



CHARLESTON/ARASTRADERO CORRIDOR PLAN

Final *Initial Study and* *Mitigated Negative Declaration* *January, 2004*

Table of Contents:

1. Mitigated Negative Declaration
2. Mitigation Reporting and Monitoring Program
3. Comment Letters and Responses to Comments

(Initial Study & Appendices were included in the Draft Mitigated Negative Declaration that was circulated for public review. Copies of this document are available at the Department of Planning and Community Environment)

SCH#2003082062
City of Palo Alto 03-EIA-16

City of Palo Alto
Department of Planning and Community Environment



City of Palo Alto
Department of Planning and Community Environment
California Environmental Quality Act
MITIGATED NEGATIVE DECLARATION

CHARLESTON ARASTRADERO ROAD CORRIDOR PLAN

NOTICE IS HEREBY GIVEN that a Mitigated Negative Declaration has been prepared by the Palo Alto Department of Planning and Community Environment for the project listed below. In accordance with CEQA Guidelines, this document is available for review and comment during a minimum 20-day inspection period beginning **December 8, 2003** and ending on **December 29, 2003**. Written comments may be submitted to the Department of Planning and Community Environment during the hours of 8:00 AM to 5:30 PM in the Planning Division, Civic Center, 250 Hamilton Avenue, (fifth floor), or at the Development Center, 285 Hamilton Avenue, Palo Alto, California or FAX 650-329-2154. The Initial Study prepared for the Mitigated Negative Declaration may be also be reviewed at the Department of Planning and Community Environment

I. DESCRIPTION OF PROJECT

Date: December 8, 2003 **Application Nos.:** City of Palo Alto 03-EIA-16
State Clearinghouse #2003082062

Project Location: Charleston-Arastradero Road Corridor is located in the southern portion of the City of Palo Alto. The Corridor begins on Charleston Road approximately 1/3 mile from Interstate Highway 101 at Fabian Way, and continues 2.3 miles southwest as Charleston Road, crossing the railroad tracks near Alma Street and State Highway 82 (El Camino Real) where the road continues as Arastradero Road and ends at Miranda Avenue.

Project Sponsor's Name and Address: City of Palo Alto
Department of Planning and Community Environment
250 Hamilton Avenue
Palo Alto, CA 94303

Contact Person and Phone Number: Susan Ondik, Environmental Planner
(650) 617-3131 Susan.Ondik@cityofpaloalto.org

Project Description and Location:
In April 2003, the Palo Alto City Council mandated preparation of a Charleston-Arastradero Corridor Plan to address school commute and other travel safety concerns for pedestrians, bicyclists and drivers, as well as to incorporate residential amenities along the corridor, without inducing traffic to shift onto nearby residential streets.

The roadway improvements proposed in the Corridor Plan are contained within the existing 80-86' right-of-way width (which includes the 60-foot curb-to-curb street width plus existing sidewalks and vegetation strip areas) along Charleston/Arastradero Road corridor and the existing rights-of-way at each of the ten signalized intersections.

Additional information addressing existing conditions, the proposed project's impacts and mitigation measures, the environmental checklist, and technical reports are contained in the Initial Study prepared for the project.

The Charleston/Arastradero Corridor Plan includes the following improvements:

- Implementation of traffic adaptive (automated) signal technology on the Charleston/Arastradero Corridor.
- Installation of raised median pedestrian refuges at selected intersections on the Corridor.
- Installation of lighted (in-pavement, pedestrian actuated) crosswalks to enhance on Arastradero west of Georgia, on Arastradero between Suzanne Drive and Clemo Avenue, on Charleston Road near Mumford Place, and on Charleston Road at Louis and Montrose.
- Deployment of additional fixed, electronic radar read-out speed advisory signs along the Corridor.
- Installation of bulbouts (extended curbs) at selected intersections.
- Removal of the two free right turn ("pork chop") islands on the southern leg of the El Camino Real and West Charleston/Arastradero Road intersection.
- Provision of continuous bicycle lanes along the entire Corridor.
- Tinting or painting the bicycle lanes for higher visibility to both motorists and cyclists along the entire Corridor.
- Selected improvements in Shuttle service, both bus trips and service routes, along the Corridor.
- Provision on Arastradero of a three-lane cross-section with two through lanes (one in each direction) and an intermittent left turning pockets or lanes interspersed with raised center median islands from Foothill Expressway to El Camino Real. Four travel lanes (two in each direction) will be maintained at Foothill, in the vicinity of Gunn High School, and at El Camino Real. An alternative cross-section of four travel lanes (two in each direction) throughout is available and is also feasible on Arastradero Road.
- Creation of a new dedicated right turn lane at the Gunn High School driveway for westbound vehicles on Arastradero Road.
- Widening the Gunn High School driveway throat to provide for simultaneous eastbound left turns into Gunn and westbound right turns.
- Retaining four travel lanes (two in each direction) on Charleston from El Camino Real to Alma with intermittent "tree islands" (small medians).
- Provision on Charleston Road of a three-lane cross-section with two through lanes (one in each direction) and one intermittent left turning lane interspersed with raised center median islands from Fabian to El Camino Real. An alternative cross-section of four travel lanes (two in each direction) throughout is available and is also feasible on Arastradero Road.
- Provision of a center left turn lane leading and just west of the easterly Hoover Elementary School driveway.
- Redesign of the existing median at Louis and Montrose .
- Installation of frontage improvements, including street trees and new street lighting along the Corridor.
- Demonstration trial of the Corridor Plan with paint, signage, and asphalt curbing in selected sections prior to construction or deployment of final improvements.

The Corridor Plan phasing is as follows:

- Installation of a new dedicated westbound right turn lane and Gunn High School and associated driveway improvements to separate right turning from left turning vehicles.
- Deployment of traffic adaptive traffic signal operation along the entire Corridor.
- Demonstration trial of three-lane section (two travel lanes, one in each direction) from west of Fabian to east of Foothill Expressway, retaining two travel lanes in each direction at both the east and west approaches of Middlefield, from the east approach to Alma to the west approach to El Camino Real, at the east and west approaches to the Gunn High School driveway, and at the east approach to Foothill Expressway.
- At the conclusion of the demonstration trial, make such permanent changes as proven to be desirable in the trial.
- Installation of frontage improvements, including street trees and new street lighting.

