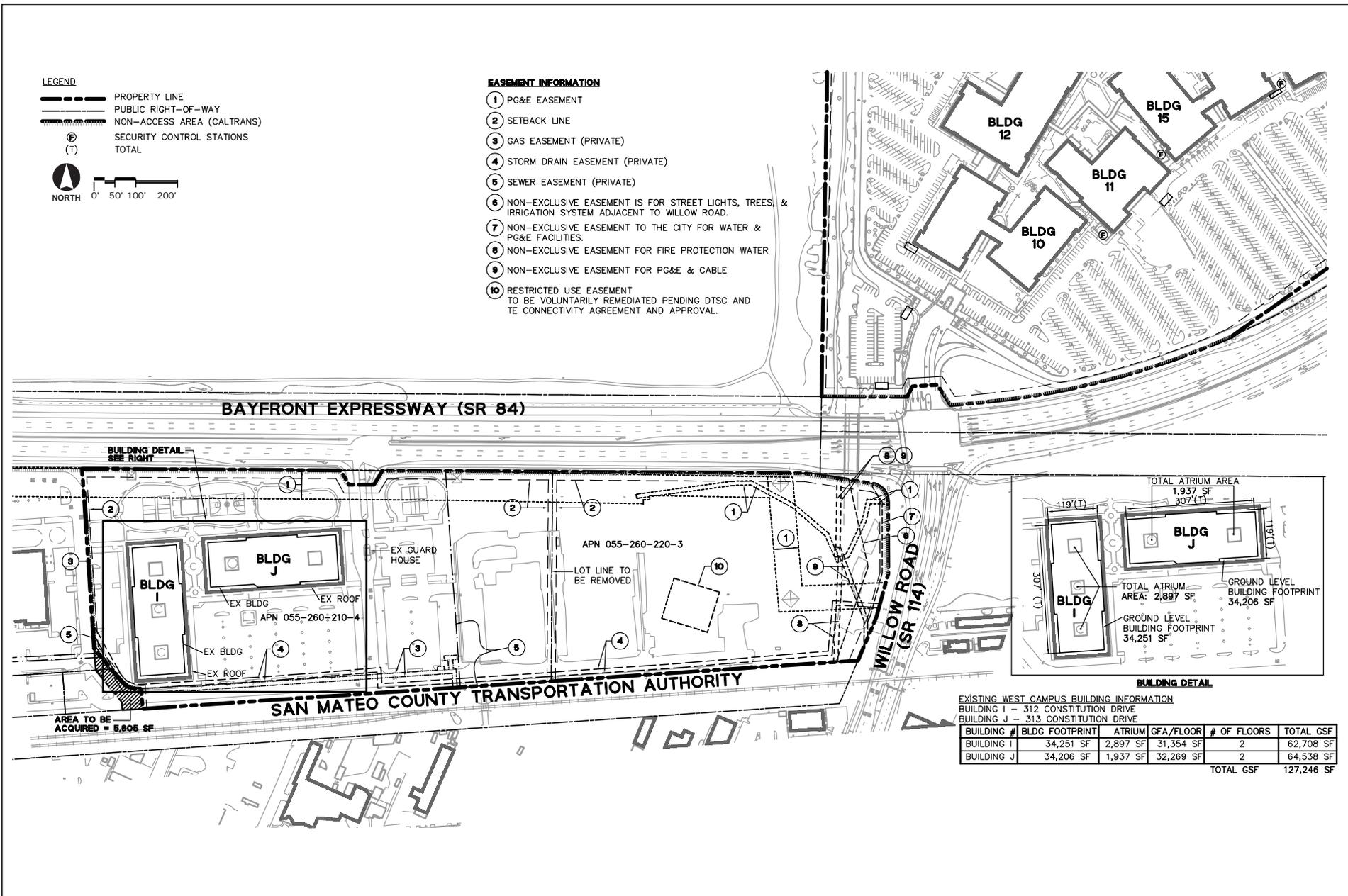


FIGURE 2-3
Existing Site Plan - West Campus

Source: Gensler, 2011.

- Maximize the opportunity for its employees and vendors to interact and meet, both formally and informally.
- Provide multiple transportation options to employees to minimize traffic and greenhouse gas emissions.
- Create a pedestrian-friendly, bicycle- and transit-enabled campus, which encourages reduction in private vehicle trips and use of transit solutions.
- Increase connectivity of neighborhood paths and bikeways, and promote access to the Bay Trail from the Belle Haven neighborhood.
- Minimize traffic flow to and from Bayfront Expressway and Willow Road.
- Redevelop idle, “brownfield” property at the West Campus to accommodate flexible work space for expansion of operations.
- Rejuvenate the industrial district along the Willow Road corridor near the Bayfront Expressway.
- Respect the campus surroundings and residential neighbors through appropriate building height, siting, and massing.
- Increase occupancy of outdated, underutilized buildings on the East Campus with employees who rely on robust transportation alternatives consistent with the Project’s sustainability goals, which seek to avoid sprawl.
- Use “green” design practices and methods that promote energy efficiency and resource conservation.
- Create a pedestrian-friendly environment that enhances connectivity between the north side and south side of Bayfront Expressway, including use of existing tunnel.
- Provide new and diverse employment opportunities for the City’s residents.
- Generate revenue for the City and other public entities.

2.4 PROJECT CHARACTERISTICS

East Campus

The Project would accommodate Facebook’s current employees and future growth by moving from Facebook’s existing facilities in the City of Palo Alto to the City of Menlo Park. The East Campus would ultimately house approximately 6,600 employees, which is approximately 3,000 employees more than the maximum number of 3,600 on-site employees allowed in the CDP. As outlined in Table 2-1, above, the East Campus is currently developed with nine buildings, totaling more than one million sf. The Project Sponsor will repurpose the existing buildings with modifications that will make the facilities functional for Facebook, while improving its sustainability with energy and water-conserving features. Figure 2-2, above, depicts the existing site layout of the East Campus, which would not change with implementation of the Project.

Entitlements

As noted above, the East Campus is currently zoned M-2-X and designated Limited Industry in the City's General Plan. Under the current land use designation and CDP, the East Campus could be occupied by a maximum of 3,600 employees. A CDP amendment would be required to allow for additional employees and to change the employee cap to a vehicle trip cap, as explained in more detail below. The TIs that the Project Sponsor is undertaking at the East Campus are considered ministerial actions and do not require CEQA review as part of this Project. Nonetheless, a description of the TIs is included below for informational purposes only.²

Conditional Development Permit Amendment and TDM Program

The Project Sponsor can occupy the East Campus in compliance with the existing CDP, zoning, and General Plan land use designations. However, the Project Sponsor proposes to amend the existing CDP and replace the 3,600-employee cap with the Trip Cap or a maximum of 2,600 vehicle trips in the AM and PM peak periods and a maximum of 15,000 total daily vehicle trips to and from the East Campus. The Trip Cap is intended to accommodate the proposed increase in employees at the site from 3,600 to approximately 6,600 employees through the successful implementation of the Project Sponsor's proposed Transportation Demand Management (TDM) program (as discussed in more detail below), which would reduce the impacts associated with the increase of approximately 3,000 employees. This requested CDP amendment requires discretionary approval by the City and thereby triggers the need for environmental review under CEQA.

The TDM program that would be implemented as part of the Project would reduce the number of vehicle trips to and from the East Campus. The TDM program is designed to provide alternatives to single-occupancy automobile travel to, from, and between the East Campus and West Campus. The City would impose a monitoring and reporting program and impose penalties for violations to ensure that the Trip Cap is being met.³ The proposed TDM program would include, but would not be limited to, the following:

- TDM program coordinator;
- Commute assistance center;
- New-hire transportation orientation packet;
- On-site amenities to prevent the need for mid-day trips (as described in more detail below);
- Shuttle service (both long-distance and to/from Caltrain stations);
- Vanpool program;

² In addition to the TIs, the Project Sponsor proposed new construction on the East Campus resulting in an increase in gross floor area, which required approval of a use permit in the M-2 zoning district. The addition of approximately 1,400 sf to accommodate two small structures in the courtyard area and minor additions to Buildings 11 and 15 for two security control points was subject to CEQA review but determined to be categorically exempt under Class 3 (Section 15303) of the CEQA Guidelines.

³ This Trip Cap Monitoring and Enforcement Policy has been prepared by the City in consultation with the Project Sponsor. This policy is included as Appendix 3.5-F of this document.

- Carpool matching assistance through ZimRide, an online carpooling and ridesharing service that focuses on college communities and corporate campuses;
- Preferential carpool and vanpool parking;
- Guaranteed ride home program;
- Subsidized public transit passes;
- Subsidies for employees who walk or bike to work;
- Bicycle parking (both short-term racks and long-term lockers or storage facilities);
- Bicycle-share program;
- Showers and changing rooms; and
- Alternative and flexible work schedules.

Tenant Improvements

The Project Sponsor is in the process of implementing TIs to convert the existing buildings from the hardware-intensive laboratory and individual hard-wall office environment to a more open, shared workspace characteristic of the Facebook work environment. The TIs include, but are not limited to:

- Demolition of existing interior construction;
- Interior improvements to accommodate Facebook's open, shared workspaces;
- Rewiring of the facilities;
- Façade modifications within the interior courtyard at approximately 12 locations to create storefront type entrances;
- Painting of the walls facing the courtyard areas;
- Rooftop mechanical units as needed for food service areas and to supplement existing equipment;
- Courtyard improvements, including new paving, landscaping, lighting, furnishings, and food service huts;
- Addition of three security control kiosks;
- Modification to the existing monument signs with new graphics; and
- Incorporation of sustainability features.

