

CHARLESTON-ARASTRADERO CORRIDOR PLAN

ADDENDUM TO THE FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (SCH# 2003082062, Palo Alto 03-EIA-16)

City of Palo Alto Public Project File No. PE-13011

CITY OF PALO ALTO

August 2015

Table of Contents

SECTION 1.0 INTRODUCTION	1
1.1 Purpose of an Addendum	1
1.2 Determination	2
SECTION 2.0 OVERVIEW OF THE CHARLESTON-ARASTRADERO CORRIDOR PLAN	3
SECTION 3.0 PROJECT DESCRIPTION	7
3.1 Overview of the Proposed Project.....	7
3.2 Project Description	7
SECTION 4.0 ENVIRONMENTAL IMPACTS OF THE PROPOSED CHANGES TO THE CHARLESTON/ARASTRADERO CORRIDOR PLAN	11
4.1 Aesthetics.....	11
4.2 Agricultural Resources	11
4.3 Air Quality	12
4.4 Biological Resources	12
4.5 Cultural Resources.....	13
4.6 Geology and Soils	13
4.7 Greenhouse Gases.....	14
4.8 Hazards and Hazardous Materials	14
4.9 Hydrology and Water Quality	15
4.10 Land Use and Planning	15
4.11 Mineral Resources	15
4.12 Noise	16
4.13 Population and Housing	16
4.14 Public Services	16
4.15 Recreation	17
4.16 Transportation and Traffic	17
4.17 Utilities and Service Systems	19
4.18 Mandatory Findings of Significance.....	20
SECTION 5.0 CONCLUSION	21
SECTION 6.0 REFERENCES	22
SECTION 7.0 REPORT AUTHORS	23

Figures

Figure 1	Regional Map	4
Figure 2	Vicinity Map.....	5
Figure 3	Aerial Photograph	6

Tables

Table 1	Existing and Proposed Intersection Levels of Service	18
---------	--	----

Appendices

Appendix A Traffic Study, *TJKM Transportation Consultants*, March 2015.

SECTION 1.0 INTRODUCTION

1.1 Purpose of an Addendum

This document is an Addendum to the Final Initial Study/Mitigated Negative Declaration (IS/MND) that was prepared for the Charleston-Arastradero Corridor Plan (the “Corridor Plan”) in January 2004 in compliance with the California Environmental Quality Act (CEQA) (SCH# 2003082062; City of Palo Alto 03-EIA-16). The purpose of this Addendum is to disclose the potential for environmental impacts to result from proposed modifications to the approved Corridor Plan, which are described in detail in Section 3.0 of this Addendum.

Section 15162 of the CEQA Guidelines states that when an environmental impact report (EIR) has been certified or a Negative Declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency (in this case the City of Palo Alto) determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15164 of the CEQA Guidelines states that the Lead Agency or a responsible agency may prepare an Addendum to a previously-certified EIR or Negative Declaration if some changes or additions are necessary, but that none of the conditions described in §15162 (above) calling for preparation of a subsequent EIR have occurred.

1.2 Determination

As noted on the previous page and as described more fully in Section 2 of this Addendum, many components of the Corridor Plan, which was originally approved in 2004, have been implemented. The environmental impacts of the yet-to-be-implemented components of the Corridor Plan, the design of some of which has been changed, is the subject of this Addendum.

Based on the project description, plans, and knowledge of the project site from previous and current environmental studies, the City of Palo Alto has concluded:

- the implementation of the remaining components of the Corridor Plan would not result in any new significant impacts that were not previously disclosed in the 2004 IS/MND; and
- the implementation of the remaining components of the Corridor Plan would not result in a substantial increase in the magnitude of any impacts already identified in the 2004 IS/MND.

For these reasons, a supplemental or subsequent EIR or Negative Declaration is not required and this Addendum to the 2004 IS/MND has been prepared for the proposed project.

SECTION 2.0 OVERVIEW OF THE CHARLESTON-ARASTRADERO CORRIDOR PLAN

In 2004, the Palo Alto City Council approved the Charleston-Arastradero Corridor Plan (the “Corridor Plan”), consisting of various roadway modifications and streetscape improvements to a 2.3 mile continuous segment of Arastradero Road and Charleston Road. As shown in Figure 3, *Aerial Photograph and Surrounding Land Uses*, the project limits are Miranda Avenue to the west and Fabian Way to the east. The project limits also include the existing Los Altos – Palo Alto Bicycle Path that extends along the border of Terman Park and Alta Mesa Memorial Park from Arastradero Road to the Palo Alto/Los Altos boundary.

