

Chapter 2

Project Description

Peninsula Innovation Partners, LLC (Project Sponsor), a subsidiary of Meta Platforms, Inc. (Meta), is proposing redevelopment of an approximately 59-acre industrial site plus three parcels (within two sites) west of Willow Road (collectively, the Project Site) as a multi-phase, mixed-use development.¹ The Willow Village Master Plan Project (Proposed Project) includes demolition of all buildings and landscaping on the 59-acre portion of the Project Site (main Project Site) and construction of new buildings, the establishment of various open space areas (defined below), and the installation of infrastructure within a new Residential/Shopping District, Town Square District, and Campus District. In addition, the Proposed Project would alter three parcels (Hamilton Avenue Parcels North and South), totaling 3.1 acres, to accommodate realignment of Hamilton Avenue at Willow Road for Project Site access. The City of Menlo Park (City) is the Lead Agency for the Proposed Project.

At the main Project Site, the Proposed Project would demolish approximately 1 million square feet (sf) of nonresidential uses and construct approximately 1.8 million sf of nonresidential uses (excluding a proposed hotel), for a net increase of 800,000 sf in nonresidential uses. The new nonresidential uses would be composed of up to 1.6 million sf of office and accessory uses² in the Campus District (i.e., up to 1.25 million sf of office space, with the balance [e.g., space for accessory uses, including meeting and collaboration space totaling 350,000 sf if the office square footage is maximized] in multiple buildings) and up to approximately 200,000 sf of commercial/retail space in the Residential/Shopping District and Town Square District. Some of the commercial/retail square footage would be on the east side of Main Street, within the Office Campus, and accessible by the public from Main Street. The Proposed Project would also include up to 1,730 multi-family residential units, up to 193 hotel rooms, and, assuming full buildout, approximately 20 acres of open space, including approximately 8 acres of publicly accessible parks, bike paths, and trails.

The three proposed districts within the main Project Site would be situated as follows: the approximately 17.7-acre Residential/Shopping District in the southwestern portion of the main Project Site, the approximately 4.3-acre Town Square District in the northwestern portion of the Project Site, and the approximately 32-acre Campus District in the eastern portion of the main Project Site.³ The Campus District would include office uses and amenity space, accessory uses,⁴ publicly accessible retail space, and a publicly accessible elevated park (i.e., the Elevated Park) that would connect the main Project Site to the adjacent Belle Haven neighborhood via an overpass at Willow Road. The Proposed Project would also include an undercrossing (Willow Road Tunnel) to provide tram and bicyclist/pedestrian access to the neighboring Meta campuses from the Campus District.

¹ The Project Site includes the main 59-acre industrial site plus Hamilton Avenue Parcels North and South. However, references to the Project Site in this Draft EIR will generally focus on the main 59-acre campus; changes and modifications to the two parcels on Hamilton Avenue will generally be discussed separately.

² Accessory uses could include the following types of spaces: meeting/collaboration space, orientation space, training space, event space, incubator space, a business partner center, an event building (including pre-function space, collaboration areas, and meeting/event rooms), a visitor center, product demonstration areas, a film studio, gathering terraces and private gardens, and space for other Meta accessory uses. Accessory uses could occur in spaces located anywhere throughout the Campus District.

³ The Proposed Project also includes approximately 5.6 acres of land designated as a public right-of-way.

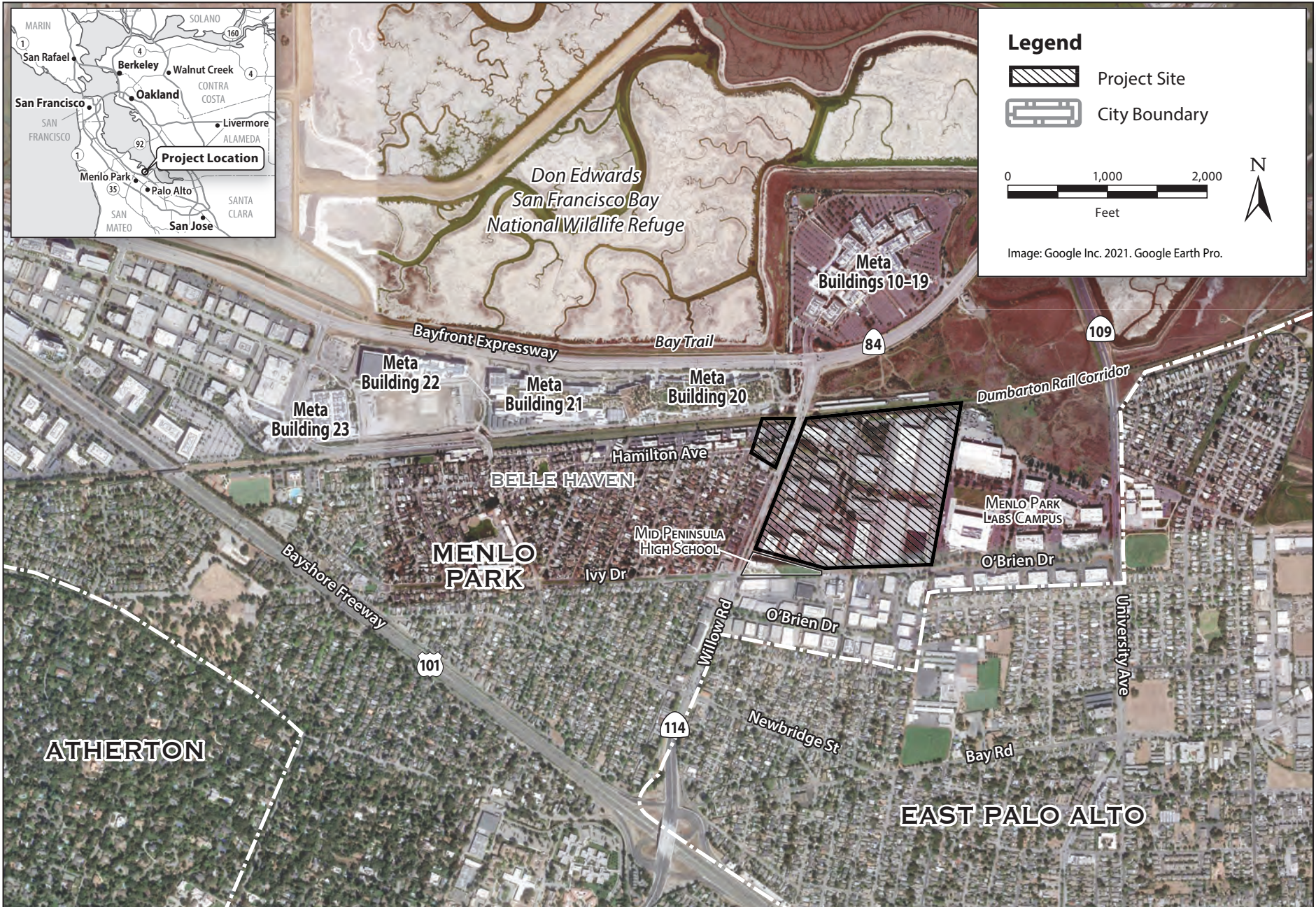
⁴ Accessory uses are defined in footnote 2, above.

The main Project Site would be bisected by a new north–south street (Main Street) as well as an east–west street that would provide access to all three districts. The Proposed Project would include a circulation network for vehicles, bicycles, and pedestrians, inclusive of both public rights-of-way and private streets that would be generally aligned to an east-to-west and a north-to-south grid. The Proposed Project would also alter parcels west of the main Project Site, across Willow Road, on both the north and south sides of Hamilton Avenue (Hamilton Avenue Parcels North and South) to support realignment of the Hamilton Avenue right-of-way and provide access to the new Elevated Park. The realignment of Hamilton Avenue would require demolition and reconstruction of an existing Chevron gas station (with a potential increase in area of approximately 1,000 sf) at Hamilton Avenue Parcel South and enable the potential addition of up to 6,700 sf of retail uses at the existing neighborhood shopping center (Belle Haven Retail Center) on Hamilton Avenue Parcel North. In addition, offsite transportation and utility improvements would be constructed to serve the Proposed Project. These include various intersection improvements, which may be required to bring intersection congestion back to pre-Project conditions per the City’s transportation impact analysis guidelines; expansion of the Pacific Gas and Electric Company (PG&E) Ravenswood substation; installation of a new conduit to connect the Ravenswood substation to the main Project Site; construction of a sanitary sewer force main and recycled waterline in the same trench in Hamilton Avenue; and an extension to the sanitary sewer line in Willow Road from O’Brien Drive to the proposed southwest sanitary sewer pump station.

2.1 Project Location and Setting

The Project Site is north of US 101 in Menlo Park, as shown in Figure 2-1, Project Location. It is generally bounded by the currently inactive Dumbarton Rail Corridor to the north, an existing life science complex (Menlo Park Labs Campus) to the east, the San Francisco Public Utilities Commission (SFPUC) Hetch Hetchy utility right-of-way to the south, and Willow Road to the west. North of the Dumbarton Rail Corridor, across State Route 84 (SR 84 or Bayfront Expressway), are tidal mudflats and marshes along San Francisco Bay (Bay), the Don Edwards San Francisco Bay National Wildlife Refuge, and Ravenswood Slough. Two schools in Menlo Park, Open Mind School/Wund3rSCHOOL and Mid-Peninsula High School, are directly south of the Project Site. Open Mind School/Wund3rSCHOOL is a small private school for pre-kindergarten through 12th-grade students; the school is across from the Hetch Hetchy utility right-of-way on O’Brien Drive. Mid-Peninsula High School is a private high school at 1340 Willow Road, abutting the Project Site to the south. In the broader Bayfront Area, the Sequoia Union High School District operates the TIDE Academy, a small public high school at 150 Jefferson Drive in Menlo Park, approximately 1.25 miles west of the Project Site near the Marsh Road and US 101 interchange.

The Belle Haven neighborhood of Menlo Park is west of the Project Site, across Willow Road. Hamilton Avenue Parcels North and South are directly adjacent to the Belle Haven neighborhood, which includes a mix of uses, including churches, Menlo Park Fire Station No. 77, single-family residential units, multi-family residential units, and institutional buildings. The Belle Haven neighborhood’s institutional and park uses include Beechwood School, Belle Haven Elementary School, the Belle Haven Pool, Belle Haven Youth Center, Onetta Harris Community Center, Menlo Park Senior Center, the Boys and Girls Club, Hamilton Park, Karl E. Clark Park, the Belle Haven Community Garden, and Kelly Park. The Onetta Harris Community Center and Menlo Park Senior Center are being redeveloped to create a new multi-generational facility that incorporates the current Onetta Harris Community Center, Menlo Park Senior



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Figure 2-1
Project Location

Center, Belle Haven Youth Center (childcare), Belle Haven Pool, and a branch library (collectively referred to as the Menlo Park Community Campus). Construction of the Menlo Park Community Campus began in the fall of 2021 and is expected to continue through January 2023.

Neighborhoods in East Palo Alto are farther east (across University Avenue) and south (across O'Brien Drive) of the Project Site. Included in these neighborhoods, as close as 0.1 mile from the Project Site, are single-family residential units; multi-family residential units; neighborhood-serving retail uses; César Chávez Ravenswood Middle School; Creative Montessori Learning; the 4 Corners Civic Hub, including the East Palo Alto Library, city hall, and post office; Costaño School and San Francisco 49ers Academy; and Jack Farrell Park.

Just north of the main Project Site are the other existing Bayfront Area Meta Campuses, which consist of Buildings 10–19 (the East Campus), located north of Bayfront Expressway, and Buildings 20–23 (the West Campus), located west of Willow Road. As described below, the Proposed Project would be an expansion of the existing Meta Campuses. In total, the other existing Meta-owned Bayfront Campuses (the East and West Campuses) can accommodate approximately 17,340 “seated workers.”⁵ Menlo Science and Technology Park (the main Project Site) currently accommodates approximately 3,570 seated workers (including tenant workers).

Regional highways that provide access to the Project Site include US 101, approximately 0.5 mile to the south, and Bayfront Expressway, which is across the Dumbarton Rail Corridor to the north. The Menlo Park Caltrain station is approximately 2 miles south of the Project Site; Caltrain provides weekday service from San Francisco to Gilroy and weekend service from San Francisco to San José.

Existing Site Characteristics

The approximately 59-acre main Project Site encompasses the Menlo Science and Technology Park, which, historically, supported industrial uses. In 1998, Prologis acquired the land and used it primarily for industrial, research-and-development (R&D), and office uses. Warehouse and storage facilities were also present. In 2015, a Meta affiliate purchased the entire site. Meta occupies several of the buildings for a variety of uses, including office space, R&D, dining facilities/employee amenities, and an employee health clinic. Other onsite occupants include various non-Meta tenants, including an existing dialysis center. In total, the main Project Site currently accommodates approximately 3,570 workers, consisting of approximately 3,500 Meta seated workers and approximately 70 workers of other onsite tenants.

⁵ Seated workers are workers with assigned physical seats (desks). Seated workers include both Meta employees (i.e., workers employed by a Meta entity) and contract workers (i.e., workers employed by a third party who provides workers to perform services pursuant to a contract with a Meta entity). The number of seated workers is a good proxy for the number of workers actually present in a given Meta building or campus on a typical day (referred to as “onsite workers”). The number of onsite workers typically is less than or equal to the number of seated workers. This balance occurs because, on any given day, a certain number of seated workers are not present onsite (as a result of time off, offsite meetings, remote work, sick leave, etc.), while a certain number of contract workers without assigned seats (e.g., security, culinary, transportation personnel) are present onsite. The 17,340 seated workers are in the existing Bayfront Area Meta-owned East and West Campuses and does not include workers in other Meta-leased buildings in the area, (e.g. former Intuit campus, Menlo Gateway, the Commonwealth Corporate Center, and other buildings in the Bayfront Area that Meta occupies). However, employees, vendors/contractors, and interns within the East and West Campuses are included.

As shown in Figure 2-2, Existing Site Overview, the main Project Site contains 20 buildings with employee amenities/support services (for Meta) and a mix of office, R&D, and warehousing uses at the following addresses: 1350–1390 Willow Road, 925–1098 Hamilton Avenue, and 1005–1275 Hamilton Court. Existing buildings at the main Project Site were constructed between 1956 and 1996 and have an area of approximately 1 million sf. The main Project Site is relatively flat (a 0.5 percent slope south–north across the site), with elevations ranging from 6 to 11 feet North American Datum 1988 (NAVD88).⁶ The buildings are conventional reinforced-concrete tilt-up buildings, the majority of which were constructed from the 1960s through the 1980s. Building heights range from approximately 21 feet to a maximum of approximately 38 feet. Landscaping consists of mostly native trees, hedges, and plant material, though most of the main Project Site is paved.

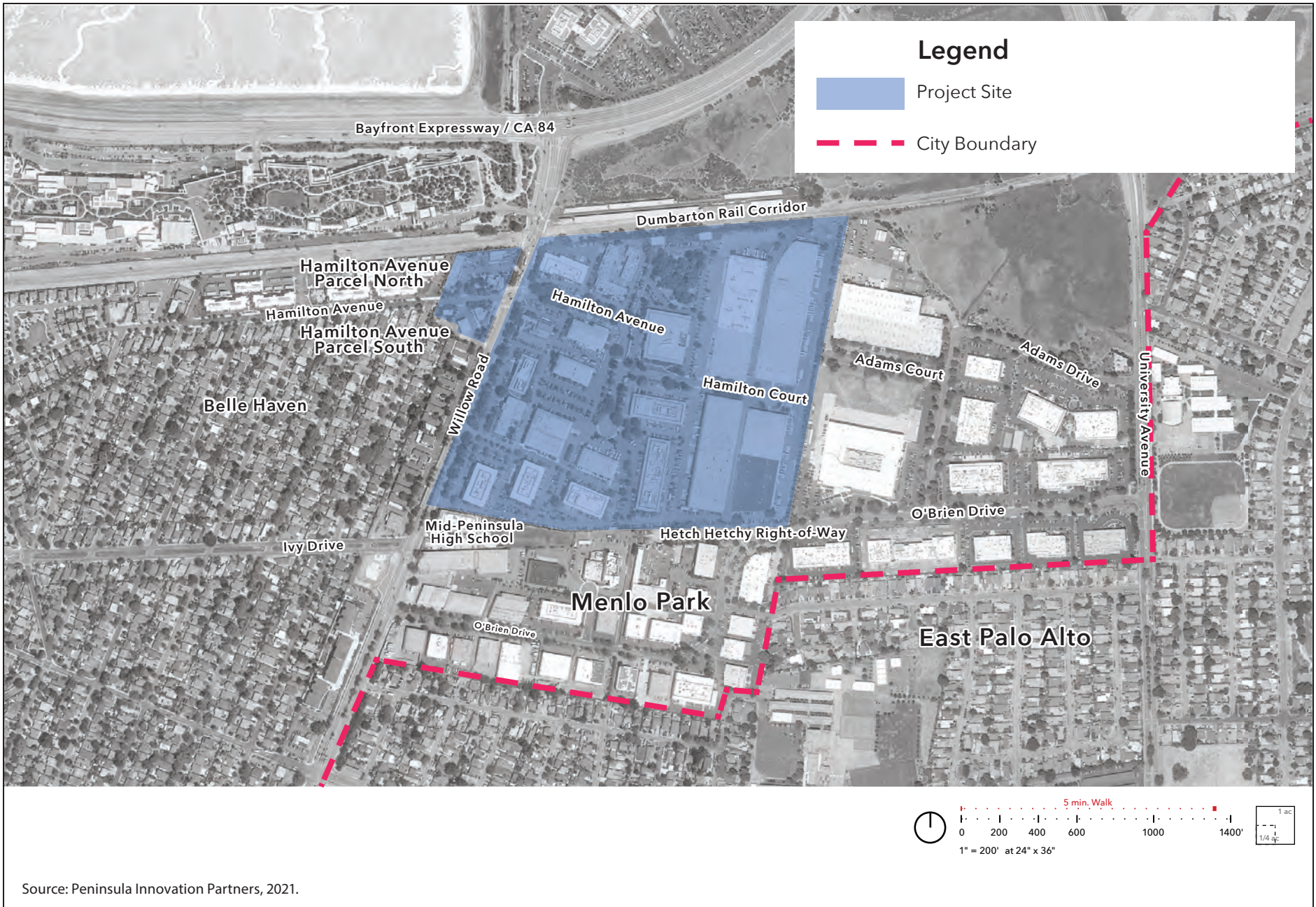
Hamilton Avenue Parcel North (consisting of two legal parcels), the approximately 1.8-acre block at the northwest corner of Willow Road and Hamilton Avenue, is currently owned by LLBG Properties, Inc., and developed with approximately 16,000 sf of retail buildings, including the Belle Haven Retail Center and a Jack in the Box restaurant. Hamilton Avenue Parcel South, an approximately 1.3-acre parcel at the southwest corner of Willow Road and Hamilton Avenue, is owned by Chevron USA. It includes a service station with approximately 4,500 sf of retail space and a car wash. Table 2-1 summarizes the buildings at the Project Site.

The main Project Site is currently accessible from a stoplight-controlled intersection at Willow Road via Hamilton Avenue/Hamilton Court as well as two driveways off northbound Willow Road. Multiple driveway entrances off Hamilton Avenue/Hamilton Court lead into the primary parking area for each building. There are approximately 2,300 parking spaces at the main Project Site. These are located within surface parking lots.

Existing Zoning

Prior to 2016, the main Project Site was zoned M-2 (General Industrial), which permitted office and general industrial uses, such as warehousing, manufacturing, printing, and assembling; it did not allow housing, retail, or any form of mixed-use development. In 2016, the main Project Site's zoning was changed to O-B (Office Bonus) and R-MU-B (Residential Mixed-Use Bonus) as part of the City of Menlo Park's General Plan and M-2 Area Zoning Update (ConnectMenlo) (see Figure 2-3, Existing Zoning). The updated zoning provisions created three new zoning districts (Office, Residential-Mixed Use, and Life Science) and established standards for new projects, including restrictions regarding height, density, use, sustainability, circulation, and open space. As part of the ConnectMenlo rezoning effort, nearly half of the main Project Site was rezoned for housing and mixed-use development (R-MU), with the remainder zoned for office use (O). The "base-level" development standards in the R-MU zoning district allow for up to 30 dwelling units per acre (du/acre) and a maximum height of up to 40 feet. For the O zoning district, the base-level development standards allow for a floor area ratio (FAR) of 0.45 (plus 10 percent for non-office commercial uses and 175 percent for hotels) and a maximum height of 35 feet (110 feet for hotels).

⁶ Cornerstone Earth Group. 2020. *Preliminary Geotechnical Investigation Update, Willow Village, Willow Road, Hamilton Avenue, and Hamilton Court, Menlo Park, California*. (Project Number 254-11-7.) May 27. Prepared for Peninsula Innovation Partners, LLC, Menlo Park, CA. Sunnyvale, CA.



Source: Peninsula Innovation Partners, 2021.

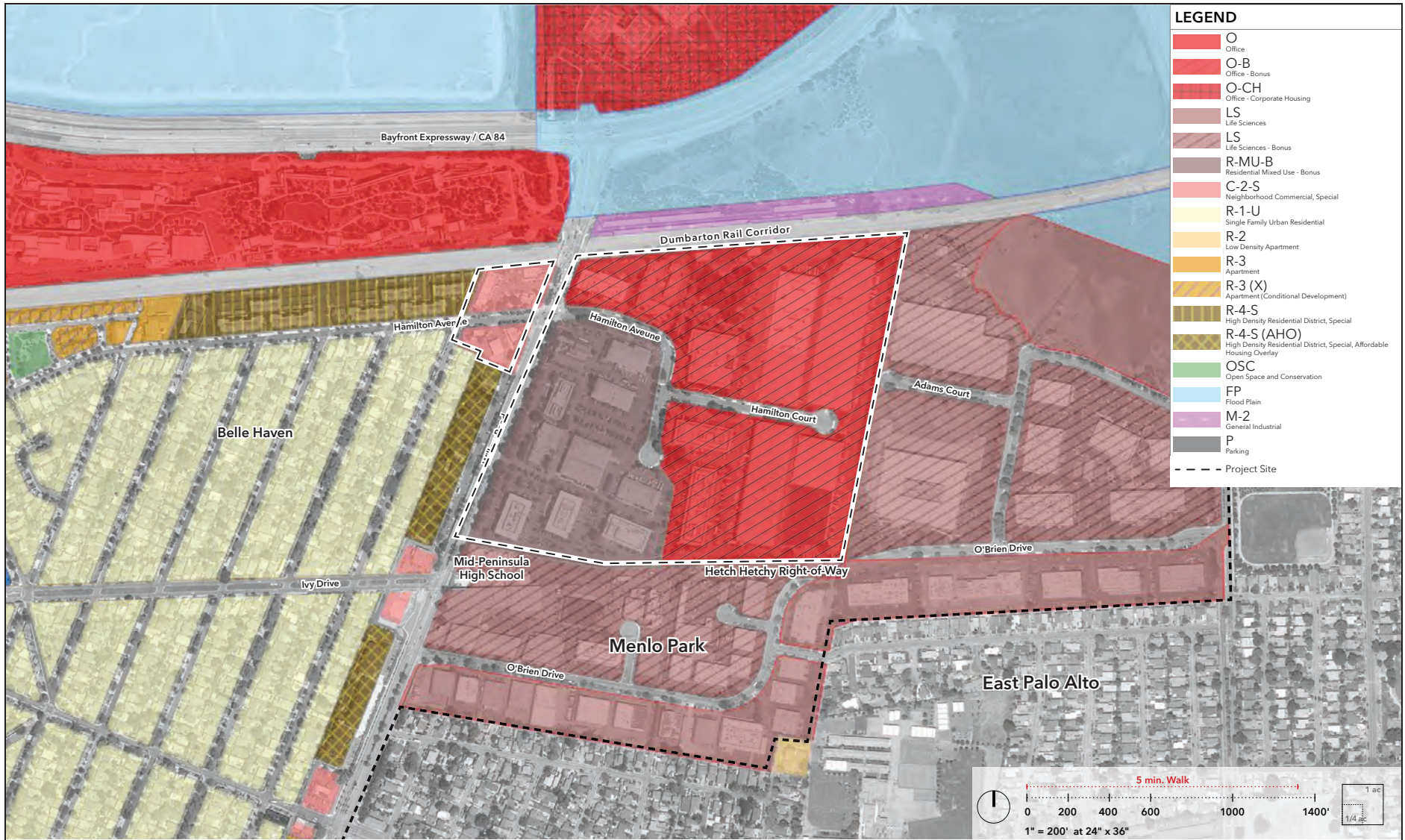


Figure 2-2
Existing Site Overview

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Table 2-1. Existing Buildings at the Project Site

Building #	Address	Assessor's Parcel Number	Year Built	Area (sf)
Office				
MPK 47	959-967 Hamilton Avenue	055-440-090	1988	10,400
MPK 50	1390 Willow Road	055-440-130	1956	15,200
<i>Office Subtotal</i>				<i>25,600</i>
Office/Lab				
MPK 40	1050-1098 Hamilton Avenue	055-440-320	1981	46,640
MPK 43	1010-1042 Hamilton Avenue	055-440-310	1981	20,840
MPK 46	1003-1005 Hamilton Avenue	055-440-050	1996	56,340
MPK 48	927-953 Hamilton Avenue	055-440-090	1988	20,160
MPK 49	925 Hamilton Avenue	055-440-190	1988	24,060
MPK 51	940 Hamilton Avenue	055-440-230	1962	23,570
MPK 52	1380 Willow Road	055-440-300	1982	34,890
MPK 53	960 Hamilton Avenue	055-440-230	1982	19,970
MPK 57	1350 Willow Road	055-440-350	1985	50,500
MPK 58	1360 Willow Road	055-440-340	1982	47,960
MPK 59	990-998 Hamilton Avenue	055-440-330	—	25,760
<i>Office/Lab Subtotal</i>				<i>370,690</i>
Warehouse				
MPK 42	1200-1240 Hamilton Court	055-440-020	1979	107,350
MPK 44	1205-1275 Hamilton Court	055-440-010	1979	145,080
MPK 45	1105-1195 Hamilton Court	055-440-030	1980	118,740
MPK 55	1374-1376 Willow Road	055-440-110	1959-1962	80,100
MPK 56	980 Hamilton Avenue	055-440-260	1962	19,990
<i>Warehouse Subtotal</i>				<i>471,260</i>
Warehouse/Office				
MPK 41	1100-1190 Hamilton Court	055-440-040	1980	109,620
MPK 54	1370 Willow Road	055-440-210	1962	26,740
<i>Warehouse/Office Subtotal</i>				<i>136,630</i>
Total Buildings (Main Project Site)				1,003,910
Retail (Hamilton Avenue Parcels North and South)				
—	871-883 Hamilton	055-398-270	2000	9,178
—	1401 Willow Road	055-398-280	2000	4,311
—	1401 Willow Road	055-398-280	2000	2,488
<i>Retail Subtotal</i>				<i>15,977</i>
Service Station (Hamilton Avenue Parcels North and South)				
—	1399 Willow Road	055-395-090	2000	4,500
Total Buildings (Hamilton Avenue Parcels North and South)				20,477
Source: Peninsula Innovation Partners, LLC, 2020.				