As noted above, except for the use permit for the slight increase in square footage, the Project will not require any discretionary approvals from the City. Therefore, these TIs are not part of the Project and are considered ministerial actions, which do not require CEQA review.⁴

Sustainability Features

The TIs, as discussed above, will improve the energy performance and sustainability of the East Campus. The Project Sponsor will pursue Leadership in Energy and Environmental Design (LEED) Commercial Interiors 2009 Gold ratings for all nine buildings at the East Campus. This LEED program includes strategies that optimize the energy performance and environmental and health benefits for the buildings and their inhabitants. The sustainability measures include, but are not limited to, the following:

- The TDM program, as outlined above;
- Energy-efficient upgrades to building lighting to reduce lighting power requirements by 25 percent from California energy code standards;
- Heating, Ventilation, and Air Conditioning (HVAC) system and building controls retro-commissioning and optimization;
- Daylighting controls and occupancy sensors;
- Water-efficient plumbing fixtures to reduce water use by at least 30 percent (from baseline design as described by LEED);
- Water-efficient landscaping and irrigation to reduce water use by at least 50 percent from baseline design as described by LEED;
- Construction waste management plan to recycle at least 75 percent of construction debris; and
- Indoor environmental quality measures, such as a selection of low-emitting interior finish materials, paints, and coatings; improved thermal comfort and controllability; and construction indoor air quality plan during construction and prior to occupancy.

Site Access, Circulation, and Parking

Vehicular Access and Circulation. The Project would not reconfigure any existing roadways within the East Campus or include the construction of any new roadways or access points. The site would continue to be accessible via the main egress/ingress point at 1601 Willow Road, which is the north leg of the intersection of Bayfront Expressway and Willow Road. In addition, shuttles and personal vehicles coming from the East Bay on the Dumbarton Bridge would be able to access the East Campus at a driveway on the eastern portion of the site. Figure 2-4 depicts the existing East Campus site circulation and proposed connections to the West Campus.

⁴ CEQA Guidelines Section 15300.1 exempts from CEQA those projects over which public agencies exercise only ministerial authority.

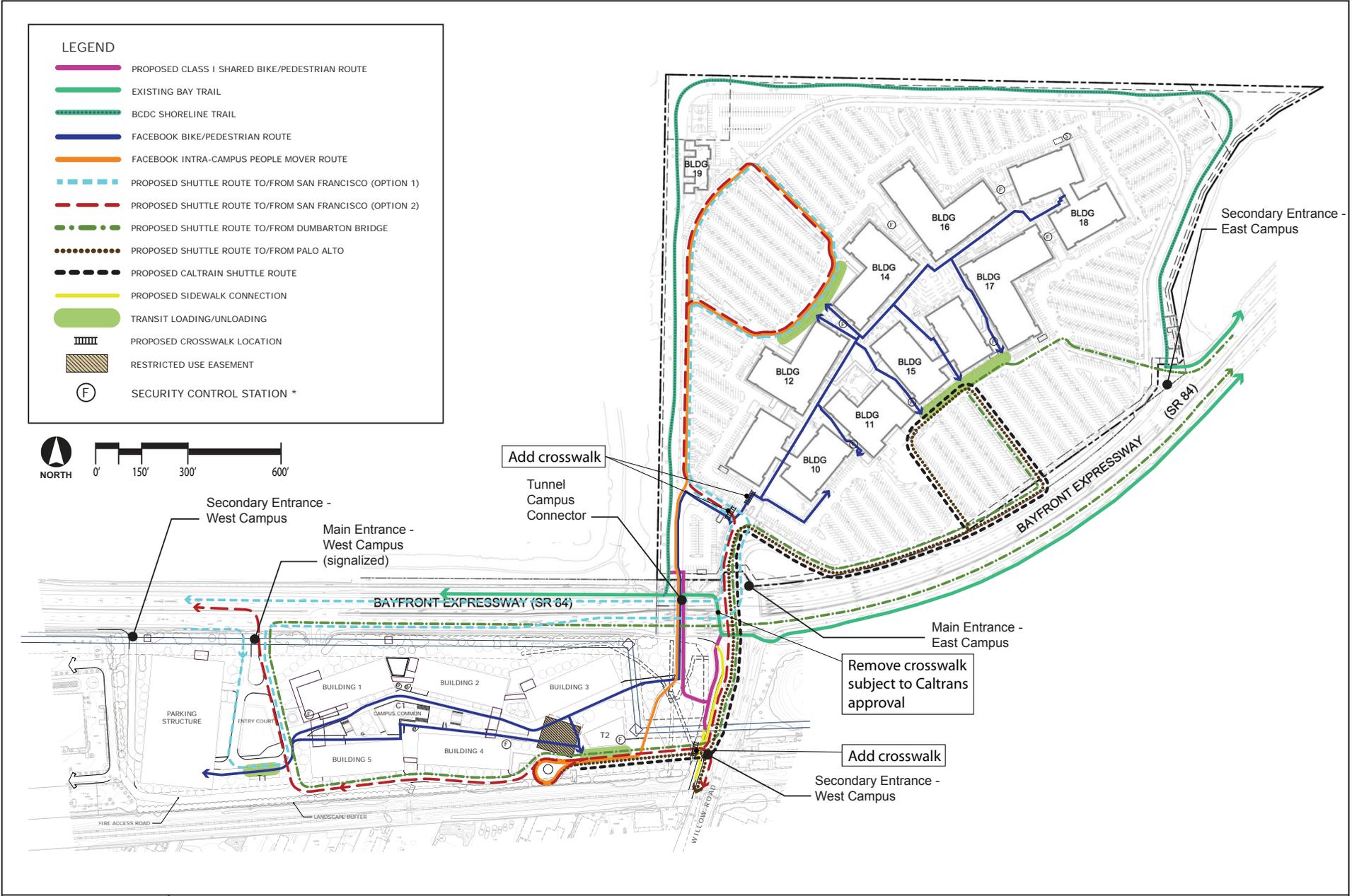


FIGURE 2-4
Site Circulation at the East Campus and West Campus

Source: Gensler, 2011.



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Shuttles would need to access the site from many locations around the Bay Area. Shuttles to/from San Francisco and Palo Alto would access the site from the main entrance at 1601 Willow Road and shuttles from the East Bay would use the entrance at the eastern portion of the site. The shuttles would pick up and drop off employees at designated transit loading areas in front of Buildings 12/14 and Building 15.

Bicycle/Pedestrian Circulation. Bicyclists and pedestrians traveling between the East Campus and the West Campus would use the undercrossing of Bayfront Expressway (as described in more detail below). East Campus buildings would generally be accessed via the main entry at Building 10 or between Buildings 10 and 11 where the secured bicycle storage is located. Shared-use paths are proposed to facilitate pedestrian and bicycle travel. In addition, the Bay Trail would continue to provide recreational opportunities along Bayfront Expressway (with an improved connection via the undercrossing). The BCDC Shoreline Trail along the northern, eastern, and western perimeter of the East Campus would also continue to serve bicyclists and pedestrians. The Project does not include any changes to the BCDC Shoreline Trail.

There are existing bicycle facilities on several major routes that access the East Campus. There are several gaps in the citywide network, including Willow Road at the US 101 interchange, and the Willow Road approach to the Bayfront Expressway/Willow Road intersection. With occupancy of the East Campus, it is expected that bicycle demand on the roadways and paths leading to the campus will increase as employees choose to bicycle commute to the campus. The Project Sponsor has proposed to incorporate bicycle improvements as part of the Project, to encourage employee ridership to the campus, and to improve the citywide bicycle network. These improvements, which are consistent with the City's Comprehensive Bicycle Development Plan, are described below.

The existing undercrossing of Bayfront Expressway at Willow Road would be improved to provide a connection from Menlo Park to the Bay Trail as part of the Project. This connection would provide bicyclists and pedestrians a grade-separated route to cross Bayfront Expressway. The undercrossing would be opened during initial occupancy of the East Campus with minimal improvements, and then would be improved in conjunction with the construction and development of the West Campus. These improvements would provide pedestrian and bicycle access, as well as a people-mover system, to transport employees and visitors between the East Campus and West Campus (as discussed in more detail under the West Campus description, below).

Additionally, pathways would be constructed to connect from the Willow Road frontage (from the existing sidewalk that ends between Hamilton Avenue and the railroad crossing) to the undercrossing and from the undercrossing to the BCDC Shoreline Trail, to link to the Bay Trail. These improvements are both identified as long-term needs in the City's Bike Plan. When constructed, they will reduce bicycle and pedestrian exposure when crossing the existing at-grade signalized intersection at Willow Road and provide improved access and connectivity to the Bay Trail. Although not part of the Project, the Project Sponsor is also working with the City and Caltrans to restripe the existing bicycle lanes on Willow Road between US 101 and Bayfront Expressway to immediately improve bicycle access to the East Campus.

Parking. The number of parking spaces at the East Campus would remain at 3,165 parking stalls, which includes 36 motorcycle stalls (which equate to 18 vehicle stalls). However, in addition to the existing parking stalls, there is a landscape reserve that could include 181 stalls, other reserves for shuttle stops and loading zones that could include 45 stalls, and other proposed parking areas that could include up to 59 parking spaces. As such, in total, the East Campus could include up to 3,450 parking spaces. In addition, ten parking stalls would continue to be provided in the eastern portion of the site for recreationists using the BCDC Shoreline trail (which is not included in the East Campus parking count).