II. DETERMINATION

In accordance with the City of Palo Alto's procedures for compliance with the California Environmental Quality Act (CEQA), the City has conducted an Initial Study to determine whether the proposed Charleston-Arastradero Corridor Plan project may have a significant effect on the environment. On the basis of that study, the City makes the following determination:

The proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** is hereby adopted.

Although the project, as proposed, could have a significant effect on the environment, there will not be a significant effect on the environment in this case because mitigation measures have been added to the project and, therefore, a **MITIGATED NEGATIVE DECLARATION** is hereby adopted.

The attached initial study incorporates all relevant information regarding the potential environmental effects of the project and confirms the determination that an EIR is not required for the project.

The Charleston Arastradero Road Corridor Plan would not result in significant environment impacts from traffic, including level of service, noise and air quality.

In addition, the following mitigation measures have been incorporated into the project:

Biotic Resources:

BIO-1. Comply with Tree Technical Manual and Chapter 8.10 of the PAMC. All proposed improvements would be required to be built per the tree technical manual standards, particularly those in Section 2.20, Activities during Construction & Demolition near trees, using tree protection zones and requirements as illustrated in Images 2.20-1 through 2.20-3. It includes establishing Zones near trees (such as sidewalk, planter strip, tree protection zone, etc. and include precautions to take to avoid soil compaction, to limit grading and excavation, and storage of construction equipment. The City Arborist

and Managing Arborist shall review schematic designs of proposed improvements and their recommendations shall be included in the final design. Guidelines, recommendations, and scheduling of the Arbor Resources & the City of Palo Alto (Arborist comments & City Tree Technical Manual) shall apply during all phases of demolition and construction of the project.

BIO-2. Prior to final design, an Arborist Report shall be prepared to assess construction impacts to existing plantings. Where the project includes sidewalk and/or curb relocation or widening appropriate mitigation measures shall be included in order to protect the roots of trees. These mitigation measures shall include a more detailed assessment of both existing private and public shrubs and trees at and adjacent to that ROW. The assessment shall also analyze the proposed new planting scheme for any impacts to existing plantings. The City Arborist and City Managing Arborist shall review the schematic design to determine how the improvement could be accomplished without damaging or removing trees. Whenever possible, the design shall be amended to preserve trees, and measures taken to protect trees during construction, as specified in the City Tree Technical Manual. If the trees cannot be preserved, the assessment shall identify measures to offset the loss of street trees, in accordance with PAMC, Chapter 8.10. The City shall commit to implementing these measures, which would include additional plantings in vacant spaces, new medians, and replacement of declining street trees as listed in the City Street Tree Inventory.

BIO-3. Potential tree removal & nesting birds. Any tree removal along the corridor, in addition to meeting the City Tree removal requirements under PAMC Chapter 8.10 and the City Tree Technical Manual, shall also comply with the following. The removal of trees, shrubs, or weedy vegetation should avoid the December 15 through August 31 bird nesting period to the extent possible. If no vegetation or tree removal is proposed during the nesting period, no surveys are required. If it is not feasible to avoid the nesting period, a qualified wildlife biologist should conduct a survey for nesting birds no earlier than 21 days prior to the removal of trees, shrubs, grassland vegetation, grading, or other construction activity. The area surveyed should include all construction sites, access roads, and staging areas, as well as areas within 150 feet outside the boundaries of the areas to be cleared or as otherwise determined by the biologist. Survey results shall remain valid for a period of 21 days following the survey. In the event that an active nest is discovered in the areas to be cleared, or in other habitats within 150 feet of construction boundaries, clearing and construction should be postponed for at least two weeks or until a wildlife biologist has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts. Implementation of this mitigation measure would reduce impact to nesting birds to a less-than-significant level.

Archeological Resources:

ARCH -1: In accordance with to the requirements for archaeological resources mitigation in Sections 21083.2(c)-(f) of CEQA, in areas where the curb or sidewalk is expanded, construction work crews shall be aware of the potential for discovery archeological resources. In the event of a discovery, all work at the discovery location shall cease immediately and a qualified archaeologist retained to evaluate the find. The archaeologist shall first determine whether an archaeological resource uncovered during construction is a "unique archaeological resource" under Public Resources Code Section 21083.2(g) or a historical resource under Section 15064.5(a)(3) of the CEQA Guidelines. If the archaeological resource is determined to be a "unique archaeological resource" or a historical resource, the archaeologist shall formulate a mitigation plan in consultation with the City that satisfies the requirements of Section 21083.2(c)-(f) of CEQA. If the archaeologist determines that the archaeological resource is not a unique archaeological resource or a historical resource, the archaeologist may record the site and submit the recordation form to the California Historic Resources Information System Northwest Information Center. The archaeologist shall prepare a report of the results of any study prepared as part of a mitigation plan, following accepted professional practice. Copies of the report shall be submitted to the City and to the California Historic Resources Information System Northwest Information Center. In the event of any

accidental discovery of human remains, the Santa Clara County Coroner's Office shall be notified immediately. The coroner would determine if the remains are those of a Native American, and if they are shall comply with the CEQA guidelines Section 15064.5(e).

Temporary Construction Impacts:

NOISE-1: Construction hours would be limited to Monday through Friday 8:00 a.m. to 6:00 p.m. and Saturday 9:00 a.m. to 6:00 p.m., as per City Noise Ordinance, Chapter 9.10 requirements. All construction truck traffic shall conform to the City of Palo Alto Trucks and Traffic Ordinance (10.48) that details city truck routes. Average Noise Levels of typical construction equipment is included in Table 2 of the Technical Memorandum. At 50-100 feet construction vehicle noises ranges from 70 – 90 dBA, but with noise control these can be reduced to 60 – 80 dBA. The project shall be required to follow standard construction techniques and best management practices, including the development of a Construction Management Plan that would include measures taken to reduce construction noise. In addition, the contractor would adjust the construction schedule to be sensitive to nearby land uses, use temporary noise barriers, and use the proper equipment and shielding for construction machinery and tools.

AIR QUALITY-1. Implement Best Management Practices to Reduce Air Emissions During Construction. The City shall include in construction contracts the following requirements:

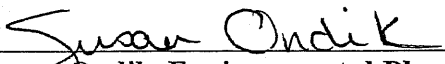
- Cover all truck hauling construction and demolition debris from the site;
- Water all exposed or disturbed soil surfaces at least twice daily;
- Use watering to control dust generation during demolition of structures or break-up of pavement;
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas;
- Sweep daily (with water sweepers) all paved parking areas and staging areas during the earthwork phases of construction;
- Provide daily clean-up of mud and dirt carried onto paved streets from the site;
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 mph;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and
- Replant vegetation in disturbed areas as quickly as possible.