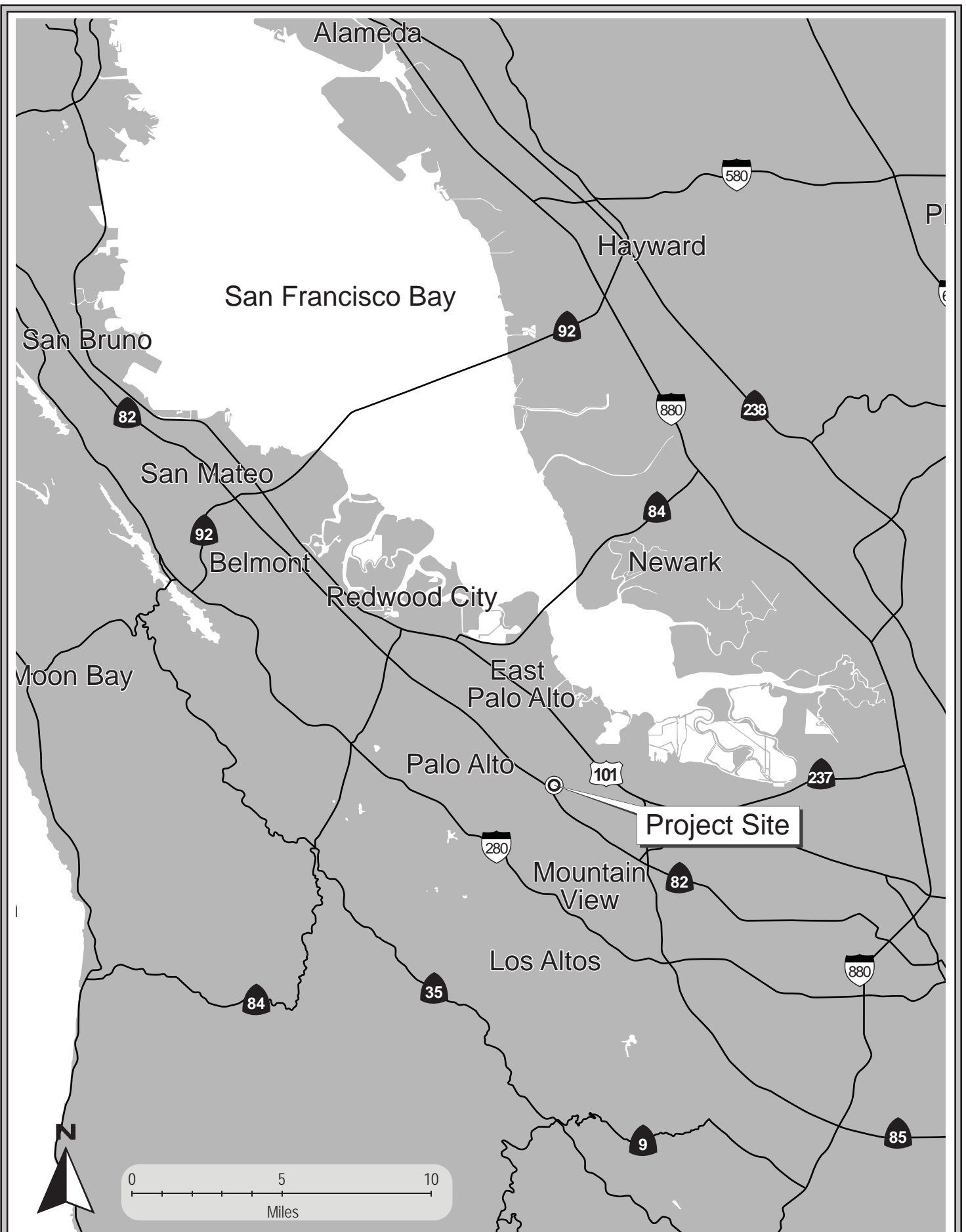
The approved project includes a range of modifications to the Charleston-Arastradero Corridor including reduction in the number of through lanes from four to two at most locations; traffic signal relocation and modification; intersection design modifications; bicycle lane striping; median construction and landscaping; sidewalk widening and reconstruction; utility and drainage modifications; and repaving of the existing road. All work will occur within the existing rights-of-way.

The purpose of the Corridor Plan is to address vehicle, bicycle and pedestrian safety, as well as to enhance the residential character of the corridor.

Following the 2004 approval, the largest components of the Corridor Plan, namely the identified reduction in through traffic lanes from four to two along Arastradero and Charleston Roads, were implemented on a trial basis and subsequently made permanent by the Palo Alto City Council. In addition, the improvements at the entrances to Gunn High School and Hoover Elementary School that are part of the project were implemented.

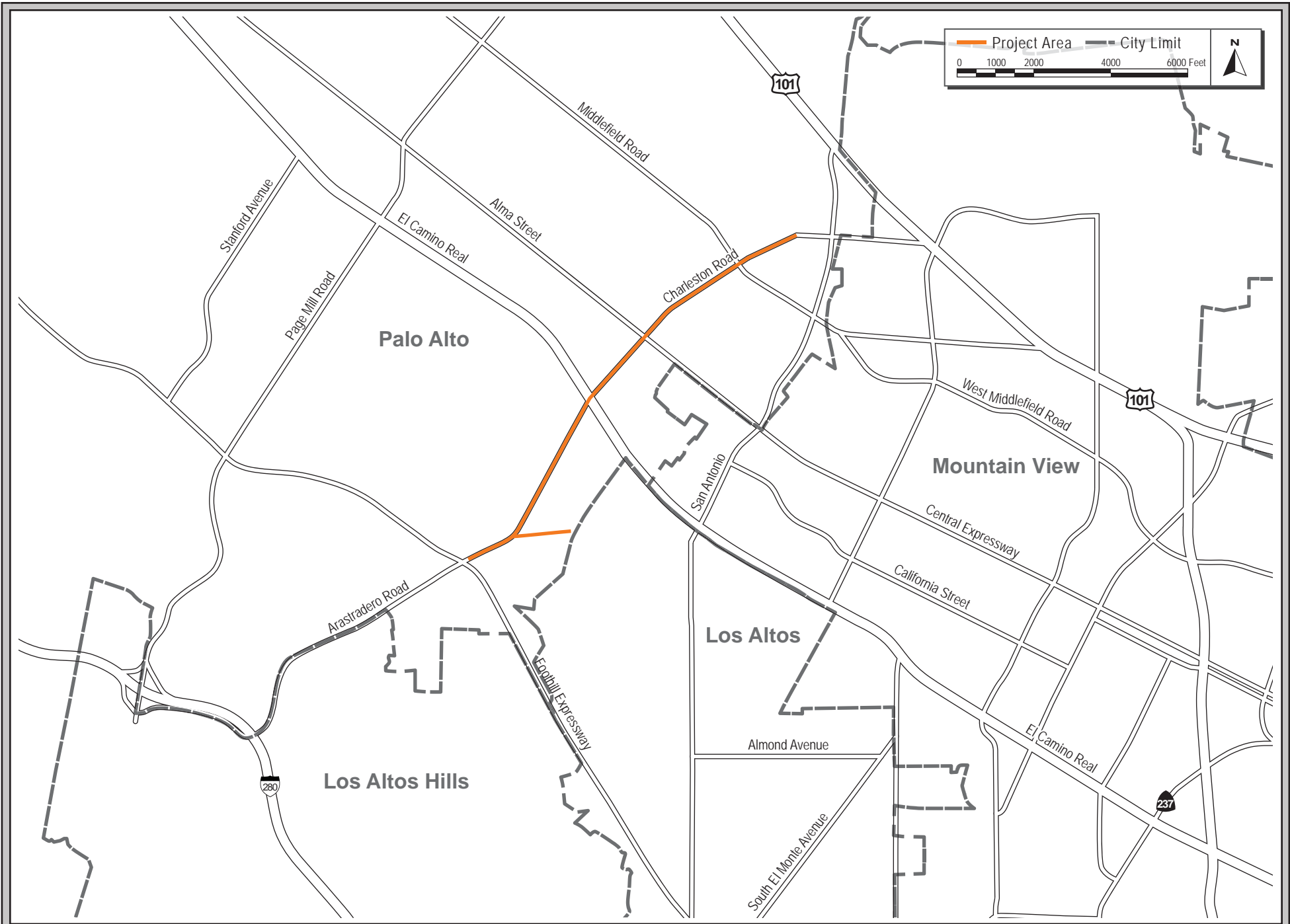
Most of the remaining components of the approved Corridor Plan, all of which are relatively minor in scope, have not been implemented. These improvements include sidewalk bulbouts, new and improved bicycle facilities, new and upgraded crosswalks, raised pedestrian refuges, modifications to intersection geometry, addition of trees and landscaping, and additional lighting at various locations along the 2.3-mile Corridor. The improvements represent refinements and modifications to this list of not-yet-implemented components of the approved Corridor Plan. Such refinements and modifications to the scope of the approved Corridor Plan are based on updated evaluations of existing conditions with the lane reductions in place and substantial input from the community in a series of workshops.