Activity/Employment

The Project Sponsor estimates that occupancy of the East Campus would exceed the existing 3,600 employee cap by mid-2012. Full capacity of approximately 6,600 employees would be reached by 2014 to 2015.

Utilities

On-site utility usage includes energy, domestic water, wastewater, and stormwater. All on-site utilities are already in place. Increased energy and water demand, and wastewater and stormwater generation, resulting from the increase in employees at the East Campus, is discussed and analyzed in Section 3.16, Utilities.

Energy Use. Pacific Gas and Electric Company (PG&E) provides gas and electrical power for the existing facilities and will continue to serve the Project.

Water Use. On-site water lines connect to the City's Municipal Water Department (MPMWD). The East Campus is currently served by a 10-inch domestic water main that connects to the City's distribution system adjacent to Willow Road on the south side of Bayfront Expressway.

Wastewater Use. The sanitary sewer system in this area of the City is owned and operated by the West Bay Sanitary District (WBSD). The East Campus currently discharges to a WBSD main in Willow Road, south of the Bayfront Expressway. This manhole connects to the 12-inch sanitary sewer main in Hamilton Avenue via an eight-inch main in Willow Road. The Hamilton Avenue sanitary sewer line connects to the Hamilton/Henderson Pump Station and is ultimately discharged to the South Bayside Systems Authority (SBSA) pump station at Marsh Road.

Storm Drain. The East Campus has existing storm drain lines throughout the site that range in size from 12-inches to 24-inches. The highest elevation on the campus is in the courtyard area between Buildings 10 through 18. The site slopes gently from the courtyard towards the perimeter of the campus. Storm drain lines throughout the East Campus collect storm water from the parking lots, courtyard, and existing buildings. Storm water is then conveyed to a 24-inch storm drain line and discharged to the south of the site. There are currently no plans to alter the existing utility storm drain system on the East Campus.⁵

⁵ BKF Engineers, "Facebook @Menlo Park East Campus Storm Drain Report," June 1, 2011.

West Campus

The Project at the West Campus would include the demolition of the existing buildings and paved features and the new construction of the proposed structures. The West Campus would be developed as the second phase of the Project and would accommodate approximately 2,800 employees. In order to develop the West Campus to the desired occupancy, the site would require rezoning to the X Conditional Development Overlay District with a corresponding CDP in order to increase the maximum allowable height. Table 2-2, below, summarizes the existing development at the West Campus, the allowed development under current M-2 zoning, and proposed Project development.

Table 2-2
Existing, Allowed, and Proposed West Campus Development

	Existing Development	Allowed Development (M-2 Zoning)	Proposed Development
Floor Area Ratio (FAR)	0.23	0.45	0.45
Total Square Feet (sf)	127,246	449,346 ^a	439,850
Site Coverage	12%	50%	28% ^b
Building Heights	35.4 feet	35 feet	75 feet ^c
Parking	242 stalls	1,302 stalls	1,554 stalls

Sources: City of Menlo Park, 2011; Gensler, 2011.

Notes:

- a. Per the Zoning Code, and based on the size of the West Campus and Facebook's needs, up to 363,058 sf can be dedicated to office uses and up to 86,288 sf can be dedicated to amenities.
- b. Buildings would occupy 28 percent of the site. In addition, open space would constitute 49 percent of the site and paving would make up 24 percent of the site. (Totals exceed 100 percent due to rounding)
- c. Exceeds existing height permitted under M-2 Zoning.

Entitlements

The West Campus is currently zoned M-2 (General Industrial District) and designated Limited Industry in the City's General Plan. Under the current land use designation, the West Campus could be built out to approximately 449,346 sf, with 0.45 Floor Area Ratio (FAR)⁶ for office uses and 0.55 FAR for related office uses (such as amenities) identified in the City's zoning ordinance.⁷ The proposed buildings would range from two to four stories in height, with the Project Sponsor proposing an overall height limit of 75 feet for the entire West Campus. This increase to the height limit from 35 feet to 75 feet would require rezoning the site to M-2-X. In addition, a CDP would be required to modify existing M-2-X development regulations in order to establish a new height limit.

⁶ FAR is a measure of building intensity based on the ratio between the total floor area to be built on a site and the size of that site.

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

Proposed Site Plan⁸

The West Campus includes two existing buildings that total approximately 127,246 sf, a guard house, minimal landscape features, and asphalt parking areas. The Project includes the demolition of the existing buildings at the West Campus and the construction of five office buildings, ancillary buildings, a parking structure, landscaping, and on-site linkages, as explained in more detail below.

The Project Sponsor’s conceptual site plan for the West Campus, as shown in Figure 2-5, proposes five separate main buildings arranged with the long axis of each building along an east-west orientation. Each of the office buildings would have a footprint ranging from 30,000 sf to 36,650 sf. In addition, a transit shelter/public amenities building would be located in the southeast portion of the site with a footprint of approximately 9,000 sf and an amenities building with a footprint of 2,050 sf would be located in the central courtyard. In total, the five main buildings and the transit/amenities buildings would consist of approximately 440,000 sf. The office buildings would be organized around a central courtyard consisting of open spaces, landscaped areas, ancillary buildings/meeting rooms, and pedestrian linkages. This central courtyard would provide the primary social space for the West Campus. A summary of each building is discussed in more detail below and included in Table 2-3.

Table 2-3
Proposed Development at the West Campus

Building	Building Use	Total Floor Area (sf)	Number of Floors
Building 1	Office	115,300	4
Building 2	Office	89,100	3
Building 3	Office/Café	89,100	3
Building 4	Office	64,550 ^a	2
Building 5	Office	64,550 ^a	2
Courtyard Amenity Building	Amenity	2,050	1
Building T2	Transit Shelter/ Community Amenity/ Fitness Center	15,200 ^b	2
<i>Total^c</i>	--	<i>439,850</i>	--

Source: Gensler, 2011.

Notes:

- a. Total sf for Buildings 4 and 5 includes 5,000 sf for each building dedicated to undercroft vehicle/bicycle parking and bicycle-related amenities.
- b. Building T2 is divided into 9,000 sf for a transit shelter and 6,200 sf for the fitness center.
- c. The total excludes 5,700 sf of unenclosed bridges that would connect the buildings and excludes 2,400 sf for the unenclosed T1 transit shelter building.

⁸ Unless otherwise stated, all information from this section is from: Gensler, “Facebook @ Menlo Park,” October 20, 2011.

NOTE: THE EXISTING LOT LINE WILL BE ELIMINATED THROUGH A LOT MERGER OR OTHER INSTRUMENT.



Building 1. Building 1 would be located east of the main entrance to the West Campus and in the northern portion of the site. The building would be four stories tall (approximately 74 feet to the top of the screened mechanical area⁹) and would contain approximately 115,300 sf of total floor area. Approximately 109,050 sf would be dedicated to office uses and 6,250 sf would be dedicated to non-office uses, such as amenities, meeting rooms, and hallways. Figure 2-6 depicts the site sections and elevations of Building 1.

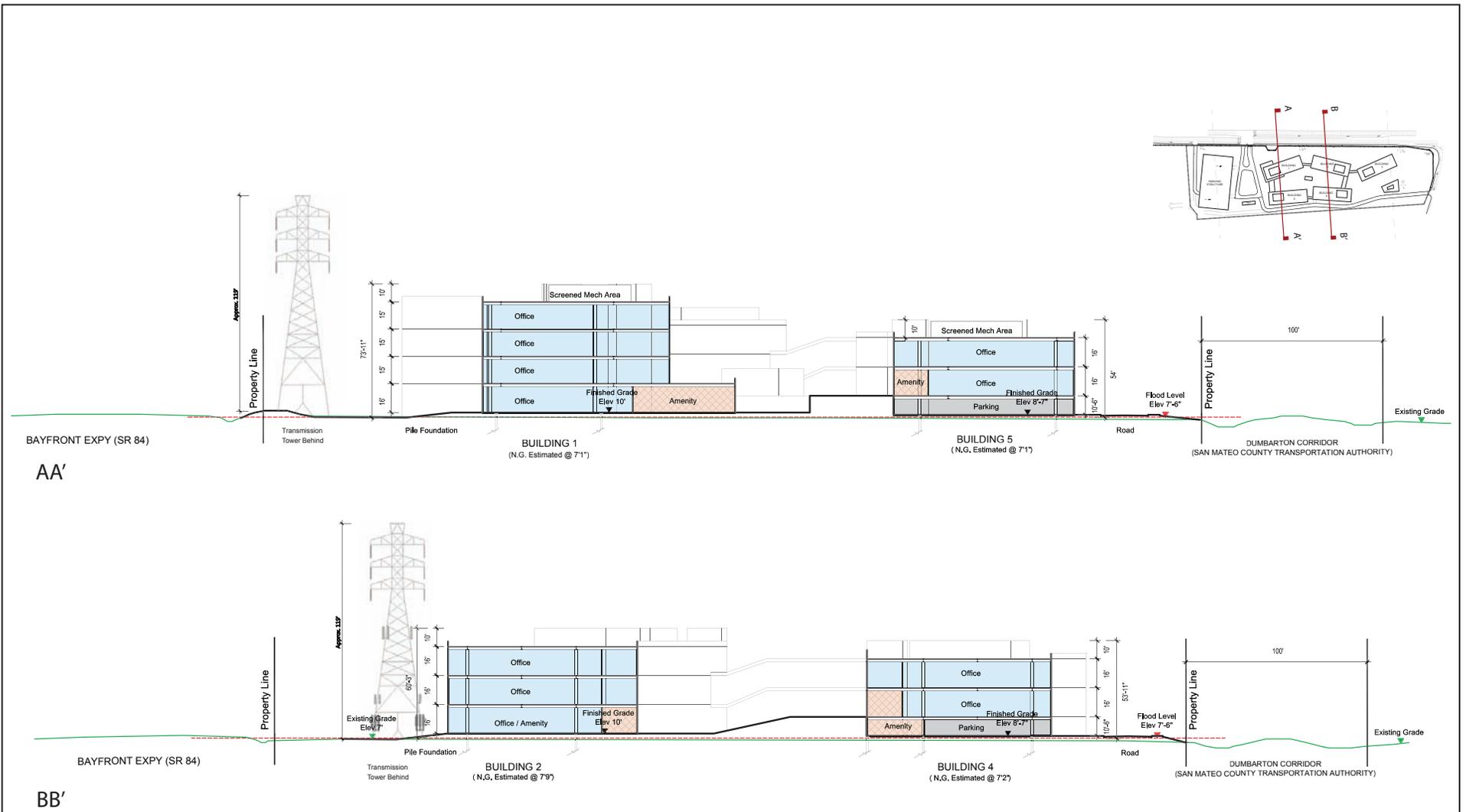
Building 2. Building 2 would be located to the east of Building 1 and in the northern portion of the site. The building would be three stories tall (approximately 61 feet to the top of the screened mechanical area) and would contain approximately 89,100 sf of total floor area. Approximately 84,100 sf would be dedicated to office uses and 5,000 sf would be dedicated to non-office uses. Figure 2-6 depicts the site sections and elevations of Building 2.