Source: Peninsula Innovation Partners, 2021.



Figure 2-3
Existing Zoning

Under the current R-MU-B and O-B zoning designations, additional “bonus-level” development is permitted in exchange for providing community amenities that are acceptable to the Menlo Park City Council (City Council) in the manner provided by the municipal code. Amenities are chosen from a list of potential options identified through community outreach and adopted by the City Council through payment of an in-lieu fee or by entering into a Development Agreement (DA) with the City. For the main Project Site, bonus-level development allows a FAR of up to 1.0 for office uses (plus 0.25 for non-office commercial uses) as well as an increased height limit within the O-B district; it also allows a FAR of up to 2.25 for residential uses (plus 0.25 for commercial uses, including offices) as well as an increased height limit within the R-MU-B district.

The existing Hamilton Avenue Parcels North and South are zoned Neighborhood Commercial District, Special (C-2-S).

2.2 Project Objectives

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines requires that a project description contain a clear statement of the project objectives, including the underlying purpose of the project. The underlying purpose of the Proposed Project is to create a unique master-planned, mixed-use neighborhood with residential units, onsite amenities, neighborhood-serving retail uses, adequate office space to accommodate anticipated demand, a hotel, new bicycle and pedestrian connections, and open space. The Project Sponsor has also identified the following objectives of the Proposed Project:

- Create a unique master-planned, mixed-use neighborhood with up to 1,730 residential units, a grocery store/supermarket, neighborhood-serving retail uses, office space, a hotel, new bicycle and pedestrian connections, and open space.
- Redevelop an underutilized property with a contemporary master-planned, mixed-use neighborhood in furtherance of the goals for the Bayfront Area set forth in ConnectMenlo.
- Promote the City’s General Plan goals of providing office, R&D, residential, and commercial uses and a hotel in proximity to or integrated with one another.
- Reduce vehicle miles traveled by locating residential, commercial, and office uses adjacent to each other.
- Provide multiple transportation options and a robust transportation demand management (TDM) program to reduce traffic congestion, air quality impacts, and greenhouse gas emissions.
- Create a bicycle- and pedestrian-friendly environment that enhances connectivity between the Project Site and surrounding areas with minimal traffic conflicts.
- Provide much-needed market-rate and below-market-rate housing in Menlo Park.
- Provide a pharmacy to serve the community within the main Project Site (may be located within the supermarket or separately) or on Hamilton Avenue Parcel North.
- Develop an integrated, highly connected office campus that accommodates anticipated worker space demands and provides flexible workspace at densities that support various transportation options.
- Foster knowledge, partnerships, and innovation by creating a “meeting and collaboration space” where workers can convene to share ideas and goals, visitors can understand the company’s background and products, business partners can learn about technology, and new product demonstrations can occur.

- Use highly sustainable design techniques to promote energy and water efficiency.
- Respect the surrounding community through appropriate building siting, massing, density, and height, consistent with the standards prescribed for bonus-level development in the City's General Plan and zoning policies.
- Provide new green spaces and landscaped areas with native, drought-tolerant plant species.
- Provide for development that can be phased to be responsive to market demands.
- Provide a mix of uses at densities that achieve a financially feasible project.
- Generate revenue for the City, school districts, and other public entities.
- Ensure a secure, safe, and private work environment.

2.3 Project Characteristics

The Proposed Project would be designed as a master-planned project. Per the Project Sponsor's objectives, the Proposed Project is intended to implement ConnectMenlo, including development of new affordable and market-rate residential units, opportunities for future transit connections, and a grocery store. As discussed further below, the City's Zoning Ordinance authorizes master-planned projects to provide flexibility for creative design, more orderly development, and optimal use of open space while maintaining and achieving the City's General Plan vision for the Bayfront Area of the city where the Proposed Project would be located. As shown in Figure 2-4, Conceptual Master Plan, the Proposed Project would develop the site with new infrastructure, housing, sustainability features, circulation elements, open spaces, office uses, commercial (retail, dining, entertainment, and hotel) uses, and bicycle and pedestrian infrastructure. The new housing and community-serving retail uses would include publicly accessible spaces of various scales, along with restaurants. The Proposed Project would also include a Town Square, with ground-floor retail, publicly accessible gathering space, a visitors' center for the Campus District that would front the Town Square, and a 193-room hotel.

The Proposed Project is depicted in the conceptual and illustrative figures provided throughout this document (Figures 2-4 to 2-18). Although conceptual or illustrative in nature, the figures convey the Project Sponsor's overall vision through representative plans that comply with applicable standards, including the proposed minimum and maximum development parameters established in the master plan for the Proposed Project.⁷ Throughout this environmental impact report (EIR), the conceptual and

⁷ Conceptual plans are intended to convey the general vision and design of the Willow Village Master Plan while allowing flexibility in interpretation and implementation. Conceptual plans serve as guidelines for the general orientation and organization of land uses as well as transportation and open space networks, the general scale and massing of development, and overall architectural themes. Illustrative plans and renderings depict one possible example of development that would substantially conform to the applicable standards and be materially consistent with the vision and design intent conveyed by the conceptual plans. Illustrative plans and renderings are not determinative of the ultimate configuration, building orientation, massing, architectural, landscaping details, or parking.



LEGEND	
1	Town Square
2	Grocery Store on Ground Level
3	Publicly Accessible Park
4	Publicly Accessible Dog Park
5	Elevated Park Access (Elevator and Stairs)
6	Elevated Park
7	Hotel
8	Mixed-Use Block
9	Residential Block
10a	Office Campus
10b	Meeting & Collaboration Space
11	Parking Garage with Transit Hub on Ground Level
12	Proposed Multi-use Pathway
13	Willow Road Tunnel
14	Realigned Hamilton Avenue
15	Hamilton Avenue Parcel North
16	Hamilton Avenue Parcel South



Source: Peninsula Innovation Partners, 2021.



Figure 2-4
Conceptual Master Plan

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illustrative plans are used to describe the Proposed Project in a representative manner. The analysis of the environmental impacts of the Proposed Project, however, is based on the minimum and maximum development standards established in the master plan for the Proposed Project. The specifics regarding each building's architectural design and configuration within the Project Site would be determined through the City's architectural control (i.e., design review) process, as set forth in the Conditional Development Permit (CDP) and the subdivision mapping process.⁸ In connection with this review, the City will assess whether the final design and configuration complies with the master plan parameters and is within the scope of this EIR.

As described below, the Project Sponsor would demolish the onsite buildings at the main Project Site (totaling 1 million sf) to construct the Residential/Shopping District, a Town Square District, and a Campus District. The Proposed Project would construct up to 1.8 million sf of nonresidential uses (excluding the hotel), resulting in a net increase in nonresidential uses at the main Project Site of up to 800,000 sf. In addition, the Proposed Project would include up to 1,730 residential units, a hotel with up to 193 rooms, and, assuming full buildout of the Proposed Project, approximately 20 acres of open space, of which approximately 8 acres would be publicly accessible.⁹ Approximately 3.5 acres of publicly accessible open space would be in a park at the southwest corner of the main Project Site (Publicly Accessible Park). In addition, the Proposed Project would include the approximately 2-acre Elevated Park adjacent to and north of the Town Square. The Elevated Park would connect the main Project Site to the adjacent Belle Haven neighborhood via an overpass at Willow Road. The undercrossing (Willow Road Tunnel) would provide tram and bicycle/pedestrian access to the neighboring Bayfront Area Meta Campuses.

The Proposed Project would include a circulation network for vehicles, bicycles, and pedestrians, inclusive of both public rights-of-way and private streets that would be generally aligned to an east-to-west and a north-to-south grid. The Proposed Project would also alter parcels west of the main Project Site, across Willow Road, on both Hamilton Avenue Parcels North and South to support realignment of the Hamilton Avenue right-of-way and provide access to the new Elevated Park. The realignment of Hamilton Avenue would require demolition and reconstruction of a Chevron gas station at Hamilton Avenue Parcel South and provide for the addition of up to 6,700 sf of retail uses at the existing Belle Haven Retail Center on Hamilton Avenue Parcel North.

Offsite transportation improvements to serve the Proposed Project could include modifications to lane configurations, signalized intersections, traffic signal coordination, lane striping, curb ramps, and median construction at the following intersections that the City Council will consider as potential Project conditions, per the City's Transportation Impact Analysis (TIA) Guidelines. Offsite improvements that are included in the City's transportation impact fee (TIF) program would receive TIF credit for any such construction. The TIA identifies the following intersections that could require improvements to bring them back to pre-Project conditions:

⁸ The City's design review process includes a consistency review of the plans and the analysis included in this project-level EIR. If a project is determined to be inconsistent with or outside the scope of the EIR analysis during the design review process, the City will determine whether subsequent environmental review is required, in accordance with CEQA.

⁹ The 8 acres of publicly accessible open space does not include the portion of the Elevated Park where it would cross over Willow Road.

- Marsh Road and Bayfront Expressway (modify lane configuration)
- Chilco Street and Hamilton Avenue (signalize intersection)
- Willow Road Corridor (traffic signal coordination and lane configuration)
 - Willow Road and Newbridge Street (modify signal timing)
 - Willow Road and Bay Road (modify lane configuration)
- Willow Road and Ivy Drive (median construction/lane striping)
- O'Brien Drive and Kavanaugh Drive (signalize intersection/curb ramps/lane striping)
- Adams Drive and O'Brien Drive (signalize intersection/curb ramps/lane striping)

Offsite utility improvements to serve the Proposed Project include expansion of the PG&E Ravenswood substation, installation of new conduit to connect the Ravenswood substation to the main Project Site, construction of a sanitary sewer force main and recycled waterline in the same trench in Hamilton Avenue, and an extension to the sanitary sewer line in Willow Road from O'Brien Drive to the proposed southwest sanitary sewer pump station.

In total, the Proposed Project would demolish approximately 1 million sf of building space and construct approximately 3.7 million sf of new uses at the main Project Site.¹⁰ Table 2-2 summarizes the proposed development program.

Table 2-2. Maximum Total Proposed Development at the Main Project Site

	Area	Units/Keys
Retail	200,000 sf	—
Residential	1,695,976 sf	1,730 units
Hotel	172,000 sf	193 keys
Office ^a	1,250,000 sf	—
Accessory ^b	350,000 sf ^{a,d}	—
Open Space	Up to 20 acres ^c	—
Total	3,487,976 sf^e	1,730 units/193 keys

Source: Peninsula Innovation Partners, LLC, 2021.

Notes:

- a. The Proposed Project would include up to 1.6 million sf of office and accessory uses, consisting of up to 1.25 million sf of office space, with the balance (i.e., 350,000 sf of meeting/collaboration and accessory space if office space is maximized) in multiple buildings. Retail and non-office commercial uses along Main Street within the office buildings would be open to the public. Such uses are included in the up to 200,000 sf of retail/non-office commercial uses.
- b. Accessory uses could occur in the following types of spaces: meeting/collaboration space, orientation space, training space, event space, a business partner center, incubator space, an event building (including pre-function space, collaboration areas, and meeting/event rooms), visitors center, product demonstration areas, a film studio, gathering terraces and private gardens, and space for other accessory uses for Meta. Includes private garden space within a sun-shaded, rain-protected area.
- c. Approximately 8 acres of the total open space would be publicly accessible.
- d. Total new building area to be developed. As explained above, the main Project Site currently includes approximately 1 million sf of office, lab, and warehouse uses, which would be demolished.

¹⁰ Unless otherwise noted, all Proposed Project information and site plans were provided by Peninsula Innovation Partners, LLC (2021).

Land Use and Zoning

As noted above, the Proposed Project would be designed as a master-planned project under the City's Zoning Ordinance, which allows for the construction of single projects or phased development projects on sites that exceed 15 acres in size and meet certain specified criteria. Master-planned projects are permitted to aggregate permitted densities and uses across an entire site. The City's Zoning Ordinance states that the purpose of master-planned projects is to provide flexibility for creative design, orderly development, and optimal use of open space while maintaining and achieving the City's General Plan vision for the Bayfront Area. Master-planned projects for sites with the same zoning (O, LS, or R-MU) in proximity to one another or contiguous sites that have a mix of zoning designations (O or R-MU), exceed 15 acres in size, and are held in common ownership (or held by wholly owned affiliated entities), either proposed for development as a single project or single phased development project, are permitted as a conditional use, provided that sites with mixed zoning obtain a CDP and enter into a DA. For master-planned projects that meet the criteria, residential density, FAR, and open space requirements at the bonus level, if applicable, may be calculated in the aggregate across the site, provided the overall development proposed does not exceed what would be permitted if the site were developed in accordance with the zoning district applicable to each portion of the site and the project complies with all other design standards identified for the applicable zoning districts.

Main Project Site

The City General Plan designates the main Project Site, which is within the Bayfront Area, for Office and Mixed-Use Residential land uses and Hamilton Avenue Parcels North and South for Retail/Commercial land uses. As described above, the main Project Site is zoned O-B and R-MU-B. Consistent with the ConnectMenlo Land Use Element and M-2 Area Zoning Update, the Proposed Project would promote a live/work/play environment through the inclusion of multi-family housing, including affordable residential units, along with office and recreational uses of the same density and intensity as envisioned and analyzed in ConnectMenlo. To ensure consistency, the following City General Plan and Zoning Ordinance amendments would be required to implement the Proposed Project:

- (i) Amendments to the adopted zoning map and the Circulation Element of the City's General Plan to modify the site-specific circulation plan with regard to the locations for new street connections to the surrounding roadway network as well as the locations of public rights-of-way and the proposed paseo within the main Project Site; and
- (ii) Rezoning of the main Project Site to add a conditional development ("X") combining district to the main Project Site, which would allow for development of the site through the master-planned process, and modifications to development standards, such as maximum height, modulation, and step-back requirements, pursuant to a CDP. The "X" district would be combined with the underlying O-B and R-MU-B regulations.

The Project Sponsor has submitted an application for a CDP and a DA to comprehensively redevelop the main Project Site through a master-planned process. The Proposed Project would use bonus-level development allowances for density, FAR, and height in exchange for community amenities (as defined through the ConnectMenlo process and memorialized in the City's Zoning Ordinance). Pursuant to Sections 16.43.070 and 16.45.070 of the City's Zoning Ordinance, bonus-level density, FAR, and heights, above base-levels, are permitted in exchange for the provision of community amenities. To qualify for bonus-level development, the Project Sponsor would include community amenities equivalent to at least 50 percent of the fair-market value of the additional gross floor area of the bonus-level development. In

addition, under Sections 16.43.050 and 16.45.050, properties within the flood zone or subject to flooding and sea-level rise are allowed a 10-foot increase in height for both average height and maximum height limits, above the limits that would ordinarily apply. The calculation of height in the City Zoning Ordinance is the weighted average height of all buildings; maximum height is the absolute maximum height for any single building or portion thereof. Based on the zoning requirements, the Proposed Project would be required to adhere to the following:

- In the O-B zoning district, the bonus-level development allows a FAR of up to 1.0 for office uses (plus 0.25 for non-office commercial uses) and a maximum nonresidential height of 110 feet for any single building, plus 10 feet for the flood-zone allowance/sea-level rise. The average building height cannot exceed 67.5 feet (except hotels), plus 10 feet for the flood-zone allowance/sea-level rise. In addition, 30 percent of the portion of the main Project Site zoned O-B would be required to include open space, 50 percent of which would be publicly accessible.
- In the R-MU-B zoning district, the bonus-level development rules permit a residential FAR of 0.9 for 30 du/ac and up to 2.25 for 100 du/ac; the maximum nonresidential FAR is 0.25, which can be used for office uses. The maximum bonus-level height in the R-MU-B zoning district is 70 feet, plus 10 feet for the flood-zone allowance/sea-level rise, with an average of 52.5 feet, plus 10 feet for the flood-zone allowance/sea-level rise. In addition, 25 percent of the portion of the main Project Site zoned R-MU-B would be required to include open space, 25 percent of which would be publicly accessible.

Table 2-3, below, compares allowable development areas across the main Project Site with the Project Sponsor's proposed levels of development (assuming a bonus level of development).¹¹ As shown in the table, the Proposed Project would adhere to the zoning development regulations, with the exception of maximum height for the residential building bounded by Center Street, West Street, and Main Street on Parcel 3 on the main Project Site, which would be increased up to 85 feet through the proposed CDP. As stated previously, design standards may be adjusted through the design review process set forth in the CDP.

Table 2-3. Allowable and Proposed Development for the Main Project Site

Zoning District	Development Regulations per Zoning Districtⁱ	Proposed Development^{a,b,c,d,g}
Maximum Square Footage		
O-B Zoning		
Office	1,586,313 sf	1,600,000 sf
Non-Office Commercial/Retail	396,578 sf	200,000 sf
Hotel	2,776,048 sf	172,000 sf
R-MU-B Zoning		
Residential	1,695,976 sf	1,695,976 sf
Non-Residential/Retail	188,442 sf	-

¹¹ Development assumptions for Hamilton Avenue Parcels North and South are not included in the master plan.

Zoning District	Development Regulations per Zoning District ⁱ	Proposed Development ^{a,b,c,d,g}
Maximum Building Height^{e,f}		
O-B Zoning	110 feet	120 feet
R-MU-B Zoning	70 feet	80 feet, 85 feet for the parcel bounded by Center, West, and Main Street (Building RS 3)
Building Height (average)^{e,f}		
O-B Zoning	77.5 feet	70 feet
R-MU-B Zoning	62.5 feet	62.5 feet
Minimum Open Space at Full Buildout^h		
O-B Zoning	475,894 sf (30%)	487,000 sf
R-MU-B Zoning	188,442 sf (25%)	370,000 sf
Total Open Space	664,336 sf	857,000 sf
Minimum Publicly Accessible Open Space		
O-B Zoning	237,947 sf (50%)	200,000 sf
R-MU-B Zoning	47,110 sf (25%)	160,000 sf
Total Public Open Space	285,057 sf	360,000 sf

Source: Peninsula Innovation Partners, LLC, 2021.

Notes:

- a. Although the proposed hotel has a FAR of 1.75, the number of rooms (193) is a more useful metric for this analysis.
- b. The Proposed Project would be developed at up to the maximum density for residential units, after accounting for rounding the maximum number of units down to the nearest whole unit; therefore, the Proposed Project would be permitted up to 225 percent FAR, as identified in this table.
- c. The Proposed Project includes the nonresidential FAR permitted under R-MU zoning area, which allows for office uses.
- d. The Proposed Project would include up to 1.6 million sf of office space and accessory uses, consisting of up to 1.25 million sf of office space, with the balance (i.e., 350,000 sf of meeting/collaboration and accessory uses if office space is maximized) in multiple buildings. Accessory uses could occur in the following types of spaces: meeting/collaboration space, orientation space, training space, event space, incubator space, a business partner center, an event building (including pre-function space, collaboration areas, and meeting/event rooms), a visitor center, product demonstration areas, a film studio, gathering terraces and private gardens, and space for other Meta accessory uses.
- e. Properties within the flood zone or subject to flooding and sea-level rise are allowed a 10-foot increase in average height and maximum height. The height increase to 85 feet applies only to the parcel bounded by Center Street, West Street, and Main Street (Parcel 3) on the main Project Site.
- f. Height is defined as the average height of all buildings on one site where a maximum height cannot be exceeded. Maximum height does not include roof-mounted equipment and utilities.
- g. The difference between the amount of office permitted by the zoning district and the amount of office proposed by the Project comes from the "Non-Office Commercial/Retail" category. The 200,000 sf of Non-Residential/Retail proposed by the Project is utilizing the bonus-level commercial development from the Office District, not the R-MU district.
- h. Private garden space is proposed within a sun-shaded, rain protected area that is included in the calculation of FAR, per the City's Zoning Ordinance.
- i. The 188,442 sf of Non-Residential Commercial/Retail is included in the estimated 1,600,000 sf of office because the R-MU zoning district allows for office uses.

Because the City’s master-planned project aggregation provisions apply to the Proposed Project, the precise distribution of uses across the main Project Site is flexible and not prescribed by the boundaries shown on the City’s zoning map. These provisions permit allowable non-office commercial uses associated with the property zoned O-B to be allocated as part of the Residential/Shopping District and the Town Square District as well as allowable commercial uses associated with the property zoned R-MU-B to be allocated as part of the Campus District, subject to review and approval of a CDP and DA by the City Council.

Hamilton Avenue Parcels North and South

Table 2-4, below, compares allowable development areas across Hamilton Avenue Parcels North and South with the Project Sponsor’s proposed levels of development. The City General Plan designates Hamilton Avenue Parcels North and South for Retail/Commercial. Hamilton Avenue Parcels North and South are both zoned C-2-S. The development regulations for the C-2-S district are intended to be flexible and encourage innovative site and design solutions that accommodate the uses allowed in this district. Apart from a FAR of 0.5, development for this district must be consistent with Willow Road design guidelines, heights, and open space restrictions on a case-by-case basis. To accommodate the Proposed Project’s intersection realignment at Hamilton Avenue and Willow Road, the subdivision mapping process for the parcels would include abandonment of a portion of existing Hamilton Avenue and an irrevocable offer of dedication and public utility easement for the realigned Hamilton Avenue. In addition, the subdivision mapping process would include the creation of new parcels for retail uses at Hamilton Avenue Parcel North and the relocated service station at Hamilton Avenue Parcel South. A Use Permit would also be required to reconstruct the existing service station on the new Hamilton Avenue Parcel South. Height is set by the Use Permit and established by Planning Commission review of the Use Permit as well as architectural control permit. Hamilton Avenue Parcel North would include an expanded one-story structure (also subject to a Use Permit and Architectural Control permit), while Hamilton Avenue Parcel South would be reconstructed with a height similar to that under existing conditions. Pedestrian and bicycle access to the Elevated Park would be provided by an elevator and stairs that might partially encroach within the Menlo Park public utility easement and access that parallels Willow Road. The access structure has not been specifically sited; however, it is anticipated that it might encroach approximately 500 square feet within the Menlo Park public utility and access easement.

