

DEPARTMENT OF TRANSPORTATION

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CITY OF MENLO PARK
BUILDING

SMVAR003
SCH#2011042073

January 30, 2012

Ms. Rachel Grossman
Planning Division
Community Development Department
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

Dear Ms. Grossman:

Menlo Park Facebook Campus Project – Draft Environmental Impact Report

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Menlo Park Facebook Campus Project. The following comments are based on the Draft Environmental Impact Report (DEIR).

West Campus Site Access

Figure 2-10 shows a main entrance to the West Campus site and a secondary entry upstream, or west of the main entrance along Bayfront Expressway (State Route [SR] 84), which is classified as an expressway. The Department maintains access control along this section of SR 84 meaning that new and/or relocated access points are not normally permitted. We recommend that you contact us as soon as possible to discuss the location of the proposed driveways as modifications to the site plan may be necessary.

Proposed Undercrossing Features

For the proposed people mover, pump system and lighting in the undercrossing that connects the East Campus site with the West Campus site, it will be necessary for the City of Menlo Park (City) to enter into or modify an existing Maintenance Agreement with the Department to delineate appropriate maintenance responsibilities for all project features associated with the undercrossing.

Project Initiation Document

Please be advised that any work within the State right-of-way (ROW) greater than one million dollars in cost may require a Project Initiation Document that is approved by the Department. Specifically, please refer to Chapter 9 of the *Project Development Procedures Manual (PDPM)* for more details. The PDPM is available at the following URL:
<http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm>

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Encroachment Permit

The DEIR acknowledges that encroachment permits will be required for certain project components. Please be advised that any work or traffic control that encroaches onto the state right-of-way (ROW) requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to:

Office of Permits
California Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information.
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Scope of Traffic Analysis

Since most project trips are bound to US-101, please provide ramp level of service (LOS) and freeway segment analysis between the Santa Clara county line and Woodside Road.

Trip Rate and Generated Traffic Estimates

For the analysis on pages 3.5-34, -44 and -73, Table 3.5-8 (*East Campus 3,600 Employee Trip Generation*) shows AM (PM) generated trips as 1,434 (1,076), indicating a rate of 0.398 (0.299) as a result of dividing the assumed 3,600 employee trips by the generated traffic. Further, this rate is presented as that corresponding with the Corporate Headquarters Building land use classification. However, the Institute of Transportation Engineer's (ITE's) *Trip Generation, Eighth Edition*, shows AM (PM) trip rates of 0.45 (0.38) for this land use classification. Based on the ITE rates, we calculate anticipated trips to be 1,620 (1,368), which is a difference of 186 (292) between the results in the DEIR and what we would expect to see based on the assumptions provided. It therefore appears that the trips projected for the project are underestimated in the analysis. Please either provide additional information to support the numbers used or modify the tables used in your analysis if these numbers were used in error.

Reduction of Generated Trips by Transit

The analysis applies a 25% trip reduction factor through the use of transit beginning in year 2015, with explanation that the City required this reduction as a prior condition of approval for Sun Microsystems at the same project site. Please provide additional plans or other information that would support this reduction factor or to otherwise identify an appropriate transit trip reduction factor.

Cumulative Analysis

The analysis uses 2025 as the base year for cumulative analysis. Given the current year of 2012, this results in a 13-year cumulative analysis horizon. A General Plan buildout scope is normally appropriate for analyzing cumulative impacts. Please modify your cumulative analysis to consider the buildout scenario for the General Plan, including amendments.

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Should you have any questions regarding this letter, please contact me by telephone at (510) 286-5541, or by email at gary_arnold@dot.ca.gov, or contact Sandra Finegan of my staff by telephone at (510) 622-1644, or by email at sandra_finegan@dot.ca.gov.

Sincerely,



GARY ARNOLD

District Branch Chief

Local Development – Intergovernmental Review

cc: Scott Morgan, State Clearinghouse