Building 3. Building 3 would be located to the east of Building 2 and in the northern portion of the site. The building would be three stories tall (approximately 66 feet from existing grade to the top of the screened mechanical area) and would contain approximately 89,100 sf of total floor area. Office uses would be dedicated to approximately 59,100 sf, while non-office uses, such as cafeteria and a conference center, would comprise approximately 30,000 sf of the total building area. Figure 2-7 shows the site sections and elevations of Building 3.

Buildings 4 and 5. Buildings 4 and 5 would be similar in size, scale, and use. Building 4 would be located to the south of Building 2 and to the east of Building 5, while Building 5 would be to the south of Building 1 and to the west of Building 4. Both buildings would consist of an undercroft area for parking, plus two additional stories, for a combined total height of approximately 53 feet at grade to the top of the screened mechanical area. Buildings 4 and 5 would each contain approximately 64,550 sf of total floor area, with 54,800 sf dedicated to office uses and 9,750 sf dedicated to non-office uses, such as amenities, meeting rooms, and hallways. Figure 2-6 depicts the site sections and elevations for both Buildings 4 and 5.

The undercroft area of both buildings would include 5,000 sf of amenity space. This area would be accessible to vehicles and bicycles via a road that traverses the southern portion of the site and would be used as preferential parking for fuel efficient and low emissions vehicles. Building 4 would include 52 parking spaces and 7,650 sf for bicycle parking/storage and Building 5 would include 62 parking spaces and bicycle-related amenities. Due to the site grading, this area would appear to be underground in the courtyard, to the north, and at grade in the southern portion of the site.

⁹ According to Section 16.04.330 of the Municipal Code, height of a structure is defined as “the vertical distance from the average level of the highest and lowest points of the natural grade... to the topmost point of the structure, excluding elevator equipment rooms, ventilating and air conditioning equipment and chimneys.” As such, the screened mechanical areas are excluded from the height calculations.



AA'

BB'

- Note:
1. N.G = Average Natural Grade
 2. Office Use Buildings should be set back a minimum of 20' from the base of the transmission towers.
 3. Elevations shown are based on Geodetic Vertical Datum of 1929 (NGVD 29).

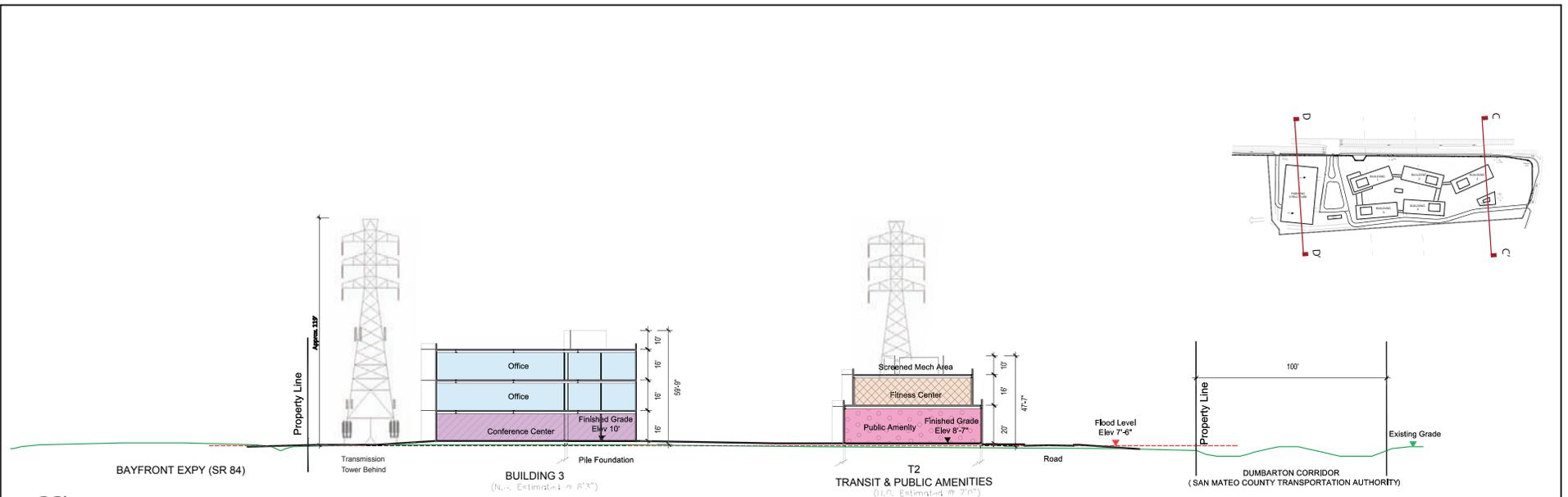


ATKINS **FIGURE 2-6**
West Campus Site Sections and Elevations - Buildings 1, 2, 4 and 5

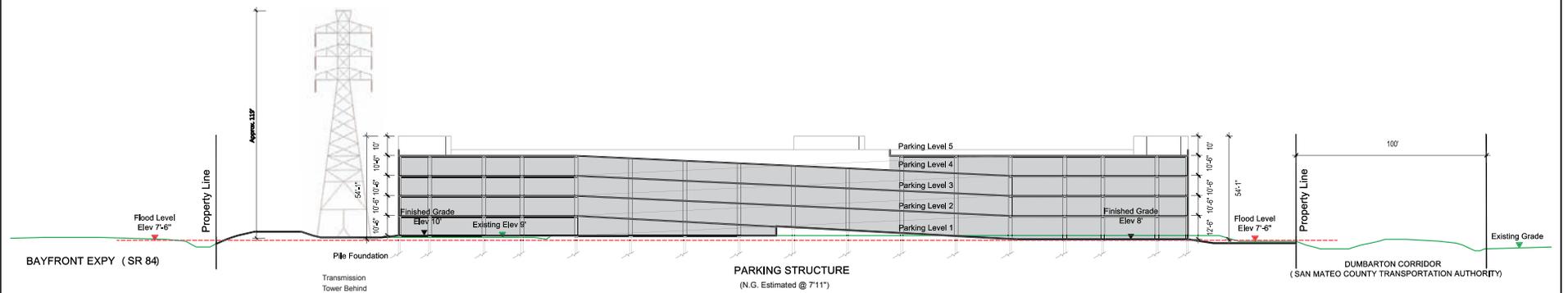
Source: Gensler, 2011.

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Menlo Park Facebook Campus Project



CC'



DD'

Note:

1. N.G = Average Natural Grade
2. Office Use Buildings should be set back a minimum of 20' from the base of the transmission towers.
3. Elevations shown are based on Geodetic Vertical Datum of 1929 (NGVD 29).



ATKINS **FIGURE 2-7** West Campus Site Sections and Elevations - Buildings 3 and T2 and Parking Structure **Source:** Gensler, 2011.

100020154 Menlo Park Facebook Campus Project

Courtyard Amenities Building. One campus amenity structure would be developed within the courtyard to provide a variety of uses and on-campus amenities. This building could include conference and meeting rooms, on-campus amenity programs (such as small cafeterias and coffee shops), pop-up retail (such as bicycle shops in partnership with local businesses), and service amenities (such as mail rooms, help desks, and other programs intended to support the day-to-day functions of the campus). The courtyard amenities building would be located in the area between Buildings 1, 2, 4, and 5. The amenities building would be one story with 2,050 sf of space for cafés, meeting rooms, and other amenities to serve the campus.

Building T2. Building T2, another campus amenity structure, would be located to the south of Building 3 in the southeast portion of the West Campus. The building would be two stories tall (approximately 47 feet to the top of the screened mechanical area) and would include 15,200 sf total on the first and second floors, including 9,000 sf for a transit shelter and 6,200 sf for the fitness center on the second floor. Figure 2-7 shows the site sections and elevations for Building T2.