Table 2-4. Allowable and Proposed Development for Hamilton Avenue Parcels North and South

	Development Regulations per Zoning District ^{a,b}	Proposed Development
Land Uses – Maximum Square Footage (C-2-S Zoning)^c		
Hamilton Avenue Parcel North	48,134 sf/(FAR 0.5)	22,400 sf
Hamilton Avenue Parcel South	21,126 sf/(FAR 0.5)	5,700 sf

Source: Peninsula Innovation Partners, LLC, 2021.

Notes:

- a. “Development Regulations per Zoning District” represents maximum development potential after realignment of Hamilton Avenue.
- b. The lot area for Hamilton Avenue Parcel North is 95,773 sf; the lot area for Hamilton Avenue Parcel South is 42,495 sf.
- c. Hamilton Avenue Parcel North includes two legal parcels on one site.

Proposed Development and Districts

Main Project Site

The Proposed Project would redevelop an existing industrial, office, and warehouse complex into a mixed-use neighborhood that would connect to surrounding areas of Menlo Park and East Palo Alto. The mixed-use “village” would include up to 1,730 residential units; up to 200,000 sf of retail (non-office commercial) uses; up to 193 hotel rooms, along with accessory uses (e.g., restaurant and bar); and up to 1.6 million sf of office and accessory uses, consisting of up to 1.25 million sf of office space, with the balance (i.e., 350,000 sf of meeting/collaboration and accessory space if office space is maximized) in multiple buildings. In addition, other site improvements would include grading to elevate the property above the adopted Federal Emergency Management Agency (FEMA) base flood elevation (BFE), complying with the sea-level rise requirements of the City’s Zoning Ordinance, creating buildable pads, and constructing a new circulation network, new utilities, new open spaces, and improvements at key connection points on O’Brien Drive, the proposed Park Street, Adams Court, and Hamilton Avenue. All components of the Proposed Project are discussed in detail below.

The Proposed Project would develop publicly accessible spaces within a network of streets, open spaces, and areas where neighbors, residents, and workers could work and assemble. As shown in Figure 2-5, Conceptual District Plan on Main Project Site, the Proposed Project would be arranged around a landscaped town square and separated into three distinct districts, a Residential/Shopping District, a Town Square District, and a Campus District. Main Street would bisect the main Project Site and connect the three districts. The pedestrian-oriented Main Street, as discussed in more detail below, would include ground-floor retail, sidewalks, street lighting, and outdoor seating. Main Street would connect to the Town Square and the approximately 2.0-acre Elevated Park for bicyclists and pedestrians. It would also connect from the Belle Haven neighborhood (from Hamilton Avenue Parcel North), over Willow Road, and across the main Project Site. Throughout the main Project Site, the Proposed Project would provide traditional community-serving retail uses, including a grocery store, pharmacy services¹² restaurants, entertainment venues, and other shops; below market-rate and market-rate housing; a hotel; an Office Campus, including amenity space, planned to be occupied by Meta; accessory use space for campus workers and visitors; private and publicly accessible open spaces; bicycle and pedestrian facilities; and transportation improvements.¹³

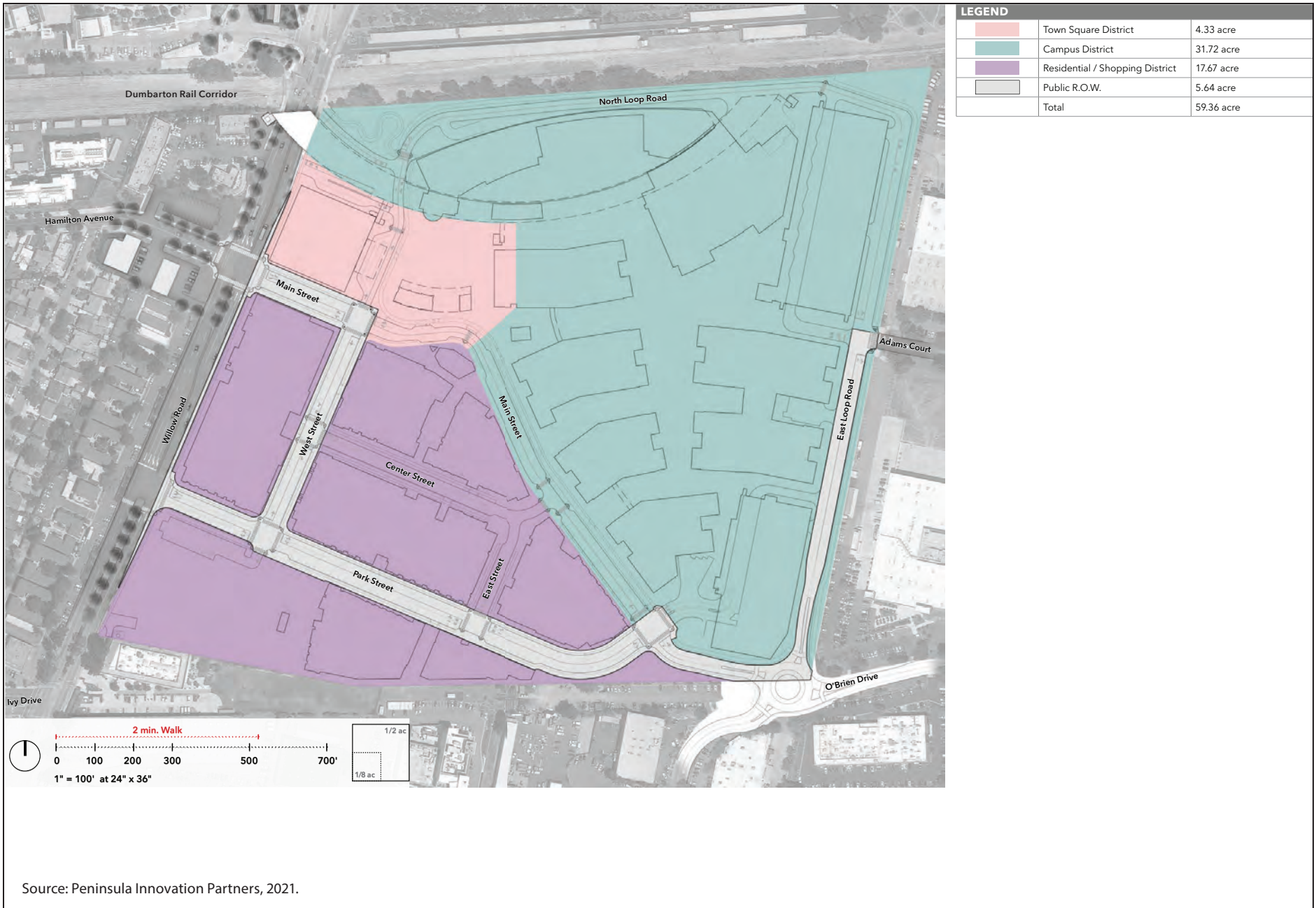
R-MU-B Uses: Residential/Shopping District

The approximately 17.7-acre¹⁴ Residential/Shopping District would be in the southwestern portion of the main Project Site, representing the “live/play” component of the Proposed Project. The entire Residential/Shopping District would be generally within the portion of the site that is currently zoned R-MU-B. Approximately 100,000 sf of retail uses would be provided in the Residential/Shopping District, which could include uses such as a grocery store, entertainment space, and other retail and dining uses (the remainder of the 200,000 sf would be part of the Town Square and Campus Districts).

¹² Alternatively, the pharmacy may be located on the Hamilton Avenue Parcel North.

¹³ Accessory uses could include the following types of spaces: meeting/collaboration space, orientation space, training space, event space, incubator space, a business partner center, an event building (including pre-function space, collaboration areas, and meeting/event rooms), a visitor center, product demonstration areas, a film studio, gathering terraces and private gardens, and space for other Meta accessory uses. Accessory uses could occur in spaces located anywhere throughout the Campus District.

¹⁴ Including private and public rights-of-way.



Also included in this Residential/Shopping District would be up to 1,730 multi-family rental units within multiple buildings, with approximately 1,695,976 sf of studio and one-, two- and three-bedroom apartments as well as active ground-floor uses. Of the proposed units, at least 15 percent (260 of the 1,730 units), and possibly up to 17.8 percent (308 of the 1,730 units), would be below-market-rate rental units, which would be located throughout the district. The below-market-rate units would include a dedicated senior housing community (up to 120 units).¹⁵

It is currently anticipated that, if the maximum number of residential units were constructed, the 1,730 units¹⁶ would be distributed as follows:

- Studios: 29 percent (approximately 501 units)
- One-bedroom residential units: 32 percent (approximately 561 units)
- One-bedroom-plus-den residential units: 9 percent (approximately 158 units)
- Two-bedroom residential units: 27 percent (approximately 459 units)
- Three-bedroom residential units: 3 percent (approximately 51 units)

The illustrative plan for the Residential/Shopping District includes six buildings (Buildings RS2 through RS7) (see Figure 2-6, Illustrative Building Locations on Main Project Site, for building locations), with footprints ranging from approximately 20,000 to 117,000 sf. The total for all footprints in the Residential/Shopping District would be approximately 427,690 sf. The maximum heights for the mixed-use buildings would range from 15 to 85 feet, with an average height of approximately 62.5 feet for the buildings in the R-MU-B zoning district. The building heights currently identified in the master plan are conceptual and may change; however, the average and maximum heights for the Proposed Project would be set by the CDP, with compliance ensured through architectural control and subsequent building permit review. The increase in maximum height above the 80-foot limit of the City Zoning Ordinance, for the building bounded by Main Street, Center Street, and West Street, would be incorporated into the CDP as an adjustment to the development regulations.¹⁷ Residential parking would be provided in each building, with visitor parking on selected streets within the Residential/Shopping District. Each building would include roof decks and/or roof terraces for residential uses. The residential blocks would provide open space opportunities, consistent with the requirements identified in the City Zoning Ordinance. Open space areas would provide common amenities and gathering areas as well as private spaces, which may include balconies, patios, podium-level open spaces, and rooftop spaces. The open spaces flanking the buildings would be activated with residential entries, patios, stoops, and landscaped areas (see Figure 2-7, Illustrative Open Space Plan on Main Project Site).

The approximately 3.54-acre Publicly Accessible Park would be in the southwest corner of the Residential/Shopping District, providing passive and active recreational areas and public restrooms. The location of the park would allow residents of the Proposed Project to access the facility, along with

¹⁵ The distribution of senior units would be as follows: 90 percent studios, 9 percent one-bedroom units, 1 percent two-bedroom units.

¹⁶ As a Project variant, the maximum residential unit count would be increased by approximately 200 units to 1,930 units. Please refer to Chapter 5, *Project Variants*, of this Draft EIR for more information.

¹⁷ R-MU Zoning allows 70 feet, plus 10 feet for sea-level rise adaptation.

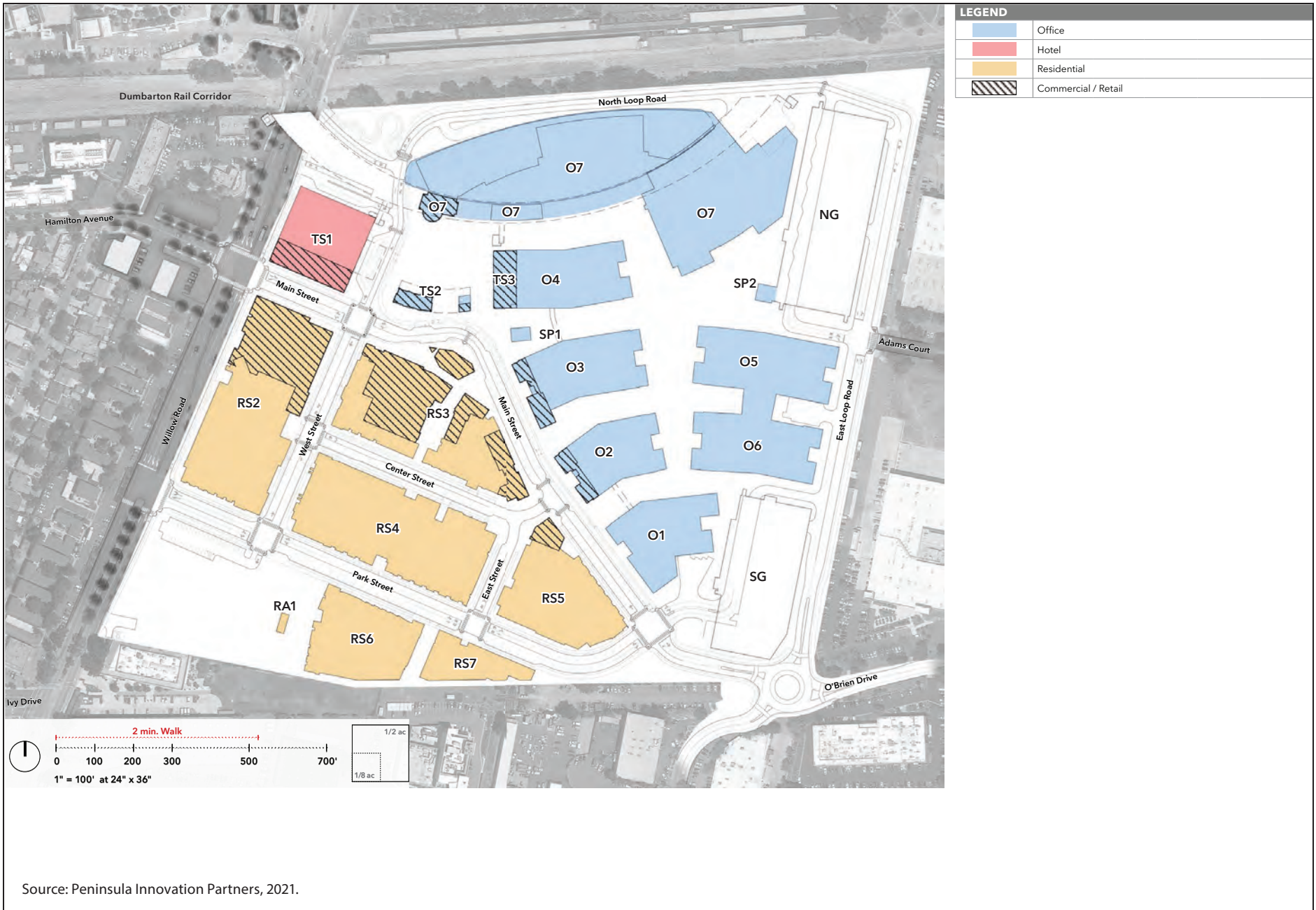


Figure 2-6
Illustrative Building Locations on Main Project Site



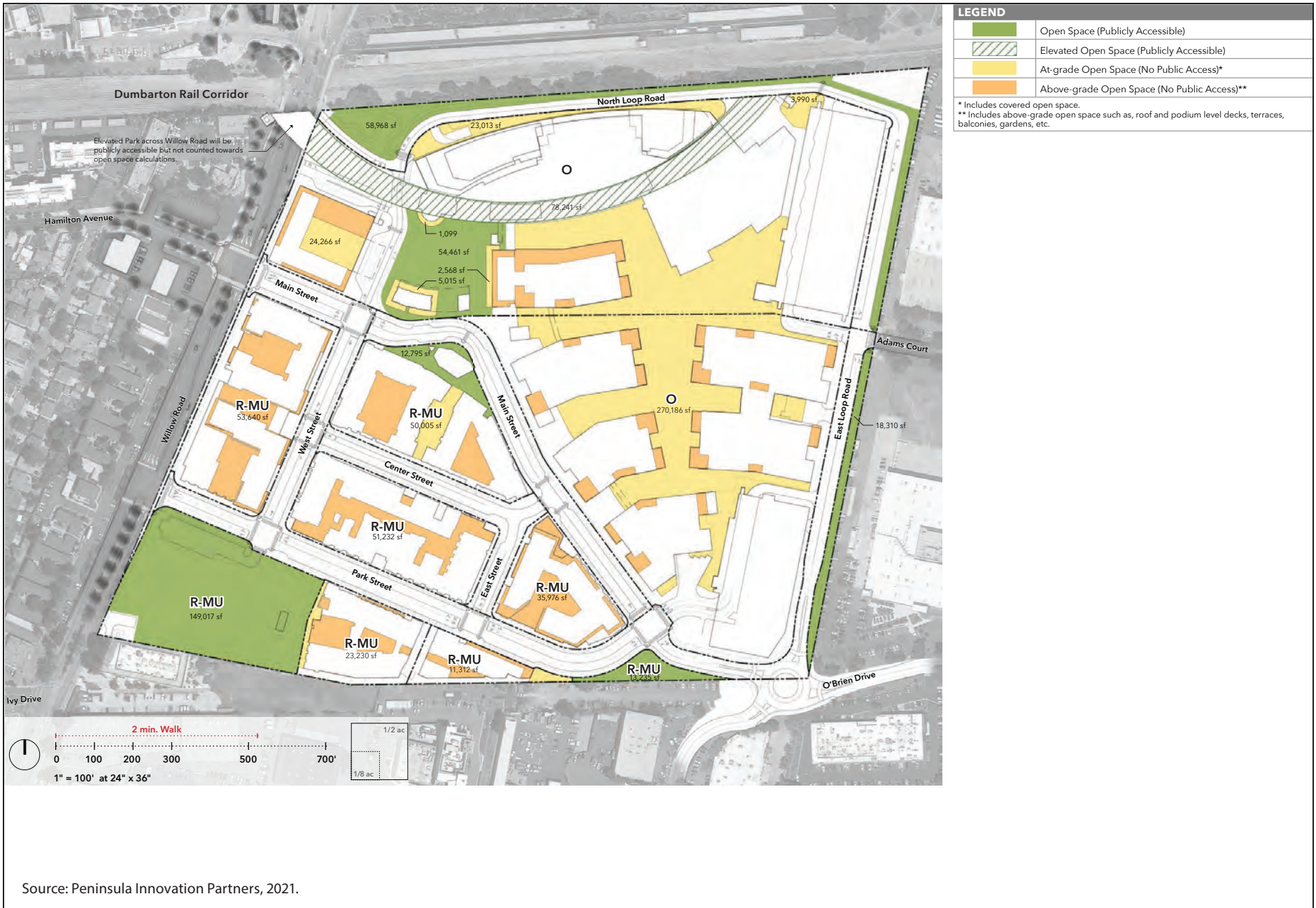


Figure 2-7
Illustrative Open Space Plan on Main Project Site

residents of the surrounding neighborhoods. The Publicly Accessible Park would be privately maintained and could include active programming, passive programming, or a combination of active and passive programming. The park would include play structures, gardens, public off-street parking, picnic areas, and open field areas for warm-ups or casual play. An additional 0.3-acre publicly accessible open space area (Dog Park) in the southeastern portion of the Residential/Shopping District would accommodate, in addition to a dog park, opportunities for passive recreation.

O-B Uses: Town Square District

The approximately 4-acre¹⁸ Town Square District, in the northwestern portion of the main Project Site, would form the center of the proposed village. The entire Town Square District would generally correspond to the area of the main Project Site zoned O-B (Office-Bonus). A mix of uses would be organized around an approximately 1.5-acre Town Square that would be surrounded by a hotel (Building TS1, including retail uses), adjacent residential lobbies, public sidewalks, and bicycle lanes. In addition, the Town Square District would feature three buildings with approximately 50,000 sf of food and retail uses. The Town Square District's hotel uses, with ground-floor retail and restaurant uses, as well as the adjacent residential uses in the Residential/Shopping District are proposed to connect to surrounding sidewalks and a square with café seating. The Town Square District is envisioned as flexible space that would accommodate a range of activities, from passive recreation to seasonal markets and public events.

The Town Square District would be anchored by the approximately 2.0-acre Elevated Park, a bicyclist- and pedestrian-friendly Publicly Accessible Park along the northern boundary of the Campus District. The Elevated Park would include bicycle paths, pedestrian walking trails, gardens with native drought-tolerant and adapted species, lawns, interpretive horticultural exhibits, seating areas, picnic areas, and security and safety infrastructure. The Elevated Park would be constructed above grade, providing views to the south over the main Project Site, to the north toward Don Edwards San Francisco Bay National Wildlife Refuge, and to the east toward San Francisco Bay. The Elevated Park would provide public access to the Town Square District directly from the Belle Haven neighborhood via an access point (stairs and elevator) at the northeast corner of Hamilton Avenue Parcel North. Specifically, the Elevated Park would provide a grade-separated connection between the Belle Haven neighborhood at Hamilton Avenue Parcel North and the main Project Site. Bicyclists and pedestrians would not need to cross Willow Road at grade. Instead, they could use the publicly accessible stairs and elevators at Hamilton Avenue Parcel North.

The up to 193-room hotel (approximately 172,000 sf), with a maximum height of 110 feet but depicted in the illustrative plan at a height of up to 84 feet, would be on the western boundary of the Town Square District. The hotel would include retail space, which is included in the approximately 50,000 sf of retail space in the Town Square District. In addition, parking for visitors to the Town Square District and visitors to the Campus District would be provided in a shared-use subterranean parking garage located below the Town Square in the Town Square District. The parking garage would accommodate visitors to the campus, hotel guests, and patrons of the retail and entertainment establishments. Parking for retail uses would be provided around the Town Square District and in the garages in the Residential/Shopping District.

¹⁸ Including private and public rights-of-way.

O-B Uses: Campus District

The approximately 32-acre Campus District component of the Proposed Project would be in the northeastern and central portions of the main Project Site, adjacent to the Dumbarton Rail Corridor and the life science buildings east of the main Project Site (Menlo Park Labs Campus). This district, which would generally not be publicly accessible, would accommodate office uses (including amenity uses), accessory uses (including a meeting and collaboration space), and two above-grade parking structures. Within the office buildings fronting Main Street, the ground floors would include publicly accessible retail spaces that would be accessed from Main Street. The office uses within the Campus District would not be accessible from the publicly accessible retail spaces.

Publicly accessible open space would wrap around this area to provide a transition between the Campus District and the adjacent Residential/Shopping District and Town Square District. Publicly accessible gardens within the integrated 2.0-acre Elevated Park in the northern area of the Campus District would connect the Belle Haven neighborhood to the main Project Site.

The office buildings (Buildings O1 through O6 [see Figure 2-6, Illustrative Building Locations on the Main Project Site]) would be organized around a secure central pedestrian promenade. Landscape-integrated elements, such as topographic features, site features, and planted areas, would be combined with multi-functional elements, such as benches or well-designed bollards, to define the secure perimeter of the Campus District. The Elevated Park, which would cross through the secure Campus District above the secure central pedestrian promenade, would be publicly accessible during operating hours, as would a Meta visitors center. On the main Project Site, access to the Elevated Park would be through stairs and elevators within the Town Square as well as at the northeastern end of the Elevated Park. At building loading docks, a combination of security booths, gate arms, and pop-up bollards would create a secure environment for the campus.

The Campus District would include up to 1.6 million sf of office and accessory space, consisting of up to 1.25 million sf of office space, with the balance (i.e., 350,000 sf of meeting and collaboration space, if office space is maximized) in multiple buildings, not including the publicly accessible retail spaces distributed along Main Street.

All proposed buildings in the Campus District are expected to be included as part of the greater Meta Campus in the Bayfront Area for use by Meta workers and visitors. Although the Willow Village Campus District would be open to all Meta workers, the amenity and accessory uses within the Campus District, such as dining and support services, would not replace existing uses within other Meta campuses and buildings in Menlo Park. The office uses would include typical office functions plus a variety of amenities for campus workers and visitors, such as food service facilities, ATMs, dry cleaners, a fitness facility, and personal services. Accessory uses could include the following types of spaces: meeting/collaboration space, orientation space, training space, event space, incubator space, a business partner center, an event building (including pre-function space, collaboration areas, and meeting/event rooms), a visitors center, product demonstration areas, a film studio, gathering terraces and private gardens, and space for other accessory uses for Meta. The accessory uses would consist of meetings and events programmed by Meta and available to Meta workers and guests. The accessory uses could be located anywhere throughout the Campus District, although it currently is anticipated that they would be located mostly in the meeting and collaboration space (described below).

Parking would be provided primarily in two above-ground parking structures in the northeastern and southeastern portions of the main Project Site (North Garage and South Garage) as well as a subterranean parking beneath Building O7 (see Figure 2-6, Illustrative Building Locations on Main Project Site). Combined, these parking structures would provide approximately 3,680 parking spaces.¹⁹ Both above-ground parking structures would include ground-level transit stops, along with a transit hub for Meta’s commuter shuttles and inter-campus trams, as discussed in more detail below.

