



Facebook Campus Project

Environmental Quality Commission Meeting
Project Summary, Draft Environmental
Impact Report (EIR)
January 4, 2012



Meeting Purpose

- ☪ Project Location and Description
- ☪ Overview of California Environmental Quality Act (CEQA)
- ☪ Summary of the Conclusions of the Draft EIR
- ☪ Relay next steps in the process
- ☪ Not intended to be a formal Draft EIR comment session (this will occur January 9th)



Project Location





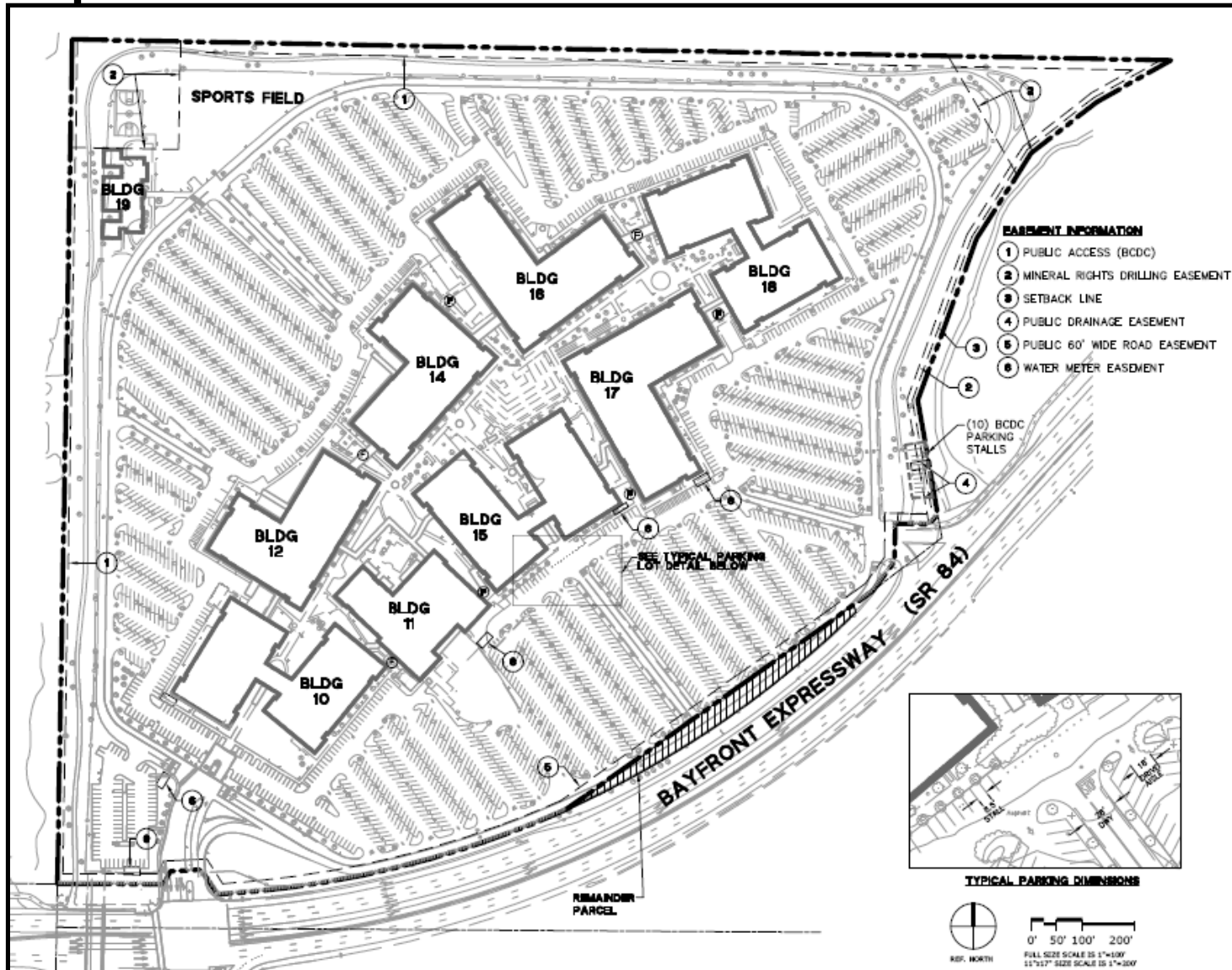
Project Description

- ☪ **East Campus** - Amend Conditional Development Permit (CDP) and execute Development Agreement
 - | Convert existing employee cap to a trip cap

- ☪ **West Campus** - Evaluate development impacts associated with
 - | Maximum floor area per M-2 zoning
 - | Height in excess M-2 zone maximum
 - | Entitlement application submittal anticipated in mid 2012