The five main buildings, as discussed above, would be connected by elevated exterior passageways. These bridges would connect the second and third floors (where applicable) of the buildings. The passageways would not be enclosed; therefore, the approximately 5,700 sf of bridges are not included in the total FAR calculations for the West Campus. In addition, Building T1 would include an open-air transit center and, therefore, is also not included in the square foot calculations.

The other structure at the West Campus, a five-level parking garage with capacity for approximately 1,430 vehicles, would be located in the western portion of the West Campus. This parking garage would be approximately 56 feet in height and is also excluded from the FAR calculations because it, too, is an open-air structure. Figure 2-7 depicts the site sections and elevations for the parking structure.

Sustainability Features

The Project Sponsor intends to pursue LEED Building Design and Construction (BD+C) Gold certification for the West Campus. This LEED program would include strategies that would optimize the energy performance and environmental and health benefits for the buildings and their inhabitants. Sustainable goals and strategies would include, but would not be limited to:

- Re-use existing industrial land;
- TDM program;
- Bike parking and shower facilities;
- No increase in impervious area and use of best management practices for on-site stormwater management;
- On-site amenities to reduce off-site transportation demand during the day, such as food service, coffee bar, fitness center, convenience services (including, but not limited to, an ATM, pharmacy/convenience supplies, post office, hair salon), physical therapy and chiropractic services, and bike repair;

- Energy-efficient site lighting and design to meet the Illuminating Engineering Society of North America (IESNA) lighting density and control standards for minimizing light pollution;
- Heat island effect mitigation by shading more than 50 percent of parking and other hard surfaces with shade trees and using highly reflective and grid paving techniques;
- Building orientation on an east-west axis to capitalize on climate-responsive design benefits of south-facing façades;
- Floor plates that are conducive to daylighting strategies;
- Natural ventilation strategies;
- Building systems designed to avoid the use of heating, refrigeration, and fire suppression systems that include chlorofluorocarbons or halon compounds;
- Building energy modeling to improve energy performance beyond California Title 24 Energy Code Standards to a minimum of 25 percent better than code;
- Energy efficient building envelope design, including high performance glazing, cool roof, and optimized insulation levels;
- Energy efficient lighting and HVAC equipment;
- Extensive building commissioning practices to fine-tune energy using system performance;
- Building energy management controls system to optimize energy performance on an ongoing basis;
- Consideration of renewable energy potential at the office buildings or parking structure, including, where feasible, the roof and façades of the parking structure treated with photovoltaic panels to support on-site energy efficiencies;
- Provision for electric vehicle recharging;
- Water-efficient plumbing fixtures to reduce water consumption by at least 40 percent of California Green Building Standards Code baseline;
- Water-efficient landscape and irrigation design to reduce potable water consumption by at least 50 percent of standard design baseline;
- Construction waste management plan to recycle at least 75 percent;
- Crush a percentage of existing paving and concrete buildings to be re-used as base material;
- Building materials selection to prioritize resource conserving materials, such as materials that contain recycled content, are rapidly renewable, and are sourced from within a 500 mile radius; and
- Indoor environmental quality measures, including selection of low-emitting interior finish materials, paints, and coatings; improved thermal comfort and controllability; construction indoor air quality plan, during construction and prior to occupancy; and CO₂ and humidity sensors and controls in building interiors to improve indoor air quality.

Site Access, Circulation, and Parking

Vehicular Access and Circulation. As with the East Campus, a TDM program would be implemented to reduce the number of vehicle trips to the West Campus. The TDM program would be designed to provide alternatives to private automobile travel to, from, and between both campuses in order to reduce vehicle trips and the resulting traffic and greenhouse gases impacts to the surrounding community. The TDM program for the West Campus would be designed to help mitigate impacts on traffic, air quality, and climate change and would include, but not be limited to, the TDM measures described above for the East Campus.

As shown in Figure 2-4, access to the West Campus and circulation between the two campuses would be provided in several different ways and at many access points. Vehicular circulation would include entrances for private vehicles and commuter shuttles, and emergency access. Access for the intra-campus people-movers would also be provided on campus. Security control kiosks would be provided at the West Campus in order to control access to the interior courtyard, to prevent cut-through vehicular trips from Willow Road, and to ensure unimpeded emergency vehicle access.

Vehicular and Shuttle Entrances. Main access to the West Campus would be along Bayfront Expressway. The Project includes signalizing the main entry and moving the existing curb cut approximately 250 feet to the west. The relocation and dedication of the new driveway would improve spacing between the West Campus driveway and the Willow Road intersection by increasing the distance to 1,600 feet. The new signal would be interconnected to and coordinated with the Bayfront Expressway/Willow Road intersection. Installation of the proposed signal would require coordination with Caltrans and its approval of an encroachment permit.¹⁰

In addition to the main entrance to the West Campus, two secondary access points are proposed. One would be a right-turn-in only driveway located on Bayfront Expressway, west of the main entrance. This new dedicated driveway would allow direct inbound access for employees to the proposed parking garage. This access point is expected to relieve the demand at the main entry and help avoid the potential for on-site queuing that could back onto Bayfront Expressway. Installation of this driveway would require coordination with Caltrans to allow a new access point along Bayfront Expressway.¹¹

Another secondary entrance is proposed on Willow Road, south of the Bayfront Expressway intersection and north of the Dumbarton Rail corridor rail crossing. This access point is proposed to be right-turn-in/right-turn-out only and primarily would serve Facebook commuter shuttles, as well as emergency vehicle access. In addition, this driveway would provide egress for a portion of vehicles, including the low emission and electric vehicles parked in Building 4 and 5. Allowing this personal vehicle egress would reduce egress demand at the main entrance and delay at the Bayfront

¹⁰ Fehr & Peers, "Facebook at Menlo Park – West Campus Driveway Access on Bayfront Expressway," Draft Memorandum to Caltrans from Fehr & Peers, May 26, 2011.

¹¹ Fehr & Peers, "Facebook at Menlo Park – West Campus Driveway Access on Bayfront Expressway," Draft Memorandum to Caltrans from Fehr & Peers, May 26, 2011.

Expressway/Willow Road intersection and would provide convenient access to US 101 from Willow Road.¹²

Transit stops for the Facebook commuter shuttle and the people-mover, as described in more detail below, are proposed near the Willow Road entryway and the southern portion of main entrance off Bayfront Expressway. Transit vehicles would be able to access the West Campus from both entry points.

Emergency Vehicle Access. Emergency vehicle access would be provided along the outside perimeter of the office buildings with access to the courtyard from the eastern end of the campus. Each building would be accessible to emergency vehicles via the perimeter roadway. Along Bayfront Expressway, the emergency vehicles would be able to access the site from the main entry at the proposed signalized intersection and at the secondary entry to the west of the parking structure. Along Willow Road, the emergency vehicles would be able to access the site from the secondary entrance, which would be facilitated by a median cut-through on Willow Road to allow for left turns, subject to Caltrans approval. In addition, emergency vehicles would also access the West Campus via two fire lanes from the adjacent TE Connectivity property, to the west of the proposed parking structure. Staging and turn-out areas for emergency vehicles would be located throughout the site and the design of the roundabout island to the southeast of Building 4 would meet the requirements established by the Fire Code, based on the size of the fire department's apparatus.

People-Mover Connection. In addition to the improvements discussed above under the East Campus, site improvements are planned as part of the Project to improve connectivity between the East Campus and West Campus and to provide a permanent grade-separated crossing of Bayfront Expressway for public access. With construction of the West Campus, the undercrossing would be enhanced to provide lighting and security improvements, final grading of the approaches for ADA-compliant access, removal of the narrow elevated walkway, and signing/stripping improvements. In addition, a pump would be installed to protect the undercrossing from seasonal flooding. Figure 2-8 depicts the people-mover route and intra-campus connectivity.

To create an option for Facebook employees to reduce the time needed to travel between campuses, the Project Sponsor is considering alternative circulation options to run through a portion of the tunnel, with a focus on people-mover systems. Utilization of a people-mover system through the tunnel would allow for the efficient movement of people between campuses without adding traffic to Bayfront Expressway or Willow Road, and would operate within the height limitations of the existing tunnel (10.5 feet). The people-mover system would be implemented with the opening of the West Campus.

The people-movers are anticipated to serve intra-campus travel between the Transit Center on the West Campus and the shuttle stops on the north side of the East Campus. The people-movers would operate through the Bayfront Expressway undercrossing. The existing undercrossing is 32-foot wide, allowing

¹² Fehr & Peers, "Facebook at Menlo Park – West Campus Driveway Access on Bayfront Expressway," Draft Memorandum to Caltrans from Fehr & Peers, May 26, 2011.