The Campus District would include a meeting and collaboration space, consisting of buildings and private gardens located within a sun-shaded, rain-protected covered area north of the Elevated Park, as well as a Meta visitors center and an event building south of the Elevated Park. The meeting and collaboration space would include terraces and connecting pathways, stairs, and ramps for accessing the seating and gathering areas. Office uses could also be included within this area. Although the meeting and collaboration space would not be publicly accessible, the Elevated Park and the Meta visitors center would be publicly accessible. The meeting and collaboration space, which could include accessory uses (as described above) and office space, would be connected to the onsite office space via secure zones.²⁰

The accessory uses proposed in the meeting and collaboration space and elsewhere in the Campus District would be used by Meta workers during the normal course of business. The Campus District would accommodate uses ranging from intimately scaled events to large gatherings, such as office functions, recreational uses, and a variety of Meta-oriented meetings or events. It is anticipated that three categories of events²¹ with a majority of non-Menlo Park workers and guests would occur in the Campus District up to 55 days annually, as identified in Table 2-5, below.

Table 2-5. Event Utilization

Event Type	Attendees		Number of Days
	Low	High	
Small	100	1,000	30
Medium	1,001	2,500	15
Large	2,501	5,000	10

Source: Peninsula Innovation Partners, LLC, 2021.

In addition to Meta events, the meeting and collaboration space could be made available on weekends for community events up to two times per year, consisting of up to one small (100- to 1,000-attendee) event and one medium (1,001- to 2,500-attendee) event. These events would be limited to local community activities and would not be expected to draw significant attendance from outside the immediate community. The meeting and collaboration space would not be available for rental for private events.

¹⁹ The 3,680 parking spaces proposed falls within CDP standards, providing a minimum of 3,200 spaces for office uses and a maximum of 3,700 spaces.

²⁰ Secure zones are areas that fall within the access-controlled security perimeter of the Meta-owned Campus and are not open to the public. Workers and guests within the secure zone will be able to move between the Office Campus and Meta Campus via a controlled access point beneath the Elevated Park.

²¹ An *event* is defined as an activity in which the majority of attendees are non-Menlo Park Meta workers or invited guests. The conference and meeting facilities are not planned for use by the general public.

To support the Campus District and serve visitors, as well as the new residential neighborhoods in the Residential/Shopping District and the Town Square District, ground-level retail space in the Campus District along Main Street would be open to the public, providing a variety of active retail establishments, restaurants, and services. The publicly accessible ground-floor retail uses, landscaped sidewalk areas, outdoor seating areas, and urban gardens would provide a buffer between the three districts.

The Campus District would include a secure interior open space, along with smaller-scale open spaces and pathways between buildings. These pathways would connect to the primary pedestrian thoroughfare, which would link the north and south ends of the Campus District. A large, private open space would be provided in the northern portion of the Campus District, north of the Elevated Park, to accommodate large office gatherings, recreational uses, and a variety of outdoor experiences.

To provide connectivity between Adams Court, which intersects with the eastern boundary of the Campus District, and Willow Road, which abuts the northwest boundary of the Campus District, the northern segments of East Loop Road and North Loop Road would extend southward to create an intersection at Main Street and a connection to Willow Road. The proposed alignments for East Loop Road and North Loop Road would allow for a secure Office Campus. East Loop Road would align with the eastern perimeter of the Office Campus from the O'Brien Drive intersection, creating a new intersection at approximately the midway point along Adams Court. At that point, the road would transition to the west, becoming North Loop Road along the northern property boundary, and align with the West Street extension to provide direct access to the Willow Road Tunnel lanes and intersect with Main Street. East Loop Road and North Loop Road would accommodate vehicles and provide access for bicyclists and pedestrians in the adjacent proposed multi-use pathway.

The proposed office buildings, depicted in the illustrative plans as a mix of four- or five-story buildings and smaller single-story buildings, would include distinctive architectural designs that could be viewed from different vantage points in the Residential/Shopping District and the Town Square District. The maximum height for the office buildings would be 120 feet. In general, office building heights would range from 20 to 120 feet.

The Campus District would also include two central plants to distribute chilled water, which would efficiently address office cooling demands. The water-cooled, chiller-based central energy plant would consist of cooling towers, condenser water pumps, chillers, and pumps for chilled water. An energy model would be created for each building to determine the appropriate capacity of the central energy plant. To comply with Menlo Park's Reach Code requirements, which call for all-electric buildings, each office building would have its own all-electric heating plant, including heat pumps or electric boilers, as well as associated pumping systems. The meeting and collaboration space would have a centralized plant in the South Garage where all hot water would be produced by heat pumps located within the footprint of the parking garages serving the office buildings.

Hamilton Avenue Parcels North and South

In addition to the proposed changes on the main Project Site, the Proposed Project would alter Hamilton Avenue Parcels North and South, which, combined, cover approximately 3.1 acres. The proposed changes to these parcels would support realignment of the Hamilton Avenue right-of-way approximately 150 feet to the south and provide western access to the proposed Elevated Park. The alterations would require demolition and reconstruction of a service station (with a potential increase in square footage of approximately 1,000 sf) on Hamilton Avenue Parcel South and targeted demolition on Hamilton Avenue Parcel North for access to the Elevated Park and the possible addition of up to 6,700 sf of retail space in a

new building or an addition to existing shopping-center buildings. Additional details regarding the new Hamilton Avenue/Willow Road intersection and sight access are provided under *Vehicular Access and Circulation*, below.²²

Hamilton Avenue Parcel North. Hamilton Avenue Parcel North includes two parcels and covers approximately 1.8 acres. The site is developed with approximately 15,700 sf of restaurant/retail uses at 871–883 Hamilton Avenue (Belle Haven Retail Center) and 1401 Willow Road (Jack in the Box restaurant). To accommodate the new Hamilton Avenue realignment and the new elevator and stairs to the Elevated Park, some of the existing site improvements would be demolished, including a portion of the adjacent building at 1401 Willow Road, which might be demolished, with the balance of the existing buildings remaining.

The realignment would push Hamilton Avenue to the south and provide additional land in the southeast corner of the site, thereby increasing Hamilton Avenue Parcel North to 2.2 acres. This acreage would allow the creation of a third parcel, increase the square footage of the building, and provide new parking areas. This would also enlarge the southern portion of the western building—specifically, adding up to approximately 6,700 sf of space and 27 more parking spaces. In total, retail uses on Hamilton Avenue Parcel North would encompass up to approximately 22,402 sf; the total number of parking spaces would increase to 93, resulting in a parking ratio of 4.16 spaces per 1,000 sf. Pending market conditions, the new space may attract additional tenants, including, but not limited to, a pharmacy services, personal services, specialty retailers, and up to two new drive-through establishments.

No modifications are anticipated at the northern part of the western building, the drive-through building at the center of the site, or the building at the northwest part of the site. The existing driveways to the retail center would be modified to accommodate realignment of Hamilton Avenue; however, driveways would continue to be located at both Hamilton Avenue and Willow Road.

Access to the Elevated Park would be provided in the northeast corner of Hamilton Avenue North, adjacent to the Dumbarton Rail Corridor and Willow Road. Five existing parking spaces, associated parking lot features, and a portion of the adjacent building would be demolished, then relocated elsewhere on the site. A staircase and elevator would be constructed in this area for access to the bicycle and pedestrian overcrossing at Willow Road and the proposed Elevated Park. The elevator and stair access would be approximately 50 feet in height, with a footprint of approximately 750 sf. The structure would be Americans with Disabilities Act (ADA) accessible, with both stairs and an oversized elevator designed to accommodate bicycles. The design of the structure would site the elevator within the “core,” with the access stairs wrapping around the perimeter of the structure, the intended purpose of which would be to accommodate two modes of vertical transportation to the Elevated Park.

Hamilton Avenue Parcel South. Hamilton Avenue Parcel South, located at 1399 Willow Road, covers approximately 1.3 acres. It is currently developed with a service station. The existing service station has 12 gas pumps, approximately 3,270 sf of retail space, and a 1,500 sf car wash. To accommodate the Hamilton Avenue realignment, Hamilton Avenue Parcel South would be reduced in size to approximately 1 acre. In addition, the service station at Hamilton Avenue Parcel South would be demolished and reconstructed. The reconstructed service station would include a retail component with an area of approximately 4,785 sf (an increase of 1,515 sf) and a car wash with 975 sf (a decrease of 525 sf), for an overall building footprint of 5,760 sf (an increase of 990 sf). The service station would have 12 gas pumps

²² As a Project variant, preservation of the existing alignment of the Willow Road/Hamilton Avenue intersection is proposed in the event the relocation of the service station on Hamilton Avenue Parcel South is not feasible in the time frame of the Proposed Project’s Phase 2. Please refer to Chapter 5, *Project Variants*, for more information.

(same as under existing conditions). Hamilton Avenue Parcel South would include 13 parking spaces (2.26 spaces per 1,000 sf). However, site access would be reconfigured, and the retail store would be located toward the rear of the parcel. The gas pumps would be located along the Willow Road frontage. The service station would be south of the relocated Hamilton Avenue (same as under existing conditions).

Overall Site Design and Landscaping

Site Design

As described above, the Proposed Project would develop public spaces, including a network of streets, open spaces, and areas where neighbors, residents, and workers would live, work, and recreate. The main Project Site would be anchored by the Publicly Accessible Park along the southern boundary; the Town Square would provide a gathering space at the center of the main Project Site. A bicyclist- and pedestrian-friendly Main Street would bisect the main Project Site with a diagonal alignment, connecting O'Brien Drive to the south, Willow Road to the north, and all three districts. Main Street would link the northern areas of the main Project Site to the southern end by connecting the streets and paths. Main Street would support multi-modal transportation, with a shared plaza-like environment for bicyclists, pedestrians, and vehicles.

Retail establishments, residential lobbies and units, office entrances, open spaces, and other active ground-floor uses would line Main Street. At the northern portion of Main Street, bicyclists and pedestrians would be guided through the Town Square to a proposed below-grade crossing at Willow Road. Willow Road Tunnel would provide direct access to the existing Meta West Campus and a connection to the existing undercrossing below Bayfront Expressway that links with the San Francisco Bay Trail (Bay Trail) and the Meta East and West Campuses. The proposed grade-separated Willow Road Tunnel, running between the main Project Site and the West Campus, would be open to the public, providing a below-grade crossing at Willow Road for bicyclists and pedestrians. Vehicle usage would be limited to Meta trams, Meta ride-share vehicles, and smaller emergency vehicles. In addition, the Elevated Park in the northern portion of the main Project Site would connect to Hamilton Avenue Parcel North via an overcrossing at Willow Road. The Elevated Park, which would provide an alternative bicycle and pedestrian route across Willow Road from the Town Square District to the Belle Haven neighborhood, would be accessible via stairs and elevators.

Access to the Elevated Park from the Hamilton Avenue Parcel North would be provided by an elevator and stairs in the northeastern portion of the parcel. The exact location has not been determined. However, the structure might encroach into the City public utility and access easement by up to 500 sf; eliminate five vehicle parking spaces, to be relocated elsewhere on the site; and require removal of a portion of the adjacent building at 1401 Willow Road. The elevator and stair structure would be approximately 50 feet in height, with an approximately 750 sf footprint. The structure would be ADA accessible, with both stairs and an oversized elevator designed to accommodate bicycles. The design of the structure would site the elevator within the "core," with the stairs wrapping around the perimeter of the structure.

The Proposed Project's interconnected pattern of streets, short blocks, activated building frontages for a variety of uses, and sidewalks would promote pedestrian activity. Stormwater treatment facilities would be located between roadways and sidewalks to separate pedestrians from vehicle traffic. Two gateways would be included at the main Project Site, one at Main Street, to the northwest, and one at O'Brien Drive, to the southeast. These gateways would feature distinctive public art, wayfinding signage, and other monuments to promote entry and connectivity to retail and recreational opportunities. The Hamilton Avenue/Willow Road/Main Street intersection would include upgraded signal crossings, extending from

Hamilton Avenue Parcels North and South to the main Project Site. This upgraded intersection would provide bicyclist and pedestrian access from the Belle Haven neighborhood to the Town Square and its uses. Public parking would be located near all new retail businesses and the Town Square, with vehicles entering from O'Brien Drive, Willow Road, and Adams Court.

Building Design and Lighting

All buildings within the main Project Site (all three districts) would be designed for Leadership in Energy and Environmental Design (LEED) Gold (Residential/Shopping District and Campus District) and Silver (Town Square District) certification. Buildings that are less than 10,000 sf in size (e.g., the south pavilion and park restroom building) would not be certified under LEED. Those buildings would comply with other zoning ordinance requirements, green and sustainability building requirements, and the California Green Building Standards (CALGreen) code, as appropriate. Other design measures would meet or exceed criteria established by the City's General Plan and zoning standards. The Proposed Project would be designed to comply with the City's Reach Code and electric-vehicle charging requirements. Building orientation would be refined to enable effective solar control. Façade design measures, such as exterior shading and glazing treatments, would be designed to provide daylight and mitigate heat gain. Glazing designs and envelope construction assemblies would consider thermal performance. Low-emitting materials would be required for interior paints, coatings, sealants, adhesives, finishes, and flooring, thereby aligning with the CALGreen code to prevent occupant exposure to chemicals. In addition, sustainable building practices that exceed CALGreen Tier 2 criteria would be incorporated into the Project design.

Project Site lighting would comply with CALGreen and City lighting guidelines for all three districts. All fixtures would be energy efficient and designed to reduce glare and unnecessary light spillage. Occupancy controls for non-emergency lighting as well as safety lighting for vehicles and pedestrians would be provided in accordance with Title 24. Light fixtures throughout the main Project Site would be designed for bicyclists, pedestrians, and vehicles. Bird-friendly glazing strategies, such as fritting²³ on the glass, would be included throughout the development to minimize negative impacts on local and migrating bird populations, in accordance with Menlo Park Municipal Code Sections 16.43.140(6) and 16.45.1330(6). Refer to Section 3.9, *Biological Resources*, of this Draft EIR for more information regarding bird-friendly design strategies.

Design specifications for the buildings at Hamilton Avenue Parcels North and South would adhere to the requirements set forth for the C-2-S zoning district.

Landscaping

Landscaping at the Project Site would include a combination of native, drought-tolerant, and adapted species and comply with the Menlo Park Water-Efficient Landscaping Ordinance. Gardens would be placed throughout the main Project Site with a variety of textures and colors, while lawns would be limited to functional areas where recreational programs would support active use. The natural areas would be planted using a wide variety of native species, with a focus on habitat and stormwater treatment functions. Native and adapted plants with low irrigation demands would compose the landscape vegetation palette. Pervious paving, stormwater gardens, bioretention areas, flow-through planters, and other features would be integrated within the design of the streets and parks to create

²³ Per Menlo Park Municipal Code Sections 16.43.140(6) and 16.45.130(6), bird-friendly techniques, such as fritting, involve the application of patterns to glass by fabricators to help direct birds away from glass.

functional facilities and visual interest. These treatment areas would receive stormwater runoff that would be diverted from impervious surfaces associated with public and private streets within the main Project Site, roofs, and other hardscapes.

The main Project Site currently includes 784 trees, which are planted mainly in parkways and pavement cutouts adjacent to buildings, parking lots, and streets. Of the existing trees, 274 qualify as “heritage trees,” per the City’s Heritage Tree Ordinance. Per the most recent Project plans, Project arborist report, and heritage tree removal permits, 760 existing trees (266 heritage trees and 494 non-heritage trees) would be removed for construction of the Proposed Project, including the grading required to raise the main Project Site above the floodplain elevation. Eight heritage trees and 16 non-heritage trees would remain in place. Current site plans include planting approximately 822 new trees. Heritage tree replacements would meet the City’s replacement value requirements, based on the valuation of the existing heritage trees proposed to be removed. The main Project Site would include both native and adapted trees.

Hamilton Avenue Parcels North and South contain 141 trees, with 18 qualifying as heritage trees. The 18 heritage trees comprise two species: 13 coast redwoods and five coast live oaks. The most numerous tree species on Hamilton Avenue Parcels North and South are Chinese pistache (*Pistacia chinensis*) (32 trees, including 16 City street trees) and red maple (*Acer rubrum*) (19 trees).²⁴ At Hamilton Avenue Parcels North and South, approximately 61 trees, including street trees and three heritage trees, would be removed to accommodate proposed changes; new landscaping would be provided along street frontages.

Hamilton Avenue Parcels North and South are currently developed and have approximately 71.0 percent impervious surfaces, consisting of buildings and hardscapes such as parking lots, paved paths, and drive aisles. Approximately 29.0 percent of the two parcels consist of pervious surfaces, including decorative landscaping and flow-through planters. Implementation of the Proposed Project on Hamilton Avenue Parcels North and South would result in an increase in impervious surface area compared with existing conditions (increasing to approximately 75.6 percent). To address runoff associated with the increase in impervious cover, onsite stormwater best management practices and treatment features would be implemented.

Site Access

The main Project Site would include a new circulation network, consisting of approximately 5.64 acres of public rights-of-way and approximately 7.18 acres of private streets, generally aligned in an east-to-west or north-to-south grid. The internal street network at the main Project Site would include safety and multi-modal mobility features. In addition to accommodating vehicular and transit access, proposed streets would be bicyclist and pedestrian oriented. Passenger loading and building servicing would be designed to minimize conflicts between pedestrians and vehicles. Transit connections, traffic-calming measures, and both structured and below-grade parking facilities would encourage bicyclist and pedestrian use throughout the site. Site access for all modes of transportation, as well as parking, is described in more detail below.

Vehicular Access

The main Project Site is currently accessible from a traffic signal-controlled intersection at Willow Road via Hamilton Avenue/Hamilton Court and two driveways off northbound Willow Road. Multiple curb-cut entrances off Hamilton Avenue/Hamilton Court lead into the primary parking area for each building.

²⁴ SBCA Tree Consulting. 2021. *Tree Survey*. April 1.

Hamilton Avenue Parcels North and South are both accessible via one driveway from southbound Willow Road and one driveway along Hamilton Avenue. To accommodate access to the main Project Site, the Proposed Project would include offsite improvements to Willow Road, Hamilton Avenue, O'Brien Drive, and Adams Court. The conceptual vehicular circulation plan and offsite improvements for the Project Site are shown in Figure 2-8, Conceptual Vehicular Circulation Plan on Project Site.

Willow Road

In order to provide adequate access to the main Project Site, improvements to Willow Road are proposed:

- Right-of-way widening to accommodate additional left-turn pockets.
- Creation of one new signalized intersection (Park Avenue).
- Relocation of one signalized intersection (Hamilton Avenue).
- Construction of a portion of the Elevated Park from the Hamilton Avenue Parcel North over Willow Road to the main Project Site.
- Construction of Willow Road Tunnel from the main Project Site to the West Campus.
- Construction of utilities and connection points for utilities.
- Sidewalk and landscape improvements.
- Bicycle and pedestrian improvements along the Project frontage and crossing improvements at the new intersections.

Hamilton Avenue

In conjunction with Project Site access, to improve traffic operations on Willow Road, the Hamilton Avenue/Willow Road intersection would be relocated approximately 150 feet south of the existing intersection. Both the relocated Hamilton Avenue and new Park Street intersections would include dual left-turn lanes from southbound Willow Road into the main Project Site to provide increased left-turn capacity and improve operations on Willow Road. To accommodate the realignment of Hamilton Avenue at Willow Road, which would connect to Main Street to the east, the existing development on Hamilton Avenue Parcel South would be demolished, as explained in more detail above.

O'Brien Drive

At the southeast corner of the main Project Site, the Proposed Project would create a new four-legged roundabout at O'Brien Drive to accommodate site access and area circulation.²⁵ This intersection would require realignment of O'Brien Drive where it passes through the roundabout. The southern half of the roundabout would then overlay the Hetch Hetchy right-of-way. The new roundabout would provide direct access to Main Street and East Loop Road.

²⁵ Note that the intersection design is still being developed; it may include a four-way signal-controlled intersection. The design of the intersection would be subject to review and approval by the City and the San Francisco Public Utilities Commission.

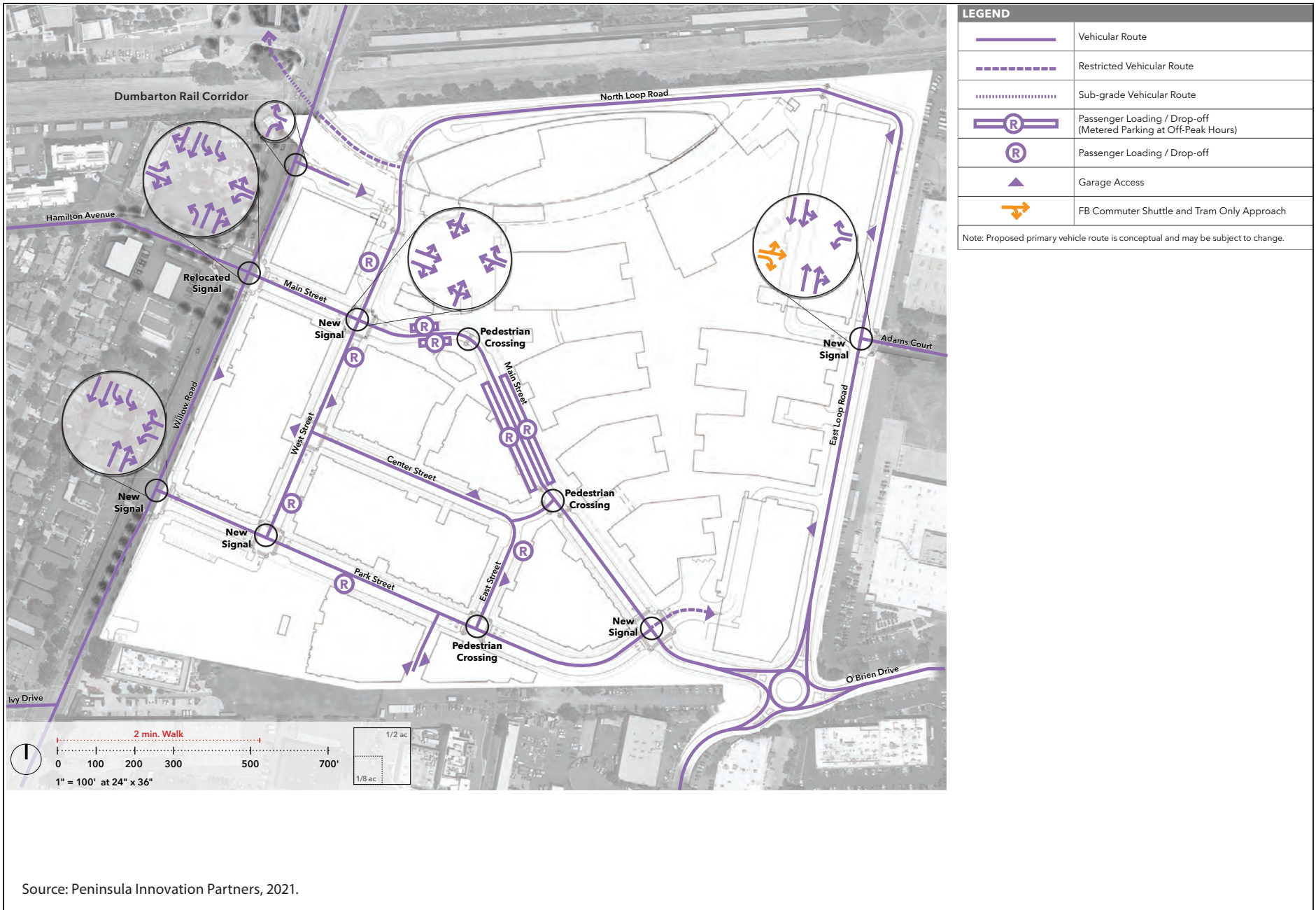


Figure 2-8
Conceptual Vehicular Circulation Plan on Project Site

Adams Court and East Loop Road

On the east side of the main Project Site, East Loop Road would facilitate north and south circulation for the length of the main Project Site and create a new intersection at Adams Court. Currently, Adams Drive provides a connection to University Avenue east of the main Project Site. A traffic signal would be installed at the new intersection to accommodate northbound and southbound vehicular travel via East Loop Road and westbound and eastbound vehicular travel via Adams Court. The west approach of the intersection would be a transit-only exit from the transit hub in the north parking structure. The East Loop Road network would accommodate multi-modal transportation options, including private vehicle access for office workers as well as shuttles and trams for workers traveling to the proposed Willow Road Tunnel in the northwest portion of the main Project Site. In addition, East Loop Road would connect to the new roundabout at O'Brien Drive in the southeast portion of the main Project Site.