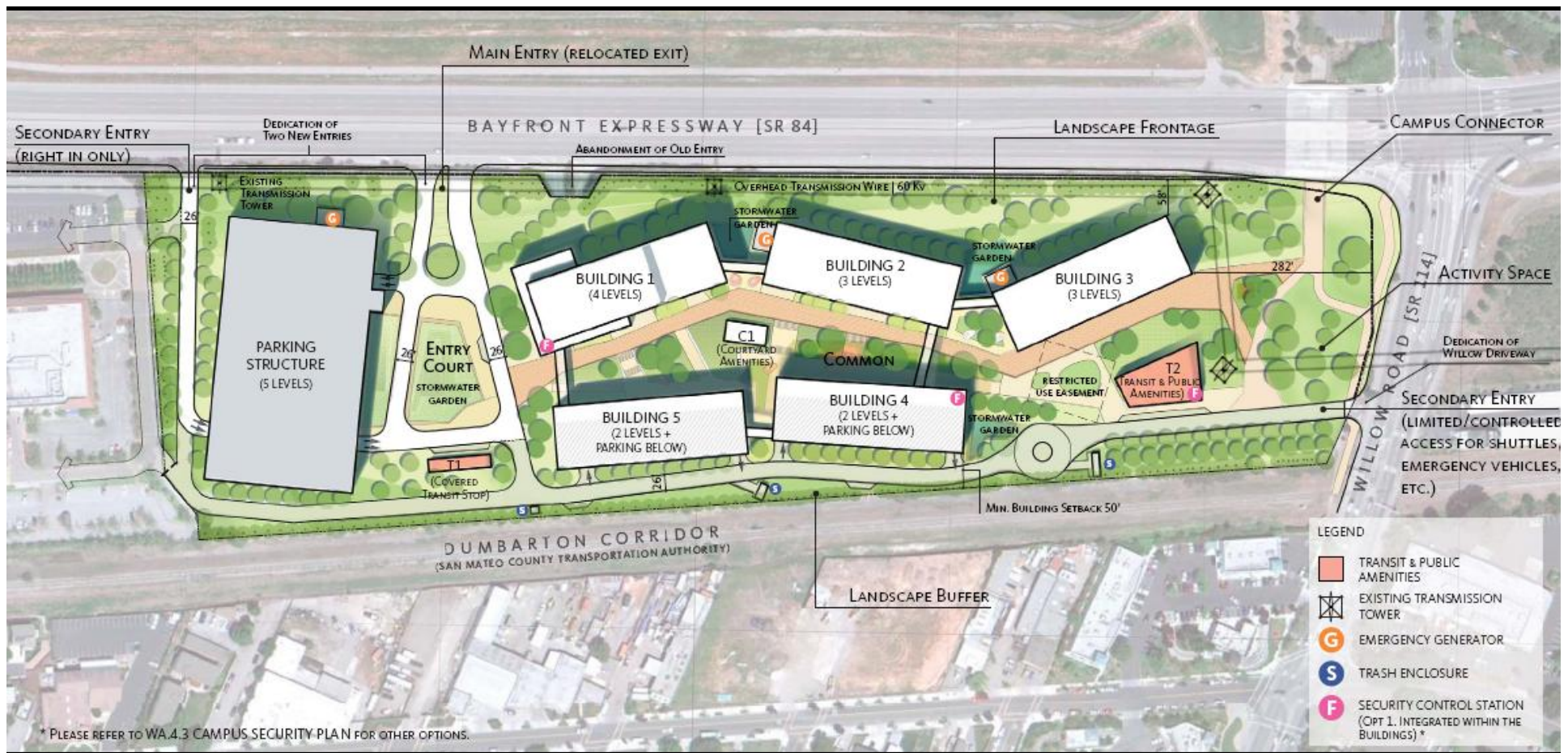


East Campus Site Plan



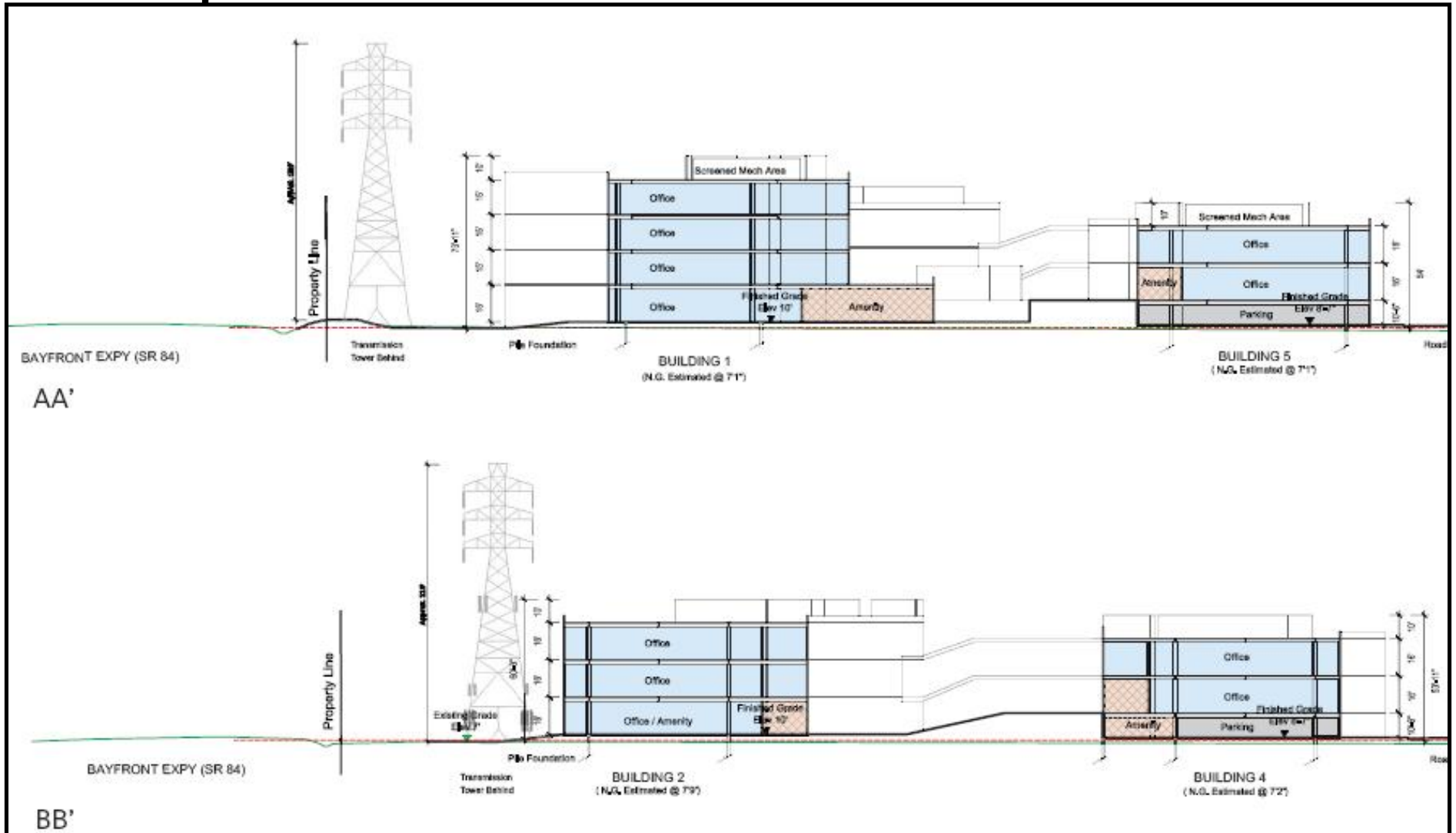


West Campus Proposed Site Plan



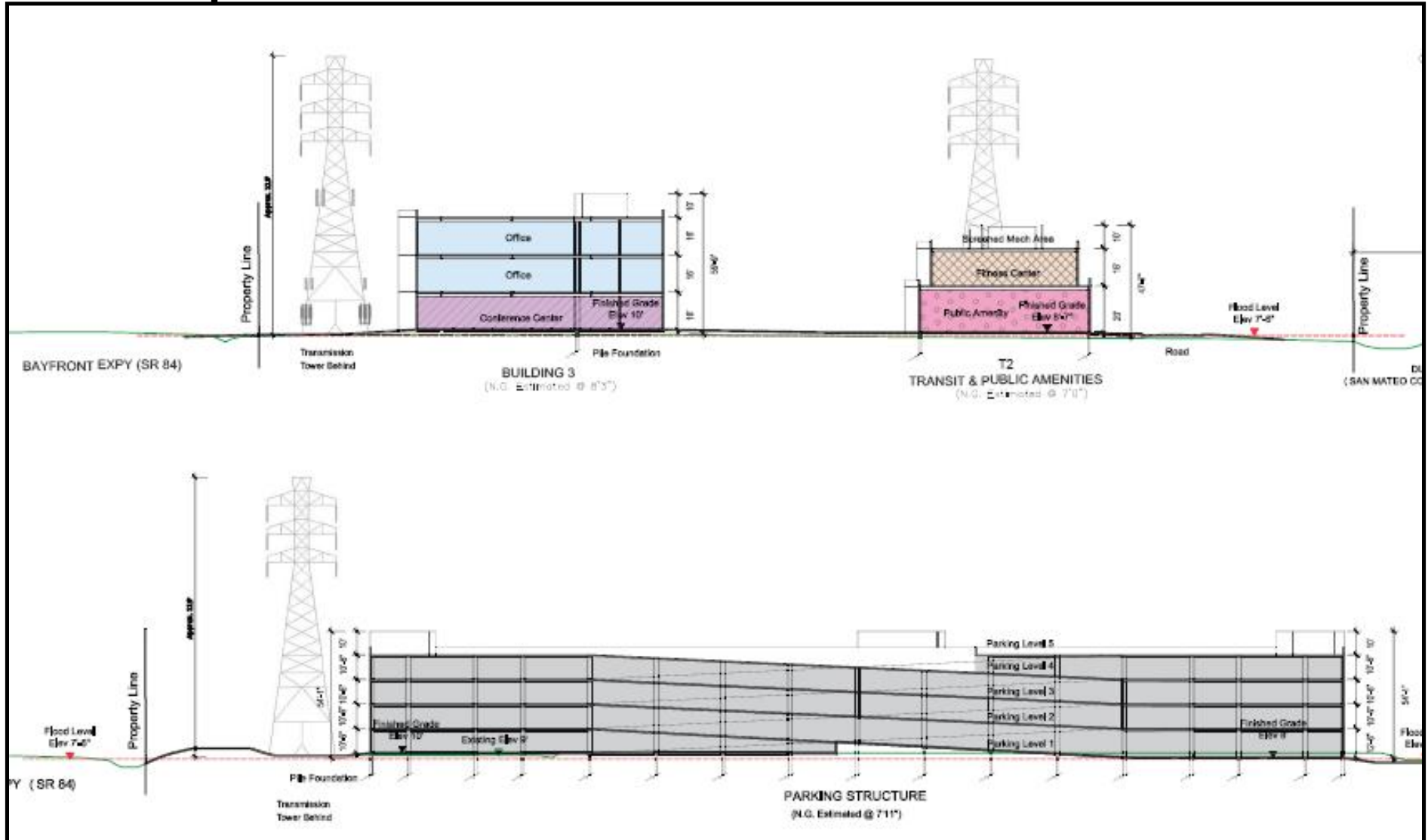


West Campus Elevations





West Campus Elevations





CEQA Overview

- ⌘ **Highly structured** by State law, guidelines and court cases
- ⌘ **Informational document** to disclose impacts to the public and decision makers
- ⌘ Standard is not perfection, but “**adequacy, completeness, and a good faith effort at full disclosure**”
- ⌘ Impacts need to be associated with **physical effects on the environment** – not social or economic impacts