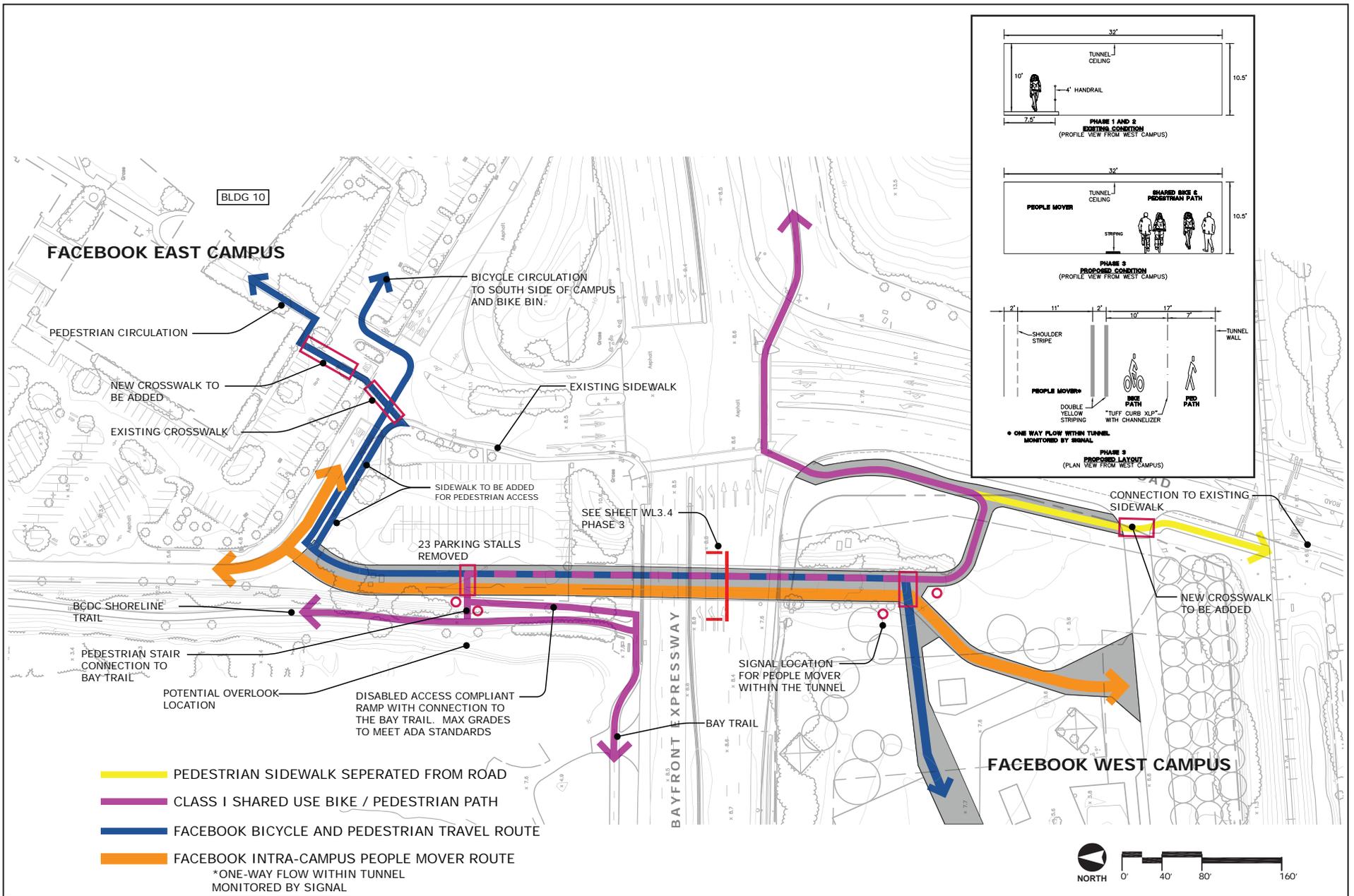


FIGURE 2-8
East Campus and West Campus Tunnel Connectivity

Source: Gensler, 2011.

sufficient right-of-way for a bicycle and pedestrian shared-use (Class I) path (as discussed in more detail below),¹³ as well as width for one-direction of travel for the people-mover system. A signal control system is proposed on either end of the tunnel to prevent a vehicle from entering when another approaching vehicle is already inside the tunnel.

The people-movers are anticipated to operate at maximum speeds of 25 miles per hour (mph) on the Facebook campuses, with highest speeds reached on the on-site private ring road on the East Campus, where the people-movers would share the roadway with personal vehicles and shuttle buses. Through the rest of the campus, the people-movers are expected to operate at 20 mph or less; within the undercrossing, maximum speeds of 15 mph are expected, to maximize the safety of bicyclists and pedestrians within close proximity to the people-movers.

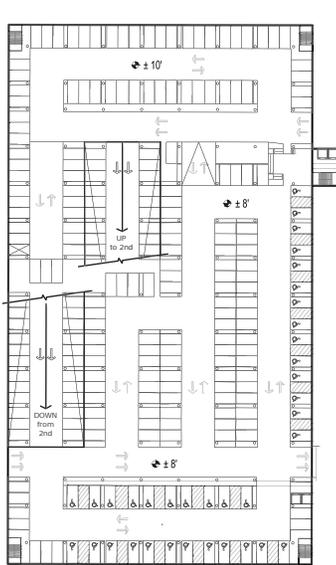
Bicycle/Pedestrian Circulation. Bicycle/pedestrian travel on-site and between campuses would be encouraged through the central courtyard, which would be designed to facilitate pedestrian and bicycle movement and would establish bicycle and pedestrian connections to the East Campus, the Belle Haven neighborhood, and the Bay Trail.

Two pedestrian crossings of the people-mover lane are proposed. The number of crossings that public Bay Trail users would need to make would be minimized by placing the pedestrian path on the eastern side of the tunnel. As pedestrians approach from Willow Road, pedestrians would travel through the tunnel unimpeded; on the north side of the tunnel near the East Campus, a single crossing point to access the Bay Trail would be provided. The crossing would be enhanced with advanced yield lines and high visibility crosswalk striping to maximize visibility. Facebook employees would be required to cross the people-mover lane in a single crossing point near the West Campus. The crossing would also be enhanced with similar treatments of advanced yield lines and high visibility crosswalk striping.

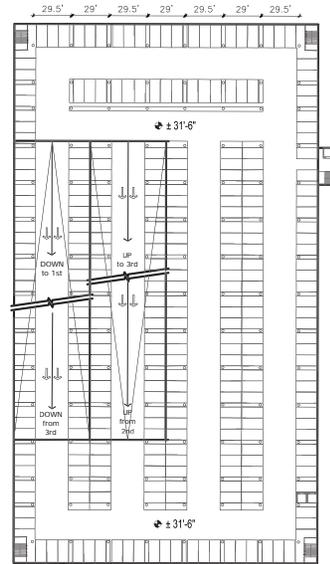
Parking. As discussed above and shown in Table 2-4 and Figure 2-9, parking on the West Campus would be provided in the undercroft of Buildings 4 and 5 and in the five-level parking structure. In total, approximately 1,544 parking stalls would be provided at the West Campus. Building 4 would contain 52 parking stalls and Building 5 would include 62 parking stalls, which would be reserved as priority parking for fuel efficient and low emission vehicles. The five-level parking structure with capacity for approximately 1,430 vehicles would be located in the western portion of the West Campus site. The parking structure would be accessible via the main entry and entry courtyard to the east (inbound and outbound) and the secondary entry and driveway to the west (inbound only). According to the Project Sponsor, the location on the western edge of the West Campus would facilitate close proximity to Buildings 1 through 5, which would encourage pedestrian activity within the site and would minimize mid-day vehicle trips.

¹³ A Class I shared-use path, according to Caltrans' Highway Design Manual standards, should be at least 12 feet wide including shoulder width when at least one side of the path is adjacent to a vertical barrier, such as the tunnel wall.

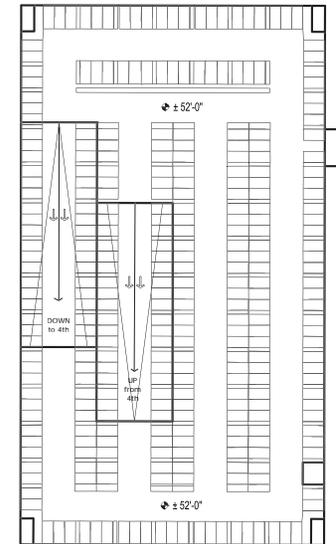
PARKING STRUCTURE



FIRST FLOOR



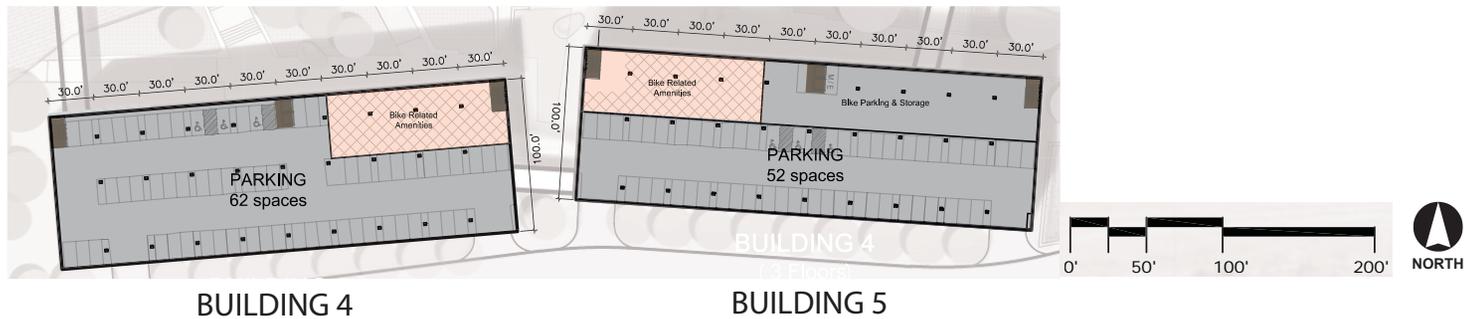
TYPICAL SECOND FLOOR



ROOF PLAN



BUILDINGS 4 AND 5



BUILDING 4

BUILDING 5

**Table 2-4
Parking at the West Campus**

Location	Number of Stalls
Building 4	52 ^a
Building 5	62 ^a
Parking Structure	1,430
Total Parking	1,544^b

Source: Gensler, 2011.