Public Services:


Fire Department Service - PUBSERV- 1: Since the improvements would be phased and tested prior to placement, part of the City testing shall include fire department emergency access and tests of response time through traffic to address specific areas of concern before the permanent facilities are in place. The Transportation department shall also work with the Fire Department to integrate areas of concern into the designs as they progress. The traffic adaptive system shall integrate a system of traffic signal pre-emption, such as the Opticom Traffic Signal pre-emption system.

Utility Service - PUBSERV - 2: Similar to biological (tree) resources discussion, Comply with Recommendation for Supplementary Assessment if Sidewalk or Curb expanded . In order to protect existing utility systems in the ROW, if the project includes sidewalk or curb location or widening (where the curb or sidewalks spreads further out than existing conditions), in any areas, the following shall occur. In locations where the existing curb or sidewalk is relocated/widened out, a more detailed assessment of existing utility placements and proposed improvements shall occur to the satisfaction of the City's Public Works and Utilities Departments. These departments shall review the proposed design and assessment and determine whether the improvement could be accomplished without impacting existing utilities. The design shall be amended to maintain existing utility service. The proposed improvements, with the above

mitigation, are considered minor improvements to the existing utility systems, and therefore a less than significant impact.


Susan Ondik, Environmental Planner

12/8/03
Date


John Lusardi, Planning Manager

12/8/03
Date

**CHARLESTON/ARASTRADERO
CORRIDOR PLAN**

***Mitigation Reporting And
Monitoring Program***

SCH# 2003082062
City of Palo Alto – 03-EIA-16

**City of Palo Alto
Department of Planning and Community Environment**

**CHARLESTON – ARASTRADERO ROAD CORRIDOR
MITIGATED NEGATIVE DECLARATION
MITIGATION REPORTING AND MONITORING PROGRAM
(SCH # 2003082062 & City of Palo Alto #03-EIA-16)**

The Mitigated Negative Declaration and Initial Study identifies environmental factors that would be potentially affected by the proposed project with regard to Biotic Resources, Archeological Resources, Temporary Construction Impact and Public Services. None of these factors are “Potential Significant Issues”. All feasible changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental impacts identified in the Initial Study and some mitigation is incorporated. The Mitigation Reporting and Monitoring Program describes each potentially affected environmental factor, appropriate mitigation measures that were incorporated into the plan, and the responsible agency and time frame for mitigation monitoring.

BIOTIC RESOURCES:

BIO-1: Comply with Tree Technical Manual and Chapter 8.10 of the PAMC. All proposed improvements shall be required to be built per the tree technical manual standards, particularly those in Section 2.20, Activities during Construction & Demolition near trees, using tree protection zones and requirements as illustrated in Images 2.20-1 through 2.20-3. It includes establishing Zones near trees (such as sidewalk, planter strip, tree protection zone, etc. and include precautions to take to avoid soil compaction, to limit grading and excavation, and storage of construction equipment. The City Arborist and Managing Arborist shall review schematic designs of proposed improvements and their recommendations shall be included in the final design. Guidelines, recommendations, and scheduling of the Arbor Resources & the City of Palo Alto (Arborist comments & City Tree Technical Manual) shall apply during all phases of demolition and construction of the project.

Responsible Agency for mitigation monitoring:
The City of Palo Alto

Time frame for mitigation monitoring:

1. Design development and preconstruction activities. Applicable City departments, including the City Arborist are responsible for review of tree protection measures, the Tree Protection and Preservation Plan and the Construction Management Plan as project design proceeds to ensure that mitigation is included in the implementation projects of the Plan.
2. Monitor during construction activities. The project arborist shall report to the City of Palo Alto Planning Arborist. The project arborist shall perform inspections of any prescribed tree protection measures. Site inspections to monitor tree condition on a minimum of four-week intervals shall also occur. The Planning Arborist shall be in receipt of the inspection report during the first week of each month until completion.
3. Mitigation monitoring for additional plantings will also extend to a minimum of at least a year after completion of construction to ensure the health and retention of trees. The City has an ongoing monitoring program for city street trees. Any trees planted within the right-of-way as part of the Corridor Plan shall be added to the City Street Tree Inventory.

BIO-2: Prior to final design, an Arborist Report shall be prepared to assess construction impacts to existing plantings. Where the project includes sidewalk and/or curb relocation or widening appropriate mitigation measures shall be included in order to protect the roots of trees. These mitigation measures shall include a more detailed assessment of both existing private and public shrubs and trees at and adjacent to that ROW. The assessment shall also analyze the proposed new planting scheme for any impacts to existing plantings. The City Arborist and City Managing Arborist shall review the schematic design to determine how the improvement could be accomplished without damaging or removing trees. Whenever possible, the design shall be amended to preserve trees, and measures taken to protect trees during construction, as specified in the City Tree Technical Manual. If the trees cannot be preserved, the assessment shall identify measures to offset the loss of street trees, in accordance with PAMC, Chapter 8.10. The City shall commit to implementing these measures, which shall include additional plantings in vacant spaces, new medians, and replacement of declining street trees as listed in the City Street Tree Inventory.

Responsible Agency for mitigation monitoring:
The City of Palo Alto.

Time frame for mitigation monitoring:

1. Design development and preconstruction activities. Applicable City departments, including the City Arborist are responsible for review of tree protection measures, the Tree Protection and Preservation Plan and the Construction Management Plan as project design proceeds to ensure that mitigation is included in the implementation projects of the Plan.
2. Monitor during construction activities. The project arborist shall report to the City of Palo Alto Planning Arborist. The project arborist shall perform inspections of any prescribed tree protection measures. Site inspections to monitor tree condition on a minimum of four-week intervals shall also occur. The Planning Arborist shall be in receipt of the inspection report during the first week of each month until completion.
3. Mitigation monitoring for additional plantings will also extend to a minimum of at least a year after completion of construction to ensure the health and retention of trees. The City has an ongoing monitoring program for city street trees. Any trees planted within the right-of-way as part of the Corridor Plan shall be added to the City Street Tree Inventory.