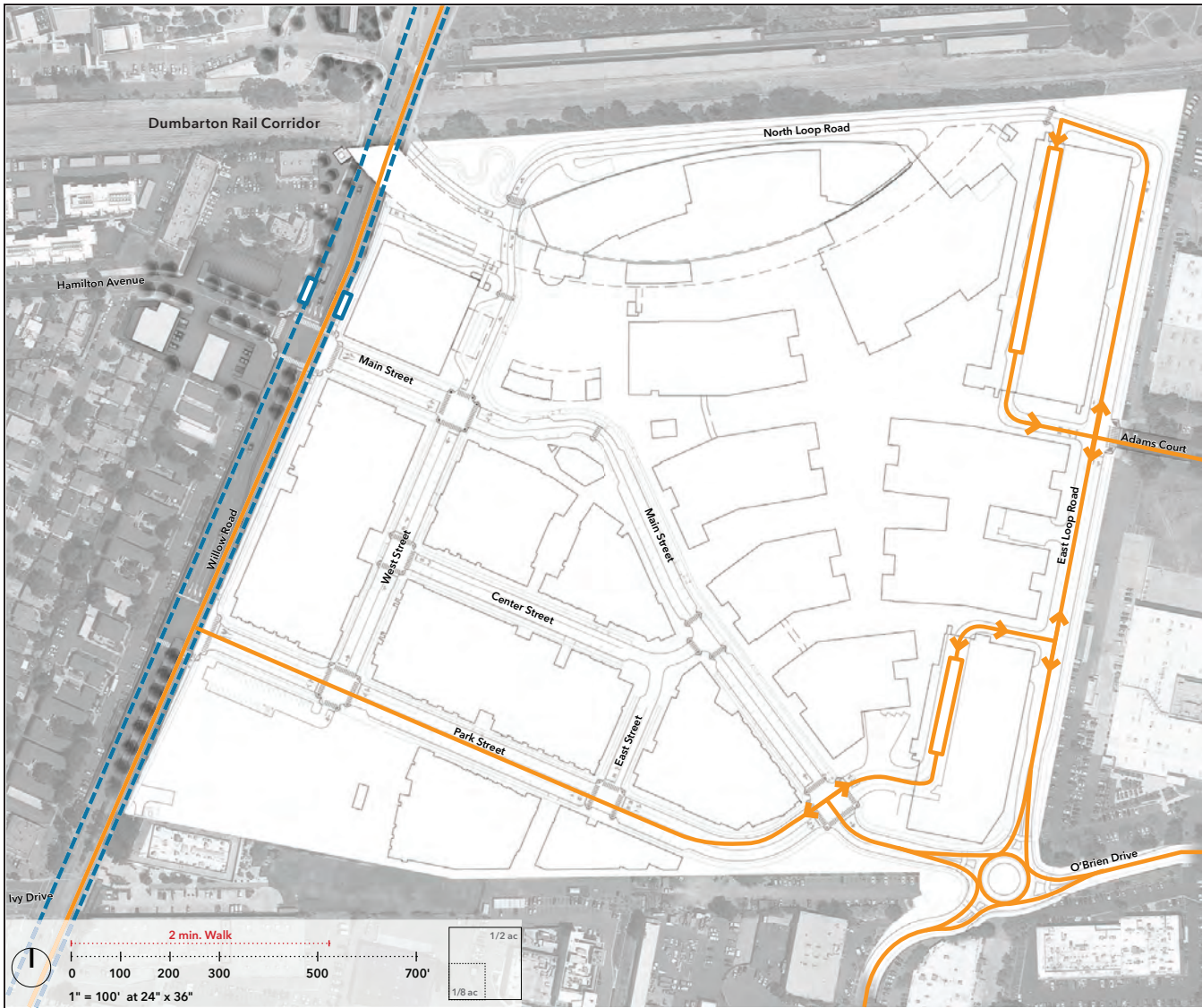
Transit and Tram Access

The two parking structures in the Campus District would include ground-level transit stops, providing a transit hub for Meta commuter shuttles and trams. Access to the transit hubs would be provided via East Loop Road and Park Street. It is currently anticipated that no buses would be permitted to access the Campus District from Main Street, which would be intended for users of the Residential/Shopping District and Town Square District, on typical business days. The conceptual shuttle and public bus routes are shown in Figure 2-9, Conceptual Shuttle and Public Bus Route on Main Project Site. The transit stops would be sited to allow shuttles to approach from Willow Road via Park Street or O'Brien Drive or from University Avenue via Adams Court. Within the Campus District, shuttles would operate mainly on the Park Street and East Loop Road network, with additional tram service on Main Street.

Planning for the Campus District considers connectivity to potential future regional transit improvements, such as potential improvements on the Dumbarton Rail Corridor. The Elevated Park could provide pedestrians with a direct connection from Town Square and Belle Haven to a future elevated Dumbarton transit station without vehicular conflicts. Pedestrians would have an elevator and stairs near the corner of the hotel to access the publicly accessible open space and Residential/Shopping District from the Elevated Park. In addition, pedestrians could leave a potential future Dumbarton transit station and follow the new sidewalks along Willow Road and enter the main Project Site along Main Street.

As shown in Figure 2-10, Conceptual Inter-Campus Tram Route, the existing inter-campus tram system connects the main Project Site to Meta's East Campus and West Campus as well as the Menlo Gateway Campus, Jefferson Place Campus, and Commonwealth Corporate Center. The East and West Campuses are connected via a grade-separated crossing under Bayfront Expressway. The remaining campuses are connected using public roadways, including Bayfront Expressway, Willow Road, and local city streets. Utilization of the tram system currently allows efficient movement of workers, minimizing vehicular traffic on local roadways. The trams operate at a maximum speed of 25 miles per hour within the existing campuses.

The main Project Site would include approximately six stops within the Campus District for the inter-campus tram. As shown in the conceptual tram routes in Figure 2-11, Conceptual Tram Route and Stops on Main Project Site, tram access to the main Project Site would be provided from the West Campus via a tunnel under Willow Road. The tram is anticipated to access the main Project Site via the Willow Road Tunnel, with a proposed stop in the vicinity of the intersection at North Loop Road, and travel east on



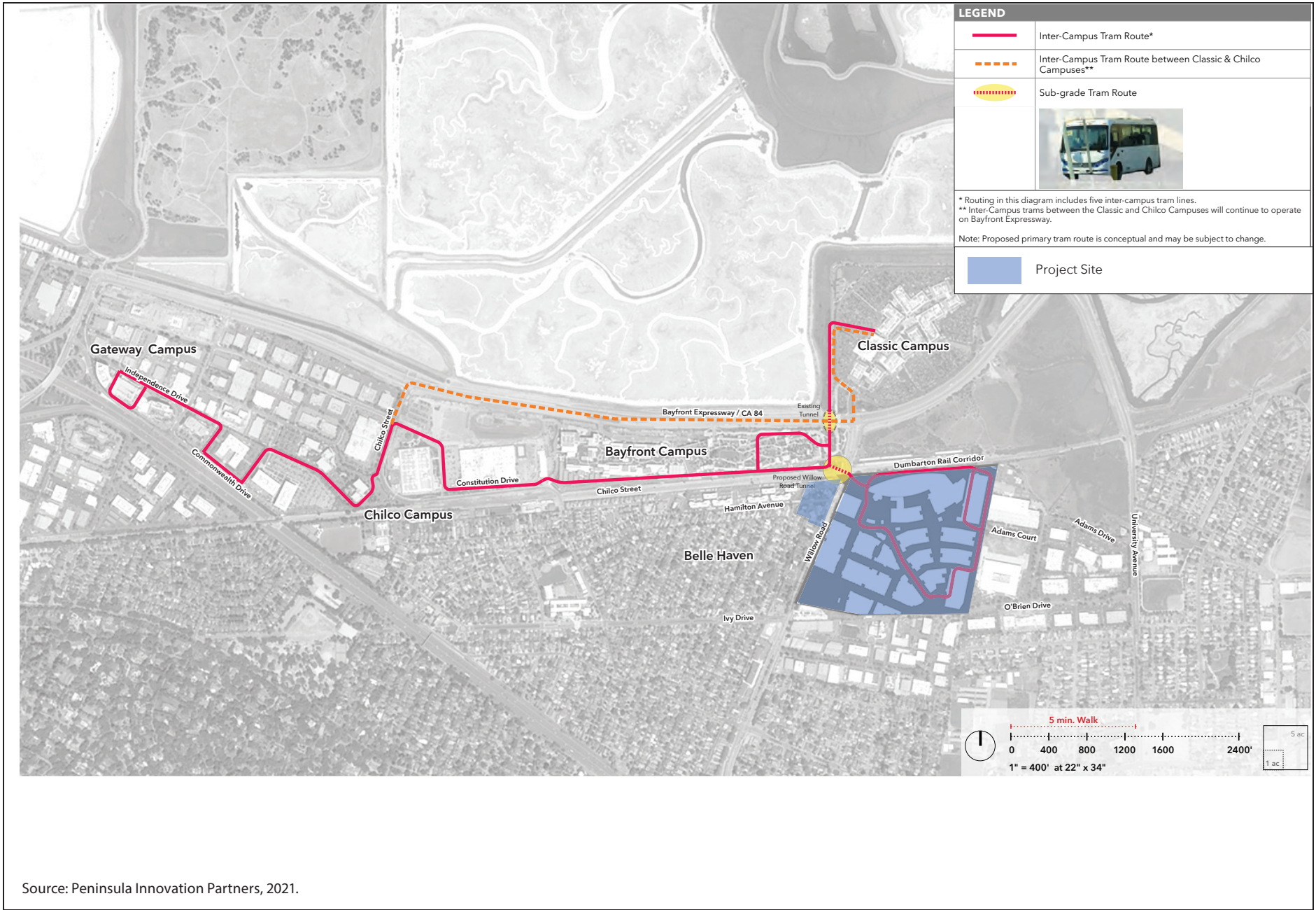
LEGEND	
	Commuter Shuttle Route
	Shuttle Passenger Loading
	Existing Public Bus Route
	Relocated Public Bus Stop
Note: Proposed primary tram route is conceptual and may be subject to change.	

Source: Peninsula Innovation Partners, 2021.

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Figure 2-9
Conceptual Shuttle and Public Bus Route on Main Project Site

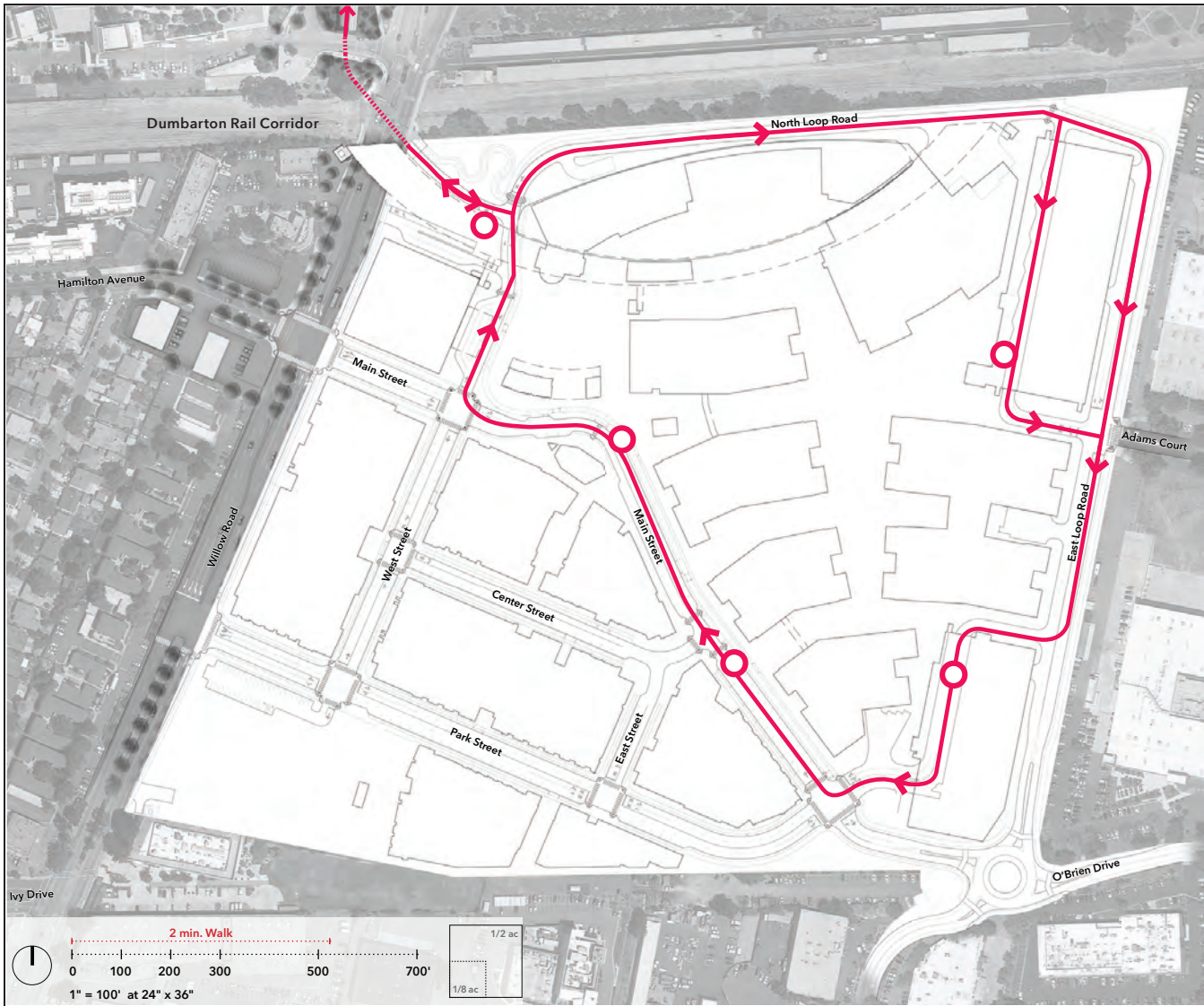


Source: Peninsula Innovation Partners, 2021.



Figure 2-10
 Conceptual Inter-Campus Tram Route

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LEGEND	
	Inter-Campus Tram Route
	Sub-grade Tram Route
	Tram Stop

Note: Proposed primary tram route is conceptual and may be subject to change.



Graphics ... 104393 (2-16-2022)_JC

Source: Peninsula Innovation Partners, 2021.



Figure 2-11
Conceptual Tram Route and Stops on Main Project Site

North Loop Road, with a stop near the Elevated Park to access the meeting and collaboration space. The tram would continue east on North Loop Road and transition into the transit hub within the northern parking structure, providing Office Campus access for workers. It would also travel south on East Loop Road to the southern parking structure, with a stop at the transit hub. The tram would then travel north on Main Street to access two anticipated stops on Main Street. The tram would turn right on West Street and return to the Willow Road Tunnel access lanes.

Willow Road Tunnel

Willow Road Tunnel would be an approximately 18-foot-tall by 42-foot-wide tunnel, running under the existing Dumbarton Cutoff at Willow Road, to facilitate tram, service vehicle, bicycle, and pedestrian traffic between the main Project Site and the West Campus. As shown in Figure 2-12, Conceptual Willow Road Tunnel, the new Willow Road Tunnel would include two vehicular travel lanes (approximately 22 feet wide) for Meta trams and service vehicles and a separated path for bicyclists and pedestrians (approximately 15 feet wide). On the north side of the undercrossing, access improvements to the West Campus would include five new roadways and bicycle/pedestrian paths that would realign traffic to conform with the undercrossing and its north ramp, as follows:

- Service road and bicycle/pedestrian path parallel to and west of the north ramp that links Facebook Way to the West Campus (MPK 20) on the Bayfront Expressway side.
- Connector road for tram connections to/from the service road to/from the north ramp.
- Bicycle/pedestrian path to connect the north ramp to the West Campus (MPK 20) near Bayfront Expressway.
- Facebook Way bicycle path over the Willow Road Tunnel to connect Willow Road to Facebook Way and the service road.
- Two paths east of the north ramp for a bicycle/pedestrian connection from Willow Road to the north ramp from Facebook Way and Bayfront Expressway; one path would run parallel to Willow Road for bicycle and pedestrian travel from Bayfront Expressway to Facebook Way and be connected to two other paths that would connect to the north ramp.

To allow the north ramp and other connecting roadways to enter the Willow Road Tunnel north portal, new retaining walls would be constructed along the north ramp, with heights ranging from approximately 2 to 13 feet. The longest of these walls would extend approximately 180 feet on the east side of the ramp, starting from the tunnel portal. On the west side of the north ramp, the walls would extend from the tunnel portal approximately 150 feet to a point where it would meet the West Campus Connector Road wall. In addition, approximately 100 feet of wall on the north and south sides of the West Campus Connector Road would be required, along with approximately 70 feet of wall on the west side of the North Ramp between the West Campus Connector Road and the West Campus bicycle/pedestrian path. Approximately 140 feet of retaining wall would be constructed on both sides of the West Campus bicycle/pedestrian path, which would allow the path to slope down at an approximately 5 percent grade below the existing ground surface and connect to the north ramp.

Willow Road Tunnel is proposed to be constructed using cut-and-cover methods. Construction work would occur in two phases to allow traffic on Willow Road to flow on detours achieved by locally widening the roadway. The first phase would involve removing a section of Willow Road pavement as well as the railroad tracks belonging to the Dumbarton Corridor, an inactive spur line of the Southern Pacific Railroad that traversed San Francisco Bay between Menlo Park and Fremont, within the Willow Road right-of-way.

It is anticipated that no more than 100 feet of the Dumbarton Corridor, the approximate length of the segment of track within the Willow Road right-of-way, would be temporarily removed during construction. The Dumbarton railroad tracks would be stored and subsequently reinstalled at their original location following the conclusion of tunnel construction. The Proposed Project would not physically alter the tracks, ties, ballast, or berm surrounding Willow Road. This phase of the tunnel construction would alter an existing 78-inch (inside diameter) underground storm drainpipe along the middle of Willow Road. To maintain gravity flow in the storm drain, a siphon structure would be installed under the tunnel, with connections to the pipe on both sides of the tunnel.

The second phase of tunnel construction would require temporary relocation of Facebook Way and its intersection with Willow Road to the north to allow completion of the cut-and-cover tunnel and north portal under Facebook Way.

With respect to utilities, the Willow Road Tunnel north portal and north ramp would be located to allow an existing 48-inch-diameter storm drain to remain in place. This storm drain runs perpendicular to the north ramp, just north of the portal. The layout of the tunnel and north ramp would be located to avoid impacts on a 12-inch-diameter water main that runs parallel to the north ramp and provides water to the East Campus. All other shallow utilities currently crossing the north ramp would be rerouted around the ramp or lowered. All utilities crossing Willow Road Tunnel are expected to be protected in place and supported during the cut-and-cover construction.

Truck Access

Based on the conceptual and illustrative plans, it is anticipated that the Campus District would include five primary loading docks at office buildings with major food service facilities (Buildings O1, O5, and O6 in the Conceptual District Plan). These loading docks would be accessed from East Loop Road and Park Street, near the South Garage. As depicted in the Conceptual District Plan, it is currently anticipated that Buildings O2, O3, and O4 would be serviced from on-street loading zones or connected to the primary Type A loading docks in adjacent buildings. It is currently anticipated that the Campus District would generate an average of 60 deliveries per day (approximately 1,800 per month). Deliveries would arrive at a centralized shipping/receiving hub on Gateway Boulevard in Newark and then continue to the Campus District. Deliveries for the grocery store are anticipated to range from 15 to 20 per day. Trucks of various sizes would be used; typically, no more than one or two full-size delivery trucks would be expected per day, with the balance being small delivery vans. Restaurants would anticipate deliveries twice a week for major supplies, except for baked goods, which would arrive daily in small van-type vehicles.

Emergency Vehicle Access

In the Residential/Shopping District and the Town Square District, emergency vehicle access would be provided:

- Along Willow Road via Main Street, Park Street, West Street, Center Street, and East Street.
- Along O'Brien Drive, extending to Main Street.
- From Adams Court, from the east intersection with East Loop Road.

Center Street and interior streets in the Residential/Shopping District and Town Square District would be privately owned and maintained. An Emergency Vehicle Access Easement (EVAE) would be in place to provide emergency vehicle access along the full perimeter of the Campus District as well as Main Street, East Loop Road, and North Loop Road. Emergency vehicles would be able to access the internal secure area of the Campus District via a clear throughway, which would be configured with a north-south alignment through the Campus District. Access to this internal circulation route would be provided from East Loop Road, immediately north of the South Garage, as well as from Town Square Plaza and North Loop Road. The final locations of the EVAEs would be subject to review and approval of the Menlo Park Fire Protection District and the City of Menlo Park.

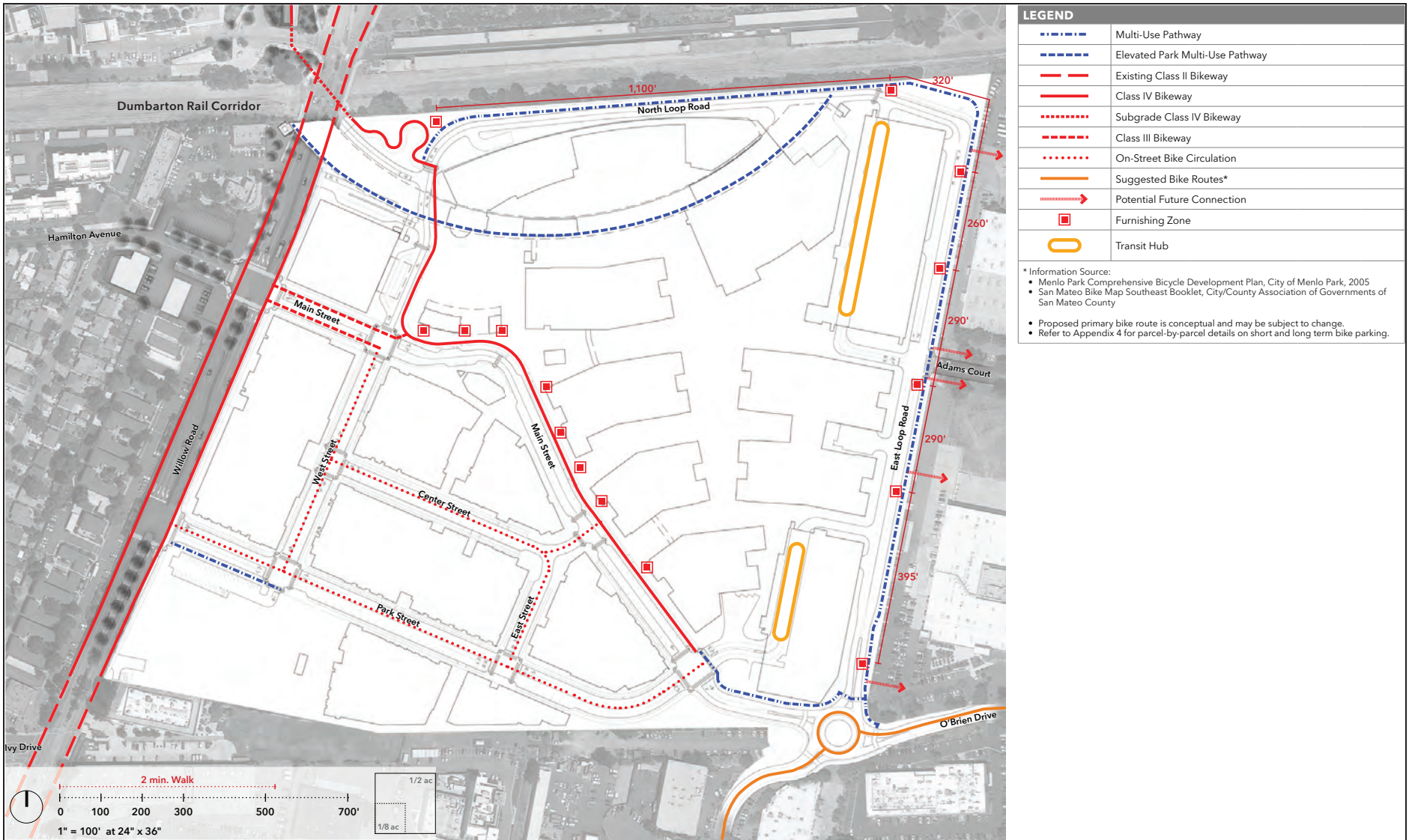
Bicycle/Pedestrian Circulation

The main Project Site would include multiple bicycle and pedestrian linkages and connections, as shown conceptually in Figure 2-13, Conceptual Bicycle Circulation Plan on the Project Site. The Proposed Project would include a network of new paths for pedestrian access throughout all three districts, including sidewalks, plazas, and internal intersection crosswalks. Crosswalks at the proposed signalized intersections on Willow Road at Main Street, Park Street, and Hamilton Avenue would connect the main Project Site to the Belle Haven neighborhood. Main Street would include a Class I bike path and sidewalks, allowing bicycle and pedestrian connections to and from all districts on the main Project Site as well as adjacent uses. In the Town Square District, bicyclists and pedestrians would be guided from Main Street through the Town Square District to the Willow Road Tunnel, which would connect the main Project Site to the Bay Trail and Meta's East and West Campuses. This connection would be provided at a grade-separated crossing under Willow Road and the Dumbarton Rail Corridor. In addition, the Elevated Park would provide an alternate bicycle and pedestrian connection across Willow Road from the Town Square District to the Belle Haven neighborhood.