Notes:

- a. The parking in the undercroft of Buildings 4 and 5 would be dedicated as priority parking for fuel efficient and low emission vehicles.
- b. Of the total parking, 35 parking spaces would be allocated for ADA compliant stalls.

Landscaping

Landscaping would be provided throughout the West Campus in a manner that supports sustainability goals, encourages active use of the outdoors, and reflects the various adjacent native environments. The new landscaping would be developed pursuant to the City’s Water-Efficient Landscape Ordinance. The preliminary landscape plan for the West Campus is shown in Figure 2-10.

Currently, there are 624 total trees at the West Campus. Of these trees, 233 are considered to be “Heritage Trees,” per Section 13.24 of the City’s Municipal Code.¹⁴ Under the existing site plans, 89 Heritage Trees and 286 non-Heritage Trees would be removed, for a total of 375 trees to be removed. However, per the guidance of the Municipal Code, 147 trees would be planted to offset the Heritage Tree removal, which would result in 76 new trees in excess of the required heritage tree replacement.

Other landscape features would include hardscape paving, landscape groundcover, and landscape buffers along the perimeter of the West Campus. In addition, as shown in Figure 2-5, four stormwater gardens would be located adjacent to the proposed buildings. These stormwater retention and treatment areas would serve as landscape elements to reduce drainage impacts and function as soil and plant-based filtration devices to remove pollutants through a variety of physical, biological, and chemical treatment processes.¹⁵

¹⁴ SBCA Tree Consulting, “Tree Survey – Facebook West Campus,” May 18, 2011, Survey Addendum, July 19, 2011.

¹⁵ San Mateo County, San Mateo Countywide Water Pollution Prevention Program, Chapter 6.1, page 68.



LEGEND

SYM.	QTY.	DESCRIPTION
	249	EXISTING TREES
	219	NEW TREE PLANTING (76 NET NEW TREES)
	229,266 SQ. FT.	HARDSCAPE PAVING
	431,538 SQ. FT.	LANDSCAPE GROUNDCOVER
	37,469 SQ. FT.	STORMWATER GARDENS
	265,470 SQ. FT.	PROPOSED BUILDING

PRELIMINARY PLANTING LIST

BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME
TREES		SHRUBS		GROUNDCOVER / STORMWATER GARDENS	
PINUS CANARIENSIS	CANARY ISLAND PINE	AGAPANTHUS ORIENTALIS	LILLY OF THE NILE	AJUGA REPTANS	CARPET BUGLE
QUERCUS AGRIFOLIA	COAST LIVE OAK	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLEBRUSH	APTENIA CORDIFOLIA	APTENIA
QUERCUS SUBER	CORK OAK	CLIVIA MINATA	KAFFIR LILY	CEANOTHUS 'YANKEE POINT'	CEANOTHUS
LOPHOSTEMON CONFERTUS	BRISBANE BOX	DODONAEA VISCOSA	HOPSEED BUSH	LIRIOPE 'SILVERY SUNPROOF'	TURF LILY
ACER RUBRUM	RED MAPLE	KNIPHOFIA UVARIA	RED-HOT POKER	OPHIPOGON JAPONICUS	MONDO GRASS
GINKGO BILOBA	MAIDENHAIR TREE	LUPINUS ARBOREOUS	BUSH LUPINE	VINCA MINOR	DWARF PERIWINKLE
PLATANUS X ACERIFOLIA	LONDON PLANE	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	JUNCUS PATENS	CALIFORNIA GRAY RUSH
QUERCUS DOUGLASII	BLUE OAK	PHORMIUM CALIFORNICA	NEW ZEALAND FLAX	LEYMUS CONDENSATUS	GIANT WILD RYE
QUERCUS LOBATA	VALLEY OAK	RHAMNUS CALIFORNICA	COFFEEBERRY	MIMULUS AURANTIACUS	MONKEY FLOWER
QUERCUS RUBRA	RED OAK	RHAPHIOLEPIS INDICA	INDIA HAWTHORN	CAREX PANZA	CA MEADOW SEDGE
QUERCUS SHUMARDII	SHUMARD OAK	RHUS OVATA	SUGAR BUSH		
		ROSA FLOWER	FLOWER CARPET ROSE		
		SOLIDAGO CALIFORNICA	CALIFORNIA GOLDENROD		

Landscape water usage will conform to the City's Water Efficient Landscape Ordinance and the Water Demand Summary.



Building Exteriors, Signage, and Lighting

The final design, including lighting, will be determined as part of the City's Architectural Control Review process at the time when the Project Sponsor seeks entitlements for the West Campus, which will include input from the public. However, the intention of the building placement and massing is to provide a comprehensive approach to the West Campus that would enable the Project Sponsor to develop a work place that is oriented around a courtyard for use as a collaborative "hub" for the campus community. It is anticipated that the architecture of the West Campus will reflect the culture of Facebook through the uniformity of a unique campus design. With regard to lighting, the performance standards set by LEED will be followed and light pollution will be considered and minimized.

Activity/Employment

The site would be developed with a new campus that would accommodate approximately 2,800 employees. The Project Sponsor proposes that the West Campus be operational by late 2014 and would reach maximum occupancy within two to three years thereafter at the anticipated employment growth rate.

Utilities

On-site utility usage would include energy, domestic water, wastewater, and storm drainage. All on-site utilities would be designed in accordance with applicable codes and current engineering practices.

Energy Use. PG&E would provide gas and electrical power for the proposed facilities. However, the Project may also generate some electricity with solar panels on the roof of the parking structure, if feasible. Existing electricity and gas lines in the vicinity of the site would continue to serve the Project.

Water Use. On-site water lines would connect to the MPMWD. The West Campus will connect to a 12-inch domestic water main that connects to the City's distribution system along the west side of Willow Road. A potential supplemental domestic water connection has been identified for the Project within the Willow Road right-of-way.

Wastewater Use. The sanitary sewer at the West Campus is currently connected to the TE Connectivity campus' sanitary sewer system that discharges to WBSD facilities near Chilco Road. The Project Sponsor would disconnect the existing connection and provide a new sanitary sewer system that drains from the west end of the site to Willow Road. The existing WBSD manhole in Willow Road is approximately three-feet-deep and a lift station would be required for the site to discharge to the Willow Road sanitary sewer system. This manhole also collects wastewater from the East Campus and the storage facility on the east side of Willow Road and discharges to Hamilton/Henderson Pump Station via the Hamilton Avenue sanitary sewer line. The West Campus eventually discharges to the SBSA pump station.

Storm Drain. The stormwater collected at the West Campus would discharge to an existing 78-inch storm drain line in Willow Road. Portions of the storm drain system on the adjacent TE Connectivity site currently discharge through the West Campus. In addition, an existing swale south of the West

Campus near the railroad discharges onto the site before entering the 78-inch storm drain line. Runoff from the West Campus is conveyed through the City storm drain system in Willow Road to the Caltrans pump station located adjacent to the Bayfront Expressway. Local drainage facilities in the area are adequately sized for the surrounding development.

Hazardous Substances

Prior operations at the West Campus and the adjacent TE Connectivity property to the west resulted in significant releases of hazardous substances, including polychlorinated biphenyls (PCBs), volatile organic compounds (VOCs) and semi-VOCs at a number of on-site locations. The California Department of Toxic Substances Control (DTSC) has overseen a comprehensive “corrective action” program of investigation and remediation of these releases. These remediation activities have included: significant soil removal actions where concentrations of hazardous substances exceeded levels appropriate for commercial/industrial use; installation of a five-foot thick engineered cap over an 11,437-sf discrete area of deep PCB-contaminated soils on the eastern portion of the site; and a comprehensive, long-term groundwater monitoring program consisting of 45 groundwater monitoring wells on the West Campus and the adjacent TE Connectivity property, combined.

As the result of a decision-making process that included the issuance of a Negative Declaration under CEQA, DTSC determined in November 2006 that the West Campus had been remediated to a level that is acceptable for commercial and industrial use. Because hazardous materials remain in the soil and ground water, DTSC determined that the recordation of a land use covenant to restrict property uses was necessary for the protection of human health and the environment. A Land Use Covenant restricting the use of the TE Connectivity property was executed between TE Connectivity and DTSC in January 2007 and is binding upon all owners of the land, their heirs, successors, and assignees. The covenant prohibits residential and similar sensitive uses and requires activities that will disturb soil, such as excavation, grading, removal, trenching, filling, or earth movement to be performed pursuant to a Soil Management Plan and a Health and Safety Plan approved by DTSC.

Although the Project Sponsor could proceed with the proposed development of the West Campus without additional remediation, within the existing DTSC-approved restrictions, the Project Sponsor is pursuing additional remedial activities that would allow for more flexibility for development on-site and will be working with DTSC on any additional remediation. The Project Sponsor has entered into a Voluntary Cleanup Agreement with DTSC to provide for DTSC oversight of activities related to the residual hazardous substances, engineered cap, and groundwater monitoring wells at the West Campus. In conjunction with DTSC, the Project Sponsor is considering the following options:

- *On-site consolidation of impacted soil.* This option would reduce the potential for exposure to the residual contamination on-site by consolidating the impacted soil above the unrestricted use¹⁶ cleanup goal in one location and capping it; institutional controls would reduce the potential for exposure through the breaching of the cap.

¹⁶ Unrestricted use refers to a level of clean-up at the site that would allow for residential uses.