The text below provides a description of these yet-to-be-completed components of the Corridor Plan.



REGIONAL MAP

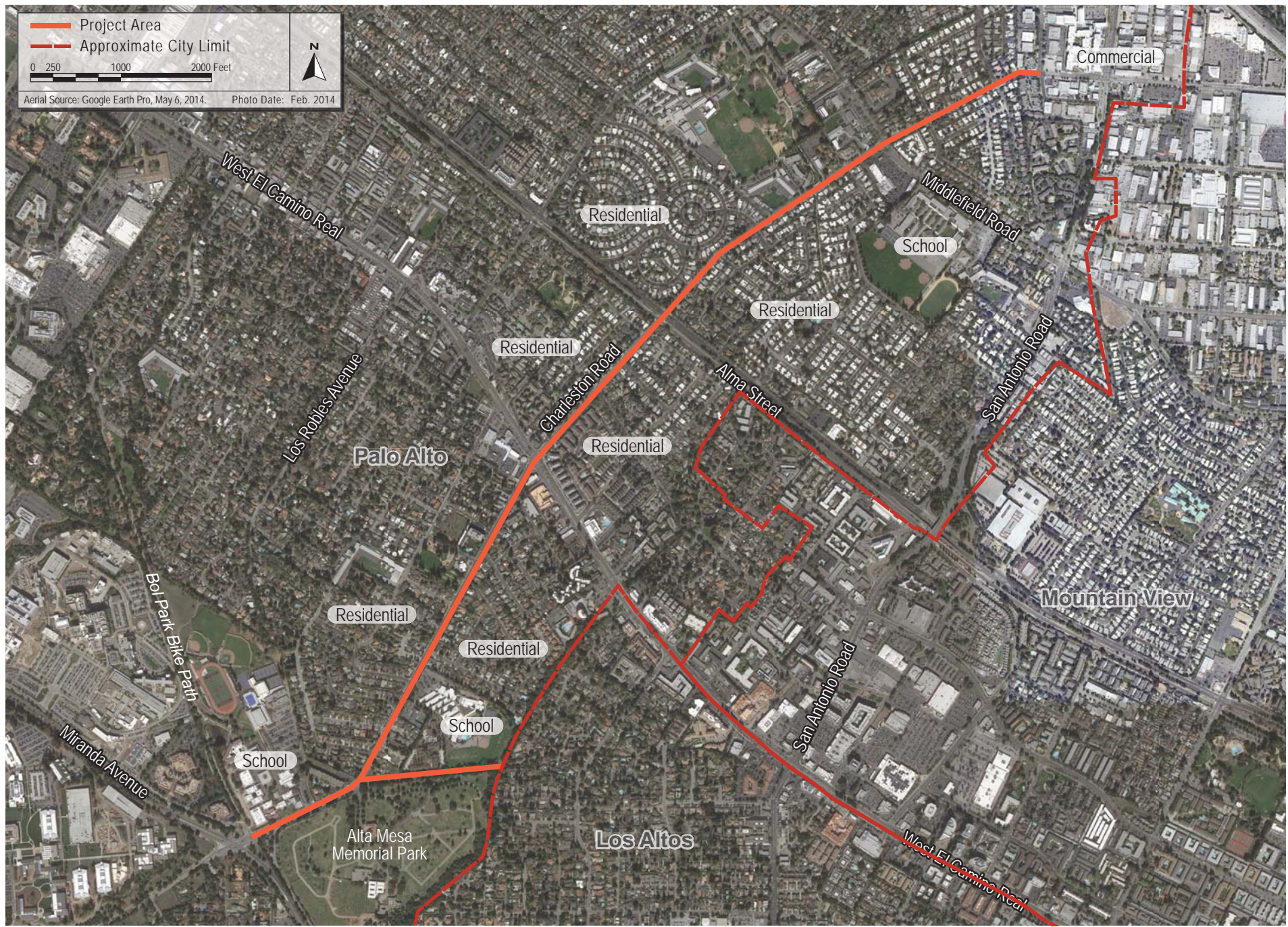
FIGURE 1



VICINITY MAP

FIGURE 2

— Project Area
- - - Approximate City Limit
 0 250 1000 2000 Feet
 Aerial Source: Google Earth Pro, May 6, 2014. Photo Date: Feb. 2014