The Elevated Park would be accessed via stairs and an elevator on Hamilton Avenue Parcel North, an existing retail site on the northwest corner of Willow Road and Hamilton Avenue. In the Town Square District, the Elevated Park would be accessed via stairs and elevators in the plaza and at the east end of the Elevated Park (near North Loop Road).

In the Residential/Shopping District and the Town Square District, on-street bicycle access and sidewalks would be provided on Main Street, West Street, Center Street, East Street, and Park Street. Bicycle parking would be included in these districts for both residential and retail/non-office commercial uses. For the residential units, all parcels will provide bicycle parking in compliance with the City Zoning Ordinance, except the senior affordable residential parcel (Parcel 7). This modification from the City Zoning Ordinance would be subject to review and approval of the City through the CDP as part of the Proposed Project. For retail uses, approximately 63 bicycle parking spaces would be provided within the streetscape along Main Street and in the Town Square District. In addition, bicycle parking for the Campus District would be provided at each of the three secure office entry areas and locations adjacent to the North Garage and South Garage.

The Campus District would be organized around a secure central pedestrian promenade, connecting the office buildings and the onsite open spaces. The Campus District would be designed to promote biking and walking interconnectivity, not only to the other portions of the main Project Site and the East and West Campuses but also to the greater bicycle and pedestrian network of the region. The conceptual pedestrian circulation plan is shown in Figure 2-14, Conceptual Pedestrian Circulation Plan on Project Site.



LEGEND	
	Multi-Use Pathway
	Elevated Park Multi-Use Pathway
	Existing Class II Bikeway
	Class IV Bikeway
	Subgrade Class IV Bikeway
	Class III Bikeway
	On-Street Bike Circulation
	Suggested Bike Routes*
	Potential Future Connection
	Furnishing Zone
	Transit Hub

* Information Source:
 • Menlo Park Comprehensive Bicycle Development Plan, City of Menlo Park, 2005
 • San Mateo Bike Map Southeast Booklet, City/County Association of Governments of San Mateo County

- Proposed primary bike route is conceptual and may be subject to change.
- Refer to Appendix 4 for parcel-by-parcel details on short and long term bike parking.

Source: Peninsula Innovation Partners, 2021.

Figure 2-13
 Conceptual Bicycle Circulation Plan on Project Site



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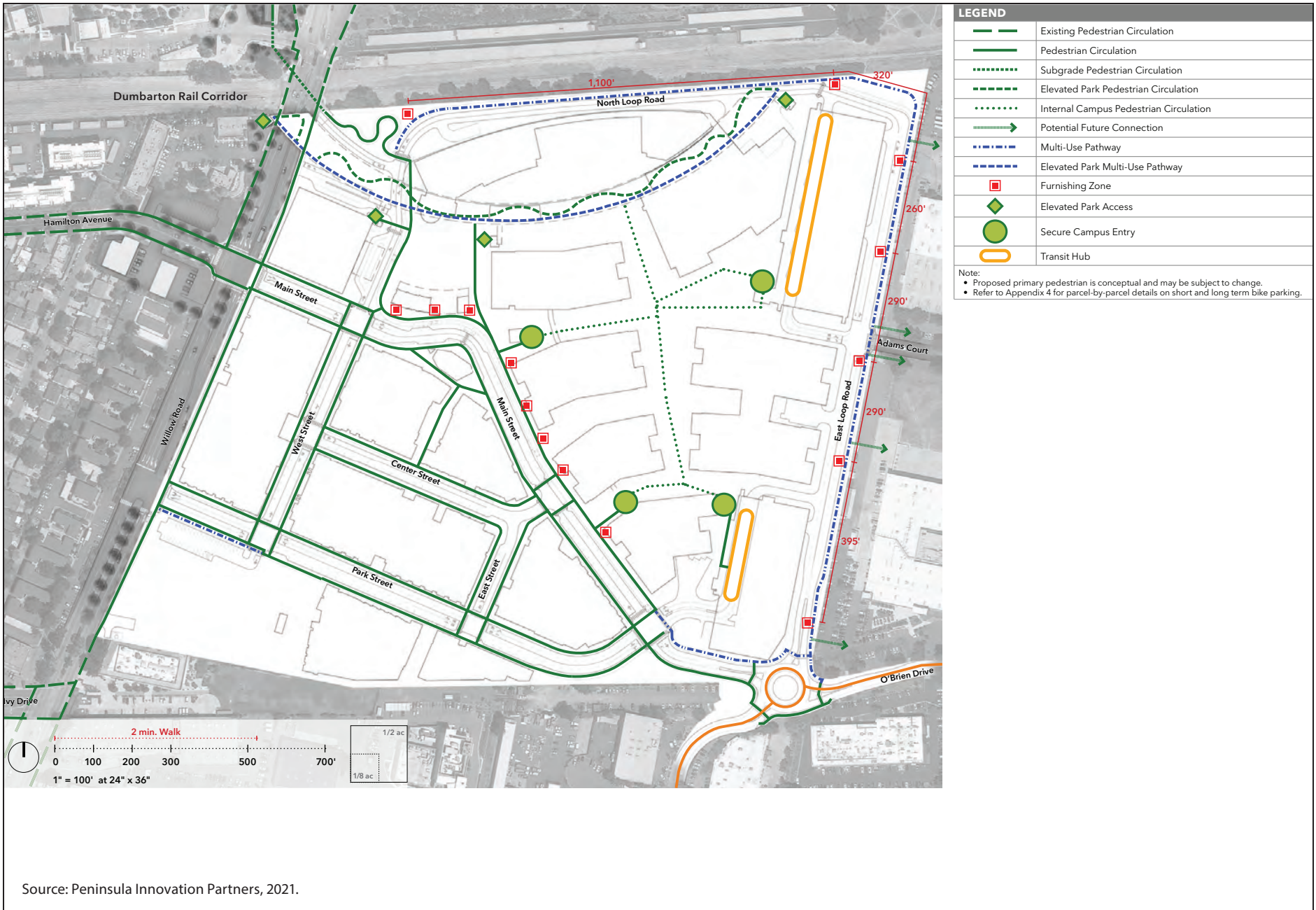


Figure 2-14
Conceptual Pedestrian Circulation Plan on Project Site

Along Main Street and the western edge of the Campus District, sidewalks and gathering areas, as well as bicycle storage areas, would encourage bicycle and pedestrian activity. Additional bicycle storage areas for workers would be located in the North Garage and the South Garage, facilitating bicycle access between Campus District transit stops and the multi-use pathway adjacent to East Loop Road. Bicycles would not be permitted inside the secure area of the Campus District.

A 10-foot-wide multi-use pathway would be included along East Loop Road and North Loop Road, which is consistent with the location for the north/south paseo identified in the City General Plan Circulation Map. Located along the eastern edge of the main Project Site, the multi-use pathway would be accessible to the adjacent LS-zoned parcels and facilitate pedestrian and bicycle circulation along the eastern and northern portions of the Campus District. The adopted zoning map identifies the proposed multi-use pathway as a paseo, split equally between the main Project Site and the neighboring parcels to the east. The Project Sponsor is exploring construction of the entire width of the proposed multi-use pathway on the main Project Site, which could deliver the multi-use pathway at an earlier date and with a more cohesive design than it would have had if coordinated with redevelopment of the neighboring properties.

Parking

Parking throughout the main Project Site would be provided on streets and within a surface lot on Park Street, in aboveground parking structures, and in podiums or underground parking garages. The conceptual parking plan is shown in Figure 2-15, Conceptual Parking Plan on Main Project Site. The illustrative parking plan includes 6,476 parking spaces. The CDP standards require a minimum of 5,960 parking spaces and up to a maximum of 6,516 parking spaces. Proposed parking would require review by the City's transportation manager and approval by the City Council as part of the requested land use entitlements.

Parking ratios, by use, are proposed at the main Project Site as follows:

- Shared Parking (for retail, hotel, office visitors, and residential visitors): currently anticipated to be between 1,052 to 1,080 spaces
- Residential: 1.0 to 1.5 stalls per unit (housing) and 0.5 stall per unit (for senior housing)
- Publicly Accessible Park: 10.0 stalls per acre, with approximately 38 to 41 stalls currently proposed
- Office and Accessory: up to 2.3 stalls per 1,000 sf

The illustrative plan indicates that the Residential/Shopping District and Town Square District would include approximately 2,755 parking spaces for residential and retail uses. This parking would be below grade or in podiums. In addition, on-street parking for mixed uses would be provided on West Street, Center Street, East Street, Park Street, and Main Street and in areas surrounding the Town Square. The Town Square District's subgrade parking would provide parking for Meta visitors, hotel guests, retail patrons, and participants attending special events in the Campus District, as needed. In addition, one publicly accessible surface parking lot with up to 41 stalls would be provided north of the Publicly Accessible Park, off Park Street, in the southwest portion of the main Project Site.

The illustrative plan indicates that the Campus District would include worker parking within parking structures in the northeast and southeast corners of the main Project Site (North Garage and South Garage) and below Building O7. The structures are proposed to provide 3,680 parking spaces (a minimum

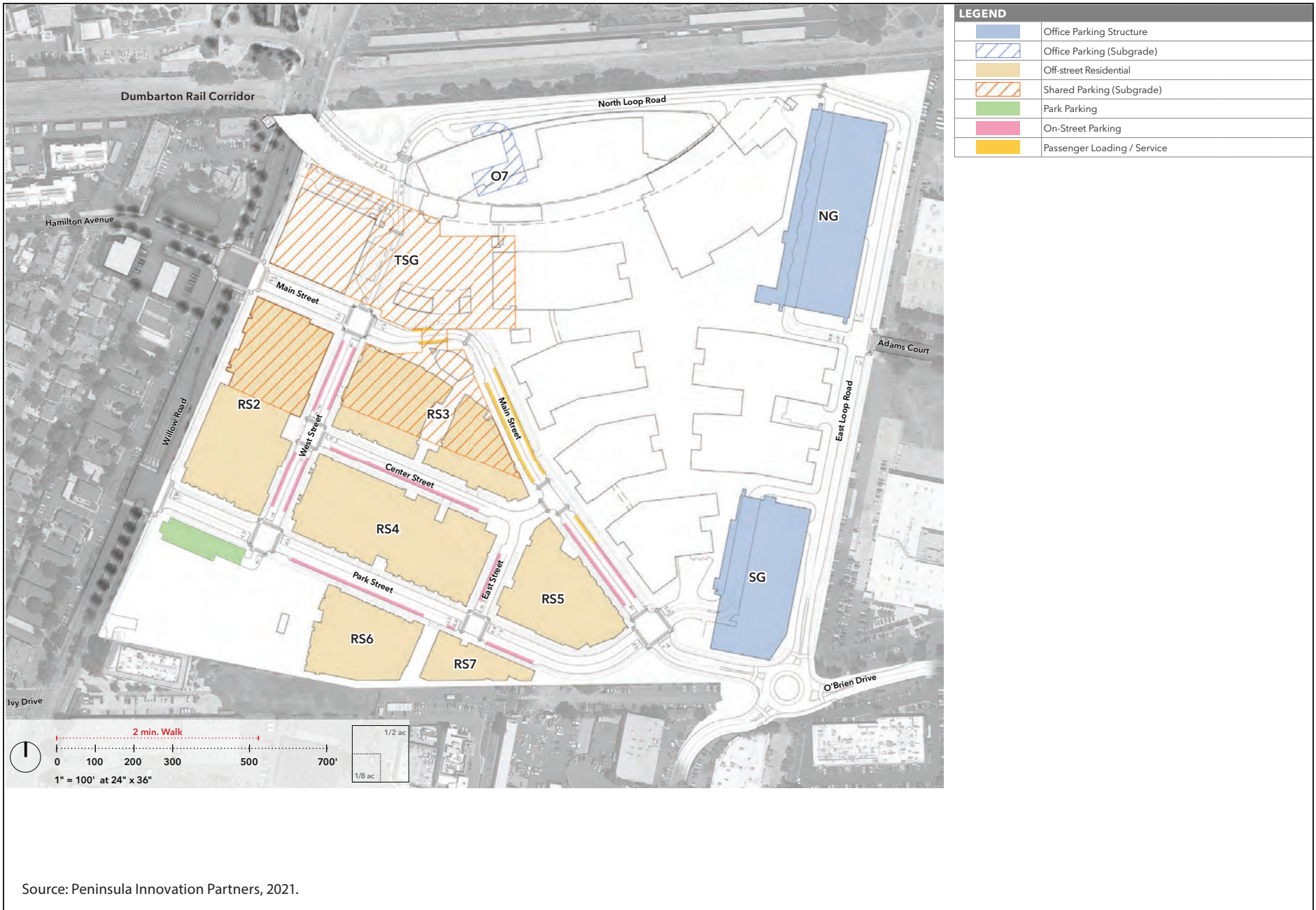


Figure 2-15
Conceptual Parking Plan on Main Project Site

of 3,200 parking spaces and a maximum of 3,700 spaces). This includes approximately 486 stalls for electric vehicles. The electric-vehicle charging stations would be required to comply with Menlo Park Municipal Code requirements. Both structures would include a ground-level transit hub for commuter shuttles and inter-campus trams. No surface parking would be provided in the Campus District.

Hamilton Avenue Parcel North currently has 66 parking spaces, provided at a ratio of 4.20 spaces per 1,000 sf. Hamilton Avenue Parcel South currently has 24 parking spaces, provided at a ratio of 5.03 spaces per 1,000 sf. Upon implementation of the Proposed Project, 93 parking spaces would be provided at Hamilton Avenue Parcel North (4.16 spaces per 1,000 sf) and 13 spaces at Hamilton Avenue Parcel South (2.26 spaces per 1,000 sf).

Onsite Workers

Currently, the existing Bayfront Area Meta-owned Campuses can accommodate approximately 20,910 seated workers (i.e., the number of physical seats in a building or on a campus), as follows:

- East Campus (not part of Project Site): approximately 6,600 seated workers
- West Campus (not part of Project Site): approximately 10,740 seated workers²⁶
- Menlo Science and Technology Park (main Project Site): approximately 3,570 seated workers (including tenant workers)

In 2015, a Meta affiliate purchased the main Project Site. Meta occupied several of the buildings for a variety of uses, including office space, R&D space, worker amenities, and a health clinic. In total, the main Project Site currently accommodates approximately 3,570 workers, consisting of approximately 3,500 Meta seated workers plus approximately 70 workers from the other onsite tenants. During development of the main Project Site, existing Meta workers would be temporarily relocated to other locations within Menlo Park and other Bayfront Area Meta Campuses. Any remaining third-party tenants would relocate off the main Project Site.

At full buildout, the Proposed Project would accommodate approximately 7,964 employees at the main Project Site, 6,950 of whom would be seated workers within the Office Campus. The 7,964 employees, inclusive of seated workers, would represent a net increase in the number of employees (4,298) compared with the current number of onsite employees (3,666). For purposes of this analysis, seated workers and employees are referred to as employees (whether direct or indirect Meta employees, support staff, retail workers, etc.). In addition, upon full buildout at Hamilton Avenue Parcels North and South, approximately 164 employees would work at the retail and commercial uses, a net increase in the number of employees (increase of approximately 34). In total, at full buildout, the entire Project Site would have 8,128 employees, for a net increase of 4,332 compared to existing conditions. Table 2-6 presents existing and proposed employment as well as the number of residents at the Project Site at full buildout.

²⁶ Although Building 22 has received a temporary occupancy permit for a capacity of 3,000, it is not currently occupied because of COVID-19.

Table 2-6. Project Activity and Employment by Use

	Area/Quantity	Employees	Residents
Main Project Site			
Residential	1,730 units	35	3,520
Dining	23,000 sf	160	—
Grocery	36,000 sf	75	—
Hotel	193 rooms	210	—
Shops	141,000 sf	130	—
Office and Accessory	1,600,000 sf	7,354 ^a	—
Total Main Project Site	—	7,964	3,520
Existing	—	3,666	—
(Net New Employees)		(4,298)^b	
Hamilton Avenue Parcels			
Hamilton Avenue Parcel North	22,400 sf	160	—
Hamilton Avenue Parcel South	5,760 sf	4	—
Total (Hamilton Avenue Parcels)	—	164	—
Existing		130	—
(Net New Employees)		(34)^b	
Total Project Site		8,128	3,520
Net New Employees and Residents		(4,332)	(3,520)

Source: Peninsula Innovation Partners, LLC, 2020.

a. Seated workers account for 6,950 of the 7,354 office and accessory employees. Seated workers are employees with assigned physical seats (desks). Seated workers include both Meta employees (i.e., workers employed by a Meta entity) and contract workers (i.e., workers employed by a third party who provides workers to perform services pursuant to a contract with a Meta entity). A portion of the seated workers may be seated within the area for accessory uses.

b. () denotes net increase compared with existing conditions.

Transportation Strategy

The Proposed Project would include TDM programs²⁷ to discourage single-occupancy vehicle trips and encourage alternative modes of transportation, such as carpooling, transit, walking, and biking, for the Residential/Shopping District and Town Square District as well as the Campus District. Strategies included in most TDM programs address a wide range of transportation issues, including parking, transit access, shared mobility, bicycle infrastructure, site design, education and encouragement, and management. These strategies are intended to help alleviate some traffic congestion, reduce greenhouse gas emissions and other air pollution, and reduce demand for parking. In addition, as part of the Proposed Project, the Project Sponsor would implement a trip cap²⁸ and monitoring program for the Campus District (excluding the retail space on Main Street). A trip cap is not proposed for the residential, retail, and hotel components of the Proposed Project. In addition, the portion of the publicly accessible retail within the Campus District would not be subject to the Campus District trip cap.

²⁷ Fehr and Peers. 2021. *Willow Village TDM Plan*. Prepared for Peninsula Innovation Partners. July.

²⁸ Fehr and Peers. 2020. *Willow Village – Trip Cap Proposal Memorandum*. Prepared for Eric Harrison, Signature Development Group. August 15.

Residential/Shopping District and Town Square District

The TDM program for the Residential/Shopping District and the Town Square District²⁹ would be delivered by multiple entities, including property management companies for residential uses and individual businesses for the retail, restaurant, and entertainment uses. The TDM program would be required to reduce the number of vehicle trips from the districts to a minimum of 20 percent below the standard trip generation rates for the uses within the Residential/Shopping District and Town Square District, per the City Zoning Ordinance. For the Residential/Shopping District and the Town Square District, the applicant is requesting a modification to the City's application of the 20 percent reduction to apply to gross trips instead of net trips. The City applies the 20 percent reduction from standard trip generation rates that account for reductions to trips based on project components (e.g., mix of uses) and location (e.g., proximity to transit, other complementary uses). The City then applies the 20 percent reduction to the net trips generated from the project. The applicant is requesting a modification through the CDP to apply the 20 percent trip reduction to the gross trips from the site before accounting for trip reductions due to the mix of land uses and site location. The 20 percent reduction would be accomplished through both design features of the Proposed Project, which would make it easier to travel without a vehicle, and specific programs or incentives to reduce the number of drive-alone vehicle trips.

A Transportation Management Association (TMA) or owners association would coordinate delivery of the TDM program for the Residential/Shopping District and Town Square District. The TMA or owners association would improve the effectiveness of programs and, potentially, reduce the overall costs associated with delivering the TDM programs. The TMA or owners association would establish a funding mechanism for common services provided by the TMA or owners association.

TDM program measures for the Residential/Shopping District and Town Square District would include features such as the following:

- Proposed Project design features related to increasing the diversity of land uses that provide complementary but uncommon/nonexistent uses in the surrounding neighborhood, building housing near jobs centers, integrating the main Project Site bicycle network into the City's bicycle network, and providing wayfinding signage and lighting.
- Coordination with the San Mateo County Transit District (SamTrans) on public transit service to the districts.
- Bicycle amenities such as lockers, showers, secure parking, bicycle repair stations, and bicycle sharing stations.
- A vanpool program that allows groups of people to share rides to and from work.
- Carpool matching using public and/or private services.
- Dedicated carpool/vanpool parking.
- Shared parking for the mixed-use development.
- Emergency ride-home program.
- Car sharing in public parking areas.

²⁹ Fehr and Peers. 2021. *Willow Village TDM Plan*. Prepared for Peninsula Innovation Partners. July.

- A Commute Assistance Center that provides information to new residents.
- Unbundled residential parking for market-rate units for a separate lease of a parking space.
- Metered on-street parking and off-street parking fees.

Campus District

The existing East Campus and West Campus are currently subject to trip caps, 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 continuously monitors compliance with the existing trip caps to ensure conformance, as outlined in the respective approvals for each campus.

For the Campus District of the Proposed Project, a similar trip cap would be implemented, consistent with the trip caps currently in place at the other Meta Campuses. The trip generation rates for the Campus District account not only for trips generated by seated workers but also trips generated by visitors, ride-hailing services, and other non-Meta workers (e.g., security, dining/food service, and other support service personnel). The proposed peak-hour and daily trip caps for the Proposed Project are as follows:³⁰

- a.m. peak-hour trip caps:
 - hour between 7:00 a.m. and 8:00 a.m. = 1,670 trips
 - hour between 8:00 a.m. and 9:00 a.m. = 1,670 trips
- p.m. peak-hour trip caps:
 - hour between 4:00 p.m. and 5:00 p.m. = 1,670 trips
 - hour between 5:00 p.m. and 6:00 p.m. = 1,670 trips
- daily trip cap = 19,280 trips

Two exceptions would be allowed under the trip-cap proposal: special events and non-event exclusions. The Campus District would accommodate events ranging from intimately scaled events to large gatherings, such as office functions, recreational uses, and a variety of Meta-oriented meetings. Special events with a majority of non-Menlo Park workers and guests could result in exceedances of the trip cap; therefore, an allowance of up to 25 exceptions for days when there are medium-size or large events is proposed (refer to Table 2-5, which provides details on potential special events). To reduce the number of vehicle trips on event days with medium and large special events with a majority of non-Menlo Park workers and guests, the Project Sponsor would prepare an event transportation plan that would be subject to review and approval of the City's transportation manager. The Project Sponsor's proposal for trip-cap exemptions for special events would be subject to further review and evaluation by the City. In addition to the 25 event days, the trip cap would also include 10 non-event exclusions. The trip caps for the East and West Campuses allow three non-event exclusions.

To meet the trip cap, the Campus District would be subject to a TDM program³¹ that would be implemented in conjunction with the TDM program for the East and West Campuses. The proposed Campus District trip cap would comply with the TDM requirement of the zoning ordinance (20 percent reduction in trips from typical trip generation rates) for the a.m. and p.m. peak periods and incorporate

³⁰ Fehr and Peers. 2020. *Willow Village – Trip Cap Proposal Memorandum*. Prepared for Eric Harrison, Signature Development Group. August 15.

³¹ Fehr and Peers. 2021. *Willow Village TDM Plan*. Prepared for Peninsula Innovation Partners. July.

an adjustment to the City's application of the TDM requirement of the zoning ordinance for the daily trips from the Campus District (e.g., reduce daily trips by 20 percent from the gross trips instead of net trips).

The Campus District TDM program would be designed to provide alternatives to single-occupancy automobile travel to and from the Campus District as well as between the Campus District and the other Meta Campuses in Menlo Park. Meta currently implements an extensive TDM program to meet the trip caps at its East and West Campuses.³² Some of the key TDM programs Meta could implement to enhance or increase its investment and achieve a reduction in the drive-alone rate and reduce the parking demand are listed below.

- Employee shuttle service – expanded service areas or frequency of service.
- Bicycle commute incentives – amenities such as showers, lockers, fix-it stations, bike rentals, and bike sales to employees.
- Carpool matching – service to match Meta employees to form carpools or vanpools.
- Vanpools – provision of a van for groups of five or more employees.
- Public transit incentives – subsidized transit passes and station parking costs.
- Implement flexible work schedules and work-from-home policies that will reduce the number of workers on-campus during the work week.

In addition to these existing TDM programs, Meta would consider new TDM programs and activities to promote other modes of travel for commuters, including bicycle facility improvements and parking management options.