CEQA Overview

- ⌘ Analysis must consider **cumulative impact** of project
- ⌘ Need to consider **feasible alternatives** to project
- ⌘ Draft EIR comments addressing adequacy of the EIR or the City's compliance with CEQA **will be responded to and can potentially result in changes** to the Draft EIR; non-environmental comments will be noted
- ⌘ Responses to comments included in **Final EIR**



CEQA Analysis – Project Evaluated

☪ **East Campus** – Increase in population

- | No ground disturbance

- | Technical analysis does **not** review:

- Aesthetics
- Wind
- Cultural Resources
- Biological Resources

☪ **West Campus** – Redevelopment and use of site



CEQA Impact Analysis

☪ **Impact discussions** fall into 1 of 3 classifications:

- Less than Significant: Impacts do not exceed the relevant threshold/criteria
- Significant to Less than Significant: Impacts initially exceed the relevant threshold/criteria, but application of feasible mitigation measures reduces impact to less than significant
- Significant and Unavoidable: Impacts exceed the relevant threshold/criteria, and no feasible mitigation measures are available to reduce the impact to less than significant



Environmental Topics

⌘ Air Quality

⌘ Noise

⌘ Transportation

* = Impacts that did not require analysis in Draft EIR

Bold = Significant and unavoidable impacts



Significant and Unavoidable Impacts Identified in EIR

☪ Air Quality – project and cumulative

- | Reactive Organic Gases (ROG) emissions
- | Nitrogen Oxide (NO_x) emissions
- | Particulate Matter (PM₁₀) emissions
- | Toxic Air Contaminants - ** Cumulative ONLY

☪ Noise

- | Noise exposure
- | Ground vibration – construction **West Campus ONLY
- | Ambient noise levels

☪ Transportation

- | **Intersections:** 8 in the Near Term and 10 in the Cumulative
- | **Segments:** 4 in the Near Term and 4 in the Cumulative
- | **Highways:** 6 in the Near Term and 6 in the Cumulative



EIR Summary – Air Quality

- ☪ **AQ-2:** The Project would create new area and mobile sources of air pollutants – majority of emissions due to traffic
 - | Reactive Organic Gases (ROG)
 - | Nitrogen Oxide (NO_x) emissions
 - | Particulate Matter (PM₁₀) emissions
- ☪ Mitigation Measures – No feasible mitigation measures to make less than significant
- ☪ Also a cumulative impact: **C-AQ-2**



EIR Summary – Cumulative Air Quality

- ❖ **C-AQ-5:** The project, in combination with other foreseeable development in project vicinity would expose sensitive receptors to substantial Toxic Air Contaminants (TACs)
 - | Project contribution is **less than 5%**
 - | Receptors are exposed to significant TACs even **without** the Project
 - | **Receptors are closer than recommended 500'** from high volume roadway
 - | No feasible mitigation



EIR Summary- Noise

- ⌘ **NO-1:** The project would result in exposure to noise levels in excess of General Plan and Municipal Code standards due to increased traffic noise
 - | Marsh Road - between Scott Drive and Bohannon Drive
 - | Willow Road - between O'Brien Drive and Newbridge Street
- ⌘ No feasible mitigation measures
 - | Residential driveways, Caltrans height limits, and aesthetic impacts prevent sound wall installation
- ⌘ Also a cumulative impact: **C-NO-1**



EIR Summary- Noise

- ⌘ **NO-2:** Construction of the West Campus would have the potential to result in ground-borne vibration that would disturb vibration-sensitive land uses
- ⌘ Mitigation Measures:
 - | Business notification
 - | Construction Best Management Practices
- ⌘ Mitigation measures reduce ground-borne vibration impacts, but businesses could still be exposed to excessive ground vibration and impact remains significant and unavoidable



EIR Summary- Noise

- ⌘ **NO-3:** The project would result in a permanent increase in ambient noise levels due to increased traffic - **similar to impact NO-1****
 - | Marsh Road - between Scott Drive and Bohannon Drive
 - | Willow Road - between O'Brien Drive and Newbridge Street
- ⌘ No feasible mitigation measures
 - | Residential driveways, Caltrans height requirements, and aesthetic impacts prevent sound wall installation
- ⌘ Also a cumulative impact: **C-NO-3**



Alternatives Studied in EIR

☪ Alternatives shall

- Feasibly attain most basic project objectives
- Shall avoid or substantially lessen project impacts

☪ Alternatives considered

- No Project
- Reduced Intensity Alternative – 25% reduction in vehicle trips



EIR Summary- Transportation

⌘ Transportation Analysis Elements

⌘ Findings

⌘ Impacts

⌘ Mitigation Measures



Transportation Analysis Elements

⌚ Existing, Near-Term and Long-Term Conditions



Transportation Conditions

- ⌘ Near Term 2015 East Campus Only
- ⌘ Near Term 2018 East and West Campuses
- ⌘ Cumulative 2025 East Campus Only
- ⌘ Cumulative 2025 East and West Campuses

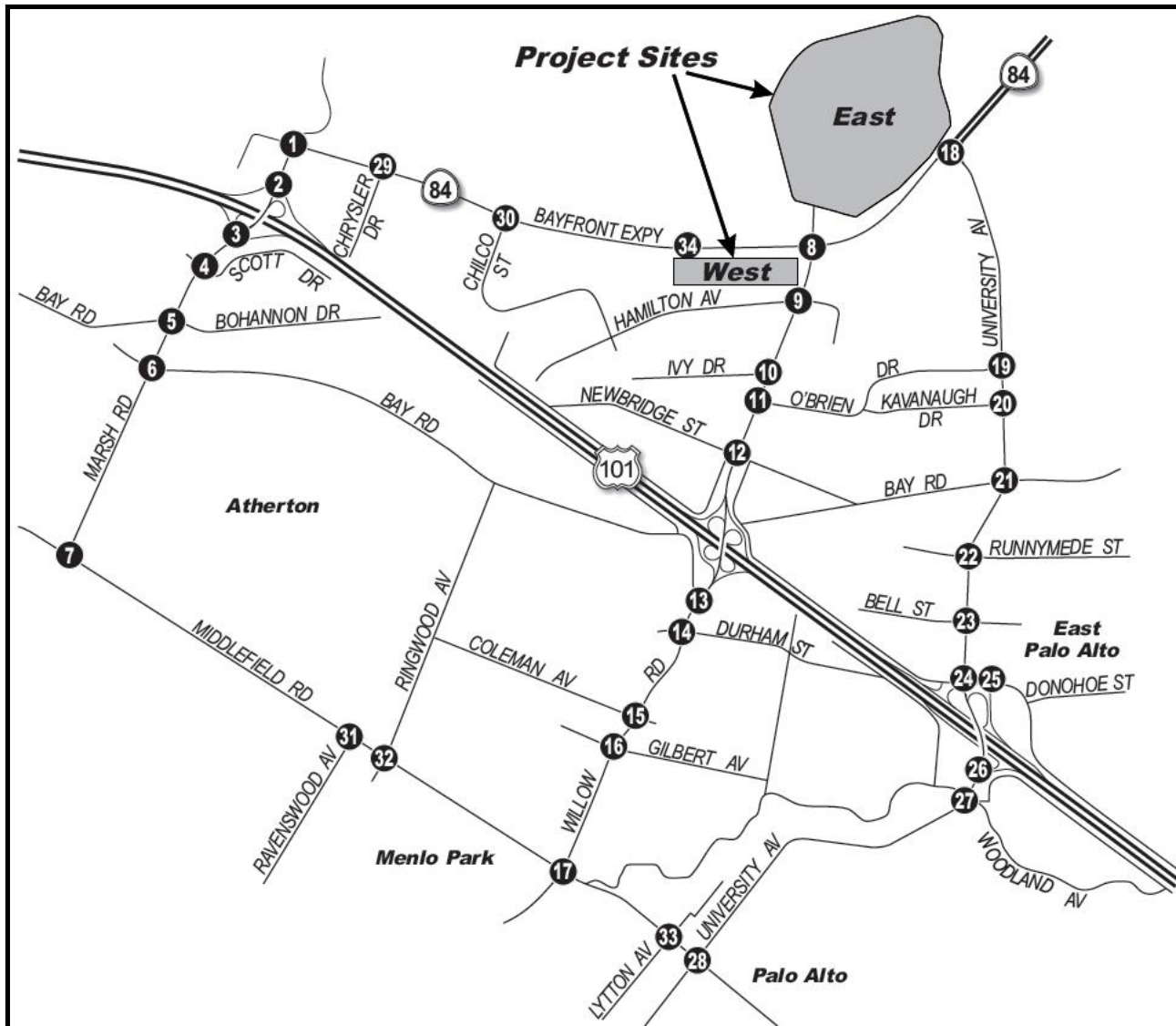


Transportation Analysis Elements

- ⌚ Existing, Near-Term and Long-Term Conditions
- ⌚ Intersection Level-of-Service (LOS) Analysis
 - ┆ 34 signalized intersections
 - ┆ A.M. and P.M. peak periods
- ⌚ Roadway Segment Analysis
 - ┆ Ten roadway segments
- ⌚ Routes of Regional Significance
- ⌚ Programmed/Planned Transportation Facility Improvements
- ⌚ Public Transit
- ⌚ Pedestrian/Bicycle Facilities