BIO-3. Potential tree removal & nesting birds. Any tree removal along the corridor, in addition to meeting the City Tree removal requirements under PAMC Chapter 8.10 and the City Tree Technical Manual, shall also comply with the following. The removal of trees, shrubs, or weedy vegetation should avoid the December 15 through August 31 bird nesting period to the extent possible. If no vegetation or tree removal is proposed during the nesting period, no surveys are required. If it is not feasible to avoid the nesting period, a qualified wildlife biologist should conduct a survey for nesting birds no earlier than 21 days prior to the removal of trees, shrubs, grassland vegetation, grading, or other construction activity. The area surveyed should include all construction sites, access roads, and staging areas, as well as areas within 150 feet outside the boundaries of the areas to be cleared or as otherwise determined by the biologist. Survey results shall remain valid for a period of 21 days following the survey. In the event that an active nest is discovered in the areas to be cleared, or in other habitats within 150 feet of construction boundaries, clearing and construction should be postponed for at least two weeks or until a wildlife biologist

has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts. Implementation of this mitigation measure will reduce impact to nesting birds to a less-than-significant level.

Responsible Agency for mitigation monitoring:
The City of Palo Alto

Time frame for mitigation monitoring:

1. Design and Pre-construction. The City Project Manager and applicable City departments are responsible for review during design development to ensure that mitigation is included in the implementation projects of the Plan, including any necessary bird surveys.
2. Monitor during construction activities. The City of Palo Alto and Project Construction Manager is responsible for review and implementation of recommendations resulting from any bird survey, if applicable, including monitoring construction and the notification of appropriate authorities.

ARCHEOLOGICAL RESOURCES:

ARCH -1: In accordance with to the requirements for archaeological resources mitigation in Sections 21083.2(c)–(f) of CEQA, in areas where the curb or sidewalk is expanded, construction work crews shall be aware of the potential for discovery archeological resources. In the event of a discovery, all work at the discovery location shall cease immediately and a qualified archaeologist retained to evaluate the find. The archaeologist shall first determine whether an archaeological resource uncovered during construction is a “unique archaeological resource” under Public Resources Code Section 21083.2(g) or a historical resource under Section 15064.5(a)(3) of the CEQA Guidelines. If the archaeological resource is determined to be a ”unique archaeological resource” or a historical resource, the archaeologist shall formulate a mitigation plan in consultation with the City that satisfies the requirements of Section 21083.2(c)–(f) of CEQA. If the archaeologist determines that the archaeological resource is not a unique archaeological resource or a historical resource, the archaeologist may record the site and submit the recordation form to the California Historic Resources Information System Northwest Information Center. The archaeologist shall prepare a report of the results of any study prepared as part of a mitigation plan, following accepted professional practice. Copies of the report shall be submitted to the City and to the California Historic Resources Information System Northwest Information Center. In the event of any accidental discovery of human remains, the Santa Clara County Coroner’s Office shall be notified immediately. The coroner would determine if the remains are those of a Native American, and if they are shall comply with the CEQA guidelines Section 15064.5(e).

Responsible Agency for mitigation monitoring:
The City of Palo Alto

Time frame for mitigation monitoring:

1. Design development and preconstruction activities. Applicable City departments are responsible for review of the implementation projects’ Construction Management Plans to ensure mitigation, including a plan if an archeological discovery is found, is included in the project.

2. Monitor during construction. The City of Palo Alto and Project Construction Manager is responsible for monitoring construction for archeological materials and the notification of appropriate authorities.

TEMPORARY CONSTRUCTION IMPACTS:

NOISE-1: Construction hours shall be limited to Monday through Friday 8:00 a.m. to 6:00 p.m. and Saturday 9:00 a.m. to 6:00 p.m., as per City Noise Ordinance, Chapter 9.10 requirements. All construction truck traffic shall conform to the City of Palo Alto Trucks and Traffic Ordinance (10.48) that details city truck routes. Average Noise Levels of typical construction equipment is included in Table 2 of the Technical Memorandum. At 50-100 feet construction vehicle noises ranges from 70 – 90 dBA, but with noise control these can be reduced to 60 – 80 dBA. The project shall be required to follow standard construction techniques and best management practices, including the development of a Construction Management Plan that shall include measures taken to reduce construction noise. In addition, the contractor shall adjust the construction schedule to be sensitive to nearby land uses, use temporary noise barriers, and use the proper equipment and shielding for construction machinery and tools.

Responsible Agency for mitigation monitoring:
The City of Palo Alto

Time frame for mitigation monitoring:

1. Design development and preconstruction activities. The applicable City departments are responsible for review of construction management plans prepared to ensure mitigation is included in the projects constructed under the Plan.
2. Monitor during construction activities. The City Police Department is responsible for the implementation of the Noise Ordinance and monitoring of construction hours. The City of Palo Alto and the construction project manager are responsible for monitoring that the conditions are implemented. Project design and construction also requires coordination with Santa Clara Valley Transportation Authority, California Department of Transportation and Santa Clara Valley Water District.

AIR QUALITY-1. Implement Best Management Practices to Reduce Air Emissions During Construction. The City shall include in construction contracts the following requirements:

- Cover all truck hauling construction and demolition debris from the site;
- Water all exposed or disturbed soil surfaces at least twice daily;
- Use watering to control dust generation during demolition of structures or break-up of pavement;
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved parking areas and staging areas;
- Sweep daily (with water sweepers) all paved parking areas and staging areas during the earthwork phases of construction;
- Provide daily clean-up of mud and dirt carried onto paved streets from the site;
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);

- Limit traffic speeds on unpaved roads to 15 mph;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and
- Replant vegetation in disturbed areas as quickly as possible.

Responsible Agency for mitigation monitoring:
 The City of Palo Alto

Time frame for mitigation monitoring:

1. Design development and preconstruction activities. Applicable City departments are responsible for review of, prior to granting any grading permit, the Construction Management Plan prepared for projects implemented under the Plan to ensure mitigation is included.
2. Monitor during construction activities. City of Palo Alto and the project manager will monitor that the Construction Management Plans including dust control measures are followed.

PUBLIC SERVICES:

Fire Department Service - PUBSERV - 1: The improvements shall be phased and tested prior to placement, part of the City testing shall include fire department emergency access and tests of response time through traffic to address specific areas of concern before the permanent facilities are in place. The Transportation department shall also work with the Fire Department to integrate areas of concern into the designs as they progress. The traffic adaptive system shall integrate a system of traffic signal pre-emption, such as the Opticom Traffic Signal pre-emption system.