Sustainability Features and Utilities

Sustainability Features

The Project Sponsor would design the buildings associated with the Residential/Shopping District and the Campus District that are 10,000 square feet or larger to LEED Gold standards. Buildings on the Project Site of less than 10,000 sf (e.g., the south pavilion building and park restroom building) would not be certified under LEED. The LEED approach to the Proposed Project would meet or exceed City Zoning Ordinance requirements. The Proposed Project would also comply with the City's applicable Reach Codes³³ and include strategies to optimize energy performance as well as environmental and health benefits for building inhabitants.

Residential/Shopping District and Town Square District

The Residential/Shopping District and the Town Square District would be designed per the City's Reach Code, General Plan, Zoning Ordinance, and LEED Gold (Residential/Shopping District) and Silver (Town Square District) requirements. Smaller buildings of less than 10,000 sf (e.g., south pavilion and park

³² For the East Campus, there have been exceedances that have resulted in penalties being applied to the East Campus. However, Meta has worked to bring the trips within the cap, and the Planning Commission has found Meta to be in good-faith compliance with its Development Agreement obligations, including the trip-cap provisions.

³³ In 2019, the City adopted local amendments to the California Building Standards Code that require electricity to be the only fuel source for new buildings (not natural gas). This ordinance (Menlo Park Municipal Code Chapter 12.16) applies only to newly constructed buildings (i.e., from the ground up) and does not include additions or remodels.

building) would not be LEED certified. Although the specific sustainability measures for the two districts have yet to be finalized, they would include a range of measures and initiatives from City ordinances, including the items listed below.

- For all new construction, the Proposed Project would supply 100 percent of its energy demand (electricity and natural gas) through any combination of the following measures: (i) onsite energy generation, (ii) purchase of 100 percent renewable electricity through Peninsula Clean Energy or PG&E in an amount equal to the annual energy demand of the Project, (iii) purchase and installation of local renewable energy generation within Menlo Park in an amount equal to the annual energy demand of the Project, and/or (iv) purchase of certified renewable energy credits and/or certified renewable energy offsets annually in an amount equal to the annual energy demand of the Project.
- Electric-vehicle charging stations would be provided in garages for 10 percent of all parking spaces as well as the infrastructure for additional electric-vehicle parking spaces.
- The Proposed Project would enroll in and use the Energy Star Portfolio Manager for all buildings.
- A zero-waste management plan would be prepared to achieve a 90 percent diversion rate for the waste stream generated during the demolition, construction, and occupancy phases of the Proposed Project. The plan would include an assessment of the types of waste to be generated during demolition, construction, and occupancy and methods for collecting, sorting, and transporting materials for uses other than landfill operations.
- Potable water would not be used for decorative features, unless the water recirculates, or dust control on construction sites.
- All buildings would be dual plumbed to use recycled water for City-approved applications, subject to the availability of a recycled water source.
- Single-pass cooling systems or well water would not be used.
- For buildings with a gross floor area of 100,000 sf or more, the applicant would prepare and submit a proposed water budget, along with calculations, following the methodology approved by the City.
- For all new buildings of 250,000 sf or more, the applicant would prepare and submit a proposed water budget, which would account for the potable water demand reduction resulting from the use of an alternative water source, for all City-approved non-potable applications.
- After certification of occupancy, the building owner would submit the data and information necessary to allow the City to compare actual water use to the allocation in the approved water budget. If actual water consumption exceeds the water budget, a water conservation program, as approved by the City's public works director, would be implemented.
- The first-floor elevation of all new buildings would be a minimum of 24 inches above FEMA's BFE to account for sea-level rise.
- Bird-friendly designs would be incorporated into buildings.

Campus District

The sustainability measures for the Campus District include, but are not limited to, the items listed below.

- For all new construction (with the exception of commercial grade kitchens), the Proposed Project would supply 100 percent of its energy demand (electricity and natural gas) through any combination of the following measures: (i) onsite energy generation, (ii) purchase of 100 percent renewable electricity through Peninsula Clean Energy or PG&E in an amount equal to the annual energy demand

of the Project, (iii) purchase and installation of local renewable energy generation within Menlo Park in an amount equal to the annual energy demand of the Project, and/or (iv) purchase of certified renewable energy credits and/or certified renewable energy offsets annually in an amount equal to the annual energy demand of the project. If commercial kitchens using natural gas cooking ranges or other equipment using natural gas are proposed, the energy use associated with the natural gas would be required to be offset through one of the four pathways listed in the preceding sentence.

- Photovoltaic panels would be installed on the rooftops of both garages as well as each office building and the event building to generate solar energy.
- A zero-waste management plan would be prepared to achieve a 90 percent diversion rate for the waste stream generated during the demolition, construction, and occupancy phases of the Proposed Project. The plan would include an assessment of the types of waste to be generated during demolition, construction, and occupancy and methods for collecting, sorting, and transporting materials for uses other than landfill operations.
- Bicycle parking would be provided.
- Bird-friendly designs would be incorporated into buildings and into the atrium structure.
- A Campus District trip cap would be achieved through implementation of a robust TDM program.
- A central plant would be constructed to distribute chilled water, which would optimize efficiency and reduce peak demand for electricity.
- The all-electric heating plants would be decentralized (i.e., each individual building would have its own heating plant), allowing the buildings to operate more efficiently by eliminating the large losses associated with piping from a centralized heating plant.
- Low-impact development and green infrastructure strategies would be implemented to manage rainwater onsite.
- Plumbing fixtures would meet or exceed CALGreen water consumption requirements.
- External water consumption (e.g., for landscaping) would be reduced by planting adapted species, implementing irrigation system efficiency measures, and developing water reuse strategies.
- Ultra-low-flow fixtures and metered/sensor faucets would be installed to reduce water consumption.
- Electric-vehicle charging stations would be provided in parking garages per the minimum requirement of the City's Zoning Ordinance and Electric Vehicle Charging Ordinance.
- Emergency power would be provided by a central generator plant in each of the parking structures.
- All buildings would be dual plumbed to use recycled water for City-approved applications, subject to the availability of a recycled water source.

Other reduction strategies considered for the Campus District, in the event West Bay Sanitary District is unable to provide a source of recycled water, involve district-wide greywater recapture and reuse for toilet flushing and irrigation as well as the use of hybrid cooling towers, including the use of recycled water in cooling towers.

Utilities

To provide utility services to each parcel, the Proposed Project would connect to adjacent public domestic water infrastructure, sewers, storm drains, communication cables and wiring, and PG&E gas and electrical lines. Connecting infrastructure would be routed within public roadways as well as public utility easements on private streets within the main Project Site, where necessary, subject to review and acceptance by the City's Public Works Department. The Campus District would include looped systems

for domestic water, fire water, and communications. Each utility would connect to existing mains in Willow Road. All electrical, communication, and pressurized waterlines would be looped to maintain system redundancy.

Water and Wastewater

A 10-inch Menlo Park Municipal Water District main currently loops within the main Project Site, providing domestic water as well as fire water service to all buildings. Water connections are located on Willow Road and Adams Court as well as across from SFPUC's Hetch Hetchy parcel on the southeast corner of the main Project Site. The Proposed Project would remove or abandon in place existing water mains on the main Project Site. The existing sewer system conveys sewage from buildings with the use of ejector pumps and a local lift station that connects to the West Bay Sanitary District's sewer main in Hamilton Avenue. The district's Hamilton Henderson Pump Station (HHPS) is near the intersection of Hamilton Avenue and Henderson Avenue. Wastewater from the main Project Site is currently sent to the newly improved sewer reach within Chilco Street, which is past the HHPS. The HHPS discharges from a 12-inch force main to a 30-inch cured-in-place line, which drains to the new 36-inch main in Chilco Street. The newly constructed Chilco Street improvements continue to an existing 30-inch cured-in-place line that transitions to a 36-inch sewer for eventual discharge to the Menlo Park pump station.³⁴

To meet the onsite fire flow requirements, the Proposed Project would construct a 16-inch diameter pipeline within proposed Park Street, Main Street, and East Loop Road and a 12-inch diameter pipeline connection to the existing 12-inch diameter pipeline within O'Brien Drive, north of the SFPUC easement.

The Proposed Project would implement water (both potable and recycled) and sewer system improvements within public roadways as well as public utility easements on private streets, where necessary.³⁵ The proposed system would connect to existing mains along Willow Road, which connect to mains on Hamilton Avenue. The Proposed Project's water demand would be partially met through improvements related to recycled or reused water, which would come from a newly constructed offsite wastewater facility owned and operated by the West Bay Sanitary District for wastewater treatment and non-potable water production. Under this system, wastewater from the Campus District would be collected in sloped gravity lines; it would then flow to two private pump stations that would connect to district mains.

Sewer laterals from the Residential/Shopping District and Town Square District would connect directly to a new West Bay Sanitary District collection system. Recycled water would be distributed to the main Project Site by a proposed distribution main, which would extend approximately 2.7 miles from the proposed treatment facility at the West Bay Sanitary District's former treatment plant adjacent to Bedwell Bayfront Park and then to the intersection of Willow Road and Ivy Drive. A portion of this future distribution line was installed within Chilco Street, adjacent to the West Campus, as part of a prior streetscape and utility improvement project in anticipation of a future recycled water facility. The Proposed Project includes construction of a recycled water line in the Hamilton Avenue right-of-way.

Construction of the wastewater facility is outside the purview of the City and the Project Sponsor. If the West Bay Sanitary District's expansion project is not constructed within the time frame for the Proposed Project, the Proposed Project would include a design variant that would allow a portion of the water demand to be met through an onsite water reuse facility. Please refer to Chapter 5, *Project Variants*, of this Draft EIR for more information.

³⁴ Sherwood Design Engineers. 2020. *Offsite Sanitary Sewer System Study – Willow Village*. December 18.

³⁵ Recycled water is not currently available but anticipated to be available through the West Bay Sanitary District or an onsite system.

The Proposed Project's wastewater improvements would include one new West Bay Sanitary District onsite pump station in the Residential/Shopping District, south of the proposed Park Street, and one new private station in the Campus District. Most new sewer lines would either be gravity lines or sewer force mains. To support increased wastewater flows from the main Project Site, the Proposed Project would install a sanitary sewer force main from the Main Project Site to the existing wastewater pipeline in Chilco Street. This improvement would use the Hamilton Avenue right-of-way.

Stormwater

The existing storm drain system drains the main Project Site by gravity to a City main in Willow Road. As part of the Proposed Project, a private onsite storm drain system would be built to convey runoff by gravity from all buildings and other areas to the existing City main in Willow Road. The Proposed Project would comply with San Mateo County C.3 requirements, as required by the City's National Pollutant Discharge Elimination System (NPDES) municipal permit. Project Site runoff would be managed by a combination of low-impact development strategies, which could include bioretention areas, flow-through planters, permeable paving, rain gardens, and/or vegetated swales. Along the southern property line of the main Project Site, an existing open channel directs stormwater flows to the existing storm drain located along the eastern property line of the main Project Site. To accommodate main Project Site improvements, drainage flows within this offsite channel would be sent underground and the channel would be filled.

As part of an integrated approach to stormwater management, consistent with City and San Mateo County requirements, streetscapes, parks, and open spaces would employ best management practices to reduce and treat stormwater runoff and significantly increase the amount of pervious landscaped area compared with existing conditions. The Proposed Project improvements on the individual parcels, as well as the design of private streets and public rights-of-way through the main Project Site, would incorporate green infrastructure, per the requirements of the City's adopted Green Infrastructure Plan. Proposed treatment areas would receive diverted stormwater runoff from impervious surfaces associated with streets, building roofs, and level surfaces on the main Project Site prior to discharge to the storm drain system.

Energy

Although PG&E delivers power, maintains the electrical grid and other infrastructure, and handles customer billing, energy in Menlo Park is purchased through Peninsula Clean Energy, a Community Choice Energy (CCE) program, from renewable energy sources, such as solar, wind, hydroelectric, geothermal, and biomass. CCE programs allow local governments to pool the electricity demands of their communities, purchase power with higher renewable content, and reinvest in local infrastructure.³⁶

In 2019, the City adopted local amendments to the 2019 California Building Standards Code and the California Code of Regulations that required electricity to be the only fuel source for new buildings, thereby limiting the use of natural gas. However, the Reach Code provides Conditional Exception 4, as follows: "non-residential buildings containing a for-profit restaurant open to the public or an employee kitchen may apply to a City Council-appointed body, which would be designated from time to time by the City Council, for an exception to install gas-fueled cooking appliances. This request must be based

³⁶ Peninsula Clean Energy. 2015. *Community Guide*. Available: www.peninsulacleanenergy.com/wp-content/uploads/2015/10/PCE_community_guide_v2_web.pdf. Accessed: December 2, 2021.

on a business-related reason to cook with a flame that cannot be reasonably achieved with an electric fuel source.” In addition, for exceptions that are granted, natural gas appliance locations must be pre-wired for future electric appliance installations. Electrifying buildings maximizes the use of the community’s renewable power and reduces greenhouse gas emissions by slowly phasing out the use of natural gas. This ordinance applies to only newly constructed buildings (i.e., those constructed from the ground up, such as the Proposed Project).³⁷ Per the City’s adopted Reach Code, the installation of solar photovoltaic systems would be required. Therefore, each proposed building, as well as each garage, would have a photovoltaic system installed on the roof. Each residential building would install solar hot water systems as well. The Proposed Project may apply for exceptions to install natural gas for restaurants and/or employee kitchens.

At the northeast corner of the main Project Site, an existing PG&E transmission tower would be replaced with a monopole, providing a similar function but with a smaller footprint to accommodate the change in site grades and elevate the site above the flood hazard zone. The monopole is anticipated to have a diameter of approximately 72 inches, with a height similar to that of the existing transmission tower. The existing overhead power lines would be relocated underground to maintain service to adjacent properties. Each office building and the South Garage would have a secondary electrical service that would be fed from PG&E pad-mounted service transformers. The meeting and collaboration spaces would be serviced through a medium-voltage electrical service with localized unit substations in the North Garage and the individual buildings.

Although the Proposed Project is currently served by the PG&E Belle Haven substation, PG&E would upgrade the Ravenswood substation³⁸ and provide improvements to support distribution-level electrical service to the Project Site from this substation. The upgrades to the Ravenswood substation would be required to meet the needs of the Proposed Project, given the increased electrical demand from compliance with the City’s Reach Code, which limits the amount of natural gas at the Project Site. Although onsite renewable energy generation would also be required, per the City’s Reach Code, the increased electrical demand would still be anticipated to require upgrades to the substation. All improvements would be accommodated within the existing footprint of the Ravenswood substation. The distribution improvements at the substation would include a new 115-kilovolt (kV) bus section, a pair of bus sectionalizing breakers, two energy banks with high-voltage circuit breakers, two sets of double-breaker switchgears with six feeder outlets, one control building, a perimeter security wall, and an upgrade to provide the substation with 230 kV breaker-and-a-half (BAAH) redundant relays. To provide electrical service at the Project Site, up to four new distribution feeders (conduits) are anticipated. The path for the distribution feeders would extend about 1.5 miles along Bayfront Expressway and Willow Road or University Avenue to reach Willow Village (see Figure 2-16, PG&E Substation Electrical Feeder Route).

The Campus District would have four emergency backup generators, two serving the meeting and collaboration space and two serving the office buildings. The Town Square District would have one emergency backup generator that would service the hotel and Town Square. Each of the residential buildings would have an emergency backup generator, for a total of six generators in the Residential/Shopping District. The diesel generators would be standby units, operating only during utility interruptions to maintain critical building operations, as determined by the tenant, or on a monthly basis for testing purposes. Emergency generators would be individually tested bi-weekly during off hours

³⁷ City of Menlo Park. 2019. *Reach Codes*. Approved by City Council on September 24. Available: <https://www.menlopark.org/1583/Reach-codes>. Accessed: December 2, 2021.

³⁸ The current Ravenswood substation operates as an existing transmission substation and is not equipped with distribution system infrastructure.

under a partial load for 30 minutes. Each generator would also be individually tested annually for 2 hours under full load.

Solid Waste

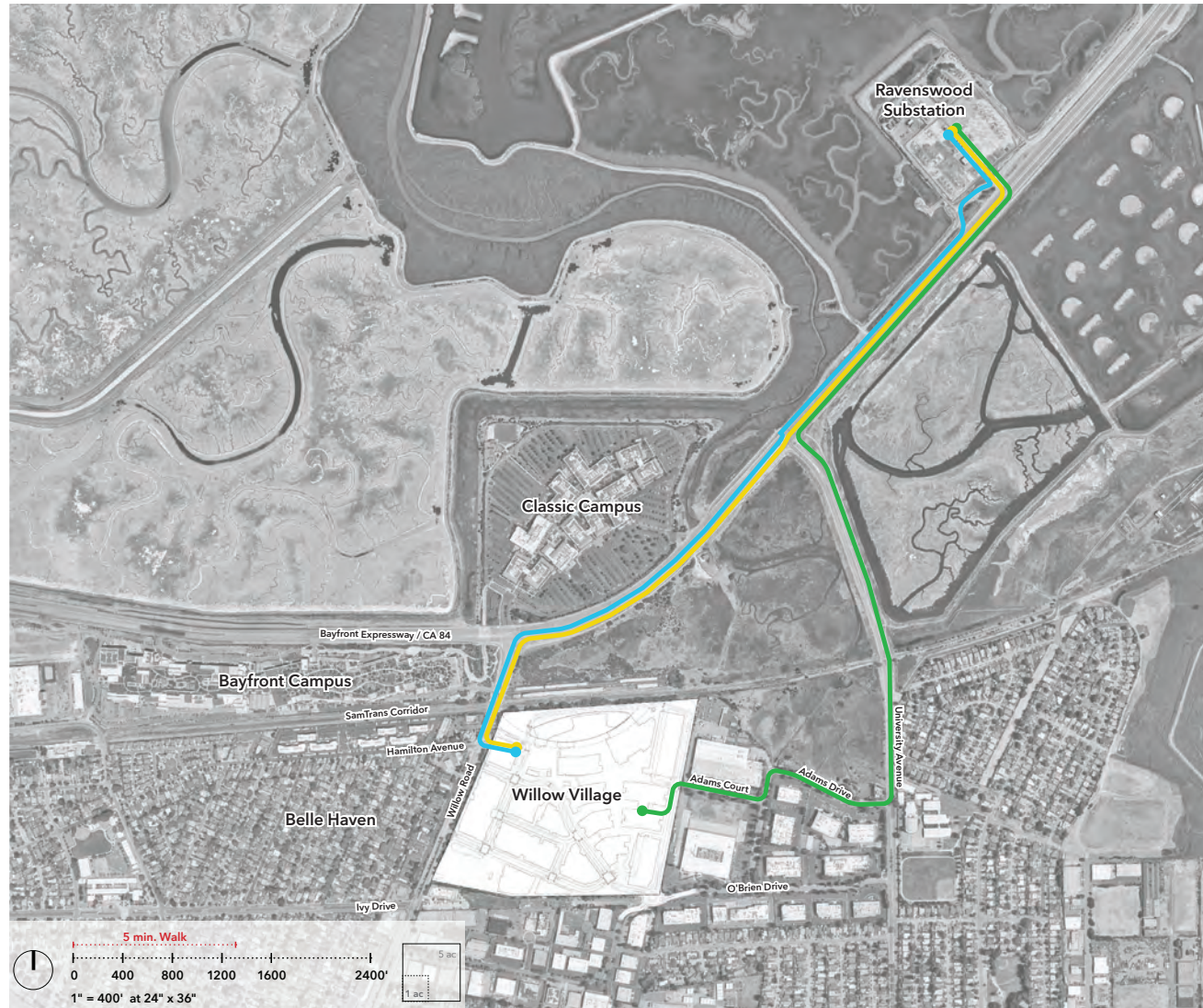
The Project Sponsor would develop a zero-waste management plan to divert 90 percent of the waste stream generated from demolition, construction, and occupancy buildings on the main Project Site. The plan would include an assessment of the types of waste to be generated during demolition, construction, and occupancy and methods for collecting, sorting, and transporting materials for uses other than landfill operations.




Consistent with City requirements, the Project Sponsor would submit required documentation to the City describing the Proposed Project's approach to maximizing waste diversion during demolition, construction, and occupancy at the residential, hotel, and commercial uses. Each component of the Proposed Project would be subject to the City's zero-waste management plan requirements during both construction and operation. For the Campus District, existing standards at Meta Campuses require recycling and compost collection as well as monthly tracking of waste generation and diversion. These programs would be implemented during operation and maintenance of all proposed buildings as part of the zero-waste management plan.

2.4 Proposed Project Construction and Phasing

Construction Schedule and Phasing

The Project Sponsor's proposed demolition and construction phasing is intended to ensure the onsite residential density needed to support the Town Square District's retail establishments and avoid disruptive later-phase construction impacts on the establishments. The Proposed Project would consist of two primary phases, during which building construction could overlap. Each phase would consist of the following site improvements: demolition, grading, utility work, and landscaping improvements; building improvements would consist of excavation, foundation, core and shell, and/or tenant improvements as



LEGEND	
	Primary Feeder Route
	Alternative Feeder Route
	Secondary / Redundant Feeder Route

Source: Peninsula Innovation Partners, 2022.

Graphics ... 104393 (3-11-2022)_JC



Figure 2-16
PG&E Substation Electrical Feeder Route

well as interior improvements. Phase 1 is expected to be completed by the fourth quarter of 2025, with landscaping completed in the first quarter of 2026. Phase 2 is expected to be completed by the third quarter of 2026, with landscaping completed in the fourth quarter of 2026. A description of each phase is provided below. Table 2-7 provides an overview of each phase, the timing, and the features. Conceptual construction development phases are shown in Figure 2-17, Conceptual Construction Development Phases.

Table 2-7. Main Project Site Conceptual Construction Development Phases

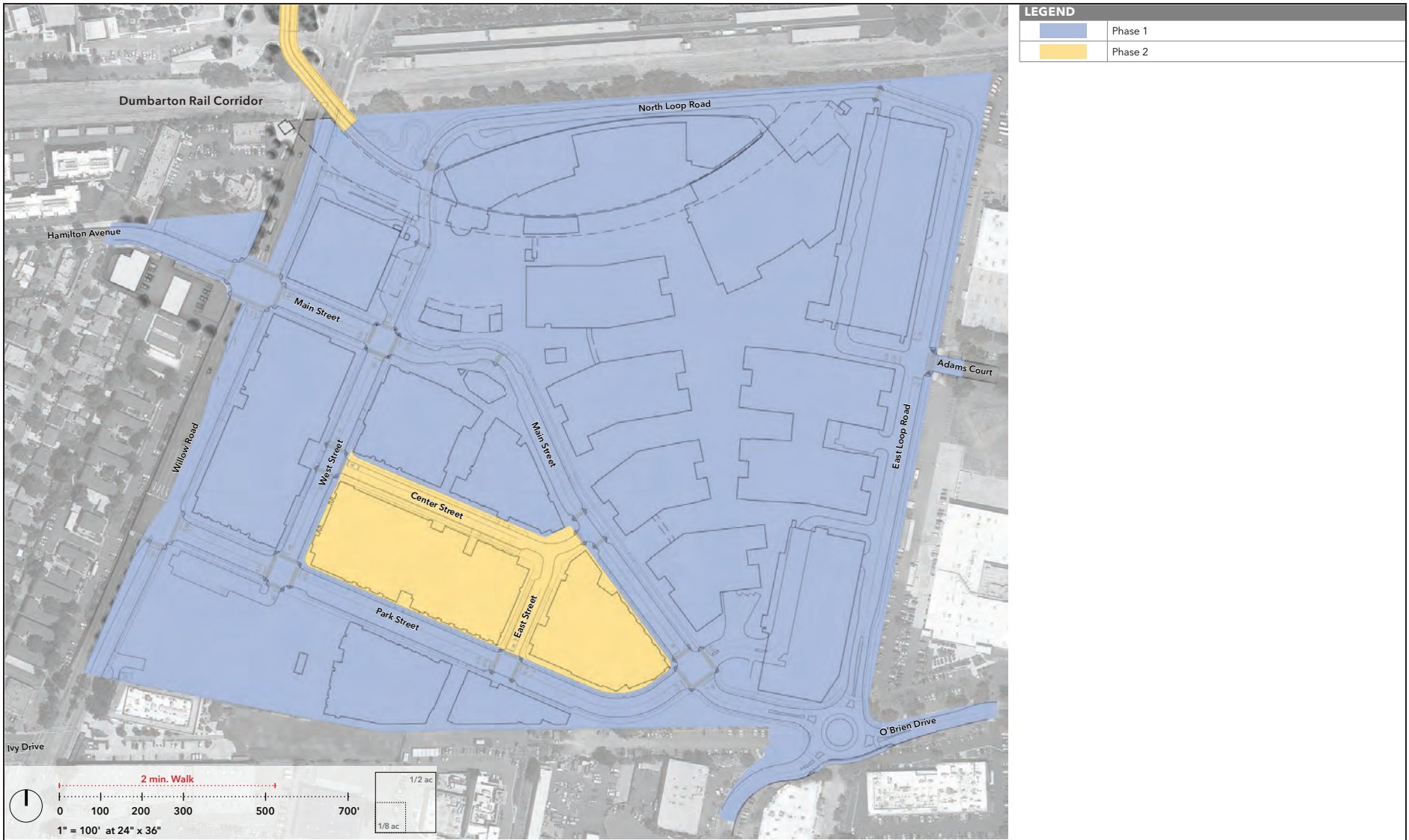
Phase	Duration (months)	Office and Accessory (sf)	Residential (units)	Retail (sf)	Hotel (sf)	Improvements
1	44	1,600,000	1,044	200,000	172,000	Town Square, North and South Garage, Town Square Parking Garage, Elevated Park, Publicly Accessible Park, Dog Park, North Garage, hotel, grocery store, residential units, retail, office, and accessory uses
2	36	—	686	—	—	Residential units, Hamilton Avenue Parcels North and South, retail
Total		1,600,000	1,730	200,000	172,000	

Source: Peninsula Innovation Partners, LLC, 2021.