Study Area and Study Intersections





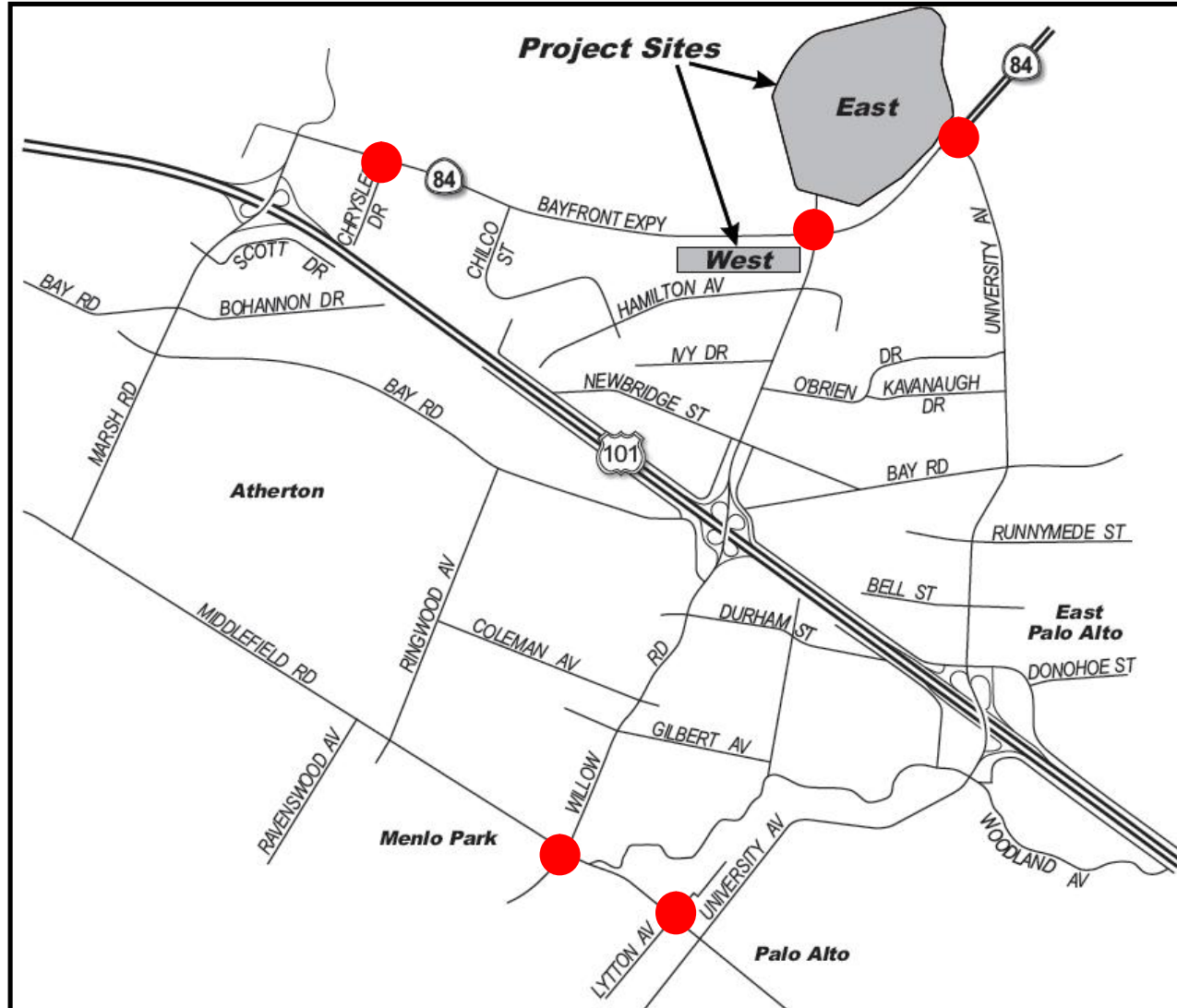
Transportation Findings

- Project would result in “less- than- significant” impacts for:
 - ✘ Transit
 - ✘ Pedestrian/Bicycle Facilities
- Near-Term with Project Impacts
 - ✘ Eight intersections
 - ✘ Four roadway segments
 - ✘ Six segments of Routes of Regional Significance
- Long-Term with Project Impacts
 - ✘ Ten intersections
 - ✘ Four roadway segments
 - ✘ Six segments of Routes of Regional Significance