Responsible Agency for mitigation monitoring:
 The City of Palo Alto

Time frame for mitigation monitoring:

1. Design development and preconstruction activities. Applicable City departments, including the City Fire and Transportation Departments are responsible for review of design of implementation projects for the Plan to ensure mitigation is included in the project.
2. Monitor during construction activities. City of Palo Alto and the project manager will monitor that the concerns brought up during and following the testing phase of implementation projects are documented and any measures taken to address these concerns.

Utility Service - PUBSERV - 2: Similar to biological (tree) resources discussion, Comply with Recommendation for Supplementary Assessment if Sidewalk or Curb expanded. In order to protect existing utility systems in the ROW, if the project includes sidewalk or curb location or widening (where the curb or sidewalks spreads further out than existing conditions), in any areas, the following shall occur. In locations where the existing curb or sidewalk is relocated/widened out, a more detailed assessment of existing utility placements and proposed improvements shall occur to the satisfaction of the City's Public Works and Utilities Departments. These departments shall review the proposed design and assessment and determine whether the improvement could be accomplished without impacting existing utilities. The design shall be amended to maintain existing utility service. The proposed improvements, with the above mitigation, are considered minor improvements to the existing utility systems, and therefore a less than significant impact.

Charleston-Arastradero Corridor Improvement Plan
Mitigation Reporting & Monitoring Program
(SCH # 2003082062 & City of Palo Alto #03-EIA-16)

Responsible Agency for mitigation monitoring:

The City of Palo Alto & Santa Clara Valley Water District

Time frame for mitigation monitoring:

1. Design development and preconstruction activities. The applicable City departments, including the City Public Works and Utilities Departments are responsible for the review of project designs prepared to ensure mitigation is included in the project. Work on or near the Adobe Creek bridge on Charleston Corridor must also receive review and approval by the Santa Clara Valley Water District.
2. Monitor during construction. The City of Palo Alto and Project Construction Manager is responsible for monitoring construction of projects under the Plan, including any additional coordination of Public Works or Utilities review and/or monitoring during project construction.

**CHARLESTON/ARASTRADERO
CORRIDOR PLAN**

*Mitigated Negative Declaration
Public Review Comments
And
Responses to Comments*

January, 2004

The following written comments were received on the Draft Mitigated Negative Declaration:

- 1. Valley Transportation Authority (VTA),
December 29, 2003**
- 2. Santa Clara Valley Water District (SCVWD), January 2,
2004 [Note: Comments from the SCVWD were received
after the close of the public review period, December 29,
2003]**
- 3. State of California, State Clearinghouse, January 5, 2004
[No response is required]**

This section includes copies of the comment letters and responses to the comments from the VTA and SCVWD.

January, 2004

SCH# 2003082062

City of Palo Alto – 03-EIA-16

Chareleston/Arastradero Corridor Plan

Responses to written comments on the Mitigated Negative Declaration: **(Copies of the comment letters are attached)**

1. Santa Clara Valley Transportation Authority (VTA) Comment Letter dated December 29, 2003.

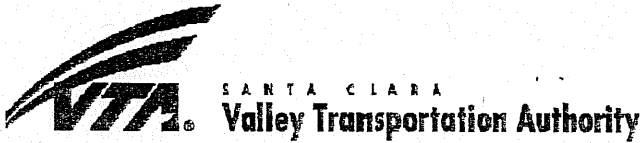
Comment: *“VTA provides bus service along Charleston and Arastradero Roads. In order to meet the project objectives concerning improved travel along the corridor and to provide increased accessibility to transit service, VTA staff recommend that improvements to existing bus stops, in accordance with VTA and Americans with Disabilities Act (ADA) standards, be included as part of the project. Our specific recommendations for each bus stop are attached. VTA staff are available to work with City staff concerning the design of the bus stop improvements.*

Response: The comment is noted. The City will coordinate with the VTA regarding the construction or improvements for bus stops during further design development and prior to implementation of Plan projects.

2. Santa Clara Valley Water District (SCVWD) Comment Letter dated January 2, 2004

Comment: *“In accordance with District Ordinance 83-2, all projects within 50 feet from a District facility are subject to review and issuance of a District permit prior to construction. This includes construction, grading, paving, and landscaping. The proposed project may impact Adobe Creek where Charleston Road crosses the creek. The District has fee title property along Adobe Creek downstream of Charleston Road and an easement upstream of Charleston Road.*

Response: The comment is noted. As proposed, the project would not impact Adobe Creek. All improvements are within the existing City right-of-way. The City will coordinate all improvements within 50 feet of a District facility with the SCVWD during design development of implementation projects. Where required, the City will obtain District permits prior to construction.



December 29, 2003

City of Palo Alto
Planning Department
P.O. Box 10250
Palo Alto, CA 94303

Attention: Susan Ondik

Subject: City File No.: 03-EIA-16 / Charleston-Arastradero Corridor Plan

Dear Ms. Ondik:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Mitigated Negative Declaration for the corridor study to address transportation issues and pedestrian/bicycle safety for the area along Arastradero Road and Charleston Road. We have the following comments.

VTA provides bus service along Charleston and Arastradero Roads. In order to meet the project objectives concerning improved travel along the corridor and to provide increased accessibility to transit service, VTA staff recommend that improvements to existing bus stops, in accordance with VTA and Americans with Disabilities Act (ADA) standards, be included as part of the project. Our specific recommendations for each bus stop are attached. VTA staff are available to work with City staff concerning the design of the bus stop improvements.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

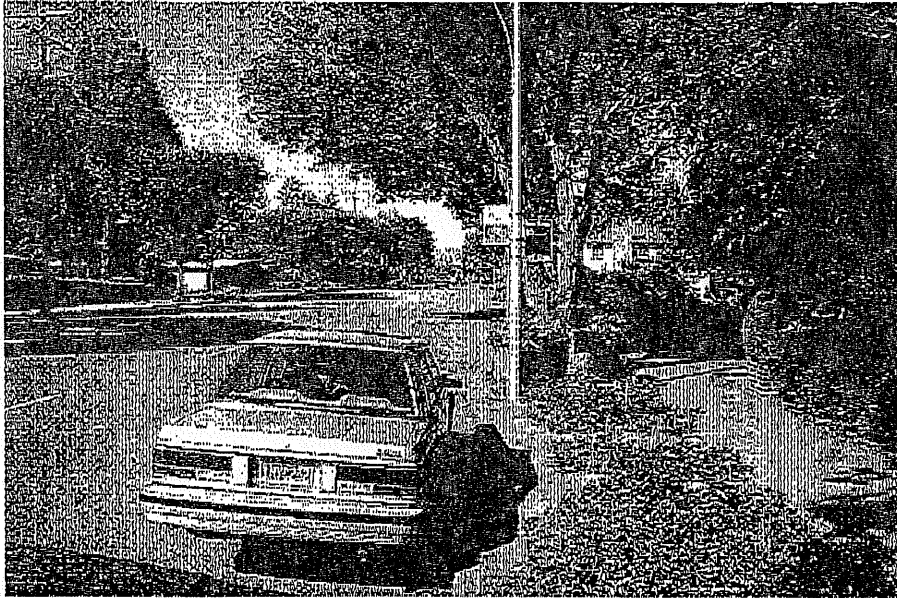
A handwritten signature in black ink, appearing to read 'R Molseed', is written over the typed name.