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 3

SECTION 3.0 PROJECT DESCRIPTION

3.1 Overview of the Proposed Project

Roadway improvements that are proposed for the entire project corridor include pavement resurfacing, striping for Class II bicycle lanes, and re-striping existing features on the roadway. Improvements to stormwater drainage systems and streetlight infrastructure, landscaping, relocation of utilities to accommodate the project design, and replacement of rolled curb with vertical curb are also included throughout the project corridor. Modifications to traffic signal timing will be implemented, as necessary, to accommodate these improvements. Unless otherwise noted, these improvements are proposed for the entire Charleston-Arastradero Corridor and are not repeated in the description below.

For the purpose of describing the proposed improvements, the project corridor is divided into the following five segments, in order from west to east.

1. Arastradero Road: Miranda Avenue – Hubbartt Drive
2. Arastradero Road: Hubbartt Drive – El Camino Real (SR 82)
3. West Charleston Road: El Camino Real (SR 82) – Alma Street
4. East Charleston Road: Alma Street – Middlefield Road
5. East Charleston Road: Middlefield Road – Fabian Way

3.2 Project Description

3.2.1 Arastradero Road: Miranda Avenue – Hubbartt Drive

The westernmost proposed improvement is the modification of the Arastradero Road/Gunn High School intersection. Improvements at this location would include reconfiguration of the existing island at the entrance to the high school, widening the sidewalk at the northwest corner of the intersection, and relocation of the existing traffic signal to conform to the modified intersection design. A new bicycle/pedestrian path would be constructed along the south side of Arastradero Road between Gunn High School and the existing Los Altos – Palo Alto Bicycle Path. Utilities such as fire hydrants and street lights may need to be relocated to accommodate the portions of the path along the south side of Arastradero Road.

New landscaped medians would be constructed on Arastradero Road near the driveway to the Alta Mesa Memorial Park, the entrance to the Los Altos – Palo Alto Bicycle Path, and the intersection with Georgia Avenue.

The proposed improvements on the existing Los Altos – Palo Alto Bicycle Path (only working within the Palo Alto City Limits) include reconstruction of the existing asphalt and the construction of pedestrian lighting along the path.

3.2.2 Arastradero Road: Hubbartt Drive – El Camino Real (SR 82)

The intersection of Arastradero Road and Terman Drive/Donald Drive would be modified to bring the eastbound through lane merge to the west side of the intersection in order to provide a dedicated right-turn lane into Terman Middle School. As with the rest of the project alignment, Class II bicycle lanes would be striped along the outside of each through-lane in both directions. The eastbound bike lane would be located between the single through lane and the new right-turn lane in order to avoid conflicts between vehicles turning right into the school and bicyclists. Sidewalks on the south side of Arastradero Road would be reconstructed and widened from Willmar Drive eastward until approximately 400 feet east of the intersection with Suzanne Drive, which would require removal of one tree. Sidewalks on the north side of Arastradero Road would be widened at the corners of the intersections with King Arthurs Court, Cherry Oaks Place, Coulombe Drive, and Clemo Avenue. Landscaped medians would be constructed in place of existing striping at various locations between Cherry Oaks Place and El Camino Real.

3.2.3 West Charleston Road: El Camino Real (SR 82) – Alma Street

Modifications to the Arastradero Road/West Charleston Road/El Camino Real (State Route 82) intersection would consist of sidewalk width reduction and reconstruction on the south side of Arastradero Road, reconstruction of the island on the west side of the intersection, removal of the island on the east side of the intersection, and widening of the sidewalks at the northeast and southeast corners. Existing signal poles would be replaced or relocated to accommodate the new intersection design, and a raised crosswalk would be constructed at the southwest corner of the intersection to connect the sidewalk with the island.

Arastradero Road becomes West Charleston Road east of El Camino Real. The Corridor Plan includes new left-turn only lanes at both the eastbound and westbound approaches of West Charleston Road at the West Charleston Road/Wilkie Way intersection. The existing traffic signal phasing and mast arms would be modified to accommodate the protected left-turn movements.

Other proposed modifications to West Charleston Road within this segment include installation of two raised medians west of Wilkie Way, one east of Wilkie Way, and construction of a raised median from west of Park Boulevard to Alma Street. The new raised median from west of Park Boulevard to Alma Street would restrict vehicle movements to right-turn-in-or-out-only between Park Boulevard West Charleston Road, but would allow left-turns for bicyclists. Pedestrian-activated flashing beacons would be added at the existing crosswalk east of Ruthelma Avenue and

the sidewalk at the southwest corner of the Park Boulevard intersection would be reconstructed and widened. Modifications/upgrades to the railroad crossing gates may also be implemented.

3.2.4 East Charleston Road: Alma Street – Middlefield Road

The only modifications to the Charleston Road/Alma Street intersection would be striping for eastbound and westbound bicycle lanes as well as restriping the existing crosswalks. New raised medians would be constructed on East Charleston Road immediately east of Alma Street, and pedestrian-activated flashing beacons would be added to the existing crosswalks at the Wright Place intersection. Three landscaped medians would be constructed in place of existing median striping between Alma Street and Carlson Court.