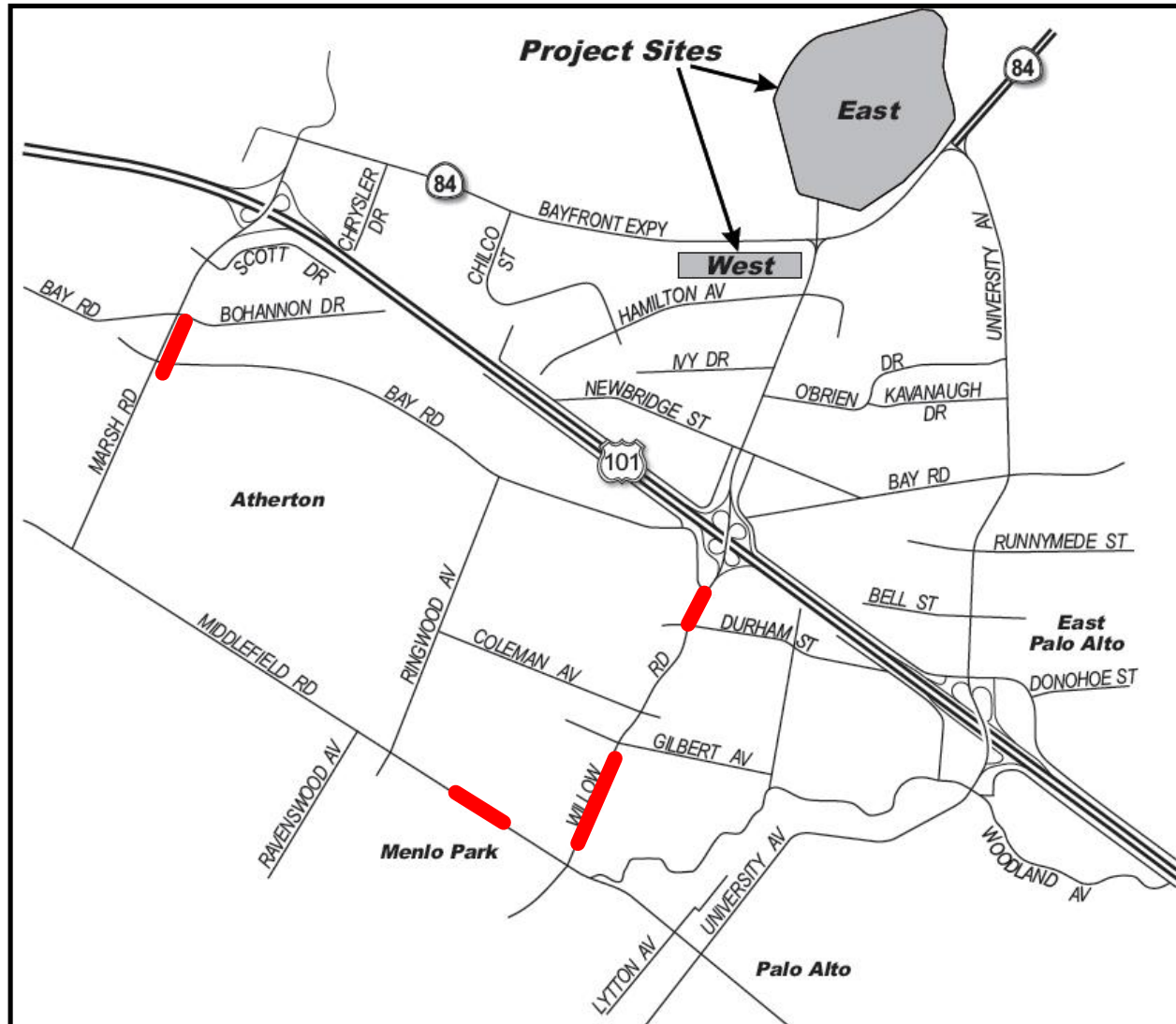
Intersection Impacts

Near Term 2015 East Campus Only

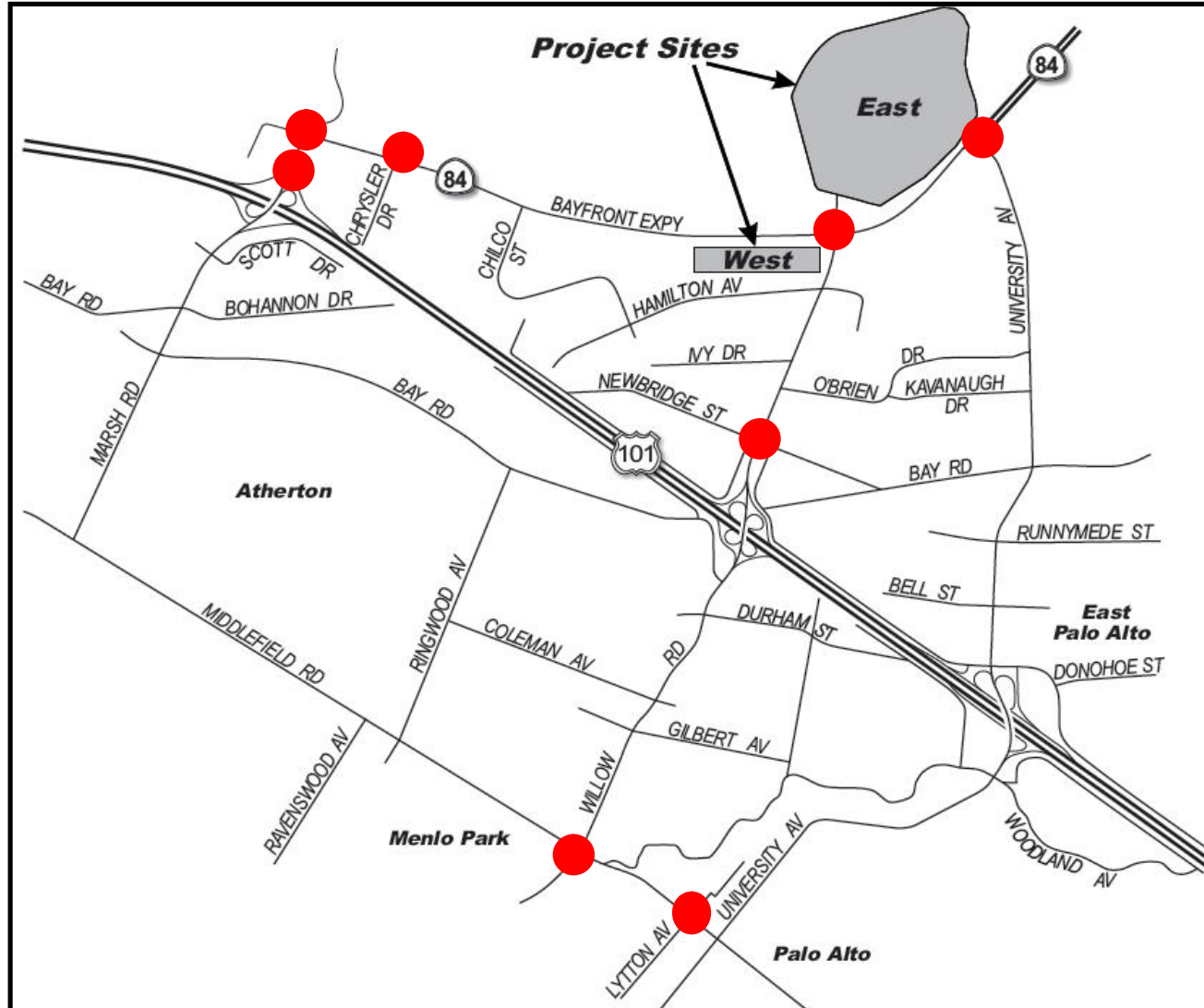


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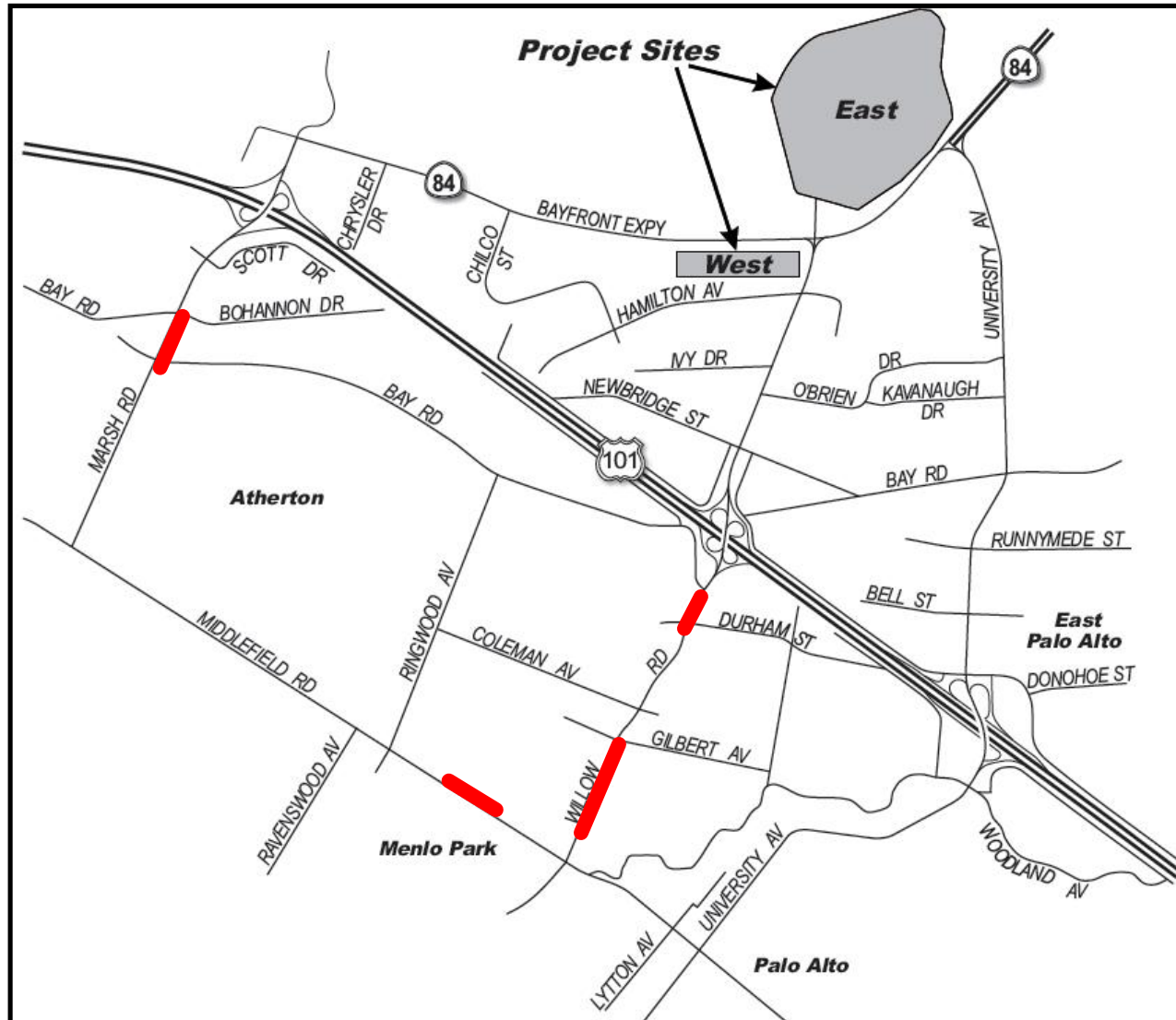
Roadway Segment Impacts Near Term 2015 East Campus Only