Roy Molseed
Senior Environmental Planner

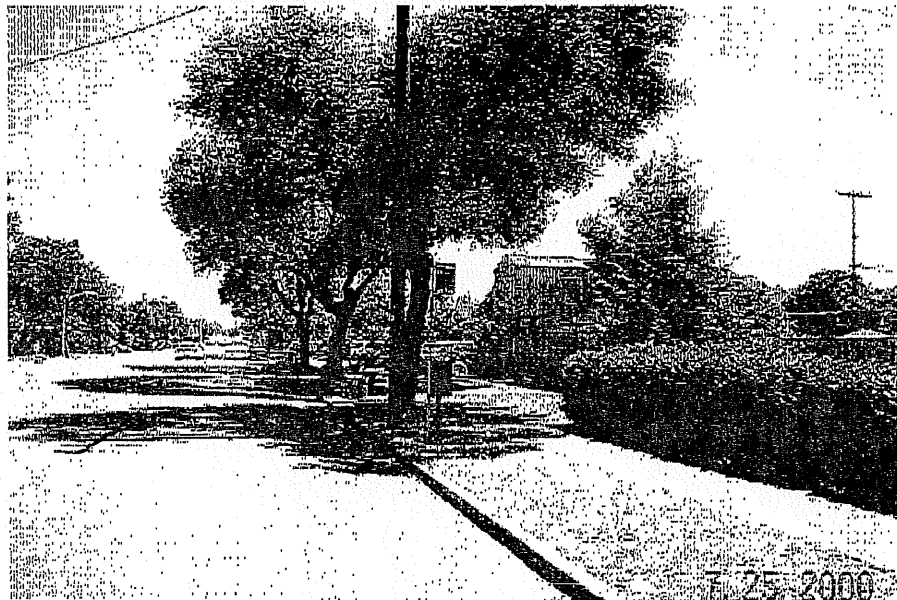
RM:kh

cc: Ron Wong, VTA

Proposed Arastradero Road/Charleston Road Bus Stop Improvements



(1) #148005 WB Charleston Rd. NS Grove
*Fill in planter strip, 40' long Passenger Waiting Pad
*Install 10'x55' PCC Bus pad



(2) #148014 EB Charleston Rd. FS Sutherland Drive
*Fill in planter strip, 40' long Passenger Waiting Pad
*Install 10'x55' PCC Bus Pad

Proposed Arastradero Road/Charleston Road Bus Stop Improvements



(3) #148016 WB Charleston Road FS Middlefield Road
*Install 10'x55' PCC Bus Pad



(4) #148018 EB Charleston Road FS Middlefield Road
*Install 10'x55' PCC Bus Pad

Proposed Arastradero Road/Charleston Road Bus Stop Improvements

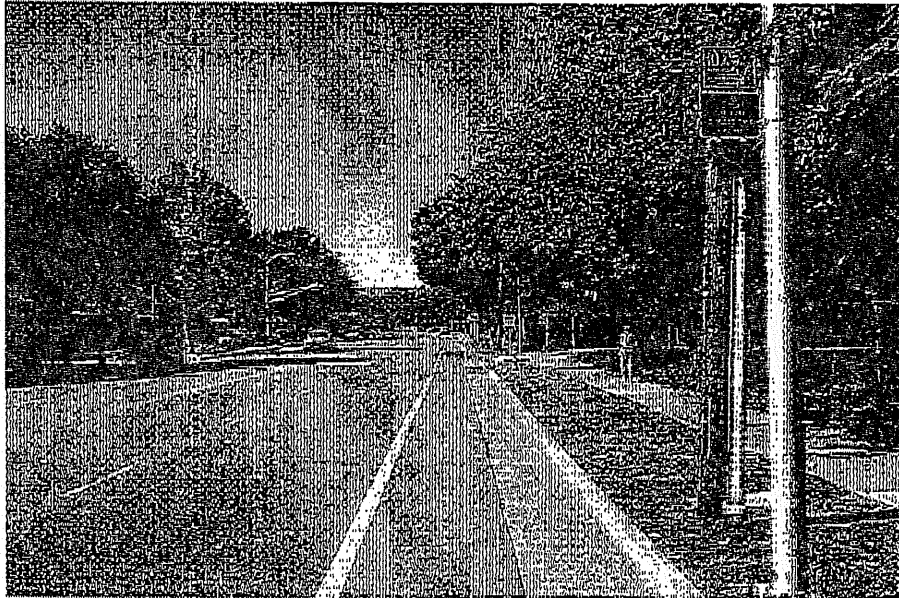


(5) #138002 EB Charleston Road NS Nelson Drive
*Install 10'x55' PCC Bus Pad or Repair Damaged Curb & Gutter