Modifications at the East Charleston Road/Carlson Court intersection include the widening and reconstruction of the sidewalk at the southwest and southeast corners of the intersection, with possible relocation or replacement of signal poles. The sidewalks on the north side of East Charleston Road would be widened between Carlson Court and the bicycle/pedestrian path adjacent to Herbert Hoover Elementary School, as well as at the approach to the east of the school driveway.

Raised medians would be constructed in place of existing median striping between Carlson Court and Nelson Drive. The sidewalk at the southwest corner of the Nelson Drive intersection would be reconstructed and widened along with the sidewalk on the south side of East Charleston Road in front of the Charleston Shopping Center. A raised median and striping would be added to the existing bicycle/pedestrian path that makes up the fourth leg of the East Charleston Road/Nelson Drive intersection.

3.2.5 East Charleston Road: Middlefield Road – Fabian Way

The westbound merge would be relocated to the east side of the Middlefield Road intersection in order to add a dedicated right-turn lane with a bicycle lane between the through lane and right-turn lane in both directions. Associated modifications to signal phasing and mast arms would be included to accommodate the new intersection design. East of the intersection, the proposed project would include widening and reconstruction of sidewalks on the north side of East Charleston Road at the intersection with Charleston Court.

Raised medians would be constructed in place of the existing striped medians between Charleston Court and Fabian Way. The sidewalk at the southwest corner of East Charleston Road/Sutherland Drive would be widened and a crosswalk with a median refuge would be installed for pedestrians crossing East Charleston Road. An ADA curb ramp would be installed at the north side of the crosswalk, which would result in the removal of one tree. The intersection of East Charleston

Road/Louis Road-Montrose Avenue would be modified by reconstructing the sidewalk at the northwest corner, widening the intersection, and installing a new traffic signal. The south side of East Charleston Road would be widened and the sidewalks reconstructed along the curve between the Louis Road and Fabian Way intersections.

The merge of westbound East Charleston Road as it approaches Louis Road would be relocated to east of the East Charleston Road/Fabian Way intersection. This modification would allow for a dedicated left-turn pocket and left-turn bike lane to be added to the intersection of eastbound East Charleston Road at Fabian Way. The westbound approach to the intersection would then feature one left-turn, one through, one bike lane, and one right-turn lane. Modifications to the signal mast arms may be required in order to accommodate the new signal phasing.

3.2.6 Depths of Excavation

The estimated depths of excavation for the above-described project components are:

- New/Relocated Signal Poles: 12-15 feet
- Sidewalk reconstruction: 1.5 feet
- Pavement (roadway) widening: 2 feet
- Drainage Improvements: 5-10 feet
- Tree Planting: 4 feet
- Street Lights: 6 feet
- Pedestrian Lights: 3 feet

3.2.7 Right-of-Way and Easements

All of the above-described elements would be constructed within existing City of Palo Alto rights-of-way. No permanent right-of-way acquisition or temporary construction easements are needed for the project.

SECTION 4.0 ENVIRONMENTAL IMPACTS OF THE PROPOSED CHANGES TO THE CHARLESTON/ARASTRADERO CORRIDOR PLAN

[Introductory Note: This analysis is intended to augment the 2004 Charleston/Arastradero Corridor Plan Initial Study/Mitigated Negative Declaration (“2004 IS/MND”) and should be taken together with the project description and analysis contained therein. With one exception noted below, the analysis of environmental impacts in this document follows the same order and addresses the same topics as those contained in the 2004 IS/MND. One section has been added to address greenhouse gas emissions, the analysis of which was not required under CEQA when the 2004 IS/MND was prepared.]

4.1 Aesthetics

The proposed modifications to the Charleston/Arastradero Corridor Plan (“Corridor Plan”) would not introduce any new visual elements with the potential to affect views or scenic routes. Similar to the approved Corridor Plan, the proposed project includes replacement of roadway paving with “greenery” such as landscaped medians, street trees, and median island trees. The addition of landscaping to the medians of the otherwise wide, paved corridor would be a substantial improvement in the visual character of the roadway.

The implementation of the remaining components of the Corridor Plan is expected to result in the removal of eight trees. This is consistent with the tree removal anticipated in the 2004 IS/MND. The proposed project includes new tree plantings in greater numbers than those removed and would comply with all applicable tree protection mitigation measures identified in the 2004 IS/MND. Therefore, the loss of eight trees would not be a new or substantially greater aesthetic impact than the approved Corridor Plan.

***Conclusion:** The proposed changes to the Corridor Plan would not result in any new significant or substantially greater aesthetic and visual impacts than those described in the 2004 IS/MND.*

4.2 Agricultural Resources

There is no farmland or forestland in the vicinity of the project alignment. Modifications to the design of the approved Corridor Plan would not cause any impacts to agricultural or forest resources.

***Conclusion:** As with the approved Corridor Plan, the proposed project would not result in any impacts to agricultural or forest resources.*

4.3 Air Quality

The approved Corridor Plan would not result in an increase in trip generation and included no new sources of air pollution emissions. Proposed modifications to the Corridor Plan would not generate vehicle trips or add sources of emissions. Therefore, the proposed modifications to the Corridor Plan would not have any new or more substantial impacts on long-term air emissions in the region and in Palo Alto.

Short-term air quality impacts from construction-related dust and emissions were identified as potentially significant in the 2004 IS/MND. Best Management Practices were incorporated into the 2004 project to mitigate temporary air quality impacts to less than significant levels and would also be implemented for the currently-proposed project.