Intersection Impacts Near Term 2018 East and West Campuses



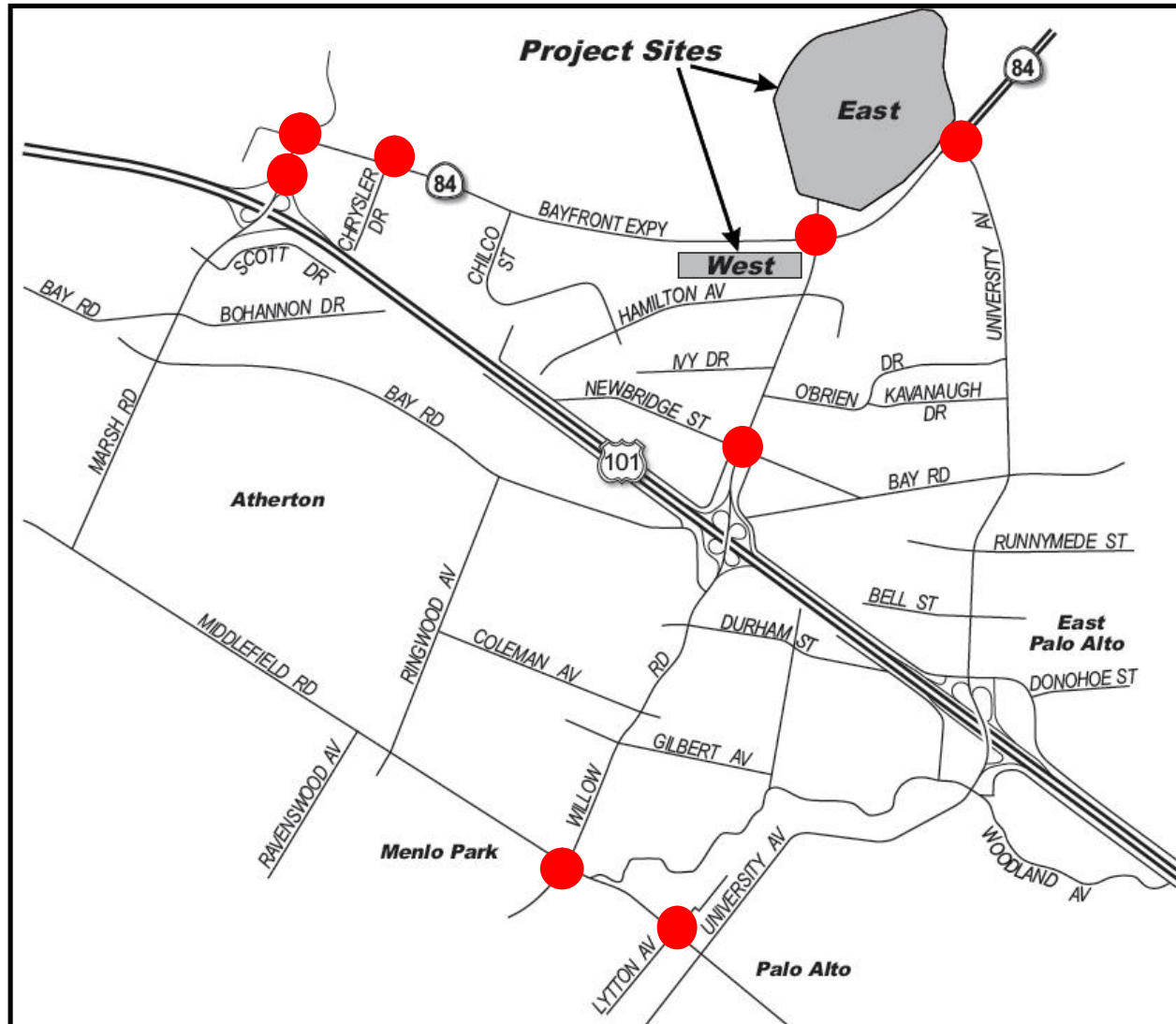
Roadway Segment Impacts Near Term 2018 East and West Campuses