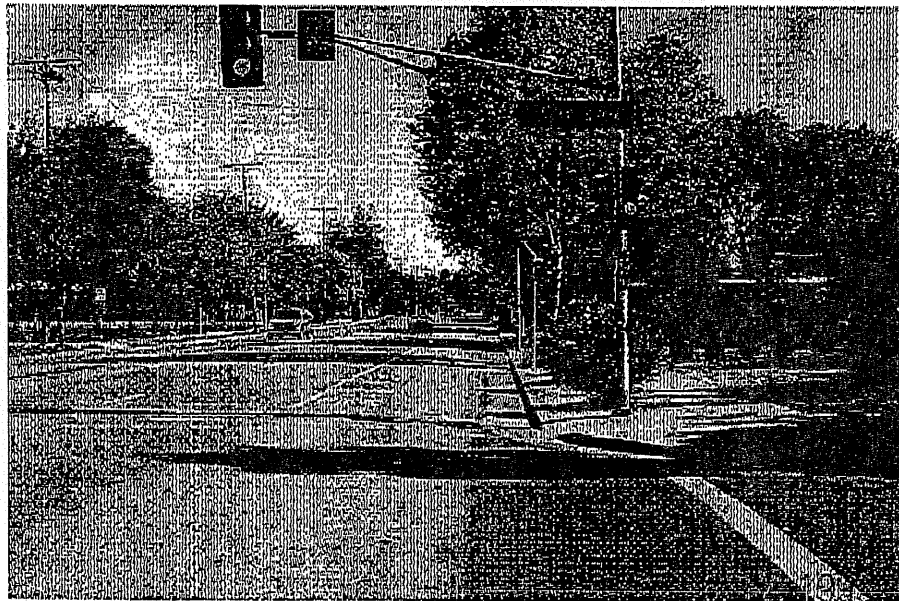


(6) #138003 WB Charleston Road At Stevenson House
*Fill-in Additional Planter Strip W/ PCC For Access to Rear Door of Bus
*Install 10'x55' PCC Bus Pad

Proposed Arastradero Road/Charleston Road Bus Stop Improvements

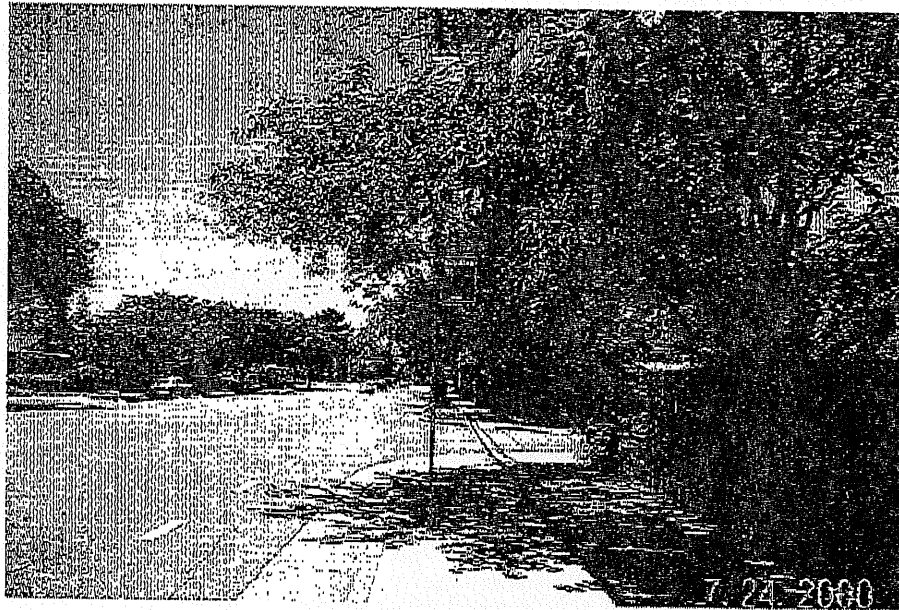


(7) #138008 WB Charleston Road NS Carlson Court
*Fill-in Planter Strip W/ 40' Long PCC Passenger Waiting Pad
*Install 10'x55' PCC Bus Pad

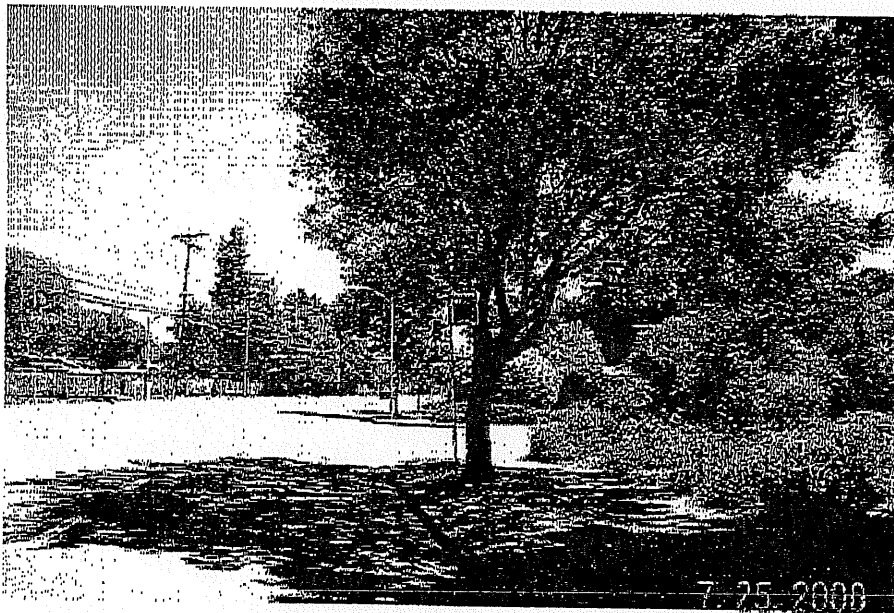


(8) #138009 EB Charleston Road FS Carlson Court
*Remove Shrubs, Fill-in Planter Strip W/ 40' Long PCC Passenger Waiting Pad
*Install 10'x55' PCC Bus Pad

Proposed Arastradero Road/Charleston Road Bus Stop Improvements



(9) #138006 WB Charleston Road NS Wright Place
*Install 10'x55' PCC Bus Pad



(10) #138007 EB Charleston Road NS Mumford Place
*Fill-in Planter Strip W/ 40' Long PCC Passenger Waiting Pad
*Install 10'x55' PCC Bus Pad

Proposed Arastradero Road/Charleston Road Bus Stop Improvements



(11) #137904 EB Charleston Road FS Alma St.
 *Fill-in Planter Strip 40' Long PCC Passenger Pad
 *Install 10'x55' PCC Bus Pad



(12) #137905 WB W. Charleston Road FS Park Blvd.
 *Install PCC Pad At BOW 40' Long (Provide 8' Wide Pax Pad)
 *Install 10'x55' PCC Bus Pad