***Conclusion:** Implementation of Best Management Practices to reduce air emissions during construction would mitigate short-term air quality impacts to less than significant levels. The proposed project would not increase traffic in the area. Therefore, the proposed modifications to the Corridor Plan would not result in new or substantially greater impacts than would the approved Corridor Plan.*

4.4 Biological Resources

The approved Corridor Plan was anticipated to result in the removal of street and landscape trees along the Charleston-Arastradero Corridor, though one of the goals of the project was to plant more trees than were removed. No impacts to protected or designated trees were identified. Mitigation to avoid impacts to trees to-be-preserved as well as to avoid impacts to tree nesting birds was included in the 2004 IS/MND.

The currently proposed project would remove up to eight landscape and street trees. Based on the 2004 IS/MND, none of the trees to be removed from the project corridor are designated or protected trees. More street and landscape trees would be planted along the project corridor than would be removed, and the tree preservation and bird nest protection mitigation measures identified in the 2004 IS/MND would also be incorporated into the project. Therefore, the proposed project would not have any new or substantially greater impacts to biological resources than the approved Corridor Plan.

***Conclusion:** With the mitigation identified in the 2004 IS/MND incorporated, the proposed modifications to the Corridor Plan would not result in new or substantially greater impacts to biological resources than the approved project would.*

4.5 Cultural Resources

There is one historical marker, a plaque, located at 844 E. Charleston Road just beyond the eastern project limit. All proposed improvements would occur within the existing City of Palo Alto rights-of-way and no historic properties or buildings would be affected by the project.

The 2004 IS/MND found that soil disturbance and excavation for sidewalk and curb replacement could have potential impacts to unknown subsurface archaeological resources. Mitigation measures were incorporated to provide a contingency should archaeological resources be discovered during the construction process.

Since the proposed project includes signal modifications, which the approved project did not, the proposed project would result in excavation at greater depths than the approved project. This is an incremental increase in the potential for the Corridor Plan to cause impacts to subsurface archaeological resources. Implementation of the measures identified in the 2004 IS/MND, however, would avoid significant impacts to archaeological resources in the event that any are encountered during construction. Therefore, the proposed project would not result in new or substantially greater impacts to cultural resources than the approved Corridor Plan.

***Conclusion:** Implementation of the mitigation measures identified in the 2004 IS/MND would reduce potential impacts to unidentified archaeological resources to less than significant levels. The proposed modification to the Corridor Plan would not result in substantially greater impacts to cultural resources than would the approved Corridor Plan.*

4.6 Geology and Soils

The 2004 IS/MND concluded that the Corridor Plan would have less than significant impacts to health and safety due to seismic-related hazards. No other geology or soil-related impacts were identified. Many of the features included in the proposed project such as medians, bicycle paths, and widened sidewalks, do not have the potential to create substantial hazards during a seismic event. Relocated or reconstructed signal poles would be constructed to current building and seismic safety codes. The proposed project does not include any other elements or features which could pose hazards during a seismic event. Therefore, the proposed project would not result in new or substantially greater soil- or seismic-related hazards than the approved Corridor Plan.

***Conclusion:** Modifications to the approved Corridor Plan would not result in new or greater geology and soil-related impacts than those identified in the 2004 IS/MND.*

4.7 Greenhouse Gases

Greenhouse gas emissions were not evaluated in the 2004 IS/MND because CEQA and the CEQA Guidelines did not call for such evaluation at the time. The approved Corridor Plan would not have resulted in increased long-term greenhouse gas emissions because no vehicle trips would be generated by the project and the Corridor Plan did not introduce any other sources of greenhouse gas emissions. Construction would result in temporary greenhouse gas emissions, however, given that climate change is a cumulative global impact by nature, these emissions would represent a less than significant contribution to the cumulative impacts from greenhouse gas emissions. Measures incorporated into the project to minimize vehicle idling and other construction-related air pollution would minimize construction greenhouse gas emissions.

The proposed modifications to the project would not generate any vehicle trips or introduce new sources of long-term greenhouse gas emissions.

Conclusion: The proposed modifications to the approved Corridor Plan would not result in new or substantially greater greenhouse gas emissions than the approved project would.

4.8 Hazards and Hazardous Materials

Neither the approved Corridor Plan nor the proposed modifications would have the potential to create hazards related to airport safety, hazardous material storage facilities, or wildfires.

Multiple sources of contamination in the vicinity of the project corridor were identified in the 2004 IS/MND including the Superfund site at 1911 Plymouth Street in Mountain View (EPA ID# CAD009212838), the Werner Texaco site at 830 E. Charleston Road, the former Ford Aerospace site at 910 San Antonio Road, and the Hyatt Rickey's site at 4219 El Camino Real. None of these sites were found to pose potential hazards either because the contamination occurred outside the project limits or because the project would not excavate deeply enough to disturb groundwater.

Project elements at the E. Charleston Road/Fabian Way intersection, the portion of the project corridor closest to known contamination, would not require excavation below two feet in depth. Other proposed modifications to the Corridor Plan are not close to sources of contamination and would not have the potential to create human health hazards. Therefore, the proposed modifications to the Corridor Plan would not introduce new or substantially greater hazards associated with contamination than the approved Corridor Plan.

Conclusion: The proposed modifications to the Corridor Plan would not result in new or substantially greater hazards than those evaluated in the 2004 IS/MND.

4.9 Hydrology and Water Quality

The 2004 IS/MND found that the Corridor Plan would not increase flooding hazards in the area or degrade the existing conditions of stormwater pollution. Best Management Practices for stormwater pollution prevention during construction were included in the project to avoid potential water quality impacts from stormwater runoff during construction.