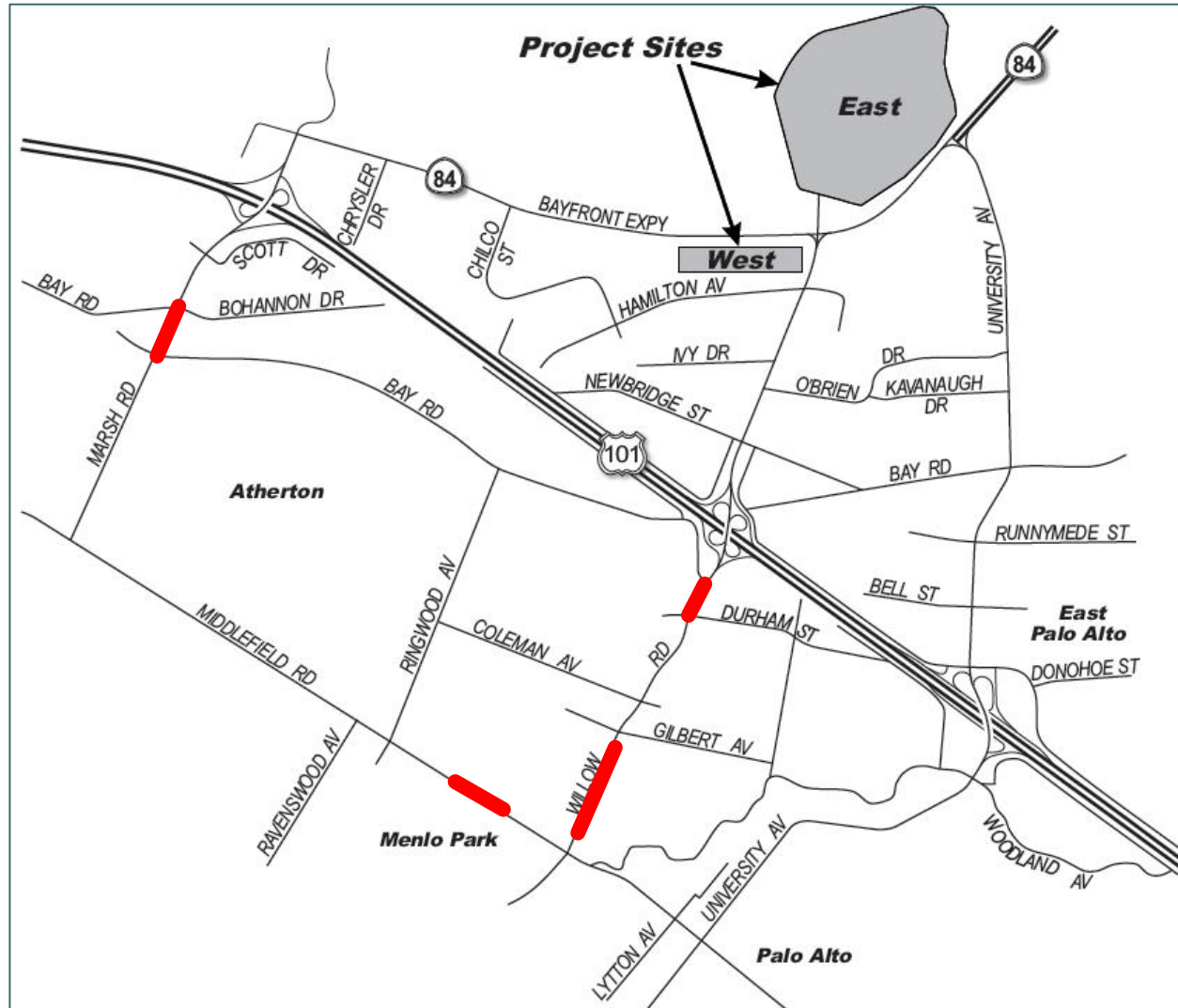
Intersection Impacts

Cumulative 2025 East Campus Only

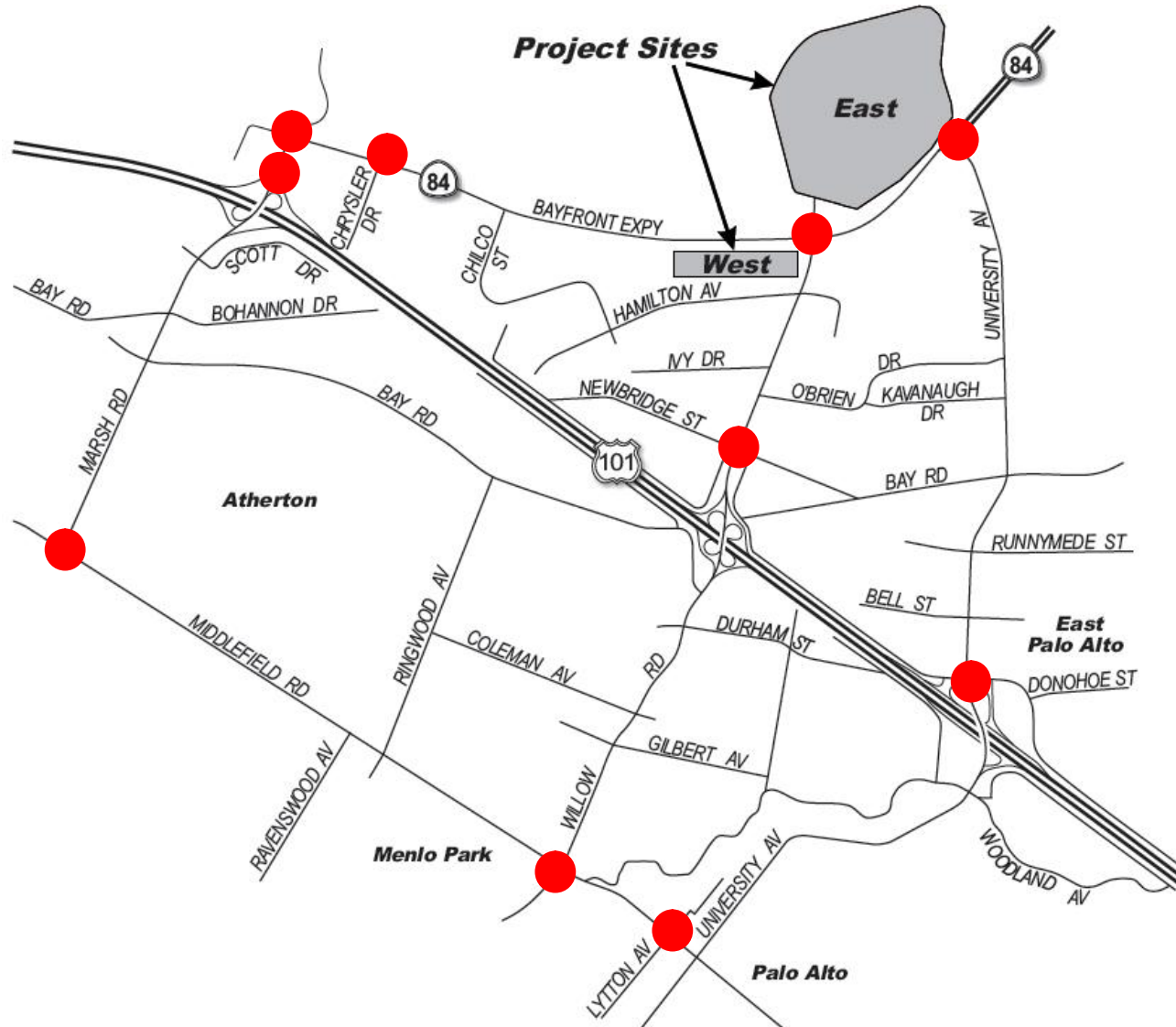




Roadway Segment Impacts Cumulative 2025 East Campus Only

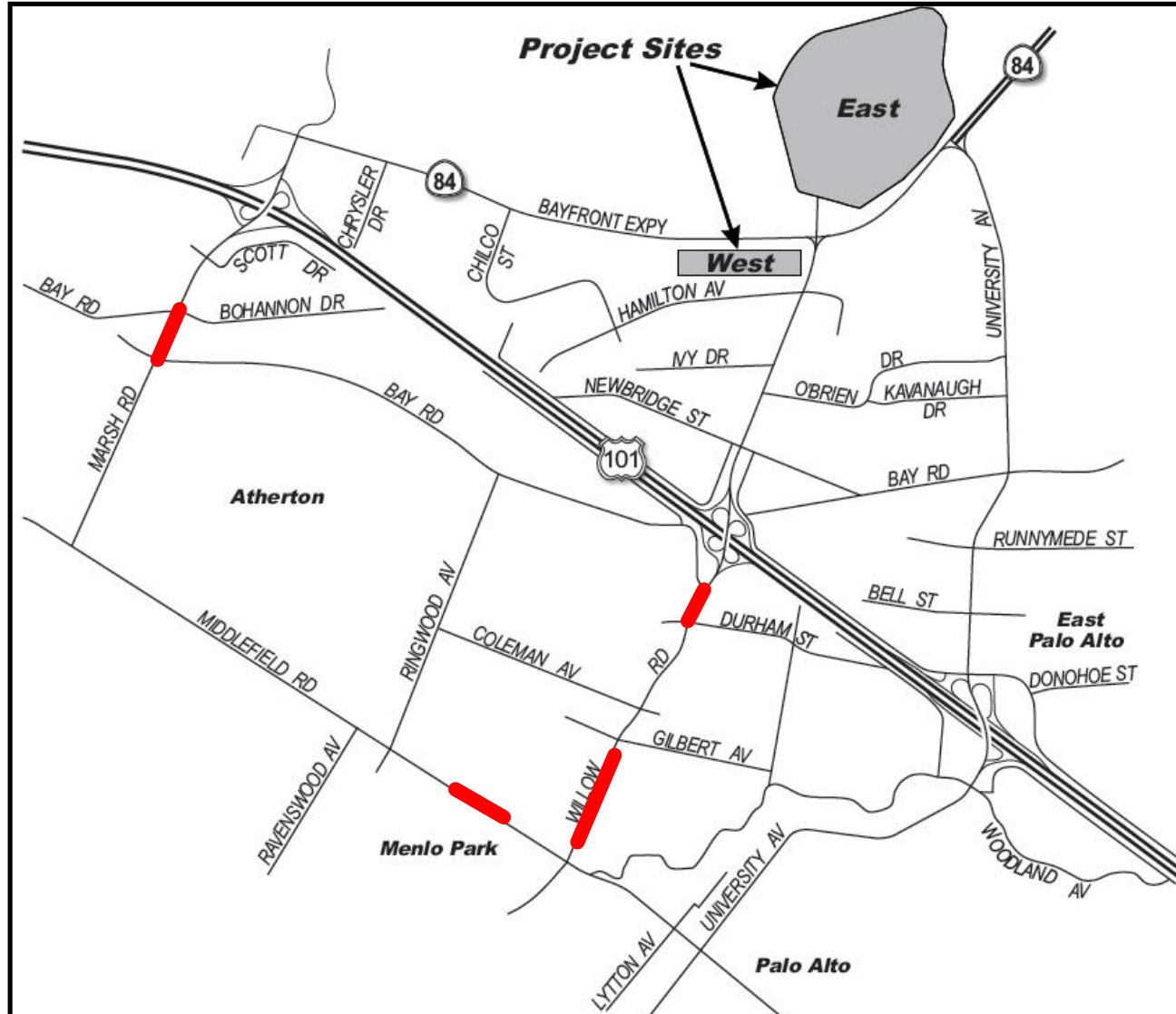


Intersection Impacts Cumulative 2025 East and West Campuses





Roadway Segment Impacts Cumulative 2025 East and West Campuses