Proposed Arastradero Road/Charleston Road Bus Stop Improvements

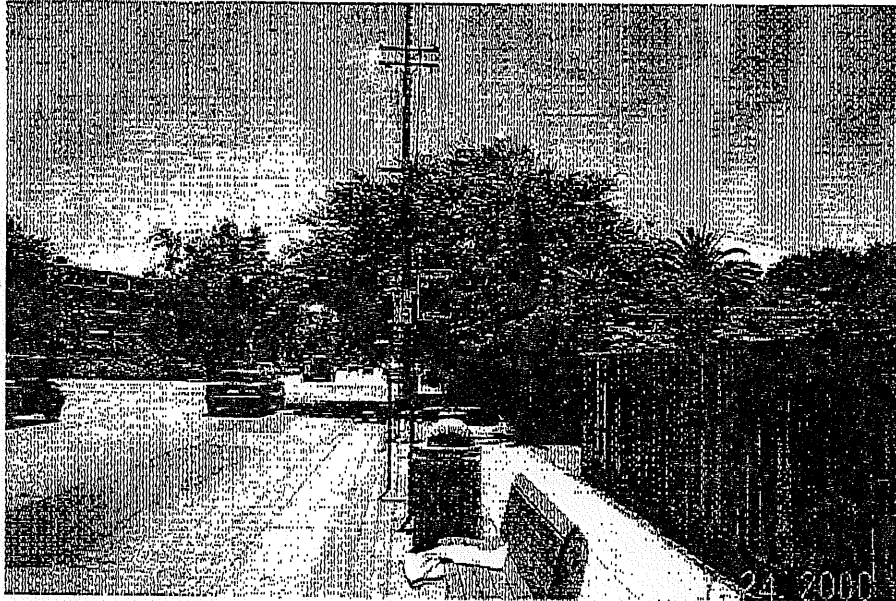


(13) #127910 EB W. Charleston Road NS Ruthelma Ave.
*Install 10'x55' PCC Bus Pad



(14) #127908 EB W. Charleston Road FS El CaminoReal
*Install 10'x55' PCC Bus Pad

Proposed Arastradero Road/Charleston Road Bus Stop Improvements

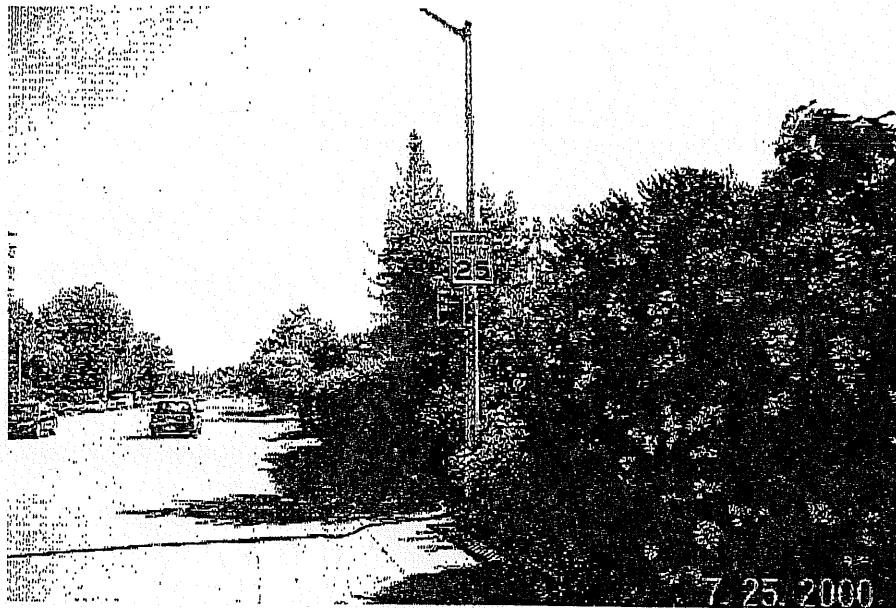


(15) #127909 WB Arastradero Road FS El Camino Real
*Install 10'x55' PCC Bus Pad



(16) #127804 WB Arastradero NS Coulombe Drive
*Install 10'x55' PCC Bus Pad

Proposed Arastradero Road/Charleston Road Bus Stop Improvements



(17) #127803 EB Arastradero Road NS Suzanne Drive
*Install 8'x40' PCC Passenger Waiting
*Install 10'x40' PCC Bus Pad



(18) #117802 WB Arastradero Road NS Donald Drive
*Install 10'x55' PCC Bus Pad

Proposed Arastradero Road/Charleston Road Bus Stop Improvements



(19) #117801 EB Arastradero Road NS Terman
*Enlarge Passenger Waiting Pad, South of Tree
*Install 10'x55' PCC Bus Pad



(20) #117703 WB Arastradero Road AT Gunn H.S.
*Install 10'x55' PCC Bus Pad

Proposed Arastradero Road/Charleston Road Bus Stop Improvements



(21) #117704 EB Arastradero Road OP Gunn H.S.
*Install 10'x55' PCC Bus Pad

RECEIVED

JAN 08 REC'D

**Department of Planning and
Community Environment**

File: 17823
Adobe Creek

January 2, 2004

Ms. Susan Ondik
Department of Planning and
Community Environment
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94303

Subject: Initial Study and Draft Mitigated Negative Declaration for Charleston/Arastradero
Corridor

Dear Ms. Ondik:

The Santa Clara Valley Water District (District) staff has reviewed the Initial Study and Draft Mitigated Negative Declaration for the Charleston/Arastradero Corridor dated December 2003. In accordance with District Ordinance 83-2, all projects within 50 feet from a District facility are subject to review and issuance of a District permit prior to construction. This includes construction, grading, paving, and landscaping. The proposed project may impact Adobe Creek where Charleston Road crosses the creek. The District has fee title property along Adobe Creek downstream of Charleston Road and an easement upstream of Charleston Road.

For those portions of the proposed projects that are adjacent to Adobe Creek, please forward two sets of plans to us for review. Thank you for the opportunity to review the Initial Study. If you have any further questions, please call me at (408) 265-2607, extension 2586, or email me at kturner@valleywater.org.

Sincerely,



Kathrin A. Turner
Assistant Engineer
Community Projects Review Unit

cc: S. Tippets, B. Goldie, K. Turner, File (2)
kt:jl
0102c-pl.doc





Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Jan Boel
Interim Deputy
Director

January 5, 2004

Susan Ondik
City of Palo Alto, Planning Department
250 Hamilton Avenue
Palo Alto, CA 94303

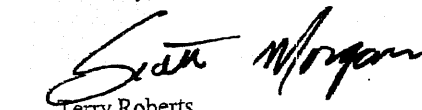
Subject: Charleston-Arastradero Corridor Plan
SC11#: 2003082062

Dear Susan Ondik:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on December 30, 2004, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,


Terry Roberts
Director, State Clearinghouse