Landscaped medians and other vegetation included in the proposed project would incrementally increase the pervious surfaces along the project corridor, which would be beneficial. Stormwater pollution prevention measures identified in the 2004 IS/MND would be implemented during construction to avoid significant short-term water quality impacts. Therefore, modifications to the approved Corridor Plan would not result in new hydrology or water quality impacts.

***Conclusion:** The proposed modifications to the Corridor Plan would not result in any new or substantially greater impacts to hydrology and water quality than those identified in the 2004 IS/MND.*

4.10 Land Use and Planning

As with the approved Corridor Plan, the proposed modifications to the Corridor Plan would occur entirely within existing public rights-of-way. Adjacent land uses along the project corridor include single-family and multi-family residential, institutional, schools, and commercial services. The proposed improvements would not be incompatible with any surrounding land uses and would improve bicycle and pedestrian connectivity in the City. Potentially significant environmental impacts that might affect adjacent land uses are all mitigated to less than significant levels as detailed in this document and in the 2004 IS/MND.

***Conclusion:** Modifications to the approved Corridor Plan would not cause any new or substantially greater land use impacts than those previously-evaluated in the 2004 IS/MND.*

4.11 Mineral Resources

The 2004 IS/MND found no potential for mineral resource impacts to result from the roadway project. Modifications to the approved Corridor Plan would not introduce new elements to the project design that would have the possibility of impacting mineral resources.

***Conclusion:** Modifications to the approved Corridor Plan would not cause any new or substantially greater mineral resource impacts than those previously-evaluated in the 2004 IS/MND.*

4.12 Noise

In the 2004 IS/MND, operational noise impacts from the approved Corridor Plan were found to be less than significant because the improvements would not generate additional traffic or move traffic lanes closer to adjacent receptors (i.e., schools and residences). Similarly, the proposed modifications to the approved Corridor Plan that are now being considered would not move traffic closer to receptors and would not generate additional traffic, therefore long-term noise impacts would be less than significant.

Mitigation measures were identified in the 2004 IS/MND to reduce short-term noise impacts from project construction. The modified Corridor Plan would also implement these measures, therefore, temporary noise impacts would be less than significant.

***Conclusion:** With the implementation of the mitigation measures identified in the 2004 IS/MND for short-term construction noise impacts, the proposed modifications to the Corridor Plan would have less than significant noise impacts. Modifications to the approved Corridor Plan would not cause new or substantially greater noise impacts than those previously-evaluated in the 2004 IS/MND.*

4.13 Population and Housing

As with the approved Corridor Plan, the proposed modifications would have no impact on population and housing. No housing would be displaced because all improvements would occur within existing City of Palo Alto right-of-way, and the improvements would not induce population growth.

***Conclusion:** The proposed modifications to the Corridor Plan would not result in new or substantially greater population impacts than would the approved Corridor Plan.*

4.14 Public Services

While the approved Corridor Plan would not increase the need for public services, potentially significant impacts were identified due to the design of the Plan. Specifically, the 2004 IS/MND found that raised median islands could impair access to/from Charleston/Arastradero Roads for fire vehicles and that the lane reduction could limit the ability of drivers to pull over for emergency vehicles, both of which could increase response times. Mitigation measures were incorporated which called for the fire department to test response times and emergency access during the phased implementation of the improvements. Traffic signal pre-emption for emergency vehicles was also incorporated, which would benefit response times.

As stated in Section 2, the components of the Corridor Plan that reduced the number of lanes from four to two were implemented a number of years ago. In the five to nine years since the changes were made, the Palo Alto Fire Department has not experienced any effects to overall response times or received comments from firefighters regarding the changes to the corridor.

The proposed raised medians, which were also part of the original Corridor Plan could potentially affect response times by preventing left-turns if the out-of-the-way travel distance were to be substantial. However, the medians that are being proposed are not continuous along the entire corridor such that emergency vehicles would encounter significant delays in response times. At each proposed median location, there are either nearby intersections or breaks in the median that would allow emergency vehicles access to any destination without excess delay. Therefore, the medians proposed as part of the modifications to the Corridor Plan would not cause a significant delay in response times. Further, signal pre-emption for emergency vehicles would be utilized in any new or replaced traffic signals, which would have a beneficial effect on response times.

***Conclusion:** The proposed modifications to the Corridor Plan would not result in any new or greater public services impacts than would the approved Corridor Plan.*

4.15 Recreation

The 2004 IS/MND found no impacts to recreation from the roadway improvements. The proposed modifications to the approved Corridor Plan would not create any demands on recreational resources in the City. All improvements would occur within existing City right-of-way and would not impact recreation facilities.

***Conclusion:** The proposed modifications to the Corridor Plan would not result in any new or greater impacts to recreational resources than those described in the 2004 IS/MND.*

4.16 Transportation and Traffic

The 2004 IS/MND found less than significant impacts to traffic congestion, delay, and traffic-related hazards from the approved Corridor Plan. Neither the approved Corridor Plan nor the proposed modifications would generate vehicle trips. Therefore, the potential for the proposed project to affect traffic congestion would be from changes to circulation patterns that could result from new medians preventing turning movements, the addition of traffic signals, and/or modifications to the phasing of existing signals.

A traffic study completed for the proposed project by *TJKM Transportation Consultants* calculated the levels of service (LOS)¹ at various intersections along the project corridor for both the existing and proposed project conditions. The results of the analysis are summarized in Table 1 below and the traffic study is included as Appendix A of this Addendum.

The City of Palo Alto considers a project to result in a significant impact to intersection LOS if the project would deteriorate the LOS below LOS D. Other thresholds of significance for traffic impacts are identified in the 2004 IS/MND.