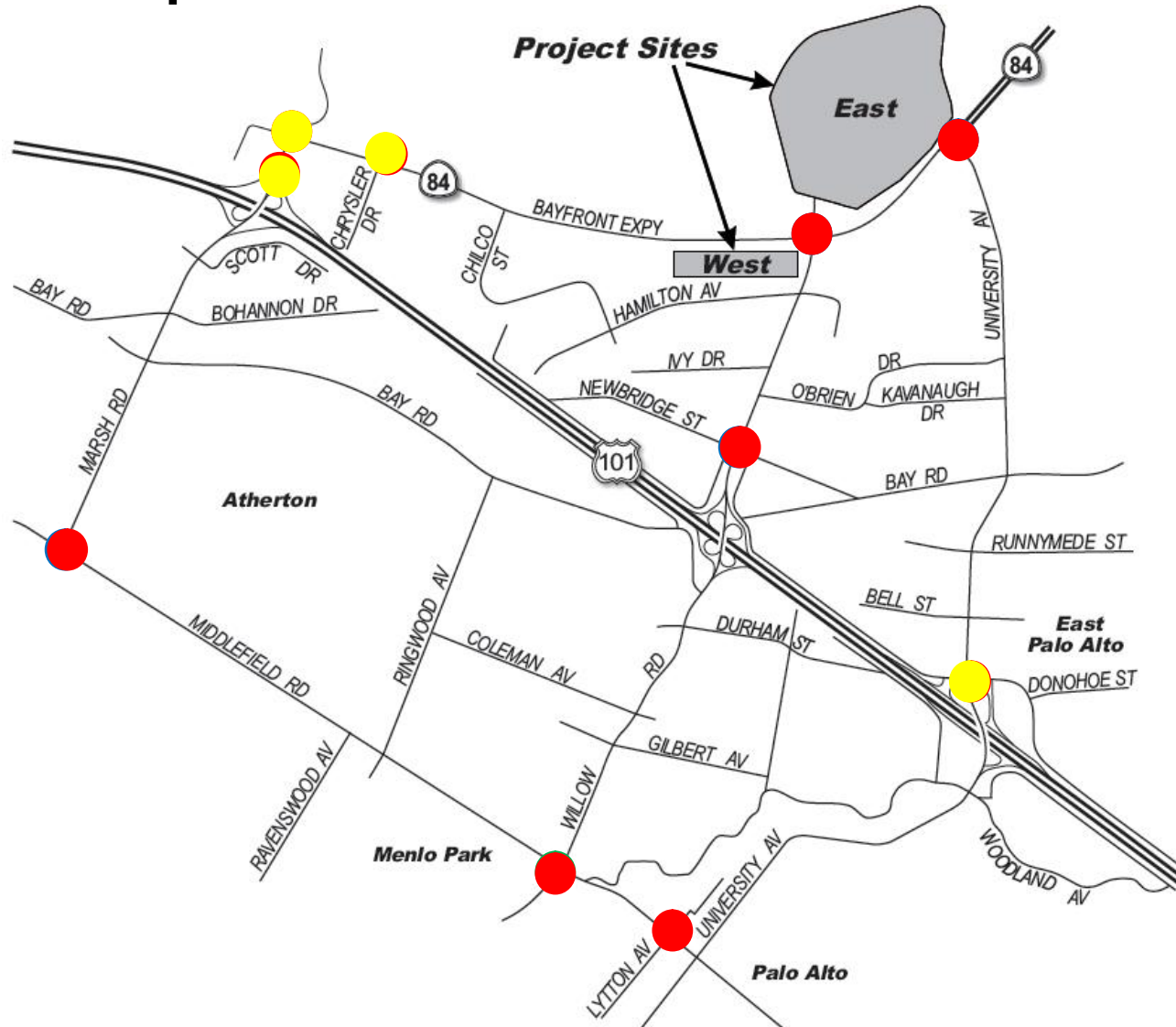
Mitigation Measures

⌘ Intersection Improvements

⌘ Transportation Impact Fee (TIF)
Payment

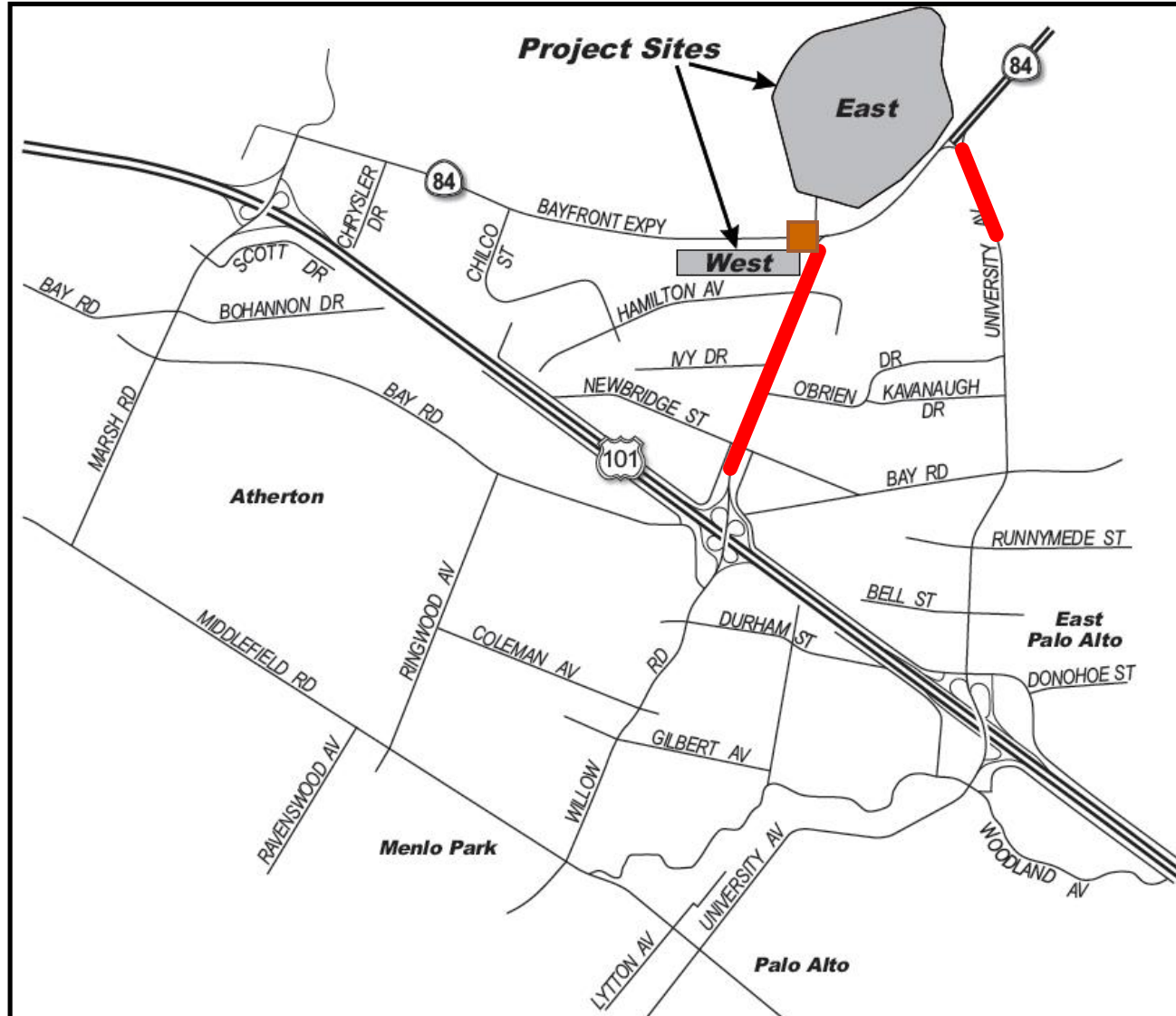
⌘ Trip Cap on West Campus

Intersection Mitigation Measures Cumulative 2025 East and West Campuses





Pedestrian/Bicycle Improvements Planned by Facebook





Comments on the Draft EIR

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