Phase 1

Project Site improvements under Phase 1 encompass structure demolition, surface improvements, and utility improvements within the Phase 1 and Phase 2 areas on the main Project Site. In addition, Phase 1 would include the demolition of structures on Hamilton Avenue Parcels North and South to support the realignment west of Willow Road and the new intersection at Willow Road. To raise the Project Site out of the flood hazard designation and ensure sea-level rise resiliency, grading would be necessary as well as the construction of primary circulation improvements (i.e., the streets and infrastructure necessary to serve Phase 1). Improvements would include realignment of the Hamilton Avenue and Willow Road intersection, Park Street, West Street, Main Street from O'Brien Drive to Hamilton Avenue, North Loop Road, and East Loop Road, each with a full complement of utilities to serve the Proposed Project and Willow Road Tunnel.

Phase 1 would include construction of components associated with the Town Square District and the Campus District in the northern portion of the Project Site, including 172,000 sf of hotel space (193 rooms); construction of the entirety of the office and accessory uses, the Elevated Park, and up to 2000,000 sf of retail uses, including the grocery store; construction of the Town Square and the Town Square parking garage; construction of the North Garage and South Garage as part of the Campus District; and construction of 1,044 residential units, the Publicly Accessible Park, and the Dog Park.



Source: Peninsula Innovation Partners, 2021.

Figure 2-17
Conceptual Construction Development Phases



Graphics ... 104393 (2-16-2022) JC

It is anticipated that Phase 1 would start with demolition in mid-2022. Grading and utility work would start shortly thereafter. Foundation work for buildings within the Campus District would start in early 2023, construction of the core and shell would start in early 2024, and tenant/interior improvements would start in fall 2024. Phase 1 would continue over approximately 52 months, with completion in early 2026.

An existing dialysis clinic would remain operational during construction. The dialysis clinic would either remain in its current location or be relocated to six or seven temporary modular trailers in the southwest portion of the Project Site for a duration of approximately 6 to 9 months after the start of construction. If relocation is needed, the temporary improvements are intended to provide a level of service equal to the level currently offered. Vehicle ingress and egress to the temporary dialysis clinic would be provided from the driveway on Willow Road that currently provides access to 1350 Willow Road (MPK 57). Worker and patient parking would be accommodated with the parking spaces in the southwest portion of the Project Site.

The modular improvements would be constructed offsite and trucked to the Project Site. Setup would consist of siting the modular units in a predetermined location, leveling the trailers once placed in the intended locations, and connecting utility services (e.g., electric, data, potable water, sanitary sewer services). Utility services would be provided through the temporary utilities provided to support onsite construction activities.

Phase 2

Phase 2 construction would encompass the balance of the Residential/Shopping District, provide 686 residential units, and construct Willow Road Tunnel. Phase 2 site improvements would include construction of Center Street and East Street, along with the installation of the infrastructure necessary to serve Phase 2. During Phase 2 buildout, the service station and any retail uses on Hamilton Avenue Parcels North and South that were demolished in Phase 1 would be reconstructed. This new site configuration could include up to 26,000 sf of retail uses with the addition of 6,700 sf on Hamilton Avenue Parcel North, inclusive of the reconstructed service station and convenience store on Hamilton Avenue Parcel South, with an additional 990 sf. All new construction would comply with the City's sea-level rise resiliency requirements.

It is anticipated that Phase 2 would start with grading and utility work in early 2023; foundation work for new construction would begin in late 2024. Construction of the core and shell would follow the foundation work in mid-2025, with tenant improvements by late 2025. Phase 2 buildout would occur over approximately 44 months, with completion by late 2026.

Construction Equipment and Staging

Typical equipment would be used during construction. This could include, but would not be limited to, excavators, semi-trucks, generators, tire washers, pressure washers, air compressors, concrete crushers, work trucks, water trucks, bobcats, blades, semi-type dump trucks, scrapers, loaders, backhoes, gradalls, concrete trucks, compactors, pavers, pile rigs, dump trucks, cranes, boom lifts, manlifts, and scissor lifts. In addition, pile driving could be required.

Construction vehicles, equipment, and materials would be staged primarily onsite in three key locations, including one offsite location (as shown in Figure 2-18, Conceptual Construction Staging). Staging Location 1, at 1520 Willow Road, is north of the SamTrans corridor and adjacent to the main Project Site. This location would provide extra storage space (e.g., a temporary laydown space and a storage area for field trailers, conex boxes, forms, miscellaneous materials, and equipment required primarily for construction at the main Project Site and Willow Road Tunnel). Staging Location 2 is composed of Parcels 4, 5, and C. Staging Location 3 is the 3.5-acre Publicly Accessible Park on Parcel A. Staging Locations 2 and 3 would be used to stockpile recycled aggregate base and crushed concrete; they would also be used for overflow storage involving miscellaneous materials and equipment. Once completed, the North Garage and South Garage would be used to accommodate parking for construction workers. Staging for Hamilton Avenue Parcel South and road realignment would be located within the proposed new right-of-way (west of Willow Road) and Hamilton Avenue Parcel South. In addition, building MPK 57, at 1350 Willow Road, may be used for as construction office use prior to demolition of the structure.

Construction Employment

Construction of the Proposed Project would require between 15 and 1,531 construction workers per day. The minimum number of construction workers onsite would be 15 during the demolition and grading/utility work required for each phase as well as the landscaping for Phase 2. The maximum number of construction workers onsite would be between 1,125 and 1,837 in 2024 and 2025 when Residential/Shopping District and Campus District construction in Phase 2 would overlap. It is anticipated that construction workers would be hired from Bay Area sources. Parking for construction workers' vehicles would be provided onsite; alternatively, workers could be shuttled from offsite.

Construction Hours

To accommodate buildout of the Proposed Project, onsite construction work hours are proposed from 7:00 a.m. to 10:00 p.m. Monday through Saturday. In addition, construction work is proposed on Sunday, with work hours occurring between 8:00 a.m. and 6:00 p.m. It is anticipated that offsite improvements (e.g., transportation-related improvements and utility improvements) may necessitate evening and weekend construction hours to minimize impacts on traffic and circulation. Work conducted during evenings and on weekends would be limited to reduce potential disruptions to the broader neighborhood. Construction activities occurring outside the typical construction hours of 8:00 a.m. to 6:00 p.m. Monday through Friday would be required to comply with the City's Noise Ordinance, whereas construction activities taking place during typical construction hours would be allowed exceptions to this ordinance, per the Menlo Park Municipal Code.

Construction Grading

The existing main Project Site is relatively flat (approximately 0.5 percent slope south–north across the site), with elevations ranging from approximately 6 to 11 feet above NAVD88. Approximately 90 percent of the site is within FEMA flood hazard zone AE, which is subject to inundation by 100-year storm events. The site has a BFE of 11 feet NAVD88.³⁹ All occupiable buildings would have a minimum finished floor

³⁹ Federal Emergency Management Agency. 2019. *National Flood Hazard Layer Viewer*. Panel 307 of 510. FIRM 06081C0306F. April 5. Available: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>. Accessed: March 10, 2021.

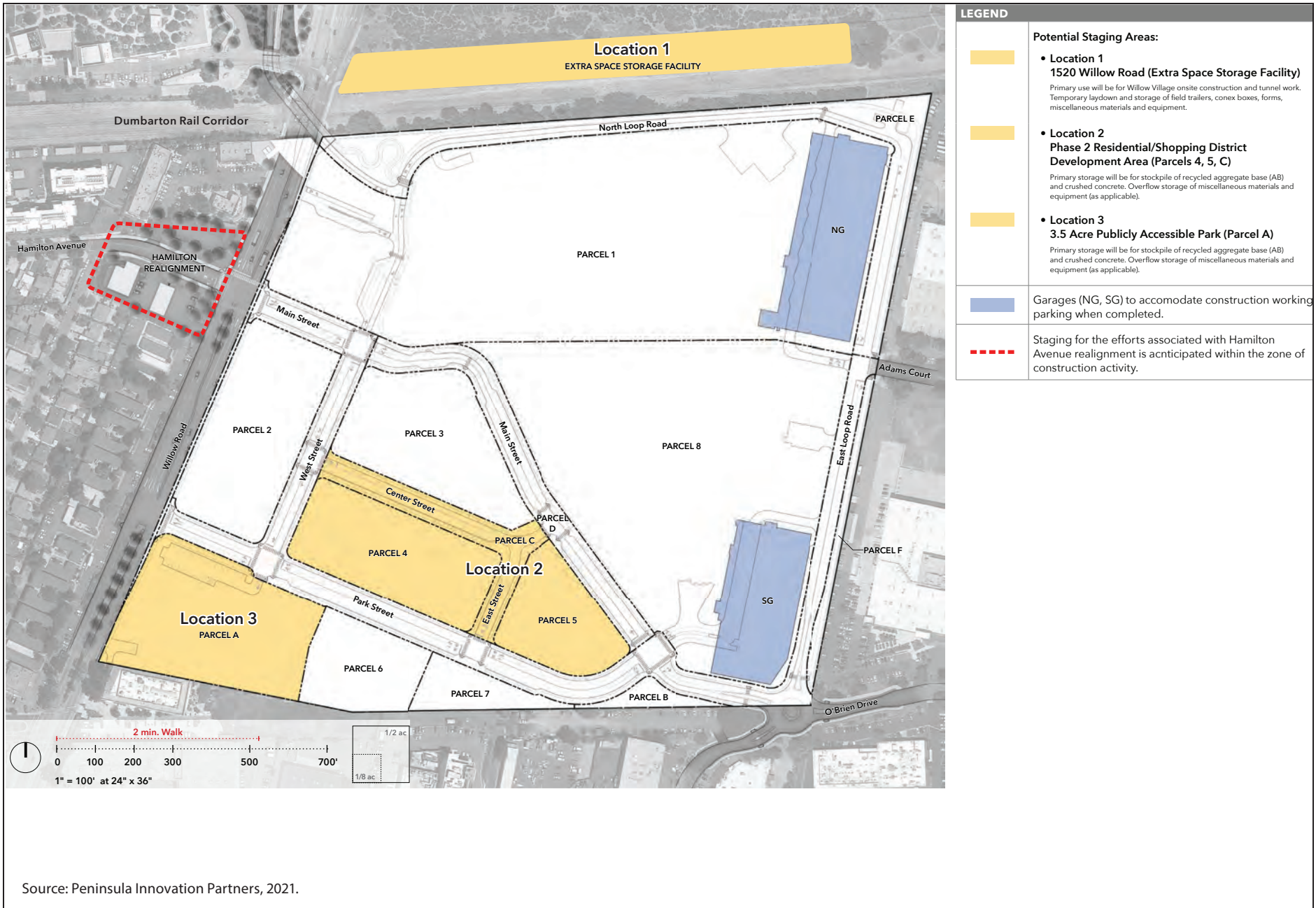


Figure 2-18
Conceptual Construction Staging

elevation of 13 feet NAVD88 (minimum), which would be consistent with the City's Zoning Ordinance requirement of 2 feet above the BFE to accommodate future sea-level rise. Garage entrances would be graded to be above the 11-foot BFE. Temporary construction dewatering and shoring along utility trenches may be required in some isolated areas of the main Project Site to mitigate the effects of shallow groundwater.

With respect to Hamilton Avenue Parcels North and South, minor grading is anticipated with reconstruction of the Chevron service station and the construction activities associated with realigning Hamilton Avenue. These parcels are nearly flat, with grades ranging from about 6 to 12 feet NAVD 88.^{40,41,42} To comply with City FEMA requirements, new habitable structures within the subject site would need to be set to an elevation of 12 feet (BFE 11 feet plus 1 foot). This requirement applies specifically to the new convenience mart building, which would have a finish floor elevation roughly 1.2 feet higher than the existing building. The new car wash and gas pump areas are non-habitable and thus would not have to adhere to the FEMA requirement. The gas pump area and connecting driveway grades would be graded to tie in with the realigned Hamilton Avenue and existing Willow Road. The new Chevron service station parcel would require approximately 500 cubic yards of soil import, which is anticipated to be soil generated from excavation and construction of the realigned Hamilton Avenue and associated utilities.

Construction Spoils, Debris, and Materials

Earthwork would reuse site soils and basement excavation spoils as onsite fill, where feasible. Although there are localized areas of undocumented fill, it is anticipated that all suitable soils would be reused onsite. Refer to Section 3.12, *Hazards and Hazardous Materials*, regarding soil suitability. Earthwork operations would be phased to optimize excavation, fill relocation, and construction processes. In addition, it is anticipated that concrete and asphaltic concrete would be crushed and recycled for later use onsite. However, the Project Site contains soil that is not suitable for reuse because of prior releases of chemicals of concern. Excavated soil would need to be disposed of at an appropriately permitted offsite facility, as needed or as approved by the California Department of Toxic Substances Control (DTSC). In accordance with the 1996 Covenant and Environmental Restrictions, a Removal Action Work (RAW) Plan would be prepared and implemented to identify appropriate soil removal action alternatives to protect construction personnel and future onsite occupants. Refer to Section 3.12, *Hazards and Hazardous Materials*, of this Draft EIR for more information regarding onsite contamination and cleanup.

In total, the Proposed Project would generate approximately 125,000 cubic yards of debris from structure demolition, of which approximately 101,000 cubic yards would be generated during Phase 1 and 24,000 cubic yards during Phase 2. Project Site excavation and grading activities are anticipated to generate approximately 175,000 cubic yards of excess soil, which would require offsite disposal. Construction soil and debris, including contaminated soil, would be sent to Ox Mountain Landfill (approximately 22.3 miles from the Project Site). If needed, soil would be sent to other landfills that serve Menlo Park, including the Zanker Landfill or Kirby Canyon Landfill.

⁴⁰ Cornerstone Earth Group. 2019. *Phase I Environmental Site Assessment, Belle Haven Retail Center, 871-899 Hamilton Avenue, Menlo Park, California*. (Project Number 254-11-21.) June 10. Prepared for Meta, Inc., Menlo Park, CA. Sunnyvale, CA.

⁴¹ Cornerstone Earth Group. 2018. *Phase I Environmental Site Assessment, 1401 Willow Road, Menlo Park, California*. (Project Number 254-11-15.) April 23. Prepared for Peninsula Innovation Partners, LLC, Menlo Park, CA. Sunnyvale, CA.

⁴² Cornerstone Earth Group. 2020. *Phase I Environmental Site Assessment, 1399 Willow Road, Menlo Park, California*. (Project Number 254-45-1.) October 13. Prepared for Meta, Inc., Menlo Park, CA. Sunnyvale, CA.

2.5 Proposed Project Approvals and Analyses

City Analyses and Approvals

The following analyses and discretionary approvals by the City would be required prior to development at the Project Site:

- **Environmental Review.** Certification of the EIR, approval of a Mitigation Monitoring and Reporting Program, and consideration of CEQA findings to address potentially significant impacts and alternatives, including a Statement of Overriding Considerations to the extent that the EIR discloses potentially significant impacts that cannot be mitigated to less-than-significant levels.
- **City General Plan Circulation Map and Zoning Map Amendment.** Amendments to the City General Plan Circulation Map and Zoning Map would be required to modify the site-specific circulation plan with regard to the locations for new street connections to the surrounding roadway network as well as the locations of public rights-of-way and paseos within the Project Site.
- **Rezoning from O-B and R-MU-B to O-B-X and R-MU-B-X to Incorporate an X Overlay for the Project Site.** Rezoning of the main Project Site would be required to add a conditional development (“X”) combining district, thereby allowing special regulations and conditions to be added at the main Project Site (combined with the underlying O-B and R-MU-B regulations) as part of a proposed master-planned project, pursuant to a CDP.
- **Conditional Development Permit (CDP).** A CDP would be required for the main Project Site to permit a master-planned project with bonus-level development, define any adjustments to City Zoning Ordinance development standards, permit temporary site uses (i.e. the dialysis center), identify project conditions and requirements, and create mechanisms for the City to use to process any revisions to the Proposed Project that might arise over the buildout period. The CDP for the main Project Site also would include conditional use approval for a master-planned project with bonus-level development in the O and RMU districts; offices and accessory uses greater than 20,000 sf in gross floor area (GFA) in an RM-U district or 250,000 sf in GFA in an O district; a hotel; eating establishments, including drinking establishments; and retail sales establishments, including those that sell alcohol.
- **Vesting Tentative Subdivision Maps.** The phased Vesting Tentative Subdivision Maps for the main Project Site propose to merge 18 existing parcels to create a new subdivision, consisting of parcels for residential, retail, hotel, and office developments; new public rights-of-way for street purposes; parcels for private street purposes; and park open space parcels. Multiple final maps are anticipated to match Proposed Project phasing; phases would be further parcelized for subphasing, financing, or other development purposes. A subdivision map for Hamilton Avenue sites also would create new parcels for Hamilton Avenue Parcels North and South and provide for abandonment and dedication of public rights-of-way. In addition, an encroachment of approximately 500 sf within the Menlo Park public utility and access easement is proposed to accommodate the Elevated Park elevator and stairs. Utilities within the encroachment area would be relocated either within the easement or the adjacent public right-of-way.

It is anticipated that the proposed right-of-way abandonment on both Hamilton Avenue and Hamilton Court would be abandoned through the subdivision mapping process; alternate public rights-of-way also would be dedicated through the subdivision mapping process. The existing right-of-way on Hamilton Avenue east of the Willow Road/Hamilton Avenue intersection and the entirety of Hamilton Court are proposed to be vacated and/or abandoned, including any and all public utility easements. In addition, approximately 225 linear feet of Hamilton Avenue west of Willow Road is proposed to be abandoned in conjunction with realignment of the Willow Road/Hamilton Avenue intersection. The Proposed Project would also dedicate approximately 5 acres of public right-of-way within the main Project Site (inclusive of the existing abandoned rights-of-way) to the City. These public rights-of-way are anticipated to include Main Street (between Willow Road and West Street and between Park Street and O'Brien Drive), West Street, Park Street, and East Loop Road (from O'Brien Drive to Adams Court). The proposed right-of-way dedication would exceed the minimum area of right-of-way dedication required by the adopted zoning map.

- **Architectural Control Approval.** The Project Sponsor anticipates seeking architectural control for Phase 1 of the Proposed Project on the main Project Site concurrently with approval of the CDP and DA through building-specific architectural control permits. Phase 2 and Hamilton Avenue Parcels North and South would be subject to subsequent architectural control approval by the Planning Commission through building-specific architectural control permits. Design review would be enabled through individual architectural control permits for each building.
- **Tree Removal Permits.** A tree removal permit would be required for each heritage tree proposed for removal, per Menlo Park Municipal Code Section 13.24.040. Approximately 266 heritage trees on the main Project Site are currently proposed to be removed; three of the heritage trees on Hamilton Avenue Parcels North and South would be removed. Tree removal permits would be approved by the City Arborist, unless appealed to the Environmental Quality Control Commission. The City Arborist would take action on the trees in advance of the Planning Commission and City Council public hearings on the Proposed Project. This conditional action would precede City Council action on other permits and approvals. If the Proposed Project is approved by the City Council (and the heritage tree permit actions are not appealed to the Environmental Quality Control Commission), then the heritage tree removal permits would become active.
- **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; services provided to the public; and general government services for both the City and special districts (e.g., fire and school districts). The fiscal impact analysis would be considered by decision-makers when reviewing the requested land use entitlements.
- **Housing Needs Assessment.** A housing needs assessment would be required to evaluate the need for housing associated with the Proposed Project and inform the analysis of population and housing in the EIR. The housing needs assessment is a requirement of the Settlement Agreement between the City of Menlo Park and the City of East Palo Alto. The housing needs assessment will be available as part of this EIR for decision-makers to consider. The housing needs assessment is not a required analysis under CEQA.
- **Below-Market-Rate Housing Agreement.** Approval of a below-market-rate agreement would be required by the City Council for the provision of onsite units and/or payment of commercial linkage in-lieu fees.

- **Appraisal/Community Amenity Value Analysis.** The community development director would approve the form and content of an appraisal to identify the fair-market value of the additional gross floor area of the bonus-level development and 50 percent of that value, which is the value of the community amenities to be provided by the Project Sponsor. The Project Sponsor would also provide a fiscal analysis, subject to peer review by the City's independent expert financial consultant, to determine if the value of the proposed community amenity package equals the required value. The CDP and DA would specify the community amenities to be provided by the Proposed Project.
- **Development Agreement (DA).** A DA is required to permit a master-planned project. A DA would create vested rights in Project approvals, address issues regarding community amenities not otherwise identified in the approved list of amenities adopted by City Council resolution, address issues regarding implementation of the proposed design and infrastructure improvements, and specify any additional benefits to the City.
- **Use Permit:** A Use Permit is required for relocation of the existing service station.

Reviews/Approvals by Responsible and Other Potentially Interested Agencies

The reviews and approvals by responsible and other potentially interested agencies that may be needed for the Proposed Project to proceed are identified below. Some of these agencies will need to approve certain parts of the Proposed Project prior to full implementation, but their approval is not required for EIR certification. The list below includes responsible agencies and agencies that may be interested in the EIR. This list is not intended to confer responsible agency status to each listed agency.

- U.S. Army Corps of Engineers (USACE) – Approval of Clean Water Act Section 404 Permit, if necessary.
- Federal Emergency Management Agency (FEMA) – Approval of Flood Insurance Rate Map (FIRM) amendment. The Project Site is adjacent to San Francisco Bay, near Willow Road, and in FIRM Panel 307 of 510 of map number 06081C0307F, dated April 5, 2019. Conditional Letter of Map Revisions (CLOMRs) and/or Letters of Map Revision (LOMR) would be processed with FEMA to remove the flood hazard designation for each parcel. CLOMRs would document that each parcels, as designed, would be built above the BFE. LOMRs would document that the parcel has been constructed above the BFE, as certified by a post-construction site survey.
- Bay Area Air Quality Management District – Permitting of asbestos abatement activities, if any, and permits for onsite generators. Permits may also be required for boilers and other utility equipment.
- California Department of Transportation (Caltrans) – Consultation on potential traffic improvements that may affect state highway facilities, ramps, and intersections; encroachment permits for Willow Road, the Willow Road Tunnel, and the Elevated Park; and approval for modifications to Willow Road.
- California Regional Water Quality Control Board/San Mateo Countywide Water Pollution Prevention Program – Approval of NPDES permit for stormwater discharge; approval of Clean Water Act Section 401 water quality certification, if necessary; and approval of Porter-Cologne Water Quality Control Act waste discharge requirements, if necessary.
- California Department of Fish and Wildlife – Approval of Streambed Alteration Agreement, if necessary.

- California Department of Toxic Substances Control (DTSC) – Oversight of the voluntary cleanup agreement on the main Project Site and review of the Project Vapor Intrusion Mitigation Plan (VIMP) and Soil Management Plan (SMP).
- City/County Association of Governments – 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 and review of Willow Road Tunnel.
- Menlo Park Fire Protection District – Approval of proposed fire prevention systems, onsite generators, and emergency vehicle access.
- San Mateo County, Environmental Health Division – Review of food service functions and onsite generators.
- West Bay Sanitary District – Approval of wastewater hook-ups and wastewater conveyance facilities.
- Native American Heritage Commission – Consultation regarding tribal cultural resources on the Project Site.
- San Francisco Public Utilities Commission (SFPUC) – Review and approval of access Hetch Hetchy right-of-way (for offsite access and circulation to/from the main Project Site).
- Pacific Gas and Electric Company (PG&E) – Approval of improvements to Ravenswood Substation and associated distribution lines.
- California Public Utilities Commission – Approval of improvements to Ravenswood substation and associated distribution lines, if needed.