- *Excavation and off-site disposal of impacted soil (excluding the area under engineered cap).* Impacted soil above the cleanup goal would be excavated and disposed at an appropriately permitted off-site facility. The area would be backfilled with “clean” soil to the West Campus to grade.
- *Excavation and off-site disposal of impacted soil (including impacted soil under engineered cap).* The impacted soil currently underneath the engineered cap would be excavated and disposed at an appropriately permitted off-site facility. This option could involve excavation of all the soil over the unrestricted use cleanup goal, or all such soil down to a highly-protective depth, such as 25 feet. The area would be backfilled to grade with “clean” soil.
- *Placement of clean soil cover over the site.* All of the residual contamination would remain in place, but at least two-feet of clean soil would be placed over the existing site to specifications approved by DTSC. The Operations, Monitoring, and Maintenance Plan (OMMP) would be revised to provide for a soil management plan setting forth protocols and procedures for disturbance of the soil cover.

It is important to note that, even if the Project Sponsor implemented a clean-up plan, this would be done through DTSC and it is not included as a component of the Project. As such, for the purposes of this Draft EIR, no cleanup of hazardous materials in the soil and groundwater will be analyzed. A separate CEQA analysis for the cleanup would be prepared.

2.5 PROJECT CONSTRUCTION¹⁷

Construction Schedule and Phasing

The Project would consist of two phases. The East Campus would be implemented as Phase 1, which includes amending the CDP to reflect the Trip Cap. The West Campus would be constructed as Phase 2, which would include full site development, including demolition of existing buildings and construction of the proposed structures.

Phase 1

Phase 1 does not include any construction subject to review in this Draft EIR. It is anticipated that if the Project Sponsor’s application for an amendment to the CDP for the East Campus is approved, Phase 1 would reach full capacity by 2014 to 2015. However, the existing permitted employee level (3,600 employees) will remain in-place at the East Campus until approval of the CDP amendment.

Phase 2

Phase 2 would include the demolition of the existing features at the West Campus and the construction of the proposed buildings. It is anticipated that Phase 2 would start in late-2012 with demolition of the

¹⁷ SC Builders, Inc., “Construction Details,” July 2011.

existing buildings and would continue over approximately 18 months, with full build-out by mid-2014. Maximum occupancy would occur within two to three years thereafter.

The initial construction phases and demolition would commence in late-2012 with the grading and foundation piles starting in early-2013. The West Campus construction would require the demolition of the existing buildings, surface parking lots, and removal of trees and other landscaping. The building construction phase would start in approximately May 2013 for the concrete foundations on the parking garage and buildings. The construction of the buildings would be phased so that each building is constructed in sequence based on necessity, with each approximately six to eight weeks apart. The construction of all the buildings would conclude in July 2014 with Facebook phasing the occupancy of the buildings over a four-month period. The parking garage construction would be scheduled to ensure completion prior to occupancy of the first building.

Construction Equipment and Staging

Typical equipment that would be used during construction at the West Campus would include, but not be limited to, concrete crushers, cranes, tractors, excavators, pile drivers, forklifts, off-highway tractors and trucks, material handling equipment, pavers, pumpers, rollers, bulldozers, surfacing and grading equipment, backhoes, and trenchers. The number of truck deliveries would range from two to 210 trips per day, with the most trips occurring during the grading stage where soil would be imported to the site. It is anticipated that construction vehicles would access the site via Willow Road and Bayfront Expressway.

All construction equipment, employee vehicles, and import material would be staged at the construction site on the West Campus.

Construction Employment

The number of construction workers per day would range between eight and 250 workers. The maximum construction workers at the West Campus would occur when all five buildings and the parking garage are under some phase of construction (structural steel/exterior skin/interiors) in the winter months of 2014. Construction staff would likely be obtained from Bay Area sources. Off-site storage and parking for the construction worker vehicles and building materials may be required.

Construction Spoils, Debris, and Materials

Phase 1

As discussed, no construction would occur at the East Campus that is subject to CEQA review in this Draft EIR.

Phase 2

Demolition. Construction during Phase 2 would require the demolition and removal of the two existing buildings, the paved parking lot, other impervious surfaces, and vegetation at the West Campus. However, per the sustainability goals for the West Campus, a percent of existing paving and concrete

buildings would be crushed and reused as base materials, which would serve to divert some of the waste away from landfills.

The demolition work would generate approximately 14,000 tons of concrete debris and 3,600 tons demolition debris. The concrete debris would likely be shredded on-site prior to off-haul in order to reuse the debris as a base material for the new construction. It is anticipated that at least 25 percent of on-site material would be reused. The amount of reuse could be higher; it is currently unknown as to the total quantity of clean recycled base available and amount needed for construction.

For any portion of material that could not be crushed and reused on-site, the remainder of the crushed material would be hauled to a local recycling site. Alternately, if on-site crushing could not be accomplished, the material would be taken to a recycling facility to be processed, likely to the facility at the Port of Redwood City. The construction and demolition debris would be off-hauled (approximately 200 loads total) to the SRDC Recycling center in Redwood City with an average of 25 loads per day over a two- to three-week off-haul period.

Grading/Excavation. Due to proximity to the Bay, the West Campus is located within the floodplain and would be need to be raised above the base flood elevation. The site grading plan may require the import of 85,000 cubic yards of material to the site. The soil import will involve approximately 210 truck loads per day for approximately six weeks. A deep foundation system consisting of driven piles or auger cast piles would be required due to the existing soil conditions. Specialty equipment, such as a pile driver, would be used during this phase of construction.

General excavation at the West Campus would occur at a depth varying from five to 10 feet; however, excavation at the capped/restricted area would occur at approximately 30 feet if the Project Sponsor chooses to excavate impacted soil. Approximately 2,000 to 4,000 cubic yards of clean cover would be stockpiled on the site and reused while approximately 5,000 to 10,000 cubic yards of impacted soil would either be consolidated on-site or disposed at a permitted facility. For the capped/restricted area, approximately 2,000 to 4,000 cubic yards of clean cover would be stockpiled on-site and reused while approximately 8,000 to 12,000 cubic yards of impact soil would be disposed at a permitted facility.¹⁸ The reused soil would be used as backfill material or grading material in landscaped areas within the West Campus. In accordance with the sustainability goals for the West Campus and the Construction Waste Management Plan, at least 75 percent of the construction waste, excluding excavation materials, would be recycled.

Construction. The building structures and parking garage would require approximately 23,000 cubic yards (cy) of concrete material. There are several large concrete batch plants located near the West Campus from which the concrete could be sourced in lieu of setting up an on-site mixing station.

¹⁸ Ron Helm, Cornerstone Earth Group, Inc., email to Jennifer Renk, Luce Forward, September 7, 2011.

2.6 PROJECT APPROVALS

City Approvals

The following discretionary approvals by the City would be required prior to the increased density at the East Campus and new construction at the West Campus:

East Campus

- **Environmental Review.** Certification of the EIR and approval of the mitigation measures identified in the EIR, the Mitigation Monitoring and Reporting Plan, and approval of the Statement of Overriding Considerations.
- **Conditional Development Permit.** A CDP amendment would be required to convert the existing 3,600 employee density cap to an AM and PM peak period and daily vehicle trip cap.
- **Development Agreement.** The Project Sponsor proposes to enter into a Development Agreement with the City to create vested rights in Project approvals, address implementation of the proposed design and infrastructure improvements in the Project area, and specify benefits to the City.

West Campus

- **Environmental Review.** Certification of the EIR and approval of the mitigation measures identified in the EIR, the Mitigation Monitoring and Reporting Plan, and approval of the Statement of Overriding Considerations.
- **Rezoning from M-2 to M-2-X.** An X Conditional Development District would be required to exceed the M-2 zoning district's 35 foot height limit and build up to 75 feet.
- **Conditional Development Permit.** A CDP would be required to establish development regulations, such as a new height limit.
- **Lot Line Adjustment/Lot Merger.** A lot line adjustment or lot merger would be required.
- **Heritage Tree Removal Permit.** A tree removal permit would be required for each heritage tree proposed for removal per Municipal Code Section 13.24.040.
- **Below Market Rate Housing Agreement.** A Below Market Rate Housing Agreement would be required for the payment of in-lieu fees associated with the City's Below Market Rate Housing Program.
- **Development Agreement.** The Project Sponsor proposes to enter into a Development Agreement with the City to create vested rights in Project approvals, address implementation of the proposed design and infrastructure improvements in the Project area, and specify benefits to the City.

Approvals by Responsible Agencies

Approvals by other agencies that may be needed for the Project to proceed are identified below and those agencies are expected to review this Draft EIR in evaluating the Project:

- Bay Area Air Quality Management District (BAAQMD) – permitting of asbestos abatement activities, if any.
- Caltrans – review of traffic circulation effects and consultation on potential traffic improvements affecting state highway facilities, ramps, and intersections; as well as review and approval of landscape and pathway improvements within Caltrans property, and approval of encroachment permits with the City for construction and maintenance of improvements.
- 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.
- Department of Toxic Substance Control (DTSC) – the lead agency for any necessary CEQA review related to the additional corrective actions being considered by the Project Sponsor.¹⁹
- Menlo Park Fire Protection District – approval of proposed fire prevention systems and emergency vehicle access.
- San Mateo County Environmental Health Division – review of food service functions.
- West Bay Sanitary District – approval of wastewater hookups.

¹⁹ The corrective action program for the combined Tyco Site and West Campus is an ongoing, separate, and independent project overseen by DTSC. DTSC has already issued a Negative Declaration with respect to the ongoing corrective action program at the site.

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