Study Intersection	Existing (Peak Period)			Proposed (Peak Period)		
	AM	Midday	PM	AM	Midday	PM
Arastradero Road/Miranda Avenue	B	B	B	B	B	C
Arastradero Road/Gunn High School Driveway	B	B	B	C	B	A
Arastradero Road/Donald Drive-Terman Drive	B	B	B	B	B	C
Arastradero Road/Coulombe Drive	B	A	B	C	B	B
Arastradero Road/Clemo Drive-Suzanne Drive	C	-	C	C	-	C
Arastradero Road/Alta Mesa Avenue-McKellar Lane	E	B	C	E	B	C
Arastradero Road-Charleston Road/El Camino Real	D	C	D	D	C	D
Charleston Road/Wilkie Way	A	A	A	A	A	A
Charleston Road/Park Boulevard	D	C	C	B	B	B
Charleston Road/Alma Street	E	C	E	E	D	E
Charleston Road/Wright Place	C	B	B	C	B	C
Charleston Road/Mumford Place	C	B	B	B	B	B
Charleston Road/Carlson Court	B	A	A	B	A	B
Charleston Road/Nelson Drive	A	A	A	B	A	B
Charleston Road/Middlefield Road	D	C	D	D	C	D
Charleston Road/Louis Road-Montrose Avenue	F	F	F	B	B	C
Charleston Road/Fabian Way	B	B	C	C	C	D

Source: TJKM Transportation Consultants. *Charleston-Arastradero Draft Design Report, City of Palo Alto*. March 2015.

- Project would not result in any change to the LOS
- Project would result in an improvement to the LOS
- Project would result in a non-significant degradation of the LOS

¹ Level of Service (LOS) is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, with the best operating conditions, to LOS F, with the worst operating conditions. LOS E represents “at-capacity” operations. Operations are designated as LOS F when volumes exceed capacity, resulting in stop-and-go conditions.

As shown in Table 1 above, the proposed project would not degrade the LOS of any of the study intersections below LOS D. Any degradation in LOS would be minor and less than significant. Further, the project would improve the LOS at a number of intersections, most notably at Charleston Road/Louis Road-Montrose Avenue where the LOS would improve from “F” to “B” and “C” due to the addition of a traffic signal to the intersection.

The proposed project includes numerous signage and safety improvements for bicyclists and pedestrians such as flashing beacons at crosswalks, pedestrian lighting, timers on crosswalk signals, and green pavement markings for bicycle lanes. Other improvements such as landscaped medians, protected left-turn phasing at traffic signals, and right-turn pockets are intended to improve safety for motorists.

***Conclusion:** The proposed modifications to the approved Corridor Plan would not result in any new or substantially greater traffic congestion or safety impacts than those identified in the approved 2004 IS/MND.*

4.17 Utilities and Service Systems

The approved Corridor Plan would not increase demands on existing utilities and services systems, however, widened sidewalks and curbs were found to have the potential to impact existing utility placements. Mitigation to further assess existing utility placements prior to final design were incorporated to avoid impacts to existing utilities. With this mitigation included in the current project, modifications to the approved Corridor Plan would not cause new or greater conflicts with utilities.

***Conclusion:** The proposed modifications to the approved Corridor Plan would not cause new or substantially greater impacts to utility systems than those described in the 2004 IS/MND.*

4.18 Mandatory Findings of Significance

As described in this Addendum, with incorporation of the mitigation measures identified in the 2004 IS/MND, modifications to the approved Corridor Plan would not result in new or substantially greater environmental impacts than those evaluated in the 2004 IS/MND. The traffic analysis completed for this project included all of the preceding potential developments and concluded that no significant impacts to traffic congestion would result. No other potential cumulative impacts are anticipated due to the localized nature of this project's potentially significant effects (e.g. construction-related noise and dust emissions). Therefore, the proposed project would not have a cumulatively considerable contribution to any significant cumulative environmental impacts.

***Conclusion:** Modifications to the approved Corridor Plan would not result in any new or substantially greater environmental impacts than those described in the 2004 IS/MND.*

SECTION 5.0 CONCLUSION

The City of Palo Alto is implementing the final phase of the approved Charleston-Arastradero Corridor Plan, including a number of modifications to the design of various improvements. The proposed modifications are described in Section 3.0 of this Addendum. The City has evaluated the environmental effects of these modifications in Section 4.0 of the Addendum. Based upon the factual information contained in the above analyses, the City has reached the following conclusion:

Approval of the proposed modifications described in Section 3.0 will not have any significant environmental impacts not previously disclosed in the 2004 Charleston/Arastradero Corridor Plan Final Initial Study/Mitigated Negative Declaration, nor would there be a substantial increase in the severity of previously-identified significant environmental impacts. Therefore, no subsequent or supplemental Negative Declaration or EIR is warranted or required.

SECTION 6.0 REFERENCES

City of Palo Alto. *Charleston/Arastradero Corridor Plan, Final Initial Study and Mitigated Negative Declaration SCH#2003082062, City of Palo Alto 03-EIA-16*. January 2004.

California State Water Resources Control Board. *Geotracker*. Accessed April 30, 2015.
Available at: <http://geotracker.waterboards.ca.gov/>

TJKM Transportation Consultants. *Charleston-Arastradero Draft Design Report, City of Palo Alto*. March 2015.

SECTION 7.0 REPORT AUTHORS

LEAD AGENCY

City of Palo Alto

Mike Sartor, Director of Public Works
Holly Boyd, Senior Engineer

CONSULTANT

David J. Powers & Associates, Inc. *Environmental Consultants & Planners*

John Hesler, Senior Environmental Specialist
Matthew Gilliland, Associate Project Manager
Zach Dill, Graphic Artist

TJKM Transportation Consultants *Traffic and Transportation Engineers*

Nayan Amin, President
Ruta Jariwala, Principal
Chris Higbee, Assistant Transportation Engineer
Shruti Shrivastava, Assistant Transportation Engineer